CITY OF MONTEBELLO
CITY COUNCIL
REGULAR MEETING

WEDNESDAY, APRIL 10, 2024 AT 6:00 PM

CITY HALL COUNCIL CHAMBERS
1600 WEST BEVERLY BOULEVARD
MONTEBELLO, CALIFORNIA

CITY COUNCIL
Scarlet Peralta, Mayor
Salvador Melendez, Mayor Pro Tem
Angie M. Jimenez, Councilmember
Georgina Tamayo, Councilmember
David N. Torres, Councilmember

CITY MANAGER
Raul Alvarez

CITY TREASURER
David Matanga

CITY ATTORNEY
Arnold M. Alvarez-Glasman

CITY CLERK
Christopher Jimenez

DEPARTMENT HEADS

Assistant City Manager	**Arlene Salazar**
Fire Chief	**Fernando Pelaez**
Police Chief	**Paul Espinosa**
Director of Finance	**Michael Solorza**
Director of Planning/Community Development	**Joseph Palombi**
Director of Public Works	**Cesar Roldan**
Director of Recreation and Community Services	**David Sosnowski**
Director of Transportation	**Adrianna Kendricks**

NOTICES

This City Council Meeting ("Council") will be held in person and will meet at **City Hall – City Council Chambers, 1600 West Beverly Boulevard, Montebello, California.** The meeting will be live streamed and can be watched on the City's website and YouTube Channel via the following link: https://www.montebelloca.gov, and may also be viewed on Spectrum Public Access Channel 3 for all Spectrum cable subscribers.

AMERICANS WITH DISABILITIES ACT: In compliance with the Americans with Disabilities Act (ADA) any person with a disability who requires special accommodations in order to participate in a meeting should contact the Administration Office at (323) 887-1437 Monday-Thursday from 7:30 a.m.-5:30 p.m. Please call 48 hours prior to the meeting to ensure that reasonable arrangements can be made to provide accessibility to this meeting (28 CFR 35.102-35.104 ADA Title II 1203). If you require translation services, please contact the City Clerk's office 72 hours before this meeting. **Si necesita servicios de traducción, comuníquese con la Oficina del Secretario Municipal 72 horas antes de esta reunión.** **如果您需要翻译服务，请在会议前 72 小时联系市书记员办公室.**

RULES OF DECORUM:
Pursuant to Section 54957.95 of the Government Code, the presiding member of the legislative body conducting a meeting, or their designee, is authorized to remove, or cause the removal of, an individual for disrupting the meeting. Any such removal will be preceded by a warning to the disruptive individual by the presiding member of the legislative body or their designee that the individual's behavior is disrupting the meeting and that the individual's failure to promptly cease their disruptive behavior may result in their removal.

PUBLIC COMMENTS:
In-Person: For those interested in participating during the Public Comment period(s) or public testimony period for Public Hearings of the City Council meetings, you may address the City Council ***in person only the day of the meeting***. Speakers will be required to fill out a speaker card provided at the door and submit it to City Clerk staff prior to each Public Comment announcement period. Staff will number and call each speaker card in the order received. ***Closed Session begins at 6:00 p.m. and Regular Session begins immediately thereafter; if there is no Closed Session, Regular Session will begin at 6:00 p.m.***

AGENDA MATERIALS: The agenda and/or agenda packet are available for public inspection at City's website at: Agendas, Minutes, and Videos,

IN CONSIDERATION OF OTHERS, PLEASE TURN OFF, OR MUTE, ALL CELL PHONES AND PAGERS
THANK YOU FOR YOUR COOPERATION

OPENING CEREMONIES

CALL TO ORDER - 6:00 P.M.

ROLL CALL

ANNOUNCEMENT OF CLOSED SESSION ITEMS

PUBLIC COMMENTS ON CLOSED SESSION ITEMS

At this time, the public may submit a speaker card to the City Clerk staff for Closed Session items, prior to the beginning of this statement. Speakers will be called in the order received. Please be aware that the maximum time allotted for members of the public to speak on Closed Session items shall not exceed three (3) minutes per person. State Law prohibits the City Council from taking action or entertaining extended discussion on a topic not listed on the agenda. Please show courtesy to others and direct all of your comments to the Mayor and City Council.

CLOSED SESSION

The City Attorney shall provide a briefing on the item listed for Closed Session as follows:

1. **CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION**
   Government Code Section 54956.9(d)(1)
   Rojas vs. City of Montebello
   Case No. ADJ17161758, ADJ17161759

2. **CONFERENCE WITH REAL PROPERTY NEGOTIATORS**
   Government Code Section 54956.8
   Property: Topgolf Site
   City's Negotiators: Raul Alvarez, City Manager
   Negotiating Party: Topgolf Montebello
   Under negotiation: Terms of Lease

REGULAR SESSION - IMMEDIATELY FOLLOWING CLOSED SESSION

CLOSED SESSION REPORT

INVOCATION

PLEDGE OF ALLEGIANCE

CORRECTIONS TO THE AGENDA - CITY MANAGER

CEREMONIAL ITEMS/PRESENTATIONS

3. **CITIZEN OF THE MONTH - KATHLEEN RABAGO**
4. **NATIONAL CHILD ABUSE PREVENTION**
5. **AUTISM AWARENESS MONTH**
6. **ARMENIAN HISTORY MONTH**
7. **ARBOR DAY PROCLAMATION**
8. **NATIONAL DONATE LIFE MONTH**
9. **HUMAN RESOURCES PROTOCOL PRESENTATION BY LIEBERT CASSIDY WHITMORE**

PUBLIC COMMENTS ON NON-AGENDA ITEMS (30 MINUTES)

At this time, the public may submit speaker card(s) to the City Clerk staff, for both agenda and non-agenda items, prior to the beginning of this statement; Public Hearing items do not require a speaker card.

The City Council will address non-agenda items during this section and speakers will be called in the order received. Those persons not accommodated during this 30-minute period will have an opportunity to speak under "Public Comments – Continued", after all scheduled matters have been considered. **Public Hearing, Regular Business and/or Consent Calendar items will be addressed at the time that matter of business is heard, in the order received.**

Please be aware that the maximum time allotted for members of the public to speak shall not exceed three (3) minutes per speaker. State Law prohibits the City Council from taking action or entertaining extended discussion on a topic not listed on the agenda. Please show courtesy to others and direct all of your comments to the Mayor and City Council.

STAFF COMMUNICATIONS ON ITEMS OF COMMUNITY INTEREST

PUBLIC HEARING

10. RESOLUTION NO. 24-21 ADOPTING ENVIRONMENTAL FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT ("CEQA"), CERTIFYING THE ENVIRONMENTAL IMPACT REPORT (STATE CLEARINGHOUSE NO. 2023050665) AND APPROVING A MITIGATION MONITORING AND REPORTING PROGRAM ("MMRP") AND ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS; RESOLUTION NO. 24-22 ADOPTING AN UPDATE TO THE CITY OF MONTEBELLO GENERAL PLAN AND ADOPTING THE BICYCLE MASTER PLAN; INTRODUCE AND WAIVE FIRST READING OF ORDINANCE NO. 2474 APPROVING THE DOWNTOWN MONTEBELLO SPECIFIC PLAN AND ZONE CHANGE.

RECOMMENDATION: It is recommended that the City Council:

1. Adopt Resolution No. 24-21 adopting environmental findings pursuant to the California Environmental Quality Act ("CEQA"), certifying the Environmental Impact Report (State Clearinghouse No. 2023050665), and approving the Mitigation Monitoring and Reporting Program ("MMRP"), and adopting the Findings of Fact and Statement of Overriding Considerations related to the Montebello 2040 General Plan Update, Downtown Montebello Specific Plan, and Zone Change; and
2. Adopt Resolution No. 24-22 adopting an update to the City of Montebello General Plan ("2040 General Plan") and adopting the City of Montebello Bicycle Master Plan and finding the Bicycle Master Plan exempt from CEQA pursuant to Public Resources Code Section 21080.20(a)(1) and categorically exempt pursuant to CEQA Guidelines Section 15304(h) (Class 4 - Minor Alterations of Land – creation of bicycle lanes on existing rights-of-way); and
3. Introduce and waive first reading of Ordinance No. 2474 approving the Downtown Montebello Specific Plan, related Zone Change, and an amendment to the Zoning Map; and
4. Take such additional, related action that may be desirable.

REGULAR BUSINESS

11. REVIEW OF CURRENT COUNCIL ASSIGNMENTS TO VARIOUS BOARDS AND AGENCIES

RECOMMENDATION: It is recommended that the City Council:

1. Review and take action to fill assignments to various Boards and Agencies; and
2. Take such additional, related, action that may be desirable.

12. ADOPT RESOLUTION NO. 24-26 REVISING AND UPDATING FEES FOR THE CITY OF MONTEBELLO'S MUNICIPAL GOLF COURSE

RECOMMENDATION: It is recommended that the City Council:

1. Adopt Resolution No. 24-26 revising fees for the City of Montebello's Municipal Golf Course; and

2. Take such additional, related action that may be desirable.

CONSENT CALENDAR

All matters listed under the Consent Calendar are considered to be routine. Any items a member wishes to discuss, including any items the public submitted speaker cards for, should be designated at this time. All other items may be approved in a single motion. Such approval will also waive the reading of any Ordinance.

13. ADOPT RESOLUTIONS FOR THE GENERAL MUNICIPAL ELECTION TO BE HELD AND CONDUCTED ON NOVEMBER 5, 2024

RECOMMENDATION: It is recommended that the City Council:

1. Approve Resolution No. 24-16 calling for the holding of a General Municipal Election to be held on Tuesday, November 5, 2024, for the election of certain officers as required by the provisions of the laws of the State of California relating to General Law Cities; and
2. Approve Resolution No. 24-17 requesting the Board of Supervisors of the County of Los Angeles to render full services to the City relating to a General Municipal Election to be held and conducted on Tuesday, November 5, 2024; and
3. Approve Resolution No. 24-18 requesting the Board of Supervisors of the County of Los Angeles to consolidate a General Municipal Election to be held on Tuesday, November 5, 2024, with other Los Angeles County and State of California elections to be held on the date pursuant to § 10403 of the Elections Code; and
4. Approve Resolution No. 24-19 adopting regulations for candidates for elective office pertaining to candidate statements submitted to the voters at an election to be held on Tuesday, November 5, 2024; and
5. Approve Resolution No. 24-20 providing for a procedure for determining by lot a tie among candidates at the November 5, 2024, General Municipal Election in accordance with Elections Code Section 15651.

14. APPROVE EXECUTION OF A MEMORANDUM OF AGREEMENT BETWEEN THE SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS AND THE CITY OF MONTEBELLO TO FUND STATE COMPLIANCE MEASURES WITH THE UPPER LOS ANGELES RIVER WATERSHED MANAGEMENT GROUP AND THE COORDINATED INTEGRATED MONITORING PROGRAM IN ACCORDANCE WITH THE LOS ANGELES COUNTY MUNICIPAL SEPARATE STORM SEWER SYSTEMS PERMIT

RECOMMENDATION: It is recommended that the City Council:

1. Authorize the City Manager to execute a Memorandum of Agreement with the San Gabriel Valley Council of Governments (SGVCOG) to fund the overages associated with the Los Angeles County Municipal Separate Storm Sewer Systems (MS4) Permit's compliance measures of the Upper Los Angeles River Watershed Management Group and the Coordinated Integrated Monitoring Program (CIMP); and
2. Amend the Fiscal Year 2023-24 budget by increasing appropriations by $23,785 in Account No. 229-30-315-6040.10 (Measure W, Public Works, Stormwater, Outside Contracts); and,
3. Take such additional, related action that may be desirable.

15. APPROVE AWARD OF PROFESSIONAL SERVICES AGREEMENT NO. 4190 TO COLLICUTT ENERGY SERVICES TO PROVIDE GENERATOR MAINTENANCE AND REPAIR SERVICES

RECOMMENDATION: It is recommended that the City Council:

1. Award Professional Services Agreement No. 4190 to Collicutt Energy Services to provide generator maintenance and repair services for an initial three (3) year term in a not-to-exceed amount of $251,168; and
2. Reject all other proposals; and
3. Authorize the City Manager to execute the agreement; and
4. Take such additional, related action that may be desirable.

16. AUTHORIZE PURCHASE OF TRAFFIC SIGNAL CONTROLLERS FROM THE LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS

RECOMMENDATION: It is recommended that the City Council:

1. Authorize the purchase of Six (6) 2070 traffic signal controllers from Los Angeles County Department of Public Works; and
2. Authorize staff to approve Los Angeles County Department of Public Works City Service Request No. 271404; and
3. Amend the Fiscal Year 2023-24 budget by increasing appropriations by $65,000 in Account No. 222-30-300-6010.10 (Measure M, Public Works, Administration, Machinery and Equipment); and,
4. Take such additional, related action that may be desirable.

17. ADOPT RESOLUTION NO. 24-24 TO APPLY TO CALIFORNIA DEPARTMENT OF FORESTRY AND FIRE PROTECTION'S URBAN FORESTRY PROGRAM AND COMMUNITY GRANT PROGRAM

RECOMMENDATION: It is recommended that the City Council:

1. Adopt Resolution No. 24-24 authorizing the appropriate City staff member to execute and sign the document and to work with TreePeople to submit the California Department of Forestry and Fire Protection's Urban Forestry Program application; and,
2. Take such additional, related action that may be desirable.

18. ADOPT RESOLUTION NO. 24-25 GRANTING AN EASEMENT ON CITY-OWNED LAND, 1060 S GREENWOOD AVE, TO SOUTHERN CALIFORNIA EDISON COMPANY (SCE) FOR ELECTRICAL UTILITY PURPOSES

RECOMMENDATION: It is recommended that the City Council:

1. Adopt Resolution No.24-25 (Attachment B) granting an easement on City-owned land, 1060 S. Greenwood Ave., to Southern California Edison Company (SCE) for electrical utility purposes; and,
2. Authorize the City Manager or his designee, to sign the Grant of the easement to Southern California Edison (SCE) on behalf of the City; and
3. Take such additional, related action that may be desirable.

19. APPROVAL OF MINUTES: MARCH 27, 2024, CITY COUNCIL MEETING

RECOMMENDATION: It is recommended that the City Council:

1. Approve said Minutes as is.

20. PAYMENT OF BILLS: ADOPT RESOLUTION NO. 24-23 APPROVING THE CITY WARRANT REGISTER OF DEMANDS DATED APRIL 10, 2024

RECOMMENDATION: It is recommended that the City Council:

1. Adopt Resolution No. 24-23 approving the Warrant Register dated April 10, 2024.

21. APPROVE PARTICIPATION IN THE LOS ANGELES COUNTY "PUBLIC POWER UP" PROGRAM FOR THE ACQUISITION OF ELECTRIC VEHICLE CHARGING STATIONS AT CITY HALL

RECOMMENDATION: It is recommended that the City Council:

1. Approve participation in the Los Angeles County "Public Power Up" Program for the acquisition of electric vehicle charging stations at City Hall; and
2. Authorize the City Manager to approve participation and sign any necessary interest forms; and
3. Take such additional, related action that may be desirable.

PUBLIC COMMENTS - CONTINUED

AB 1234 TRAVEL REPORTS
Members will provide a brief report on meetings attended at the expense of the local agency as required by Government Code Section 53232.3(d).

COUNCIL/AGENCY ORALS
Announcements and requests for future agenda items.

- **David N. Torres, Councilmember**

- **Salvador Melendez, Mayor Pro Tem**

  1. **Firework Stand Ordinance for 2024**

- **Angie M. Jimenez, Councilmember**

- **Georgina Tamayo, Councilmember**

- **Scarlet Peralta, Mayor**

  1. **Requesting Consensus for the City of Montebello to arrange a First Responders Appreciation Luncheon to recognize our Fire and Police personnel.**
  2. **Earth Day Activities**

CLOSED SESSION - CONTINUED

ADJOURNMENT
The City of Montebello will adjourn to the next **Regular Meeting on April 24, 2024, at 6:00 p.m.,** which can be live-streamed at https://www.montebelloca.gov (Click on Live Stream).

I, Nelly Ochoa, Deputy City Clerk for the City of Montebello, hereby certify that a copy of this agenda has been posted on or before **Sunday, April 7, 2024, no later than 6:00 p.m.**

Nelly Ochoa

Nelly Ochoa, Deputy City Clerk

EXHIBIT - CITY OF MONTEBELLO FORECASTED AGENDA
Please note, the attached exhibit is a draft version that is to be used for reference purposes only; agenda items, information, and dates are subject to change. The exhibit will be placed at the end of the Agenda Packet.

- **CITY OF MONTEBELLO FORECASTED AGENDA**

ITEM # 10

CITY OF MONTEBELLO
CITY COUNCIL AGENDA STAFF REPORT

TO: Honorable Mayor and City Council Members

FROM: Raul Alvarez, City Manager

BY: Joseph Palombi, Director of Planning & Community Development

SUBJECT: **RESOLUTION NO. 24-21 ADOPTING ENVIRONMENTAL FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT ("CEQA"), CERTIFYING THE ENVIRONMENTAL IMPACT REPORT (STATE CLEARINGHOUSE NO. 2023050665) AND APPROVING A MITIGATION MONITORING AND REPORTING PROGRAM ("MMRP") AND ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS; RESOLUTION NO. 24-22 ADOPTING AN UPDATE TO THE CITY OF MONTEBELLO GENERAL PLAN AND ADOPTING THE BICYCLE MASTER PLAN; INTRODUCE AND WAIVE FIRST READING OF ORDINANCE NO. 2474 APPROVING THE DOWNTOWN MONTEBELLO SPECIFIC PLAN AND ZONE CHANGE.**

DATE: April 10, 2024

RECOMMENDATION(S):

It is recommended that the City Council:

1. Adopt Resolution No. 24-21 adopting environmental findings pursuant to the California Environmental Quality Act ("CEQA"), certifying the Environmental Impact Report (State Clearinghouse No. 2023050665), and approving the Mitigation Monitoring and Reporting Program ("MMRP"), and adopting the Findings of Fact and Statement of Overriding Considerations related to the Montebello 2040 General Plan Update, Downtown Montebello Specific Plan, and Zone Change; and
2. Adopt Resolution No. 24-22 adopting an update to the City of Montebello General Plan ("2040 General Plan") and adopting the City of Montebello Bicycle Master Plan and finding the Bicycle Master Plan exempt from CEQA pursuant to Public Resources Code Section 21080.20(a)(1) and categorically exempt pursuant to CEQA Guidelines Section 15304(h) (Class 4 - Minor Alterations of Land – creation of bicycle lanes on existing rights-of-way); and

3. Introduce and waive first reading of Ordinance No. 2474 approving the Downtown Montebello Specific Plan, related Zone Change, and an amendment to the Zoning Map; and
4. Take such additional, related action that may be desirable.

FISCAL IMPACT:

There is no fiscal impact related to these actions. However, subsequent development as envisioned by the updated General Plan has the potential to increase assessed value of property within the City, as well as enhance sales tax generating abilities. Future economic development efforts could enhance revenue generation, increasing available resources to be used to provide essential services to the community.

BACKGROUND/DISCUSSION:

The effort to comprehensively update the current General Plan (the "1973 General Plan") for the City of Montebello began in the Fall of 2020. The Montebello 2040 General Plan Update (the "2040 General Plan") creates the vision, goals, and policies for future development within the City. As part of this process, staff concurrently began working on the Downtown Montebello Specific Plan (the "Downtown Specific Plan" or "DMSP"). The DMSP will, among other things, establish land use regulations and standards regarding future development within downtown Montebello, which is generally bounded by Greenwood Avenue on the west, Los Angeles Avenue on the south, the Rio Hondo Channel on the east, and Cleveland Avenue on the north. The boundaries of the DMSP are identified in Figure D.3 (Downtown Boundary Map) included on page 58 of Attachment G.

In March 2023, preparation of the Bicycle Master Plan (the "Bike Plan") began with direction from the City Council to create a comprehensive plan that would enhance mobility in the City and complement the General Plan and DMSP. The Bike Plan establishes the City's vision and comprehensive approach to improving bicycling in Montebello. The Bike Plan includes, among other things, a vision for the City to promote and enhance cycling in Montebello for its residents, workers, and visitors of all ages and abilities. The Bike Plan serves to improve bicycling throughout Montebello by aiding in the development of a connected citywide bicycle network, improving nonmotorized access to important destinations, increasing connectivity across barriers and conflict points, providing bicycling connectivity to public transit, and enhancing safety and comfort for people of all ages and abilities who want to bicycle in the City. Please see Attachment F for the proposed Bike Plan.

From October 2020 through February 2024, there were approximately 31 public outreach meetings held as part of the community engagement and processing of the 2040 General Plan, Bike Plan, and Downtown Specific Plan. These community engagement efforts included 12 meetings before the decision-making bodies, 19 public workshops/focus group meetings, and two (2) separate surveys. The following is intended to provide a summary of the above-referenced community engagement:

COMMUNITY OUTREACH

SUMMARY

DATE	DESCRIPTION
10/06/2020	Joint City Council and Planning Commission Meeting: Launch the General Plan Update and Downtown Montebello Specific Plan
03/25/2021	Focus Group Meeting No. 1: Our Active Community and Our Creative Community
04/01/2021	Focus Group Meeting No. 2: Our Prosperous Community
04/08/2021	Focus Group Meeting No. 3: Our Natural, Healthy, and Safe Community
04/15/2021 through 06/15/2021	General Plan Survey (over 700 survey responses received)
05/17/2021	Focus Group Meeting No. 4: Our Well-Planned and Accessible Community
06/01/2021	Joint City Council and Planning Commission Meeting: Economic Development and Fiscal MRI Presentation
06/17/2021	Joint Planning Commission/Housing Element Task Force Meeting No. 1
06/21/2021	Visioning Workshops (two workshops held at noon and 6:00 p.m.)
06/22/2021	Visioning Workshops (two workshops held at noon and 6:00 p.m.)
06/23/2021	Visioning Workshops (two workshops held at noon and 6:00 p.m.)
06/24/2021	Visioning Workshops (two workshops held at noon and 6:00 p.m.)
07/15/2021	Joint Planning Commission/Housing Element Task Force Meeting No. 2
08/26/2021	Joint Planning Commission/Housing Element Taks Force Meeting No. 3
09/08/2021	City Council Meeting: Presentation on the General Plan Update, Downtown Montebello Specific Plan, and Draft 2021-2029 Housing Element
01/20/2022	Focus Group Meeting No. 5: Our Healthy and Safe Community
02/17/2022	Focus Group Meeting No. 6: Our Natural, Creative, and Active Community
06/22/2022	City Council: Adoption of the 6th Cycle Housing Element (2021-2029)
10/26/2022	City Council: Bike Master Plan Presentation
04/10/2023	City Council: Budget Amendment to Professional Services Agreement for General Plan Update and Bike Master Plan

06/13/2023	Planning Commission Meeting: Public Scoping Meeting for the Notice of Preparation for an Environmental Impact Report for the General Plan Update and Downtown Montebello Specific Plan
07/17/2023	Bike Master Plan Online Survey (30-days)
07/18/2023	Planning Commission Meeting: Update regarding Bike Master Plan
07/29/2023	Community Pop-Up Meeting: The Planning and Community Development Department hosted a pop-up booth at the Annual Montebello Downtown Summer Street Fest to conduct surveys, provide information, and answer questions regarding the Bicycle Master Plan as well as the General Plan and Downtown Montebello Specific Plan
08/10/2023	Bike Master Plan Workshop: Chet Holifield Library
11/09/2023	Bike Master Plan Workshop: Montebello Senior Center
11/13/2023	Joint City Council and Planning Commission Meeting: Public Release of the Draft Environmental Impact Report and Update regarding the General Plan, Bicycle Master Plan, and the Downtown Montebello Specific Plan.
02/29/2024	Pop-Up Workshop: Status Update regarding the General Plan, Bike Master Plan, and Downtown Montebello Specific Plan to the Montebello Chamber of Commerce
02/29/2024	Pop-Up Workshop: Update regarding the General Plan, Bike Master Plan, and Downtown Montebello Specific Plan at Chet Holifield Library
03/05/2024	Planning Commission Public Hearing. Approved Resolution No. 01-24 Recommending City Council certify an Environmental Impact Report (“EIR”) and adopt Findings of Fact, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program (“MMRP”); Approval of the Montebello 2040 General Plan Update; Downtown Montebello Specific Plan and Zone Change; and Montebello Bicycle Master Plan.

The Planning and Community Development Department has assigned the following case numbers to the General Plan, Bike Master Plan, and the Downtown Specific Plan: 1) Case No. PC-2024-0005-GPU-BMP (General Plan and Bike Master Plan); and 2) Case No. PC-2024-0006-SP (Downtown Montebello Specific Plan).

The 1973 General Plan contains twelve elements which are listed as follows:

1. Circulation
2. Conservation
3. Land Use
4. Noise
5. Open Space
6. Parks and Recreation
7. Population

8. Redevelopment
9. Safety
10. Scenic Highways
11. Seismic Safety
12. Housing Element (6th Cycle, 2021-2029)

In addition to the 6th Cycle Housing Element (2021-2029), the 2040 General Plan will include the following elements:

1. Our Natural Community
2. Our Prosperous Community
3. Our Well-Planned Community
4. Our Accessible Community
5. Our Healthy Community
6. Our Safe Community
7. Our Active Community
8. Our Creative Community

Therefore, the 2040 General Plan will consist of nine (9) elements with policies and actions as well as an implementation section. The City's Housing Element (6th Cycle, 2021-2029), was prepared and presented to the decision-making bodies in advance of the 2040 General Plan to comply with State Housing Law. The 6th Cycle Housing Element was adopted by the City Council on June 22, 2022, pursuant to Resolution No. 22-52, and subsequently certified by the California Department of Housing and Community Development ("HCD") on July 11, 2022. While an Initial Study/Negative Declaration ("IS-ND") was prepared and adopted concurrently with the 6th Cycle Housing Element, the Housing Element is a component of the 2040 General Plan and is also analyzed in the Environmental Impact Report ("EIR") included in this report under Attachment H.

In December 2023, the 2040 General Plan, Downtown Montebello Specific Plan, and Draft Environmental Impact Report (w/ Appendices) were released for public review. These documents were also uploaded to the City's website: https://www.montebelloca.gov/departments/planning_community_development/planning_division/advanced_planning.

As previously mentioned, there were approximately 31 community events focused on community engagement in connection with the 2040 General Plan. The 2040 General Plan reflects input received from the community, stakeholders, and all who participated in this process. Based on this community-based approach and collaborative engagement during the preparation process, the 2040 General Plan is intended to represent the interests and feedback of the community and is well-positioned to guide Montebello forward with a vision that allows progressive growth in future development while preserving and enhancing the quality of life within the City.

On March 5, 2024, the Planning Commission held a duly noticed public hearing and

unanimously approved Resolution No. 01-24 (Please see Attachment D) recommending that the City Council certify the Environmental Impact Report ("EIR") (State Clearinghouse No. 2023050665) (please see Attachment H) and adopt Findings of Fact, a Statement of Overriding Considerations, and a Mitigation Monitoring and Reporting Program ("MMRP") (please see Attachment I) as well as approve the Montebello 2040 General Plan Update (please see Attachment E), Downtown Montebello Specific Plan and Zone Change (please see Attachment G), and the Montebello Bicycle Master Plan (please see Attachment F).

ENVIRONMENTAL:

2040 General Plan and Downtown Montebello Specific Plan:

The 2040 General Plan and Downtown Montebello Specific Plan constitutes a "project" within the meaning of CEQA. Pursuant to the Notice of Preparation and scoping, a Draft EIR was prepared and circulated in accordance with CEQA. The Draft EIR was prepared by the City's environmental consultant, working with staff in the City's Planning Division, and has been independently reviewed by Planning staff.

Subsequent to the 45-day Draft EIR public review period (December 4, 2023, through January 17, 2024), written responses were prepared for all comments received, and these comments and responses were incorporated into the Final EIR for the project.

The Final EIR includes and incorporates the information required by CEQA Guidelines Section 15132, including the Draft EIR (dated December 4, 2023). The Final EIR also includes a Mitigation Monitoring and Reporting Program ("MMRP"), which has been prepared in accordance with Public Resources Code Section 21081.6 and CEQA Guidelines Section 15091(d).

In addition, a "Findings of Fact and Statement of Overriding Considerations", was prepared as required by CEQA, including findings pursuant to and in accordance with Public Resources Code Section 21081 and CEQA Guidelines Section 15091, and a statement of overriding considerations in compliance with CEQA Guidelines Section 15093. The Findings of Fact and Statement of Overriding Considerations in the City Council's judgement that the benefits of the Project outweighs its unavoidable significant effects as set forth in greater detail in Attachment "I", which identifies the reasons why the benefits of the Project, if approved, outweigh the identified unavoidable significant effects.

Bicycle Master Plan:

The Bike Master Plan is considered a "project," per the CEQA definition of a "project." The Bike Master Plan project is exempt from CEQA pursuant to Public Resources Code Section 21080.20(a)(1) and categorically exempt pursuant to CEQA Guidelines Section 15304 (Class 4 - Minor Alterations to Land) and none of the exceptions found under CEQA Section 15300.2 apply. Class 4 consists of minor public or private alterations in the conditions of land including the creation of bicycle lanes on existing rights-of-way (CEQA Guidelines Section 15304(h)).

ANALYSIS:

I. MONTEBELLO GENERAL PLAN UPDATE

a. Vision Statement and Guiding Principles

The 2040 General Plan is an integrated plan which includes a community driven vision, direction, and policies to guide the physical structure of the City including the places worthy of preservation, the things that are built, and how and where they are built. The 2040 General Plan is intended to harness the tools at its disposal to achieve the vision under its guiding principles. The 2040 General Plan envisions a Montebello that supports and encourages highly productive and efficient land use development as a path towards long-term financial sustainability. The housing priorities and opportunities identified in this plan have the potential to not only increase the stock of available housing, but to do so in ways that generate sustainable development through a diverse portfolio of residential developments, including multi-family and mixed-use opportunities, the short- and long-term housing priorities will be good stewards of the finite resource of available land in the City.

b. Guiding Principles

The 2040 General Plan establishes the City's long-range vision and serves the following purposes: 1) The General Plan recasts the 1973 General Plan to incrementally generate a place that fulfills the City's vision by 2045; 2) The General Plan sets forth the principles, goals, policies, and actions to help achieve the community vision, establishing the basis for evaluating choices and making short- and long-term decisions; 3) The General Plan defines integrated strategies for environmental stewardship, development, land use and community design, housing, transportation, resilience, health, safety, recreation, and culture to help achieve the community's vision; and 4) The General Plan prioritizes actions to advance on-going implementation.

c. General Plan Elements

1. **Our Natural Community**

- Addresses how Montebello can thrive in balance with the community's natural ecosystems.

2. Our Prosperous Community

- Addresses how Montebello can attract and retain high-wage and high value enterprises, and diversify and enhance the local economy.

3. Our Well Planned Community

- This element includes the preferred land use plan that directs new growth by reinvesting in key opportunity areas such as downtown Montebello, the

commercial corridors, and large parcels along the highways, while protecting natural resources, respecting stable residential neighborhoods, and making great places by insisting on the highest standard in architecture, landscaping, and urban design. The proposed land use map will replace density based classification such as “low, moderate, and high” with “neighborhood” classification that allows a wide array of building and housing types based on context.

4. Our Accessible Community

- Addresses transportation choices advocated by Senate Bill 375 and Assembly Bill 1358 by strengthening and balancing pedestrian, bike, and transit connections in the City and surrounding region.

5. Our Healthy Community

- Seeks to build effective partnerships that improve the physical and mental health and social well-being.

6. Our Safe Community

- Intended to increase awareness for emergencies, and minimize threat to life and damage to structures from hazards, with a vision for future emergency resources to sustain a safe community.

7. Our Active Community

- Addresses a range of public and private parks and open spaces to provide enriching recreational options for the entire community, consistent with the City’s Parks Master Plan.

8. Our Creative Community

- Intended to weave arts, cultural events, community programs into everyday life.

d. Social Equity
The 2040 General Plan includes goals and policies to address social equity. Social equity seeks to integrate elders, youth, and all races taking into account the systematic inequalities to ensure everyone in Montebello has access to the same opportunities such as jobs, accessible housing, parks, and, among other things, a healthy mix of transportation mobility options.

e. Economic Development
The City is currently in the process of preparing an Economic Prosperity Action Plan (the

"Action Plan") which will be presented to the City Council in May 2024. The Action Plan will be a policy document that identifies key action areas for the City to undertake and implement over the next three (3) years. The Action Plan is meant to serve as a companion report to the 2040 General Plan and the Downtown Montebello Specific Plan. Given the connectivity between the economic development plan and the two land use plans, the "areas of action" identified in the Action Plan will serve as an "implementation toolbox" for the key objectives outlined in the 2040 General Plan and the Downtown Montebello Specific Plan, including facilitating investment to build affordable housing, attracting new businesses to the City, elevating the importance of placemaking as a community-building tool, and emphasizing shared growth and prosperity for the local community.

II. MONTEBELLO BICYCLE MASTER PLAN

In an attempt to enhance and complement the quality of life for the traveling public and those who seek mobility options, the Bike Master Plan is intended to improve bicycling throughout Montebello by aiding in the development of a connected citywide bicycle network, improving nonmotorized access to important destinations, increasing connectivity across barriers and conflict points, providing bicycling connectivity to public transit, and enhancing safety and comfort for people of all ages and abilities who want to bicycle in the city. Whether riding home from school or to the Rio Hondo River Trail, bicycling has the potential to be a significant component of how people travel in Montebello.

The Bike Master Plan is the result of focused engagement with community members, and thoughtful consideration from staff and the City's consultant team, to bring forward a comprehensive bicycle network with a purpose and an emphasis on safety for bicycle riders and travelers who actively rely on bicycle as a means of transportation. This Bike Plan looked at a holistic approach in establishing a network to allow cohesive and a user-friendly bicycle network for Montebello. The recommended bicycle network is shown in Figure 3 included in the Bike Plan (Please see Attachment F, page 9).

III. DOWNTOWN MONTEBELLO SPECIFIC PLAN

The Downtown Specific Plan is a component of the 2040 General Plan. The Downtown Specific Plan establishes rules, regulations, and standards for implementation of the community-driven vision, direction, and policy guidance contained in the 2040 General Plan. The Downtown Specific Plan is a standalone policy and regulatory document that will guide decisions to achieve future growth within the DMSP. As previously mentioned, the area included within the DMSP is shown on page 58 of Attachment G.

The DMSP vision calls for a vibrant, more walkable, mixed-use, and transit accessible place with many cultural, dining, and retail options. The DMSP seeks to intrinsically integrate new housing growth with the economic, environment, mobility, place-making, health, recreation, and arts and culture strategies for downtown Montebello. The larger downtown area spans three distinctive walkable neighborhoods along Whittier Boulevard:

1) A vibrant downtown core, with a proposed distinctive square for gathering and events and people-friendly streetscape. The City owns many parcels in the core and can

leverage a significant place-maker in the downtown area. The successful Boulevard Market and walkable high density mixed-use housing project that is currently under construction by the Cesar Chavez Foundation will spark renewed energy in the core;

2) On the western edge, the Montebello City Park is the center of the neighborhood and the larger community for a variety of active and passive recreation activities with playgrounds, senior center, gymnasium and youth center, an outdoor pool, tennis courts, skate park, and an amphitheater. The Montebello City Park also hosts a variety of cultural events and festivals throughout the year; and

3) On the eastern edge, the Rio Hondo Channel connects many neighborhoods in Montebello and is part of the proposed Rio Hondo Recreation Zone within the City as well as the anticipated Emerald Necklace — a 17-mile loop of river-adjacent bike- and greenways, which connects 10 cities and nearly 500,000 residents. A new stepped sculpture park will link the downtown to the Rio Hondo Channel. Redevelopment of key parcels along Whittier Boulevard and unique streetscape improvements will create a signature entry to the Downtown and the City.

IV. DRAFT ENVIRONMENTAL IMPACT REPORT

The City has performed a comprehensive evaluation of the potential impacts of the proposed 2040 General Plan Update and Downtown Montebello Specific Plan in accordance with the CEQA and has determined that the project would have potentially significant and unavoidable impacts, described below.

The Draft Environmental Impact Report ("Draft EIR") is a program Environmental Impact Report ("EIR"). Pursuant to Section 15168 of the State CEQA Guidelines, a program EIR may be prepared on a series of actions that can be characterized as one large project. The purpose of a program EIR is to allow the lead agency to consider broad policy alternatives and program-wide mitigation measures at an early time when the agency has greater flexibility to deal with basic problems or cumulative impacts.

The Draft EIR, in addition to the CEQA-required "no project" alternative, examines a reduced growth alternative in terms of its impacts in each environmental impact area relative to those of the proposed project. The Draft EIR, while finding the Reduced Growth Alternative to be the environmentally superior alternative, also finds that this alternative would generally achieve the proposed Project objectives, but in some cases to a lesser degree than the proposed Project. It also finds that this alternative would not achieve the goal of the *Our Prosperous Community* chapter of the proposed Project to retain high-wage and high value enterprises and diversify and increase the local tax base to as great a degree as the proposed Project because it would not attract or create as many jobs, create as much economic growth nor increase the local tax base to the same extent as the growth accommodated by the proposed Project.

The Draft EIR also considered a Relocated Focus Areas alternative and a No Growth alternative, but ultimately rejected them for environmental impact comparison to the proposed Project because either they did not meet the proposed Project objectives, would not be feasible, or would not avoid or substantially lessen one or more significant effects of the proposed Project.

The Draft EIR examined each of the issue areas on the City's environmental checklist. It finds that the proposed Project would result in the following significant and unavoidable environmental effects:

- **Air Quality Impact AQ-1**: Individual development projects carried out under the proposed Project would generate construction and operational-related emissions. Such emissions may conflict with or obstruct the implementation of SCAQMD's Air Quality Management Plan. Implementation of policies in the proposed 2040 General Plan, compliance with existing regulations, and implementation of mitigation would reduce construction and operational emissions, but not always to a less than significant level. This impact would be significant and unavoidable.

- **Air Quality Impact AQ-2:** Individual development projects carried out under the proposed Project would generate construction and operational-related emissions. Such emissions may result in adverse impacts to regional air quality. Implementation of policies in the proposed 2040 General Plan, compliance with existing regulations, and implementation of mitigation would reduce construction and operational emissions, but not always to a less than significant level. This impact would be significant and unavoidable.

- **Air Quality Impact AQ-3:** Individual development projects carried out under the proposed Project would generate construction- and operational-related emissions. Such emissions may result in adverse impacts to local air quality. Implementation of policies of the proposed General Plan Update, compliance with existing regulations, and implementation of mitigation would reduce construction and operational emissions, but not always to a less than significant level. This impact would be significant and unavoidable.

- **Cultural Resources Impact CUL-1**: Development carried out under the proposed Project may cause a substantial adverse change in the significance of historical resources that have already been identified or may be identified in the Plan Area. This impact would be significant and unavoidable.

- **Noise Impact N-1:** Construction of individual projects carried out under the proposed Project would temporarily increase noise levels, potentially affecting

nearby noise-sensitive land uses. Development carried out under the proposed Project would also introduce new noise sources and contribute to increases in operational noise. Implementation of Mitigation Measure NOI-1 and the continued regulation of noise, consistent with the City's Municipal Code and implementation of policies from the proposed 2040 General Plan would minimize disturbance to adjacent land uses. Stationary operational and mobile noise would not exceed standards. However, construction noise impacts would be significant and unavoidable even with mitigation.

The Draft EIR also found that the proposed project would result in impacts that would be less than significant with incorporation of mitigation measures described in the Draft EIR in the following areas: Biological Resources (special-status, locally important species, sensitive habitats, and nesting birds); Cultural Resources (archaeological resources); Geology and Soils (paleontological resources); Noise (construction vibration); and Tribal Cultural Resources (unanticipated discovery of tribal cultural resources). A summary of all impacts and mitigation measures are included in Table ES-3 of the Draft EIR.

In accordance with CEQA Guidelines Section 15082, the Draft EIR was circulated for a 45-day comment period. Pursuant to the Notice of Availability, which was properly posted and circulated to the public, the 45-day public review period began on Monday, December 4, 2023, and ended on Wednesday, January 17, 2024.

V. FINAL ENVIRONMENTAL IMPACT REPORT

The Final Environmental Impact Report ("Final EIR") has been prepared in accordance with CEQA and included in this report as Attachment H. The Final EIR is comprised of responses to comments received on the Draft EIR, revisions to the Draft EIR if needed, findings of acts and overriding considerations, Mitigation Monitoring and Reporting Program, and the Draft EIR. The City received public comments on the Draft EIR from the following agencies and organizations:

- Gabrieleno Band of Mission Indians – Kizh Nation
- California Governor's Office of Emergency Services (Cal OES)
- California Department of Transportation
- California Department of Toxic Substances Control
- California Department of Conservation Geologic Energy Management Division

PUBLIC NOTIFICATION

Pursuant to MMC Section 17.78 (Public Hearings, Notices, and Appeals), the following noticing was performed:

- On March 29, 2024, the Public Hearing Notice was published in the Daily Journal (Whittier Daily News).

- On March 29, 2024, the Public Hearing Notice was added to the City's website.

SUMMARY:

Staff recommends that the City Council adopt Resolution No. 24-21 certifying an EIR - State Clearinghouse ("SCH") No. 2023050665 related to the Montebello 2040 General Plan Update, Downtown Montebello Specific Plan, and Zone Change; adopting the Findings of Fact and Statement of Overriding Considerations pursuant to the California Public Resources Code and CEQA Guidelines; and approving a Mitigation Monitoring and Reporting Program; and adopt Resolution No. 24-22 adopting an update to the City of Montebello General Plan ("2040 General Plan"); and adopting the City of Montebello Bicycle Master Plan and finding it exempt from CEQA pursuant to Public Resources Code Section 21080.20(a)(1) and categorically exempt pursuant to CEQA Guidelines Section 15304(h) (Class 4 - Minor Alterations of Land – creation of bicycle lanes on existing rights-of-way); and waive first reading and introduce Ordinance No. 2474 approving the Downtown Montebello Specific Plan and related Zone Change.

ATTACHMENT(S)

1. Attachment A_CC Resolution No. 24-21 Certifying EIR (4.1.24) (Final)
2. Attachment B_CC Resolution No. 24-22_GP.BMP (4.1.24)
3. Attachment C_CC Ordinance No. 2474_adopting Downtown Montebello Speific Plan and Zone Change (4.1.24)
4. Attachment D_PC Resolution No. 01-24
5. Attachment E_2040 General Plan
6. Attachment F_Final Bike Master Plan w Appendices (04-01-24)
7. Attachment G_Downtown Montebello Specific Plan Final
8. Attachment H_Final EIR (SCH No. 2023050665)
9. Attachment I_Montebello General Plan EIR Findings of Fact _Statement of Overriding Considerations_Mitigation Monitoring and Reporting Prgm

NEXT STEPS:

N/A

RESOLUTION NO. 24-21

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MONTEBELLO, CALIFORNIA, ADOPTING ENVIRONMENTAL FINDINGS PURSUANT TO THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA), CERTIFYING THE ENVIRONMENTAL IMPACT REPORT STATE CLEARINGHOUSE (SCH) NO. 2023050665 AS RELATED TO THE GENERAL PLAN 2024 UPDATE, BICYCLE MASTER PLAN AND DOWNTOWN MONTEBELLO SPECIFIC PLAN, APPROVING A MITIGATION MONITORING AND REPORTING PROGRAM, AND ADOPTING FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS

WHEREAS, the City of Montebello ("City") Planning and Community Development Department has been working on an Environmental Impact Report ("EIR") and the creation of a General Plan Update, Bicycle Master Plan, and Downtown Montebello Specific Plan (hereinafter referred to collectively as the "Project"); and

WHEREAS, pursuant to Section 21067 of the California Public Resource Code, and Section 15367 of the State California Environment Quality Act ("CEQA") Guidelines, the City is the lead agency for the proposed Project; and

WHEREAS, the City determined that an EIR should be prepared because the Project may have a significant effect on the environment; and

WHEREAS, in accordance with Section 21092 of the California Public Resource Code a Notice of Preparation ("NOP") and Notice of Public Scoping Meeting for an Environmental Impact Report was released to the public and filed with the Los Angeles County Clerk's office on May 25, 2023; and

WHEREAS, pursuant to California Public Resources Code Section 21083.9 and CEQA Guidelines Sections 15082 and 15083, a duly noticed scoping meeting was held on June 13, 2023, to solicit comments on the scope of the environmental review of the Project; and

WHEREAS, in accordance with State CEQA Guidelines Section 15085, a Notice of Completion ("NOC") was prepared and filed with the State Clearinghouse (SCH# 2023050665) when the Notice of Availability ("NOA") was released; and

WHEREAS, the Draft EIR for the Project was released for public review with the comment period beginning on December 4, 2023, through January 17, 2024 in accordance with CEQA Guidelines Section 15087; and

WHEREAS, the City has held numerous public outreach meetings in connection with the Project; and

WHEREAS, the City has prepared a Final Environmental Impact Report ("Final EIR"), which consists of the Draft EIR and its associated technical appendices, comments to the Draft EIR and its associated technical appendices, and written responses to comments on the Draft EIR, which analyzes the potential significant environmental impacts of the Project; and

WHEREAS, all of the requirements of the Public Resources Code and State CEQA Guidelines have been satisfied by the City in connection with the preparation of the Final EIR, which is sufficiently detailed so that all of the potentially significant environmental effects of the Project have been adequately evaluated; and

WHEREAS, the Final EIR sufficiently analyzes the Project's potentially significant environmental impacts and a reasonable range of feasible alternatives capable of reducing these effects to less than significant levels to the extent feasible; and

WHEREAS, on March 5, 2024, the Planning Commission of the City of Montebello ("Planning Commission") held a duly noticed public hearing and voted to recommend to the City Council of the City of Montebello ("City Council") the approval of this Resolution to adopt environmental findings, certify the EIR, approve a mitigation monitoring and reporting program, and adopting a statement of overriding considerations; and

WHEREAS, the Mitigation Monitoring and Reporting Program, which sets forth the binding mitigation measures for the Project, is attached hereto as Exhibit A; and

WHEREAS, the environmental impacts identified in the Final EIR that the City Council finds are potentially significant but can be mitigated to a level of less than significant, through the imposition of feasible mitigation measures identified are described in Exhibit A attached hereto; and

WHEREAS, the Findings of Fact and Statement of Overriding Considerations is attached hereto as Exhibit B; and

WHEREAS, the Final EIR reflects the independent judgment of the City and is fully adequate for purposes of making decisions on the merits of the Project; and

WHEREAS, no comments made or information presented during or after the public review of the Final EIR has produced any significant new information requiring recirculation of the Draft EIR or additional environmental review of the Project under CEQA and the Public Resource Code; and

WHEREAS, all other legal prerequisite to the adoption of this Resolution have occurred.

NOW, THEREFORE, **BE IT RESOLVED AS FOLLOWS:**

SECTION 1. The above recitals are true and correct and are hereby incorporated as substantive findings in this Resolution.

SECTION 2. The City Council of the City of Montebello certifies, based on the whole record before it that: (i) the Final EIR has been prepared in accordance with the requirements of CEQA and the State CEQA Guidelines, (ii) the Final EIR was presented to the City and the City has reviewed and considered the information contained in the Final EIR prior to considering adoption of the Project, and (iii) the Final EIR reflects the independent judgment and analysis of the City.

SECTION 3. The City Council hereby adopts the CEQA Findings of Fact and Statement of Overriding Considerations attached hereto as Exhibit B and incorporated herein by this reference as if fully set forth herein.

SECTION 4. Pursuant to California Public Resources Code Section 21081.6 and State CEQA Guidelines Section 15097, the City Council hereby adopts the Mitigation Monitoring and Reporting Program attached hereto as Exhibit A and incorporated herein by this reference as if fully set forth herein. The City Council finds that the Mitigation Monitoring and Reporting Program is designed to ensure that, during the implementation of the Project, changes to the Project and/or mitigation measures have been incorporated into the Project and are fully enforceable through permit conditions, agreements, or other measures as required by California Public Resources Code Section 21081.6.

SECTION 5. The City Council certifies the Final EIR, attached hereto, adopts the Mitigation Monitoring and Reporting Program attached hereto, and adopts the Findings

of Fact and Statement of Overriding Consideration attached hereto, pursuant to the following findings:

A. Based on the whole record before it that: (i) the Final EIR has been prepared in accordance with the requirements of CEQA and the State CEQA Guidelines, (ii) the Final EIR was presented to the City Council and the City Council has reviewed and considered the information contained in the Final EIR prior to considering adoption of the Project, and (iii) the Final EIR reflects the independent judgment and analysis of the City.

B. Finds that the Mitigation Monitoring and Reporting Program is designed to ensure that, during the implementation of the Project, changes to the Project and/or mitigation measures have been incorporated into the Project and are fully enforceable through permit conditions, agreements, or other measures as required by California Public Resources Code Section 21081.6.

C. After thoroughly reviewing the public comments received regarding the Project and the Final EIR as it relates to the Project, none of the information submitted after publication of the Final EIR, including without limitation, testimony and documents submitted for the public hearings on the Project, constitutes substantial evidence that would require revision or recirculation of the EIR. The City Council finds that this information and testimony is not credible evidence of a significant impact, a substantial increase in the severity of an impact disclosed in the Final EIR, or a feasible mitigation measure or alternative not included in the Final EIR.

SECTION 6. The City Council has thoroughly reviewed the public comments received regarding the Project and the Final EIR as it related to the Project. None of the information submitted after publication of the Final EIR, including without limitation, testimony and documents submitted for the public hearings on the Project, constitutes substantial evidence that would require revision or recirculation of the EIR. The City Council finds that this information and testimony is not credible evidence of a significant impact, a substantial increase in the severity of an impact disclosed in the Final EIR, or a feasible mitigation measure or alternative not included in the Final EIR.

SECTION 7. The documents and materials that constitute the record of proceedings on which the CEQA Findings of Fact and Statement of Overriding are located at City Hall. The custodian for these records is the Director of Planning and Community Development. This information is provided in compliance with California Public Resources Code Section 21081.6(a)(2).

SECTION 8. The City Council hereby direct staff to file or cause to be filed a Notice of Determination with the Los Angeles County Clerk within five (5) business days of the adoption of this Resolution.

SECTION 9. The City Clerk shall certify the adoption of this Resolution and it shall go into effect immediately upon its adoption.

[*Signatures on the following page(s)*]

APPROVED AND ADOPTED April 10th, 2024, by the City Council of the City of Montebello, by the following vote:

_____
Scarlet Peralta, Mayor

ATTEST: **APPROVED AS TO FORM:**

_____ _____
Christopher Jimenez, City Clerk Arnold M. Alvarez-Glasman, City Attorney

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS:
CITY OF MONTEBELLO)

I, Christopher Jimenez, City Clerk of the City of Montebello, County of Los Angeles, State of California, hereby certify that the foregoing Resolution No. XX-XX was passed and adopted by the City Council of the City of Montebello, signed by the Mayor and attested by the City Clerk at a regular meeting of said Council held on the 10th day of April 2024 and that said Resolution was adopted by the following vote, to-wit:

AYES:
NOES:
ABSTAIN:
ABSENT:

The undersigned, City Clerk of the City of Montebello, does hereby attest and certify that the foregoing Resolution is a true, full and correct copy of a resolution duly adopted at a meeting of said City which was duly convened and held on the date stated thereon, and that said document has not been amended, modified, repealed or rescinded since its date of adoption and is in full force and effect as of the date hereof.

DATE: _____

_____
Christopher Jimenez, City Clerk

EXHIBIT A

Mitigation Monitoring and Reporting Program

[PLACEHOLDER]

EXHIBIT B

Findings of Fact and Statement of Overriding Considerations

[PLACEHOLDER]

RESOLUTION NO. 24-22

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MONTEBELLO, CALIFORNIA, ADOPTING AN UPDATE TO THE CITY OF MONTEBELLO GENERAL PLAN AND ADOPTING THE BICYCLE MASTER PLAN

WHEREAS, pursuant to California Government Code Section 65300, each city and county in California must adopt a comprehensive, long-term general plan addressing the physical development of the county or city, and any land outside its boundaries which in the agency's judgment bears relation to its planning; and

WHEREAS, pursuant to California Government Code Section 65302, a general plan shall consist of statements and diagrams addressing communitywide development goals and/or objectives and policies and programs to achieve those goals and/or objectives relating to seven mandatory elements: land use, circulation, housing, conservation, open space, noise, and safety; and

WHEREAS, pursuant to California Government Code Section 65356(a), the legislative body must adopt or amend a general plan by resolution, which resolution must be adopted by the affirmative vote of at least a majority of the total membership of the legislative body; and

WHEREAS, in accordance with such authority, it is necessary and desirable to comprehensively update the City of Montebello ("City") General Plan; and

WHEREAS, through an extensive and lengthy public process, including workshops and hearings held by the City's Planning and Community Development Department and the Montebello Planning Commission ("Planning Commission"), the City has prepared that certain comprehensive update to its General Plan known as the "2040 General Plan General Plan"; and

WHEREAS, the 2040 General Plan General Plan updates include providing updated goals, policies, and programs reflecting the community's vision for the City; and

WHEREAS, the 2040 General Plan is designed to be implemented over the next 20 years by residents, business and property owners, non-profit organizations, community groups, city and county agencies, and elected and appointed officials; and

WHEREAS, the 2040 General Plan guides decisions to achieve a future that is: (a) responsive to community needs and desires; (b) reasonable and possible to achieve, with

specific action steps; (c) pragmatic and far-sighted in grappling with trends; (d) resilient to respond to future shocks and stresses; and (e) system-based and comprehensive bridging the practice gaps within different fields, departments, or organizations; and

WHEREAS, concurrently with the 2040 General Plan, the City finds it necessary and appropriate to consider the adoption of a Bicycle Master Plan recommending bicycle facilities specific to the City as part of a state-driven policy requiring regional efforts to increase the use of accessible, safe, convenient, and integrated system promoting biking as an alternative mode of transportation; and

WHEREAS, the Planning Commission conducted a duly noticed public hearing on March 5, 2024, to consider the 2040 General Plan and the Bicycle Master Plan, (hereinafter referred to collectively as the "Project"), at which time oral and documentary evidence relating to the Project were received, culminating in the adoption of Planning Commission Resolution No. 01-24 recommending that the City Council approve the Project in accordance with California Government Code Sections 65353 and 65354; and

WHEREAS, on April 10, 2024, the City Council of the City of Montebello ("City Council") conducted a duly noticed public hearing in accordance with California Government Code Section 65355 to consider the Final Environmental Impact Report ("EIR") and the proposed Project, and to solicit comments on the Project documents from staff, the public, the applicant, and the City's consultant team; and

WHEREAS, the Final EIR for the proposed Project was certified by the City Council on April 10, 2024, through City Council Resolution No. 24-21, which also included the approval of a Mitigation Monitoring and Reporting Program and adoption of a Statement of Overriding Considerations; and

WHEREAS, the central vision of the 2040 General Plan and the Bicycle Master Plan is to preserve and enhance the stable residential areas by encouraging clean, safe, and reliable alternative modes of transportation and reinvest in the City by encouraging contextual and productive grown in the Downtown area and along the corridors; and

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, **BE IT RESOLVED AS FOLLOWS:**

SECTION 1. The above recitals are true and correct and are hereby incorporated as substantive findings in this Resolution.

SECTION 2. The City Council certified the Final EIR, approved a Mitigation Monitoring and Reporting Program, and adopted a Statement of Overriding Considerations on April 10, 2024, through City Council Resolution No. 24-21.

SECTION 3. 2040 General Plan. The City Council hereby approves the 2040 General Plan as set forth in Exhibit A based on the facts and findings as set forth in this Resolution below and in Exhibit A, which are hereby incorporated as part of the findings:

a. The 2040 General Plan is consistent with the overall policies, goals, and objectives of the City's General Plan, adopted Specific Plans, and the Montebello Municipal Code. The 2040 General Plan outlines a vision for the City of Montebello's long-term physical and economic development and sets forth goals, policies, and actions that will allow this vision to be accomplished. In addition, the 2040 General Plan also provides community priorities into a spatial and physical framework to achieve the vision that supports a range of options to suit diverse needs and provides a range of human habitats of distinctive character and intensity.

b. It is in the best interest of the public health, safety, and welfare to update the City's General Plan to incorporate current conditions and community goals and to extend the planning horizon to 2040. The 2040 General Plan is centered around a community vision and specific guiding principles about the quality, character, development, sustainability, and public services within the City of Montebello.

c. The 2040 General Plan will promote the public health, safety, and welfare by establishing goals and policies to guide the City's development and to ensure an attractive and equitable built environment to protect the natural environment and promote sustainability and provision of adequate infrastructure and services.

d. The 2040 General Plan is consistent with the requirements of the California Government Code regarding General Plans and the General Plan guidelines, and is internally consistent with the General Plan. The 2040 General Plan is a comprehensive update to the General Plan and includes an update of the existing elements as well as the addition of new elements. The 2040 General Plan includes the following mandatory and optional elements:

General Plan 2040 Chapters	Required/Optional Element	Topics Covered
1. Our Natural Community	Conservation, Open Space	Air and water, greenhouse gasses, open space, hillsides, watersheds, riparian areas, plants and animals

General Plan 2040 Chapters	Required/Optional Element	Topics Covered
2. Our Prosperous Community	Economic Development	Fiscal health, economic diversification, job growth, tourism
3. Our Well-Planned Community	Land Use/Design, Housing, Parks and Recreation	Play types, visual character, nature of intended change, and housing
4. Our Accessible Community	Circulation	Street networks, street types, transit services, bicycle and pedestrian systems, parking, transportation demand management, and performance metrics
5. Our Healthy Community	Public Health, Noise, and Land Use	Physical health, mental health, social capital, access to healthy food, and noise
6. Our Safe Community	Safety	Police, fire, natural hazards, and climate vulnerability and resilience
7. Our Active Community	Land Use, Open Space, Parks and Recreation	Open space, parks and recreation, and youth and senior programs
8. Our Creative Community	Culture	Arts, culture, schools, libraries, public art, and historic resources

1. **Conservation Element:** The 2040 General Plan *Our Natural Community* (Chapter 1) chapter satisfied the requirements of the state-mandated conservation element. This chapter addresses how Montebello can thrive in balance with the community's natural ecosystem. This chapter identifies the general location and extent of natural resources in Montebello and provides goals, policies and programs addressing the effect of development on and utilization of natural resources including air and water, greenhouse gasses, open space, hillsides, watersheds, riparian areas, plants and animals. This chapter focuses on conserving, protecting, maintaining, and enhancing Montebello's natural resources. Conservation goals, policies and programs are correlated to the same of the open space elements of the 2040 General Plan.

2. **Open Space Element:** The 2040 General Plan *Our Natural Community* (Chapter 1) and *Our Active Community* (Chapter 7) chapters satisfy the requirements of the state-mandated open space element. These chapters address how Montebello can thrive in balance with the community's natural ecosystem and parks and open spaces to provide enriching recreational options for the entire community. These chapters also identify the general location and extend of lands in Montebello that provide value in an essentially undeveloped condition and specify goals, policies, and programs guiding preservation of such areas for their scenic qualities, protection of natural resources, outdoor recreation, air and water, addressing greenhouse gasses, hillsides, watersheds, riparian areas, plants and animals. Open space goals, policies and programs are correlated to the same of the conservation, land use and parks and recreation elements of the 2040 General Plan.

3. **Economic Development Element:** Consistent with California Government Code Section 65303, a general plan may include other elements or other subjects than those of the state-mandated elements. Accordingly, the 2040 General Plan contains and optional Economic Development Element in the 2040 General Plan *Our Prosperous Community* (Chapter 2). Economic development is addressed by a framework of policies for governing future decisions about how the City will encourage a thriving business environment with high-paying industries, a vibrant downtown, and a healthy economy. The goals, policies, and programs aim to create a climate where business and innovation flourishes in Montebello. In addition, the goals, policies, and programs support conditions drawing visitors to Montebello and providing residents with attractive options for shopping, recreation, and working.

4. **Land Use/Design Element:** The 2040 General Plan *Our Well-Planned Community* (Chapter 3), *Our Healthy Community* (Chapter 5), and *Our Active Community* (Chapter 7) chapters satisfy the requirements of the state-mandated land use element. These chapters focus on a preferred land use plan that directs new growth by reinvesting in key opportunities like the Downtown, Corridors and large parcels along the highway while protecting nature resources, respecting stable residential neighborhoods, and making great places by insisting on the highest standard of architecture, landscaping and urban design. These chapters also seek to build effective partnerships that improve physical and mental health and social well-being, and address parks and open spaces to provide enriching recreational options for the entire community. These chapters address the general distribution, general location, extent, and intensity of use of private and publicly owned land for housing, business, industry, open space, agriculture, natural resources conservation, recreation, enjoyment of scenic beauty, greenways, and public facilities. These chapters comprehensively factor for the anticipated growth

and development of Montebello through 2040 and assign goals, policies, and programs to appropriately manage such growth and development, as aligned with the community's vision of the city and serving to guide decisions related to zoning, subdivisions, and development entitlement permit requests in Montebello. Land use and design goals, policies and programs are correlated to the same of the housing, noise, public health and parks and recreation elements of the 2040 General Plan.

5. **Housing Element:** The 2040 General Plan *Our Well-Planned Community* (Chapter 3) chapter satisfied the requirements of the state-mandated housing element. Montebello is committed on course toward making decent and affordable housing both a community benefit and a human right. The purpose of the 2021-2029 Housing Element update is finding community support for building substantial new housing, especially affordable housing, among their residents. Success will require patient dialogue, coalition-building, visionary thinking, and political will to put policies into action. The Housing Element identifies and analyzes the current and future housing needs of residents within Montebello and establishes goals, policies, and programs to meet Montebello's housing needs. The City seeks to conserve and rehabilitate existing housing as well as provide opportunities for new development. The Housing Element has enlisted Montebello's diverse constituencies to develop workable solutions. Housing goals, policies and programs are correlated to the same of the land use/design and parks and recreation elements of the 2040 General Plan.

6. **Parks and Recreation Element:** Consistent with California Government Code Section 65303, a general plan may include other elements or other subjects than those of the state-mandated elements. Accordingly, the 2040 General Plan contains an optional Parks and Recreation Element in General Plan 2040 *Our Well-Planned Community* (Chapter 3) and *Our Active Community* (Chapter 7). These chapters address parks and open spaces to provide enriching recreational options for the entire community. Parks and recreation goals, policies and programs are correlated to the same of the housing, land use/design and open space elements of the 2040 General Plan.

7. **Circulation Element:** The 2040 General Plan *Our Accessible Community* (Chapter 4) chapter satisfied the requirements of the state-mandated circulation element. This chapter addresses transportation choices advocated by California laws by strengthening and balancing pedestrian, bike, and transit connections in the City and surrounding region. This chapter also discusses street networks, street types, transit services, bicycle and pedestrian systems, parking, transportation demand management, and performance metrics. This chapter provides an overview of Montebello residents' travel characteristics, the existing

circulation network and traffic operations, and parking, transit, bicycle and pedestrian facilities. The chapter identifies the general location and extent of existing local public utilities and facilities and provides goals, policies, and programs correlated to the land uses and development projections of the land uses that plan for a balanced, multimodal transportation network to meet the needs of all users, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation. The chapter describes improvements to the City's roadway, bicycle and pedestrian network proposed to accommodate future development, reduce greenhouse gas emissions, encourage physical activity, and improve safe and convenient travel by all users.

8. **Public Health Element:** Consistent with California Government Code Section 65303, a general plan may include other elements or other subjects than those of the state-mandated elements. Accordingly, the 2040 General Plan contains and optional Public Health Element in General Plan 2040 *Our Healthy Community* (Chapter 5). This chapter seeks to build effective partnerships that improve physical and mental health and social well-being. Public health goals, policies and programs are correlated to the same of the noise and land use elements of the 2040 General Plan.

9. **Noise Element:** The 2040 General Plan *Our Healthy Community* (Chapter 5) chapter satisfies the requirements of the state-mandated noise element. This chapter identifies sources of noise and existing and future noise levels in Montebello, including that from highways and freeways, primary arterial and major local other transit systems, industrial and other stationary sources. The chapter specifies goals, policies, and programs to address exposure to current and projected noise sources, including land use/noise compatibility criteria, direction to prepare acoustic impact studies for new development as necessary, and requiring the implementation of noise reduction measures through Montebello's zoning, subdivision, and development entitlement permit process. Noise goals, policies and programs are correlated to the same of the public health and land use elements of the 2040 General Plan.

10. **Safety Element:** The 2040 General Plan *Our Safe Community* (Chapter 6) chapter satisfies the requirements of the state-mandated safety element. This chapter identifies the general location and extent of areas of Montebello subject to natural and human-caused hazards, including seismic events, slope instability, subsidence and liquefaction, wildland and urban fires, sea level rise, and flooding. This chapter will address police, fire, natural hazards, and climate vulnerability and resilience in the community, to increase awareness for emergency and minimize threat to life and damage to structures from hazards.

11. **Culture Element:** Consistent with California Government Code Section 65303, a general plan may include other elements or other subjects than those of the state-mandated elements. Accordingly, the 2040 General Plan contains and optional Culture Element in General Plan 2040 *Our Creative Community* (Chapter 8). This chapter addresses arts, culture, schools, libraries, public art, and historic resources.

12. **Environmental Justice:** California Government Code Section 65302(h) mandates cities and counties to adopt an environmental justice element where disadvantaged communities are located within a given jurisdiction. The 2040 General Plan includes goals, policies and programs that address environmental justice issues regardless of community status including: reducing community exposures to air pollution, equitable provision of public facilities, access to healthy food, access to affordable housing and safe housing conditions, opportunities for physical activity, and encouraging civic engagement.

Three Specific lens filters will identify the 2040 General Plan policies that seek to address the following three areas of specific interest to Montebello Residents:

A. **Resiliency** – Approaching challenges through the lens of resilience helps Montebello better serve their residents today and in the long term, while preparing for any future potential adversity.

B. **Social Equity** – Social equity seeks to integrate elders, youth, and the minority races more meaningfully into the civic discourse by improving access to jobs, affordable housing, parks, more reliable mobility options, and active inclusions in government processes, programs, and decisions.

C. **Vision Zero** – Vision Zero seeks to eliminate all traffic fatalities in Montebello, while increasing safe, healthy and equitable mobility for all.

SECTION 4. **Bicycle Master Plan.** The City Council hereby approves the Bicycle Master Plan based on the facts and findings set forth in Exhibit B, which are hereby incorporated as part of the findings herein and which are consistent with the overall policy goals of the City and the State of California, the City's General Plan, adopted Specific Plans, and the Montebello Municipal Code.

SECTION 5. The City Council finds that the Bicycle Master Plan is exempt from CEQA pursuant to Public Resources Code Section 21081.20(a)(1) and categorically exempt pursuant to CEQA Guidelines Section 15304 (Class 4 – Minor Alterations to Land) and none of the exceptions found under CEQA Section 15300.2 apply. Class 4

exemptions under Section 15304(h) consist of minor public or private alterations in the conditions in the land including the creation of bicycle lanes on existing rights-of-way.

SECTION 6. The City Clerk shall certify the adoption of this Resolution and it shall go into effect immediately upon its adoption.

[*Signatures on the following page(s)*]

APPROVED AND ADOPTED, April 10, 2024, by the City Council of the City of Montebello, by the following vote:

_____
Scarlet Peralta, Mayor

ATTEST:

_____
Christopher Jimenez, City Clerk

APPROVED AS TO FORM:

_____
Arnold M. Alvarez-Glasman, City Attorney

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS:
CITY OF MONTEBELLO)

I, Christopher Jimenez, City Clerk of the City of Montebello, County of Los Angeles, State of California, hereby certify that the foregoing Resolution No. 24-22 was passed and adopted by the City Council of the City of Montebello, signed by the Mayor and attested by the City Clerk at a regular meeting of said Council held on the 10th day of April 2024 and that said Resolution was adopted by the following vote:

AYES:
NOES:
ABSTAIN:
ABSENT:

The undersigned, City Clerk of the City of Montebello, does hereby attest and certify that the foregoing Resolution is a true, full and correct copy of a resolution duly adopted at a meeting of said City which was duly convened and held on the date stated thereon, and that said document has not been amended, modified, repealed or rescinded since its date of adoption and is in full force and effect as of the date hereof.

DATE: _____ _____
Christopher Jimenez, City Clerk

EXHIBIT A

2040 Montebello General Plan

[PLACEHOLDER]

EXHIBIT B

Bicycle Master Plan

[PLACEHOLDER]

EXHIBIT C
Final Environmental Impact Report

[PLACEHOLDER]

ORDINANCE NO. 2474

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF MONTEBELLO, CALIFORNIA, APPROVING THE DOWNTOWN MONTEBELLO SPECIFIC PLAN AND ZONE CHANGE (PC-2024-0006-SP), AND APPROVING AN AMENDMENT TO THE ZONING MAP RELATED TO THE DOWTOWN MONTEBELLO AREA

WHEREAS, pursuant to California Government Code Section 65450, once a city adopts its general plan, it may prepare specific plans for the systematic implementation of the general plan for all or a part of the area covered by the general plan; and

WHEREAS, in accordance with the authority vested onto the City of Montebello ("City") under the Government Code, the City finds it desirable and appropriate to adopt an ordinance approving a specific plan that would allow for the redevelopment of the Downtown Montebello Specific Plan ("Specific Plan") and zone change ("Zone Change") (PC-2024-006-ZC), promoting the development of the City's downtown areas as a vibrant and interactive mixed-use center with open spaces (hereinafter, the "Project"); and

WHEREAS, the Project is located area generally bounded by Greenwood Avenue on the west, Los Angeles Avenue on the south, the Rio Hondo Channel on the east, and Cleveland Avenue on the north and more particularly described and depicted in the map attached hereto as Exhibit A ("Project Site");

WHEREAS, the Zone Change would amend the City's Official Zoning Map by changing the zoning designation for the Project Site from its current zoning to Downtown Montebello Specific Plan; and

WHEREAS, the Specific Plan will establish regulations for future development in the Project Site; and

WHEREAS, pursuant to Government Code Section 65454, a specific plan must be consistent with a city's general plan; and

WHEREAS, on March 5, 2024, the Planning Commission of the City of Montebello ("Planning Commission") held a duly noticed public hearing, and by a vote of 4-0-1, adopted Resolution No. 01-24 recommending that the City Council of the City of Montebello ("City Council"): (i) adopt environmental findings pursuant to the California Environmental Quality Act ("CEQA") certifying the Final Environmental Impact Report ("Final EIR") State Clearinghouse ("SCH") No. 20230506 related to the 2040 General Plan, Downtown Montebello Specific Plan, and related Zone Change; (ii) adopt findings of fact and statement of overriding considerations and a mitigation monitoring and

reporting plan; (iii) adoption of the 2040 General Plan; (iv) adoption of an ordinance approving the Downtown Montebello Specific Plan and Zone Change; and (v) and adoption of a Bicycle Master Plan and finding it exempt under CEQA pursuant to California Public Resource Code Section 21080.20(a)(1) and CEQA Guidelines Section 15304(h) (Minor Alterations of Land) – Class 4; and

WHEREAS, pursuant to Section 21067 of the California Public Resource Code, and Section 15367 of the State CEQA Guidelines, the City is the lead agency for the proposed Project; and

WHEREAS, the City determined that an EIR should be prepared because the Project may have a significant effect on the environment; and

WHEREAS, in accordance with Section 21092 of the California Public Resource Code a Notice of Preparation and Notice of Public Scoping Meeting for an EIR was released to the public and filed with the Los Angeles County Clerk's office on May 25, 2023; and

WHEREAS, pursuant to California Public Resources Code Section 21083.9 and CEQA Guidelines Sections 15082 and 15083, a duly noticed scoping meeting was held on June 13, 2023, to solicit comments on the scope of the environmental review of the Project; and

WHEREAS, in accordance with State CEQA Guidelines Section 15085, a Notice of Completion was prepared and filed with the State Clearinghouse (SCH# 2023050665) when the Notice of Availability was released; and

WHEREAS, the Draft EIR for the Project was released for public review with the comment period beginning on December 4, 2023, through January 17, 2024 in accordance with CEQA Guidelines Section 15087; and

WHEREAS, the City has held 31 public outreach meetings in connection with the Project; and

WHEREAS, the City has prepared a Final EIR, which consists of the Draft EIR and its associated technical appendices, comments to the Draft EIR and its associated technical appendices, and written responses to comments on the Draft EIR, which analyzes the potential significant environmental impacts of the Project; and

WHEREAS, all of the requirements of the California Public Resources Code and State CEQA Guidelines have been satisfied by the City in connection with the preparation

of the Final EIR, which is sufficiently detailed so that all of the potentially significant environmental effects of the Project have been adequately evaluated; and

WHEREAS, the Final EIR sufficiently analyzes the Project's potentially significant environmental impacts and a reasonable range of feasible alternatives capable of reducing these effects to less than significant levels to the extent feasible; and

WHEREAS, after receiving all public testimony on the proposed Final EIR and the proposed project, the City Council closed the public hearing and continued City Council deliberations on the Final EIR and proposed project to the City Council's regular scheduled meeting on April 10, 2024; and

WHEREAS, the Final EIR for the proposed Project, including Specific Plan and Zone Change, was certified by the City of Montebello City Council on April 10, 2024, through City Council Resolution No. 24-21; and

WHEREAS, all other legal prerequisites to the adoption of this Ordinance have occurred.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF MONTEBELLO HEREBY ORDAINS AS FOLLOWS:

SECTION 1. The above recitals are true and correct and made part of this Ordinance.

SECTION 2. The City Council certified the Final EIR on April 10, 2024, through Resolution No. 24-21.

SECTION 3. Specific Plan. The City Council hereby approves and adopts Specific Plan (PC-2024-0006-SP) establishing the Downtown Montebello Specific Plan as attached hereto as Exhibit B based on the following findings of fact:

a. The Downtown Montebello Specific Plan Code is consistent with the Montebello General Plan currently in effect, as required by Government Code 65000, *et seq*., California Statute. The Downtown Montebello Specific Plan Code implements the General Plan's community supported goal to direct new growth to downtown, corridor, and neighborhoods in need of reinvestment where viable infrastructure is already in place.

b. The Downtown Montebello Specific Plan is compatible with present and future development of the property within the immediate vicinity because the specific plan area is surrounded by a mix of residential, commercial, and

institutional uses. The Downtown Montebello Specific Plan will guide decisions to achieve a future that is responsive to community needs and desires; far-sighted and pragmatic in grappling with trends; resilient to respond to future shocks and stresses; and system-based, bridging the practice gaps within different fields, departments, or organizations.

c. The Downtown Montebello Specific Plan will not be detrimental to the public health, safety, and welfare or adversely affect property values or the present and future development of surrounding areas. The Downtown Montebello Specific Plan area will be compatible with surrounding uses and capitalize upon the economic development opportunities and unique qualities of the Downtown area. The Downtown Montebello Specific Plan defines integrated strategies for environmental stewardship, economic development, place- making, housing, mobility, resilience, health, safety, recreation, and culture to help achieve the community's vision.

d. The permitted uses and development standards adopted as part of the Downtown Montebello Specific Plan would not be detrimental to present and potential surrounding uses, but would have a beneficial effect which could not have been adequately achieved under pre- existing zoning. The Downtown Montebello Specific Plan sets forth the principles, goals, policies, and actions to help achieve the community vision, establishing the basis for evaluating choices and making near- and long-term decisions.

e. The streets and thoroughfares are adequate in size to accommodate the traffic volume generated by the Downtown Montebello Specific Plan, which is served by major roadways, including Montebello Boulevard, Whittier Boulevard, and Interstate 60. Local access to the Specific Plan Area is provided by Whittier Boulevard, Cleveland Avenue and Los Angeles Avenue. Strategic mobility hubs throughout Downtown area will offer more choices to move around. Enhanced walking, biking, and public transit together with shared micro-mobility solutions like scooters and e-bikes, individuals can become less reliant on private automobiles.

f. The existing or proposed utility services and facilities are adequate for the proposed population densities and uses under the Downtown Montebello Specific Plan because the on-site improvements include public and private facilities and utilities.

g. Based on proposed development standards contained in the Downtown Montebello Specific Plan, buildings and structures are to be situated in a manner that minimizes impact on existing uses. The Downtown Montebello Specific Plan will enhance existing, and introduce new activities and events that will lead to greater activation and use of public spaces by people of all ages and abilities.

SECTION 4. Zone Change. The City Council hereby approves the Zone Change (PC-2024-0006-SP) based on the following findings of fact:

a. According to Montebello Municipal Code Section 17.76.010, the City may change the zoning designation on a property when doing so would be in the public interest, convenience and necessity. The proposed Zone Amendment would be in the public interest, convenience and necessity for the following reasons:

i. Allows and promotes collaboration with stakeholders to stimulate investment and interest in downtown, connect resources and steward initiatives that allow commerce and culture to thrive;

ii. Creates great places and equitable urban experiences;

iii. Provides a framework where people are empowered to do great things, and enrich their lives;

iv. Encourages walkable and mixed-use development in the downtown area produces far more revenue per acre than larger format big box and malls with large areas dedicated to parking;

v. Encourages retail and restaurants, small-scale and local manufacturing businesses can fill storefronts on Whittier Boulevard and attract foot traffic. Successful local small-scale manufacturing businesses help people feel valued and help sustain the values and cultural practices of the existing residents and businesses;

vi. Preserves and adds to the existing supply of affordable and supportive housing;

vii. Encourages increased housing that will further charge activation of the downtown core;

viii. Proximity to daily necessities within a reasonable pedestrian journey will create streets that are active and adjacent to porous, inviting, buildings that are buffered from vehicles;

ix. By introducing more organic and less ordered spaces, opportunities for discovery in the City can be enjoyed along the Rio Hondo Channel;

x. Downtown Montebello will strive to become a multimodal environment, offering variety of public spaces that can pivot to a variety of uses. With modest incremental investment in streets and open spaces, a connective tissue will weave together current and proposed assets, community park, Downtown core area, and the Rio Hondo channel;

xi. A distinct and equitable downtown will emerge within a landscape that takes advantage of Montebello's mild climate with parklets, bicycle lanes, and passive and active outdoor recreation;

xii. Strategic mobility hubs throughout Downtown area will offer more choices to move around;

xiii. Enhanced walking, biking, and public transit together with shared micro-mobility solutions like scooters and e-bikes, individuals can become less reliant on private automobiles; and

xiv. Enhanced connections, facilities, and amenities will interconnect localized mobility choices with the broader regional transit that will further connect Montebello to the rest of the Los Angeles Metroplex and provide access to even more people.

SECTION 5. Zoning Map. City staff is hereby directed to amend the City's official Zoning Map to change the zoning designation for Project Site to Downtown Montebello Specific Plan in accordance with the map set forth in Exhibit C.

SECTION 6. If any action, subsection, line, sentence, clause, phrase, or word of this Ordinance is for any reason held to be invalid or unconstitutional, either facially or as applied, by a decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance, and each and every individual section, subsection, line, sentence, clause, phrase, or word without regard to any such decision.

SECTION 7. This Ordinance shall become effective thirty (30) days after approval by the City Council.

SECTION 8. The City Clerk shall certify to the adoption of this Ordinance and cause it, or a summary of it, to be published once within fifteen (15) days of adoption in a newspaper of general circulation printed and published within the City of Montebello, and shall post a certified copy of this Ordinance, including the vote for and against the same, in the Office of the City Clerk in accordance with Government Code Section 36993.

PASSED AND ADOPTED this 10th day of April, 2024.

_____
Scarlet Peralta, Mayor

ATTEST:

_____
Christopher Jimenez, City Clerk

APPROVED AS TO FORM:

_____
Arnold M. Alvarez-Glasman, City Attorney

I HEREBY CERTIFY that the foregoing Ordinance was introduced at the regular meeting of the City Council on the 10th day of April, 2024, and was adopted by the City Council of the City of Montebello at its meeting held on the _____th day of _____, 2024 by the following vote:

AYES:
NOES:
ABSENT:
ABSTAIN:

_____
Christopher Jimenez, City Clerk

EXHIBIT A

Downtown Montebello Specific Plan
Boundary Map

[PLACEHOLDER]

EXHIBIT B

Downtown Montebello Specific Plan

[PLACEHOLDER]

EXHIBIT C

Zone Change Map

[PLACEHOLDER]

RESOLUTION NO. 01-24

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MONTEBELLO, CALIFORNIA, RECOMMENDING TO THE CITY COUNCIL CERTIFICATION OF AN ENVIRONMENTAL IMPACT REPORT (SCH NO. 20230506) RELATING TO THE MONTEBELLO 2040 GENERAL PLAN UPDATE, DOWNTOWN MONTEBELLO SPECIFIC PLAN; ADOPT FINDINGS OF FACT AND STATEMENT OF OVERRIDING CONSIDERATIONS PURSUANT TO THE CALIFORNIA PUBLIC RESOURCES CODE AND CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA) GUIDELINES, AND APPROVAL OF A MITIGATION MONITORING AND REPORTING PLAN; ADOPTION OF THE MONTEBELLO 2040 GENERAL PLAN UPDATE, DOWNTOWN MONTEBELLO SPECIFIC PLAN, AND ADOPTION OF AN ORDINANCE APPROVING THE DOWNTOWN MONTEBELLO SPECIFICL PLAN AND RELATED ZONE CHANGE; AND ADOPTION OF A BICYCLE MASTER PLAN

WHEREAS, the City of Montebello ("City") Planning and Community Development Department has been working on an Environmental Impact Report ("EIR") and the creation of the Montebello 2040 General Plan Update, Downtown Montebello Specific Plan and related zone change; and the Bicycle Master Plan (collectively referred to as the "Project"); and

WHEREAS, pursuant to Section 21067 of the California Public Resource Code, and Section 15367 of the State CEQA Guidelines, the City of Montebello is the lead agency for the proposed Project; and

WHEREAS, the City determined that an EIR should be prepared because the Project may have a significant effect on the environment; and

WHEREAS, in accordance with Section 21092 of the California Public Resource Code a Notice of Preparation ("NOP") and Notice of Public Scoping Meeting for an Environmental Impact Report ("EIR") was released to the public and filed with the Los Angeles County Clerk's office on May 25, 2023; and

WHEREAS, pursuant to California Public Resources Code Section 21083.9 and CEQA Guidelines Sections 15082 and 15083, a duly noticed scoping meeting was held on June 13, 2023, to solicit comments on the scope of the environmental review of the Project; and

WHEREAS, in accordance with State CEQA Guidelines Section 15085, a Notice of Completion ("NOC") was prepared and filed with the State Clearinghouse (SCH# 2023050665)

when the Notice of Availability ("NOA") was released; and

WHEREAS, the Draft EIR for the Project was released for public review with the comment period beginning on December 4, 2023, through January 17, 2024, in accordance with CEQA Guidelines Section 15087; and

WHEREAS, the City has held 31 public outreach meetings in connection with the Project; and

WHEREAS, the City has prepared a Final Environmental Impact Report ("Final EIR"), attached hereto as Exhibit A, which consists of the Draft EIR and its associated technical appendices, comments to the Draft EIR and its associated technical appendices, and written responses to comments on the Draft EIR, which analyzes the potential significant environmental impacts of the Project; and

WHEREAS, all of the requirements of the California Public Resources Code and State CEQA Guidelines have been satisfied by the City in connection with the preparation of the Final EIR, which is sufficiently detailed so that all of the potentially significant environmental effects of the Project have been adequately evaluated; and

WHEREAS, the Final EIR sufficiently analyzes the Project's potentially significant environmental impacts and a reasonable range of feasible alternatives capable of reducing these effects to less than significant levels to the extent feasible; and

WHEREAS, the Mitigation Monitoring and Reporting Program, which sets forth the binding mitigation measures for the Project, is attached hereto as Exhibit B; and

WHEREAS, the environmental impacts identified in the Final EIR that the City Council finds are potentially significant and but are mitigated to a level of less than significant, through the imposition of feasible mitigation measures identified are described in Exhibit B attached hereto; and

WHEREAS, the Findings of Fact and Statement of Overriding Considerations is attached hereto as Exhibit C; and

WHEREAS, the Final EIR reflects the independent judgment of the City and is fully adequate for purposes of making decisions on the merits of the Project; and

WHEREAS, no comments made or information presented during or after the public review of the Final EIR has produced any significant new information requiring recirculation of the Draft EIR or additional environmental review of the Project under CEQA and the Public

Resource Code; and

WHEREAS, pursuant to California Government Code Section 65300, each city and county in California must adopt a comprehensive, long-term general plan addressing the physical development of the county or city, and any land outside its boundaries which in the agency's judgment bears relation to its planning; and

WHEREAS, pursuant to California Government Code Section 65302, a general plan shall consist of statements and diagrams addressing communitywide development goals and/or objectives and policies and programs to achieve those goals and/or objectives relating to seven mandatory elements: land use, circulation, housing, conservation, open space, noise, and safety; and

WHEREAS, pursuant to California Government Code Section 65356(a), the legislative body shall adopt or amend a general plan by resolution, which resolution must be adopted by the affirmative vote of at least a majority of the total membership of the legislative body; and

WHEREAS, in accordance with such authority, it is necessary and desirable to comprehensively update the City's General Plan, amend the Zoning Map, and adopt appropriate zone changes reflecting the updates thereto; and

WHEREAS, through an extensive and lengthy public process, including workshops and hearings held by the City's Planning and Community Development Department and Montebello Planning Commission ("Planning Commission"), the City has prepared that certain comprehensive update to the General Plan (known as the "2040 General Plan"); and

WHEREAS, the 2040 General Plan includes providing updated goals, policies, and programs reflecting the community's vision for the City; and

WHEREAS, the 2040 General Plan is designed to be implemented over the next 20 years by residents, business and property owners, non-profit organizations, community groups, city and county agencies, and elected and appointed officials; and

WHEREAS, the 2040 General Plan guides decisions to achieve a future that is: (a) responsive to community needs and desires; (b) reasonable and possible to achieve, with specific action steps; (c) pragmatic and far-sighted in grappling with trends; (d) resilient to respond to future shocks and stresses; and (e) system-based and comprehensive bridging the practice gaps within different fields, departments, or organizations; and

WHEREAS, concurrently with the 2040 General Plan, the City also finds it necessary and appropriate to consider the adoption of a Bicycle Master Plan recommending bicycle

facilities specific to the City as part of a state-driven policy requiring regional efforts to increase the use of accessible, safe, convenient, and integrated system promoting biking as an alternative mode of transportation; and

WHEREAS, the central vision of the 2040 General Plan and the Bicycle Master Plan is to preserve and enhance the stable residential areas by encouraging clean, safe, and reliable alternative modes of transportation and reinvest in the City by encouraging contextual and productive grown in the Downtown area and along the corridors; and

WHEREAS, pursuant to California Government Code Section 65450, after a legislative body has adopted a general plan, the planning agency may, or if so directed by the legislative body, shall, prepare specific plans for the systematic implementation of the general plan for all or part of the area covered by the general plan; and

WHEREAS, pursuant to California Government Code Sections 65451 and 65453, the specific plan shall include a statement of the relationship of the specific plan to the general plan and be prepared, adopted, and amended in the same manner as the general plan, by resolution or ordinance; and

WHEREAS, pursuant to California Government Code Section 65454, no specific plan may be adopted or amended unless the proposed plan or amendment is consistent with the general plan; and

WHEREAS, through an extensive and lengthy public process, including workshops and hearings held by the City's Planning and Community Development Department and Planning Commission, the City has prepared that certain Downtown Montebello Specific Plan; and

WHEREAS, Downtown Montebello is the physical and historic center of the City that provides a wide array of shopping, dining, working, living, entertainment and cultural opportunities within a short walking distance; and

WHEREAS, the Downtown Montebello Specific Plan was developed in conjunction with the 2040 General Plan Update which allowed a wider dialogue about linkages and the role of downtown within the larger city framework; and

WHEREAS, the planning process for Downtown Montebello was designed around extensive, thoughtful input from the local community; and

WHEREAS, the vision of Downtown Montebello is to restore and leverage its natural, built, and social assets to build resilient prosperity with a focus on quality of place as a key competitive advantage;

WHEREAS, on March 5, 2024, the Planning Commission held a duly noticed public hearing as required by state law and the Montebello Municipal Code to review and forward a recommendation to the City Council on the proposed Project and Final EIR; and

WHEREAS, all other legal prerequisites to the adoption of this Resolution have occurred.

NOW, THEREFORE, BE IT RESOLVED AS FOLLOWS:

SECTION 1. The Planning Commission, having independently heard, considered, and weighed all the evidence in the administrative record, including but not limited to the staff reports, the Final EIR, the Mitigation Monitoring and Reporting Program, all appendices, and any associated errata; the Findings of Fact and Statement of Overriding Considerations; and all other documents, reports, studies, memoranda, maps, oral and written testimony, recitals, and materials in the City's file for the Project; and all adopted City planning documents, General Plan, Montebello Municipal Code, and other applicable City laws finds this record adequate and appropriate evidentiary basis for the findings set forth in this Resolution and is hereby incorporated herein by this reference.

SECTION 2. The General Plan contains a thorough inventory, assessment, and analysis of social, physical, and economic issues related to the long-range development of the community. The Planning Commission has determined that the proposed 2040 General Plan, Bicycle Master Plan and Downtown Montebello Specific Plan are not detrimental to the public health, safety, and welfare of the community. It will improve the economic development of the property and surroundings.

SECTION 3. The Planning Commission hereby recommends that the City Council of the City of Montebello finds that: (i) the Final EIR has been prepared in accordance with the requirements of CEQA and the State CEQA Guidelines, (ii) the Final EIR was presented to the City and the City has reviewed and considered the information contained in the Final EIR prior to considering adoption of the Project, and (iii) the Final EIR reflects the independent judgment and analysis of the City.

SECTION 4. The Planning Commission recommends that the City Council (i) certify the Final EIR, attached hereto, (ii) adopt the Mitigation Monitoring and Reporting Program attached hereto, and (iii) adopt the Findings of Fact and Statement of Overriding Consideration attached hereto, pursuant to the following findings:

A. Based on the whole record before it that: (i) the Final EIR has been prepared in accordance with the requirements of CEQA and the State CEQA Guidelines, (ii)

the Final EIR was presented to the Planning Commission and the Planning Commission has reviewed and considered the information contained in the Final EIR prior to considering adoption of the Project, and (iii) the Final EIR reflects the independent judgment and analysis of the City.

B. Finds that the Mitigation Monitoring and Reporting Program is designed to ensure that, during the implementation of the Project, changes to the Project and/or mitigation measures have been incorporated into the Project and are fully enforceable through permit conditions, agreements, or other measures as required by California Public Resources Code Section 21081.6.

C. After thoroughly reviewing the public comments received regarding the Project and the Final EIR as it relates to the Project. None of the information submitted after publication of the Final EIR, including without limitation, testimony and documents submitted for the public hearings on the Project, constitutes substantial evidence that would require revision or recirculation of the EIR. The Planning Commission finds that this information and testimony is not credible evidence of a significant impact, a substantial increase in the severity of an impact disclosed in the Final EIR, or a feasible mitigation measure or alternative not included in the Final EIR.

SECTION 5. The documents and materials that constitute the record of proceedings on which the CEQA Findings of Fact and Statement of Overriding Considerations in Exhibit C of this Resolution have been based are located at City Hall. The custodian for these records is the City's Director of Planning and Community Development. This information is provided in compliance with California Public Resources Code Section 21081.6

SECTION 6. 2040 General Plan. The Planning Commission recommends that the City Council adopt the 2040 General Plan based on the facts and findings set forth therein in Exhibit D, which are hereby incorporated as part of the findings below which are consistent with the overall policies, goals, and objectives of the City's General Plan, adopted Specific Plans, and the Montebello Municipal Code. The 2040 General Plan addresses all mandatory elements specified in California Government Code Section 65302, including:

2040 General Plan Chapters	Required/Optional Element	Topics Covered
1. Our Natural Community	Conservation, Open Space	Air and water, greenhouse gasses, open space, hillsides, watersheds, riparian areas, plants and animals

2. Our Prosperous Community	Economic Development	Fiscal health, economic diversification, job growth, tourism
3. Our Well-Planned Community	Land Use/Design, Housing, Parks and Recreation	Play types, visual character, nature of intended change, and housing
4. Our Accessible Community	Circulation	Street networks, street types, transit services, bicycle and pedestrian systems, parking, transportation demand management, and performance metrics
5. Our Healthy Community	Public Health, Noise, and Land Use	Physical health, mental health, social capital, access to healthy food, and noise
6. Our Safe Community	Safety	Police, fire, natural hazards, and climate vulnerability and resilience
7. Our Active Community	Land Use, Open Space, Parks and Recreation	Open space, parks and recreation, and youth and senior programs
8. Our Creative Community	Culture	Arts, culture, schools, libraries, public art, and historic resources

A. **Conservation Element:** The 2040 General Plan - *Our Natural Community* (Chapter 1) chapter satisfied the requirements of the state-mandated conservation element. This chapter addresses how Montebello can thrive in balance with the community's natural ecosystem. This chapter identifies the general location and extent of natural resources in Montebello and provides goals, policies and programs addressing the effect of development on and utilization of natural resources including air and water, greenhouse gasses, open space, hillsides, watersheds, riparian areas, plants, and animals. This chapter focuses on conserving, protecting, maintaining, and enhancing Montebello's natural resources. Conservation goals, policies and programs are correlated to the same of the open space elements of the 2040 General Plan.

B. **Open Space Element:** The 2040 General Plan - *Our Natural Community* (Chapter 1) and *Our Active Community* (Chapter 7) chapters satisfy the requirements of the state-mandated open space element. These chapters address how Montebello can thrive in balance with the community's natural ecosystem and parks and open spaces to provide enriching recreational options for the entire community. These chapters also identify the general location and extent of lands in Montebello that provide value in an essentially undeveloped condition and specify goals, policies, and programs guiding preservation of such areas for their scenic qualities, protection of natural resources, outdoor recreation, air and water, addressing greenhouse gasses, hillsides, watersheds, riparian areas, plants and animals. Open space goals, policies and programs are correlated to the same of the conservation, land use and parks and recreation elements of the 2040 General Plan.

C. **Economic Development Element:** Consistent with California Government Code Section 65303 a general plan may include other elements or other subjects than those of the state-mandated elements. Accordingly, the 2040 General Plan contains and optional Economic Development Element in the 2040 General Plan - *Our Prosperous Community* (Chapter 2). Economic development is addressed by a framework of policies for governing future decisions about how the City will encourage a thriving business environment with high-paying industries, a vibrant downtown, and a healthy economy. The goals, policies, and programs aim to create a climate where business and innovation flourishes in Montebello. In addition, the goals, policies, and programs support conditions drawing visitors to Montebello and providing residents with attractive options for shopping, recreation, and working.

D. **Land Use/Design Element:** The 2040 General Plan - *Our Well-Planned Community* (Chapter 3), *Our Healthy Community* (Chapter 5), and *Our Active Community* (Chapter 7) chapters satisfy the requirements of the state-mandated land use element. These chapters focus on a preferred land use plan that directs new growth by reinvesting in key opportunities like the Downtown, Corridors and large parcels along the highway while protecting nature resources, respecting stable residential neighborhoods, and making great places by insisting on the highest standard of architecture, landscaping and urban design. These chapters also seek to build effective partnerships that improve physical and mental health and social well-being, and address parks and open spaces to provide enriching recreational options for the entire community. These chapters address the general distribution, general location, extent, and intensity of use of private and publicly owned land for housing, business, industry, open space, agriculture, natural resources conservation, recreation, enjoyment of scenic beauty, greenways, and public facilities. These chapters comprehensively factor for the anticipated growth and development of Montebello through 2040 and assign goals, policies, and programs to appropriately manage such growth and development, as

aligned with the community's vision of the city and serving to guide decisions related to zoning, subdivisions, and development entitlement permit requests in Montebello. Land use and design goals, policies and programs are correlated to the same of the housing, noise, public health and parks and recreation elements of the 2040 General Plan.

E. **Housing Element:** The 2040 General Plan - *Our Well-Planned Community* (Chapter 3) chapter satisfied the requirements of the state-mandated housing element. Montebello is committed on course toward making decent and affordable housing both a community benefit and a human right. The purpose of the 2021- 2029 Housing Element update is finding community support for building substantial new housing, especially affordable housing, among their residents. Success will require patient dialogue, coalition-building, visionary thinking, and political will to put policies into action. The Housing Element identifies and analyzes the current and future housing needs of residents within Montebello and establishes goals, policies, and programs to meet Montebello's housing needs. The City seeks to conserve and rehabilitate existing housing as well as provide opportunities for new development. The Housing Element has enlisted Montebello's diverse constituencies to develop workable solutions. Housing goals, policies and programs are correlated to the same of the land use/design and parks and recreation elements of the 2040 General Plan.

F. **Parks and Recreation Element:** Consistent with California Government Code Section 65303 a general plan may include other elements or other subjects than those of the state-mandated elements. Accordingly, the 2040 General Plan contains an optional Parks and Recreation Element - *Our Well-Planned Community* (Chapter 3) and *Our Active Community* (Chapter 7). These chapters address parks and open spaces to provide enriching recreational options for the entire community. Parks and recreation goals, policies and programs are correlated to the same of the housing, land use/design and open space elements of the 2040 General Plan.

G. **Circulation Element:** The 2040 General Plan- *Our Accessible Community* (Chapter 4) chapter satisfied the requirements of the state-mandated circulation element. This chapter addresses transportation choices advocated by California laws by strengthening and balancing pedestrian, bike, and transit connections in the City and surrounding region. This chapter also discusses street networks, street types, transit services, bicycle and pedestrian systems, parking, transportation demand management, and performance metrics. This chapter provides an overview of Montebello residents' travel characteristics, the existing circulation network and traffic operations, and parking, transit, bicycle and pedestrian facilities. The chapter identifies the general location and extent of existing local public utilities and facilities and provides goals, policies, and programs correlated to the land uses and development

projections of the land uses that plan for a balanced, multimodal transportation network to meet the needs of all users, including motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation. The chapter describes improvements to the City's roadway, bicycle and pedestrian network proposed to accommodate future development, reduce greenhouse gas emissions, encourage physical activity, and improve safe and convenient travel by all users.

H. **Public Health Element:** Consistent with California Government Code Section 65303 a general plan may include other elements or other subjects than those of the state-mandated elements. Accordingly, the 2040 General Plan contains an optional Public Health Element in General Plan 2040 *Our Healthy Community* (Chapter 5). This chapter seeks to build effective partnerships that improve physical and mental health and social well-being. Public health goals, policies and programs are correlated to the same of the noise and land use elements of the Montebello 2040 General Plan.

I. **Noise Element:** The 2040 General Plan - *Our Healthy Community* (Chapter 5) chapter satisfies the requirements of the state-mandated noise element. This chapter identifies sources of noise and existing and future noise levels in Montebello, including that from highways and freeways, primary arterial and major local other transit systems, industrial and other stationary sources. The chapter specifies goals, policies, and programs to address exposure to current and projected noise sources, including land use/noise compatibility criteria, direction to prepare acoustic impact studies for new development as necessary, and requiring the implementation of noise reduction measures through Montebello's zoning, subdivision, and development entitlement permit process. Noise goals, policies and programs are correlated to the same of the public health and land use elements of the 2040 General Plan.

J. **Safety Element:** The 2040 General Plan - *Our Safe Community* (Chapter 6) chapter satisfies the requirements of the state-mandated safety element. This chapter identifies the general location and extent of areas of Montebello subject to natural and human-caused hazards, including seismic events, slope instability, subsidence and liquefaction, wildland and urban fires, sea level rise, and flooding. This chapter will address police, fire, natural hazards, and climate vulnerability and resilience in the community, to increase awareness for emergency and minimize threat to life and damage to structures from hazards.

K. **Culture Element:** Consistent with California Government Code Section 65303 a general plan may include other elements or other subjects than those of the state-mandated elements. Accordingly, the 2040 General Plan contains an optional Culture

Element in General Plan 2040 *Our Creative Community* (Chapter 8). This chapter addresses arts, culture, schools, libraries, public art, and historic resources.

L. **Environmental Justice:** California Government Code Section 65302(h) mandates cities and counties to adopt an environmental justice element where disadvantaged communities are located within a given jurisdiction. The 2040 General Plan includes goals, policies and programs that address environmental justice issues regardless of community status including: reducing community exposures to air pollution, equitable provision of public facilities, access to healthy food, access to affordable housing and safe housing conditions, opportunities for physical activity, and encouraging civic engagement.

Three Specific lens filters will identify specific 2040 General Plan policies that seek to address the following three areas of specific interest to Montebello Residents:

A. **Resiliency** – Approaching challenges through the lens of resilience helps Montebello better serve their residents today and in the long term, while preparing for any future potential adversity.

B. **Social Equity** – Social equity seeks to integrate elders, youth, and the minority races more meaningfully into the civic discourse by improving access to jobs, affordable housing, parks, more reliable mobility options, and active inclusions in government processes, programs, and decisions.

C. **Vision Zero** – Vision Zero seeks to eliminate all traffic fatalities in Montebello, while increasing safe, healthy and equitable mobility for all.

SECTION 7. Downtown Montebello Specific Plan. The Planning Commission recommends that the City Council adopt an ordinance (i) approving the Downtown Montebello Specific Plan based on the facts and findings set forth in Exhibit F, which are hereby incorporated as part of the findings below which are consistent with the overall policies, goals, and objectives of the City's General Plan, adopted Specific Plans, and the MMC and (ii) approving a zone change and amending the City Zoning Map reflecting the Downtown Montebello Specific Plan. The Downtown Montebello Specific Plan consolidates the interrelated eight General Plan elements into three focuses for the Downtown area: (1) people-based, (2) place-based, and (3) prosperous.

Specific Plan Focus Areas	Policies
1. People-based	1. Make walking safe, comfortable, and enjoyable.

	2. Address the human scale with building and landscape details. 3. Reduce opportunities for criminal activity through physical design standards, recreation opportunities, educational programs, and counseling services. 4. Downtown Montebello envisions safe streets designed for people. 5. Employ a range of contextual lighting options to promote safety and security on downtown streets. 6. Downtown will be re-established as the entertainment and cultural heart of the city by creating a central space in Downtown for community gathering, supported by complementary uses and activities. 7. Creative businesses have places to work, live, gather, and promote their art in Downtown. 8. Facilitate use of vacant retail space by arts and cultural groups. 9. Integrate public art into the development review and capital improvement program. 10. Support efforts to expand access to affordable and nutritious food for all people in Montebello. 11. Encourage local food production, processing, and distribution to the greatest extent possible. 12. Avoid concentration of unhealthy food providers within the Downtown area.
2. Place-based	1. Preserve, manage, and grow the Downtown tree canopy. 2. Downtown will provide a variety of opportunity for gathering and physical activity. 3. Enhance Downtown's character with compact and walkable infill development. 4. Promote quality Downtown housing that serves a broad spectrum of households. 5. Improve transit service and similar modes to make Downtown travel accessible and comfortable for people of all ages and abilities. 6. Redesign Whittier Boulevard in the Downtown Core to prioritize pedestrian safety and comfort. 7. Connect Whittier Boulevard to the Rio Hondo Channel.

	8. Reconnect streets and alleys to form a network. 9. Public parking facilities will be managed and operated to serve Downtown. 10. Develop a system of incentives and regulations for new development to improve mobility choices and reduce parking demand. 11. Manage curb space effectively for different users.
3. Prosperous	1. Continue to nurture small, independently owned businesses. 2. Retail existing and attract small, unique, and locally owned entrepreneurial and creative businesses that reinforce Downtown's identity. 3. Promote higher levels of foot traffic with activities and events. 4. Encourage mixed-use infill and compact development. 5. Gauge participation in a Property Based Business Improvement District (BPID) to provide high-quality district services. 6. Explore untapped opportunities for value capture and revenue generation.

SECTION 8. The proposed ordinance establishing the Montebello Downtown Specific Plan Districts attached hereto as Exhibit G, is in compliance with the Montebello Municipal Code and the City's General Plan as set forth in the below findings.

A. Findings. Pursuant to Section 65450 of the California Government Code, once a city adopts its general plan, it may prepare specific plans for the systematic implementation of the general plan for all or a part of the area covered by the general plan. In order to adopt a specific plan, it must be consistent with the city's general plan. The Planning Commission recommends approval of the proposed ordinance approving the Downtown Montebello Specific Plan, zone change, and zoning map amendment based on the following findings of fact:

1. The Downtown Montebello Specific Plan is consistent with the City's General Plan currently in effect, as required by California Government Code 65000, *et seq.*, California Statute. The Downtown Montebello Specific Plan implements the General Plan's community supported goal to direct new infill growth to downtown, corridor, and neighborhoods in need of reinvestment where viable infrastructure is already in place. The Downtown Montebello Specific Plan is intended to facilitate the continuing evolution of the Downtown Montebello Specific Plan area through (i) a mixture of land

uses including shops, workplaces, and residences that are within walking distance of one another and produce and urban form that is inviting, comfortable, safe, and ecologically resilient; (ii) streets and open spaces that promote vibrant, safe, healthy, and prosperous place; and (iii) new infill and remodeled buildings that work together with existing buildings to define the pedestrian-oriented space of the public streets within the Downtown Montebello Specific Plan area and which are harmonious with each other and the desired character of the Downtown Montebello Specific Plan area. In addition, it is consistent with the goals and objectives of the General Plan as it will enhance the City's economic base, allow for the development of a variety of uses including civic, commercial, residential, and open space, and promote pedestrian safety and multimodal opportunities.

2. The Downtown Montebello Specific Plan is compatible with present and future development of the property within the immediate vicinity because the Downtown Montebello Specific Plan area is surrounded by a mix of residential, commercial, and institutional uses. The Downtown Montebello Specific Plan will guide decisions to achieve a future that is responsive to community needs and desires; far-sighted and pragmatic in grappling with trends; resilient to respond to future shocks and stresses; and system-based, bridging the practice gaps within different fields, departments, or organizations.

3. The Downtown Montebello Specific Plan will not be detrimental to public health, safety, and welfare or adversely affect property values or the present and future development of surrounding areas. The Downtown Montebello Specific Plan area will be compatible with surrounding uses and capitalize upon the economic development opportunities and unique qualities of the Downtown area. The Downtown Montebello Specific Plan defines integrated strategies for environmental stewardship, economic development, place- making, housing, mobility, resilience, health, safety, recreation, and culture to help achieve the community's vision.

4. The permitted uses and development standards adopted as part of the Downtown Montebello Specific Plan would not be detrimental to present and potential surrounding uses, but would have a beneficial effect which could not have been adequately achieved under pre- existing zoning. The Downtown Montebello Specific Plan sets forth the principles, goals, policies, and actions to help achieve the community vision, establishing the basis for evaluating choices and making near- and long-term decisions.

5. The streets and thoroughfares are adequate in size to accommodate the traffic volume generated by the Downtown Montebello Specific Plan, which is served by major roadways, including Montebello Boulevard, Whittier Boulevard, and Interstate

60. Local access to the Specific Plan Area is provided by Whittier Boulevard, Cleveland Avenue and Los Angeles Avenue. Strategic mobility hubs throughout Downtown area will offer more choices to move around. Enhanced walking, biking, and public transit together with shared micro-mobility solutions like scooters and e-bikes, individuals can become less reliant on private automobiles.

6. The existing or proposed utility services and facilities are adequate for the proposed population densities and uses under the Downtown Montebello Specific Plan because the on-site improvements include public and private facilities and utilities.

7. Based on proposed development standards contained in the Downtown Montebello Specific Plan, buildings and structures are to be situated in a manner that minimizes impact on existing uses. The Downtown Montebello Specific Plan will enhance existing, and introduce new activities and events that will lead to greater activation and use of public spaces by people of all ages and abilities.

B. Zone Change. The Planning Commission hereby recommends the City Council adopt an ordinance approving Zone Change No. PC-2024-0006-SP. According to Section 17.76.010 of the Montebello Municipal Code, the City may change the zoning designation on a property when doing so would be in the public interest, convenience and necessity. The proposed Zone Change would be in the public interest, convenience and necessity for the following reasons:

i. Downtown Montebello Specific Plan will collaborate with stakeholders to stimulate investment and interest in downtown, connect resources and steward initiatives that allow commerce and culture to thrive;
ii. Downtown Montebello Specific Plan will create great places and equitable urban experiences;
iii. It will provide a framework where people are empowered to do great things, and enrich their lives;
iv. Walkable and mixed-use development in the downtown area produces far more revenue per acre than larger format big box and malls with large areas dedicated to parking;
v. In addition to retail and restaurants, small-scale and local manufacturing businesses can fill storefronts on Whittier Boulevard and attract foot traffic. Successful local small-scale manufacturing businesses help people feel valued and help sustain the values and cultural practices of the existing residents and businesses;
vi. The City is committed to preserving and adding to the existing supply of affordable and supportive housing;
vii. Recently entitled projects in the downtown area will increase housing that will

further charge activation of the downtown core;

viii. Proximity to daily necessities within a reasonable pedestrian journey will create streets that are active and adjacent to porous, inviting, buildings that are buffered from vehicles;

ix. By introducing more organic and less ordered spaces, opportunities for discovery in the city can be enjoyed along the Rio Hondo Channel;

x. Downtown Montebello will strive to become a multimodal environment, offering variety of public spaces that can pivot to a variety of uses. With modest incremental investment in streets and open spaces, a connective tissue will weave together current and proposed assets, community park, Downtown core area, and the Rio Hondo channel;

xi. A distinct and equitable downtown will emerge within a landscape that takes advantage of Montebello's mild climate with parklets, bicycle lanes, and passive and active outdoor recreation;

xii. Strategic mobility hubs throughout Downtown area will offer more choices to move around;

xiii. Enhanced walking, biking, and public transit together with shared micro-mobility solutions like scooters and e-bikes, individuals can become less reliant on private automobiles; and

xiv. Enhanced connections, facilities, and amenities will interconnect localized mobility choices with the broader regional transit that will further connect Montebello to the rest of the Los Angeles Metroplex and provide access to even more people.

SECTION 9. The Downtown Montebello Specific Plan is consistent with the Montebello General Plan and implements the General Plan's community supported goal to direct new growth to downtown, corridor, and neighborhoods in need of reinvestment where viable infrastructure is already in place.

SECTION 10. Bicycle Master Plan. The Planning Commission hereby recommends that the City Council approve the Bicycle Master Plan based on the facts and findings set forth in Exhibit E, which are hereby incorporated as part of the findings herein and which are consistent with the overall policy goals of the City and the State of California, the City's General Plan, adopted Specific Plans, and the Montebello Municipal Code. The Planning Commission further recommends that the City Council find that the Bicycle Master Plan is exempt from CEQA pursuant to Public Resources Code Section 21081.20(a)(1) and categorically exempt pursuant to CEQA Guidelines Section 15304 (Class 4 – Minor Alterations to Land) and none of the exceptions found under CEQA Section 15300.2 apply. Class 4 exemptions under Section 15304(h) consist of minor public or private alterations in the conditions in the land including the creation of bicycle lanes on existing rights-of-way.

SECTION 11. The proposed 2040 General Plan, Downtown Montebello Specific Plan, Zone Change and amendment to the Zoning Map, and the Bicycle Master Plan are in the public interest and reflects the current and contemplated land uses of the City.

SECTION 12. The Planning Commission Secretary shall certify the adoption of this Resolution and it shall go into effect immediately upon its adoption.

PASSED AND ADOPTED this 5th day of March 2024 by the Planning Commission.

Chair Cuevas:	(X) AYE ( ) NOE ( ) ABSENT ( ) ABSTAIN
Commissioner Lomeli:	( ) AYE ( ) NOE (X) ABSENT ( ) ABSTAIN
Commissioner Medina:	(X) AYE ( ) NOE ( ) ABSENT ( ) ABSTAIN
Commissioner Morales:	(X) AYE ( ) NOE ( ) ABSENT ( ) ABSTAIN
Commissioner Valdez:	(X) AYE ( ) NOE ( ) ABSENT ( ) ABSTAIN

Victor Cuevas

Victor Cuevas, Chair

ATTEST:

Joseph A. Palombi, Director
Planning & Community Development Department

EXHIBIT A
Final Environmental Impact Report

EXHIBIT B
Mitigation Monitoring and Reporting Program

EXHIBIT C
Findings of Fact and Statement of Overriding Considerations

EXHIBIT D
Montebello 2040 General Plan Update

EXHIBIT E
Bicycle Master Plan

EXHIBIT F
Downtown Montebello Specific Plan

EXHIBIT G
Draft Ordinance Approving Downtown Montebello Specific Plan, Zone Change, and Zoning Map Amendment

Montebello

general plan







A

06

INTRODUCTION

History, community profile, and planning process.

B

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VISION

A shared future for preservation and growth.

C



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POLICIES AND ACTIONS

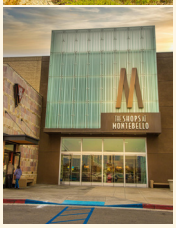
Policies and actions to carry out the vision.



60

OUR NATURAL COMMUNITY

Thrive in balance with natural ecosystems.



72

OUR PROSPEROUS COMMUNITY

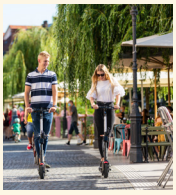
Attract and retain high-wage and high value enterprise, and diversify and increase the local tax base.



84

OUR WELL PLANNED COMMUNITY

Preserve stable neighborhoods and make great places.



116

OUR ACCESSIBLE COMMUNITY

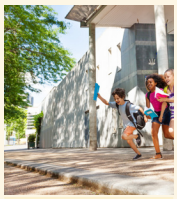
Balance pedestrian, bike, and transit connections.



136

OUR HEALTHY COMMUNITY

Promote health and well-being for all.



160

OUR SAFE COMMUNITY

Protect and improve the social well being and security.



184

OUR ACTIVE COMMUNITY

Provide enriching recreational options for the entire community.



204

OUR CREATIVE COMMUNITY

Weave arts, cultural events, and community programs into everyday life.

D

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IMPLEMENTATION

Partners, timeframes, and funding sources.





City Council

Mayor	Scarlet Peralta
Mayor Pro Tem	Salvador Melendez
Council Member	Angie Jimenez
Council Member	Georgina Tamayo
Council Member	David N. Torres
City Manager	Raul Alvarez
Assistant City Manager	Arlene Salazar

Planning Commission

Chair	Victor Cuevas
Commissioner	Alicia Morales
Commissioner	Natalia Lomeli
Commissioner	Joellann Valdez
Commissioner	Armando Medina

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Planning & Community Development Assistant Director	Matthew Ramos
Economic Development Manager	Jose A. Gardea
Housing Manager	Rosemary Perich
Assistant Planner	Daniel Ruiz
Assistant Planner	Emilie Fernandez
Assistant Planner	Grace Hayashi
Senior Administrative Assistant	Alexis Huerta

Housing Task Force (HTF)

Gateway Cities COG	Melani Smith
San Gabriel Valley COG	Alexander Fung
Community Housing Expert	Veronica Rodriguez-Cabrera, LCSW
Montebello Chamber of Commerce	Adriana Dugan
Former Planning Commission Chair	Alexandra Briseno
Former Planning Commission Vice Chair	Marlene Ramirez

Consultants

Rangwala Associates

in association with

Moule & Polyzoides

Rincon

Pro Forma Advisors LLC

Urban3

Kittelson

MetroQuest

... and thanks to numerous members of City Staff & Montebello residents & businesses

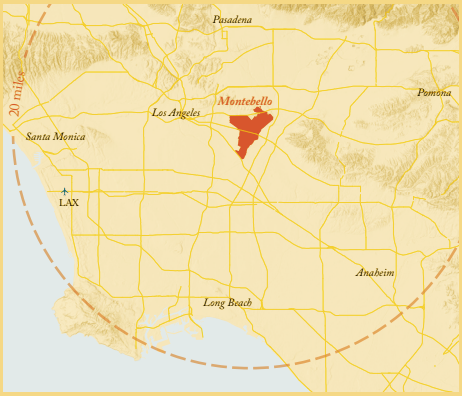

DOWNTOWN
PARKING
MONTEBELLO
7TH
Sam's
SHOE REPAIR
323-728-9091

A Introduction

The City of Montebello is located about nine miles to the southeast of Downtown Los Angeles. Founded at the turn of the twentieth century and incorporated in 1920, Montebello is one of several municipalities in Southeast Los Angeles County that are collectively known as the Gateway Cities, so named because they are equidistant between the urban centers of Los Angeles, Long Beach, and Santa Ana. Compared to other cities in Los Angeles County, Montebello is moderate in size, with a footprint of 8.4 square miles and a population of approximately 63,000. It is bounded by the adjacent cities of Monterey Park and Rosemead on the north, the City of Commerce on the south and west, and Pico Rivera on the east. Much of Montebello's western city limit abuts unincorporated East Los Angeles. Two prominent natural features near Montebello have influenced patterns of development since the community's inception. Along its northern city limit is an outcropping of chapparal-studded hills that were historically called the La Merced Hills and are now known as the Montebello Hills. Long the site of productive oil wells, the hills create a discernible geographic division between Montebello and the San Gabriel Valley. Montebello's eastern city limit abuts the Rio Hondo, a channelized tributary of the Los Angeles River. The Rio Hondo separates Montebello from Pico Rivera. The northeast corner of the city is adjacent to the Whittier Narrows Dam, which restricts the flow of the Rio Hondo and the San Gabriel River.

Circulation patterns in Montebello generally ascribe to the surrounding topography. Most of the city is oriented around a skewed orthogonal grid. However, as streets approach the hills near the northern city limit they become curvilinear. The city is served by two major freeways: the Santa Ana Freeway (Interstate 5), which delineates a portion of the city's southern boundary, and the Pomona Freeway (SR-60), which delineates almost all of its northern boundary. In addition, there are two railroad rights-of-way that transect Montebello: one is located near the geographic center of the city and is operated by the Union Pacific Railroad, and the second is located near the southern city limit and is operated by the BNSF Railway Company. The Union Pacific Line is traversed by Metrolink and Amtrak passenger trains. Within the Montebello city limits is the Montebello/Commerce station, which serves Metrolink's Riverside Line.

Since Montebello's inception, the Union Pacific Railway right-of-way has historically divided the community into two discrete sections: north and south. The area to the north of the railroad tracks contains the historical core of the city and a majority of its residential neighborhoods. A majority of the city's commercial development and open spaces are also concentrated in this area. The area to the south of the railroad tracks contains a concentration of industrial uses, in addition to some residential neighborhoods. The majority of Montebello's housing stock was constructed between the 1940s and '70s, though some earlier dwellings are woven into the neighborhoods along Whittier Boulevard. Commercial development is generally confined to the city's major vehicular corridors. Public and private institutional uses are interspersed throughout the community. Schools and churches represent the most common types of institutional



development, and are generally located along the major arterial streets that frame and transect the city's residential neighborhoods. Municipal services – including a city hall, public library branch, and police station – are clustered in a civic center complex along Beverly Boulevard. A private hospital facility (Beverly Hospital) is also located on Beverly Boulevard. Several public parks are woven into the city's neighborhoods.

At the northwest corner of the city is a 120-acre golf course (Montebello Country Club) that is situated at the western foot of the Montebello Hills. 480 acres of privately owned land in the Montebello Hills constitute the city's largest swath of remaining undeveloped space.

Industrial development is concentrated in the southern half of the city, in the area to the south of Olympic Boulevard and the Union Pacific Railway right-of-way. This area is developed with warehouses, light and heavy manufacturing facilities, freight yards, and other industrial uses.

1. The History of Montebelllo

Early History





Prior to the Spanish colonization of California, what is now the City of Montebello was undeveloped and consisted of vast expanses of flatlands and chapparal-studded hills. Like much of Southern California, the area was inhabited by the Gabrielino-Tongva people and was located within the indigenous world of Tovaangar, which stretched between the Pacific Ocean, the San Bernardino Valley, Saddleback Mountain in Orange County, and the San Gabriel Mountains. The Gabrielino-Tongva have been described in ethnographic accounts as a peaceful group of hunter-gatherers who subsided on small game in addition to the berries, seeds, roots, and nuts derived from the area's native plants. They lived in a network of about 100 ephemeral villages that were typically located in proximity to stable sources of water. These indigenous settlements were upended upon the arrival of Spanish colonizers in the mid-eighteenth century.

In 1769, California was "discovered" by an intrepid group of Spanish explorers led by Gaspar de Portolá, Father Junípero Serra, Juan Crespí, and others, which culminated in the Spanish colonization of Alta California. Upon their conquest of California, the Spanish imposed their own tripartite land use system – presidios, pueblos, and missions – and through a combination of coercion and force, relocated California's indigenous population away from their ancestral villages and to the missions. The first site of the San Gabriel Mission was located in present-day Montebello. During the Portolá Expedition, Father Crespí identified the Whittier Narrows area as an ideal location for a mission because of its ample water supplied by the San Gabriel River, its fertile soil, and its abundance of trees that could be used as building material. This area was also located near Tongva settlements, whose inhabitants "would form the basis for the work of the missionaries." In accordance with Crespi's wishes, the mission was built on the west bank of the Rio Hondo in 1771. Though it initially performed well as a farm and cattle ranch, the mission was destroyed by a devastating flood about four years later and was subsequently relocated to higher and drier ground, in present-day San Gabriel.

During the Spanish era of California (1769-1822), the state's abundant land was carved into large swaths, or ranchos, which were in turn conferred to those who were held in high regard with the Spanish government. This practice continued after Mexico won independence from Spain in 1822. What would become Montebello fell within the boundaries of three ranchos during this time: Rancho San Antonio (south and west, conferred to Antonio Maria Lugo in 1810), Rancho Paso de Bartolo (east, granted to Juan Crispin Perez in 1835), and Rancho La Merced (north, conferred to Casilda Soto de Lobo in 1844). In 1845, Casilda Soto de Lobo and her three sons erected an adobe residence on a gentle bluff overlooking the Rio Hondo, in what was then the Rancho La Merced. The adobe was subsequently acquired by rancher Juan Matias Sanchez, who lived there until his death in 1885. Known as the Sanchez Adobe, the structure is still standing and is currently occupied by the Montebello Historical Society.

The Montebello area was the site of a decisive moment in the Mexican American War. In 1847, a battalion of about 500 Mexican soldiers faced off against American insurgents in what was known as the Battle of Rio San Gabriel. The battle took place along the banks of the Rio Hondo, and ultimately resulted in the surrender of Los Angeles and Alta California to the United States.



The Sanchez Adobe is the oldest known built resource in Montebello, and is a rare example of an extant structure associated with Southern California's Mexican-era roots.



1771 Mission San Gabriel Arcangel is founded

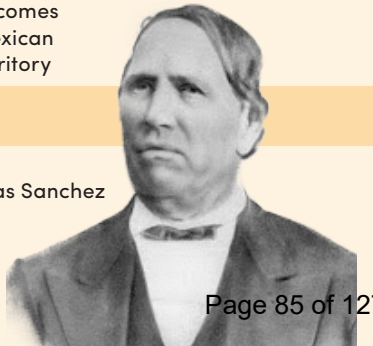
La Mision Vieja: The original site of the mission at the northwest corner of San Gabriel Blvd and Lincoln Ave, is designated as a California Historical Landmark.



1822 California becomes Mexican territory

1700 **1800**

Juan Matias Sanchez





A plaque, two cannons, and an American flag commemorating the battle are installed at the intersection of Washington Boulevard and Bluff Road. The site is recognized as a California Historical Landmark.

Following the Mexican American War (1846-1848), Mexico reluctantly ceded most of the American Southwest to the United States. In theory, the owners of Spanish and Mexican ranchos could retain title to their land; in practice, ownership became a contentious issue due to discrepancies between Mexican and American title law and policies that favored the interests of Americans. The land around Montebello passed through a succession of owners in the latter decades of the nineteenth century. In 1885, much of what now encompasses Montebello and East Los Angeles was sold to a consortium of Los Angeles businessmen including banker Isaias Hellman and wholesale grocer Harris Newmark. The businessmen purchased the land from the estate of Alessandro Repetto, an Italian American sheep rancher, for $60,000, or approximately $12 per acre.

Community Origins

Members of the consortium subsequently divided the land among themselves. Approximately 1,200 acres of the Repetto land was given to Newmark and his nephew, Kaspare Cohn. Interested in subdividing and developing the land, Newmark and Cohn enlisted the help of hydraulic engineer William Mulholland to construct a water system that would bring much-needed irrigation to the area. Completion of the water system circa 1899 rendered the area suitable for new development. Newmark, Cohn, Mulholland, and their associates incorporated the Montebello Land and Water Company in 1900. It was at the 15 behest of Mulholland that the name "Montebello" was bestowed upon the tract, invoking the Italian word for "beautiful hill" and referencing the hills that framed its northern edge.

When the Montebello Land and Water Company was incorporated, roughly forty acres of the Montebello tract were subdivided into a town site that was originally known as Newmark. Newmark consisted of 192 parcels of roughly equal size that were marketed as ideal sites for new suburban houses. The town was located along the route of the San Pedro, Los Angeles and Salt Lake Railway, which was built shortly after the town was platted. It was also bisected by Whittier Avenue (now Boulevard), then the main road between Los Angeles and Whittier. Consistent with prevailing patterns of development at the time, streets, blocks, and lots were oriented around an orthogonal grid. The rest of the tract was subdivided into five- and ten-parcels that were marketed as sites for agriculture. To entice prospective buyers, promoters of the tract promised that each landowner would be granted access to the ample water supplied by the Montebello Land and Water Company. Among the early investors in the Montebello tract was Mulholland, who had engineered its water system. Not long after its inception, the name Newmark was scrubbed from the local vernacular, and the entire subdivision – including the town and its agricultural environs – were all referred to as Montebello.

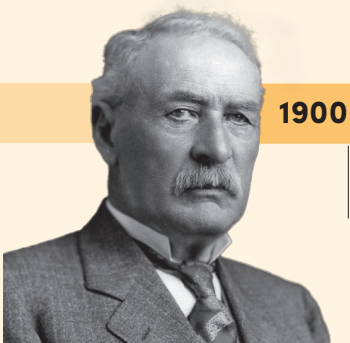
In its early years, Montebello was aggressively marketed as an agricultural community, notable for its ample amount of developable land, plentiful water, and mild climate that was free of frost.

Development in Montebello was slow to start, due in large part to a dearth of transportation infrastructure between the town and Los Angeles. "Montebello has an excellent location," observed the Los Angeles Times in 1907, "but its development has been retarded because of its poor railway connections." When the Montebello tract opened, there was no streetcar service to the area, and the San Pedro, Los Angeles and Salt Lake Railroad that abutted the town's southern edge had not yet been built. Though the tract was accessible via Whittier Boulevard, cars were still few and far between. Nonetheless, investors began to purchase land in Montebello, eager to capitalize on the area's agricultural potential.

Beginning in the early 1900s, many of the tract's five- and ten-acre parcels were purchased and planted with an assortment of crops. Oranges, berries, apricots, walnuts, barley, alfalfa, and corn were among the many crops that were cultivated in the area. In particular, Montebello became known for its nurseries and ornamental flower fields. The area's vast expanses of open land were blanketed by "beds of stunning red roses beyond which are acres after acres of pink, white and crimson carnations and expansive fields of variegated sweet-peas, cannas, lilies, violets, marigolds and innumerable other species of flora." Groups of day trippers from Los Angeles and beyond would arrange auto trips to Montebello to gaze at the flowers. In 1912, the Montebello Women's Club organized the community's first annual flower show, which became a beloved community tradition. The town of Montebello began to



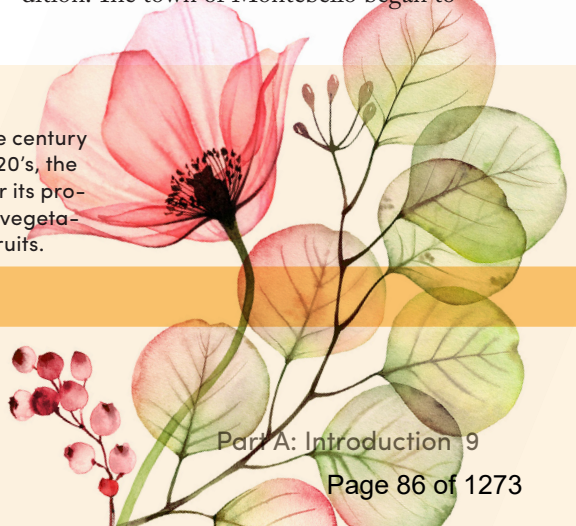
1850 California was admitted to the Union in 1850



1900

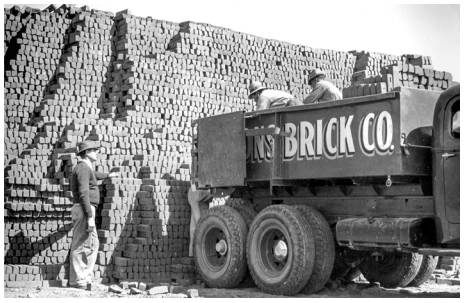
Water system built by William Mullholland was instrumental in the development of Montebello

From the turn of the century and through the 1920's, the area was famed for its production of flowers, vegetables, berries, and fruits.





Wilcox Nursery, circa 1935



Simons Brick Company, circa 1940

develop as the agricultural and floriculture industries flourished.

In the 1900s and 1910s, several houses were erected on the blocks on either side of Whittier Boulevard, in what was then the center of town. Reflecting the modest means of those who commissioned them, these houses tended to be small in size and vernacular in style, loosely embodying characteristics of the Craftsman style and other idioms that were popular at the time. Residential development was accompanied by new commercial and institutional buildings that were built to serve the needs of those who lived in the fledgling town. A schoolhouse – Montebello's first public building – was completed in 1902, and by the end of that year the town also boasted its own store and post office. Several churches and markets were built within the town's neighborhoods. A large new high school opened in 1909, and by the early 1910s a bustling business district had emerged along Whittier Boulevard, the epicenter being near the intersection of Whittier and Fifth Street. An anchor of the business district was the Montebello 24 State Bank, a two-story brick edifice that was constructed in 1912.

Agriculture and floriculture were the primary engines driving Montebello's economy during the community's formative years. However, industry also played a heavy hand in sustaining the town's early growth. In 1905, the Simons Brick Company – a manufacturer of red commonface bricks – opened a brickyard in the southern reaches of Montebello, about two miles south of the center of town. Known as Simons Brickyard No. 3, the facility grew into what was described as the single "largest brick manufacturing plant in the world," occupying 223 acres and producing some 750,000 bricks per day.

Oil Discovered



Circa 1917, the Standard Oil Company discovered underground oil reserves in the hills north of Montebello. Emboldened by the discovery, Standard Oil and other companies leased a large amount of land in the hills under agreements by which the owners were given royalties for use of their land. One of the wells drilled by Standard Oil yielded "10,000 barrels daily, making it the biggest producer in the State" upon its discovery.

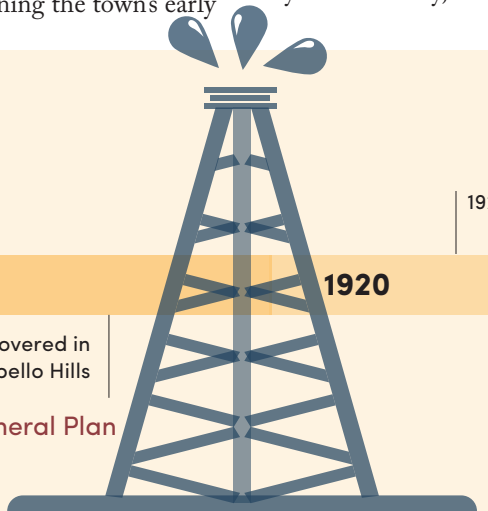


Montebello oil fields.

City Incorporated

The discovery of oil was a boon to Montebello. Along with agriculture and manufacturing, oil production became one of the key engines driving the town's economy, ushering in a significant wave of new development that paved the way for incorporation. In September 1920, a group of Montebello residents petitioned the County Board of Supervisors to become an incorporated city. The following month, the issue was taken to a vote and was overwhelmingly approved.

By the 1920s, Montebello had unequivocally shed its rural roots and now resembled a full-fledged suburban community of approximately 6,000 residents. To house the growing population, a number of new houses were erected on the town's residential streets, filling in its sparsely-developed blocks. New subdivisions were also platted in more peripheral areas on the outskirts of town. As in previous years, houses constructed at this time tended to be relatively humble with respect to size, scale, and style, catering to those of modest means who were employed in the area's farms and oil fields.



1910

1917 c Oil discovered in Montebello Hills

1920

1920 City incorporation



1928 Diner Shaped like an oil can

In 1922, city officials proudly announced the installation of an electric streetlight system comprising "regular, modern, watt-eating electrical lamps." By 1926, Montebello was home to seven churches, six schools, a commercial core anchored by two banks, and institutions including a Masonic lodge and a women's clubhouse. Two new civic buildings – a city hall and a library (now the Montebello Senior Center) – were in the works, as was a park (Montebello City Park).

Advent of the Automobile

Montebello's prosperity in the 1920s was also shaped in part by the advent of the car and car culture. Whittier Boulevard – which had long been the main road between Los Angeles and Whittier – became a part of the historical alignment of US 101, the principal thoroughfare between Los Angeles and San Diego. By the 1920s, the stretch of Whittier Boulevard in Montebello was peppered with businesses that catered to the motoring public. In addition to service stations, garages, and repair shops, the boulevard featured various other commercial uses – motels, strip malls with ample on-site parking, and restaurants with bold, eye-catching forms and signage – that were designed to attract the attention of passersby. These included The Oil Can, a diner building that was literally shaped like an oil can, and Currie's Ice Cream parlor, which featured an enormous rooftop sign in the shape of an ice cream cone. Both buildings have been razed.

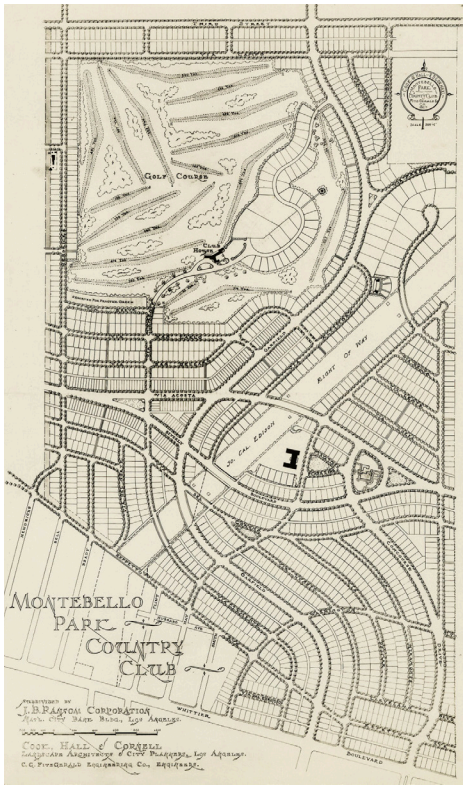
Most new development in Montebello at this time was located near the original townsite, along Whittier Boulevard and north of the Union Pacific Railway right-of-way. However, by the 1920s a second, lesser-known population center had also emerged on the opposite side of the railroad tracks. The Simons Brickyard facility in South Montebello had built a company town for its workforce, most of whom were immigrants from Mexico. The town, which was formally called "Simons" but was known colloquially as "El Pueblo de Simons," was a sophisticated operation, complete with "its own stores, post office, bank, school, churches, recreation centers, moving-picture theater, billiard halls," and hundreds of dwellings to house the company's laborers and their families. Most of Simons has since been redeveloped, but vestiges of the former company town remain in the form of small houses along Date Street and Español Avenue.

Industry and Subdivision

In the 1920s, several of the communities adjacent to Montebello became epicenters of industrial development. The proliferation of heavy industry created new demand for housing among those who were employed at the factories.

In 1925, the J.B. Ransom Corporation acquired a large piece of property to the south of Whittier Boulevard known as the Babbitt Ranch and subdivided it into a planned community called Montebello Park. The subdivision, located partially within the city limits of Montebello and partially within the adjacent community of unincorporated East Los Angeles, was one of the largest developments in the area, comprising hundreds of modest residential parcels arranged around a network of gently curving streets.

The Ransom Corporation simultaneously pursued other development opportunities nearby. In 1927, the company acquired the Bicknell Ranch, a 491-acre property to the north of Montebello Park, and announced plans to develop the virgin land with a large new residential subdivision.



About 120 acres of the Montebello Park subdivision were aside for a golf course, laying the groundwork for the present-day Montebello Country Club. The golf course was designed by landscape architects Cook, Hall and Cornell, and was anchored by a resplendent Spanish Colonial Revival style clubhouse designed by architect Claud Beelman. Originally a privately owned facility, the course was sold to the City of Montebello in 1941.

In 1929, the Ransom Corporation acquired another large tract of land to the north of Montebello Park and to the west of the golf course. Comprising 852 acres, Repetto Park also skirted the boundaries of Montebello and East Los Angeles, and it too was geared toward families in search of quality, affordable dwellings.

Since Montebello's inception, Whittier Boulevard had served as the city's primary east-west street. However, when



1924 circa Security-First National Bank on the corner of Whittier Boulevard and 5th Street.





1925 Montebello Park

1927 Charles Lindbergh lands his Spirit of St.Louis monoplane at Vail Field Airport



the car had come of age by the mid-1920s traffic conditions along Whittier Boulevard and other major Los Angeles roads became a problem of increasing magnitude. Among the new roads proposed in the plan was Beverly Boulevard, which would pass through Montebello and Whittier and provide an alternative to the heavily trafficked Whittier Boulevard.

In 1927, to accommodate increasing east west traffic, a four-mile stretch of Beverly Boulevard was completed passing directly through the future Repetto Park tract and opening up this area of the city to growth.

To the south of the burgeoning residential district was a local airport called Vail Field, which opened in 1926 and was owned by Western Air Express. In 1927, Vail Field was thrust into the public eye when esteemed aviator Charles Lindbergh – who had recently made history by completing the world's first solo, nonstop transatlantic flight – chose the airport as the site on which to land his Spirit of St. Louis monoplane while touring Southern California. The event was nothing short of a spectacle, as some 200,000 people flocked to Vail Field to witness the landing and welcome the aviator to the Los Angeles area. The airport closed in the 1950s and was replaced by industrial development.

As the economic impacts of the Great Depression began to take effect in the early 1930s, the limited amount of new development that took place in Montebello at this time consisted largely of individual houses in established neighborhoods. There also continued to be some commercial development along Montebello's major corridors at this time. In 1937, famed theater architect S. Charles Lee renovated the Vogue Theatre on Whittier Boulevard in the then-popular Streamline Moderne style.



1937 Vogue Theatre on Whittier Boulevard

Compared to broad regional and national trends, Montebello fared somewhat better during the Depression era in that its development significantly slowed but did not grind to a complete halt. This may be attributed to the presence of large industrial plants in the area that provided much-needed jobs.

Postwar Development

Like many communities in Southern California, Montebello witnessed an unprecedented wave of growth after World War II, transforming it from an agricultural community dotted by oil fields into a sprawling postwar suburb. The swift suburbanization of Montebello was hastened by the construction of a vast network of freeways throughout Southern California, which significantly improved connectivity between the region's major employment and population centers.

The Santa Ana Freeway (Interstate 5) freeway was completed in segments and reached Montebello in 1953. The Pomona Freeway (SR-60) was constructed between the mid and late-1960s.

Buoyed by the incredible demand for new housing, vacant parcels in existing residential tracts like Montebello Park and Repetto Park – both of which had been subdivided in the 1920s but had then sat mostly dormant during the Depression years – were swiftly filled in with new suburban houses between the late 1940s and early 1950s. By virtue of the sheer number of new houses that were constructed within these tracts – almost all of which were designed in the Minimal Traditional style that was popular at the time– the tracts took on the essential character of postwar suburban neighborhoods, despite the fact that they had been planned and platted decades prior. Similar patterns of infill development shaped the established



Designed by architect William Allen, the new City Hall was designed in the Mid-Century Modern style and stood as a bold testament to the city's remarkable growth in the postwar period. Allen also designed a new public library and police station within the civic center complex, both of which were erected in 1964.

residential blocks along Whittier Boulevard at this time, rounding out patterns of development in the city's historic core.

Through the 1960s, almost all of the new suburban development in Montebello took place in the area south of Lincoln Avenue. North of Lincoln Avenue were the Montebello Hills, which continued to yield a considerable amount of crude and continued to be owned by oil interests. However, over time many of the area's once-productive wells became depleted, and the oil companies sold off portions of their land to developers. The developers, in turn, subdivided the hilly terrain into a number of large new suburban tracts. Consistent with prevailing trends in planning and subdivision design at the time, these new tracts were generally oriented around curvilinear networks of streets and cul-de-sacs, distinguishing them from the orthogonal orientation and gridded streets of earlier neighborhoods. The houses within these new tracts tended to be designed in the Ranch style that was popular at the time.

As the trajectory of residential development in Montebello moved away from the downtown core and into the northern section of the city, so too did

1953 Interstate 5 opens

1960s (mid-late) California State Route 60 opens

the city's public institutions. In 1962, the City Council authorized construction a new civic center at Beverly Boulevard and Maple Avenue, on the former site of the Benedictine monastery. The site that was selected for the civic center was located about a mile to the north and west of the city's existing civic buildings, which were concentrated downtown. The new civic center complex was anchored by a modern city hall and library building.

South Montebello continued to be dominated by industrial uses in the postwar period. The industrial landscape of Montebello benefited from the construction of Interstate-5 and continued to be well-served by the freight rail line that paralleled the course of the freeway. In 1948, Helms Bakery opened a production plant at 480 S. Vail Avenue (now Bimbo Bakeries). In 1969, Helms shut down its original plant in West Los Angeles and moved its entire production apparatus to Montebello. Kaiser Steel operated a fabrication plant on Telegraph Road in the 1950s and '60s. Other industries in Montebello at this time included Finley's Color Laboratory, processors of color film; the Time Trucking Company, a commercial trucking enterprise; and the Transicold Corporation, major suppliers of truck and trailer refrigeration systems.

New methods of construction reduced demand for structural brick and as a result Simons Brick Company closed its brickyard in 1952. The 245-acre former brickyard was subsequently converted into a modern industrial tract. After its sale, the site was redeveloped with a walnut shelling plant operated by the Walnut Growers Association, utility warehouses for the Pacific Telephone and Telegraph Company and Western Electric Company, and warehousing facilities for the Vons Grocery Company.

Contemporary Development

Since the 1970s, development efforts in Montebello have focused on the redevelopment of the Montebello Hills. Though the hills had been productive sites for oil extraction for much of the twentieth century, the wells eventually became depleted, and oil companies were selling off portions of the land.

In 1974, city officials designated 800 acres of the Montebello Hills as a redevelopment project area which ushered in a wave of new development in subsequent years. By 1977, 978 new single-family residences had been constructed within the redevelopment project area.



In 1980, city officials approved the construction of a new regional mall at the northern edge of the city, adjacent to the Pomona Freeway. The mall site occupied land that had long been owned by the Chevron Land and Development Company. Ground was broken in 1984; construction was complete in 1985. Designed by Gruen Associates of Los Angeles, the multi-level complex encompassed 60 acres and was anchored by three department stores: Mervyn's, J.C. Penney, and the May Company. Its aesthetic embodied popular architectural trends of the era, with "a color scheme of warm shades of terra cotta and sand" and an exterior composed of "rough-textured, split-faced block with reflective glass vaults." Inside, it was lit by "barrel-vaulted skylights [that] run the entire length of the mall." The mall was, and continues to be, an important commercial anchor of Montebello and a regional shopping destination.



Metro Heights is planned as a walkable community.

In 1990, City officials approved the construction of a 20-acre commercial center on a large parcel of land across the street from the mall. Called Montebello Town Square, the project is anchored by several large retail chains as well as a movie theater. It complements the adjacent mall and solidifies this area of the city as a key regional commercial node. In 1993, city officials approved a $6.7 million proposal to renovate the Montebello Country Club including a comprehensive redesign of the golf course, replacement of its existing buildings and facilities, and construction of a new hotel, all of which were completed in the late 1990s.

Recent development activity in the city has involved the proposed construction of a large new housing development in the Montebello Hills. Metro Heights would entail the construction of up to 1,200 new residential units.

Montebello's population has become increasingly diverse during the late twentieth and early twenty-first centuries. Today Montebello is home to a large Mexican American population, with roughly 80 percent of residents identifying as Hispanic or Latino origin. The city is also home to a sizable Armenian American population.



1968 Armenian Genocide Martyrs' Monument erected in Bicknell Park



1969 Helms Bakery consolidates production in Montebello

2018 A 203-room hotel built on the site of a former maintenance yard across from the golf course



2. The Architecture of Montebello

Montebello contains a range of architectural styles that collectively define its built environment. Following is a summary discussion of the most common architectural styles comprising Montebello's built environment, as well as a list of common character-defining features that are associated with each style.



Residential Architecture



Spanish and Mexican-Era Architecture: The predominant form of housing in California was the adobe house. The typical adobe house was intended to provide a basic form of shelter. There is one example of an adobe house in Montebello – the Juan Matias Sanchez Adobe (1845).

Craftsman: Originated in Southern California and emphasized the use of simple building forms, natural materials, and an emphasis on handcraftsmanship. Common features include low-pitched roofs with wide eaves, wood wall cladding, and broad porches. The style was popular between about 1905 and the early '20s. Examples are relatively rare in Montebello and consist of small, Craftsman style bungalows, most of which are located on blocks adjacent to Whittier Boulevard within the original town site.



Spanish Colonial Revival: Spanish Colonial Revival architecture was an attempt to create a "native" style that paid homage to Southern California's colonial roots. The style's versatility allowed for buildings to be as simple or as lavish as money allowed. Common features include asymmetrical façades, stocco walls, red clay tile roofs, and arched doors and windows. The style was applied to houses built in Montebello during the 1920s and '30s.



Tudor Revival: The Tudor Revival style was loosely based on various of Medieval English building traditions and emulated the architecture of thatched-roof cottages and manor homes found in the English countryside. Common features include steep roofs; prominent chimneys; and brick, stocco, and/or stone exteriors with decorative half-timbering. The style was applied to houses built in Montebello during the 1920s and '30s.



Minimal Traditional: A modest idiom designed to meet the demand for mass-produced housing in the Depression and early postwar eras. Common features include compact plans, low-pitched roofs, stoops, and minimal ornament. The style is very common in Montebello and is expressed in single-family houses built between the 1930s and '50s, and is also expressed in low-scale multi-family residences.



Ranch: The Ranch style was the dominant mode of residential architecture in Southern California after World War II. Loosely inspired by Southern California's Spanish and Mexican-era haciendas and the vernacular farmhouses of Northern California and the American West, the Ranch style evinced a casual aesthetic and an adaptable form that lent itself to the mass-produced tract housing of the postwar period. There are many examples of the style in Montebello, generally in neighborhoods that developed after World War II.



Contemporary: Housing in Montebello built in the late 1970s and beyond are best classified as "contemporary". Contemporary houses are typically located in large housing tracts and adhere to one of several standardized plans, though they exhibit some variation in façade details to provide a semblance of variety. These details often incorporate elements of historical architectural styles. The Contemporary style is expressed in the tract neighborhoods of north Montebello, which was the last part of the city to develop.





Commercial and Institutional Architecture



Programmatic: Programmatic architecture refers to buildings which resemble non-architectural objects – and often take the form of the product(s) that they sold. The style was applied to commercial buildings in the early days of car culture in the 1920s and '30s and was intended to attract the attention of passing motorists. Multiple examples once flanked Whittier Boulevard and included the Oil Can, a diner shaped like a literal oil can; and Curran's Ice Cream, which featured a rooftop sign in the form of an oversized ice cream cone.



Beaux Arts: Taking its name from the École de Beaux Arts in Paris, the Beaux Arts style was rooted in the City Beautiful Movement, which sought to improve urban environments through monumental buildings and civic beautification projects. Common features include a formal presence, symmetrical massing, flat roofs with cornices, brick and terra cotta exteriors, and Classically-derived details. Examples include a handful of early commercial and institutional buildings that are generally sited along the Whittier Boulevard corridor. Most examples of the Beaux Arts style in Montebello have been altered.



Moderne: Moderne architecture was popular in the 1930s and '40s. Its aesthetic evinced a sense of modernity through the use of aerodynamic building forms and new materials like stainless steel, enamel, and glass blocks. Common features include flat roofs, curved walls, projecting pylons, horizontal moldings (called "speedlines"), and steel windows with bezeled surrounds. Most examples consist of commercial buildings on Whittier Boulevard, though there are some institutional and industrial buildings rendered in the style.

Mid-Century Modern: The term "Mid-Century Modern" is used to describe the various iterations of Modern architecture that matured in the post-World War II period. Common features include simple building forms, flat roofs, stucco wall cladding used in combination of brick, stone, or concrete block; metal windows; and a lack of excessive ornament. The style was popular in the post-World War II period, between the late 1940s and '70s. Examples can be found citywide, as Montebello witnessed extraordinary growth in the postwar era.



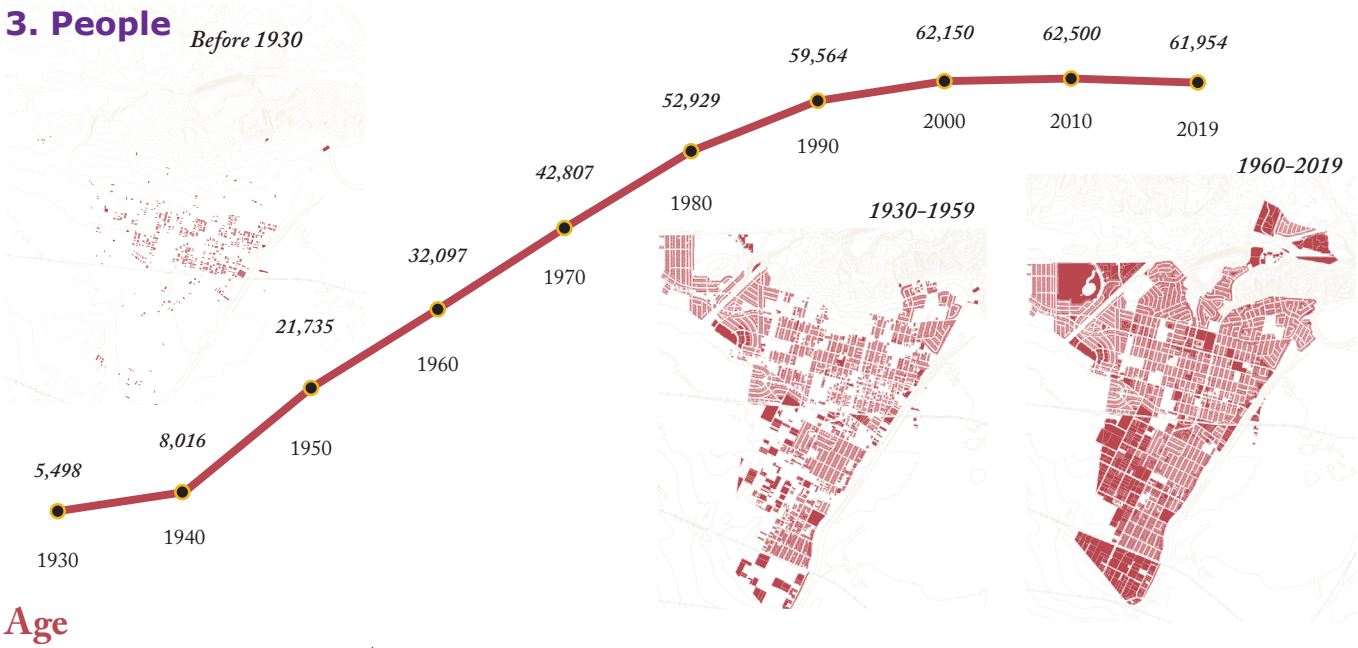




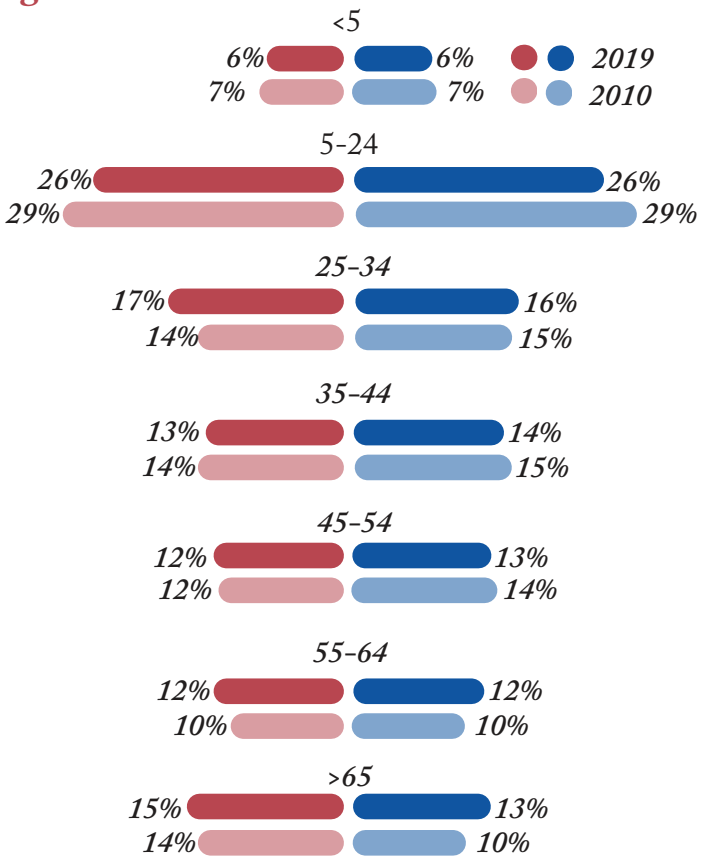


Contemporary (Non-Residential): Commercial and institutional buildings in Montebello that date to the late 1970s and beyond are best classified as "contemporary." These contemporary-styled buildings are typically simple in form, are clad in economical materials like stucco, and have large on-site parking lots and signage that cater to motorists. Sometimes – but not always – these contemporary buildings include some loose references to past architectural styles. Most examples of the style are located along Montebello's major vehicular corridors and are expressed in the form of strip malls and other commercial and institutional developments.

3. People

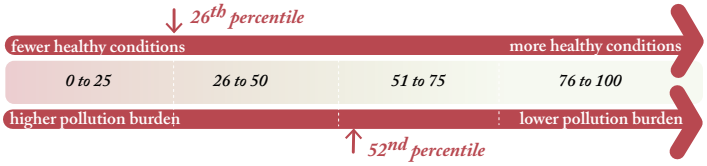


Age

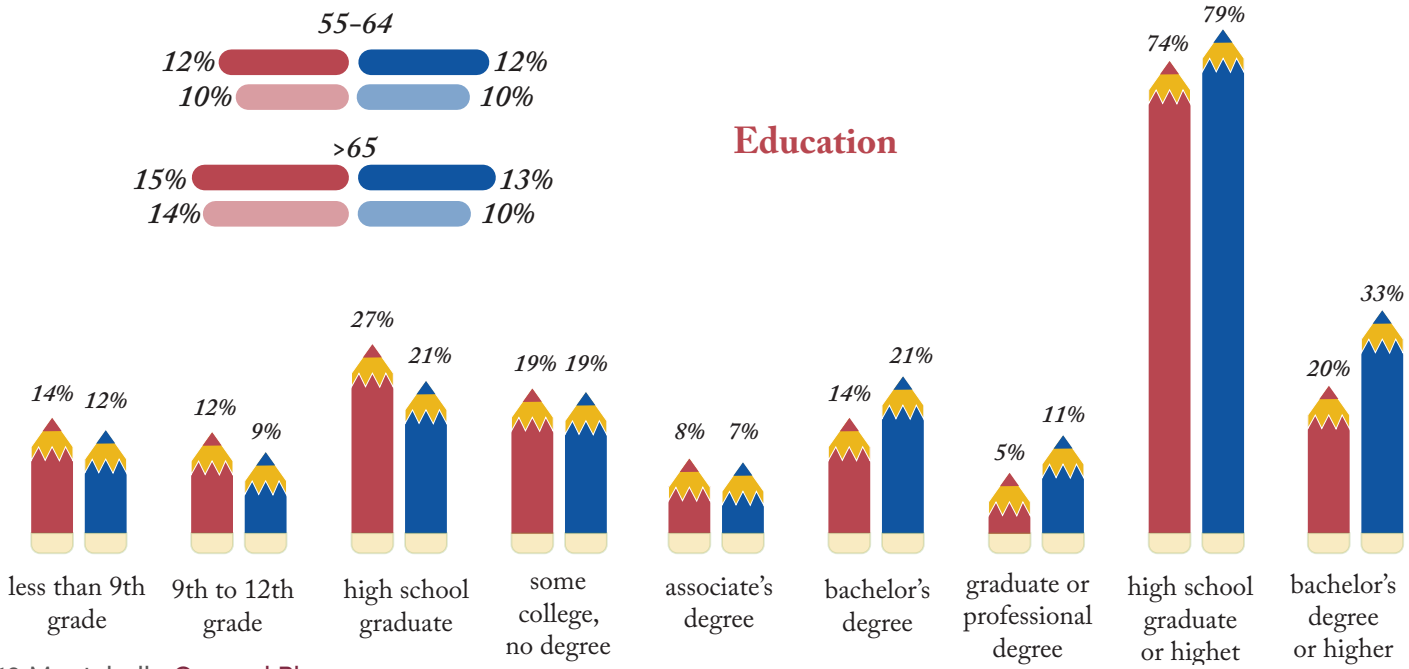


Health

% of Adults that are Obese	27%	% of Uninsured Children	6%
% of Adults Diagnosed with Diabetes	10%	% of Uninsured Adults	32%



Education



Population
61,954

Median Household Income
$56,150

Poverty Rate
13.9%

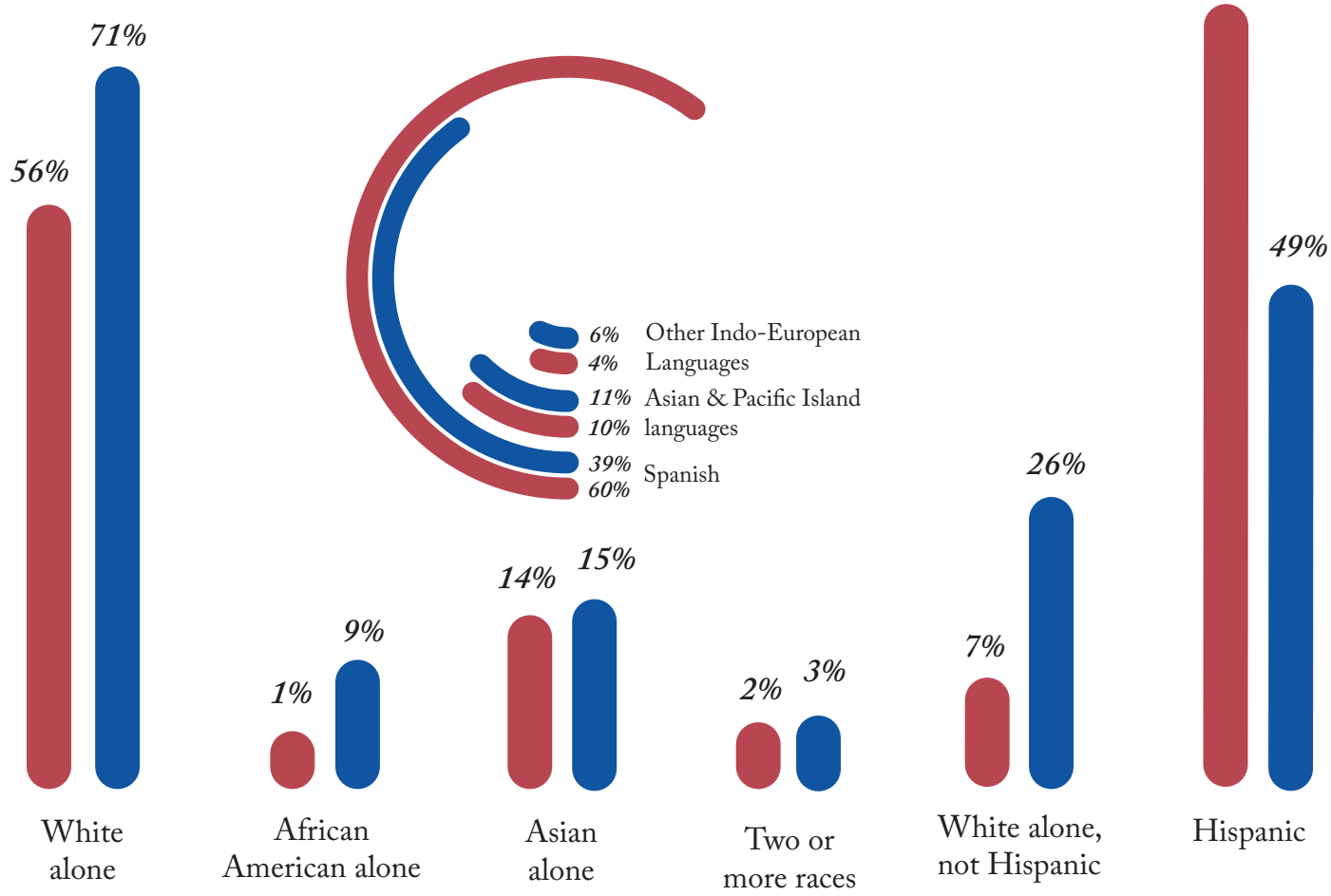
Bachelor's Degree or Higher
19.8%

Employment
25,600

Total Housing Units
19,919

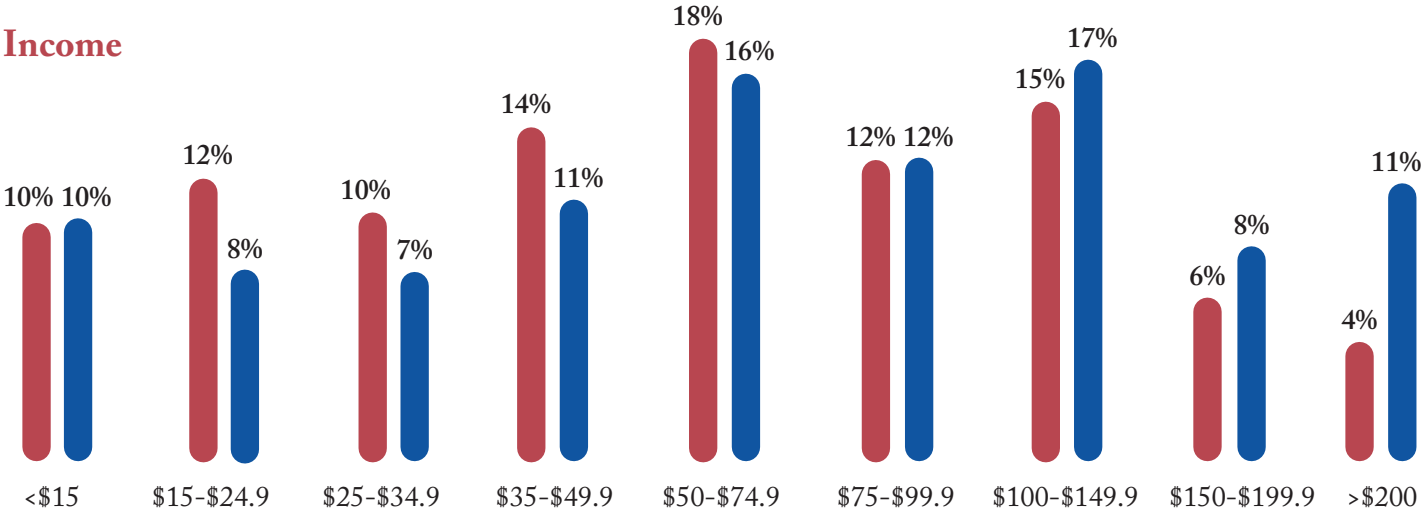
Montebello Los Angeles County

Race



Languages

Income



4. Housing



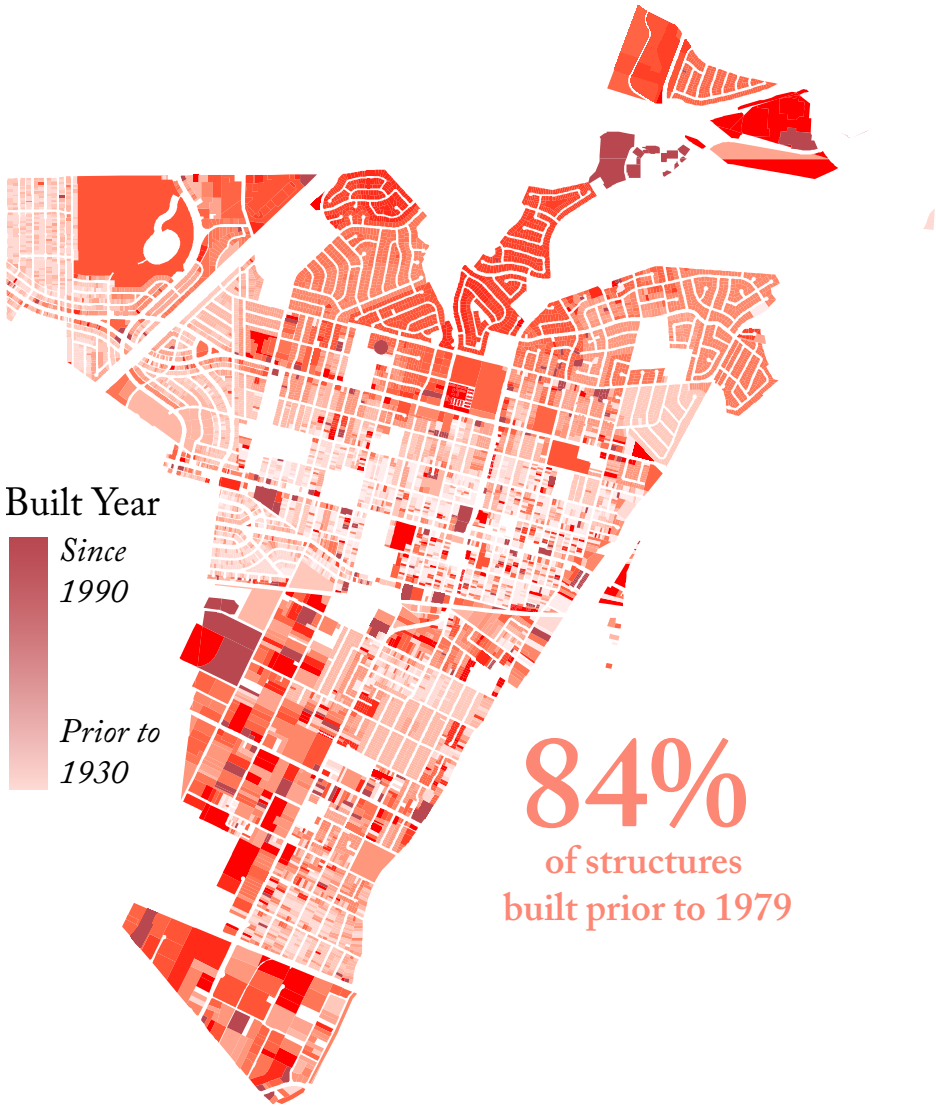
	Montebello	Los Angeles County	State of California
Average household size	3.30	2.99	2.95
Median home value	$492,300	$583,200	$505,000
Median household income	$56,150	$68,044	$75,235
Housing tenure	56.8% Renter / 43.2% Owner	54.2% Renter / 45.8% Owner	43.2% Renter / 54.8% Owner
Average commute time	33.4 mins	31.8 mins	29.8 mins







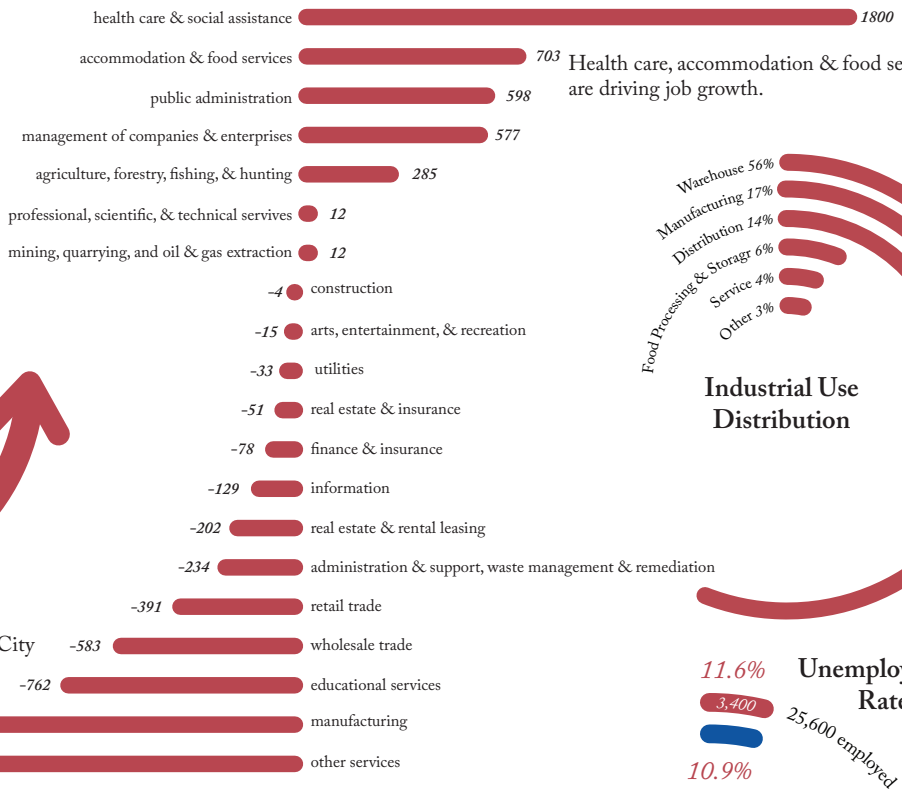




84%
of structures built prior to 1979

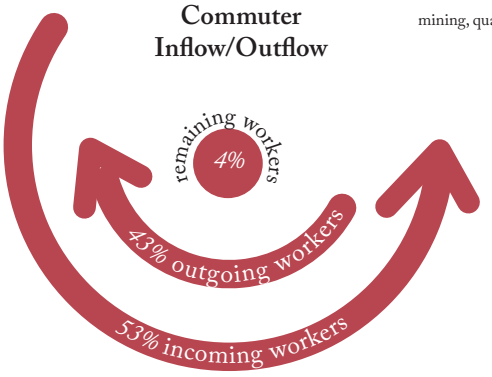
5. Economy

Employment Trend (2008-2018)



Health care, accommodation & food services sectors are driving job growth.

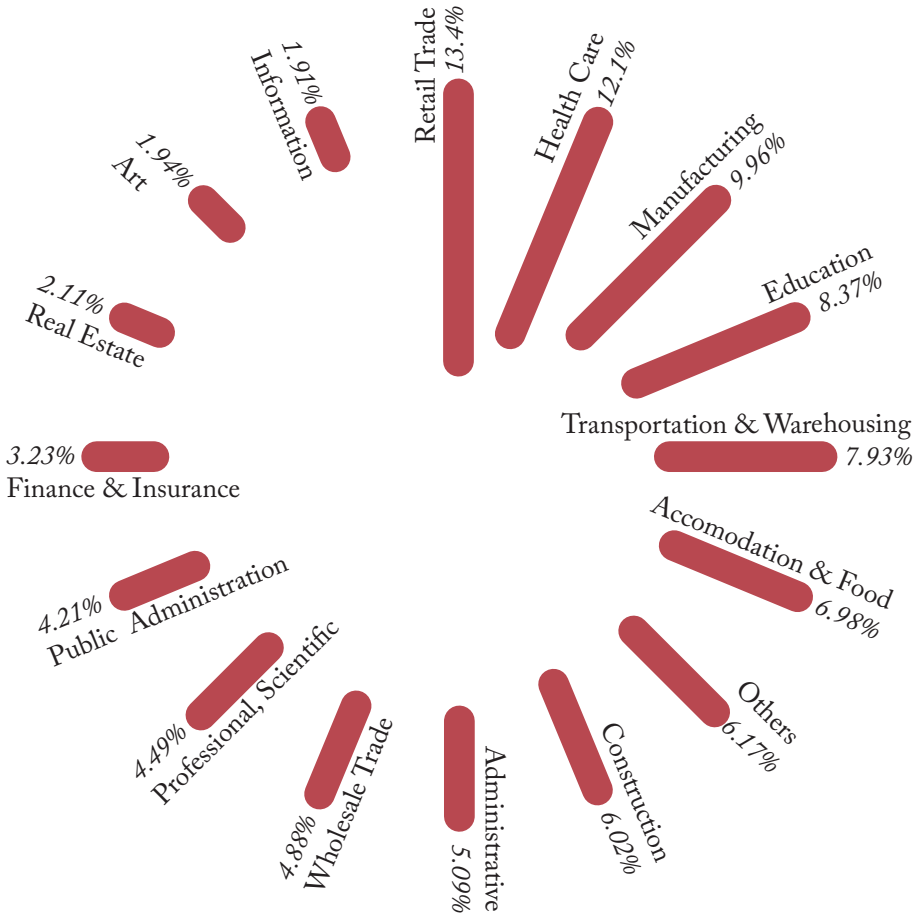
Commuter Inflow/Outflow



Most Montebello residents work outside of the City

Industrial Use Distribution

Unemployment Rate



Employment by Industrial Sectors

Sources: US Census, LEHD, American Community Survey, CoStar, California Economic Development Department, LA County Department of Public Health











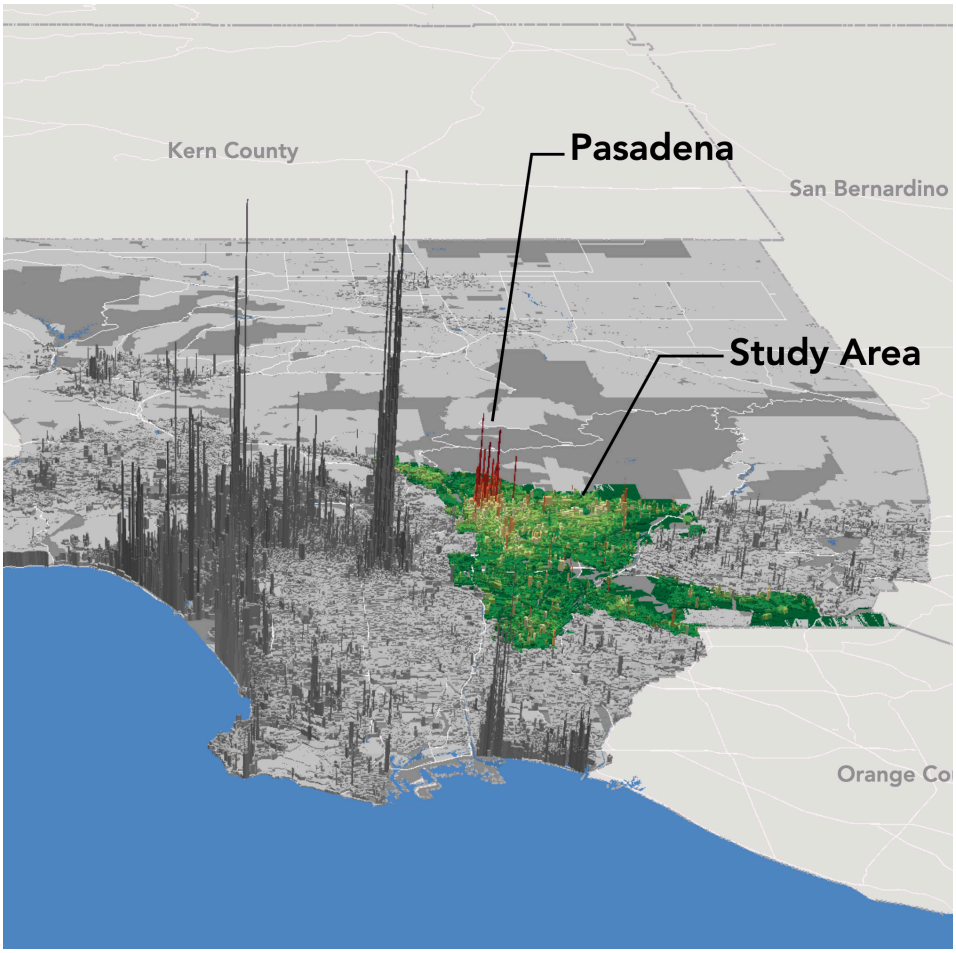


Figure A.1. Taxable value. The map shows which areas are generating the maximum amount of value for the space and resources they consume, and which are not. The darker shades represent greater tax value per hectare. By analyzing this pattern, we can see how mixed-use, traditional development close to the city center produces the most value for the county. Source: Los Angeles County Asssessor, 2020.

The total assessed value of real property in the City of Montebello exceeded $7 billion in 2021. Between 2020 and 2021, the City experienced an increase of over $340 million in assessed value (5.1 % percent change). This growth is attributable to both the appreciation in value of existing real estate and the development of new taxable real property. Montebello's growth in assessed value kept pace with or exceeded the growth experienced by adjacent incorporated areas and the County's average growth rate.

	Total Assessed Value in 2021	Percent Change from 2020
Montebello	7,033,268,788	5.1
Pico Rivera	6,087,799,752	6.1
Commerce	6,210,852,946	2.0
Monterey Park	8,770,787,957	3.4
Alhambra	10,816,072,650	2.7
Rosemead	5,233,883,370	2.4
South El Monte	9,121,412,979	3.4
Total L.A County	1,769,948,410,421	3.7

Table A.1. Total assessed value in 2021.

Montebello receives traditional property tax from residential, commercial and industrial property owners within the City. The City receives approximately nine cents

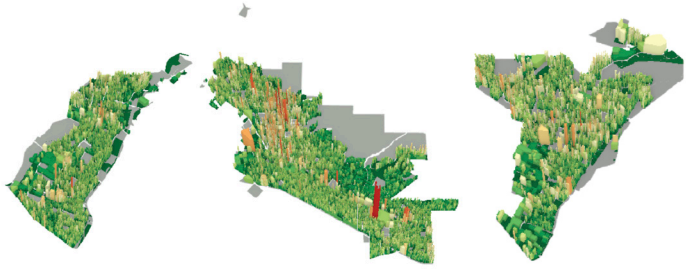
	Pico Rivera	Whittier	Montebello	Monterey Park	Alhambra
					
Total Taxable Value (billion)	$5.7	$11	$6.7	$8.5	$10.5
Population Density (people/acre)	11.2	9.2	11.7	12.3	17.4
Size (sq. mile)	8.9	14.7	8.4	7.7	7.6
Citywide Taxable Value per Acre (million)	$1.7	$2.1	$2.2	$2.6	$3.4
Peak VPA (million)	$16.5	$31.3	$18	$34.9	$42.2

Table A.2. Taxable Value per Acre, City Comparison. Source: Los Angeles County Asssessor, 2020.

out of every property tax dollar paid to the County of Los Angeles. In 2021, property tax revenue represented over 23% of the City's General Fund– making the property tax the second largest source of revenue for the City. This revenue is used to fund important public services that support the quality of life for Montebello residents and business owners– including police and fire services, public works, community development and parks and recreation.

The City of Montebello's incorporated land area is roughly 5,300 acres. Certain types of land uses produce more in public revenue (i.e. property tax) than they consume in land area— referred to as 'highly productive land uses', while others consume more in public services (i.e. infrastructure) than they produce in public revenue– referred to as 'minimally productive land uses'. Since the City of Montebello has a finite land area– an important strategy to support long-term financial sustainability is to promote highly productive land uses that generate public revenue.

For example, in 2021 the average single family residential home in the City carried an assessed value of roughly $2.1 million dollars for every acre of land consumed. The average four-unit multi-family building carried an assessed value of $3.5 million. New multi-family residential developments like Rio Walk, Montebello Collection, and Jade Place topped out at over $13.5 million in assessed value for every acre of land consumed. Therefore, multi-family residential style developments provide greater value to public revenue, while consuming less of the finite land area of the City.

The citywide assessed value of real property per acre of land area is an informative benchmark for the efficiency of land uses. The average acre in Montebello carries an assessed value of $2.2 million dollars. By comparison, the average acre in the City of Alhambra carries an assessed value of over $3.4 million. This suggests that the City of Alhambra's land use patterns support more fiscally productive development.

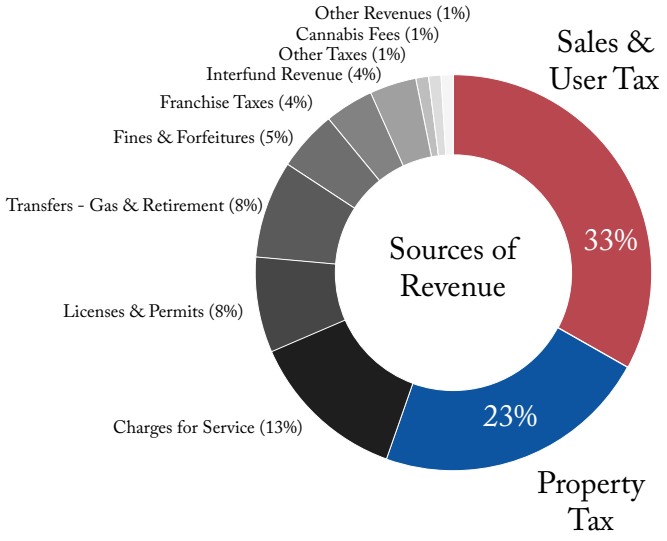


Figure A.2. Sources of revenues, City of Montebello. Over 50% of the revenues come from Sales/User Tax and Property Tax. Source: City of Montebello Budget.

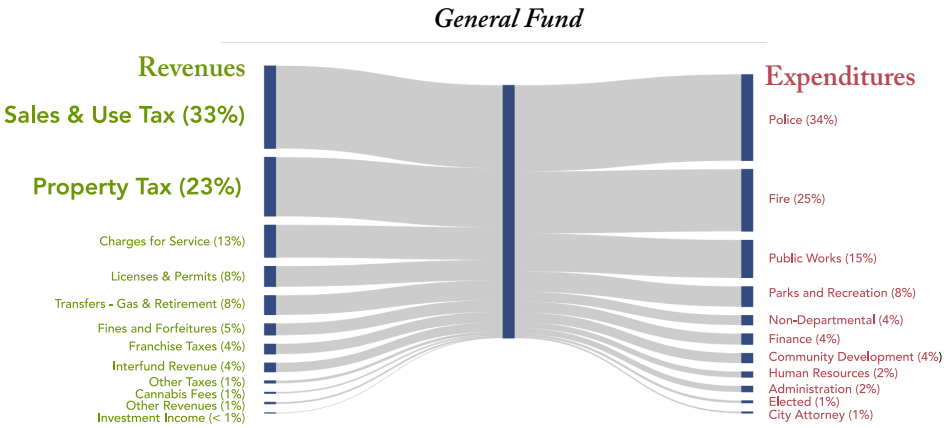


Figure A.3. Sources of General Fund revenues and how money is spent. Police and Fire Services account for over 50% of all expendi.tures.Source: City of Montebello Budget.



Figure A.4. Productivity model showing property tax and sales tax per acre. Beverly and Whittier Boulevard are the most productive areas. The mall and the industrial areas to the south are productive with sales tax per acre. Source: Los Angeles County Asssessor, 2020.

Value Per Acre

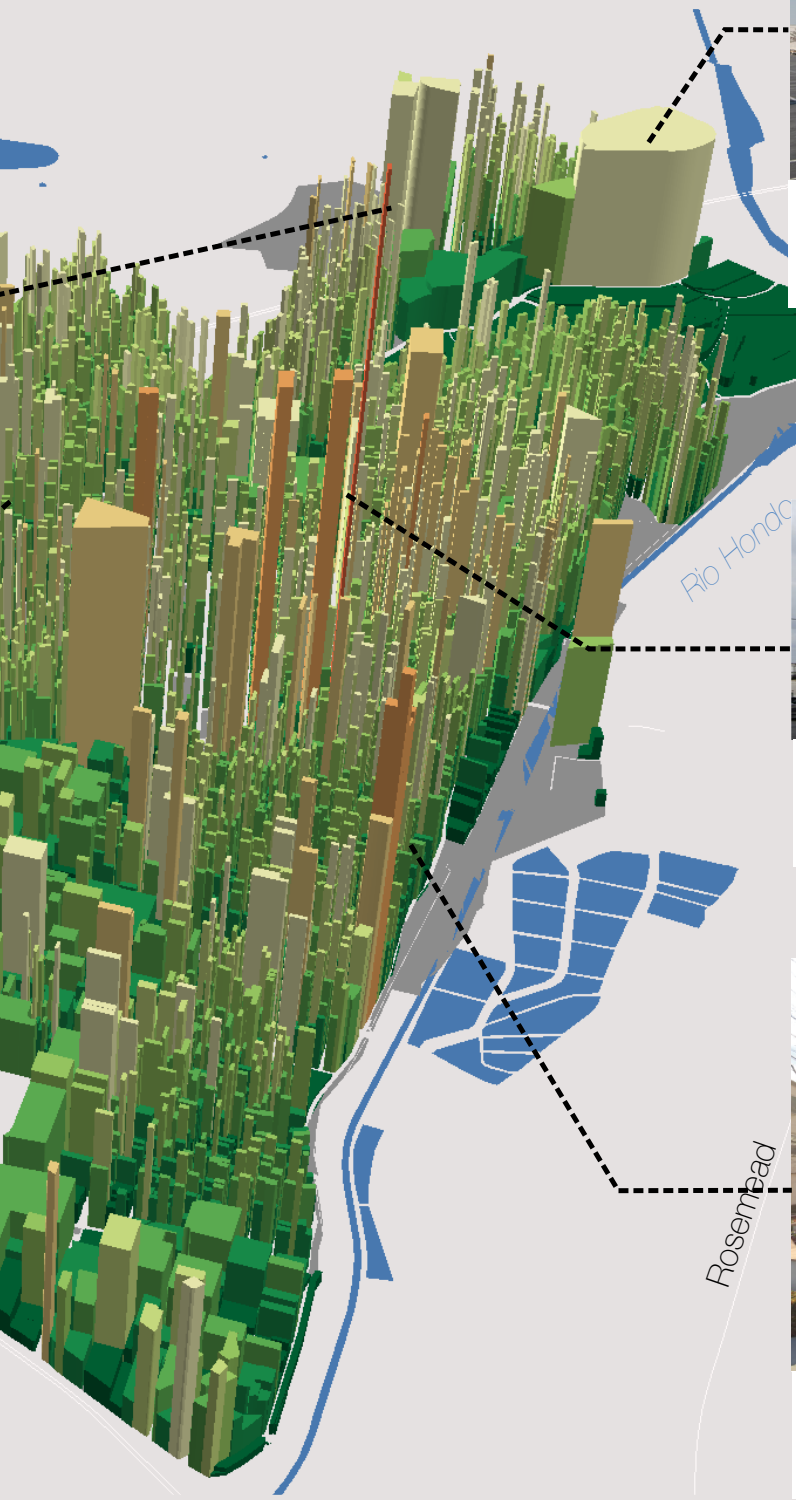


Wells Fargo
$18,042,213 per acre



Average Single Family Res.
$2,135,654 per acre

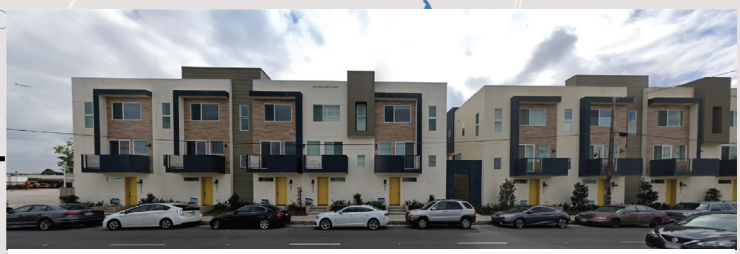
Figure A.5. Montebello's value per acre. Source: Los Angeles County Asssessor, 2020.





The Shops at Montebello

$5,370,549 per acre



Jade Place

$13,561,434 per acre



Rio Walk

$5,370,549 per acre

7. Creative Montebello





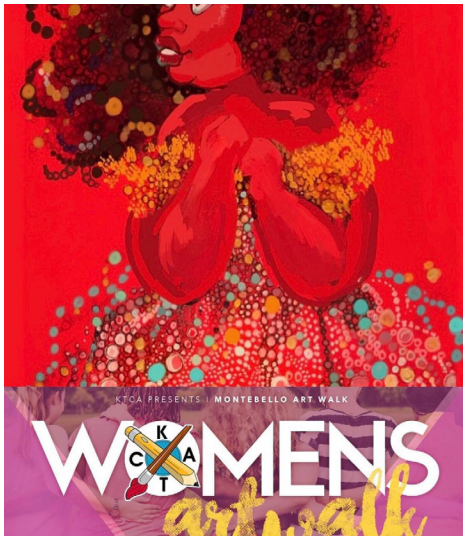
Diverse multicultural population, personal and active cultural activities throughout the year, creative industries and businesses that serve the region are all unique features of the Montebello arts and cultural environment.



Parade on Whittier Boulevard features live performances, food, games, and

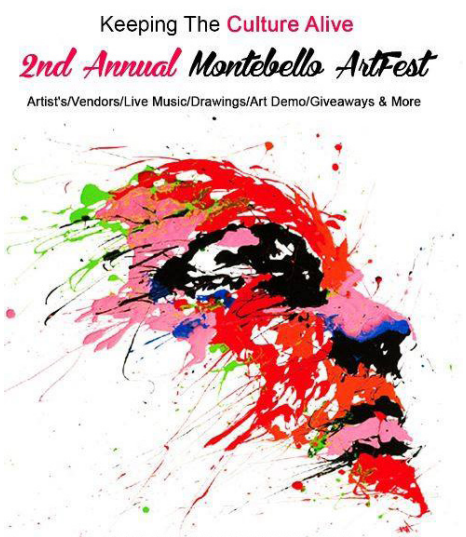














art and craft vendors.



Montebello ArtFest features a unique blend of local art, music, and food.





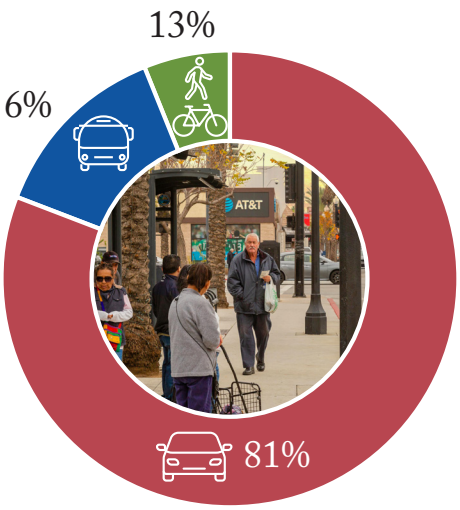






Armenian Genocide Martyrs Memorial Monument.





8. Getting Around Montebello

The City's transportation network provides facilities that are oriented towards automobiles. Consequently, the vast majority of residents use private vehicles for both commute and non-commute trips. According to the California Household Travel Survey (2012), which provides mode share data for all trip purposes, 81% of trips by Montebello residents are taken by private vehicle, while 6% are via public transit, and 13% are via walking and biking. The private automobile is overwhelmingly the most common form of travel within the city, although residents do walk and bike at higher rates for local non-work trips such as shopping, school, and recreation.

A. Driving

Montebello streets are divided into three categories: Major Roadway, Secondary Roadway, and Collector, with the remaining roads considered local residential streets. Major and secondary roads are for connecting major residential areas to working, shopping, and recreational destinations, while collector roads are primarily for moving traffic from local streets to primary and secondary roadways.

Classification	Standards
Major Roadway	• Controlled access, signalization, and road dividers • Generally 80 to 120 feet wide
Secondary Roadway	• Controlled access, signalization, and road dividers • Generally 60 to 84 feet wide
Collector	• No dividers nor controlled access • Generally 60 to 70 feet wide

Table A.3. Roadway classifications.

Street	Segment	Classification		Approx. Width (ft.)
		Roadway	Standard Width (ft.)	
Montebello Blvd	Plaza-Paramount	Major	80-120	80
	Paramount-Liberty			85-87
	Liberty-Jefferson			84
	Jefferson-Lincoln			80-82
	Lincoln-Beverly			75-88
	Beverly-Whitter			84
	Whittier-Olympic			77-82
	Olympic-Greenwood			80-84
Greenwood Ave	Mines-Beach	Major	80-120	60
	Beach-Washington			55-60
	Washington-Date			72
	Date-Telegraph			78
Beverly Blvd	Gerhart-Concourse	Major	80-120	83
	Concourse-Montebello			75
	Montebello-Rea			55
Whittier Blvd	Garfield-19th	Major	80-120	84
	19th-7th			64-76 (varies)
	7th-Van Norman			55-60
Garfield Ave	SR-60-Whittier	Major	80-120	70
Washington Blvd	Vail-Bluff	Major	80-120	83
Telegraph Rd	I-5 NB Ramps-Greenwood	Major	80-120	60-65
	Greenwood-Slauson			58-65
Wilcox Ave	SR-60-Beverly	Secondary	60-84	62-64
	Beverly-Whittier			48
Lincoln Ave	San Gabriel-Merced	Secondary	60-84	24-44
	Merced-Rea	Collector	60-70	46
	Rea-Montebello			38-40
	Montebello-18th	Secondary	60-84	60
	18th-Wilcox			38
Olympic Blvd	Concourse-Allston	Major	80-120	70
	Allston-Vail	Collector	60-70	70
	Vail-Taylor			63-66
	Taylor-4th			55
Mines Ave	Vail-Bluff	Major	80-120	38

Table A.4. Classifications and curb-to-curb dimensions for major roadways.

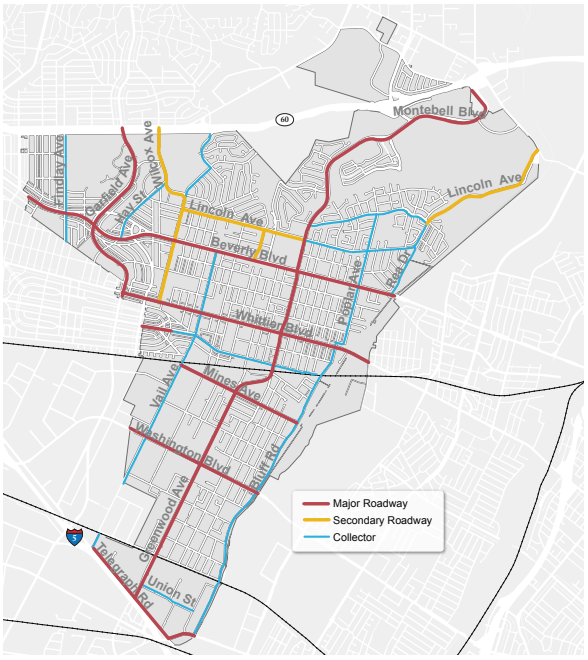


Figure A.6. Existing roadway classification map.

In addition to local roads, Montebello is served by two freeways. State Route 60 (SR-60) runs along the northern edge of the city parallel to Via Campo, with ramps at Via Campo, Vail Avenue, Paramount Boulevard, and Montebello Boulevard (at Montebello Town Center). Interstate 5 (I-5) runs along the southern edge of the city parallel to Telegraph Road, with ramps at Telegraph Road and at Slauson Avenue.

Traffic flow in the city is affected by congestion, especially during the peak weekday morning and evening commute periods. During these times, drivers experience congestion near the freeway ramp intersections and along roads providing access to these on- and off-ramps. In addition, congestion can be experienced within the city along its major corridors, which can have long distances between signals and/or lack a center left-turn lane or median with turn pockets. This can result in traffic backing up due to vehicles waiting to turn into side streets or driveways.

Key findings related to existing roadway conditions are as follows:

- Several roadways in the city are narrower (in terms of curb-to-curb width) compared to the current standards for Major Roadways, Secondary Roadways, and Collectors.
- Some roads which are currently narrower than standard may not be classified appropriately (when compared to local multimodal needs and the surrounding land use context).
- The lack of center left-turn lanes and raised medians (with turn pockets) along some roadways affects traffic flow and safety.

Street	Segment	Configuration (curb-to-curb, each direction)
Montebello Blvd	Plaza - Jefferson	2 lanes + median + bike lanes
	Jefferson - Merced	2 lanes + median + bike lanes + parking (southbound only)
	Merced - Lincoln	2 lanes + median + bike lanes + parking
	Lincoln - Beverly	2 lanes + median + parking
	Beverly - Greenwood	2 lanes + center lane + parking
Greenwood Ave	Mines - Washington	2 lanes + parking
	Washington - Telegraph	2 lanes + center lane + parking
Beverly Blvd	Gerhart - Garfield	2 lanes + median + parking
	Garfield - Montebello	2 lanes + center lane + parking
	Montebello - Rea	2 lanes + center lane
Whittier Blvd	Garfield - Greenwood	2 lanes + median + parking
	Greenwood - Montebello	2 lanes + center lane + parking
	Montebello - 1st	2 lanes + parking
	1st - Van Norman	2 lanes + center lane
Garfield Ave	SR-60 - Whittier	2 lanes + center lane + parking
Washington Blvd	Vail - Bluff	2 lanes + center lane + parking
Telegraph Rd	I-5 NB Ramps - Slauson	2 lanes + center lane
Wilcox Ave	SR-60 - Lincoln	2 lanes + center lane + parking (southbound only)
	Lincoln - Beverly	2 lanes + center lane
	Beverly - Whittier	1 lane + parking
Lincoln Ave	San Gabriel - Merced	1 lane
	Merced - Montebello	1 lane + parking
	Montebello - Taylor	2 lanes + center lane
	Taylor - 18th	2 lanes + center lane + parking (eastbound only)
	18th - Wilcox	1 lane + parking
Olympic Blvd	Concourse - 10th	2 lanes + center lane + parking
	10th - 4th	2 lanes + parking
Mines Ave	Vail - Bluff	1 lane + parking

Table A.5. Typical curb-to-curb cross-sections of the city's key corridors and other major and secondary roadways, including the number of through vehicular lanes and the presence of a raised median or two-way center left-turn lane, curbside parallel parking, and on-street bike lanes. Note: On-street parking lanes are sometimes signed as a third travel lane during the morning and/or evening commute periods – this includes Beverly Boulevard (between Wilcox Avenue and Montebello Boulevard) and Washington Boulevard.

B. Parking

Generally, on-street parking is allowed along the City's major, secondary, and collector roadways, which run throughout the residential, industrial, and retail/commercial areas and provide a parking supply for these uses; on-street parking is also generally allowed along local residential roads. Three public off-street parking lots are provided within the city: north of Whittier Boulevard between 10th Street and Spruce Street, at the Newmark Mall north of Whitter Boulevard between Montebello Boulevard and 6th Street, and south of Whittier Boulevard between Montebello Boulevard and 7th Street. In addition, parking is provided at the Montebello/Commerce Metrolink Station, as shown in Figure A.7.

The City has a residential permit parking program to limit commercial parking on some local street segments to prevent spillover parking from adjacent non-residential uses (shown in Figure A.7). Areas with consistently high on-street parking demand include the hot spots shown in Figure A.7.

Land Use	Requirement
Residential	
R-A and R-1 Zones	2 enclosed per unit
R-2, R-3 and R-4 Zones	2 enclosed per unit; plus 1 visitor space per 3 units
Non-residential	
Banks, Businesses, Professional Offices	1 per 400 sq. ft. gross floor area
Retail, Personal Service Shops	1 per 400 sq. ft. gross floor area
Restaurants With Seating Provided	1 per each 3 seats; plus 1 per each 400 sq. ft. gross floor area
"Take-out" Food Businesses With no Seating Provided	1 for every 400 sq. ft. of gross floor area in building

Table A.6. Minimum Parking Requirements.

Within the downtown area, on-street parking is free but with some time restrictions (e.g., two-hour limits). During periods of high demand, there can be instances of parking demand at specific locations exceeding the nearby off-street supply, resulting in increased on-street parking utilization. Existing public parking helps alleviate this demand. In addition, several bike racks are provided for bicyclists along Whitter Boulevard.

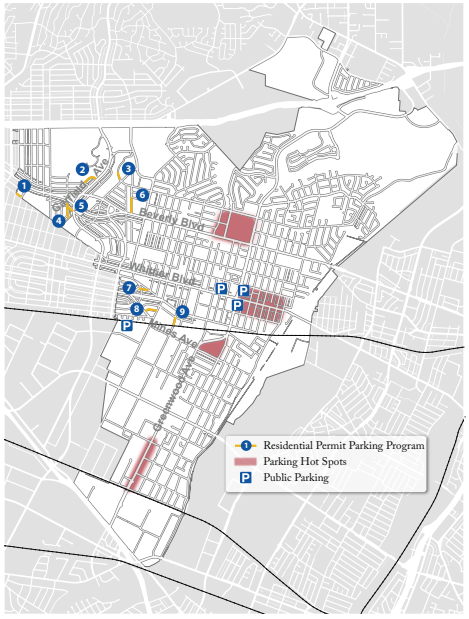


Figure A.7. Existing Parking Conditions.

Key findings related to existing parking conditions are as follows:

- There are opportunities to update the City's parking requirements to reexamine parking rates, shared parking arrangements (e.g., in the downtown area), and bicycle parking.
- To accommodate existing and future parking demand, especially along key corridors and in key areas such as downtown Montebello, a suite of parking programs and strategies can assist in managing demand and increasing supply where warranted.

C. Goods Movement

The City has designated a local truck route network, which facilitates goods movement between Montebello's industrial uses and national goods movement facilities. National goods movement facilities in the city include the BNSF Railway and Union Pacific Railroad running parallel to Olympic Boulevard and to Sycamore Street. In addition, the Surface Transportation Assistance Act (STAA) defines a national network of highway facilities as truck routes which accommodate large trucks. I-5 and SR-60 are both STAA-designated truck routes and run adjacent to the City limits.

D. Transportation Demand Management

Transportation demand management (TDM) are programs and projects that aim to provide more competitive transportation options to driving alone, reduce trips and improve traffic congestion without building more roads. These projects use techniques like education, rewards and disincentives to:

- Reduce the need for driving;
- Reduce the driving distance (shop close to home, home-delivery); and
- Shift to more efficient transportation modes, like transit and other forms of ridesharing.

The City's Municipal Code includes TDM requirements for non-residential developments, as shown in Table A.7.

TDM Element	Non-residential project		
	25 TSF or More	50 TSF or More	100 TSF or More
Transportation Information Area	✓	✓	✓
Carpool/Vanpool Parking		✓	✓
Secure Bicycle Parking		✓	✓
Passenger Loading/ Unloading Zone			✓
Sidewalks and Internal-External Pedestrian Access			✓
Bus Stop Improvements			✓
Internal-External Bike Parking Access			✓

Table A.7. TDM Requirements.

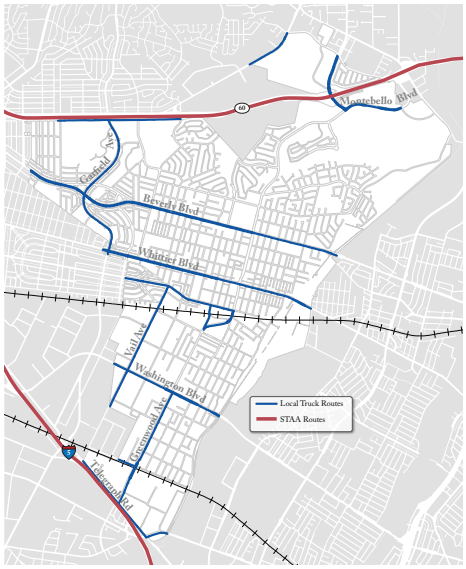


Figure A.8. Existing Goods Movement.

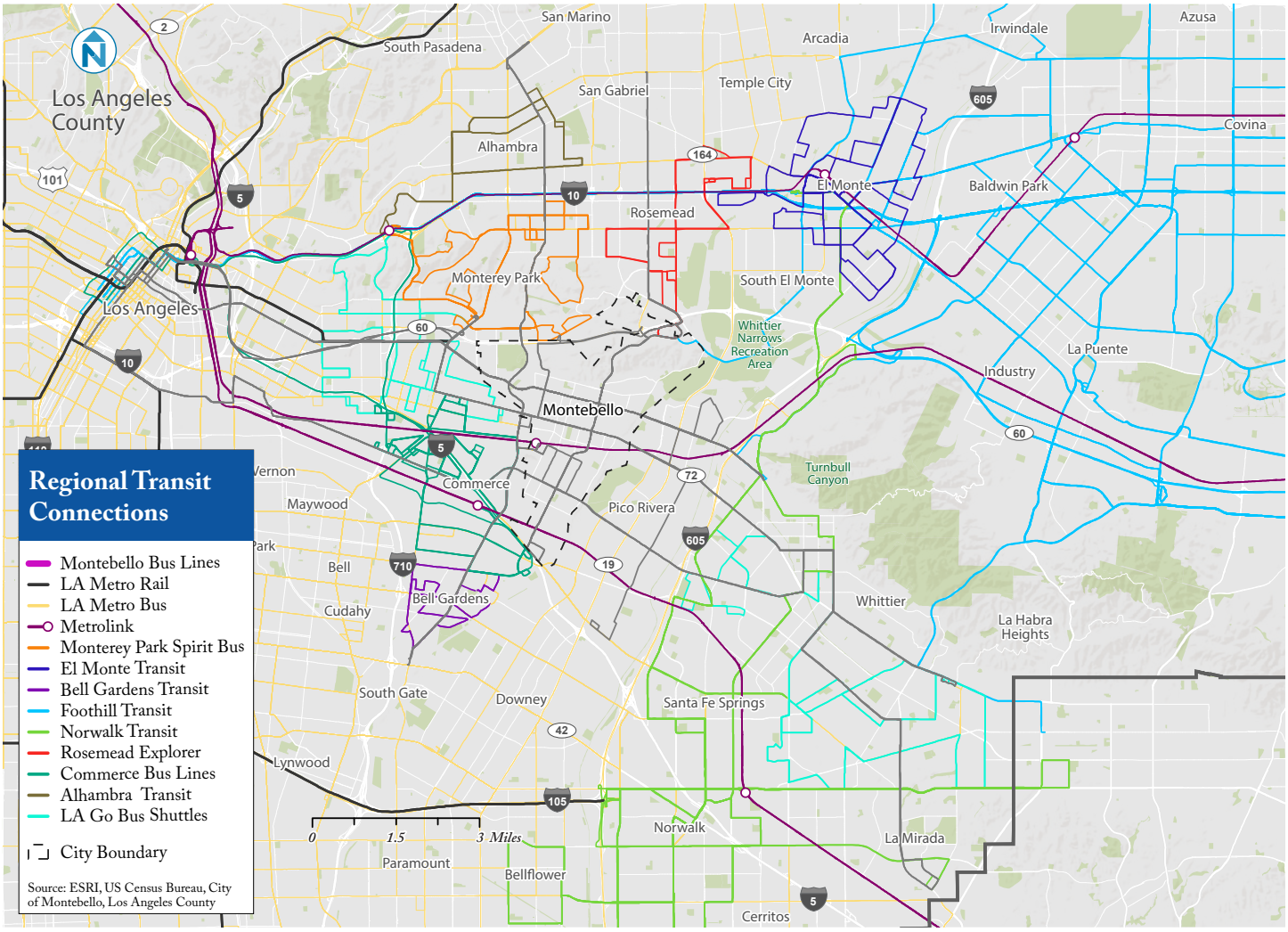


Figure A.9. Montebello Bus Lines and Connecting Transit Providers. Source Nelson\Nygaard.

Montebello is served by four public transit agencies:

- Montebello Bus Lines (MBL);
- LA Metro;
- Metrolink; and
- Foothill Transit

Metrolink commuter rail service is provided at the Montebello/Commerce Metrolink Station, which is located off Flotilla Street to the east of Garfield Avenue in a predominantly industrial portion of the city.

MBL provides service to destinations in the nearby communities of Alhambra, Bell Gardens, Boyle Heights, Commerce, Downtown Los Angeles, East Los Angeles, La Mirada, Montebello, Monterey Park, Pico Rivera, Rosemead, South Gate and Whittier. MBL also contracts five Metrolink feeder lines known as the Montebello Link. The Montebello Link is a semi-fixed-route feeder service to and from the Montebello/Commerce Metrolink Station. This reservation-based service utilizes shuttles that meet each arriving Metrolink train in the morning and takes passengers to their respective work sites. The same shuttle picks up Metrolink passengers from their work sites and drops them off at the Metrolink Station in the afternoon.

LA Metro buses provide connectivity to destinations in the region such as East Los Angeles, Downtown Los Angeles, Koreatown, Norwalk, Santa Fe Springs, Long Beach, Culver City, and Venice.

The Metrolink Riverside Line runs between downtown Riverside and LA Union Station with stops at Jurupa Valley/Pedley, Ontario, Pomona, Industry, and Montebello/Commerce.

In addition to these existing services, LA Metro is currently studying the extension of the LA Metro Gold Line to the City of Whittier, with a potential station near the intersection of Greenwood Avenue and Washington Boulevard.

Existing transit service is shown in Figure A.9 and summarized in Table A.8. As shown in the figure, buses run along all of the city's key roadways and the majority of the city is within walking distance (0.25 miles) of an existing bus stop or train station. Gaps in coverage exist in the northern and eastern portions of the city, primarily consisting of residential areas.

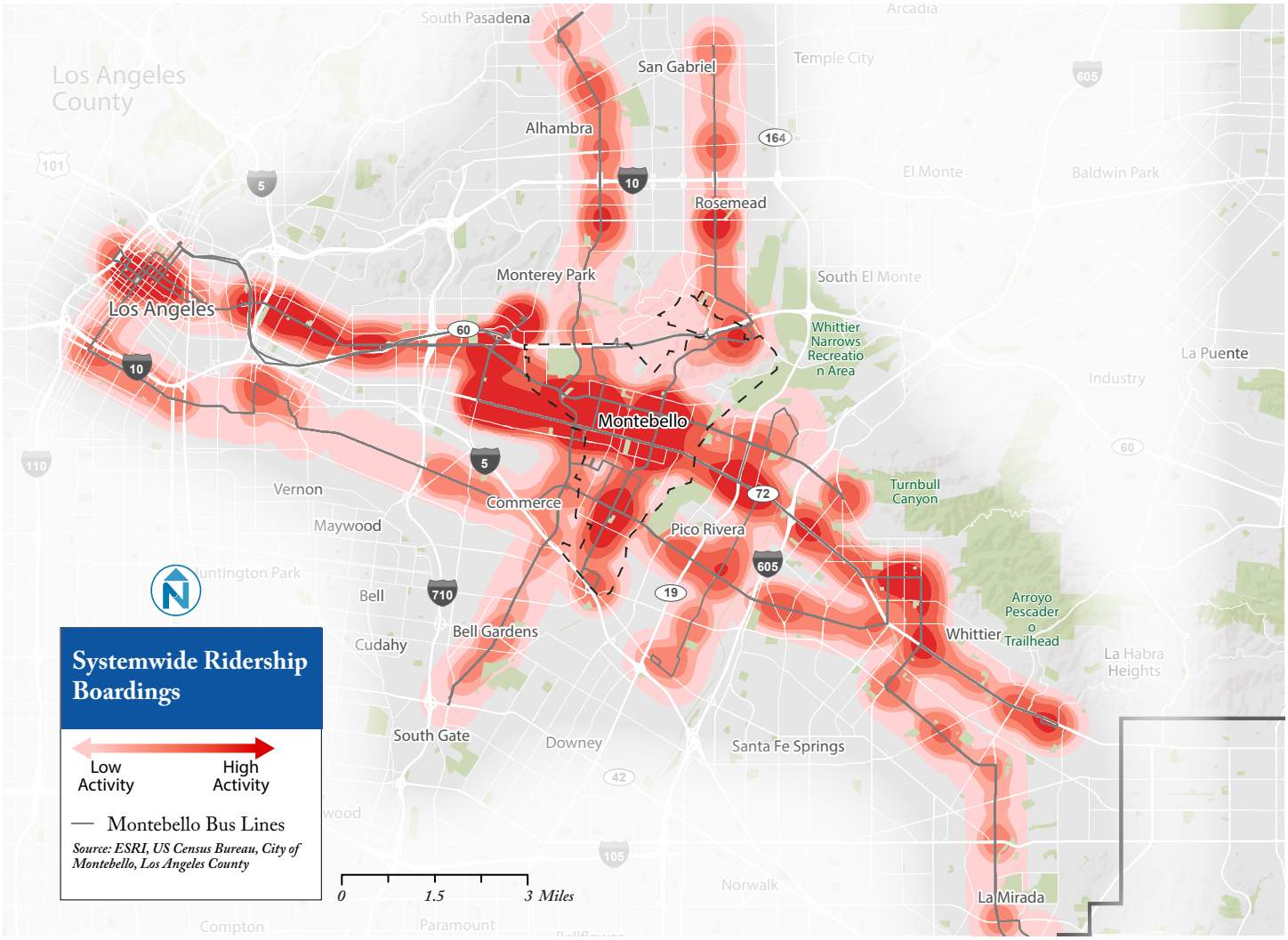


Figure A.10. Weekday system ridership. Source Nelson\Nygaard. Montebello Bus Lines ridership is highly concentrated along two corridors: Whittier Boulevard between Atlantic Boulevard and Whittwood Town Center; and Beverly Boulevard between downtown Los Angeles and the San Gabriel River.

MBL and LA Metro bus stops in the city generally include some amenities, such as a shelter, bench, signage, and/or garbage can. The majority of bus stops on Whittier Boulevard include shelters, but shelters are only present intermittently along other corridors or may lack pedestrian connectivity. In addition, pedestrian and bicyclist accessibility to the Montebello/Commerce Metrolink Station is generally limited.

Within the downtown area, which is served by MBL routes 10 and 20, bus stops consistently include amenities such as benches and shelters. In addition, access to the stops is aided by pedestrian-oriented amenities such as high-visibility ladder crosswalks, curb extensions, and wide sidewalks.

Key findings related to existing transit conditions are as follows:

- The city can benefit from improved passenger amenities at bus stops outside the downtown area;
- Walking and biking connectivity to Metrolink should be improved;
- There are gaps in transit service in some residential portions in the northern and eastern portions of the city; and
- The future LA Metro Gold Line station at Greenwood Avenue and Washington Boulevard will require modifications to local transit service to improve connectivity between the new light rail station and local destinations.

Route	Destinations Served	Hours of Operation	Peak Headways (minutes)	Off-Peak Headways (minutes)
Montebello Bus Lines (MBL)				
10	Galleria Monterey, Atlantic Station, East LA College, Montebello City Park/ Senior Center, Pio Pico Historic Park	4:30 AM – 10:00 PM	15	20
20	Montebello Mart, The Shops at Montebello, Montebello Town Square, San Gabriel Country Club	5:30 AM – 9:30 PM	30	35
30	El Paseo South Gate Shopping Center, Montebello Country Club, George E Elder Memorial Park, Garfield Medical Center, Monterey Park, Alhambra	5:10 AM – 8:50 PM	80	90
40	Downtown Los Angeles, Little Tokyo Market Place, Evergreen Recreation Center, Grave of Lou Costello, Kaiser East Los Angeles, Montebello City Hall	5:00 AM – 10:00 PM	15	20
50	Downtown Los Angeles, Lou Costello Jr Recreation Center, PIH Health Whittier Hospital, Whittier College, Whittier Public Library, Jackson Elementary School, Olive Lawn Memorial Park	4:30 AM – 8:30 PM	45	55
60	Whittier Narrows Natural Area, Pico Rivera	6:00 AM – 6:30 PM	80	80
70	The Shops at Montebello, Montebello Metrolink Station	5:20 AM – 7:05 PM (Monday -Friday only)	90	90
90	Downtown Los Angeles, Pico Park Community Center	5:30 AM – 6:25 PM (Monday -Friday only)	45	45
LA Metro				
18	Montebello/Commerce Metrolink Station; East Los Angeles Doctors Hospital; Downtown LA; Koreatown	4:17 AM – 3:34 AM (Weekdays and Weekends)	5-10	30-40
62	The Citadel; Metropolitan State Hospital; Paddison Square; Norwalk/Santa Fe Springs Metrolink Station; Long Beach Towne Center	4:15 AM – 12:15 AM (Weekdays); 4:30 AM – 12:17 AM (Weekends)	30-45	50-60
66	Montebello/Commerce Metrolink Station; MacArthur Park; Lafayette Park; Southwestern University; Downtown LA; Koreatown	3:51 AM – 1:39 AM (Weekdays); 4:45 AM – 1:39 AM (Weekends)	10-15	60
106	Montebello Town Center, Cal State LA	3:51 AM – 1:09 AM	20	40-50
108	Slauson A Line Station; Slauson Harbor Transitway Station; Culver City Transit Center/Westfield Mall; Venice Pier	4:08 AM – 11:23 PM (Weekdays); 5:00 AM – 11:17 PM (Weekends)	10-20	50-60
Metrolink				
Riverside Line	Riverside Downtown, Jurupa Valley/ Pedley, Ontario, Pomona, Industry, Montebello/Commerce, L.A. Union Station	4:35 AM - 9:35 AM; 1:20 PM - 7:25 PM	40	30







Table A.8. Existing transit services.



Montebello Walk and Roll (2015), Henry Acuna Park open street event.



6.4 mile Community Bike Ride (2017) along the Rio Hondo Trail Reggie Rodriguez Park.

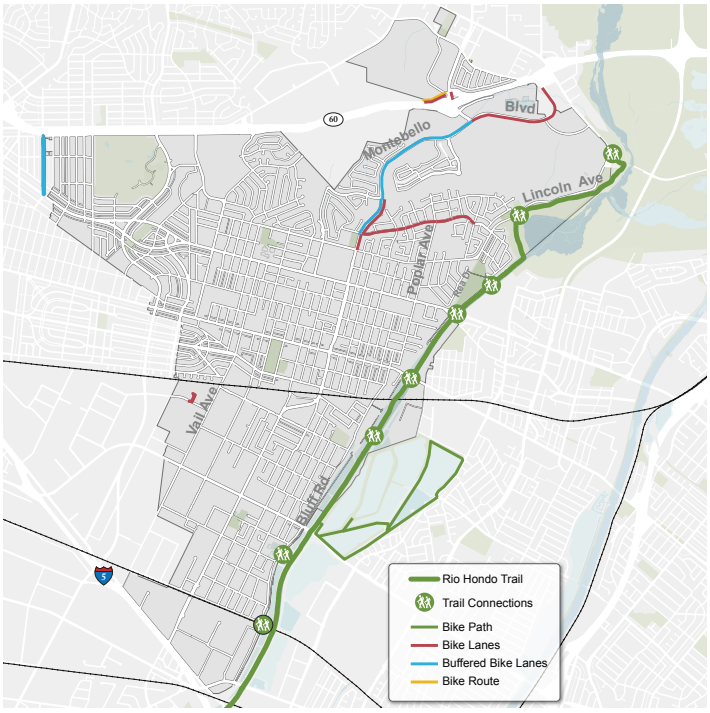


Figure A.11. Existing Bike and Trail Map.

E. Biking

Existing bike paths and lanes in the city are shown in Figure A.11. Existing facilities are limited; bike lanes and buffered bike lanes are provided along portions of Avenida De La Merced and Montebello Boulevard, as well as internally at the Montebello/ Commerce Metrolink Station. The Rio Honda Bike Path runs along the Rio Honda Channel and Whittier Narrows Reservoir and can be accessed at several points along the eastern edge of the city; however, these points do not always align with major roadways and key destinations. In addition, there are no local bikeways within Montebello that provide direct access to the trail and other regional bike facilities that are located in adjacent cities.

The City does not have an active transportation plan or bicycle plan, but the San Gabriel Valley Regional Active Transportation Plan and Greenway Network Study includes recommendations for Montebello.

There are currently no bike lanes or bike routes within the downtown Montebello area. However, multiple bike racks are provided on the sidewalk along Whitter Boulevard. Key findings related to existing biking conditions are as follows:

- The city generally lacks bikeways and the network should be expanded with local and regional facilities;
- There are opportunities to improve access to the Rio Hondo Bike Path; and
- Local connections to regional bikeways can facilitate longer-distance commute and recreational riding.

F. Walking

Citywide pedestrian conditions based on seven key factors are detailed in Table A.9. A full circle indicates that a facility is generally present and in good condition, while a hollow circle indicates that a facility is partially present, and a dotted circle indicates that a facility is generally not present or in poor condition. Generally, sidewalks are provided across the city but some crosswalks at major intersections may be faded, and shade is limited along major and secondary roadways.

Factor	Assessment	Overview and Conditions
 Sidewalk Availability	●	Sidewalks are generally provided on both sides of major and neighborhood streets across the city, with some gaps on residential neighborhood streets. Gaps are also identified along Montebello Boulevard north of Lincoln Avenue.
 Sidewalk Condition	●	Sidewalks on major corridors and neighborhood streets throughout the city are generally in good condition, free of cracks or uplifts.
 Crosswalk Availability	○	Marked crosswalks are consistently provided at major intersections across the city. While marked crosswalks are provided at major intersections, some intersections have faded markings or lack ADA-compliant ramps. In addition, at-grade rail crossings generally lack pedestrian facilities.
 Shading	○	Some shading is provided across the city in the form of tree landscaping along residential neighborhood streets. However, shade is limited along arterial roadways.
 Flat Grade	●	The city road network is generally flat without steep grade changes at the pedestrian level.
 Buffer	○	Within Montebello's residential neighborhoods, buffers consist of grass, trees, and other landscaping. Along major corridors, however, sidewalks are generally constructed adjacent to the roadways; however, many streets do allow on-street parking, providing some separation from vehicle traffic.
 Amenities	○	Within Montebello's residential neighborhoods, the primary amenity is street landscaping. Neighborhood parks like Ashiya Park and Acuna Park are accessible to pedestrians. Pedestrian-facing retail exists on some major corridors like Whittier Boulevard.

Table A.9. Citywide Pedestrian Facility Conditions.

Within the downtown area, pedestrians can access local businesses using a number of walking amenities. The downtown area includes wide sidewalks which are buffered by palm trees (which provide limited shade) and parallel on-street parking. Curb extensions (often consisting of trees planted within the parking lane) and high-visibility ladder crosswalks aid in crossing the four lanes of traffic; however, the crossings at 7th Street, 6th Street, and 3rd Street are uncontrolled.

Key findings related to existing walking conditions are as follows:

- Major pedestrian thoroughfares such as Whittier Boulevard and Montebello Boulevard can benefit from the installation of ADA-compliant pedestrian ramps and crossings;
- There are opportunities to improve access to the Rio Honda Bike Path for pedestrians;
- The railroad crossings at Montebello Boulevard, Greenwood Avenue, Maple Avenue, and Vail Avenue could be improved with pedestrian crossing facilities to improve visibility, comfort, and safety; pedestrian safety should also be addressed at future Gold Line crossings; and
- High-visibility crosswalks at uncontrolled crossings in downtown Montebello can be supplemented with improvements such as signage or flashing beacons to increase pedestrian visibility and driver awareness.

CITY OF montebello
GENERAL PLAN UPDATE 2040

Purpose: The Montebello General Plan is an integrated plan which includes a community driven vision, direction, and policy guidance on the physical structure of the City: the places we preserve, the things we build, and how and where we build them. The General Plan lays out how the City should harness the tools at its disposal to achieve this vision.

The Montebello General Plan guides decisions to achieve a future that is:

- Responsive to community needs and desires;
- Reasonable and possible to achieve, with specific action steps;
- Pragmatic and far-sighted in grappling with trends;
- Resilient to respond to future shocks and stresses; and
- System-based and comprehensive, bridging the practice gaps within different fields, departments, or organizations.

The Montebello General Plan establishes the City's long-range vision and serves the following purposes:

- Recasts the 1973 General Plan to incrementally generate a place that fulfills the city's vision by 2045;
- Sets forth the principles, goals, policies, and actions to help achieve the community vision, establishing the basis for evaluating choices and making near- and long-term decisions;
- Defines integrated strategies for environmental stewardship, economic development, land use and community design, housing, transportation, resilience, health, safety, recreation, and culture to help achieve the community's vision; and
- Prioritizes actions to advance on-going implementation.

Implementation: The plan guides the City Council and Planning Commission's decisions to shape Montebello's built environment through zoning and subdivision regulations, and other land development decisions; coordinated review of changes in public rights-of-way, facilities, or utilities; and capital improvements. Other plans, including other Departments' operating and capital improvement budget, provide more detailed guidance on these decisions.

Maintenance and Update of the General Plan: It is not possible to forecast with certainty all possible situations that may arise over the 2045 planning horizon. Therefore, the City Council should periodically review the implementation of this Plan. The Planning Department is responsible for maintaining the information in this Plan and its Implementation Program in between periodic updates.

Legal Authority: The Montebello General Plan incorporates and addresses the applicable requirements of California Government Code (CGC §65300), including the required elements as summarized in Table A.9, on page 34.

A. Relationships to Other Plans

Downtown Montebello Specific Plan
The Downtown Montebello Specific Plan vision calls for a vibrant, more walkable, mixed-use, and transit accessible place with many cultural, dining, and retail options. The Downtown Montebello Specific Plan will guide public funding and seek to attract private investments. As the Downtown Montebello Specific Plan and the General Plan were prepared and adopted simultaneously, the two documents are entirely consistent with each other.

Sustainable Communities Strategy (SCS): Senate Bill 375, requires each metropolitan planning organization to prepare a SCS that includes the most recent planning assumptions from local general plans. The Southern California Association of Government (SCAG) has developed a SCS that seeks to integrate land use and transportation strategies to meet emissions reduction targets. Montebello acknowledges the need to address issues within its control that contribute to greenhouse gas emissions. As such Montebello General Plan includes policies to guide the City's actions and to comply with the requirements of AB 32, SB 375 and SCS.



B. Process

The process to create the plan engaged the community to develop and establish community aspirations for the future, and goals for public policy and community development.

This General Plan was developed in conjunction with the Downtown Montebello Specific Plan. This allowed a wider dialogue about linkages and the downtown's role within the larger city framework and to reinforce the General Plan's central theme of conserve and grow wisely. The planning process for Montebello, which began in September 2020, was designed around extensive, thoughtful input from the local community. The process to develop the General Plan and Downtown Montebello Specific Plan consisted of eight steps spanning a period of 36 months.

C. Team Organization

The project team consisted of an executive team and eight topical focus groups.

Executive Team: The Executive Team included City Management, Project Manager, and Department heads from the City staff and the consulting team. The key responsibility was to review schedule and budget, logistical planning, and to facilitate the process. The Executive Team discussed and finalized work program objectives, project team member roles, civic engagement strategy, and identified a list of focus group members. By including decision makers and department heads throughout the entire process, the City has underscored the importance and role of the General Plan throughout all aspects of City Management, budgeting, and operations, and created stronger internal coordination.

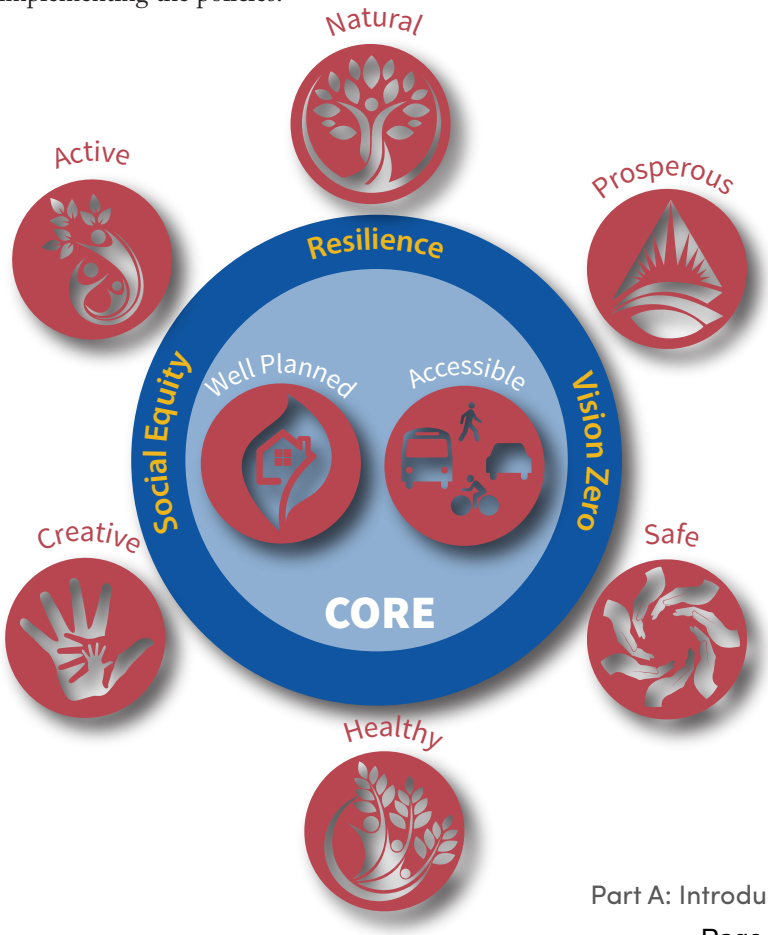
Focus Groups: Eight Focus Groups supported the process for developing policy options for the public to consider and actions to implement the public's vision. The Focus Groups included members of the consulting team, City staff, civic leaders, and local volunteers with interest or expertise in each focus group topic.

The Well-Planned and Accessible focus groups formed the CORE focus group that considered Montebello's approach to growth and preservation, incorporating perspectives from the other six groups. The CORE group developed and assessed alternate land use, circulation, and infrastructure scenarios. The Focus Groups' work occurred in three phases:

Driving Forces: (Spring 2021): The Focus Groups identified key issues, needs, opportunities, trends and outside forces shaping Montebello's future.

Scenarios (Summer 2021): The Focus Groups developed and assessed alternate land use and transportation scenarios for the City, specifically for the aging commercial corridors and centers.

Policies and actions (Spring 2022). The Focus Groups created a preferred scenario and refined their goals and policies based on the public's review. They recommended a set of immediate, short and long term concrete actions to begin implementing the policies.



D. Civic Engagement

Inclusive representation: The process engaged Montebello residents representing a range of race, ethnicity, socioeconomic status, age, abilities, housing type and tenure.

Meaningful Collaboration: At each step of the process the education and outreach efforts had a clear intent and outcome, including how input will be incorporated.

Access to information and participation: A variety of online and in-person platforms for participation were scheduled at times, and locations specifically accessible to households within low resource areas of the City.

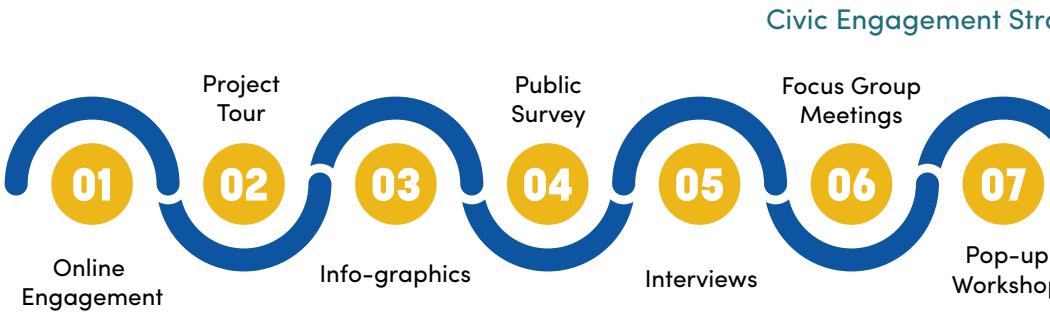
Transparent Communication: The City maintained an updated website to document information and feedback gathered and use variety of methods to notify communities about upcoming events.

The extensive public engagement process combined new and trusted techniques to encourage a diverse group of citizens to contribute to the General Plan and Downtown Montebello Specific Plan. Opportunities to participate included large public meetings to small stakeholder roundtables.

1. Online participation captured an audience that doesn't typically attend public meetings. Project website and Facebook encouraged the public to learn and convey their opinions on what was important for the City to consider over the next 20 years.

2. Project Tour of the Downtown area and other opportunity sites throughout the City helped identify what policies and regulations are working and what needs adjustment.





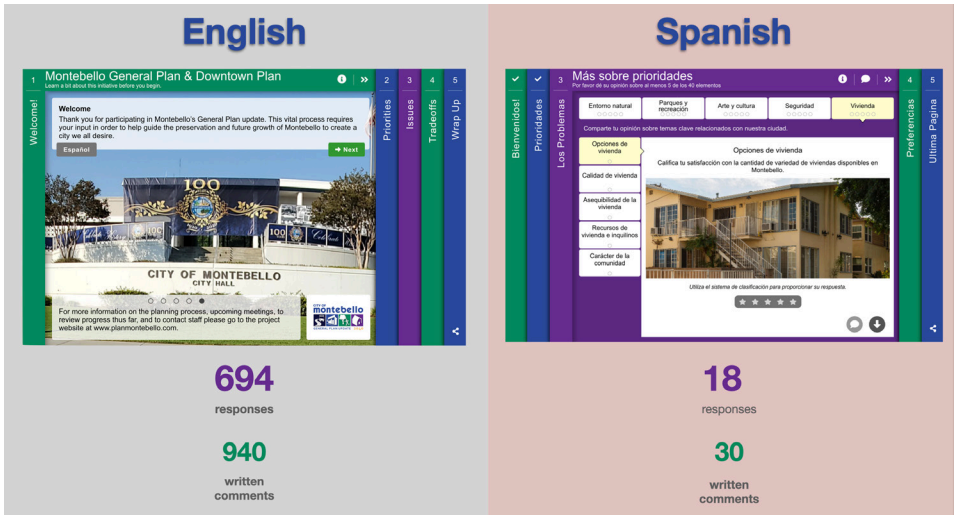


Figure A. 12. Community Survey. The interactive survey with a link (and QR Code) was disseminated in the City newsletter (Spring and Summer editions, reaching all 24,000 resident and business addresses in Montebello twice).

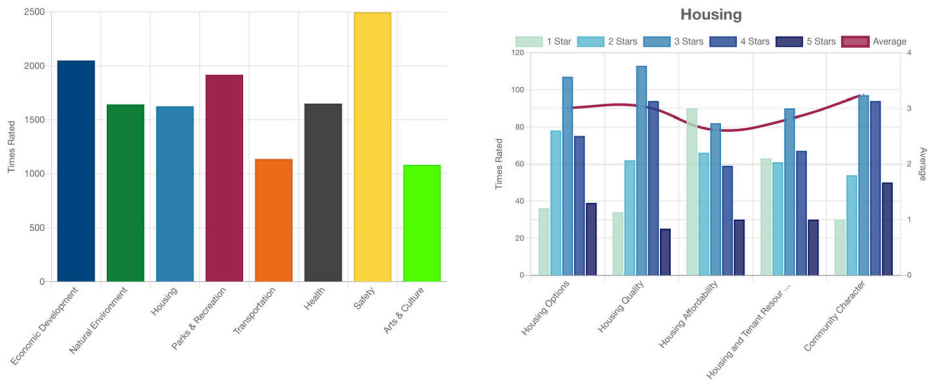


Figure A. 13. Community Survey Results. Safety, economic development, and parks and recreation were rated as top three priorities to addressed in the General Plan. The community also noted the need to address housing affordability and access to resources.

3. Infographic poster visualized compelling and useful factual information about Montebello's people and economy.

4. Public Survey gathered input from over 700 residents, businesses, and visitors -- many typically could not attend meetings, but had opinions about the community's future or other issues. Conducting a survey enabled the City to build awareness while collecting input on needs, priorities, general satisfaction, desired areas of improvement, and City messages. The survey was offered in both English and Spanish languages (online and hard copies).

ategies



5. Interviews allowed an open and candid discussion to better understand existing visions, barriers to implementation, and opportunities. In November 2020, property owners, tenants, business owners, and civic and community leaders were interviewed.

6. Focus Group Meetings were used to gather qualitative information, review economic drivers and real estate trends, growth and mobility options and develop goals and policies to achieve the community vision.

7. A Pop-up Workshop was conducted during the planning process. The workshop introduced the planning effort to the public and sparked a dialogue through a series of interactive planning exercises intended to share and gather information. The event hosted fun activities for kids as an incentive for participation.

8. Book-a-Planner took planning to the public that typically do not participate in the planning process. Book-a-Planner session was conducted with the Montebello Chamber of Commerce.

9. Noon Talks brought four experts to provide perspective, present alternatives, and stimulate community dialogue on key trends, issues, and opportunities. The following speakers assisted the project team in educating and engaging the community:Montebello Economy, Lance Harris

    - Vibrant Places, Vinayak Bharne
    - Mobility and Parking, Tim Erney
    - Great Neighborhoods and Codifying the Vision, Vinayak Bharne and Kaizer Rangwala

10. Visioning Workshop was a collaborative and rigorous planning event that harnessed the talents and energies of individuals to create and support an overall vision for the City and the Downtown Specific Plan area. The four-day compressed timeframe facilitated creative problem-solving by accelerating decision-making and reducing non-constructive negotiation tactics, and encouraged people to abandon their usual working patterns and "think outside of the box."

11. Joint City Council and Planning Commission Meetings allowed advisory- and decision-making bodies to review interim progress and provide direction. A total of four joint meetings were conducted.

12. Validate Feedback involved proactively notifying stakeholders if and when their suggestions were implemented.


EXIT









E. General Plan Format

The document is organized into four parts.

Part A features existing conditions and the planning process.

Part B features the shared community vision for Montebello.

Part C includes eight chapters. Each chapter is introduced with an overarching goal that describes the issues needing resolution and methods for remedying them. The goals summarize how conservation and future growth should occur by identifying the physical, economic, and social ends that the City wants to achieve. For each issue, measurable policies and actions are recommended. Policies establish basic courses of action for the Planning Commission and City Council to follow in working to achieve the goals, by directly guiding the response of elected and appointed officials to development proposals and related community actions. Actions are specific steps the City must undertake to implement the policies.

Each focus area has been additionally reviewed with three lenses: Resilience, Social Equity, and Vision Zero. This General Plan organization allows a more robust integration of related aspects from each element.

The Montebello General Plan is designed to be implemented over the next 20 years by residents, business and property owners, non-profit organizations, community groups, city and county agencies, and elected and appointed officials.

Part D of the General Plan identifies necessary actions, and includes details on their timing, responsibility, approximate cost, potential funding source(s) and status.

The Montebello General Plan chapters are conceived with a more readily understood vision based title for each General Plan element. This organization also allows an integration of related aspects from each element. The State requires every General Plan to include seven elements: land use, circulation, conservation, housing, noise, open space, and safety. The Montebello General Plan format satisfies the State requirement and addresses many of the optional elements as well.

	General Plan Chapters	Required/ Optional Element	Topics Covered
1	Our Natural Community	Conservation, Open Space	Air and water, greenhouse gasses, open space, hillsides, watersheds, riparian areas, plants and animals
2	Our Prosperous Community	Economic Development	Fiscal health, economic diversification, job growth, tourism
3	Our Well Planned Community	Land Use/Design, Housing, Parks and Recreation	Place types, visual character, nature of intended change, and housing
4	Our Accessible Community	Circulation	Street networks, street types, transit services, bicycle and pedestrian systems, parking , transportation demand management, and performance metrics
5	Our Healthy Community	Public Health, Noise, and Land Use	Physical health, mental health, social capital, access to healthy food, and noise
6	Our Safe Community	Safety	Police, fire, natural hazards, and climate vulnerability and resilience
7	Our Active Community	Land Use, Open Space, Parks and Recreation	Open spaces, parks and recreation facilities, and youth and senior programs
8	Our Creative Community	Culture	Arts, culture, schools, libraries, public art and historic resources

Table A.10. General Plan Chapters (see Part C)



B Vision

The central vision of this Plan is to: Preserve and enhance the stable residential areas; and reinvest with contextual and productive growth in the Downtown area and along the corridors.

Montebello's historic core is diverse, mixed-use, and walkable neighborhoods connected by transit. The rise of the automobiles, expendable incomes, cheap land, highway building and housing subsidies fueled the post war construction outside the historic core with single-family residential subdivisions, shopping centers, and office parks accessible primarily by the automobile. Unlike traditional neighborhoods, this lower-density sprawling development tends to consume vast amount of land without financially being able to pay for the services it needs, while producing traffic congestion, social inequity and isolation.

Outside the historic center, post war development in Montebello has been planned around the car, not the pedestrian. This General Plan update seeks to reverse these trends by encouraging productive growth and reinvestment of downtown and corridors into walkable, transit-oriented, pedestrian-friendly, and environmentally-sensitive places of enduring quality.

The General Plan provides a bold, grand, and celebratory vision and a wholistic system-based framework for decision-making. The community visioning process, where residents, business owners, local institutions, and other stakeholders express ideas about the future of Montebello, offers a valuable additional voice to guide decision-making and influence development choices in Montebello. At the focus group meetings and during the 4-day community visioning charrette the community reviewed and discussed existing conditions, trends, and growth options and through an iterative process developed consensus on areas of preservation and amount and location to direct new growth; guiding principle for developing goals, policies, and actions; and a physical master plan and form-based code for the Downtown area. As a result of the visioning process, the General Plan, Downtown Montebello Specific Plan and zoning and subdivision regulations can be tailored to match the community vision.

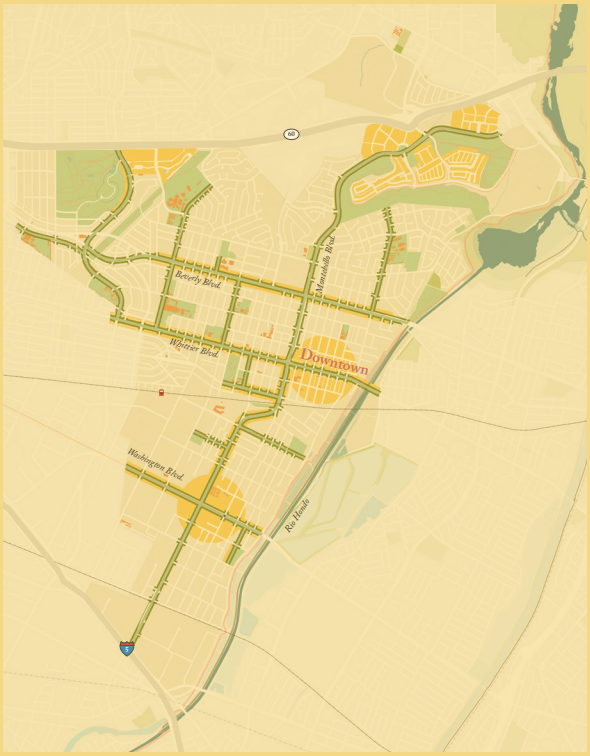


Figure B.1. Key concept map. The General Plan seeks to direct new growth to corridors, the downtown area, future light rail transit stop along Washington Boulevard, and larger tracts along the freeway.

focus



NATURAL

Montebello will promote clean air and clean water, prevent urban heat islands, reduce stormwater runoff, and promote greener neighborhoods, and nature based-recreation.

01

02 PROSPEROUS

Montebello will attract and retain jobs within growth industries; nurture small entrepreneurial businesses; redevelop underutilized properties along key corridors and districts; and build the city's fiscal capacity.





WELL PLANNED

Montebello will conserve and enhance stable areas, promote contextual infill, and direct productive growth to downtown, commercial districts, and corridors.

03

04 ACCESSIBLE

Montebello will provide safe and convenient multimodal travel options for residents, employees, and visitors of all ages and abilities through creative reimagining of the City's transportation facilities.





HEALTHY

Montebello will promote preventive health and well-being for all through inclusive approaches where healthy habits are encouraged.

05

06

SAFE

Montebello will focus on holistic, equitable, and preventive public safety measures, increase awareness, and be prepared for natural or human-caused hazards.





ACTIVE

Montebello will create environments that incorporate physical activity into daily activity that support health, wellness, and social connections, and provide children and adults a range of high-quality recreational opportunities.

07

08

CREATIVE

Montebello will nurture and promote arts and cultural activities, organizations, and events and give them more visibility and prominence in the region.



each focus in this symbiotic system is made stronger by its relationship to other focuses.

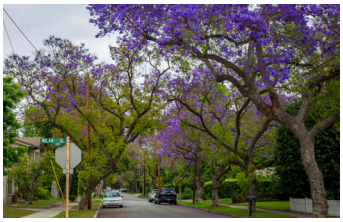
KEY CONCEPTS OF THE VISION



1 *Utilize easement areas for recreational uses*



2 *Typical green street major corridor connector network with shaded accessible sidewalks to open space, schools and parks*







3 *Flowering street trees encourage identity, connecting neighborhoods divided by major streets*





6 *Hillside Neighborhoods: Maintain views of city lights.*

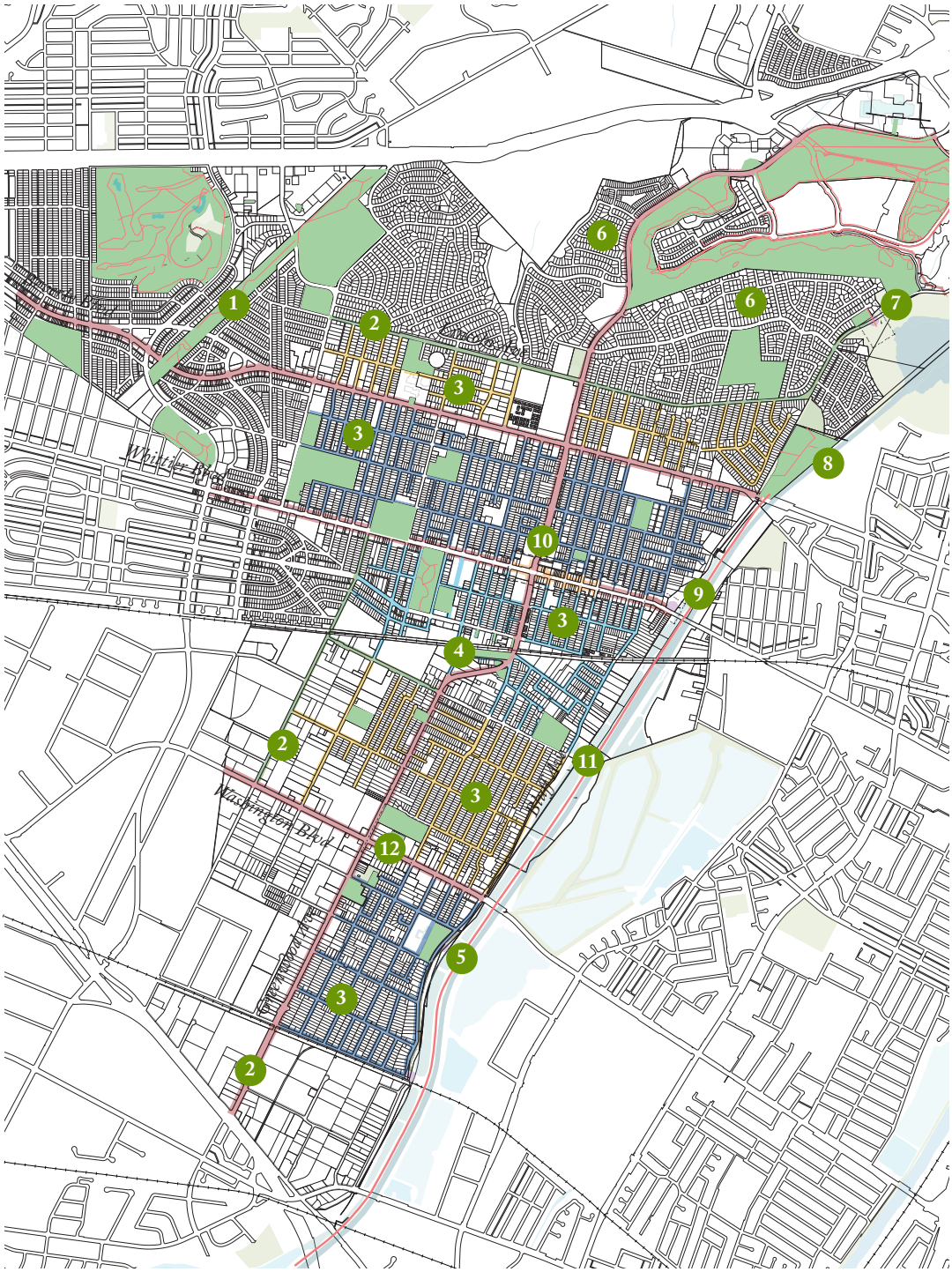


Figure B.2. Green Infrastructure Map.

4 *Proposed new open space*

5 *Enhance existing Rio Hondo connector by adding Bluff Park at end of Sycamore Street at De Paul Center and bluff top trail.*

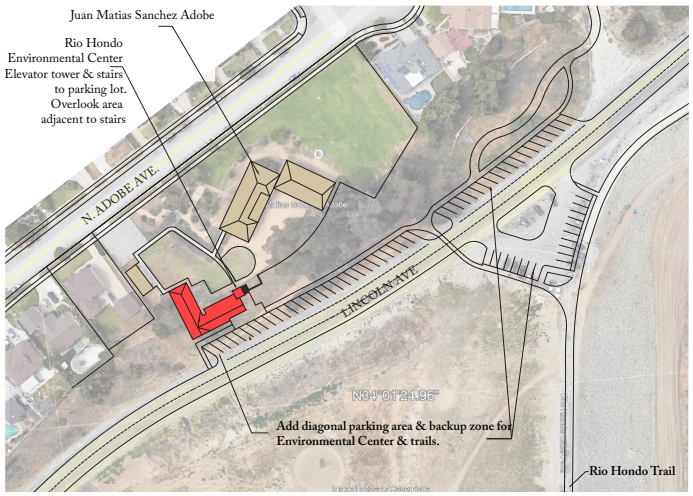


Figure B.3. Proposed Adobe Sanchez entrance along Lincoln Avenue.

7 *Establish a presence for Juan Matias Sanchez Adobe along Lincoln Avenue. Add parking area along Lincoln Avenue to reduce neighborhood traffic, add an environmental center which transcends access up slope, or trail heads to Rio Hondo + skyline, and possibly equestrian parking at dam area.*

8 *Existing Rio Hondo connector in park enhance park connection.*

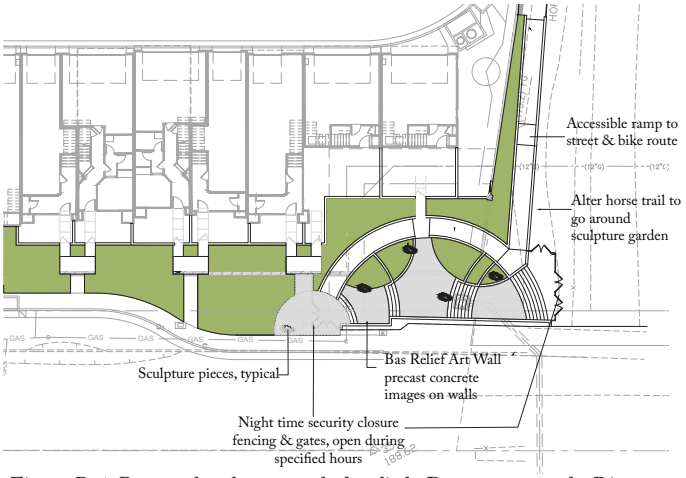


Figure B.4. Proposed sculpture park that links Downtown to the Rio Hondo Channel.

9 *Sculpture park and new Rio Hondo connector. Accent entry street trees to reinforce Montebello entrance.*

10 *Downtown pedestrian core. Narrow Whittier Boulevard from 4 lanes to 2, widen sidewalks, add two urban plazas. Enhance cross streets by promoting flex parking or parklets from whittier blvd to alleys. Enhanced crosswalks, provide park once lots or structures, vase form trees to provide shade for pedestrians and allows for visibility to storefronts.*

11 *Rio Hondo trail system with enhanced pedestrian and bicycling connectors to Montbello neighborhoods.*

12 *School site, relocate library to urban plaza encourage school/library synergy. Urban plaza connects to Washington Boulevard Transit.*

A. Green Infrastructure

Major corridors: Maximize shade trees to increase pedestrian activity and calming roadway speeds.

Neighborhood Streets: Flowering shade tree districts that encourages neighborhood identity and connections.

Downtown: Establish Downtown as a pedestrian friendly area with wide sidewalks, shaded street trees, street art, and iconic plazas. Allow for street closures for various events, holiday festivities, farmers market, lively arts and entertainment.

Trail Systems: Increase linkages to the Rio Hondo and new Skyline Trail. Encourage urban pedestrian trails within neighborhoods connecting open space and other points of interest.

Utility Easements: Where safe and appropriate are available, utilize under used open space within easement areas for recreational purposes.

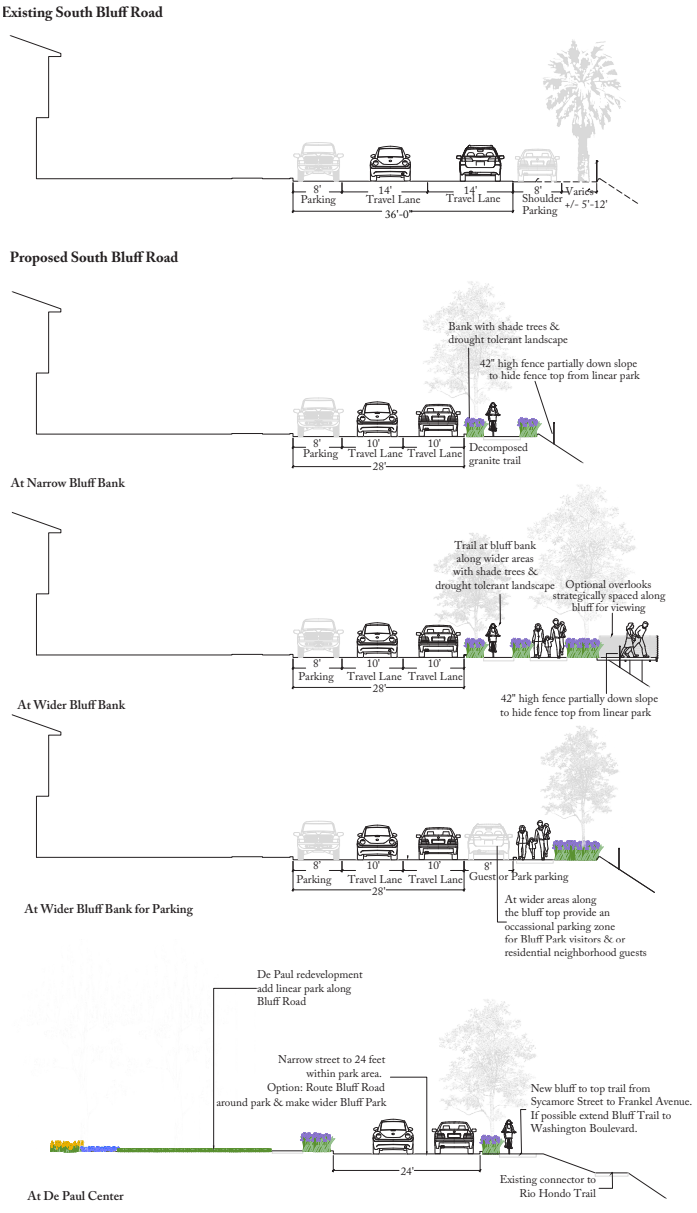
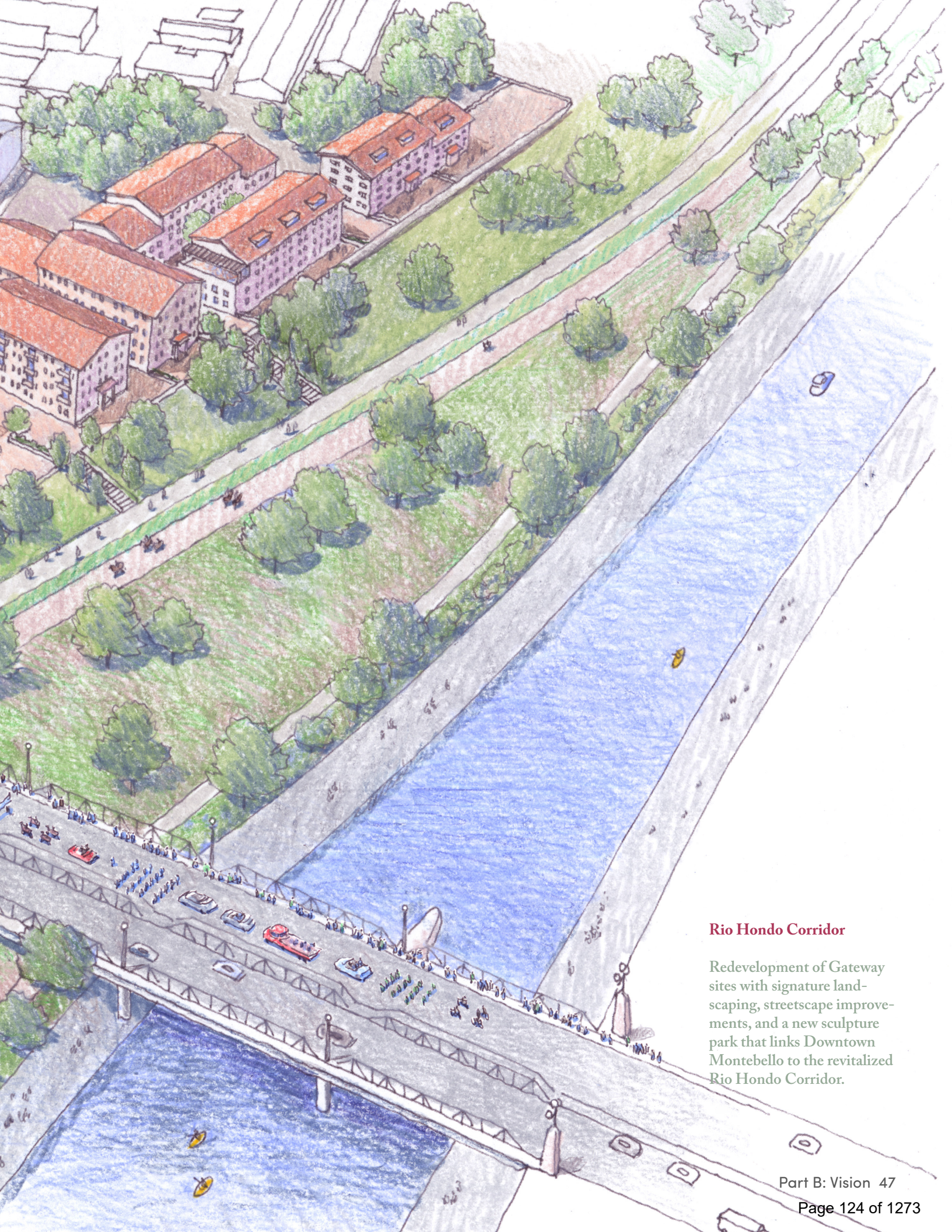


Figure B.5. Sections through the Rio Hondo Channel.





Rio Hondo Corridor

Redevelopment of Gateway sites with signature landscaping, streetscape improvements, and a new sculpture park that links Downtown Montebello to the revitalized Rio Hondo Corridor.

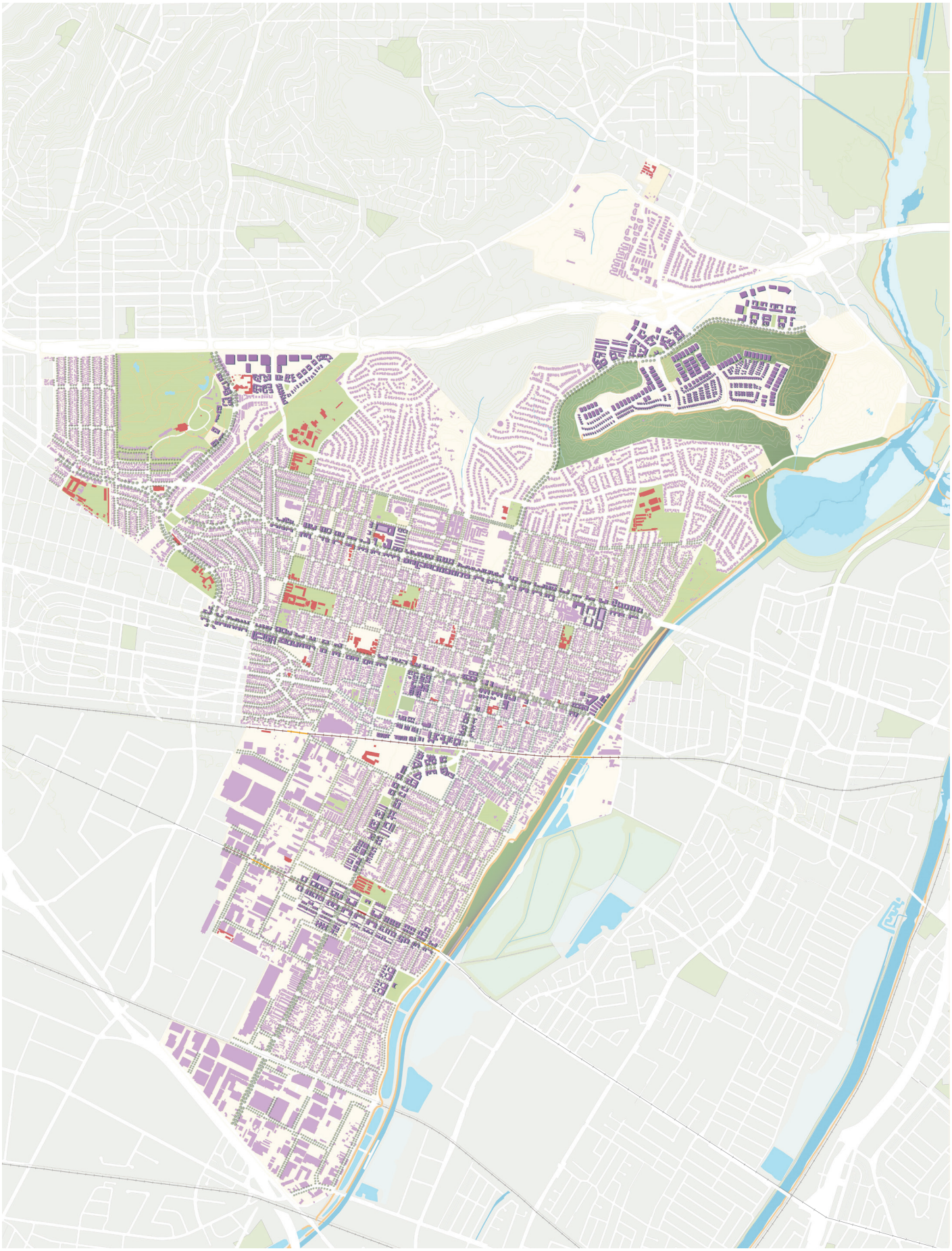


Figure B.6. Illustrative Master Plan.

B. Prioritize Productive Growth

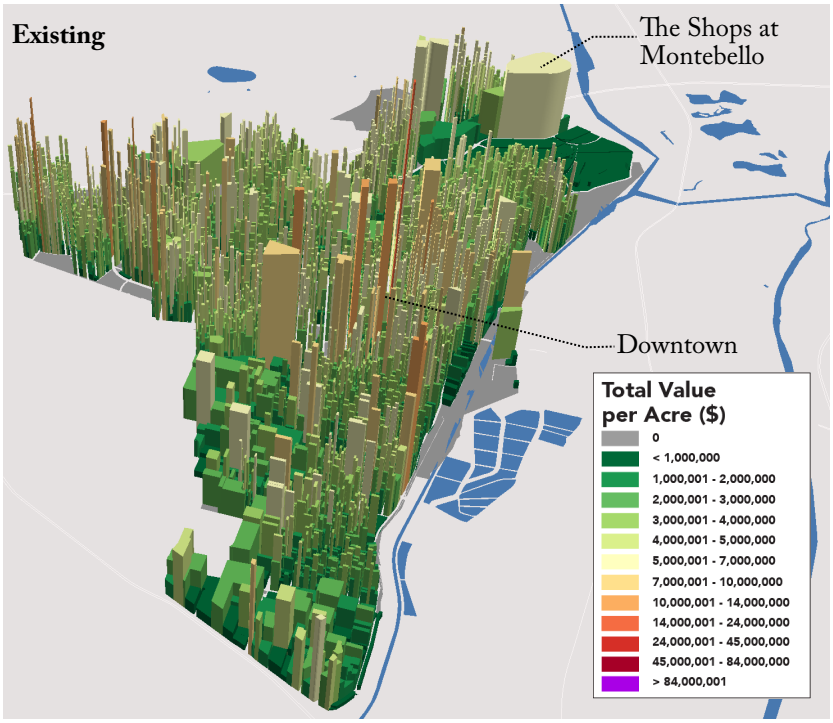


Figure B.7. Existing value per acre.

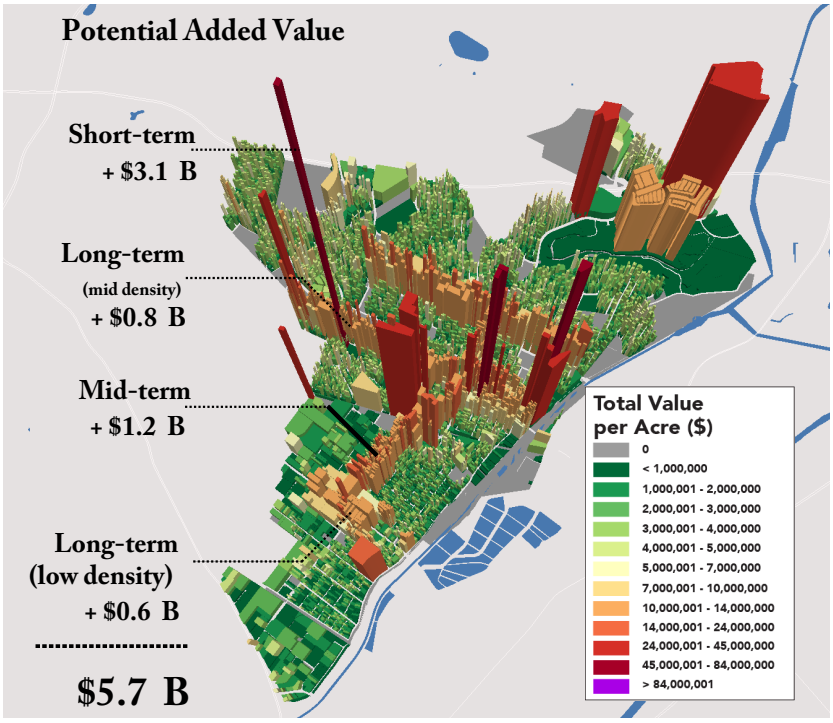


Figure B.8. Proposed value per acre.

The General Plan envisions a Montebello that supports and encourages highly productive and efficient land use development as a path towards long-term financial sustainability. By reinforcing the productivity of downtown and the corridors, the total assessed value of taxable property will increase and will generate additional public revenue. With the expanded property tax revenue, Montebello will be financially capable of making investments that improve the quality of life for the City's residents, business owners and visitors. The housing priorities and opportunities identified in this plan have the potential to not only increase the stock of available housing, but to do so in ways that generate sustainable public wealth. By prioritizing a diverse portfolio of residential developments, including multi-family and mixed-use opportunities, the short and long term housing priorities will be good stewards of the finite resource of available land in the City. Specifically, the short-term housing objectives have the potential to add $3.1 billion in additional taxable value to the City. Collectively, the short-, mid-, and long-term objectives could add an additional $5.7 billion to the property tax base for the City.

What is productive growth?

Assessing how much a property owner owes in property tax depends largely on the building with little value placed on the land beneath as compared to the building itself. Therefore, if a developer constructs a cheaper building, they actually benefit by lower tax value. The result is that the City loses, both in terms of the property tax it collects and the long-term legacy of cheap single-use buildings.

Large-format suburban pattern of buildings surrounded by acres of parking generate less revenue per acre than a smaller infill mix-use building in a walkable setting. This urban infill pattern of productive growth that is fiscally prodcutive and produces mixed-use and walkable urbanism is desirable in Montebello's downtown and corridors and the newly planned neighborhoods.

C. Vibrant Downtown



Figure B.9. Downtown Illustrative Master Plan.

Enhancing Whittier Boulevard – The historic Main Street along Whittier Boulevard east of 11th Street has the makings of a memorable downtown. The Downtown Montebello Specific Plan developed in conjunction with the General Plan proposes to enhance the street through selective market supported infill development with two and three-story buildings that will augment the character and quality of the street as well as activate the street giving new energy to the area through unique, local, and high-quality experience-based retail opportunities.



Proposed City Center Plaza is a gateway to the central core of the downtown.

The mid-block large, urban plaza will magnify the downtown's energy and activity, and also provide rest and relaxation in an urban context.

The paved surface of the plaza would extend into the street and along seventh street drawing people into the plaza while slowing down the traffic to create a safe and comfortable pedestrian priority zone in the downtown area.

Three-story building along Whittier Boulevard with a four-story building element towards the rear provide spatial enclosure and intensity and variety of land uses necessary to activate the plaza. Arcade on the ground level can provide shade and sheltered space for outdoor cafes.

The shape, design, and proportion of the plaza is ideal for hosting large and small community gatherings, celebrations, and events.



Downtown Montebello

Enhancing entry sites to the east of the city boundary – Along Whittier Boulevard the Downtown Montebello Specific Plan proposes to enhance edge sites with development that helps create a gateway gesture into the city from the west intended to help delineate the major commercial arterials in the city.



D. Great Streets



Washington Boulevard -- envisioned as a vibrant mixed-use transit boulevard.

The General Plan recommends enhancing the City's principal streets as part of an open space and development scaffold. The grid of streets are the city's most ubiquitous public space. This vision proposes the enhancement of the city's main north-south and east-west arterials. These enhancements will include streetscape improvements with landscape and appropriate navigation to make these streets identifiable routes within the overall city grid. These landscaped streets along with new proposed parks, and plazas will create a large open space scaffold around which development will be planned and designed.

Whittier Boulevard — The historic core of the City. The General Plan recommends two larger activity anchors at either end of the downtown: 1) on the western edge, new mixed-use development anchored by a public plaza closer to Montebello Boulevard; 2) and on the eastern edge, a new mixed-use development with a sculpture park that links downtown to the Rio Hondo Trail system. The two anchors are connected by continuous row of smaller existing and new infill buildings along the way. West of Montebello Boulevard, new mixed-use infill on Whittier Boulevard could generate new housing and also help connect the Main Street environment westward as public realm of comparable quality, with a different character and use based on various residential development typologies.

Beverly Boulevard — An east-west corridor with significant assets such as the Beverly Hospital Campus and City Hall, as well as other commercial uses. The General Plan recommends three- and four-story mixed-use infill along the enhanced corridor to generate a new linear spine that can bring in new housing, potentially live/work oriented, without disrupting any of the existing residential assets of the city. This infill could be particularly important in addressing affordability and affordable housing in the context of the entire city.

Washington Boulevard — A transit boulevard. The anticipated Gold Line along Washington Boulevard west of N Montebello Boulevard is a significant development opportunity for the city. It can become a new vibrant mixed-use transit district where people can live close to public transit, thereby diminishing reliance on the car and would be particularly attractive to future residents that work in the greater downtown Los Angeles area. The district is planned with a new plaza located along Washingotn Boulevard (south of the Greenwood Elementary school) that can become a major new public space and also mark this district in a special way.

Montebello Boulevard — This plan proposes new infill along N Montebello Boulevard between Washington Boulevard and Whittier Boulevard as means to connect the historic main street and new transit-district. This portion of the street could be designed to be bicycle-friendly and walkable to accord a seamless connection between the two east-west streets.

E. Great Neighborhoods



Montebello neighborhoods are attractive, diverse, safe, healthy, with high quality local facilities, access to green spaces, and excellent connections to other areas.

The Montebello neighborhoods within the core area are diverse with a full-range of housing types, open spaces, and mixed-use bringing most of the activities of daily living into walking distance allowing young and elderly the independence of movement.

Enhance Neighborhoods – This vision acknowledges the city's neighborhoods as one of the greatest assets. It responds to this asset in three ways: a) by leaving most neighborhood intact; b) by ensuring that any new development on existing or proposed streets facing these neighborhoods will be of a scale, size and character compatible with existing development; and c) by identifying a network of streets that interconnect these neighborhoods across the major arterials between them. These streets will be enhanced through modest moves such as paving and public art giving them a distinct identity, thereby helping in intra neighborhoods navigation.

Equity and Integration – The southern areas of Montebello experience a disproportionate level of poverty, cost burden, overcrowding, environmental risks, and limited mobility options. This is particularly striking since the dense and lower resource southern portion contributes more property tax revenue per acre to then the higher resource, and less dense northern area of the City. Lack of infrastructure limits opportunities to develop housing.

The General Plan, the Downtown Montebello Specific Plan, and the Parks Master Plan seek to increase resources and improve access to existing resources. Some of the resources include light rail station, improved public facilities, new parks, enhance access to the regional trail and park system, complete streets, and strategies to address air and water quality.

The General Plan encourages integration in income-segregated areas by encouraging new building types and mixed-uses such as contextually designed accessory dwelling units, townhomes, apartments, live-work units for the City's diverse cultures, lifestyles, abilities, family structures, and income levels.

Transforming the mall sites adjacent to the SR-60 Freeway into new mixed-use developments – The large mall sites to the north of the city adjacent to the SR-60 Freeway are potent development opportunities. The General Plan vision proposes new residential development in the southern half of these sites away from the freeway, with retail and commercial uses located adjacent to the freeway as buffers. The residential developments are planned along pedestrian-friendly blocks and streets setting a precedent for all future developments to follow. This network of block and street also allows these large sites to be developed in phases over time to respond to market conditions in an incremental manner.

Industrial Area – This plan leaves the southern industrial idea largely untouched but proposes to enhance its edges, particularly those adjacent to residential neighborhoods with compatible development. Enhancement of the area could lead to future redevelopment opportunities from users requiring additional Industrial Flex space that can support higher density employment and may create opportunities for other support uses and businesses in the area.

F. More Choices for Getting Around



The City of Montebello's vision is to provide safe and convenient multimodal travel options for residents, employees, and visitors of all ages and abilities. The City's aspirational transportation network is one that encourages users to switch from driving alone to other modes such as walking, biking, riding transit, carpooling, and taking rideshare. It is also a network that manages the City's resources in balance with its land use context and built environment. By providing a multimodal network of complete streets, the City can shift the current driving-dominant mode split towards alternative modes that can bring about public and environmental health benefits.

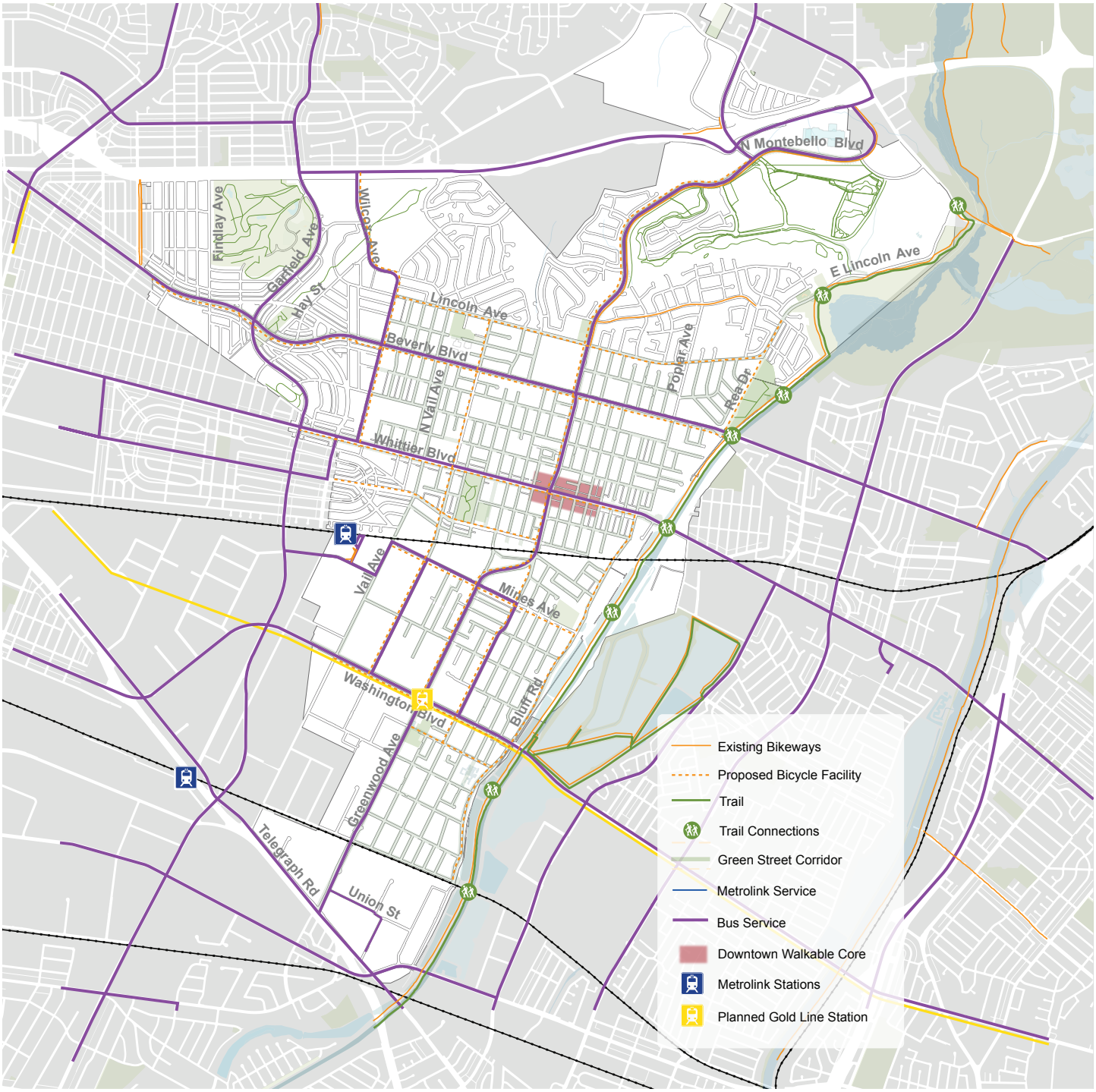


Figure B.10. Active mobility plan identifies an integrated network of walkways and bikeways that connect the Montebello neighborhoods to employment, recreation, education and destinations that meet their daily needs.



South Montebello Mobility Hub can provide seamless connections to and between different mobility services. They can range from a small bus shelter, bike parking, Transportation Network Company (TNC) drop-off spaces to very large commuter rail integration with a bus transfer facility, transit plaza, bike repair station, bike share, TNC pick up, microtransit, bikeshare, etc.

Montebello will enhance different transport options to get around by focusing on mobility strategies that revolve around the movement of people with sustainable and environmentally friendly modes of transportation. Partially shifting private vehicles to other transport modes like cycling, public- and shared transport has several benefits like improving public health and is an essential step towards improving air quality. This can also be economically beneficial as traffic congestion holds back our economy through lost time and productivity.

To facilitate this shift from private vehicles, Montebello will invest in and prioritize convenient, efficient, affordable, and appealing alternative forms of transport infrastructure and ensure multi-modal network connectivity.

Comfortable bicycle facilities along these roadways can help improve access to local destinations (such as downtown Montebello), improve access to regional destinations such as the Rio Hondo Trail, and facilitate connections to major transit hubs.

The General Plan encourages walkable urban development around transit hubs and corridors. Shaping a more walkable Montebello involves redesigning the space to reduce car dominance and marks the pedestrian re-appropriation of the street in portions of downtown and the corridors. Space for pedestrians, bikes, and transit created by right-sizing the travel lanes for projected vehicular capacity fosters new opportunities for unprecedented urban transformation. Shade trees on major corridors and residential streets with accessible wide sidewalks, enhanced crosswalks, and where feasible reduced number of travel lanes will facilitate walking connections to open space, parks, schools, and other destinations.

Montebello will improve walking/biking access to transit, address gaps in connectivity between transit and destinations through local shuttles, demand responsive services such as Uber or Lyft with appropriate management of curb space for ride-share providers. The Montebello Moves Comprehensive Operational Analysis will review existing transit services and propose service improvements to improve efficiency and accommodate future growth.

G. An Incremental Plan

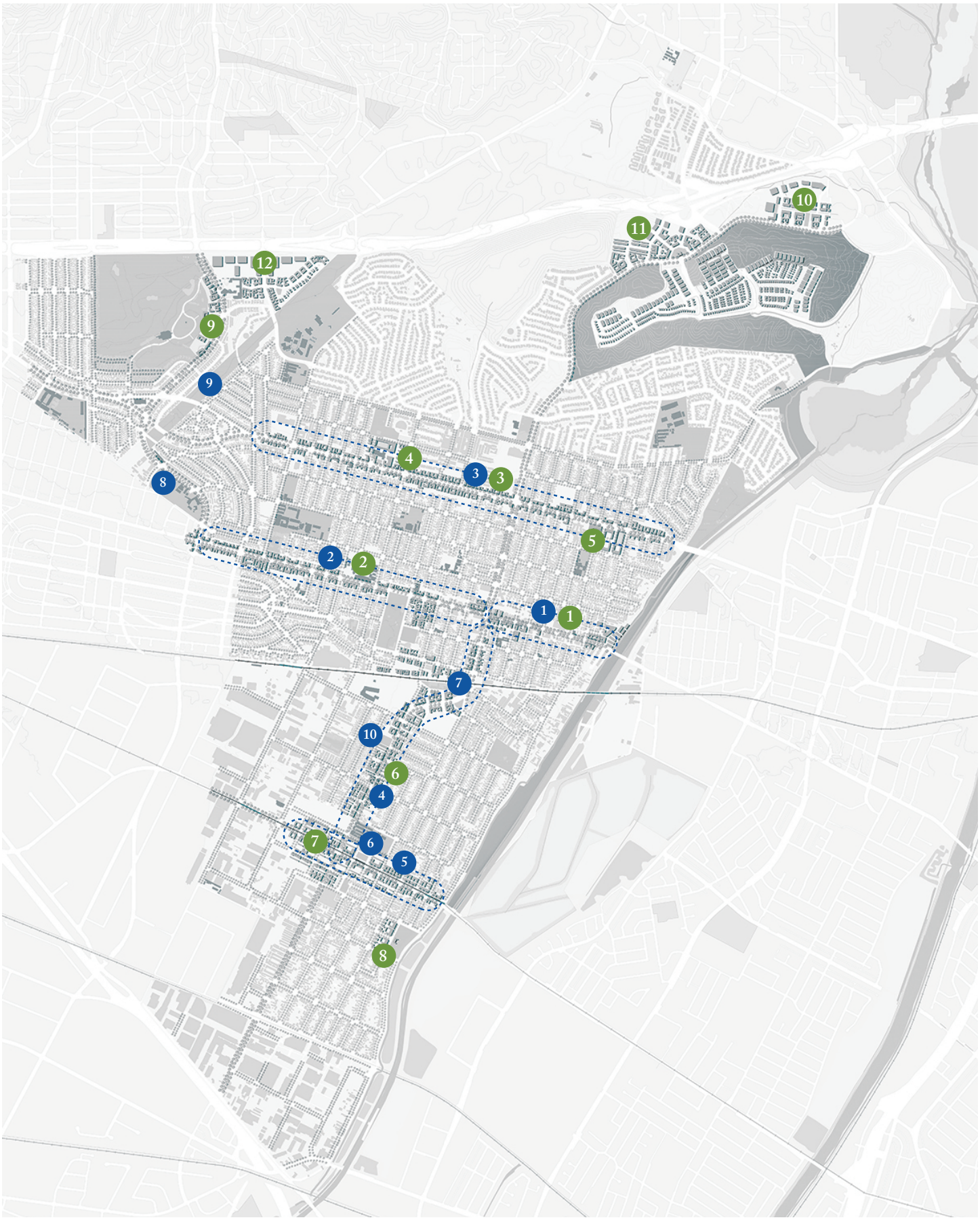


Figure B.11. Phased Public-Private Development Plan.

The City is committed to support transformative and equitable community development. The new public investment highlighted in this General Plan constitutes an unprecedented allocation of support Citywide that will work effectively with ongoing State and Federal funding programs as well as contributions from private and philanthropic partners. These new resources are designed to work in concert, creating opportunities for communities to grow and attract private investment. The City will ensure that investments generate the maximum benefits for communities by allocating resources efficiently and strategically. The adjoining Figure B.11 show a possible scenario of how Montebello might coordinate public investment with private development over time:

Public Projects

1. Whittier Boulevard (east of Montebello Boulevard) street enhancement.
2. Whittier Boulevard (west of Montebello Boulevard) street enhancement.
3. Beverly Boulevard street enhancement.
4. Montebello Boulevard (between Washington Boulevard & Whittier Boulevard) street enhancement.
5. Washington Boulevard (around future-Gold Line Station) street enhancement.
6. A new park along Washington Boulevard.
7. A new park at the intersection of Montebello Boulevard and Olympic Boulevard, south-west corner.
8. A new ecological green zone at the city's western boundary just north of Olympic Boulevard.
9. A linear green under the power lines to the city's north-west.
10. A new park along Greenwood Avenue, south of Mines Avenue.

Public-Private Projects

1. New infill on Whittier Boulevard (east of Montebello Boulevard).
2. New infill on Whittier Boulevard (west of Montebello Boulevard).
3. New infill on Beverly Boulevard.
4. New infill around City Hall.
5. Extension of Hospital campus.
6. New infill on Montebello Boulevard (between Washington Boulevard & Whittier Boulevard).
7. New infill on Washington Boulevard (around Gold Line Station).
8. New infill and park on De Paul Center.
9. New infill and park along Garfiled Avenue.
10. Mixed-use redevelopment at the Mall site.
11. Mixed-use redevelopment at Montebello Town Center.
12. Mixed-use redevelopment at Wilcox Avenue and Via Campo



C Goals & Policies

The Montebello General Plan features the following eight elements:

1. **Our Natural Community** — Addresses how Montebello can thrive in balance with the community's natural ecosystems.

2. **Our Prosperous Community** — Addresses how Montebello can attract and retain high-wage and high value enterprises, and diversify and increase the local tax base.

3. **Our Well Planned Community** — This chapter will feature the preferred land use plan that directs new growth by reinvesting in key opportunity areas like the Downtown, Corridors and large parcels along the highway, while protecting natural resources, respecting stable residential neighborhoods, and making great places by insisting on the highest standard in architecture, landscaping and urban design.

4. **Our Accessible Community** — Addresses transportation choices advocated by SB375 and AB 1358 by strengthening and balancing pedestrian, bike, and transit connections in the City and surrounding region.

5. **Our Healthy Community** — Will seek to build effective partnerships that improve physical and mental health and social well being.

6. **Our Safe Community** — Will increase awareness for emergency, minimize threat to life and damage to structures from hazards.

7. **Our Active Community** — Addresses parks and open spaces to provide enriching recreational options for the entire community.

8. **Our Creative Community** — Weave arts, cultural events, community programs into everyday life.

Three specific lens filters will identify specific General Plan policies that seek to address the following three areas of specific interest to Montebello residents:

Resiliency (R) — Approaching challenges through the lens of resilience helps Montebello better serve their residents today and in the long term, while preparing for any future potential adversity.

Social Equity (SE) — Social equity seeks to integrate elders, youth, and the minority races more meaningfully into the civic discourse by: improving access to jobs, affordable housing, parks, more reliable mobility options; and active inclusion in government processes, programs, and decisions.

Vision Zero (VZ) — Vision Zero seeks to eliminate all traffic fatalities in Montebello, while increasing safe, healthy, equitable mobility for all.

Goals, Policies, Actions

The eight plan elements will feature goals, and supporting policies and actions.

Goals — Goals are long-range, broad & comprehensive targets. Goals are not necessarily measurable or achievable; rather, they describe a desired end-state condition for Montebello.

Policies — Policies describe context & rationale of desired outcomes. Policies are focused & specific.

Actions — Actions are specific proactive steps to achieve the goals. They are the critical link between long-range planning & current-decision making.



1 Our Natural Community

Montebello will promote clean air and clean water, prevent urban heat islands, reduce stormwater runoff, and promote greener neighborhoods, and nature based-recreation.

Montebello will be a natural city where people, infrastructure, and wildlife dynamically interact as part of a single ecosystem, positively supporting the whole system. As a result it will be more resilient to environmental extremes such as drought, storms and heatwaves; and residents and visitors will reap the benefits that nature provides for free.

Montebello's basic life support depends on clean air, availability and quality of potable water, and careful management of risks posed by climatic extremes and resulting drought, or urban heat. Quality of life, community health, wellbeing, and economy are improved with access to natural environments, active recreation, physical activity, and social contact.

The existing infrastructure takes a disaggregated view of built environment functions. Gray infrastructure in the form of drainage channels, detention areas, streets, and utility corridors are designed, operated, and maintained separately. However, our built environment and our ecological environment are connected and interrelated.

Green infrastructure is a system-thinking approach that focuses on how pieces interact to produce a more naturally effective system.

Green infrastructure includes core areas like all the parks and open spaces, the Rio Hondo Channel, and other natural areas. The core areas could be linked by green corridors such as the streets, alleys, and utility easements which maintain connectivity and provide for human and animal movement, and seed and pollen dispersal. In some cases, corridors extend beyond city limits and will require collaboration with neighboring jurisdictions. Interconnected landscapes are more beneficial and resilient than isolated environments.

A. GUIDING PRINCIPLES

A. **Systems Approach and Multiple Benefits:** Green infrastructure is the network of green spaces that protects natural ecosystems and provides associated benefits for people, wildlife, and the economy.

B. **Collaboration:** Green Infrastructure provides multiple environmental, economic, and social benefits. To adopt the Green Infrastructure approach, multiple professions will need to actively contribute. Planners, architects, civil engineers engaging collaboratively with ecologists, horticulturists and sociologists. Collaboration that draws on diverse perspectives and aligns knowledge and resources is needed.

C. **Equity:** Underserved or underprivileged communities often lack adequate park access and facilities. Green infrastructure can be used to enhance air and water quality and overall public well-being. New parks and open spaces can enhance the health of local residents by providing opportunities for physical activity, interactions with nature, and destination community gathering places.

B. MAJOR NATURAL COMMUNITY CHALLENGES

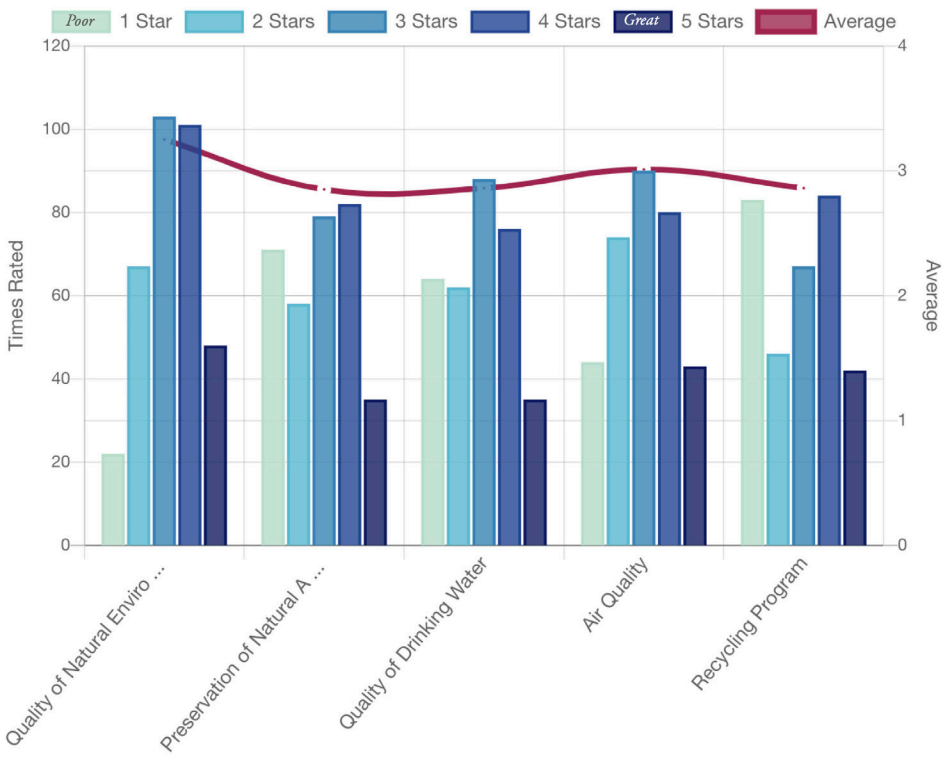


Figure C1.1. Community Survey.

- The heavy (and growing) traffic in the area has made air quality worse, especially near main thoroughfares. Manufacturing uses in South Montebello impact air quality.
- Need to preserve and add to whatever little natural space. The Edison owned easements have potential in increasing access to natural areas within the city.
- Montebello has hard water with high mineral content. Even with a filter it leaves hard water buildup.
- Need to increase the tree canopy in the city.
- Limited opportunities to interact with nature, engage in physical activity, and to meet and socialize with neighbors.
- The city does not have many natural places that give identity to the city and instill civic pride.
- Montebello needs to reduce public costs for stormwater management.
- Benefits from parks are not spread equally across or within the City.

C. GREEN INFRASTRUCTURE

The General Plan identifies the need and potential to develop an integrated and connected Green Infrastructure system in Montebello. Montebello's Green Infrastructure will draw people to the Rio Hondo Channel and create a green network that connects neighborhoods, parks, schools, and other amenities within the City.

Scale	Examples	Use	Movement	Sense of Identity	Return on Investment
Regional	Rio Hondo Channel, Edison Easement	Contributes to improving water management, transportation, economic development, recreation, energy conservation, biodiversity (improve habitat for wildlife), physical and mental health	Network of paths and walkable streets link: • Montebello to adjacent cities, and • Neighborhoods within Montebello	• Enhances community character and identity; • Reinforces identity by incorporating distinctive natural and cultural resources; and • Opportunities to integrate public art	• Enhances community character and identity; • Reinforces identity by incorporating distinctive natural and cultural resources; and • Opportunities to integrate public art
City	Existing and proposed City Parks, street trees				
Local	Community gardens, pocket parks, Bioretention/bioswales and other open spaces				
Parcel	Courtyards and yards				
Building	Green roof				

Table C1.1. Scales of Green Infrastructure.

1. Components of Green Infrastructure

The following framework and hierarchy of various types of corridors is a guide for the creation of this network.

Greenways: Greenways are linear green spaces that include trails or paths designated for non-motorized transportation, such as the existing and proposed trail along the Rio Hondo Channel or the Edison Easement. The greenways will serve as the main arteries for Montebello's green infrastructure network, connecting parks and destinations within Montebello, and also to regional destinations. Planting adjacent to greenway trail facilities often integrates shade trees, bioswales, and rain gardens.

Parks and Open Space: Parks act as green infrastructure in terms of the quantity and collection of trees and vegetation, as well as the quality of space for recreation. The detention percolation basins located along the Rio Hondo Channel are some of the most significant assets to the city as they perform a water recharge function. This type of natural cleaning and replenishment of the community's groundwater is essential for the health of the people of Montebello.

Green Streets: Also relatively large in scale, Green Corridors are used to maximize green opportunities along commercial corridors. They are characterized by planted medians, double rows of trees where feasible, and more formal planting. Montebello Boulevard, Greenwood Avenue, Garfield Avenue, Washington Boulevard, Olympic Boulevard, Whittier Boulevard, Beverly Boulevard, and Lincoln Avenue are the green gateway corridors for Montebello. They are highly visible and can help to define the character of the city.

Neighborhood Steets: These are smaller streets that connect neighborhoods. Planting strategies maximize shade and encourage traffic calming. Trees along the street and plantings in curb extensions narrow the visual field and encourage slow driving. A variety of native trees and plants will flower at various times, providing environmental benefits and visual interest.

Trails/Paseos: Shade strategies focus on increasing the appeal of pedestrian circulation within neighborhoods with a more traditional suburban landscape feel.

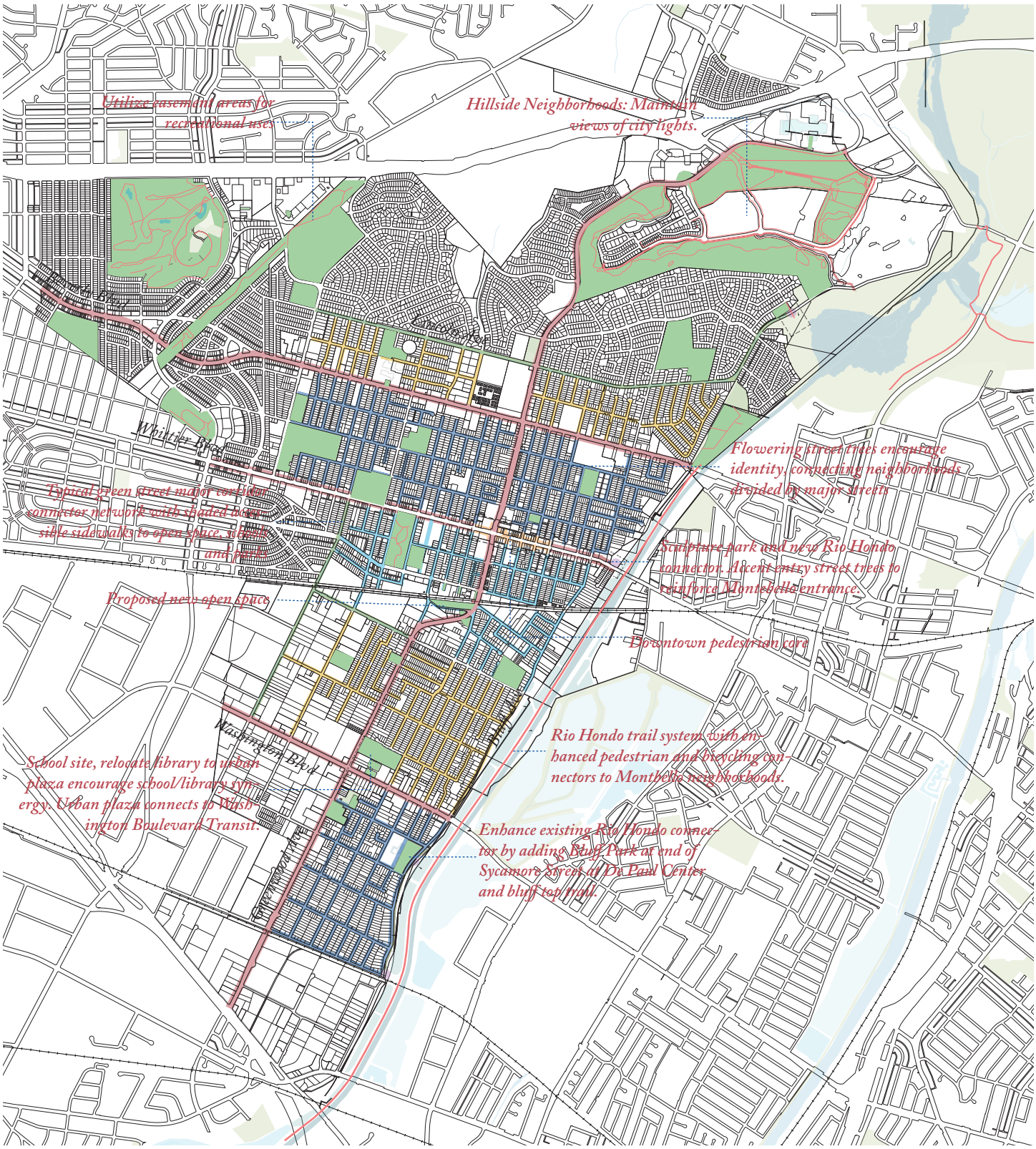


Figure C1.2. Green Infrastructure Map.

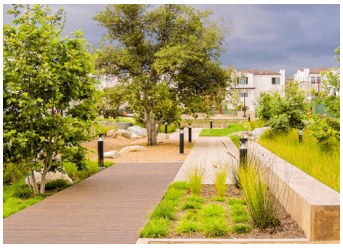


Green Infrastructure can be incorporated into construction on new and previously developed parcels, as well as new and rebuilt streets, roads, and other infrastructure within the public right-of-way.

One of the underlying principles of green infrastructure is permeability; it functions through creating places where water can permeate. All impervious surfaces are opportunities to retain and recharge stormwater. Additional enhancements can help to reduce temperatures and heat island effect. Bioswales, planted curb extensions, rain gardens, greenways, open space, and even parks are forms of green infrastructure. Generally speaking, the larger the space allocated, the greater the benefit.











Some impervious surfaces are specially geo-engineered to maximize benefits. These are described below:

Bioswales: Bioswales are vegetated depressions in the ground that collect and convey water. They can be part of the stormwater management system, as they help with infiltrating runoff water into the ground and cleaning it naturally. For example, a bioswale along a road may collect polluted water that runs off from the sidewalk and street. The depth of a bioswale varies, and may be based on context. Bioswales can be located in medians, separated bikeway buffers, and parkways.

Planted curb extensions and flow-through planters: Planted curb extensions and flow-through planters are treatments found at intersections or in mid-block conditions and act as traffic calming elements. A curb extension is an extension of the sidewalk, and it provides areas to collect water from the surrounding pavement. The plantings are specifically selected to treat runoff from the street, and tolerate both wet and dry conditions. These treatments may be placed adjacent to existing red curbs or where parking is not needed, most often this occurs at intersections, but may also occur at mid-block locations.

Rain gardens: Rain gardens, like bioswales, are also vegetated depressions that vary in size. Rain gardens capture and infiltrate polluted runoff from rooftops, driveways, and other hard surfaces. They require more space, and can be located in parks, wide medians, and new developments.

Multiple benefits of Green Infrastructure:

Clean Air: Green infrastructure can reduce air temperature. Plants sequester carbon, mitigate ground-level ozone, and screen particulates in the air.

Clean Water: Green infrastructure acts as a filter for stormwater runoff, cleaning the water as it flows through vegetation.

Access to Nature: Green infrastructure is used by a range of natural and recreational users, allowing for physical activity.

Education: Opportunities for youth and adults to learn about their environment.

Control Flood Risk: Green infrastructure can reduce public costs for stormwater management. Stormwater runoff from asphalt, concrete, and similar impervious surfaces moves quickly, increasing peak flows and volumes. As water moves more slowly through vegetative surfaces, flooding risk is reduced.

Economic Return: Green infrastructure provides key aesthetic value for a community, and provides a draw for residents and visitors. Green jobs can also be generated from the preservation and promotion of green infrastructure. The draw of residing in proximity to green infrastructure is considered an asset reflected in increased property values.

Social Capital: Green infrastructure provides a setting for community interaction and pride.

Wildlife Habitat: Green infrastructure, with appropriate safety and design considerations, creates a continuous habitat which provides movement, protection, and nutrients needed for wildlife, insects, and birds.

Reduce Urban Heat Island: Urban heat islands occur when development replaces natural land cover with dense concentrations of pavement, buildings, and other surfaces that absorb and retain heat. As part of green infrastructure, trees, green roofs, and vegetation can help reduce urban heat island effects by shading building surfaces, deflecting radiation from the sun, and releasing moisture into the atmosphere.

2. Policies and Actions

Protect and enhance natural vegetation in parks and open spaces for wildlife habitat, erosion control, and to serve as noise and scenic buffers.

P1.1	**Enhance air and water quality, increase public green space through the integration of green infrastructure.**
A1.1a	Improve access to trails along the Rio Hondo Channel. VZ SE R
A1.1b	Develop a trail along the Edison easement. SE R
A1.1c	Require larger development projects to provide a range of public and private open spaces. SE R
A1.1d	Promote the use of captured rainwater, grey water, or recycled water. R
A1.1e	Review and revise development regulations to encourage a green approach in new developments. Minimize impervious areas. Develop new projects and retrofit existing surfaces to reduce runoff through infiltration. R
A1.1f	Promote the use of green roofs, bioswales, pervious materials for hardscape, and other stormwater management practices to reduce water pollution. R
A1.1g	Coordinate city work programs and projects to implement green streets as an integrated aspect of City infrastructure. R
A1.1h	Develop a predictable and sustainable means of funding implementation and maintenance of green infrastructure elements and Green Streets. R
A1.1i	Educate citizens, businesses and the development community about Green Streets and how they can serve as linear parks to enhance, improve, and connect neighborhoods to encourage their support, demand, and funding of these projects. SE R

VZ Vision Zero SE Social Equity R Resilience

D. AIR

Montebello is located in the South Coast Air Basin (SoCAB). This air basin contains the second largest urban area in the nation. The basin has California's largest cities, the most industries, over 17 million people, and millions of cars and trucks. The basin forms a low plain, bounded on the west by the Pacific Ocean, and surrounded on the other sides by mountains, which channel and confine air flow.

The air quality in Montebello is influenced by natural geographic and climatic conditions, as well as local and regional development, transportation, and land use practices.

Air pollution is a regional issue. Smog produced in the region is carried by winds and trapped by the San Gabriel mountains. The two main pollutants of concern in Montebello are: ozone and suspended particulate matter.

- Ozone is produced by a photochemical reaction (triggered by sunlight) between nitrogen oxides (NOx) and reactive organic gases (ROG). Nitrogen oxides are formed during the combustion of fuels, while reactive organic gases are formed during combustion and evaporation of organic solvents. Because ozone requires sunlight to form, it mostly occurs in serious concentrations between the months of May and October. Ozone is a pungent, colorless toxic gas with direct health effects on humans including respiratory and eye irritation and possible changes in lung functions. Groups most sensitive to ozone include children, the elderly, persons with respiratory disorders, and people who exercise strenuously outdoors.

- Particulate matter is comprised mostly of dust particles, nitrates and sulfates. The fine particulates are generally associated with engine fuel combustion processes and are formed in the atmosphere as a secondary pollutant through chemical reactions. Fine particulate matter poses a serious health threat to all groups, but particularly to the elderly, children, and those with respiratory problems. More than half of the fine particulate matter that is inhaled into the lungs remains there, which can cause permanent lung damage. These materials can damage health by interfering with the body's mechanisms for clearing the respiratory tract or by acting as carriers of an absorbed toxic substance.

Air pollution causes or contributes to burning, watery eyes and fatigue, asthma and other respiratory diseases, lung damage, cancer, birth defects, and premature death.

Particulate matter may be higher in the urbanized regions in and near Los Angeles, particularly in areas closer to the Interstate 10 (I-5) and California State Route 60 (CA-60).

The South Coast Air Quality Management District (SCAQMD) is the air pollution control agency for the South Coast Air Basin which includes Montebello. The SCAQMD only has authority to regulate stationary sources, such as factories and refineries, for air pollution. Their incentive programs to help reduce mobile source emissions are purely voluntary. Given SCAQMD's limited authority, any local efforts to directly and indirectly reduce mobile source emissions and thereby improve air quality fall to the City and its transportation and land use policies.

According to the American Lung Association in California, transportation sources comprise roughly 90% of smog forming NO2 pollution in the region. In Montebello, reducing air pollution is contingent on reducing the number of vehicles miles traveled (VMT) in the city. The Montebello General Plan reduces VMT by:

- Planning for and providing feasible and convenient alternative travel facilities and modes that emit fewer pollutants per person;

- Striving to ensure that trip generators (such as homes) and destinations (parks, shops and businesses) are located near one another to allow for shorter trips;

- Promoting walkable and mixed-use development in the downtown area, along key corridors, and neighborhood center sites that are served by high quality transit systems; and

- Promoting complete street policies that encourage walking and use of public transit, thereby reducing traffic congestion and improving air quality.

- Green Infrastructure in the form of trees and plants absorb certain pollutants from the air through leaf uptake and contact removal. Montebello's widely planted trees and plants will also cool the air and slow the temperature-dependent reaction that forms ground-level ozone pollution (smog).



1. Greenhouse Gas Emissions

a. **Assembly Bill (AB) 32**—the Global Warming Solutions Act of 2006 requires California to reduce statewide greenhouse gas (GHG) emissions to 1990 levels by the year 2020. The General Plan and its specific actions to reduce community related and City operations-related greenhouse gas emissions would facilitate implementation of AB 32 and would lay the framework to help meet future goals.

b. **Senate Bill (SB) 32**—In September 2016, the governor signed SB 32 into law, extending AB 32 by requiring the state to further reduce GHGs to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged).

c. **2005 Executive Order S-3-05** —EO S-3-05 was signed in 2005, establishing statewide GHG emissions reduction targets for the years 2020 and 2050. The EO calls for the reduction of GHG emissions in California to 2000 levels by 2010, 1990 levels by 2020, and 80 percent below 1990 levels by 2050. The 2050 emission reductions target would put the state's emissions in line with the worldwide reductions needed to reach long-term climate stabilization as concluded by the Intergovernmental Panel on Climate Change 2007 Fourth Assessment Report.

d. **2018 Executive Order B-55-18**—In September 2018, the governor issued Executive Order (B-55-18), which established a new statewide goal of achieving carbon neutrality by 2045 and maintaining net negative emissions thereafter. This goal is in addition to the existing statewide GHG reduction targets established by SB 375, SB 32, SB 1383, and SB 100.

e. **Sustainable Communities and Climate Protection Act of 2008** — Senate Bill 375 requires regional transportation planning organizations (like SCAG) to develop a Sustainable Community Strategy (SCS) designed to coordinate regional transportation plans with land use intensities to reduce future GHG emissions. Local adherence to SB 375 and the regional SCS is not mandatory; however, the goal is to motivate local governments to align their land use planning with the adopted SCS to capitalize on the new CEQA streamlining opportunities (SB 97 updates). SB 375 provides financial and regulatory incentives to achieve the target GHG reductions, including streamlined environmental review for projects that conform to an adopted SCS. The CEQA streamlining provisions require local governments to define the extent of GHG production and identify ways to substantially reduce GHGs in the future to minimize a potentially significant environmental impact. If the General Plan reduces city-wide emissions to a level that is less than significant, then a later project that complies with the requirements may be found to have a less than significant impact. This will allow the applicant to complete a quick consistency analysis for their project instead of a project specific analysis for greenhouse gases that tends to be costly and time consuming. Potential improvements in air quality is an additional benefit to pursuing GHG reductions for Montebello.



Montebello will protect air resources, improve regional and local air quality, and minimize the impacts of climate change by adopting land use and development practices that reduce the distance people must drive to meet their daily needs.



2. Policies and Actions

P1.2 **Support regional planning efforts to improve air quality.**

A1.2 Coordinate air quality planning efforts with local and regional agencies to meet State and Federal ambient air quality standards in order to protect all residents from the health effects of air pollution. SE R

P1.3 **Consider emission reduction goals in all major decisions on land use and investments in public infrastructure.**

A1.3a Reduce potential GHG emissions from development by encouraging electrification of new developments, promoting energy conservation in existing buildings, plan new development and redevelopment to reduce single-occupancy vehicle miles traveled, and consider green space during development. R

A1.3b Educate property owners and developers on green-space inclusion through educational pamphlets, programs, and webpages. SE R

P1.4 **Educate businesses and the general public about air quality standards, health effects, and best practices they can make to improve air quality and reduce greenhouse gas emissions.**

A1.4a Promote public outreach and education campaigns highlighting the benefits of renewable energy and energy efficiency strategies. SE R

A1.4b Educate property owners and developers on green-space inclusion through educational pamphlets, programs, and webpages. SE R

P1.5 **Coordinate initiatives and regulatory changes with local, regional, and state agencies to reduce motor vehicle emissions.**

A1.5a Develop incentives and adopt regulatory standards to reduce transportation emissions. In addition to reducing the number of miles driven, the fuel efficiency and emissions standards of vehicles must also improve. Working in collaboration with Local, Regional, and State agencies, Montebello will seek to increase use of clean fuels in public and private automobile fleets, consider new legislation, and implement educational programs. R

A1.5b Promote use of alternate modes of transportation in the City of Montebello, including pedestrian, bicycling, public transportation, car sharing programs and emerging technologies. VZ SE R

A1.5c Invest in low-emission or zero-emission vehicles to replace the City's gasoline powered vehicle fleet and transition to available clean fuel sources such as bio-diesel for trucks and heavy equipment. R

A1.5d Encourage the use of low or zero emission vehicles, bicycles, non-motorized vehicles, and car-sharing programs by supporting new and existing development that includes sustainable infrastructure and strategies such as vehicle charging stations, drop-off areas for ride-sharing services, secure bicycle parking, and transportation demand management programs. VZ SE R

A1.5e Require and incentivize projects to incorporate Transportation Demand Management (TDM) techniques. R

P1.6 **Improve the City's jobs/housing balance ratio.**

A1.6 Support development that provides housing and employment opportunities to enable people to live and work within Montebello. VZ SE R

VZ Vision Zero SE Social Equity R Resilience

California Water Service, Montebello Land and Water Company, San Gabriel Valley Water Company and City of Montebello Water Department, and South Montebello Irrigation District operates and maintains majority of potable and recycled water supply lines in the City. Montebello's water management systems are organized around three major uses of water: drinking water, wastewater, and storm water.

To counter pressure on increasing stormwater management requirements and overburdened infrastructure systems, a Green Infrastructure approach to water management uses natural systems, or engineered systems that mimic natural processes to reduce water pollution and flooding. The existing "gray" infrastructure for stormwater management uses curbs, gutters and underground piping to convey water away from developed land. Green Infrastructure relies heavily on water infiltration, evapo-transpiration and collection to capture raindrops where they fall.

Natural systems, such as plants and soils, as well as cisterns and rain barrels, provide these functions to manage rainwater onsite. Therefore, Green Infrastructure is a more cost effective means of maintaining water quality. By weaving natural processes into the built environment, Green Infrastructure provides both stormwater treatment and flood mitigation benefits.

1. Water Quality

a. MS4 Stormwater Permit

Improvement of water quality is a critical issue for all development. Local, State and Federal laws include requirements for the treatment of storm water runoff to reduce pollutants entering the environment.

The City of Montebello fall under the County of Los Angeles MS4 Stormwater Permit (Order No. R4-2012-0175-A01) which identifies stormwater runoff requirements and regulations for new development and significant redevelopment projects to be protective of water quality.

Best Management Practices (BMPs) are structural or engineered devices and systems used to treat storm water runoff before it is discharged into a drainage system (storm drain or channel).

BMPs will be required to be implemented as part of the DSP following local MS4 Permit requirements as well as the County of Los Angeles Department of Public Works Low Impact Development (LID) Standards Manual (February 2014).

BMPs appropriate for an urbanized setting may include the following the LID Hierarchy of items as defined in the permit and LID Development Standards Manual:

- Infiltration;
- Harvest and reuse; and
- Biofiltration

b. Enhanced Watershed Management Program (EWMP)

The local MS4 Permit requires each regulated entity including the City of Montebello to participate in regional watershed working groups to identify regional projects within the watershed to improve water quality in the local receiving waters. The City of Montebello falls within the Upper Los Angeles River (ULAR) Watershed Group which also includes the County of Los Angeles, Alhambra, Burbank, Calabasas, Glendale, Hidden Hills, La Canada Flintridge, Monterey Park, Pasadena, Rosemead, San Gabriel, South El Monte, South Pasadena, San Marino and Temple City. The ULAR EWMP is the largest of all the EWMP's being developed in the Los Angeles region and represents 485 square miles of watershed and 50 miles of mainstream Los Angeles River from its headquarters to just above the estuary.

As part of the City of Montebello's requirement to support EWMP projects (that undergo significant feasibility assessments, scoring and ranking and prioritization for funding based on maximum water quality benefits), the City approved a Partnership Agreement in February 2020 with Los Angeles County for the East Los Angeles Sustainable Median Stormwater Capture Project located in unincorporated Los Angeles County adjacent to Montebello and Monterey Park. The project will involve the collection of up to 5.5 acre-foot per storm event for treatment and infiltration into the local groundwater to improve water quality and support replenishment of the regional groundwater system. The City's contribution for this project is approximately $5 million spread out over 6 years and the majority of the funding is anticipated to come from Measure W funds.

2. Best Practices for Water Management:

a. **Green Streets:** Green Streets are defined as public right-of-way areas that incorporate infiltration, biofiltration, and/or storage to collect, retain, or detain stormwater runoff as well as a design element that creates attractive streetscapes.

b. **Low Impact Development (LID):** LID is a strategy for improving the quality runoff by requiring that development projects direct runoff to treatment systems consisting of vegetation and soil.

c. **Recycled Water Systems:**Recycled water is municipal wastewater that goes through specified treatment so it can be suitable for a beneficial use. Currently approved uses of recycled water in California include non-potable uses, such as irrigation of turf and landscaping, agricultural uses, dust control and industrial cooling. With additional treatment recycled water can also be used to recharge groundwater aquifers.

3. Policies and Actions

P1.7	**Montebello will protect, conserve, and replenish existing and future water resources.**
A1.7a	Encourage and educate residents, business owners, and operators of public facilities to use water wisely and efficiently. R
A1.7b	Encourage public and private property owners to plant native or drought-tolerant vegetation. R
A1.7c	Continue to coordinate with the developers for opportunities to expand use of reclaimed water systems. R

Topics of Integrated Water Management Systems (potable, wastewater, and stormwater) are addressed in Our Well Planned Community.



2 Our Prosperous Community

Montebello will attract and retain jobs within growth industries; nurture small entrepreneurial businesses; redevelop underutilized properties along key corridors and districts; and build the city's fiscal capacity.

Our Prosperous Community provides an economic development strategy framework for the City of Montebello (City). This chapter is informed by a market analysis as well as discussion with City Staff and the broader consultant team to articulate the following economic development focus Topics, Policies, and Actions in a manner that best addresses community needs and aspirations appropriate for the City as well as the identified Focus Areas.

A prosperous and economically vibrant Montebello will be aligned with the General Plan Update's economic guiding principles that include using an integrated planning approach, is inclusive to all residents, invests in its residents, expands small scale manufacturing, and enhances place-making in the City. Over the period of the General Plan, the City and its economy are well-positioned to realize this vision based on guiding principles identified in the planning process.

This chapter provides a summary of the City's economic context and a set of preliminary Focus Topics, Policies and Actions that address key aspirations and challenges. These Focus Topics, Policies and Actions will evolve with continued input from community members and City staff. The issues explored are broadly focused at the City with references to the eight Focus Areas that were identified as realistic areas to accommodate future growth. Each area has its own unique characteristics, market considerations, and development potential that will be explored within this economic development strategy framework.

A. GUIDING PRINCIPLES

1. **Integrated Approach:** Montebello's government, business, education, and the community will work together to create a vibrant local economy, through a long-term investment strategy that: encourages local enterprise; serves the needs of local residents, workers, and businesses; promotes stable employment and revenues by building on local competitive advantages; protects the natural environment; increases social equity; and is capable of succeeding in the regional marketplace.

2. **Inclusive:** Montebello will create opportunities for all socio-economic groups of the population and distribute investment and productive growth fairly across the City.

3. **Small-scale manufacturing:** Montebello will revitalize its corridors and downtown streets by bringing in and supporting small-scale manufacturing businesses that offer well-paying jobs and support local business ownership.

4. **Place-making:** Montebello will have a distinctive identity that creates a quality of life that is attractive for business retention and future residents and private investment. Community development efforts will help to create and preserve the community's sense of uniqueness, attractiveness, history, and cultural and social diversity, and include public gathering places and a strong local sense of place.

B. MAJOR PROSPEROUS COMMUNITY CHALLENGES

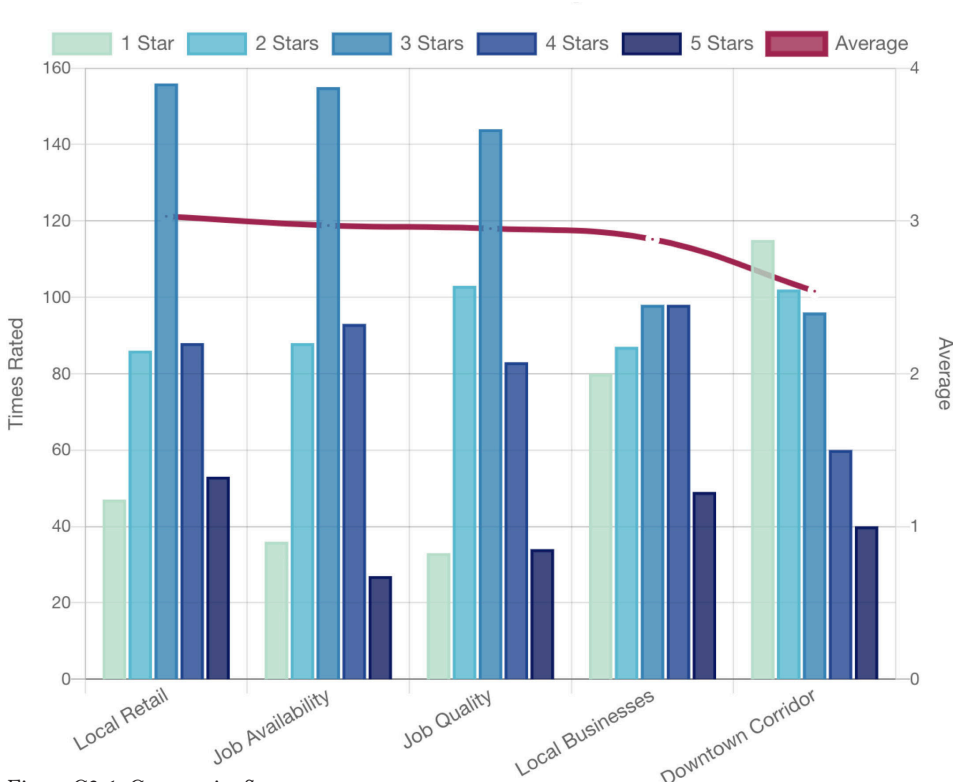


Figure C2.1. Community Survey

Sample of written comments from the Community Survey:

- Local Retail: A lot of shops have closed down due to Covid & the mall is starting to lose stores that capture my interest.
- Job Availability: Adequate, more part time opportunities for youth, seniors & entry level positions.
- Job Quality: The quality is only for low income people that work for minimum wage. We need more jobs with higher pay.
- Local Businesses: We need better, safer, & variety of businesses to shop, eat, & receive services.
- Downtown Corridor: There is some improvement, but would definitely love to see new businesses.

Following are comments from April 2021 Our Prosperous Focus Group Meeting and stakeholder interviews:

Montebello's greatest assets are:

- Diverse community
- Central Location – proximity to Downtown Los Angeles, central location to SoCal attractions, and freeway access.
- "Small town" sensibility

Montebello's challenges are:

- Lack of community involvement and lack of vision;
- Outdated land use designations;
- Lack of affordable housing and deterioration of current housing stock;
- Lack of places that draws people; and
- Decades of disinvestment in South Montebello.

Opportunities in Montebello:

- The downtown presents the best opportunity to provide diverse housing types in a mixed-use and walkable setting. Repurpose vacant and underperforming buildings in the downtown area.
- Attract a major business to the old Costco facility and the old Sears building. The new homes being build on the Montebello Hills should be a huge incentive to attract quality shopping and entertainment uses.
- The mini-malls that anchor commercial intersections throughout Montebello's corridors need renewal.
- Capitalize on assets and existing identity, and leverage those assets to draw visitors to these corridors. Build up the entrepreneurial ecosystem of the commercial corridors in Montebello by expanding business development opportunities, and promoting and featuring local businesses.
- Reverse decades of disinvestment in South Montebello. Provide the southern half of Montebello with the same opportunities and economical investment.

Public Interventions for Business

- Small business stabilization funds in the form of grants, loans, waivers on permits and licensing fees can inject temporary relief.
- Encourage/allow retail spaces to become mixed use with residential.
- More local networking opportunities like a small-business expo are needed.
- Funding opportunities may include CDBG funds and micro-loans.
- Need clear and precise development standards to improve the appearance of the public and private areas along the commercial corridors and promote better circulation.

C. ECONOMIC CONTEXT

Given its central location within the larger Los Angeles Metropolitan Statistical Area it is estimated that there are over 10 million people living within a 30-mile radius of Montebello, which includes major job centers such as Los Angeles and Anaheim. From a regional perspective, the City is easily accessible from numerous State Routes as well as Interstate Highways. The City benefits from being near a major employment center in Downtown Los Angeles as well as future Metro Gold Line planning that will connect the City to Downtown in the future via light rail public transportation (2035).

The City is a mixed-income community with higher income households in its northern area (bifurcated by Whittier Boulevard) and is primarily surrounded by other mixed-income communities.

Currently, most City residents work outside of the municipal boundaries with strong concentrations of residents employed in areas within 10 miles.

Despite job growth in several sectors within Los Angeles County, the City has seen job losses of 1,200 net in-place jobs since 2008. Over that time, job growth in the City has been driven by Health Care & Social Assistance and Accommodation & Food Services industries.

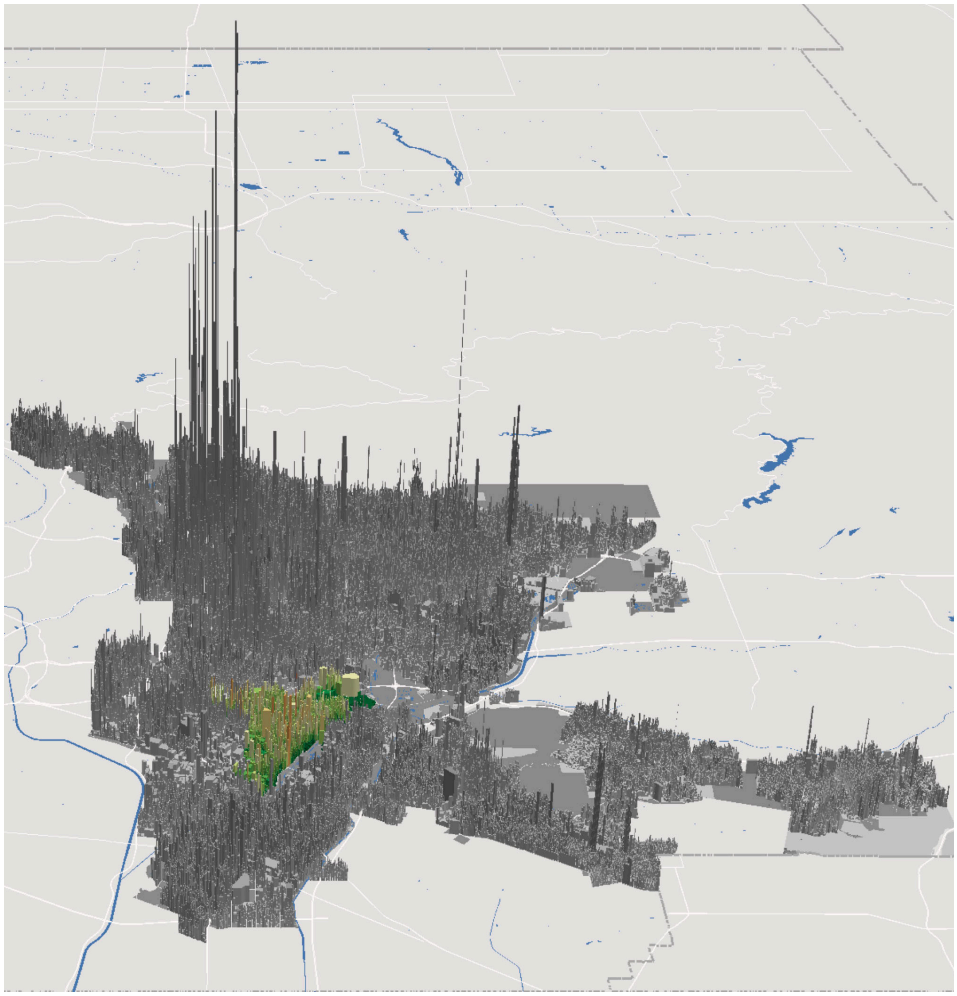


Figure C2.2. Economic Context. Montebello benefits from being near a major international employment center in Downtown Los Angeles. The future Metro Gold Line will further enhance connections to Downtown Los Angeles and the region (2035). Source: Los Angeles County Assessor Office, 2020.

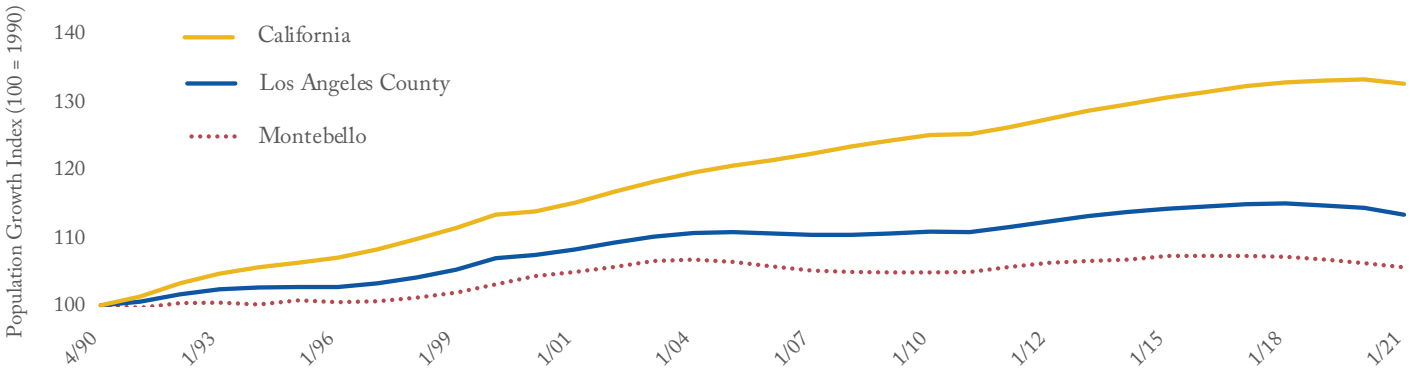
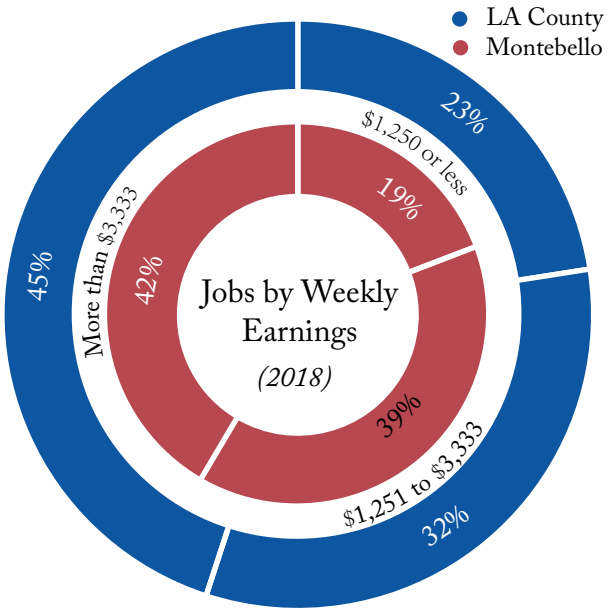


Figure C2.3. Population Growth Index. Population and households are expected to grow at a rate that is below projections for the greater Los Angeles County area. The rate of future growth could be affected by the introduction of Gold Line Extension light rail service, which could make the City a more attractive place to live for those who currently work in employment centers along the existing Gold Line corridor. Source: Department of Finance.



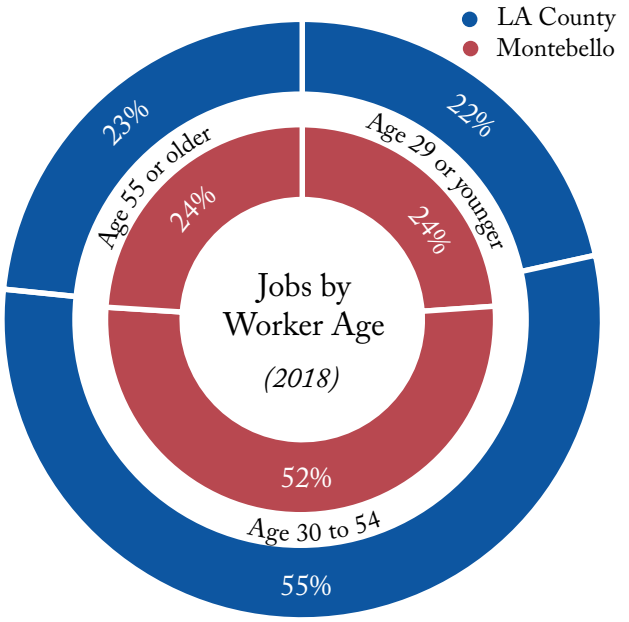


Figure C2.4. Job Earnings. Workers in the City tend to have lower earnings than the County and have slightly different age characteristics. Source: US Census LEHD.

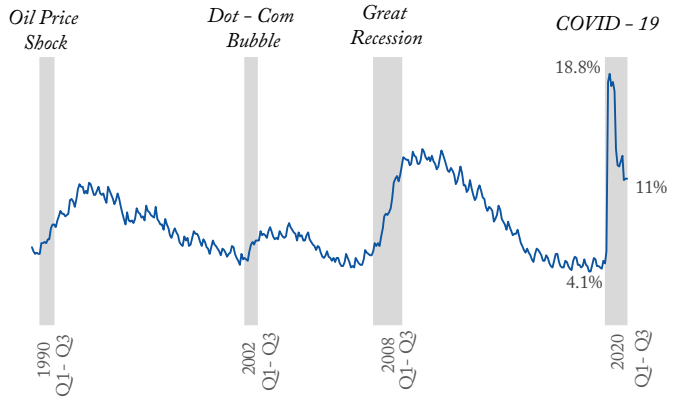


Figure C2.5. Historic Unemployment Trends in Los Angeles County. The COVID-19 recession is an ongoing economic recession in direct result of the global pandemic. The recession is currently the worst economic crisis since the Great Depression. Source: US Census LEHD

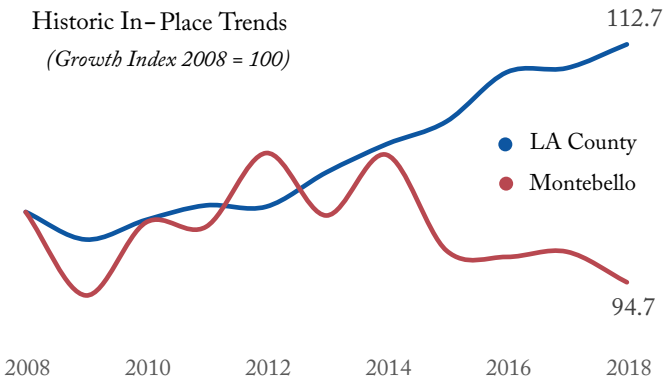


Figure C2.6 In-Place employment refers to jobs located in the City. Since 2008 the City has lost approximately 1,200 jobs. Source: US Census LEHD

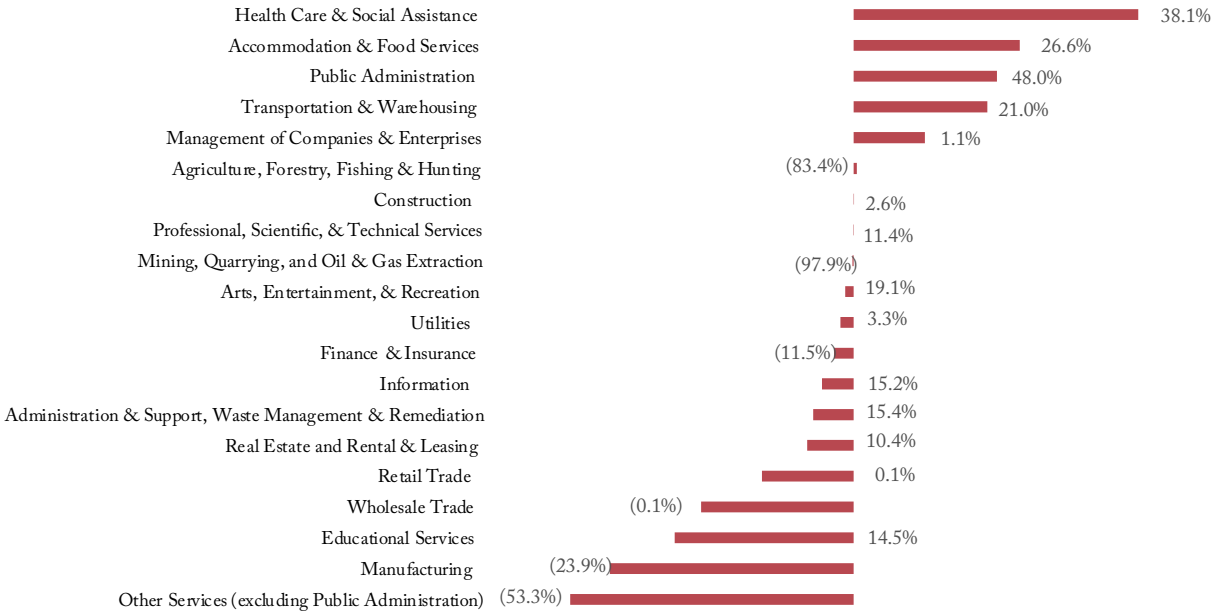


Figure C2.7. Montebello Change in Employment (2008 – 2018). Job growth in Montebello has been driven by Health Care & Social Assistance and Accommodation & Food Services. Source: US Census LEHD.

Analyzing the built environment, in general, the City has an older supply of residential and commercial development. The average pricing of the various residential and commercial development tend to be lower than the Countywide averages. However, residential housing has appreciated in value and most of the commercial uses all have very low levels of vacancy, suggesting a level of stability in the local market. Future long-term demand for new development in the City for office, industrial, retail and hotel uses will be a function of the attributes of the available site, adjacent land uses, and the regional economy. Although the Los Angeles office/industrial market is comprised of many submarkets, each with potentially a distinct tenant profile, office/industrial space is highly substitutable, such that the potentials in any given market are determined by the strength of the regional office/industrial market. Retail real estate markets, on the other hand, are typically more subject to obsolescence and more locally based than either office or industrial markets. Finally, hotel demand is largely generated from two major sources, leisure tourism and business, but also can be generated by residents and employees from the submarket area.

The City is largely built out, resulting in slow growth projections for both population and housing. As a result, new development opportunities will be needed to grow the City's base of residents and employment opportunities to ensure its long-term sustainability. Given anticipated demand for various residential and commercial land uses, the identification of key development sites should be explored within the Focus Areas to encourage future development. These include the future Metro station area, Downtown Montebello Specific Plan Area, commercial corridor's intersections for higher intensity development, and transitional areas or redevelopment opportunities with "low/underperforming" Industrial/Commercial uses.

Careful consideration should be given to the desired mix of land uses to ensure the long-term financial sustainability of the City from a fiscal perspective. Various potential land use changes under consideration will have different fiscal impacts to the City's General Fund. For example, multi-family residential land uses typically have the highest revenue and service level cost potential. The development of Industrial and office space in the City will likely have a net positive fiscal impact, as typically jobs created by these land uses require fewer city services than residential development. New retail development can have a positive impact on the General Fund largely through the generation of sales tax and hotel land uses typically have high net positive fiscal impacts because, like other commercial uses, the service costs are lower than residential uses and the City receives the full voter-approved transient occupancy tax rate.





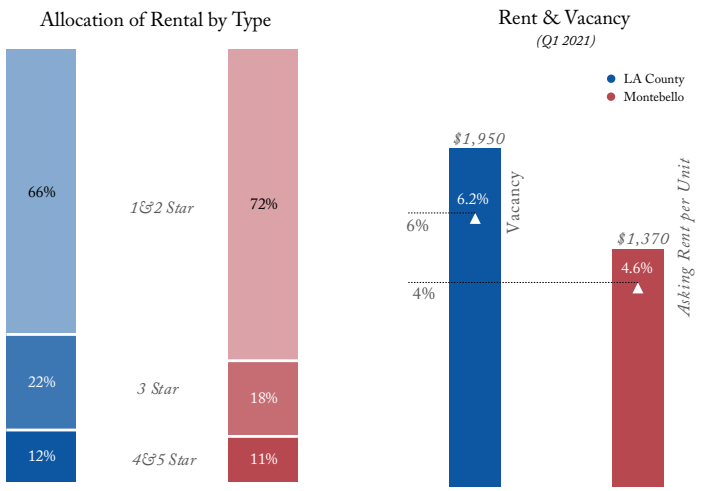


Figure C2.8. Renter-occupied units in the City, defined by the Star rating (class) is closely aligned with the County. The vacancy rate is very low in the City below industry standards for stabilized vacancy, which typically suggests new development is demanded.

1. Multi-Family Land Uses

Resident growth in the region will create demand for new housing in the City and its submarket areas. The declining affordability of the greater Los Angeles area will continue to push housing demand to the east. As such, the City is well positioned to capture future housing demand even though it has been historically a low growth area. The extension of the Gold Line will also create unique transit-oriented development opportunities for higher intensity development. The market analysis suggests a growth target of 2,650 units over the next 20-years.

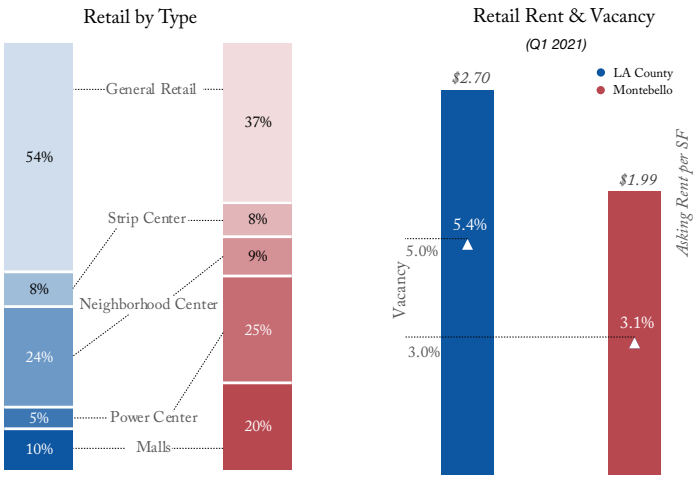


Figure C2.9. The City has an over-representation of retail space in Malls and Power Center. These retail typologies rely on a broader market to support sales. Neighborhood/Community serving retail, which relies on a more local market, are underrepresented. Overall, the City has a lower average asking rent and very low vacancy.

2. Retail Land Uses

Resident and employment growth in the City will create modest demand across several retail categories. As retail continues to evolve, there continues to be a focus on creating unique, local, high-quality experience-based consumption activities. Demand for this experiential retail will come from smaller market areas. As such, it is unlikely that the City will require planning for large, new regional shopping destinations (e.g. Mall, Power Center, etc.). In fact, redevelopment of underperforming large-format retail space to other uses may prove to be a better strategy given these changes in retail dynamics. The market analysis suggests a growth target of approximately 142,000 square feet over the next 20-years.



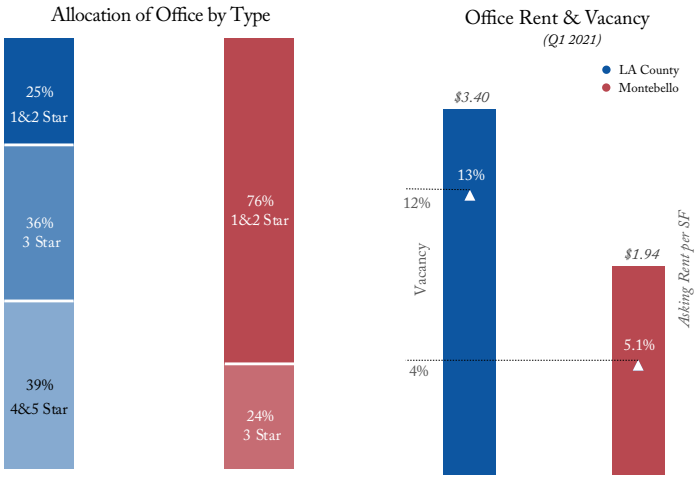


Figure C2.10. Over 75% of the existing office supply in the City is 1 or 2 star rated, which denotes a lower-class office product. The average asking rent is lower than the County, which aligns with lower quality/older office product. The current estimated vacancy is vey low, which suggest stable tenants.



3. Office Land Uses

Office deliveries have historically been low in absolute and percentage terms in the City. There is a cluster of medical-office development along the Beverly Corridor, which should be supported to accommodate anticipated future growth in medical serving industries that need office space (also a growing industry). A potential area of interest could be exploring live/work office development, which could satisfy demand from both residential and employee markets. It should be noted that the aftereffects of the pandemic's impact on office demand is unknown. The potential increase in the number of telecommuting employees could weaken demand for future office demand. The market analysis suggests a growth target of approximately 286,000 square feet over the next 20-years.

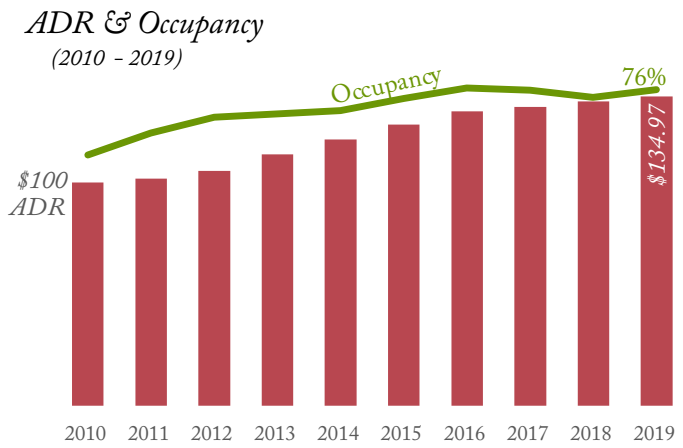


Figure C2.11. Average Daily Rates(ADRs) and Occupancy have increased over the last 10-years but remain lower than the overall County averages.



4. Industrial Land Uses

Traditional Industrial serving job growth is anticipated to decrease in future. Demand for Industrial/Flex space (typically higher job density more akin to office development and a smaller footprint) may potentially outpace demand for new industrial space, leading to redevelopment of underutilized industrial sites. A strategy could be employed to protect higher value industrial space and encourage the redevelopment of existing underperforming industrial land to Industrial/Flex or to consider transitioning to other land uses as appropriate. The market analysis suggests a growth target of approximately 697,000 square feet over the next 20-years.





5. Hotel Uses

Most of the higher quality hotel supply in the market area are located adjacent to highways, suggesting that their base customer is likely choosing the location due to proximity to other locations. Given the expansive Los Angeles tourist market, many price sensitive travelers will choose locations with access to multiple tourist attractions (e.g. Universal Studios Hollywood and Disneyland Resort within an equidistant 30-minute drive time). Potential sites adjacent to the I-5 or 60 could be explored for a potential midscale class property (e.g. Holiday Inn Express). The market analysis suggests a growth target of approximately 100 hotel rooms over the next 20-years.



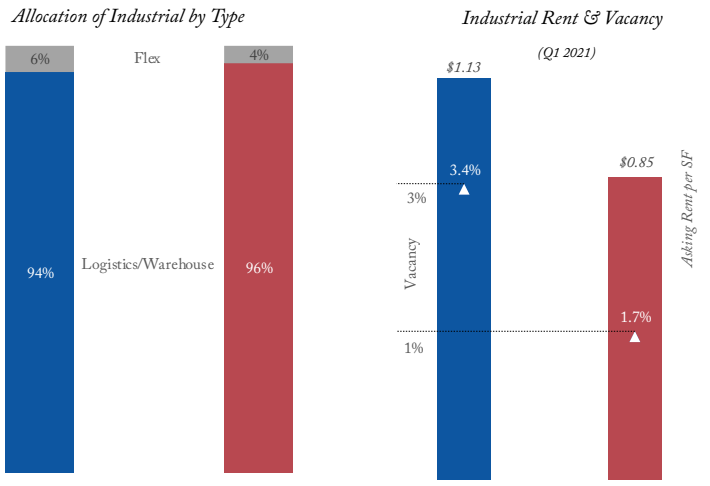


Figure C2.12. The City has a similar allocation of Logistics/Warehouse and Flex in comparison with the County. The average asking rent per square foot is typically lower than the County average. The City's vacancy percent is almost half of the County.

D. POLICIES AND ACTIONS

Based on the market-based findings and commuity input the policies and actions are organized under four key topics:

1. Support economic development capacity and leadership;
2. Promote infill redevelopment,
3. Protect and invest in existing assets, and
4. Prioritize fiscal sustainability.

1. Support Economic Development Capacity and Leadership

Maintaining the staff and resources to effectively monitor and evaluate economic development programs is instrumental to their deployment. To assure the best possible implementation and management of all such initiatives, Montebello should reflect upon its internal organizational approach to economic development, and its funding strategies to support it.

P2.1 Support the Creation of an Economic Development Organization in the City.

To guide and focus efforts to maximize economic development opportunities, the creation of an economic development organization for the City should be considered. It is important to understand how the City's internal governance will interact with the organization or, if preferred, it could be established within the existing Economic Development Division. The organization will need dedicated staff and resources and should work with the Montebello Chamber of Commerce, San Gabriel Valley Economic Partnership, local businesses, and other cities to advance the strategic economic goals of the City.

A2.1a Determine the best governance of economic development efforts in the City. (R)

Potential organizational structure for the economic development organization include:

***Public** – A division within the City or regional planning organization. Public economic development organizations have different formal and informal powers than private economic development organizations. For example, they can assemble land, access grants from the state and federal government and can provide public sector funding and tax incentives that otherwise would not be available.*

***Private** – A private economic development organization typically is an organization with the express mandate of promoting economic growth, but which has no public control of governance and no formal links to government. Private economic development organizations emphasize business attraction, retention, and expansion as their primary economic development mission. Some of the most common economic development tools private economic development organizations use to achieve these goals include marketing, advertising, and business assistance. Examples of private economic development organizations include chambers of commerce and community development corporations.*

***Public/Private** – In some cases, neither the public nor the private sector has sufficient resources to assume a lead role in addressing local economic development. In these situations, an organization that joins public and private sector resources can be effective in creating and implementing economic development policies and programs. Public-private partnerships are long-term shared commitments between the public and private sectors designed to pursue common goals related to the business environment in a community. Economic development outsourced to a public/private organization can be supported through taxes or municipal finance instruments.*

A2.1b Monitor economic development activities in the City. (R)

The economic development organization should reevaluate the Economic Development Strategy every five years. The organization should also monitor and report on economic activities on a regular basis.

(VZ) Vision Zero (SE) Social Equity (R) Resilience

2. Promote Infill Development

Given the need for new housing and development careful consideration should be taken to identify locations where higher intensity, mixed-use, walkable development can occur without changing the existing character of the City.

P2.2 Promote corridor development.

Encourage strategic infill development to create nodes of mixed-use activity, potentially focused on Major/Major intersections. Intensifying development at these nodes would also assist in protecting existing mid-block retail destinations that have been servicing the community. Given the larger streetscape, the scale of development could be varied to make development denser without making new development feel out of scale with the existing character of the corridor.

A2.2a Promote housing and job growth along the Beverly Boulevard Corridor. R

Support new infill development around City Hall and the extension of the hospital campus to further the burgeoning employment center in the City. The inclusion of three- and four-story mixed-use infill along the corridor to create a new linear spine that could bring in new housing, potentially live/work oriented, without disrupting any of the existing residential assets of the City. This infill could be particularly important in addressing affordable housing in the context of the entire City.

A2.2b Encourage infill housing along Montebello Boulevard Corridor. R

Support new infill along Montebello Boulevard between Washington Boulevard and Whittier Boulevard as means to connect the historic main street and new transit-district created by the future Gold Line station. This portion of the Montebello corridor could be designed to be bicycle-friendly and walkable to accord a seamless connection between the two east-west streets.

A2.2c Repurpose struggling retail along the Whittier Boulevard Corridor (outside Downtown). R

New mixed-use infill could generate new housing and help connect the Downtown "Main Street" environment westward with a different character and uses based on various residential development typologies with supportive public realm improvements.

A2.2d Evaluate Feasibility of Enhanced Infrastructure Financing Districts (EIFD). R

Establishing an EIFD could potentially assist funding placemaking and infrastructure improvements in the City. Tax increment financing (TIF) was historically used by redevelopment agencies to raise funding for infrastructure improvements, land assembly, housing, and other projects in redevelopment areas. With the dissolution of redevelopment agencies in 2012, EIFDs are a type of TIF district cities and counties could form to help fund economic development projects.

P2.3 Maximize future Light Rail Stop with TOD Planning.

The anticipated Gold Line station is a significant opportunity for the City that should foster transit oriented development (TOD) planning and encourage catalytic developments around the future Greenwood Station on Washington Boulevard.

A2.3a Capitalize on transit adjacency. R

The future station can become the focal point for a new vibrant mixed-use district where people can live close to public transit, thereby diminishing reliance on the car and would be particularly attractive to future residents that work in the greater downtown Los Angeles area.

A2.3b Prioritize placemaking. R

Create a plaza at the Greenwood station that features a variety of public amenities that will increase the attractiveness of the station and catalyze mixed-use development activity on adjacent land. Establishing an EIFD in the area could also help capture increased value that come along with TOD adjacencies as well help funding infrastructure needed for placemaking.

P2.4 Repurpose the regional retail centers to meet new community needs.

Shopping preferences have shifted, to increasingly favor place-based destinations with a mix of uses and walkable design elements. The business model that sustained large-format, brick-and-mortar retail chains has been upended by these changing preferences, by increased competition from online retailers, and by large-scale global economic events.

A2.4 Redevelop struggling retail property as mixed-use urban places, re-use anchor store boxes as office space, or create new-build housing and entertainment options. R

Property owners, financial institutions, and local governments must work together with community stakeholders to allow for creatively repurposing these properties to experience based retail and entertainment uses and non-retail uses.

VZ Vision Zero SE Social Equity R Resilience

3. Protect and Invest in Existing Assets

The City has many important assets, which should be protected and targeted for reinvestment. The City's productive industrial area and stable residential neighborhoods should be protected and reinvested.

P2.5 Nurture the local business community.

Providing business support services and infrastructure improvements to major commercial corridors throughout the City will help assure that local business can thrive.

A2.5a Provide more resources to small businesses. SE R

The City can support the operations and growth of small businesses, at various stages:.

- *Expand business outreach. Updates to the City's business resources, holding public meetings and information sessions, and considering ways to ease permitting and licensing processes could help forge stronger connections between the City and local businesses.*
- *Promote access to business support opportunities for minority- and women-owned businesses. Better connections to existing opportunities may come at little to no added cost to the City, and stand to greatly benefit the strength and diversity of Montebello's local business profile.*
- *Provide technical assistance and financial literacy training. The City could stage quarterly trainings to help businesses navigate local processes, apply for grants or loans, find trained workers, and learn from one another.*

A2.5b Support local business operations. SE R

The City can:

- *Provide incentives for businesses to invest in these improvements, funded through sources such as CDBG grants, discounted or no-cost permits, or the establishment of a Special Revenue Fund.*
- *Create a special incentive to contract/procure with Montebello-owned businesses, further strengthening the cycle of local investment.*
- *Pursue creative placemaking to assist in branding distinctives places.*

A2.5c Establish an incubator for local start-ups. SE R

Providing a local incubator space can help businesses form and prosper, and help strengthen networks around a particular industry.

A2.5d Create pathways to high-quality jobs for residents. SE R

Establishing avenues for youth to pursue high-quality jobs can help assure economic vitality and resiliency. The City can partner with local high schools to expand work-based learning opportunities through internships, and offer technical programs (particularly in STEM or healthcare) as part of daily curricula. The City can also host events and programming at the Catherine Hensel Youth Center, to familiarize young adults with local job opportunities.

P2.6 Preserve and enhance industrial areas.

Given the demand for industrial uses identified in the market analysis, it is critical to support the continued evolution of commercial industrial development in the City. This could take the form of higher intensity Flex/Industrial development as well aligned with developing industrial trends for growth industries within the greater Los Angeles Industrial Market area.

A2.6a Promote more compatible land uses adjacent to idustrial areas. SE R

A2.6b Explore potential for higher value productive industrial users. R

Target emerging industrial sectors that can provide high-value and high-wage jobs in the City.

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4. Prioritize Fiscal Sustainability

Montebello is a land management corporation that anyone who lives or does business in is also an investor in. Land is the primary resource of any city, and how it uses land influences the costs the city will face and its ability to pay for services. Luckily, through planning and development processes the city can understand and influence the way it grows.

The fiscal analysis focused on the per acre metric as a unit of productivity. This metric normalizes total revenues and tax values into a direct "apples-to-apples" comparison, utilizing land consumed as a unit of productivity. Put another way, different cars have different-sized gas tanks, so the gallon is used as a standardized measure, not the tank. Therefore, "miles per gallon", not "miles per tank" is common practice to gauge efficiency. The same principle is applied to measure the financial productivity of various development types across a community on a value per acre scale instead of total value.

P2.7 Encourage urban infill and compact development.

The tax production per acre is considerably higher in more dense downtown and corridors than development in less dense fringes that is only accessible by automobiles and therefore requires acres of land for parking. Downtowns and urban corridors are more highly utilized and highly valued. They save money on upfront infrastructure; reducing the cost of ongoing services like fire, police and ambulance; and generate greater tax revenues.

A2.7a Promote infill development on vacant and underutilized sites (such as surface parking lots), particularly on corridors and in the Downtown area. SE R

Vacant or underutilized sites that currently detract from the City's pedestrian environment by breaking with retail frontages and provide no or little street activation, and do not fully capitalize on the City's fiscal opportunity.

A2.7b Ensure that new infill development is not a fiscal burden to the City. SE R

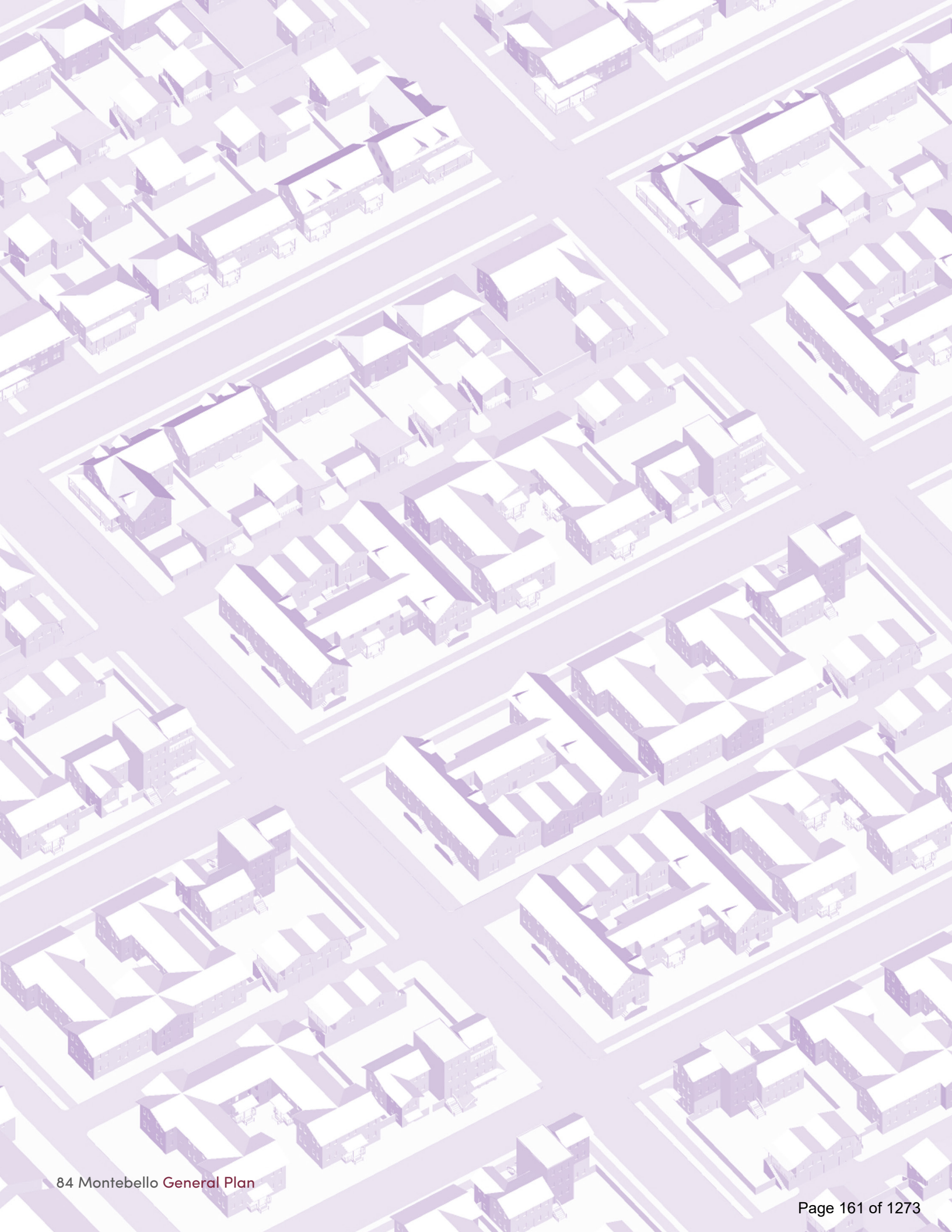
Require proponents of new developments to provide fiscal impact analyses, which are then independently peer reviewed at the proponent's expense, to inform entitlement decision making.

P2.8 Remove regulatory and procedural barriers to fiscally productive land uses and good design.

A2.8 Amend General Plan policies and zoning and development standards to allow more intensive uses while being respectful to the contextual setting. SE R

Introduce new infill buildings and renovate existing buildings in a manner that preserves and enhances Montebello's walkable urbanism of interconnected streets lined by buildings that engage, frame, and activate the street. The infill building design should respect the existing small and fine-grain context and enrich the public realm.

VZ Vision Zero SE Social Equity R Resilience



3 Our Well Planned Community

Montebello will conserve and enhance stable areas, promote contextual infill, and direct productive growth to downtown, commercial districts, and corridors.

This chapter indicates why, how, and where Montebello will grow. The vision and strategy for growth was developed through open, transparent, and broad-based public involvement. The different components of the Well Planned Community chapter are developed on an integrated platform that supports multiple benefits from implementation.

The General Plan coordinates the community's priorities into a spatial and physical framework to achieve the vision. The policies are linked to place. The organizing framework recognizes that Montebello provides a range of options to suit diverse needs. The framework therefore supports a range of complete human habitats of distinctive character and intensity from the natural, sub-urban, to the urban core. The form and character of the different human habitats is conceived as a geography of diverse place types such as neighborhoods, districts, and corridors. The allocation of separate land use designations are based on geography of places that address "form and character" of the place.

The General Plan informs the nature of intended change in different areas. The stable areas are preserved and maintained, struggling areas are programmed for regeneration, and new neighborhoods are designated for expansion on vacant parcels. This approach focuses policy, regulation, and the techniques used to implement the community vision for areas of change.

A. GUIDING PRINCIPLES

The land use recommendations have five main focuses:

1. **Preserve Natural Areas:** Protect existing natural areas such as the Rio Hondo Channel, aquifer-recharge areas, the Montebello Hills dedicated open spaces, and agricultural parcels.

2. **Preserve and Enhance Stable Residential Districts:** Existing residential subdivisions in stable condition may need minor attention and continued support through appropriate regulations and provisions that recognize their particular features and characteristics. The level of change ranges from reinvestment in existing buildings and minor improvements to utility infrastructure and the public realm, to the occasional infill development that completes the prevalent development pattern.

3. **Revitalize Industrial Areas:** Support existing productive industrial areas while being flexible to take advantage new opportunities presented by emerging technology and transit station along Washington Boulevard.

4. **Revitalize Downtown, Corridor, and Neighborhoods:** Direct new growth to downtown, corridor, and neighborhoods in need of reinvestment where viable infrastructure is already in place.

5. **Invest in Underserved Areas:** Reinvest in often underserved neighborhoods and corridors in South Montebello. This area sends more revenues to the City compared to other neighborhoods yet have historically failed to get their fair share of investments.

B. PATTERN OF DEVELOPMENT

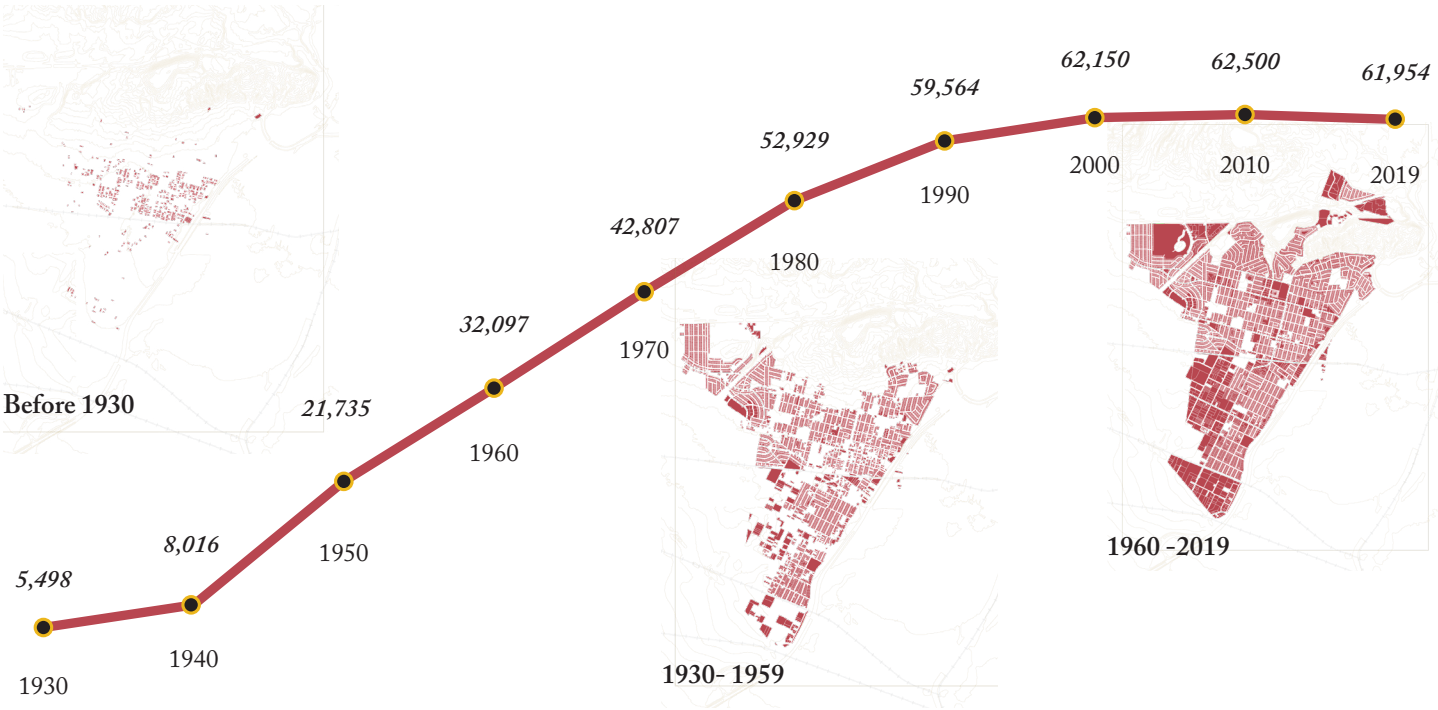


Figure C3.1. Historic growth pattern.

Majority of Montebello's building stock was constructed between the 1940's and 1970's. The pattern of development was walkable and mixed use neighborhoods, supported by transit services along the corridors.

Like most of Southern California cities, development of residential subdivisions, shopping centers, and suburban office parks in the past few decades has been been mostly designed to be accessed by the automobile. To fuel this demand, zoned parcels along the corridors and larger parcels along the highway have been zoned for commercial uses.

Montebello is now built out. However, built out does not mean complete or no room for change. The recent escalating destabilization of large-format retail comes at a time of not only shifts in online shopping, demographics and associated consumer preferences, but also growing concerns about inefficient use of natural resources and the costs and environmental impacts of sprawling development patterns.

Online purchasing and changing preferences have shifted to shopping from the comfort of our home,leaving much of the brick-and-mortar shopping centers and strips in decline.

Montebello is transitioning from expansion and development to maintenance, preservation, and restorative infill activities. New wealth creation opportunities are likely to be in repositioning the underperforming commercial areas — filling in, fleshing out, and maturing with productive growth.

Besides productive physical growth, the City can become more resilient, healthier, cultured, accessible, nourishable, and serviceable, with lovable distinctive place to live and work.

Like all of Southern California, Montebello is suffering from a massive affordable housing crisis. Faced with a shortage of new construction, exploding costs, and very little choice, the rational direction is infilling, repairing, and enhancing our existing commercial centers and corridors — and accelerating the shift from cars to walking, biking and transit. These commercial corridors are served by frequent transit, and provide the opportunity for improvements that could also make them safe for walking and biking, and enhancements including trees and urban greening to make them climate-safe and attractive. The compact and walkable urban development approach can reduce infrastructure costs and ongoing expenses for Montebello while also boosting tax revenues.

The General Plan seeks to maintain and enhance the stable residential and industrial districts, and preserve and restore the natural habitat. Within the downtown, corridor, and large struggling shopping centers, the General Plan seeks to promote and enhance the walkable, compact, and diverse neighborhoods that provide economic, environmental, social, and health benefits.

The shift from automobile to people based development patterns will require reform in land subdivision and block size; street design; land use; and building form. Walkable places require all four design characteristics to work in concert. For example: addressing building form by replacing a commercial strip center with sidewalk adjacent buildings but neglecting to address the design of the high-speed arterial street will not induce people to walk.

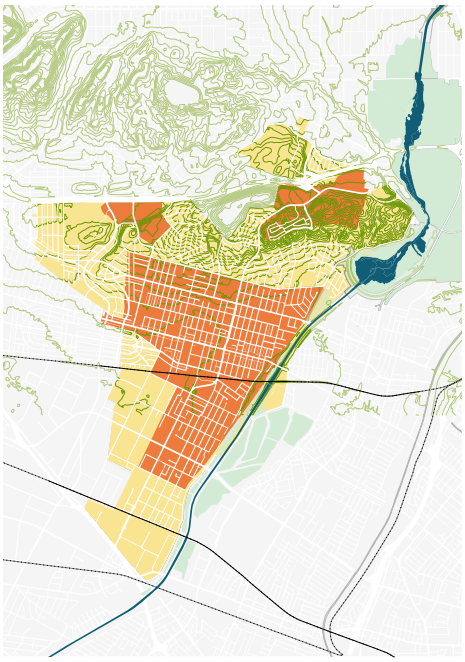


Figure C3.2. Areas of stability and reinvestment.



Figure C3.3. Green Infrastructure weaves together the various community assets.

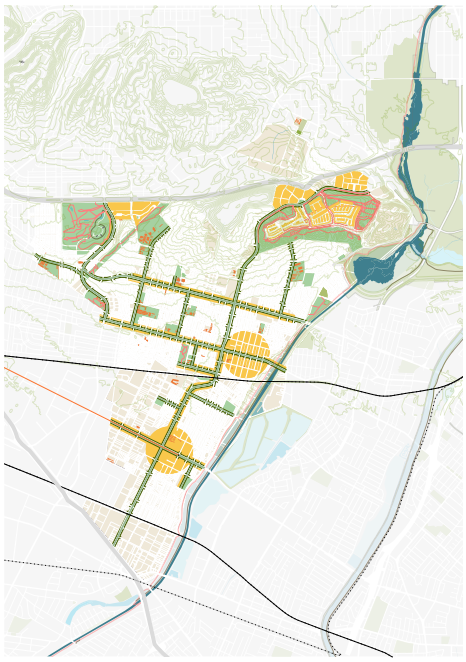


Figure C3.4. Reivestment focused in the downtown area, the corridors, and large tracts along the highway.

Neighborhoods are the basic building block of Montebello. The General Plan identifies a range of neighborhoods with a balanced mix of human activity with uses including homes, workplaces, shops, civic buildings, and parks. The vision of the General Plan is to protect, enhance and create complete, compact and connected neighborhoods that provide a high quality of life for residents. Montebello neighborhoods will mix a variety of residential types within a walkable network of green streets and parks, schools and neighborhood centers to serve daily shopping needs.

Corridors are natural or urban, often forming boundaries, as well as connections, between neighborhoods and/or districts. Natural corridors are the Rio Hondo drainage channels or green streets and easements. Urban corridors are transportation thoroughfares that frequently encompass major access routes, especially ones with commercial destinations, including transit routes.

Districts are areas emphasizing specific types of activities and exhibiting distinct characteristics. Districts are areas of the city that are dominated by a single activity that is functionally specialized with supportive uses and are somewhat more automobile-oriented. Districts play an important role in a city since they are the primary commerce (industrial, office, retail) areas that provide jobs and economic development opportunities.

The core of the city consists of diverse and walkable neighborhoods. Within the neighborhoods, new growth will largely be directed to Downtown, corridors, and new planned neighborhoods along SR-60. The more recent development to the north and west is largely stable single-family residential districts accessible by the automobile. Industrial areas are located along the western and southern edges of the City.

The Green Infrastructure Plan weaves together the existing and proposed parks and open spaces with green streets. Different flowering trees define and reinforce the distinctive neighborhood characteristics in keeping with Montebello's historic "City of Flowers" moniker.

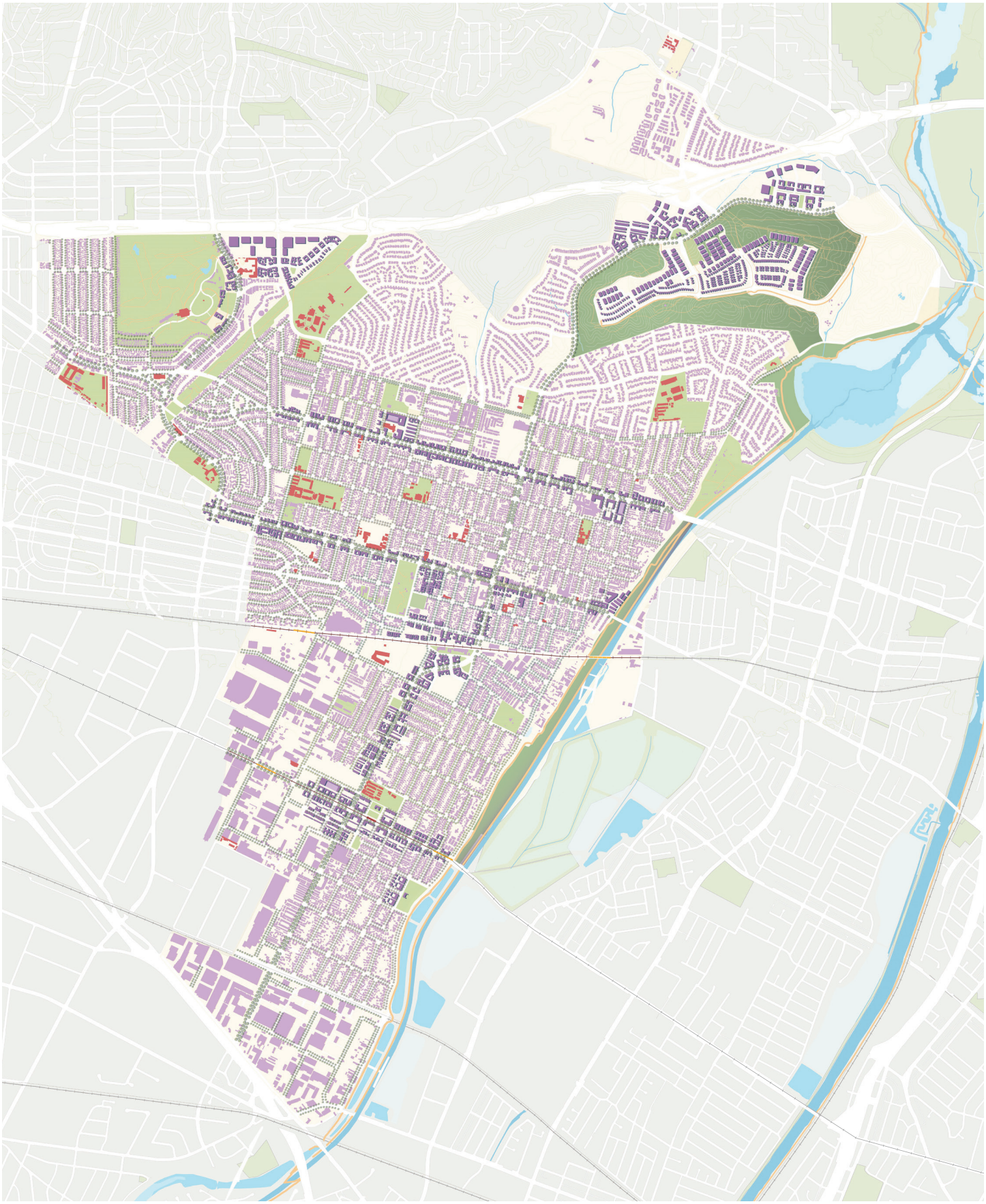


Figure C3.5. Illustrative Master Plan.

D. LAND USE CATEGORIES

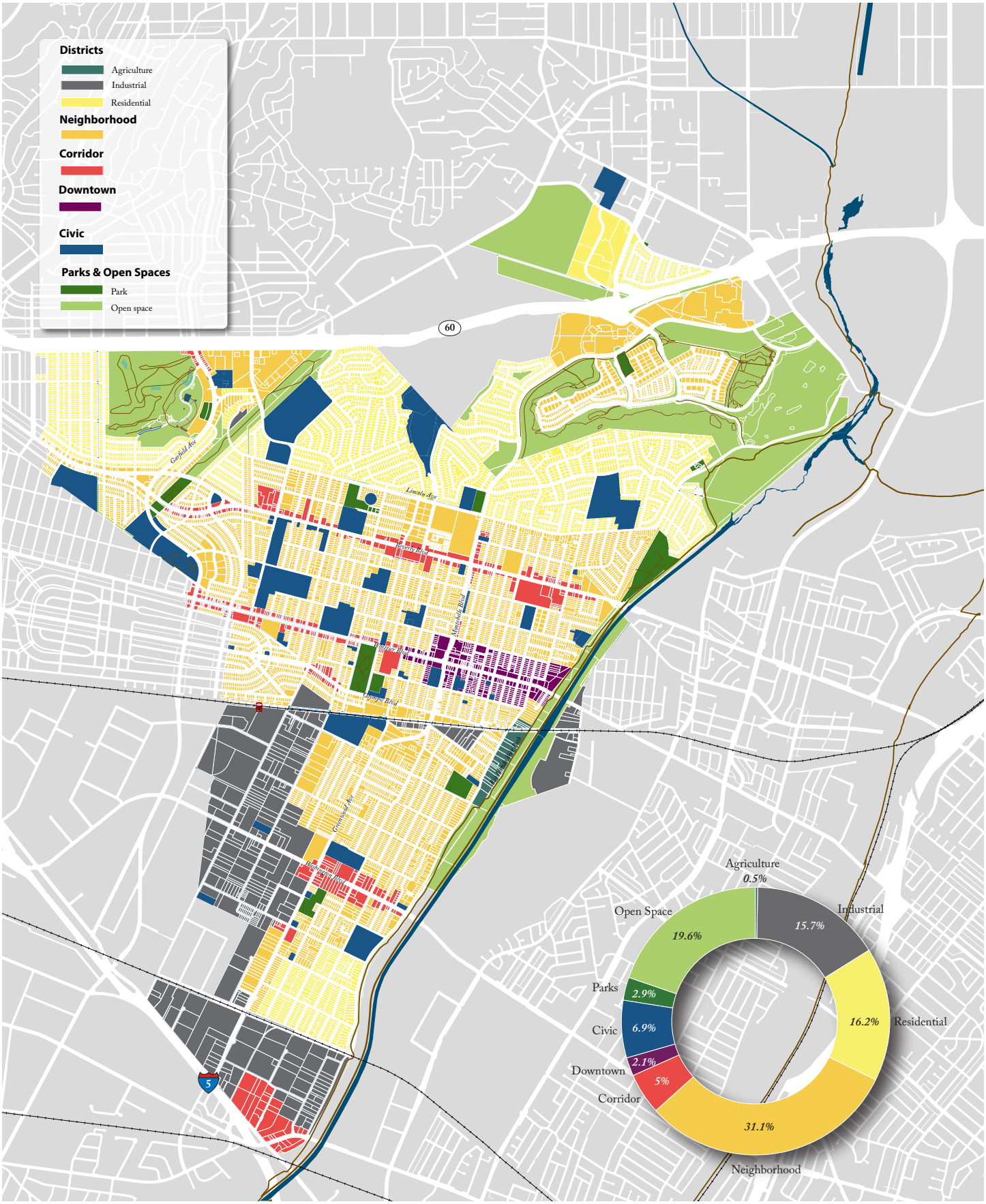


Figure C3.6. Land Use Map.



a) Agriculture

The agriculture district preserves the historic use of the area for horse ranch and racing stables next to the Rio Hondo Channel. The horse ranches are located on the east side of Bluff Road at a lower elevation closer to the Rio Hondo Channel. In some instances, single-family residences are located along Bluff Road frontage. The properties have direct frontages on the Rio Hondo Channel which allows equestrian activities along the Rio Hondo channel. A public bike path at Roosevelt Avenue provides access to the Rio Hondo Channel. The Ranch properties include horse barns and multiple sheds supporting equestrian activities with indoor and outdoor areas for horses to roam.

Scale: House-scale with barns.

Intensity: Typically larger lots with a range of intensity from 1 unit per acre to 4 units per acre.

Height: 1-2 stories.





b) Residential

Preservation and enhancement of stable residential subdivisions. Within the Residential District, commercial, residential, and civic uses are separated from each other. Daily needs are accessible only by car. Roads are arranged in discontinuous pattern that reduces the choice of route and mode of transport. Primarily detached, single-family residences are designed as separate pods containing similar building types, sizes, and dispositions, leading to a limited range of environments, experiences, functions, uses, prices, and populations.

Scale: House-scale.

Intensity: Typical intensity range from larger 1 acre per unit to 20 units per acre. Recent legislation allowing accessory dwelling units has the potential to increase the number of units per lot.

Height: 1-2 stories.





c) Industrial

Suitable for light manufacturing, service, light industrial makes this land versatile for development and employment. The lower intensity manufacturing, usually at the scale of one to three stories, can be located next to residential neighborhoods due to their low emissions of sound, light and air pollution.

Scale: Block-scale buildings

Height: 1-3 stories

Intensity: Based on context and use, the FAR varies between 0.3 to 1 for larger parcels at key locations.

2. Neighborhood





The physical size of the neighborhood is defined by a five-minute walk from its geographic center to its edge, covering approximately a quarter of a square mile. Primarily residential with mixed use encouraged along avenues, boulevards and parkways. The basic needs of daily life are available in close proximity. The neighborhood offers transit, employment, and shopping, plus civic and leisure activities. Streets from a connected network, providing alternate routes that help to disperse traffic, and are equitable for vehicles, pedestrians, and bicyclists. Diversity in the type, size, and disposition of buildings, streets, and open spaces creates many options in environments, experiences, functions, uses, prices, and populations.

Scale: House-scale and some block-scale buildings. Attached, semi-detached, and detached buildings.

Height: 1-3 stories

Intensity: 15 to 40 units per acre

3. Corridor



Scale: Block scale buildings with human scale details at street level.

Height: 1-4 stories

Intensity: Varies based on context. Generally, 40 to 60 unit per acre. Commercial development varies from Floor Area Ratio (FAR) of 2.0 for the Beverly Hospital area to modest FAR of 0.3 street level commercial storefronts at key intersections.



Montebello's corridors are distinctive with varying context and diverse building types.

Outside the downtown area, Whittier Avenue is characterize by one- and two-story mixed use buildings. These buildings offer affordable commercial space for local entrepreneurs to nurture and grow small-scale manufacturing and retail in Montebello.

On the east side, the Beverly Avenue Corridor is anchored by Beverly Hospital campus and supporting medical uses. Besides meeting the community's health needs, the hospital provides high-wage high-value jobs. Beverly Avenue has the potential to become a dynamic corridor with growth opportunities for research, medical, and bioscience interests. A Master Plan should be developed to provide a unifying vision and precise and clear standards that accommodates hospital growth in a contextual manner respectful of the adjacent residential areas.

The proposed light rail line along Washington Boulevard provides a unique opportunity to coordinate land use changes to maximize the corridor's potential for economic growth and physical transformation into a mixed-use pedestrian-scale environment.

Some commercial corridors are lined mostly with low-rise single-use commercial strip centers and surface parking area provide opportunities for new transit, affordable housing, and economic centers. The linear tracts of land present unique opportunities to coordinate building development, transportation, and greenway connection. Intensification of the corridors will increase housing supply and reduce displacement by permitting housing on underperforming commercial corridor sites -- redeveloping strip malls entails no direct displacement as no one lives there yet.

4. Downtown





Scale: Block scale buildings with human scale details at street level.

Height: 1-5 stories

Intensity: Varies based on context. Generally, 40 to 80 unit per acre. Commercial development varies from FAR:2 for the downtown core to modest FAR of 0.3 for street level commercial at key intersections.

Downtown is a Citywide destination where people work, live, shop, and play. It is accessible from across the City by multiple modes of transportation. Downtown is characterized by low and mid-rise mixed-use buildings placed close to the sidewalk to create a thriving pedestrian environment which is supported by high quality streetscapes and public spaces. Range of open spaces and walkable streets weave together the various downtown assets.

The downtown area supports continued reinvestment and context sensitive intensification that enhance housing choices and promotes local businesses. The larger Downtown area spans three distinctive neighborhoods along Whittier Boulevard:

1. The Downtown Core: The City owns many parcels in the core and can leverage them for higher intensity urban mixed-used development with a significant place-maker in the downtown area.

2. Montebello City Park: On the western edge, the Montebello City Park is the center for a variety of recreation activities, cultural events, and festivals throughout the year. The frontage along Whittier Boulevard, particularly the parcels facing the park and the large Superior Grocers parking lot offer future redevelopment opportunities.

3. Rio Hondo Channel: On the eastern edge, the Rio Hondo Channel connects many neighborhoods in Montebello and is part of the larger regional 17-mile Emerald Necklace greenway. A new stepped sculpture park will link the downtown to the Rio Hondo Channel. Redevelopment of key parcels along Whittier Boulevard and unique streetscape improvements will create a signature entry to the Downtown and the City.

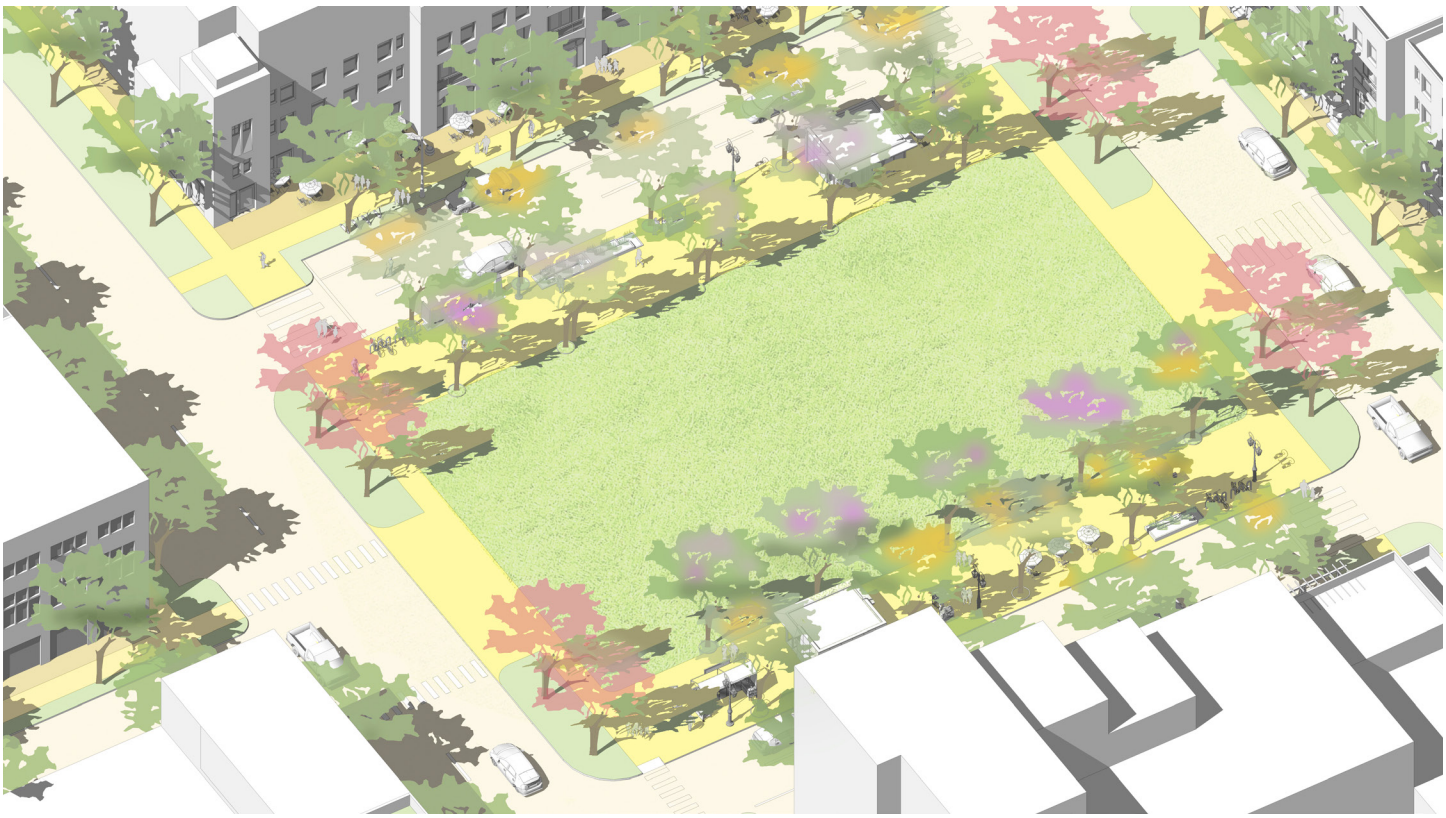
5. Civic



Public or quasi-public in operation, civic buildings and spaces are the cornerstone of neighborhoods and a symbolic reflection of Montebello's values and aspirations. The civic buildings may operate in the fields of the arts, culture, education, recreation, government, transit, security, health, and safety. Since public buildings represent a collective identity, their design should set them apart from more conventional private buildings. Civic building sites should be located within or adjacent to a civic space, or at the terminated vista of a significant thoroughfare. These places are easily accessible by foot or automobile and have formal access points that address the street.

6. Parks





Parks and recreational facilities are designated public spaces that are meant to be walkable with forms of active and passive recreation. These areas usually contain formal access points from the street and can be any size up to a regional park.

7. Open Spaces





Open Spaces such as wetlands, basins, or waterways are mainly natural features with a focus on preservation and sometimes allow for passive recreation. These lands mainly perform environmental functions that allow for natural wildlife and ecological interactions to occur, therefore, necessitating conservation practices when applicable. Open spaces should be analyzed to understand how uses like wind farms, solar farms, stormwater facilities, community gardens/community supported agriculture, apiaries, or other similar uses are integrated into the open space category.

E. PROJECTED GROWTH

While there is relatively strong demand for a variety of land uses within Montebello, the actual amount and scale of development that can occur is limited by the amount of available land, financial feasibility of new development, fiscal priorities, and the level of acceptable density aligned with community character and vision. The location and amount of projected growth for the next 20 years in this General Plan is a result of market study; careful block-block assessment of catalytic sites; design, fiscal, and financial feasibility; and community preference.

Planning Designation	Floor Area Ratio	units/acre	Acres	Square Footage of Commerce	Units
Agriculture		0 to 1	21.11	0	21
Industrial	0.5[1]		728.19	15,856,276	0
Residential		1 to 20	751.69	0	15,034
Neighborhood	0.25	15 to 40	1445.45	787,129	54,927
Corridor	0.5[2]	40 to 60	233.89[4]	238,807	12,500
Downtown	0.5[3]	40 to 80	97.69	106,287	7,425
Civic			319.82	0	0
Parks			134.57	0	0
Open Space			910.61	0	0
Total			**4,643.02**	**16,988,499**	**89,907**

1. Industrial FAR varies between 0.3 to 1 for larger parcels at key locations, with most parcels being developed at 0.5 FAR.

2. Corridor FAR varies between 0.3 to 2 for parcels at key locations, with most parcels being developed at 0.5 FAR.

3. Downtown FAR varies between 0.3 to 2 for larger parcels in the Downtown Core, with most parcels being developed at 0.5 FAR.

4. The Corridor Designation includes a 14.6 acre hospital site along the Beverly Boulevard Corridor. The hospital use will continue for the foreseeable future therefore no residential units or additional square footage for commerce are analyzed for impacts on the 14.6 acre site. Any future residential or additional commerce use on this site would require a master plan and the impacts of the land use change would need to be analyzed accordingly.

Table C3.1. General Plan Capacity Table

	Place Type	Residential (units)	Non-residential	
			Commerce (square feet)	Hotel Rooms
A	**Downtown**	3,536	101,059	
B	**Corridors**			
1	Whittier Boulevard	356	53,579	
2	Beverly Boulevard	2,600	87,556	
3	Washington Boulevard	3,177	49,223	
4	Montebello/Greenwood Boulevard	2,257	16,553	
C	**Neighborhoods**			
1	The Shops at Montebello	1,868	20,038	104
2	Metro Heights	851	25,700	
3	Montebello Town Center	350	4,792	
4	Garfield Ave (golf course)	800	6,970	
5	Along Olympic Boulevard	738	3,485	
6	De Paul Center	360	0	
	Total	**16,893 units**	**368,955 square feet**	**104 rooms**

Table C3.2. Projected Growth by land use categories (Place Types)

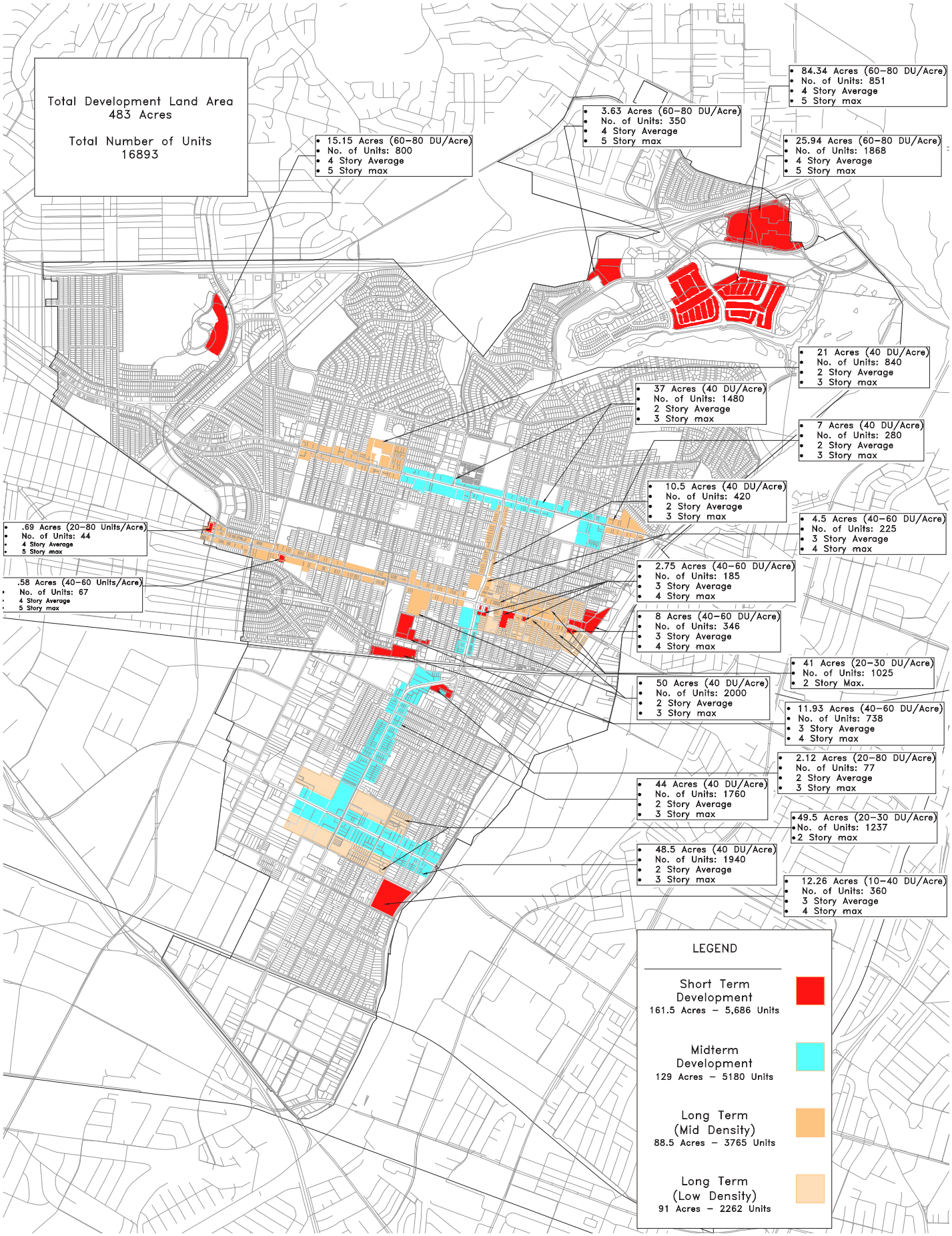


Figure C3.7. Projected growth location and amount.

F. HOUSING

Montebello is a desirable place to live and continues to attract new housing development. The continuing high cost of housing in Southern California amplifies the need for providing affordable housing at all income levels. The provision of adequate affordable housing continues to be a high priority for Montebello.

Montebello is committed on course toward making decent and affordable housing both a community benefit and a human right. The purpose of the 2021-2029 Housing Element update is finding community support for building substantial new housing, especially affordable housing, among their residents. Success will require patient dialogue, coalition-building, visionary thinking, and political will to put policies into action. The Housing Element identifies and analyzes the current and future housing needs of residents within Montebello and establishes goals, policies, and programs to meet Montebello's housing needs. The City seeks to conserve and rehabilitate existing housing as well as provide opportunities for new development. The Housing Element has enlisted Montebello's diverse constituencies to develop workable solutions.

The Housing Element policies and programs are focused around three main goals:

- Conservation and Preservation of existing supply.
- Increase housing production to improve affordability for the City's current and future residents.
- Ensure fair and equal housing opportunity.

See Montebello Housing Element (2021-2029) for comprehensive discussion on housing needs, constraints, resources, opportunities, vision, policies, and programs.



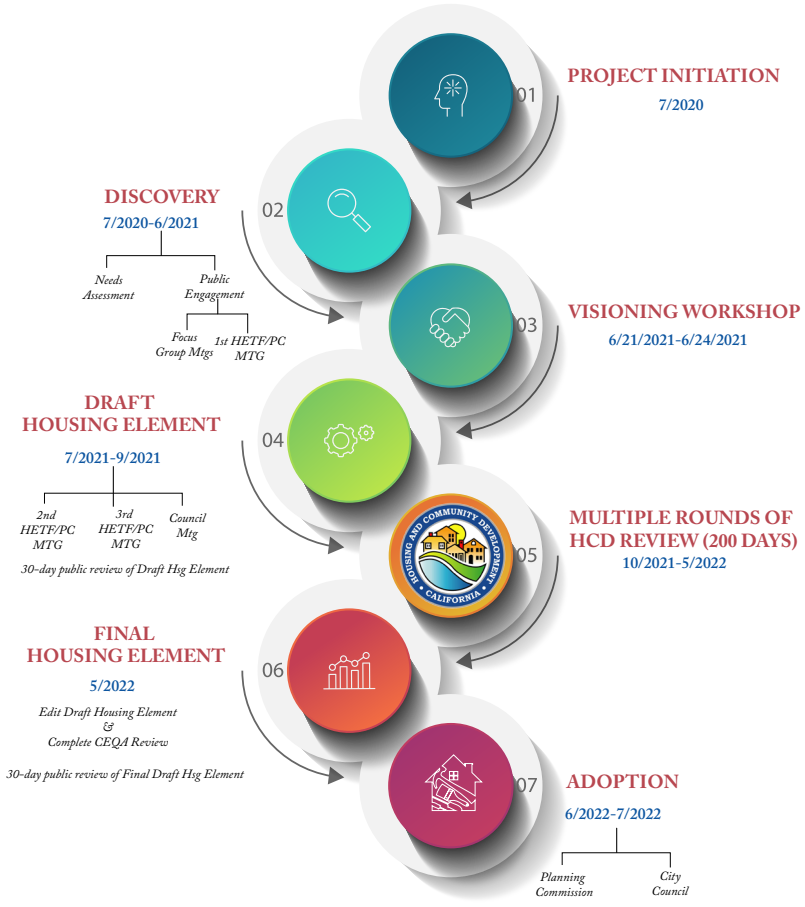
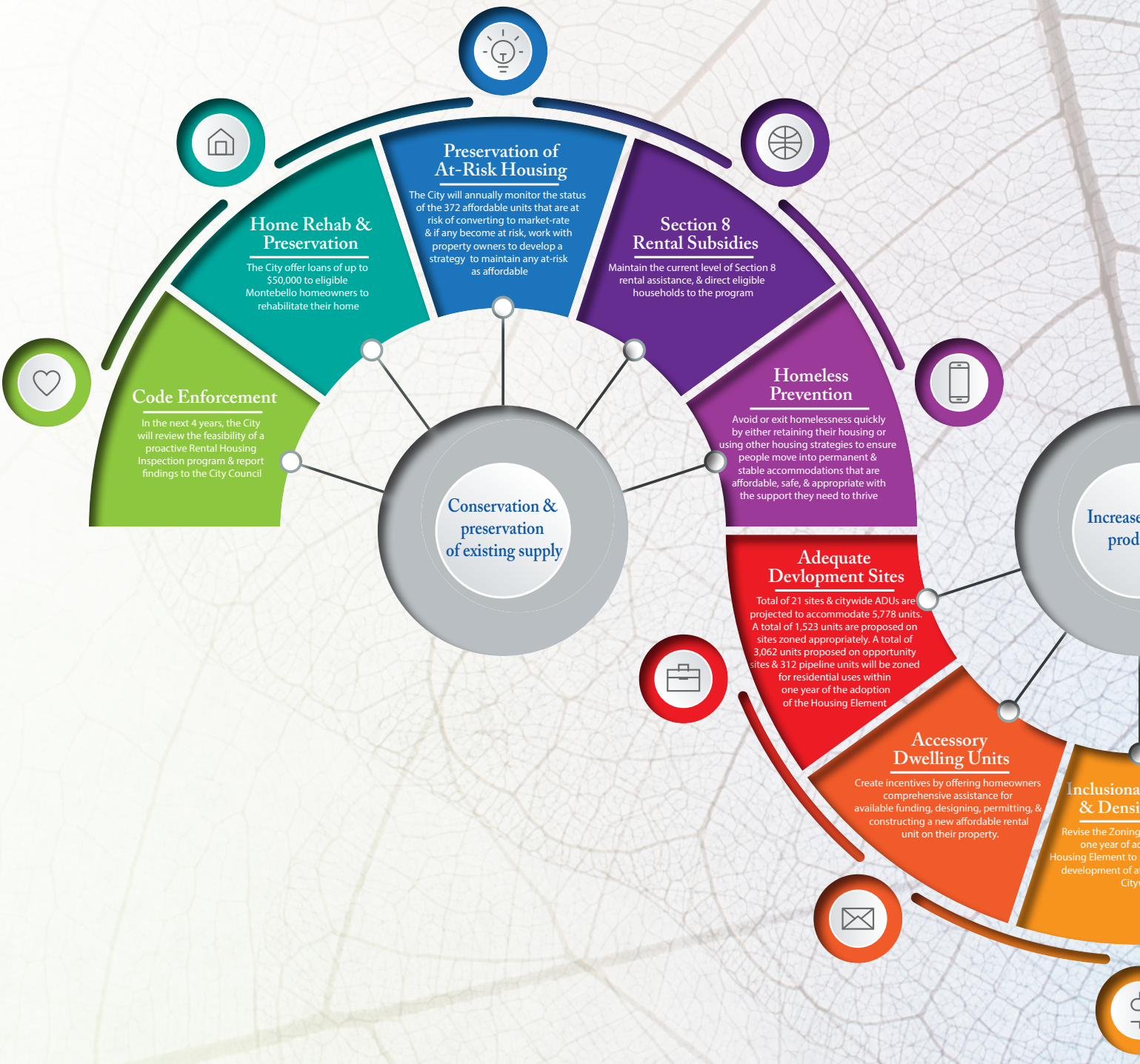


Figure C3.8. Housing Element Update Process.

3 Goals,15 Programs




Energy Conservation
Provide incentives to promote walkable urban housing along transit corridors, encourage passive or active energy saving features, promote energy audits & participation in utility conservation programs, & facilitate energy conserving retrofits
Community Assistance
Use the 911 dispatch/mobile crisis response team to support individuals with the proper resources to address chronic homelessness.
Affirmatively Furthering Fair Housing
To discourage discriminatory housing practices, the City will contract with the Housing Rights Center to respond to housing discrimination complaints, landlord-tenant relations, & housing information counseling.
Streamline Approval Process
Review & eliminate development review steps that add no value or marginal value. The Town Architect Services will be instituted by February 2023.
Reasonable Accomodation
Adopt the Reasonable Accommodation Ordinance (ROA) within one year of adoption of the Housing Element. The ROA will streamline permitting process for making homes more accessible to persons with disabilities
Ensure fair & equal housing opportunity
Design Standards & By-right Approvals
Adopt objective design standards & make the entitlement process more predictable & less expensive within two years of adoption of the Housing Element
Zoning Amendments
Allow smaller homes such as Single-Room Occupancy (SROs) & Tiny Homes. Tailor regulations to meet both housing needs & community interest in neighborhood serving commercial uses & amenities needed such as parks & corner grocery stores with healthy food options.

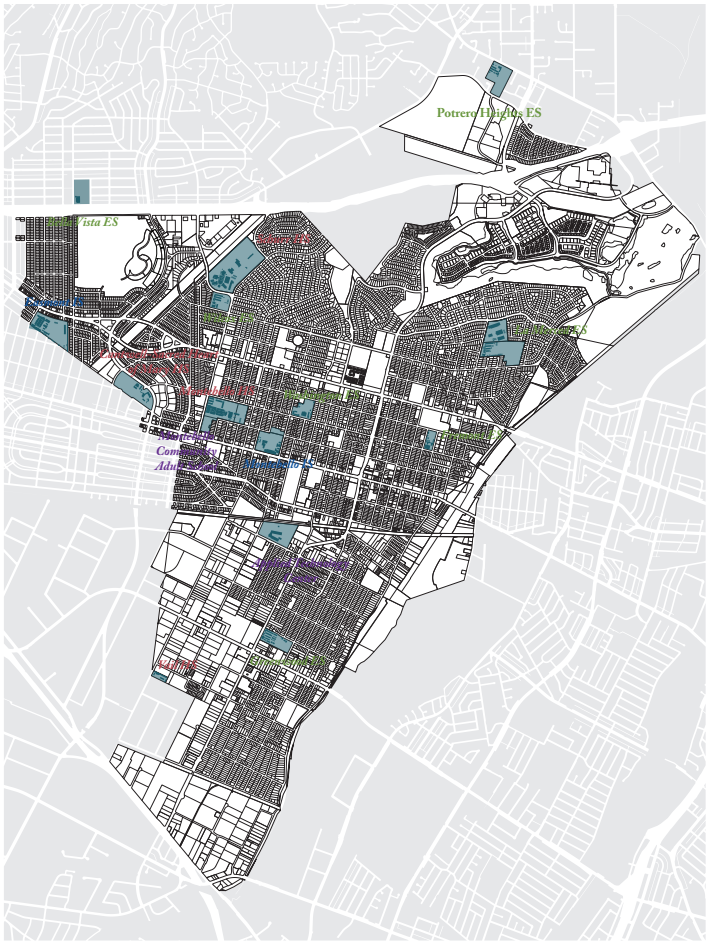


Figure C3.9. Montebello Schools.



Figure C3.10. The Montebello-Commerce YMCA's Youth and Government program has provided high school students an experiential learning program by modeling California's legislature and courts. The goal of this initiative is to nurture the next generation of civically engaged citizens so that they recognize the importance of civic knowledge, awareness, and action.

Montebello Unified School District provides public education from Kindergarten through 12th Grade in the City of Montebello. The District includes 7 elementary schools, 2 intermediate schools, and 4 traditional high schools.

About 10,381 students attend Montebello public schools.

MUSD	Enrollment
Elementary Schools	3,014
Intermediate Schools	2,286
High Schools	5,081

Table 3C.3 School and Enrollment, Montebello Unified School District. Source: MUSD.

Projected Enrollment

Buildout of the General Plan will result in the addition of 16,985 housing units. Assuming most of this growth is multi-family housing the estimated number of students resulting from the additional housing units could be approximately 2,872 students.

The Montebello Unified School District forecasts indicate an overall decrease in enrollment over the next 10 years within the elementary, intermediate, and high school grade levels. Additionally, majority of the projected growth is all in multi-family units in the downtown area and along the corridors. Multi-family units typically have fewer school age children.

The District's existing facilities are sufficient to accommodate the large number of students projected to be generated by the proposed Project.

H. INFRASTRUCTURE ADEQUACY

1. Hydrology

a) Watershed Setting and Regional Drainage Facilities

The City of Montebello is located within the Los Angeles River Watershed which includes 824 square miles and a river length of 55 miles. One of the major tributaries to the LA River incudes the Rio Hondo River and its associated watershed that the City of Montebello is located within. The LA River is hydraulically connected to the San Gabriel River Watershed by the Rio Hondo through the Whittier Narrows Reservoir. Flows from the San Gabriel River and Rio Hondo merge at this reservoir during larger flood events and flows from the SGR Watershed may impact the LA River. Most of the water in the Rio Hondo is used for groundwater recharge during the dry season.

In addition to the City's storm drain system and the Rio Hondo Channel, the Montebello Forebay Spreading Grounds (MFSGs) are a vital component of the existing drainage facilities in the area. The MFSGs are owned and operated by the Los Angeles County Department of Public Works (LACDPW). They are located south of the Whittier Narrows between the Rio Hondo Channel and the San Gabriel River. The MFSGs are unconfined aquifers that replenish deeper potable aquifers by capturing and infiltrating surface water from the Rio Hondo Channel and the San Gabriel River.

The MFSGs include two facilities, the Rio Hondo Coastal Spreading Grounds, and the San Gabriel Coastal Spreading Grounds, which are connected by an interconnection pipeline located in Mines Ave. To ensure the MFSGs have the capacity to infiltrate stormwater from the direct surrounding areas, inflow from the upstream areas is controlled by the Whittier Narrows Dam controls.

Ultimately, all flows from the City that are not intercepted and routed to the MFSGs converge with the channelized Los Angeles River and continues south to Long Beach prior to discharging into the Pacific Ocean.

b) City of Montebello Existing Storm Drain Facilities

Storm drain lines throughout the GPU area include both City and LACFCD lines to convey stormwater runoff to regional drainage systems. Each of these entities inspect and maintain the storm lines within their individual jurisdictions. The City-owned storm drains are typically a combination of smaller drain pipes and box drains, whereas the LACFCD lines consist of both small drain pipes and major box drain structures.

Stormwater runoff generated from the City is conveyed via numerous storm drain lines that ultimately discharge into the Rio Hondo Channel along the eastern boundary of the City. In some cases, the City-owned storm drain system discharges directly to the Rio Hondo Channel. There are also instances where the City-owned drains discharge to the LACFCD system prior to reaching the channel. Lastly, the channel also accepts a controlled flow from the Whittier Narrows Dam to the north of the City.

The DSP area primarily drains via city catch basins and laterals to the BI 9901 Montebello storm drain system (132" RCP) which is owned and maintained by the LA County Flood Control District.

The Rio Hondo Channel, as well as the connections listed in Table C3.4, is owned by LACFCD. The Rio Hondo Channel also accepts a controlled flow from the Whittier Narrows Dam to the north of the City.

Existing Pipe ID	Location	Existing Pipe Size
BI 1225 – Unit 2	San Gabriel Blvd	120"
Poplink Drain – U2 Line B	South of Whittier Narrows Recreation Area	78"
BI 0555 – Line A – Montebello	South of Whittier Narrows Recreation Area	108"
Poplink Drain – U1 Line A	North side of Grant Rea Park	60"
BI 9901 – Montebello	E Madison Ave	132"
BI 1109 – U2 Line B	Rio Hondo Bike Path at W Roosevelt Ave	Not available
DDI 0023 – Montebello Trunk	W Mines Ave	48" or greater
BI 5701 – Line A – Montebello	Date St/S Bluff Road	72"
Telegraph Road Drain – Rio Hondo Channel	Between Telegraph Rd and Santa Ana Fwy	72"

Table C3.4. LACFCD Storm Drain Connections to the Rio Hondo Channel. Source: Los Angeles County Storm Drain System GIS.

At the current time, neither hard copy or electronic versions of the City's storm drain system exist. Refer to Figure X below for an exhibit depicting the existing LACSD storm drain system throughout the City.

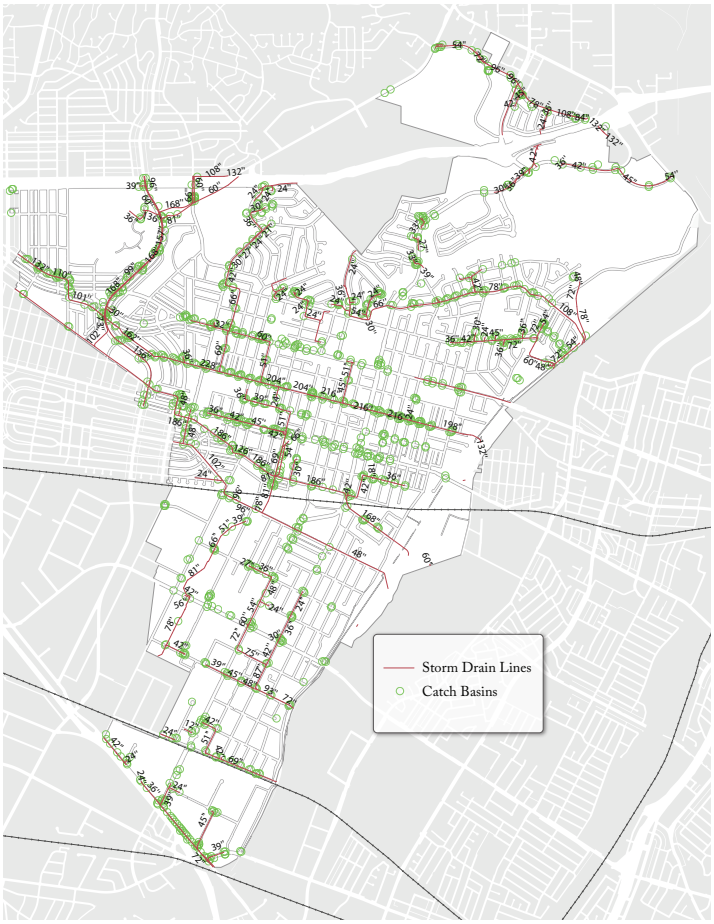


Figure C3.11. LA County Storm Drain Facilities within City of Montebello.

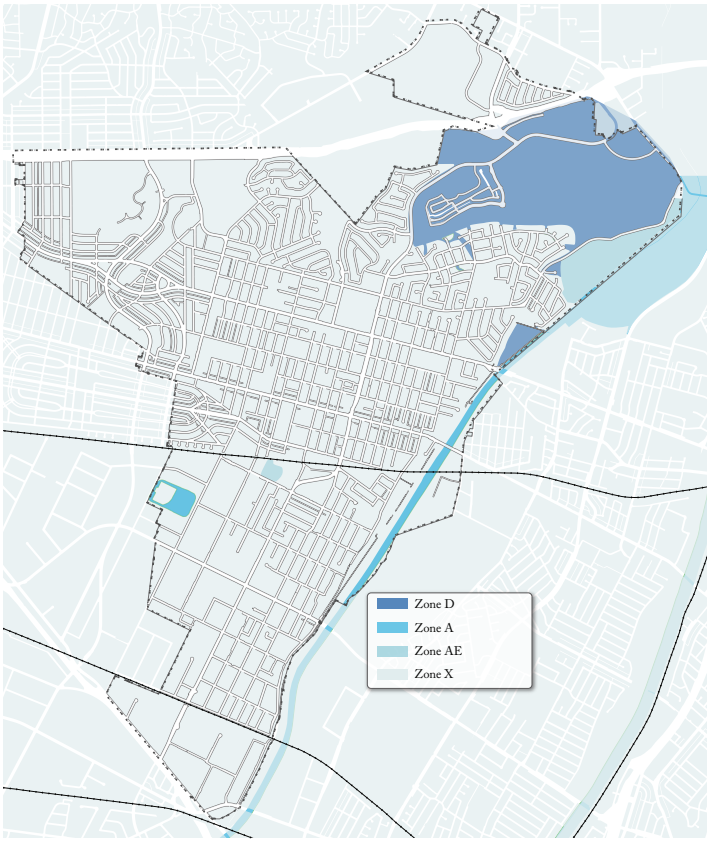


Figure C3.12. City of Montebello Flood Zones

c) General Plan Storm Drain Capacity

i) Partial Infrastructure Evaluation Report

The Partial Infrastructure Evaluation Report (PIER) was prepared for the City by AAE, Inc. in April 2009. The purpose of the report was to create an inventory of existing storm drain facilities throughout the City, identify areas where deficiencies exist or identify where additional storm drain infrastructure is needed, and to develop planning level cost options for system upgrades.

Based on the report, it was found that areas of the city are underserved due to the lack of storm drain and catch basins, therefore relying too heavily on surface flows within the streets. In instances of large storm events, the gutters may overflow into the street or over the curb, potentially causing car accidents or damage to private property.

The PIER developed a 10-year construction plan to add additional storm drain infrastructure with the capacity to handle the minimum of a 10-year storm. Expanding the storm drain system was estimated to cost an average of $1,200,000 per year, totaling $20,502,637 over the ten years based on 2008 construction cost or $33 million in today's dollars.

ii) Storm Drain Improvements

Improvement projects are added to the City Capital Improvement Plan (CIP) based on budget availability. The PIER identified 23 projects for the 10-year improvement plan. The projects consist of adding additional storm drain pipes and catch basins, as well as repairs, upgrades, and improvements to damaged elements of the existing system. An estimated 58,300 lineal footage of new storm drain was recommended to be added to reduce localized flooding and reduce surface flow conveyance. The PIER also indicated there were no known fund sources for the storm drain improvements outside of the City General Fund Budget. LACFCD had limited funding for high priority improvements with no plans to increase that funding. The report also identified that projects could move forward in a cooperative fashion between the City and the County but limited coordination has occurred to date.

d) City Existing Floodplain Mapping

According to FEMA, the vast majority of the City lies within Zone X which is outside the 500-year flood limits. The eastern boundary of the City adjacent to the Rio Hondo is identified as Zone A (100-year Flood Zone) and the upper northeastern portion of the City is identified as Zone D which indicates flood hazards are undetermined and flood insurance is not required but available for purchase. Refer to Figure C3.12 for the City of Montebello Flood Zones.

2. Sewer & Wastewater

a) Existing Sewer System and Facilities

The existing sanitary sewer collection system for the City is owned by the City of Montebello. As of the 2023/2024 Capital Improvement Program, it is the City's intent to enter into a Consolidated Sewer Maintenance District with LA County Public Works where LA County takes over maintenance operations. According to the City of Montebello Sanitary Sewer Master Plan, the sanitary sewer system has 19 delineated drainage basins. Refer to Figure C3.13 for the existing sewer facilities within the City of Montebello.

The City sewer system is comprised of a network of gravity sewer pipes covering approximately 97 miles with sizes ranging from 6" to 27". The City collection system includes roughly 1,995 manholes, 19 of which are summit "legacy" manholes that have two outgoing lines and result in more maintenance than a standard sewer manhole. One of the City's objectives is to ultimately replace all summit manholes.

In 2007, AAE Inc. prepared a Sanitary Sewer Master Plan (SSMP) to evaluate the infrastructure of the City's sewer system and determine any existing or future deficiencies based on land use. For each of the 19 drainage basins, a total sewer generation was estimated to provide a baseline condition and to allow for comparison against proposed land use changes. The base flow was determined by utilizing the Los Angeles County Sanitation Districts (LACSD) standard methodology for estimating wastewater return rates based on zoning types. The Master Plan determined the average wastewater base flow in the study area to be 3.22 mgd.

b) City-wide Sewer Capacity Assessment

A hydraulic modelling program was utilized to conduct a steady-state analysis of wastewater infrastructure throughout the City. Hydraulic capacity deficiencies were then evaluated using depth to diameter (d/D) ratios under peak dry weather flows under existing and future build out conditions based on the General Plan.

The analysis of the City's existing gravity sewer system was based upon existing land uses and dry weather peaking. Pipes should meet the City's established criteria as follows:

- Existing pipes, all sizes: d/D = 0.75 at peak dry weather flow;
- New pipes ≤ 12-inches in diameter: d/D = 0.5 at peak dry weather flow; and
- New pipes ≥ 15-inches in diameter: d/D = 0.75 at peak dry weather flow.

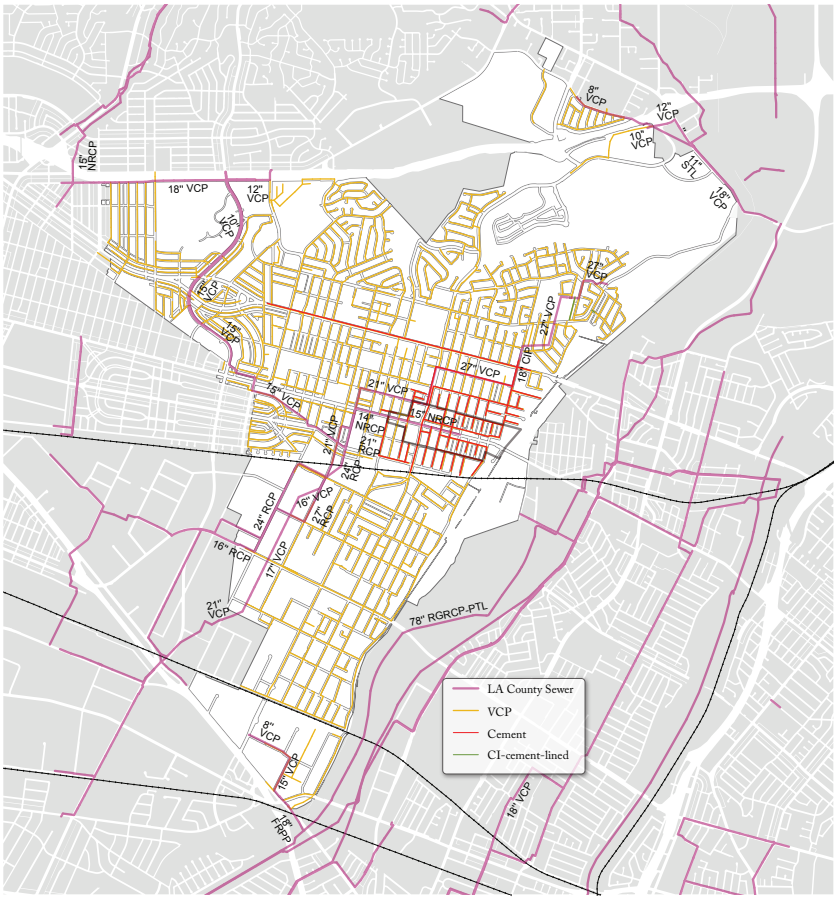


Figure C3.13. Existing Sewer Facilities.

As part of the SSMP, closed-circuit televising (CCTV) equipment was used to ensure the sewer system was functioning properly. Innerline Engineering televised 4.6 miles, approximately five percent, of the sewer system in 2004. The majority of the CCTV monitoring occurred in roughly the center of the City on either side of West Olympic Boulevard, with the exception of two lines to the south at Sycamore Street and South Greenwood Avenue. The CCTV monitoring noted the pipe segments were primarily deficient with cracks, fractures, or offset joints. The remainder of the deficiencies include blockage, root and grease.

Under existing conditions, 268 segments were found to be in exceedance of the City's established d/D ratio per the established criteria. Under the wet weather full buildout scenario, approximately 535 line segments were identified as hydraulically deficient.

In total, it was found that 135,962 feet of hydraulically deficient pipe and 13,096 feet of structurally deficient pipe needed to be replaced, totaling 149,058 feet of pipe. This accounts for approximately 30% of the total system. The report identified a 10-year water improvement program that included inspections and upgrades for a total of roughly $39 million in 2009 dollars, which is approximately $51 million in today's dollars.

c) Downtown Montebello Specifc Plan (DMSP) Sewer Capacity Assessment

The DMSP area is primarily serviced by city sewer lines made of cement which are incurring long-term maintenance, structural integrity and capacity issues. A significant number of issues identified in the city-wide sewer capacity assessment occurred within the downtown area. The area is also serviced by one LACSD trunk line that is also identified a 15" non-reinforced concrete pipe (NRCP). LACSD confirmed their agency is finalizing a cured-in-place pipe (CIPP) lining for the existing 15" in Whittier Boulevard in the downtown area and is anticipated to start construction within the first six months of 2024. The CIPP project will enhance hydraulics and structural integrity of the existing line. Based on the need to significantly improve the sewer system within the downtown area to support existing and future land use changes, the City recently approved a project funding request for Fiscal Year 2023 for the Montebello Sewer System Rehabilitation Project – For Consideration of Federal and State Appropriations for the downtown area. A total of $5.1M was requested from Congress and State of California.

3. Water Distribution System

a) Existing Water System

The City of Montebello is currently served by four water purveyors: San Gabriel Valley Water Company, California Water Service Company, Montebello Land and Water Company, and South Montebello Irrigation District. Refer to Figure C3.14, which depicts the water purveyor service areas.

The various purveyors were contacted to obtain maps for the existing water system, but maps were only obtained from San Gabriel Valley Water Company. Additional research was conducted to find information on the various water systems including review of the individual Urban Water Management Plans (UWMP), but there is extremely limited information available.

The San Gabriel Valley Water Company provides water service for the northern and southern portions of the city. The CA Water Service Company provides water service for the western portion of the City. The Montebello Land and Water Company provides water services for the middle/interior area of the city. The South Montebello Irrigation District provides water services for the middle/southern portion of the city.

b) Partial Infrastructure Evaluation Report (PIER)

As part of the PIER an evaluation of the water system was conducted to identify capital improvements. The report also noted a lack available information for their analysis.

At the time of the report, there were two system areas analyzed: The Northern System and the Southern System. The Northern System serves largely residential customers, in addition to some shopping centers and the Montebello Golf Course. The Southern System primarily serves the industrial/commercial area south of the BNSF railroad tracks and similar customers within the City of Commerce. Across both system areas, there were approximately 1,620 metered domestic and fire protection services for an estimated residential population of 4,900 people. The peak day demand in 2002 was 2,920,000 gallons per day (gpd). Under normal circumstances, peak water demand exceeds peak sewer demands. For this particular case, water demands for portions of the City were not available which resulted in a peak demand less than sewer which accounted for the entire City area.

Based on plans available in 2008, the PIER was able to quantify the existing water infrastructure for both the Northern and Southern Systems. A summary of each system is depicted in Table C3.5.

Type	Quantity/Length	Size
Northern System		
Connected Customer Services	1,420	Various sizes, 3/4"-6"
Water Pipe	15.5 miles	4"-24" and Unknown Size
Fire Hydrant	185	Generally, 6" with 4" and 2-1/2" outlets. Several 6" hydrants with 3 outlets and some 4" hydrants
Southern System		
Connected Metered and Fire Protection Customer Services	200	Various sizes
Water Pipe	7.4 miles	4"-14" and Unknown Size
Fire Hydrants	95	6" with 4" and 2-1/2" outlets

Table C3.5. Water sysstem summary. Source: Partial Infrastructure Evaluation Report (2009).

Within the two City water system areas, it was found that there are a number of existing fire hydrants with pipes smaller than 6" that are inadequately spaced. As part of the water system changes, these hydrants will need to be replaced with the minimum 6" size fire hydrants with proper spacing based on land use zoning.

c) Water Improvements

A 10-year Capital Improvement Project (CIP) was developed for both the Northern and Southern System. Improvements to the system generally consists of water meter and water line replacements, but the CIP also includes inspections, seismic upgrades for the reservoirs, and well improvements. Over the 10 years, the water improvements are expected to cost approximately $37 million in 2009 dollars, which equates to roughly $48 million in today's dollars.

d) Urban Water Management Plans

As part of the existing conditions review, the following UWMP were obtained and reviewed:

- CA Water Service Company;
- Montebello Land and Water Company; and
- San Gabriel Water Valley Company.

For each of the UWMP's, the water providers have documented sufficient water supply for the proposed demand for normal year supply, single dry year supply and multiple dry years supply as required. No deficits or insufficient supplies are identified within the 2020 UWMP's.

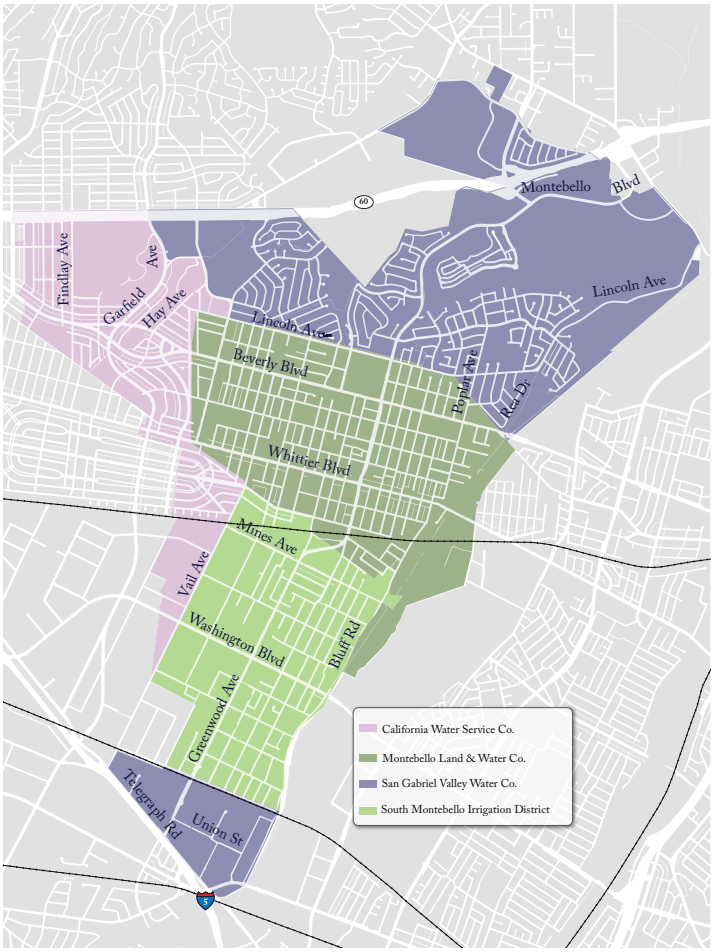


Figure C3.14. Water Service Providers.

4. Water Quality

a) MS4 Stormwater Permit

Improvement of water quality is a critical issue for all development. Local, State and Federal laws include requirements for the treatment of storm water runoff to reduce pollutants entering the environment.

The City of Montebello and the DSP area fall under the County of Los Angeles MS4 Stormwater Permit (Order No. R4-2012-0175-A01) which identifies stormwater runoff requirements and regulations for new development and significant redevelopment projects to be protective of water quality.

Best Management Practices (BMPs) are structural or engineered devices and systems used to treat storm water runoff before it is discharged into a drainage system (storm drain or channel).

BMPs will be required to be implemented as part of the DSP following local MS4 Permit requirements as well as the County of Los Angeles Department of Public Works Low Impact Development Standards Manual (February 2014).

BMPs appropriate for an urbanized setting may include the following the LID Hierarchy of items as defined in the permit and LID Development Standards Manual:

- Infiltration;
- Harvest and reuse; and
- Biofiltration.

b) Enhanced Watershed Management Program (EWMP)

The local MS4 Permit requires each regulated entity including the City of Montebello to participate in regional watershed working groups to identify regional projects within the watershed to improve water quality in the local receiving waters. The City of Montebello falls within the Upper Los Angeles River (ULAR) Watershed Group which also includes the County of Los Angeles, Alhambra, Burbank, Calabasas, Glendale, Hidden Hills, La Canada Flintridge, Monterey Park, Pasadena, Rosemead, San Gabriel, South El Monte, South Pasadena, San Marino and Temple City. The ULAR EWMP is the largest of all the EWMP's being developed in the Los Angeles region and represents 485 square miles of watershed and 50 miles of mainstream Los Angeles River from its headquarters to just above the estuary.

As part of the City of Montebello's requirement to support EWMP projects (that undergo significant feasibility assessments, scoring and ranking and prioritization for funding based on maximum water quality benefits,) the City approved a Partnership Agreement in February 2020 with Los Angeles County for the East Los Angeles Sustainable Median Stormwater Capture Project located in unincorporated Los Angeles County adjacent to Montebello and Monterey Park. The project will involve the collection of up to 5.5 ac-ft per storm event for treatment and infiltration into the local groundwater to improve water quality and support replenishment of the regional groundwater system. The City's contribution for this project is approximately $5 million spread out over 6 years and the majority of the funding is anticipated to come from Measure W funds.

5. Dry Utilities

a) Electricity

The City receives all electrical service from Southern California Edison (SCE). SCE operates across the majority of southeastern California, including large portions of San Bernardino, Orange, Ventura, Los Angeles, Tulare, Inyo, and Riverside Counties. Across its service area, SCE operates 12,635 miles of transmission lines, 91,375 miles of distribution lines, 720,800 distribution transformers, and 2,959 substation transformers, delivering service to over 15 million customers.

As part of statewide reporting requirements, SCE regularly prepares an Integrated Resource Plan (IRP). The 2020 IRP examines trends in demand and the portfolio of energy supplies that SCE can utilize across the planning period out to 2045. The IRP also discusses compliance with California legislation requiring a 50 percent renewable portfolio standard by 2030. This shift towards renewable energy sources requires potential rate adjustments and changes in infrastructure, which the IRP addresses as well. The IRP does not note any existing deficiencies in the GPU area under the demand and supply scenarios identified.

b) Natural Gas

Natural gas service to the City is provided by Southern California Gas Company (SoCalGas). SoCalGas is the primary distributor of natural gas in Southern California, providing service to a 20,000 square-mile area. Its distribution system is the nation's largest natural gas distribution utility, and SoCalGas serves over 22 million customers.

SoCalGas prepares an annual California Gas Report ("CA Gas Report") that identifies demand forecasts as well as potential changes in supply. The CA Gas Report covers an 18-year demand and forecast period through 2035. The CA Gas Report projected potential declines in demand across the reporting period as statewide greenhouse gas emission reduction programs and public pressure to switch to emissions-free energy sources become more prevalent. There are currently no existing or projected deficiencies in supplies or infrastructure across the SoCalGas service area given the current demand scenario.

I. POLICIES AND ACTIONS

1. Land Uses: Growth, Preservation, and Reinvestment

P3.1 Preserve natural areas.

Natural Areas consist of lands approximating or reverting to a wilderness conditions, including those with limited development potential due to topography, hydrology, vegetation or value as an environmental resource. These resources can include water channels and wildlife corridors, as well as natural areas, many of which are identified in the generalized enduring green infrastructure. A Natural Area designation would encourage conservation and preservation, prevents degradation of these areas, and would utilize the principles of low impact development stormwater infrastructure.

A3.1a Preserve a network of habitat and open space, thereby protecting biodiversity and enhancing the City's quality of life. VZ SE R

A3.1b Encourage parkland dedication and conservation easements for trails that support the City's Parks Master Plan and the Green Infrastructure Plan. VZ SE R

Montebello's Green Infrastructure includes existing and proposed trails, paths, parks and open spaces, green streets and green buildings.

A3.1c Capture the inherent value of parks, open spaces, and trails by providing more opportunities for people to live and work on properties with direct frontage on these investments. SE R

A3.1d Allow and encourage historical agricultural and related uses to continue to occur as permanent land uses. SE R

The agriculture district preserves the historic use of the area for horse ranch and racing stables next to the Rio Hondo Channel.

P3.2 Direct growth and redevelopment to the Downtown Area.

Montebello's downtown is remarkably walkable, with many older buildings still standing and the traditional street grid largely in place. Montebello will reimagine this valuable asset as a regional destination. The City of Montebello places one of its highest priorities on the reinvigoration of downtown, whose strategic location, walkable blocks, and historic buildings will once again make downtown a vibrant destination and center of commerce, culture, shopping, and the arts.

A3.2a Encourage growth and density by improving underutilized downtown parcels for development. SE R

Encourage intensive mixed-use development within on-quarter mile of public transit routes.

A3.2b Support streetscape projects on Whittier and Montebello Boulevards to reduce traffic speed in downtown area. VZ SE R

Local businesses rely on walk-in visits by customers who stumble upon them while strolling, without any prior intention of shopping there. When drivers slow down to notice the stores and stop, people on foot feel safer walking from business to business, and the whole structure of downtown spaces generates more tax revenue per acre for the city.

A3.2c Integrate better design in public spaces to create enjoyable places to stay and contribute to the economic viability of the downtown area. SE R

Encourage civic space investments that affect economic competitiveness and quality of life.

P3.3 Revitalize established neighborhoods and corridors.

Montebello's older neighborhoods feature walkable streets, parks, a mix of uses, and a variety of housing types. Revitalization includes improving public infrastructure and facilities, new parks, infilling empty lots as well as parking lots, and restoring valuable older buildings.

A3.3a Provide non-residential uses that are accessible for the convenience of individuals living in residential districts. VZ SE R

A3.3b Protect adjoining properties from the potential adverse impacts associated with non-residential uses on corridors adjacent to residential areas with proper mitigation measures that address scale, massing, traffic, noise, appearance, lighting, and drainage. VZ SE R

A3.3c Reduce the length and number of vehicle trips generated by residential development by enhancing the accessibility to non-residential areas. VZ SE R

Walkability should be integral to the design of the street and neighborhood shopping should be within a reasonable walking distance from residential uses. Encourage developers to designate and plan for mixed-use corners at the time of approval to properly plan for accessibility to these areas.

VZ Vision Zero SE Social Equity R Resilience

P3.4 New development will create diverse and walkable neighborhood.

A3.4a Create diverse neighborhoods instead of a monoculture of single-housing type. SE R

A3.4b Encourage a block and street layout that promotes walkable and bicycle friendly road designs with slower vehicular design speeds. VZ SE R

A3.4c Site new residential areas accessible to roadways, sidewalks, trails, transit, parklands, schools, existing utilities, and retail commercial goods and services. VZ SE R

A3.4d Encourage properties to redevelop in an urban form utilizing place-based zoning designations. SE R

P3.5 Retrofit suburban development.

Suburban areas divide housing, shopping, and offices into separate districts that can only be reached by private car. This modern ideal of single-use districts is increasingly less attractive to those who are disenchanted with lengthening commutes and the lack of exercise allowed for by living in drive-only neighborhoods. The three main strategies for retrofitting are:

1. *Adaptive reuse;*
2. *Enhancing walkability, diversity, and intensity of use; and*
3. *Re-greening, from small parks and plazas, to restoring wetlands ecologies.*

A3.5a Reuse the existing structure. SE R

Adaptive reuse of vacant and underutilized large floor-plate buildings with minor modifications can breathe new life and make the building more pedestrian-friendly. Besides residential, office, medical, and educational uses, civic uses, light industrial, entertainment, and co-working spaces can mix with the traditional retail center.

A3.5b Integrate more housing choices in existing subdivisions. SE R

Varying degrees of housing types, affordability, accessibility and incentives can attract greater diversity. For example, housing for seniors and "empty nesters" allow for people to "age in place" or to be near their families.

A3.5c Add new units to existing subdivisions. SE R

Infilling residential neighborhoods with accessory dwelling units (ADUs) can provide affordable housing choices for singles and seniors, and increase residential density without dramatically altering the established character and pattern of development.

A3.5d Invest in public realm improvements. SE R

New public spaces such as squares, plazas, parks, or walkable and vibrant streets can enhance sense of community.

P3.6 Preserve and enhance the industrial district while retaining and expanding existing businesses.

Montebello industries provide jobs and is an important source of revenues for the City. Industrially designated land is a scarce and valuable resource vital for the future economic growth of the City of Montebello. A flexible framework will facilitate the industrial districts to be competitive and take advantage of new and emerging industries and opportunities arising from future transit service along Washington Boulevard.

A3.6a Support innovative and flexible land use framework for industrial district. R

To help cultivate the Industrial area as a distinct mixed-use district, the City will also need to allow for the proliferation of uses and amenities, that in turn support the branding of the industrial district.

A3.6b Encourage the use of "green" technologies to minimize noise, air, and water pollution. SE R

Incentivize sustainable business practices, both passive and active, that encourage energy efficiency, improve indoor air quality, and encourage water and resource conservation.

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2. Water

P3.7 **Maintain high-quality reliable potable water and non-potable water services, diversify supply and maintain and create facilities that meet existing and future water demands including drought conditions.**

A3.7a Regularly review and evaluate future iterations of five local Water District's Urban Water Management Plans (UWMP) and other regional water supply assessments in order to maintain an understanding of available supply sources and update plans for expansion of supply infrastructure as necessary. These Districts include San Gabriel Valley Water Company, City of Montebello System, CA Water Service Company, Montebello Land and Water Company and South Montebello Irrigation District. SE R

A3.7b Coordinate with the local Water District providers to expand recycled water infrastructure for efficient reuse throughout the City. SE R

A3.7c Ensure the resiliency of local water supplies by promoting infiltration of stormwater on both small-scale and large-scale scopes, including coordination with the Los Angeles County Public Works on maximizing infiltration capacity of the Montebello Forebay Spreading Grounds. SE R

A3.7d Implement water reuse strategies where potable water, gray water, recycled water and stormwater are all viewed as viable sources and integral components to a holistic water management program. SE R

A3.7e Regularly review federal, state, and local water quality standards and ensure that water distributed to all areas of the City meets these standards. SE R

P3.8 **Maintain, upgrade, and expand water pipeline, storage, and pumping infrastructure to meet projected domestic, commercial, and fire flow demands for all land uses within the City.**

A3.8a Regularly review updates to the local Water District providers Water Master Plans and coordinate their water capital improvement plans with the City's capital improvement plans in order to effectively manage the water infrastructure system. SE R

A3.8b Construct, maintain, and revitalize distribution infrastructure as needed throughout the City in response to changes in demands land use patterns and aging infrastructure and incorporate fair cost-sharing policies between beneficiaries, developers, water suppliers and the City. SE R

3. Wastewater

P3.9 **Ensure that wastewater in the City of Montebello is safely and efficiently conveyed and treated under all demand scenarios, including existing and future average and peak flow sewer flow scenarios.**

A3.9a Prepare a City-wide Sewer Master Plan including the preparation of a city-wide sewer hydraulic model to evaluate existing and future capacities, sewer line integrity and develop a prioritized Capital Improvement Plan for sewer infrastructure. R

A3.9b Coordinate with the Los Angeles County Sanitation Districts to ensure adequate regional treatment and conveyance capacity under future land uses. R

A3.9c Construct, maintain, and revitalize wastewater infrastructure as needed throughout the City in response to changes in demands land use patterns and aging infrastructure and incorporate fair cost-sharing policies between beneficiaries, developers, water suppliers and the City. SE R

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4. Stormwater

P3.10 **Utilize and maintain a robust stormwater conveyance system that protects the City from flooding impacts while seeking multi-benefit solutions including water quality.**

A3.10a Prepare a City-wide Storm Drain Master Plan in coordination with LADPW to evaluate existing and future capacities, storm drain line integrity and develop a prioritized Capital Improvement Plan for storm drain infrastructure. SE R

A3.10b Develop and refine cost-sharing policies for new developments in the City that require capacity improvements for local storm drain infrastructure so that costs are equitably split between beneficiaries, developers, and the City. SE R

A3.10c Promote regional multi-benefit stormwater projects through the participation in the Upper Los Angeles River Watershed Group and Enhanced Watershed Management Plan. R

P3.11 **Effectively treat all urban runoff and stormwater and ensure that local groundwater supplies and downstream receiving waters are protected.**

A3.11a Maintain and update City-level regulatory language that ensures that all new development complies with pertinent regional and State-level stormwater treatment requirements. SE R

A3.11b Inspect all new developments during both construction and operational phases for compliance with local, regional, and state level water quality regulations. SE R

A3.11c Encourage the implementation of low impact design features for all new developments and redevelopments within the City. SE R

5. Electricity and Natural Gas

P3.12 **Ensure that all City residents are safely and affordably supplied with electricity and natural gas throughout all future buildout scenarios.**

A3.12a Review local and regional demand and supply planning documentation to ensure that improvements can be adequately prepared for and trends in power demand and generation are followed. SE R

A3.12b Maintain City capital improvement plans to ensure that any necessary connections or upgrades are adequately funded and constructed in a time efficient manner. SE R

P3.13 **Provide and maintain adequate and orderly systems for the efficient collection and disposal of solid waste for existing and future development.**

A3.13a Coordinate with solid waste service provider to ensure that waste pickup, recycling, and disposal occurs in the most efficient and sustainable manner possible. R

A3.13b Conduct Citywide outreach and education to reduce solid waste generation at the household and business level to minimize landfill loading. R

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4 Our Accessible Community

Montebello will provide safe and convenient multimodal travel options for residents, employees, and visitors of all ages and abilities through creative reimagining of the City's transportation facilities.

Achieving an accessible community for all users will require developing a transportation network that complements and supports the City's land use, built environment, and urban design objectives. The City will establish new multimodal corridors that cross the city to serve as the backbone of its circulation network and provide enhanced connections to and within growth neighborhoods and areas of opportunity.

This General Plan lays out a transportation network that is developed through a Complete Streets lens, ensuring that the network is safe and accessible for all users, regardless of their preferred mode of travel and of their age or ability. A network of complete streets with multimodal facilities (such as those that accommodate transit riders, bicyclists, and pedestrians) can help encourage shorter and non-vehicular trips, which in turn can reduce citywide vehicle miles traveled (VMT) and bring about associated public and environmental health benefits. Such a network can also enhance connectivity and mobility options for existing and future areas of development.

The City's existing transportation network provides facilities that are oriented towards automobiles. Consequently, the vast majority of residents use private vehicles for both commute and non-commute trips. As such, there is substantial potential to improve the citywide network to address the needs all users traveling to, from, or within the city. This chapter provides recommendations aimed at improving the citywide transportation network, as well as along key corridors and within the Downtown Montebello Specific Plan Area.

A. GUIDING PRINCIPLES

The circulation recommendations were developed under the following guiding principles:

1. Provide safe and convenient multimodal travel options for residents, employees, and visitors through creative reimagining of the City's transportation facilities.
2. Implement policies and actions to achieve a meaningful shift in travel characteristics from private vehicles to transit and active transportation.
3. Establish citywide mode split and vehicle-miles traveled (VMT) targets to guide investments in infrastructure and programs.
4. Identify circulation plans for each primary mode of travel (e.g., driving, riding transit, bicycling, and walking).
5. Develop approaches to proactively address future transportation infrastructure and changes in mobility options and technologies.
6. Balance the demand for parking for each part of the city through programs and policies to support and encourage taking transit, biking, walking, and other non-vehicular modes.
7. Balance the need for regional and local goods movement for industrial uses with reducing the effects of trucks and heavy vehicles on other modes and local streets.

B. ACTIVE TRANSPORTATION MODES







Improving bicycle and pedestrian facilities and conditions, the City can improve the convenience of these non-motorized modes and encourage a mode shift by people who live in, work in, or visit Montebello. For example, the City has the opportunity to address the lack of bikeways in the city, including the lack of bicycle connections to the Rio Hondo Trail and to bicycle facilities outside the City limits. And while sidewalks and crosswalks are generally provided across Montebello, the City can provide shade and sidewalk buffers along major and secondary arterial roadways to improve the comfort levels of pedestrians. Filling in missing sidewalks and improving crossing facilities can also bridge gaps in the walking network, including in downtown Montebello.

The City's vision for accessibility includes an active transportation strategy for implementing safe and comfortable bicycle and pedestrian networks (see Figure B.10).

The bicycle aspect of the City's active transportation strategy includes two types of bicycling facilities:

- Citywide bicycle facilities are generally located on major and secondary roadways and provide access to major destinations and to adjacent local and regional bicycle facilities.
- Local bicycle facilities are generally located on secondary and collector roadways and provide access between local destinations within the city, often providing connections between citywide facilities.

Complementing the bicycle facilities, the City's active transportation strategy includes various types of pedestrian improvements to improve the comfort and convenience of walking throughout the city:

- Green street major corridors are major thoroughfares that offer improved amenities such as shading and accessible sidewalks to facilitate walking connections to open space, parks, schools, and other destinations.
- Green street secondary connectors are secondary streets that offer improved accessible, shaded sidewalks and can serve to connect major corridors to local residential streets.
- Within the downtown pedestrian core, the pedestrian environment will include improvements such as widened sidewalks, enhanced crosswalks, and the reduction of vehicle lanes.

By implementing this plan's active transportation strategy for bicyclists and pedestrians, the City can strive to remove existing barriers to nonmotorized transportation and nurture a shift to walking and biking trips.

1. Policies and Actions

P4.1 Support and promote walking, biking, and other nonvehicular modes as an alternative to driving within Montebello.

A4.1a Prepare and adopt an active transportation plan (ATP) with bicycle and pedestrian improvements built upon the San Gabriel Valley Council of Government (SGVCOG) recommendations. VZ SE R

A4.1b Balance the provision of on-street bike lanes and regional bikeways along arterial roads with on-street bike routes/boulevards and local-serving bikeways along residential streets. VZ SE R

A4.1c Coordinate with adjacent jurisdictions to ensure that the City's bikeways are connected and consistent with existing and planned bikeways at the City limits. VZ SE R

A4.1d Facilitate non-motorized connectivity to key destinations in the city through bicycle- and pedestrian-oriented wayfinding signage. VZ SE R

A4.1e Improve access to the Rio Hondo River Trail by opening additional access points and positioning wayfinding between the trail and key destinations in Montebello. VZ SE R

A4.1f Require new development projects to provide adequate bicycle and pedestrian access, plus the provision of safe and secure bicycle parking. VZ SE R

A4.1g Enhance the pedestrian and bicycle experience in the Downtown Montebello Specific Plan area and other key destinations through amenities such as wide sidewalks, low-stress bikeways, landscaping, pedestrian-oriented lighting, high-visibility crosswalks, and other improvements. VZ SE R

A4.1h Establish citywide mode split and VMT targets as a means to reduce traffic congestion, support healthy communities, and improve accessibility by transit-dependent populations. VZ SE R

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C. PUBLIC TRANSIT AND RIDESHARE

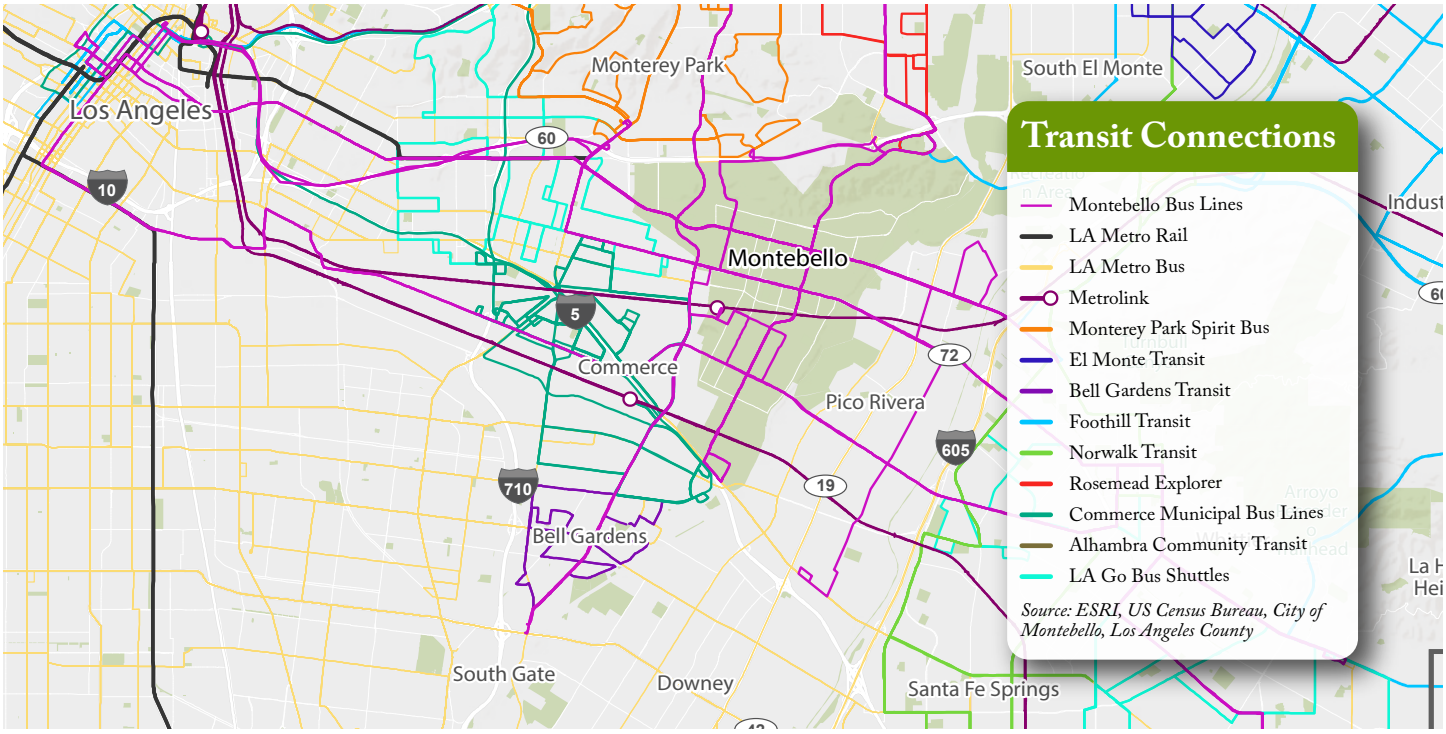


Figure C4.1. Regional transit connections.

Similar to walking and bicycling, the use of public transit and rideshare in the city can be encouraged by services and facilities that reduce barriers to utilizing these modes. For example, while the majority of the city is within walking distance (0.25 miles) of an existing bus stop or train station, access can be improved for primarily residential areas in the northern and eastern portions of the city which are not within walking distance, as shown in Figure C4.1. In addition, changes can be made to improve transit access and comfort for areas that currently are within walking distance of existing transit service. In the near term, the City can install shelters at bus stops outside the downtown area, as well as improve walking and bicycling facilities to and from the Montebello/Commerce Metrolink Station. In the long term, with the planned LA Metro Gold Line station at Greenwood/Washington, attention should be paid to gaps in connectivity between the station and local destinations.

The City can accommodate access to existing and future transit service through three principal categories of measures: improving access to transit stops and service, improving facilities at transit stops, and improving transit service.

Providing transit connectivity for areas that lack access, as well as improving access and comfort for people already within walking distance of transit stops, can be achieved through following strategies listed below, which can be implemented by the City in collaboration with partner agencies:

Improve Access to Transit Stops and Service

- Study options for supplementing local bus service and improving connections to local destinations and rail stations such as local shuttles, demand responsive services, or micro-transit services.
- Support rideshare and shared mobility by providing sufficient curb space for passenger loading at key destinations.
- Improve access to and from existing and planned transit stations through first/last mile (FLM) techniques.
- Incorporate micromobility (e.g., bike share and scooter share) into transit and active transportation improvements.

Improve Facilities at Transit Stops

- Enhance major bus stops and transfer points through improved bus stop amenities.
- Implement small- and large-scale mobility hubs at key multimodal transfer points.

Improve Transit Service

- Explore bus stop spacing and locations, and work with transit agencies to relocate bus stops when needed to improve user access and transit performance.
- Review and update local bus service to improve access to future rail service and areas of future growth in the city.

The regular application of these strategies by the City will ensure that connectivity between destinations and existing and future transit service is continuously maintained and improved.

1. Policies and Actions

P4.2 Promote the use of public transit through high-quality local and regional transit service and facilities.

A4.2a Partner with LA Metro to improve regional bus routes that serve Montebello through modifications to headways and hours of operation, adjustments to bus stop locations, and modification of routes to serve new development areas. VZ SE R

A4.2b Coordinate with Montebello Bus Lines (MBL) to improve geographic and temporal bus service coverage throughout the city. VZ SE R

A4.2c Reorient MBL routes or provide new routes to serve the future Gold Line Greenwood Station and new areas of development in the city. VZ SE R

A4.2d Enhance bus stops in the city incorporating high-quality transit stop design and amenities that creating a simple, legible, and pleasant experience at the bus stop. VZ SE R

Provision of comfortable shelter and seating can significantly improve perception of wait time and rider satisfaction. Ensure the waiting passengers can be seen from outside by using glass or open design for the back wall. Include lighting in the shelter, or locate shelters in a well-lit area. Signs at bus stop must indicate critical information including the stop name, route number, stop number, direction or destination, and system logo.

A4.2e Coordinate with Metrolink to enhance the Montebello/Commerce Station's passenger amenities, bus transfer facilities, parking facilities, and other elements to encourage rail ridership in the city. VZ SE R

A4.2f Coordinate land use and transportation planning efforts to develop transit-supportive land uses near existing and future major transit hubs. VZ SE R

A4.2g Partner with LA Metro as Gold Line alignment and planned Greenwood Station alternatives are studied to ensure that the final station siting and configuration (e.g., at grade or above grade) maximizes accessibility and minimizes negative effects on other modes and safety. VZ SE R

A4.2h Improve connectivity within growth neighborhoods, areas of opportunity and for transit-dependent populations to enhance access to local and regional transit services. VZ SE R

P4.3 Foster multimodal accessibility between transit services and destinations within the city.

A4.3a Improve walking and bicycling access to the existing Metrolink Montebello/Commerce Station and the future Gold Line Greenwood Station. VZ SE R

The development and implementation of first/last mile (FLM) improvements could include:

- *Widened and improved sidewalks;*
- *Connected bikeways with safe and secure bicycle parking at key destinations;*
- *Passenger loading/unloading zones for ridesharing services at key destinations;*
- *Pedestrian- and bicycle-oriented wayfinding; and,*
- *Bikeshare and scootershare stations at key destinations.*

A4.3b Explore the feasibility of establishing a microtransit or fixed-route shuttle service to provide convenient access between the future Gold Line Greenwood Station and key local destinations such as the Downtown Montebello Specific Plan area, City Hall, and the Beverly Boulevard corridor. VZ SE R

A4.3c Create small-scale mobility hubs at key multimodal transfer points. VZ SE R

Mobilty Hubs can serve as focal points for local micromobility and wayfinding networks, with amenities such as: transit and bike route information; bike repair stations; shade; and pedestrian-scaled lighting and wayfinding.

A4.3d Implement larger-scale mobility hubs along Montebello Boulevard and Greenwood Avenue to facilitate multimodal access to/from the future Gold Line Station. VZ SE R

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D. PARKING RESOURCES

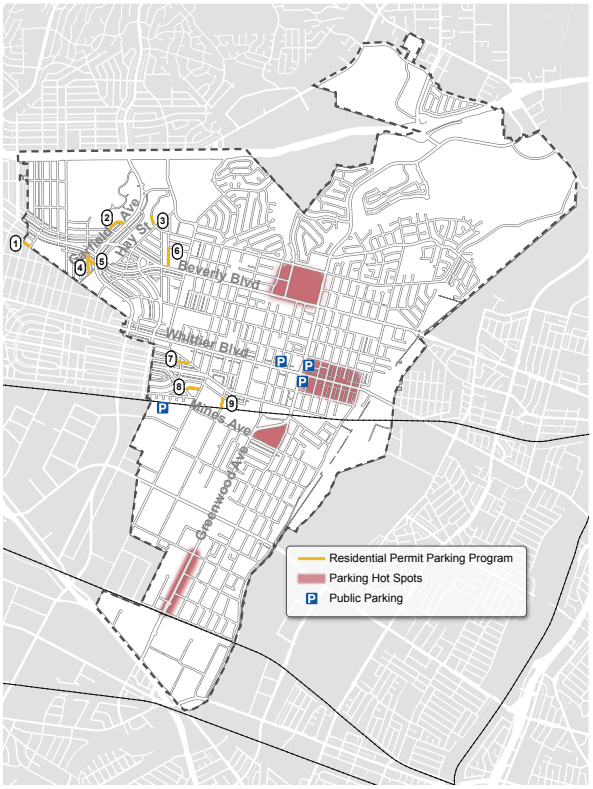


Figure C4.2. Parking Strategies.

Location	Strategies
Downtown Montebello Specific Plan Area	• Residential Permit Parking Program • Flexible Parking Standards
Greenwood Station Area	• Shared Parking • Parking In-Lieu Fees • New Multiuse Parking Facilities
Montebello/Greenwood Corridor	• Flexible Parking Standards
Beverly Corridor	• Flexible Parking Standards • Shared Parking
Whittier Corridor	• Flexible Parking Standards • Shared Parking

Table C4.1. Parking Strategies.

The City's management of its on-street and off-street parking supply plays a critical role in the overall transportation network and the mode choices made by residents, workers, and visitors. The availability and nature of the parking supply can affect whether people choose whether to drive or to walk, bicycle, take public transit, or take rideshare to a destination in the city. In addition, the traffic patterns exhibited by drivers looking for parking (especially if parking is limited) can negatively affect the safety and comfort of local walking and biking facilities, discouraging their use. Therefore, by optimally managing parking at key destinations, the City can balance the demands of parking with the need to foster safe and comfortable nonmotorized conditions. Currently, while the City provides parking throughout the city and at key destination, there is often an imbalance between supply and demand at key locations and during periods of peak demand.

While the City currently maintains a residential permit parking program in areas impacted by commercial parking demand spillover, additional measures can be taken in certain parts of the City to update supply and/or management. In order to effectively address future parking supply and management of existing and future parking demand, the strategies listed below can be implemented at key locations in the city:

- Residential Permit Parking Program (RPPP): Continue the City's current program, focusing on residential streets that can be affected by spillover commuter or retail parking. This can help reduce the negative effects of new commercial development on residential neighborhoods.
- Shared Parking (SP): Encourage public and private off-street parking areas to serve multiple land uses or development sites. This can help maximize the efficiency of parking resources, especially those that serve uses with peak parking demand occurring at different times.
- Parking In-Lieu Fees (PIF): Allow new development to offset costs of the provision of required on-site parking with payments to the City. By using these funds to construct new parking facilities or develop and implement parking management program, the City can decrease the number of individual, disconnected parking facilities and improve the urban form.
- Flexible Parking Standards (FPS): Allow for flexibility of parking provided by new developments based on factors such as on-site TDM, vicinity to high-quality transit, adjacency to bicycle facilities, availability of other parking supply, and other factors. This can help improve the urban form and increase walkability.
- New Multiuse Parking Supply: Establish new off-street parking facilities to facilitate dense mixed-use development. This measure is especially applicable to downtown Montebello and the area surrounding the planned Gold Line Greenwood Station.
- Public Parking Fees (PPF): Balance short-term and long-term parking demand at key locations by modifying parking fees and time limits at key on-street parking locations, such as downtown Montebello and near the planned Gold Line Greenwood Station.

Key corridors and areas for implementing these parking strategies are illustrated in Figure C4.2 and detailed in Table C4.1.

1. Policies and Actions

P4.4 **Manage parking and develop curbside regulations to balance the needs for parking, passenger loading, and commercial loading while avoiding negative effects to the walking, biking, and transit experience.**

A4.4a Update the City's curb regulations to balance the needs for on-street parking, rideshare-based passenger loading, e-commerce deliveries, and other modes in areas with high demand. VZ SE R

A4.4b Develop a parking management plan and/or district surrounding the future Gold Line Greenwood Station to reduce spillover parking onto residential streets and secondary negative effects on walking and bicycling. VZ SE R

A4.4c Establish parking management plans for the Downtown Montebello Specific Plan area and along key corridors such as Beverly Boulevard, Whittier Boulevard and Montebello Boulevard/Greenwood Avenue to balance the parking needs of diverse land uses and the circulation needs of people walking, bicycling, and taking transit. VZ SE R

A4.4d Update the City's parking code to allow shared parking arrangements, flexible parking standards and parking in-lieu fees in mixed-use areas and/or in proximity of high-quality transit. VZ SE R

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E. MULTIMODAL COMPLETE STREETS

While the City maintains a roadway classification map that defines roadways in the city in terms of how they accommodate vehicular traffic, it should also develop a parallel network of designated complete streets to define how streets can multiple modes, as opposed to purely vehicular throughput. The complete streets network would consist of streets that serve multiple modes, whether automobile, buses, bicycles, pedestrians, or trucks, where the City must balance multiple needs and priorities to ensure that all modes are accommodated in the city, thus facilitating a shift toward non-vehicular modes.

The City's complete streets network is proposed to consist of the following two categories:

1. Multimodal Boulevards: These are key corridors for connecting multiple modes within and through the city, providing access to both local and regional destinations. Along multimodal boulevards, the City's designs and strategies must balance vehicles, parking, goods movement, public transit, bicycles, and pedestrians.

2. Multimodal Connectors: These are multimodal roads that bridge gaps between local streets and corridors. Along multimodal connectors, the City has designated at least two modes which must be balanced through complete streets design.



1. Multimodal Boulevards

Implementing the network of complete streets that serves users of all ages and abilities requires a reimagining of how streets space and rights-of-way can be utilized to provide facilities beyond vehicular lanes. The example cross sections exhibited below illustrate how this could be implemented at several locations in Montebello where multimodal facilities would be beneficial to enhancing access and travel options for nearby uses. Note, these example cross sections serve to illustrate concepts – additional study and design would be necessary to construct these or other improvements along the corridors.

Montebello Boulevard/Greenwood Avenue: Montebello Boulevard and Greenwood Avenue form a key north/south corridor through the city, and provides connections to retail destinations and the future Gold Line Greenwood Station. This is a key multimodal boulevard where the City can balance multiple modes with facilities such as shading, accessible sidewalks, bus stops and amenities, and bikeways connecting to regional destinations. Flexible parking standards along the corridor can also help manage demand and balance the needs of multiple modes.

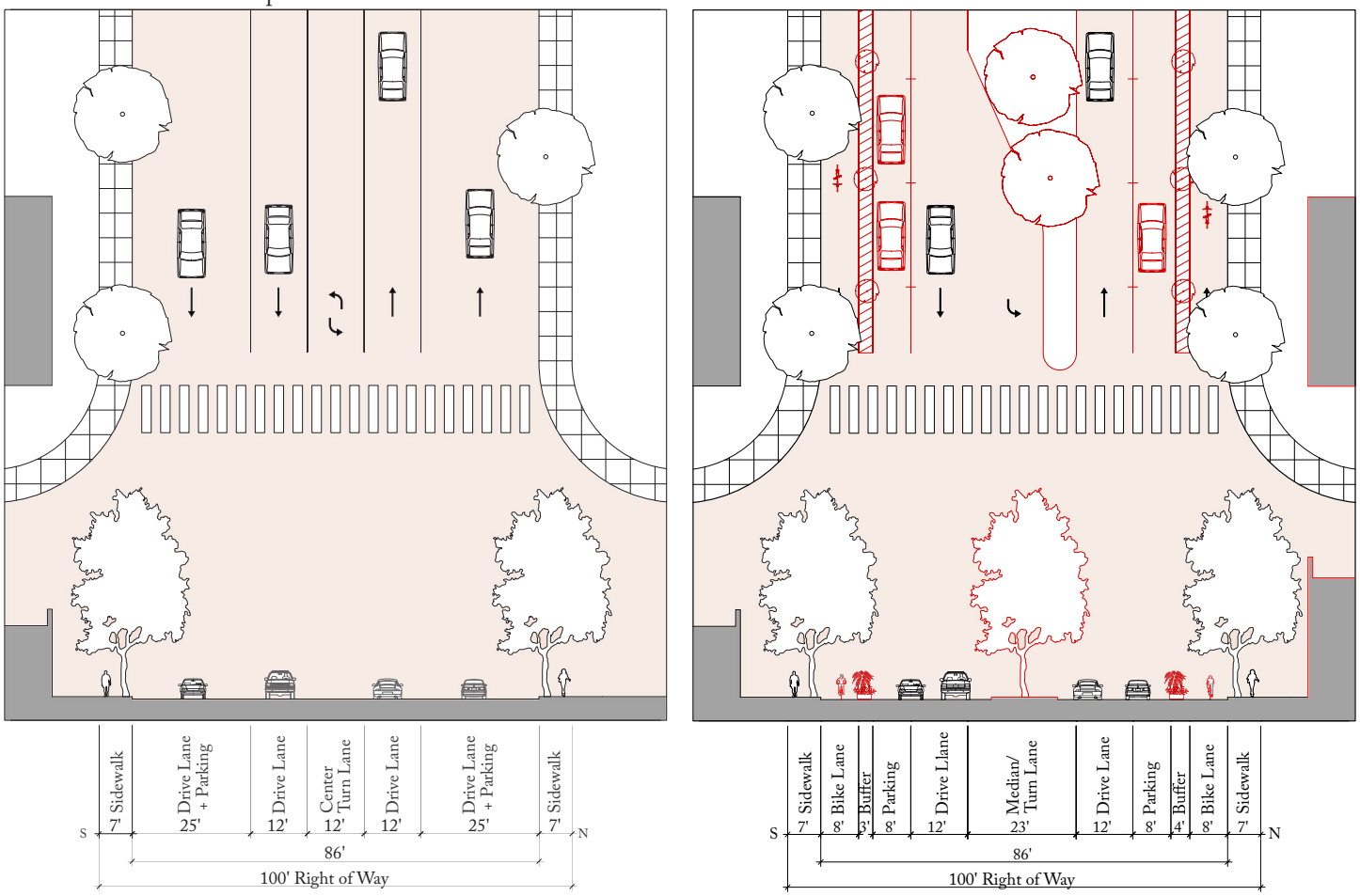


Figure C4.3. Greenwood Avenue at Washington Boulevard

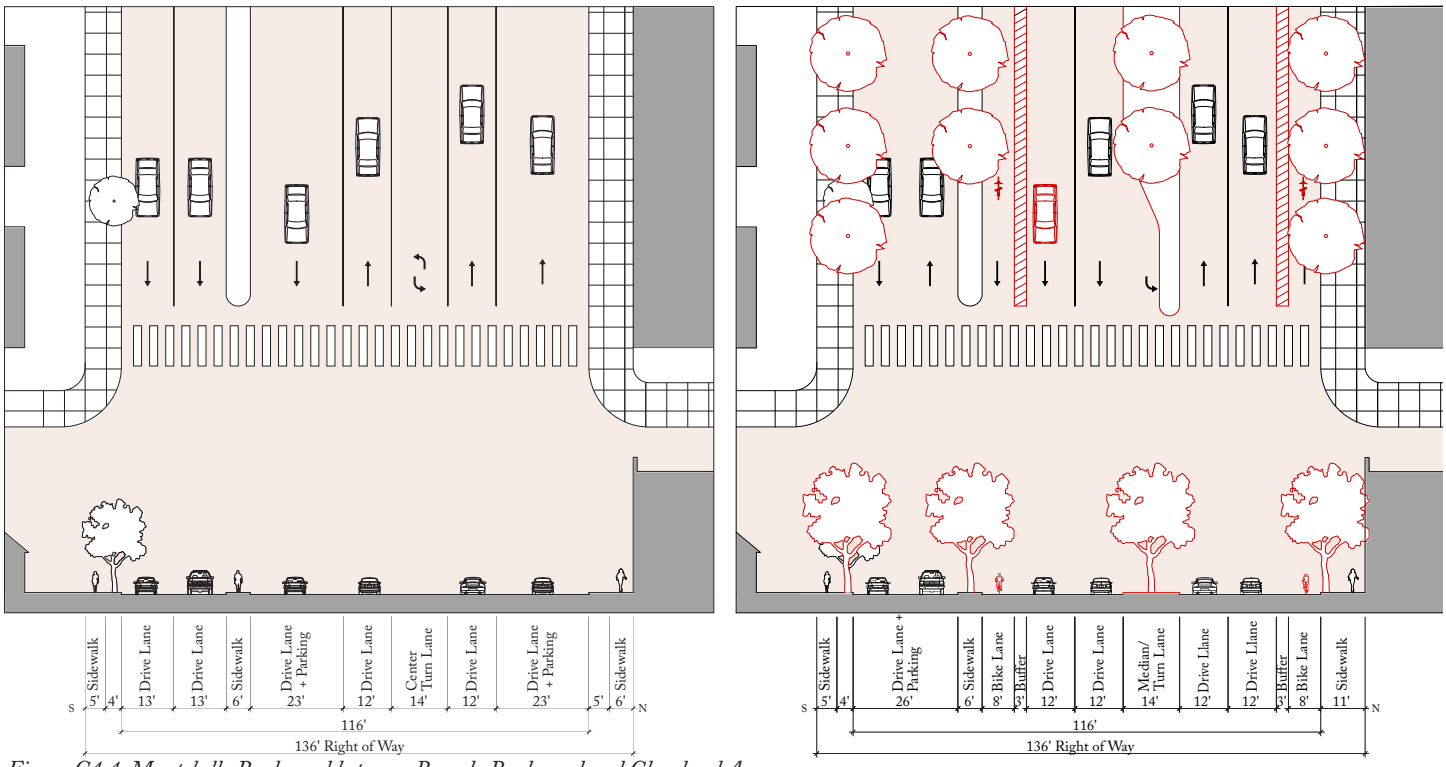


Figure C4.4. Montebello Boulevard between Beverly Boulevard and Cleveland Avenue

Whittier Boulevard: Whittier Boulevard is a key east/west corridor and includes the downtown area. Along the corridor, the City can balance users' needs through improvements such as shaded and accessible sidewalks, comfortable bus stops and other transit improvements, and bikeway connecting to both local and regional destinations. Parking measures such as shared parking and flexible standards are also recommended. Within the downtown area, additional focused pedestrian and parking measures can help improve safety and comfort for visitors of all ages and abilities.

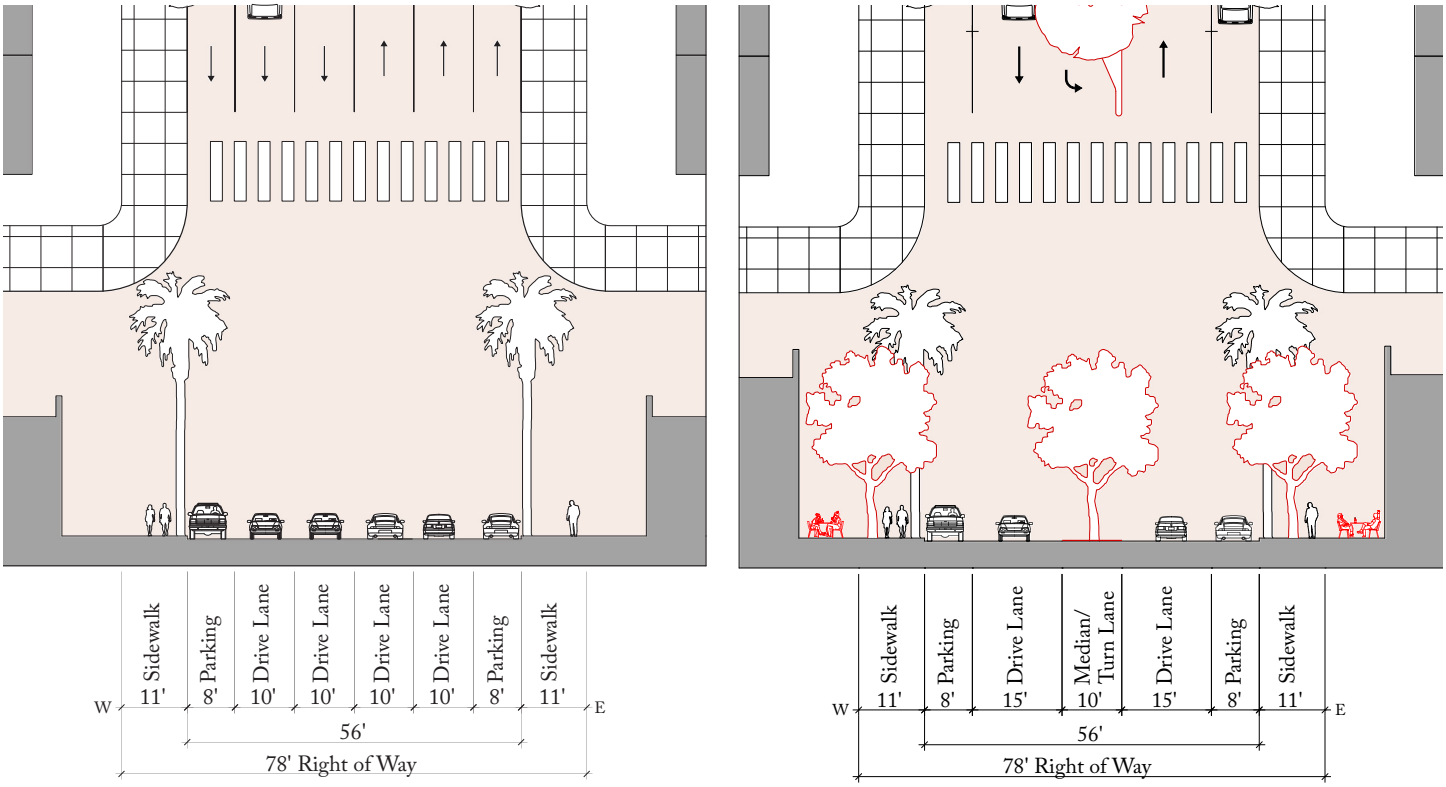


Figure C4.5. Whittier Boulevard -- Montebello Boulevard to Bluff Road

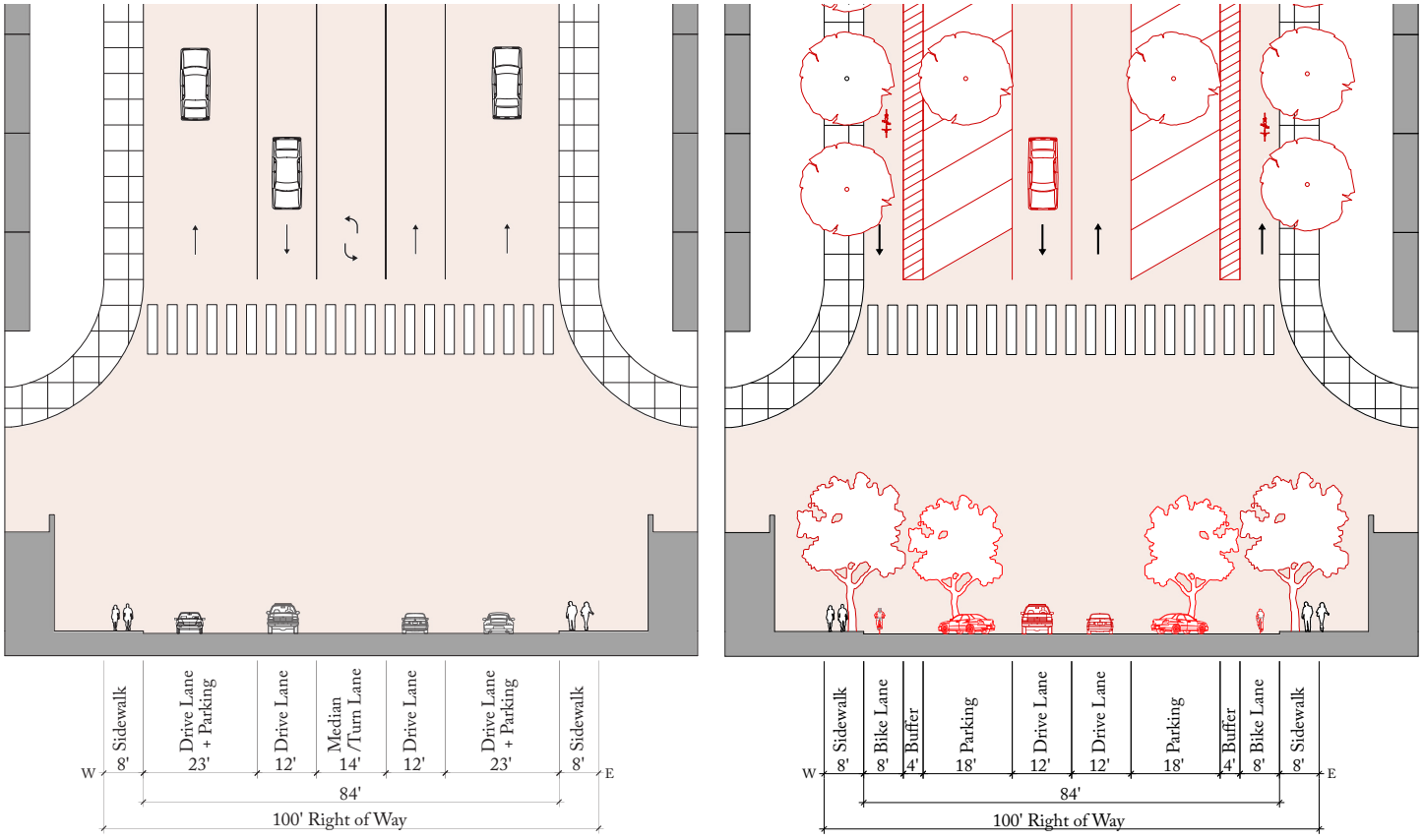


Figure C4.6. Whittier Boulevard -- Garfield Avenue to Montebello Boulevard

Washington Boulevard: Washington Boulevard is an east/west multimodal boulevard which will play a key road in local and regional connectivity with the planned Gold Line extension and Greenwood Station. To accommodate existing and future multimodal needs, the City should implement improvements such as shaded and accessible sidewalks, bikeways connecting to local destinations, bus stop amenities, and first/last mile transit access improvements. Within the station area, focused parking measures can balance the parking and active transportation needs of the station area and surrounding neighborhoods.



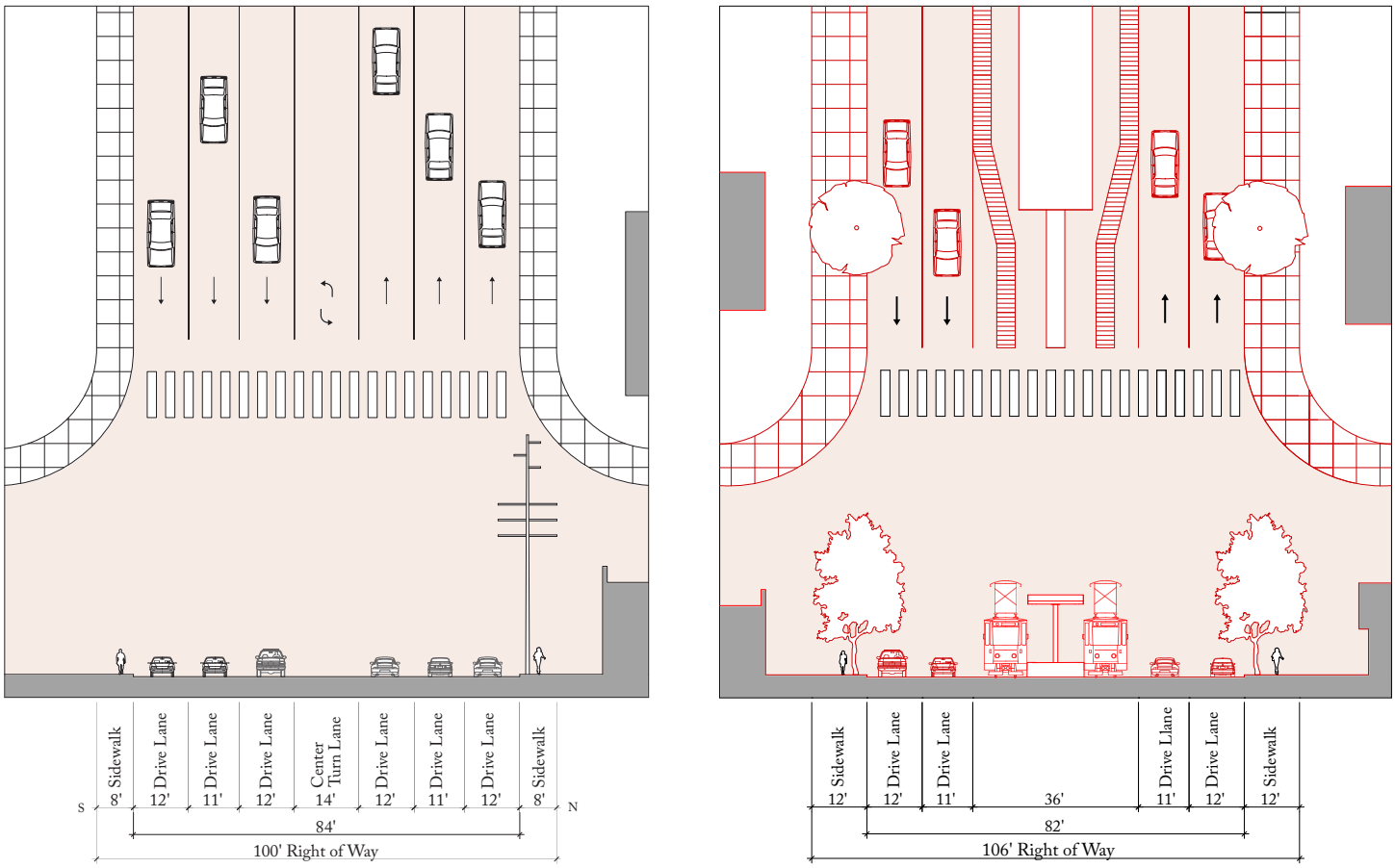


Figure C4.7. Washington Boulevard

Beverly Boulevard: Beverly Boulevard is a key east/west corridor providing connectivity to retail and regional active transportation facilities. As a key multimodal boulevard, vehicular and non-vehicular modes can be accommodated with measures such as shaded accessible sidewalks, bus stops and amenities, and bikeways connecting to regional destinations. Parking measures such as shared parking and flexible standards are also recommended.

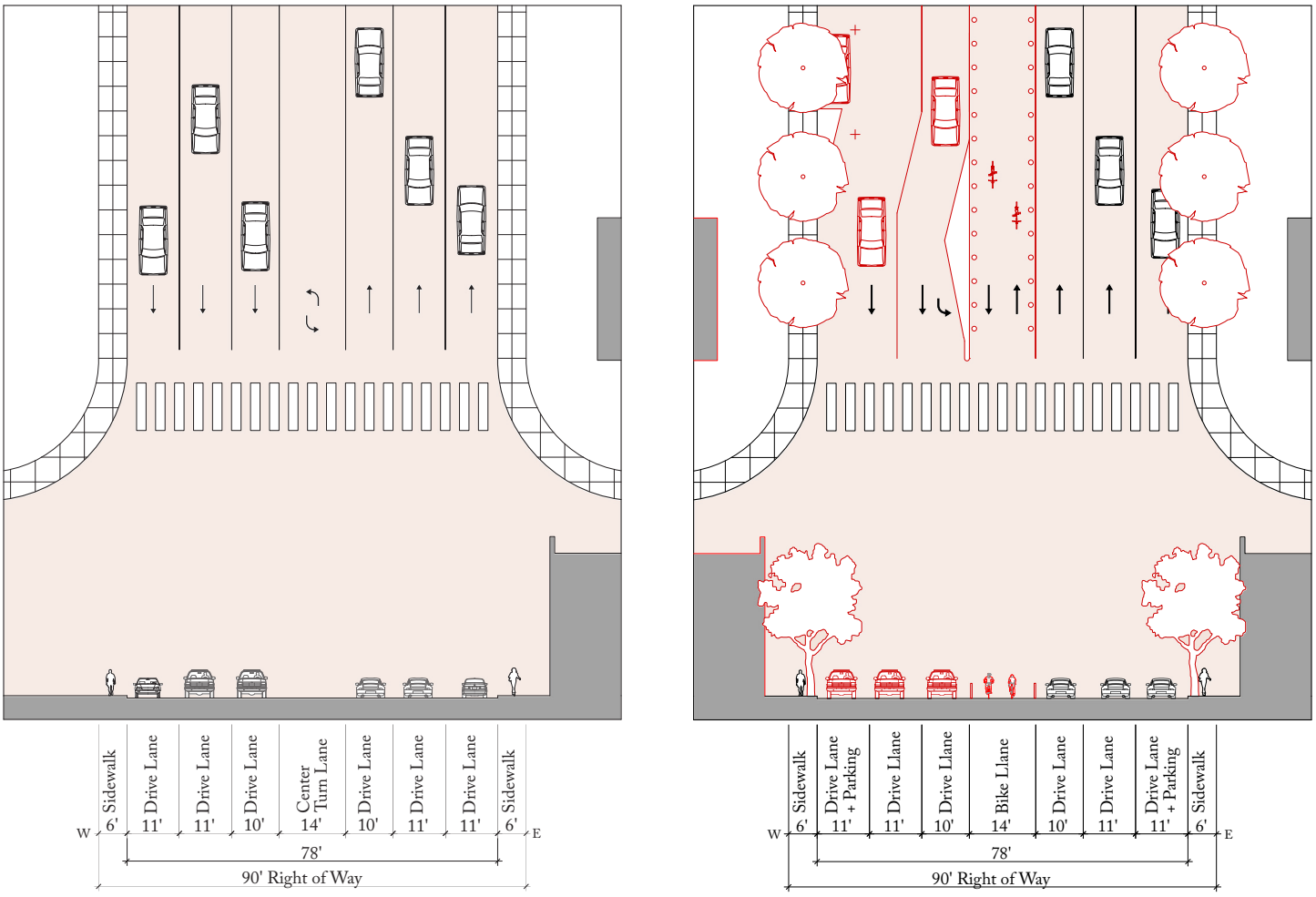
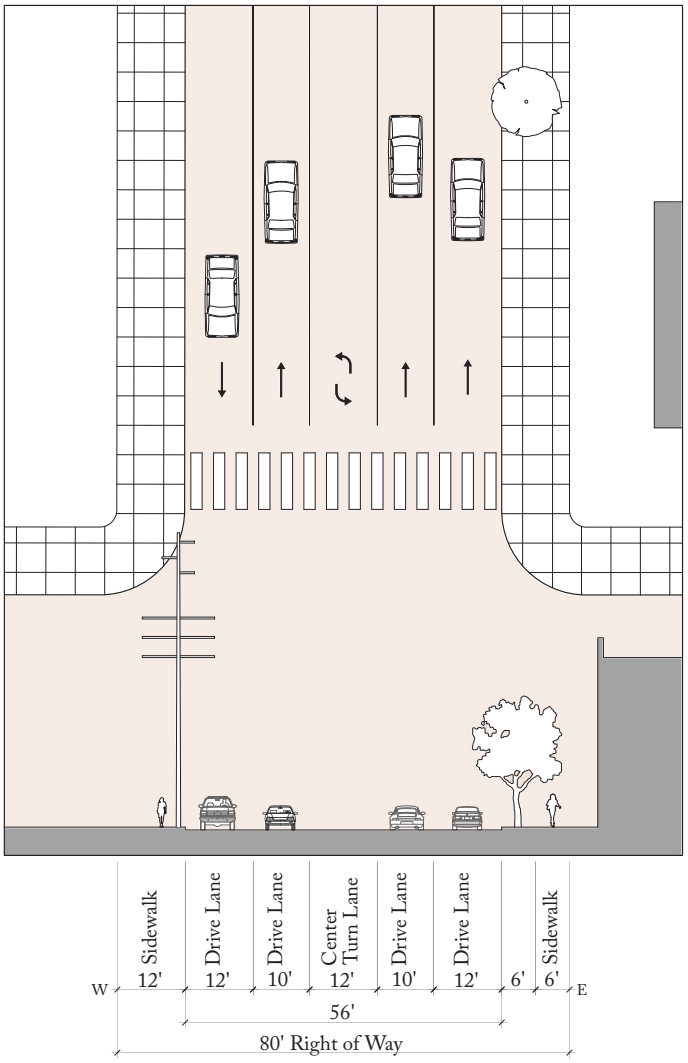


Figure C4.8. Beverly Boulevard at Wilcox Avenue



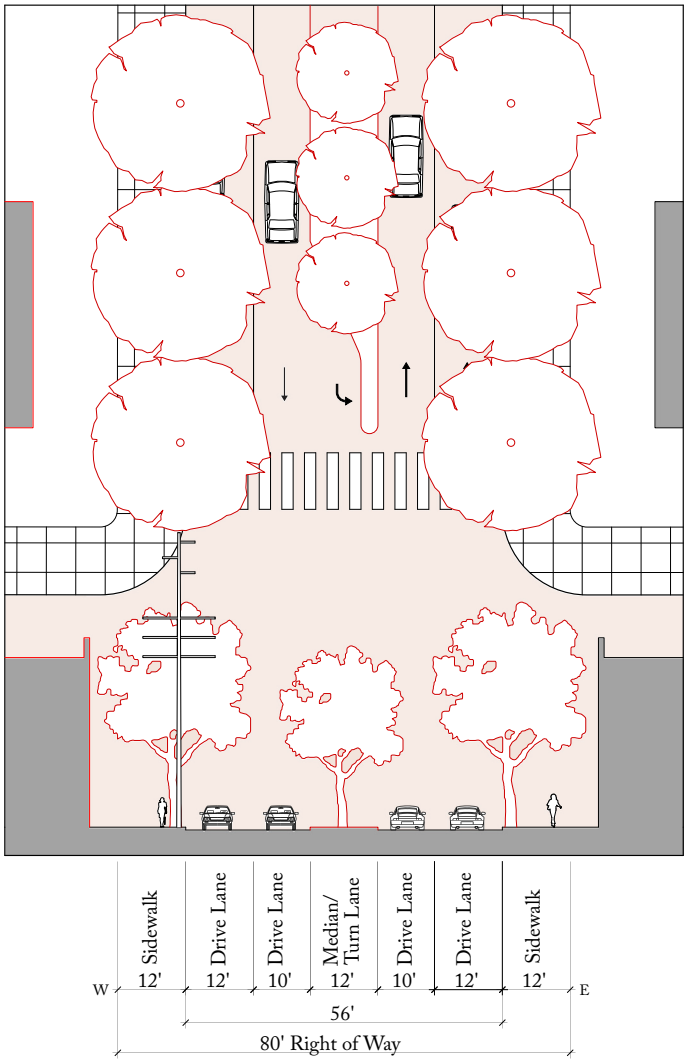
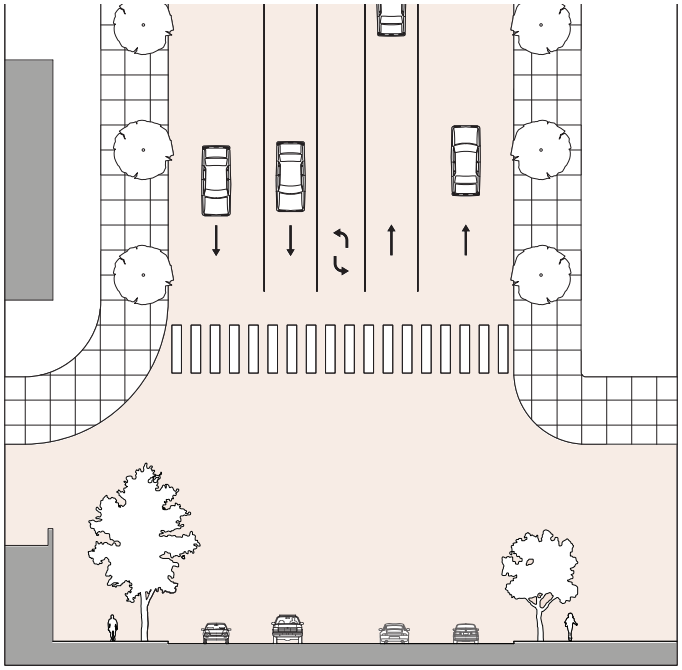


Figure C4.9. Beverly Boulevard at Montebello Boulevard



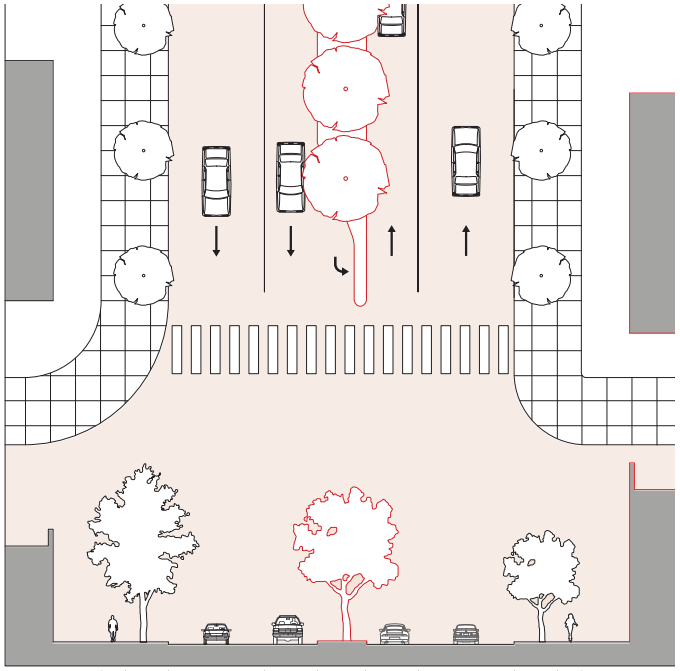
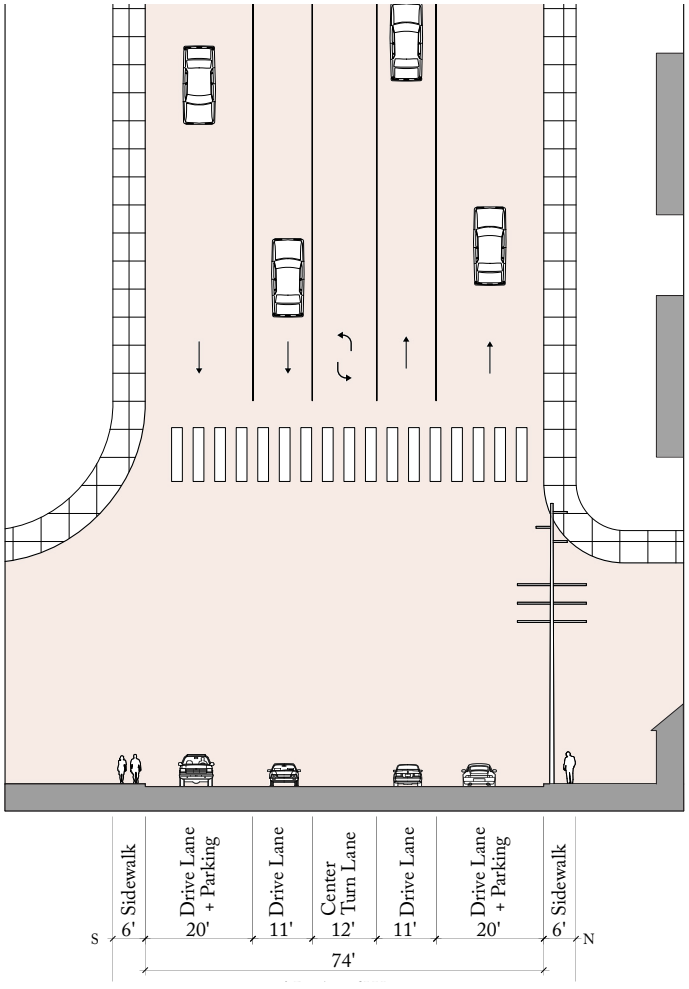


Figure C4.10. Garfield Avenue -- North of Whittier Boulevard



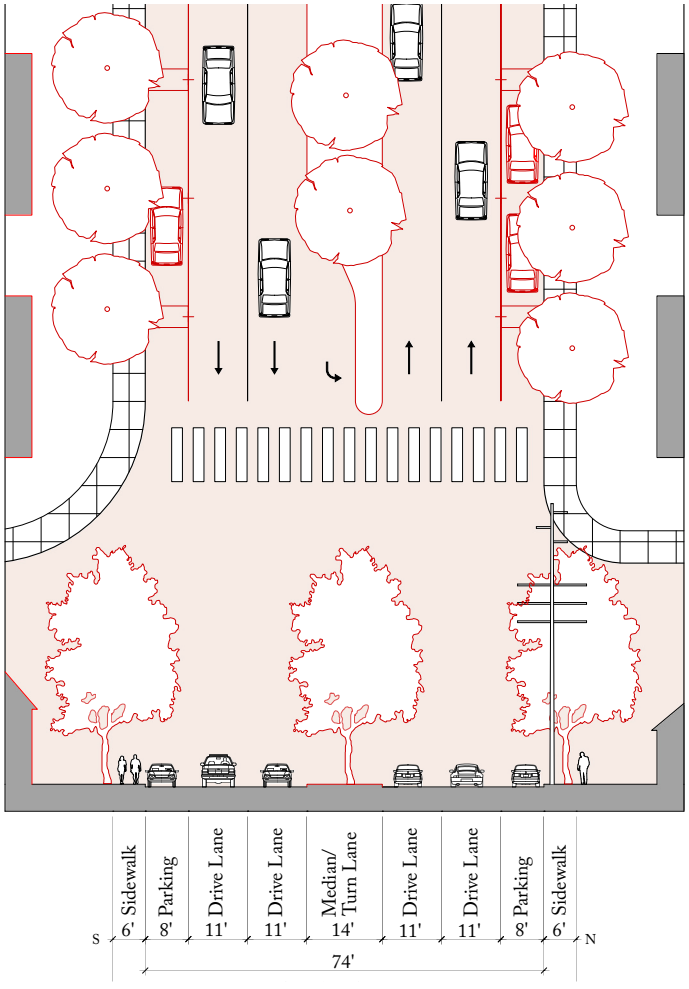
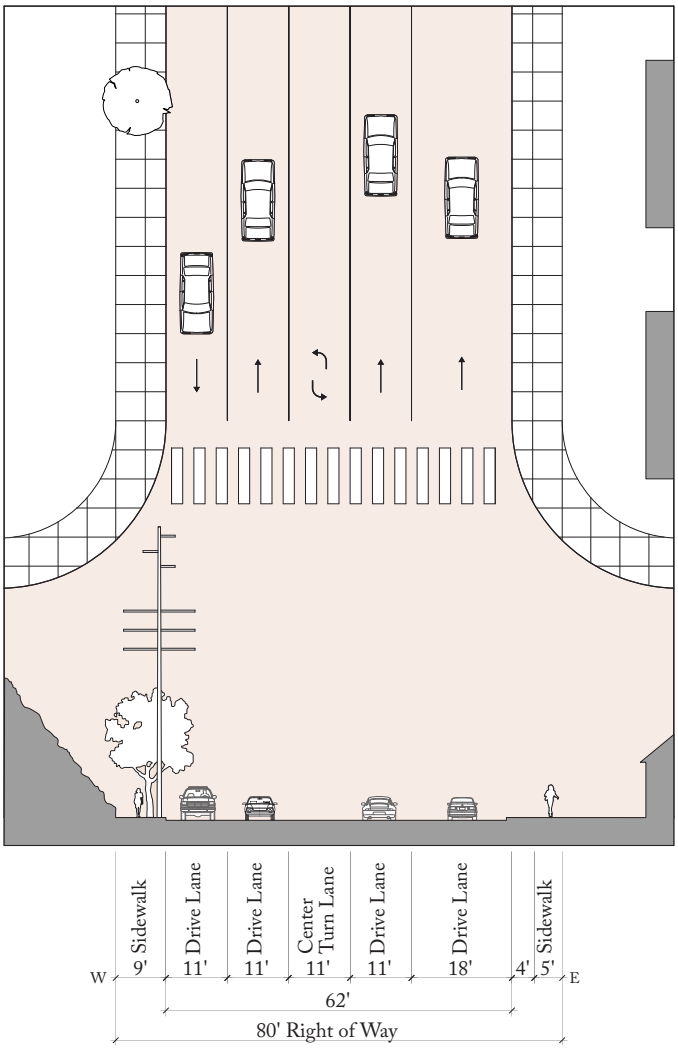


Figure C4.11. Greenwood Avenue -- South of Washington Boulevard



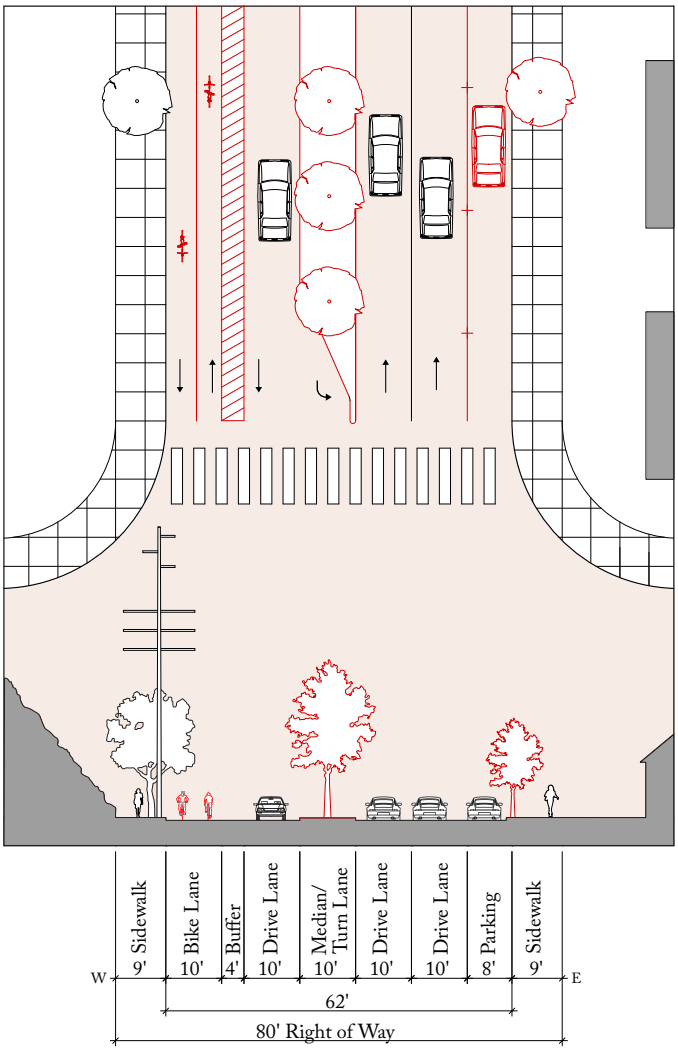


Figure C4.12. Lincoln Avenue

2. Roadway Classifications

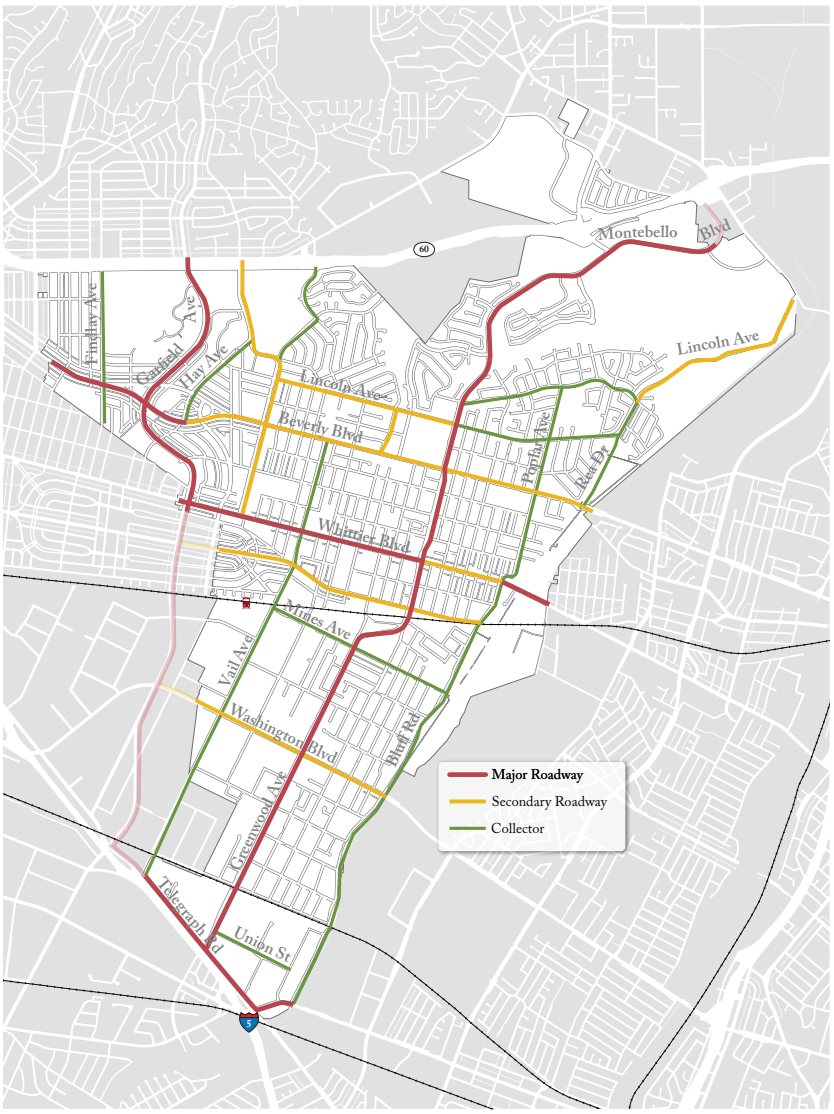


Figure C4.13. Roadway Classifications

Achieving a complete streets network of multimodal facilities necessitates appropriately classifying roadways in the city.

The proposed updated citywide functional classifications are shown in Figure C4.13. The updated map maintains the functional classifications in the previous General Plan, but the following roadways have been reclassified to better complement their surrounding land use context and provide the street space to better serve future bicyclists, pedestrians, and transit users.

- Washington Boulevard: Along the anticipated Gold Line extension alignment, reclassify from Major Roadway to Secondary Roadway.
- Mines Avenue: Reclassify from Major Roadway to Collector.
- Olympic Boulevard (west of Montebello Boulevard): Reclassify from Major Roadway and Collector to Secondary Roadway.
- Whittier Boulevard (Montebello Boulevard to 1st Street): Within downtown Montebello, reclassify from Major Roadway to Secondary Roadway.
- Beverly Boulevard (east of Hay Street): Reclassify from Major Roadway to Secondary Roadway.

It should be noted the standard width for Collector roadways is proposed to be updated from generally 60 to 70 feet wide to generally 70 feet wide or less.

3. Goods Movement Network

Providing safe and convenient multimodal travel options through a network of Complete Streets requires balancing the needs of local and regional goods movement with the effects on other roadway users. The City currently has a designated network of local truck routes to accommodate goods movement between local industrial uses, freeways, and other freight facilities; this local truck route network should regularly be reviewed and updated to accommodate existing and future multimodal transportation needs and complement the local built environment. The proposed updated local truck route network is shown in Figure C4.14 and changes from the current network are reflected in the figure and detailed below.

- Remove Whittier Boulevard east of Montebello Boulevard from the local truck route network to reflect area's vision as a place to walk and bike to retail and dining destinations. In order to accommodate east-west freight movement, designate Montebello Boulevard between Whittier Boulevard and Beverly Boulevard as part of the local truck route network so that heavy trucks can connect to Beverly Boulevard from Whittier Boulevard. This would require coordination with the City of Pico Riviera to ensure that vehicles traveling along Whittier Boulevard from the east use Paramount Boulevard to continue along Beverly Boulevard.

- Keep Washington Boulevard as part of the local truck route network. However, the City should monitor evolving land use and transportation conditions along Washington Boulevard resulting from the planned Gold Line extension. Should it be required to improve bicycle and pedestrian accessibility around the proposed light rail station near Washington Boulevard/Greenwood Avenue, or should capacity of the roadway be affected by the configuration of the rail line, the City should revisit Washington Boulevard's designation and consider other options for east-west freight movement in that area.



Figure C4.14. Local Truck Route Network

P4.5 **Provide a network of complete streets that are safe and accessible for all transportation modes and users, including those with impaired mobility, with a system of multimodal and context-appropriate roadways that support a shift to alternative travel modes and a reduction in VMT.**

A4.5a Develop and formally adopt a citywide Complete Streets Ordinance. VZ SE R

A4.5b Utilize a Complete Streets approach that acknowledges all users when improving existing transportation facilities or designing new transportation facilities in the city. VZ SE R

A4.5c Adopt and implement updated roadway classifications that reflect the various multimodal needs and land use contexts in different areas of the city including the downtown area. VZ SE R

A4.5d Consider the implementation of two-way center turn lanes and raised medians along currently undivided roadways to improve traffic flow, safety, and crossing distances. VZ SE R

A4.5e Implement active transportation improvements when roadways are undergoing rehabilitation, resurfacing, or other modifications. VZ SE R

Examples of active transportation improvements include high visibility crosswalks and bike lanes.

A4.5f Incorporate regional and national design guidance from LA Metro and NACTO, and other best practice guidebooks into local roadway design standards. VZ SE R

A4.5g Ensure that roadway designs safely accommodate goods movement in the City's industrial areas. VZ SE R

A4.5h Develop a citywide roadway network that ensures funds and improvements are distributed equitably among the City's different neighborhoods. VZ SE R

A4.5i Regularly review and update the local truck route network to accommodate existing and future multimodal transportation needs and complement the local built environment. VZ SE R

P4.6 **Balance local and regional vehicular throughput needs, as well as their effects on other modes of travel.**

A4.6a Require new development projects to assess effects on local traffic operations as part of non-CEQA analysis. VZ SE R

A4.6b Partner with Caltrans and LA Metro on regional highway planning to reduce congestion on local roadway facilities. VZ SE R

A4.6c Partner with Caltrans to ensure that freeway ramp intersection signal timing plans complement signal timing at City-operated traffic signals. VZ R

A4.6d As appropriate, establish flexible vehicular operational standards along facilities that serve mixed-uses and are key to bicycle and pedestrian connectivity, such as within the Downtown Montebello Specific Plan area. VZ SE R

A4.6e Monitor residential streets and implement traffic calming as needed to discourage cut-through traffic, developing strategies in conjunction with the neighborhood at large. VZ SE R

A4.6f Reclassify roadways under the City's functional classification so that they better complement their surrounding land use context and provide the street space to better serve future bicyclists, pedestrians, and transit users. VZ SE R

VZ Vision Zero SE Social Equity R Resilience

P4.7 **Prioritize the safety of all modes and users when designing and developing the citywide transportation network.**

A4.7a Enhance safety at current rail at-grade crossings, including those for Metrolink and the future Gold Line alignment, through improve signage, striping, and signage to increase visibility for all roadway users. VZ SE R

A47b Explore opportunities to provide grade-separated bicycle and pedestrian crossings at locations where railroad tracks serve as a barrier to direct walking and bicycling connectivity, such as residential streets cut off by railroad tracks. VZ SE R

A4.7c Regularly review multimodal crash statistics along key corridors and at major intersections to inform roadway safety improvements. VZ SE R

A4.7d As the future Gold Line routing and station plans are finalized, work with LA Metro to ensure safe pedestrian access, minimize disruptions to local circulation, and conflicts with other modes. VZ SE R

A47e Encourage Caltrans to provide safe pedestrian crossings and other facilities at freeway ramps. VZ SE R

A4.7f Require new developments to prepare emergency evacuation plans as appropriate. VZ R

A4.7g Ensure that the City's citywide circulation network maintains emergency response access, including along key north-south and east-west corridors. VZ SE R

A4.5h Monitor and implement improvements as needed for safe walking and bicycling access to schools. VZ SE R

A4.5i Utilize educational strategies to improve awareness of safe walking, biking, and driving habits. VZ SE R

P4.8 **Ensure the City's transportation network and planning efforts incorporate new transportation technologies while also preparing for the needs of potential future technologies and modes.**

A4.8a Incorporate micromobility services such as bicycle- and scooter-share into first/last mile improvements. VZ SE R

A4.8b Explore the feasibility of implementing microtransit service between Metrolink, the future Gold Line Greenwood Station, and key destinations and attractors in the city. VZ SE R

A4.8c Incorporate shared mobility services passenger loading and ecommerce-based commercial loading into curb space planning in high-demand areas such as the Downtown Montebello Specific Plan area. VZ SE R

A4.8d Design future parking structures in a flexible manner that allows conversion to other uses in the future. R

A4.8e Monitor and evaluate the development of new mobility technologies. R

Evaluate and monitor new technologies such as connected and autonomous vehicles, what is needed to accommodate them, effects on travel and/or parking demand, and the potential effects on all modes of travel.

VZ Vision Zero SE Social Equity R Resilience



5 Our Healthy Community

Montebello will promote preventive health and well-being for all through inclusive approaches where healthy habits are encouraged.

For determining health of a person, their zip code is more important than their genetic code. Where people live profoundly affects their health putting residents at a severe disadvantage in achieving their full health potential.

Majority of our time, effort, resources, and attention is spend in counseling, education, and clinical intervention at an individual level when the causes of our health issues is determined outside the four walls of hospital & doctor's offices. More effective health outcomes can be achieved with broader population level interventions that improve factors such as income, financial stability, education, food access, and housing stability. The built environment shapes daily experiences and can impact a person's physical, mental, and social well-being. The built environment is the layout and design of a community's buildings, streets, sidewalks, and infrastructure and includes the spaces and places where people live, learn, work, play, and recreate.

The General Plan integrates health and equity considerations to create a framework for:

- Aligning health equity policies across city departments and health agencies; and
- Incorporating equity in civic engagement and community investment.

Residents must have equitable distribution of opportunities and resources for optimal health and well being. Health inequities arise mostly from the inequitable distribution of resources and opportunities that people need to be healthy. Montebello will act affirmatively to reduce these health inequities through strategic public space investments that promote physical activity and create incentives for healthy food retail. The City will discourage tobacco and excessive alcohol use. In collaboration with the private sector, the City will create safe spaces that reduce violence and unintended injuries, and support efforts to eliminate local sources of pollution. The Housing Element Programs will expand access to safe and affordable housing, increase employment and training opportunities, and reduce exposures to environmental hazards. Working together, Montebello will foster a culture of health by promoting civic engagement and offering community programs that support healthy lifestyles and reduce social isolation, which is a major contributor to ill health.

A. GUIDING PRINCIPLES

1. **Prioritize Prevention:** Focus on preventive health. Chronic diseases are often preventable and associated with unhealthy and risky behaviors that are shaped by the built environment in which we live, work, learn, and play.

2. **Collaborate for Multiple Benefits:** Healthy choices require healthily systems. Health is intrinsically linked to the economy, transportation, environment, and social policy areas. Montebello will strategically partner to carry out projects that benefit more than one end (achieve co-benefits) and create efficiencies across agencies (find win-wins) which is essential for securing support from partners, reducing redundancies, and ensuring more effective use of limited public resources.

3. **Healthy Choices:** Systems shape choices. If we design systems differently we can make the healthy choice the easy choice for all people. We can make it easier for people to adopt healthy behaviors, healthy choices, and prevent the onset of costly chronic diseases. Health will be omnipresent and universal—in our homes, schools, and workplaces.

4. **Equity:** Given the strong ties between inequity and poor health, a strategic focus of health policies, programs, and processes is targeted towards communities at greatest risk, and those that require the greatest support.

B. MONTEBELLO HEALTH

1. Health Profile

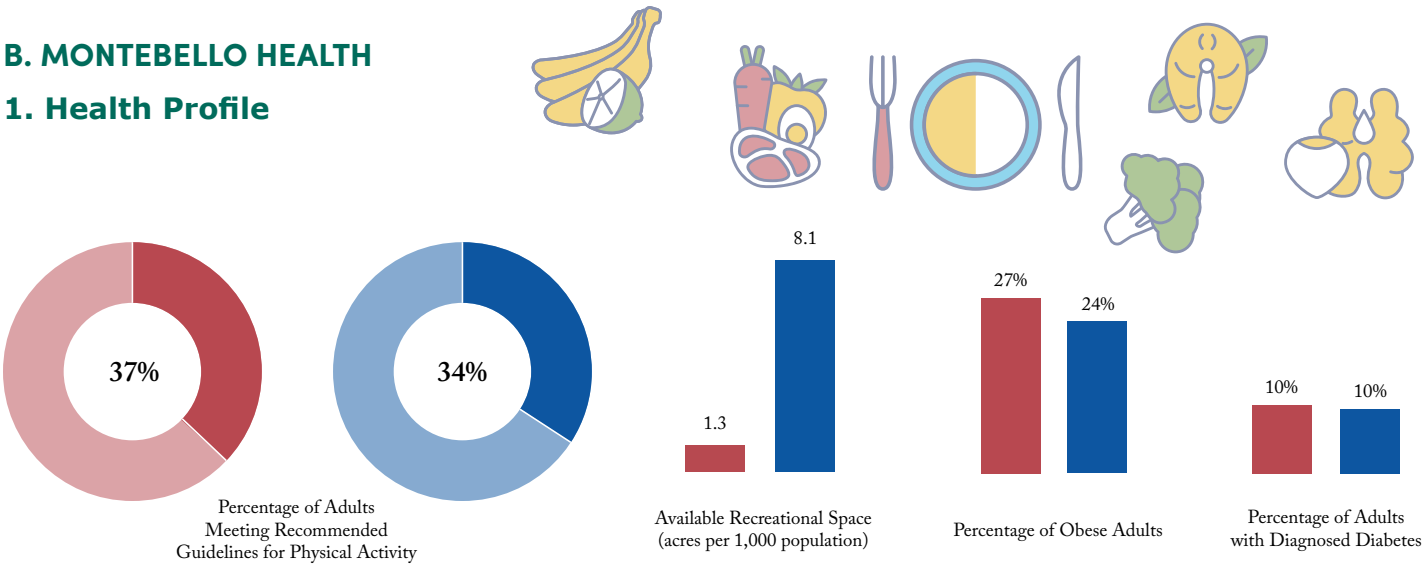


Figure C5.1. Physical activity, access to open space, obesity, and diabetes. Source: LA County Health Profile of Montebello.



Almost two-thirds (63%) of Montebello residents not getting enough exercise and over half (56%) the residents lack access to sources of healthy food. Lack of physical activity and poor diet are the leading cause to the current obesity epidemic and are major risk factors for heart disease, diabetes, cancer, and many other chronic health conditions.

While being physically active and eating healthy are individual lifestyle choices they are hugely reliant on the physical design of the City. It is difficult to be active if the city lacks safe, walkable and bikeable streets and open spaces for recreation across the entire City.

The General Plan vision calls for green infrastructure that provides safe and enjoyable streets and open spaces and create incentives for healthy food retail.

Making lifestyle changes like becoming physically active, eating a diet that is rich in fruits, vegetables, lean meats, and fiber, and quitting smoking can reduce the risk of colon cancer. Obesity can increase an individual's lifetime risk of breast cancer.

Tobacco use is a leading preventable cause of premature death and disability. Montebello can prohibit smoking in public spaces, such as parks, beaches, outdoor dining areas, and apartment buildings to reduce exposure to second-hand smoke. Secondhand tobacco smoke contributes to heart disease, cancer, and other diseases.

Youth who smoke often continue smoking into adulthood, which increases their risk for lung cancer, heart disease, stroke and other serious health problems. Montebello can reduce youth access to tobacco products by promoting zoning and licensing restrictions to regulate the location and density of tobacco retailers and vape shops, particularly in youth-sensitive areas and vulnerable neighborhoods.

In addition to lung cancer and chronic obstructive pulmonary disease, smoking is a major risk factor for cardiovascular disease. Cardiovascular disease-related deaths include deaths due to heart disease and stroke.

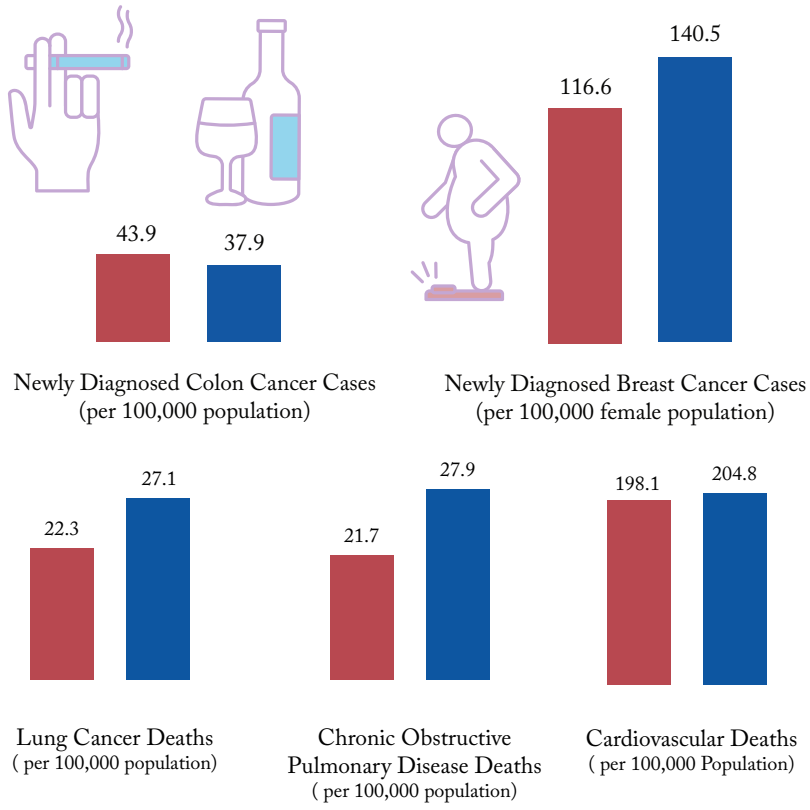
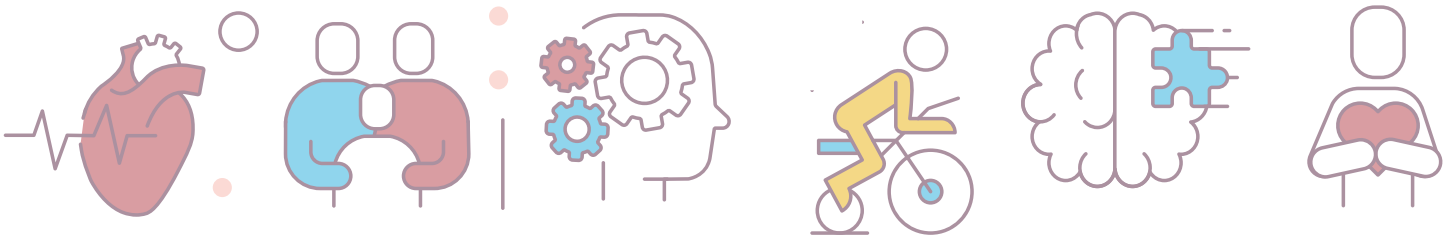


Figure C5.2. Tobacco use. Source: LA County Health Profile of Montebello.



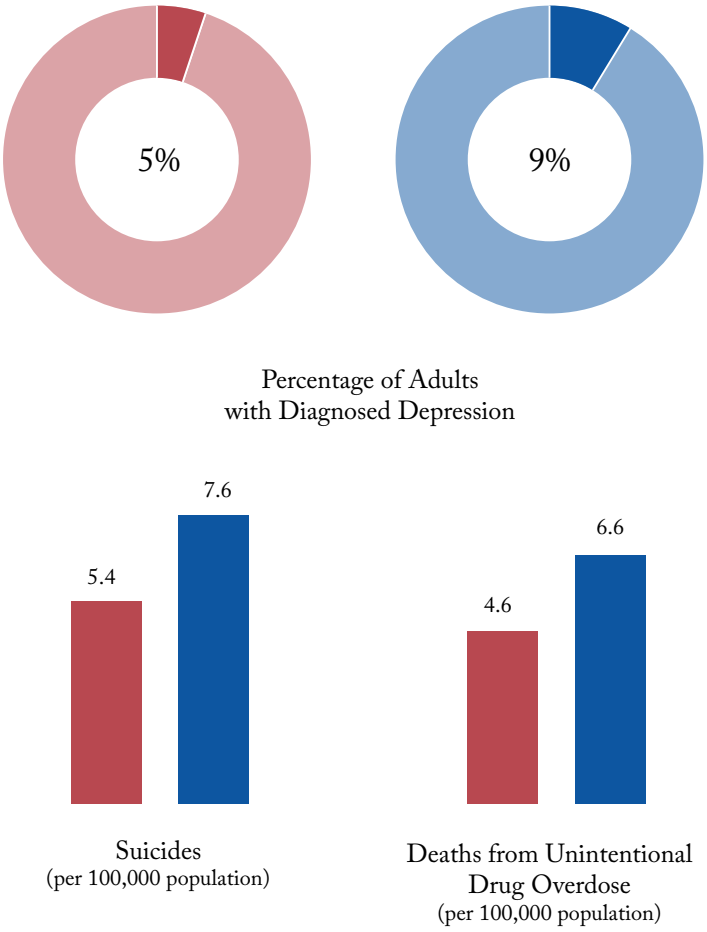


Figure C5.3. Mental Health. Source: LA County Health Profile of Montebello.

Good mental health can improve people's enjoyment, coping skills, and relationships, educational achievement, employment, housing and economic potential, help reduce physical health problems, ease healthcare and social care costs, build social capital, and decrease suicides. The physical and social environments of urban life can contribute both positively and negatively to mental health and wellbeing.

Individuals who are exposed to chronic stress from poverty, unemployment, homelessness, physical and mental health problems, previous trauma, personal crises, family break up, addiction, and immigration are at a greater risk for developing mental health conditions, such as depression, anxiety, or post-traumatic stress disorder.

Montebello is an urban area. The residents experience an increased stimulus level: density, crowding, noise, smells, sights, disarray, pollution and intensity of other inputs. These stimuli can increase the body's baseline levels of arousal, stress, and preparedness, and drive people to seek relief: quiet, private spaces; over time this urge may evolve into social isolation associated with depression and anxiety.

While ensuring access to timely and affordable mental health interventions and services is important for effectively treating mental health conditions, promoting well-being at the community level may help prevent these conditions from developing.

Montebello can take an active role in fostering mental health by designing places that promote good mental health, ensuring community safety, promoting employment opportunities and economic security, expanding affordable housing, creating varied opportunities for residents to engage in community issues, reducing the stigma associated with mental health, and providing support services.

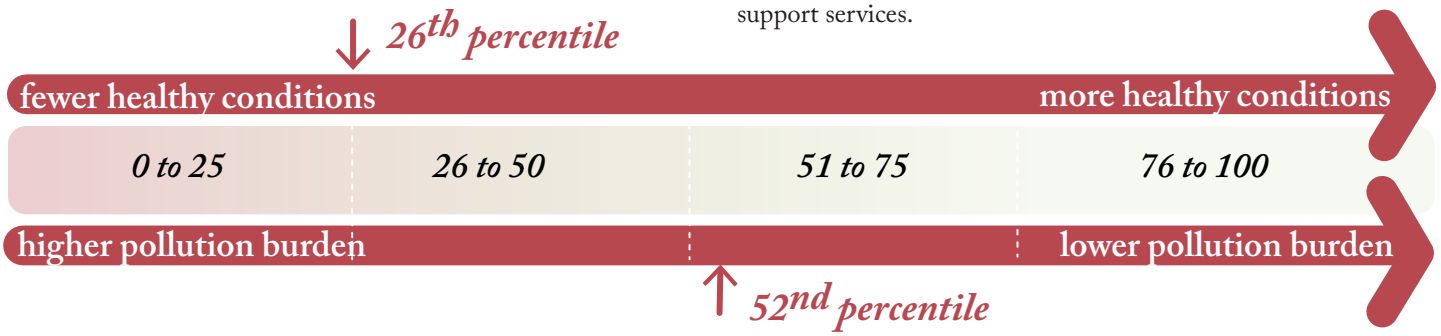


Figure C5.4. The California Healthy Places Index (HPI) is calibrated to correlate with life expectancy. In addition to environmental factors, it takes into account the diverse non-medical economic, social, and political factors that influence physical and mental function, behavior and disease. The California Healthy Places Index (HPI) Clean Environment Score is a composite measure of pollution that was developed by the Public Health Alliance of Southern California. It is based on the average levels of four common environmental pollutants used in the California Environmental Protection Agency's CalEnviroScreen 3.0 tool.







2. Community Outreach

The stakeholder interviews, community survey, and focus group meetings established baseline conditions, identify trends, constraints, and opportunities. An integrated vision and strategies for healthy living were developed during a four-day long visioning workshop. The insights from the various civic engagement efforts identified the following major health challenges in Montebello:

- Obesity, asthma, mental health issues, heart disease;
- Pattern of development (auto-centric) does not support active transportation;
- Streets discourage walking and biking, intersections that cause traffic fatalities, and disempowered communities;
- Poor air quality;
- Lack of opportunities for physical activities;
- Lack of access to healthy, nutritious, and affordable food. Need regular farmers market that can provide local and healthy food options;
- Limited health care options. Existing hospital facility needs to be upgraded to provide state of the art health care;
- Need to better promote existing exercise facilities and events within the City; and
- Stores, restaurants, schools, and public facilities do not promote healthy eating.

C. BUILT ENVIRONMENT

The built environment includes the physical makeup of places that promote active lifestyle and transportation options, improves access to nutritious and affordable food, brings people together, and reduces noise pollution.

The design of neighborhoods and streets can have a significant impact on the way that people behave. Built environment pollution in terms of air, water, soil, noise, vibration and debris can affect people's health. The health benefits of walking is immense and can be easily designed into people's everyday lives, particularly in low-income areas where stresses, preventable diseases and healthcare demands are high and money is tight.

The design of roads and transportation networks has significant impacts on health and wellbeing, from road collisions to traffic noise and the increasingly recognized effects of air pollution. There are also wider impacts on the disruption of social networks, which are in turn so important for health and wellbeing. Exposure to noise pollution from traffic and transit causes stress, annoyance, and sleep disturbance. The careful design of the built environment can mitigate the effect of noise pollution on physical and mental health.

Thoughtful planning policies and design can improve community health, which is the core of a healthy economy, environment, society, and leads to increased quality of life, greater social engagement, and longer lifespans.



1. Healthy Streets

Urban streets provide the platform for everyday activities and therefore should be designed to support human health and well-being for all people. The ease at which people move from one place to another, access services, enjoy their surroundings, and feel safe impacts their mental health and comfort. Streets provide links to critical services such as health care and education and require safe, secure, and accessible routes. Streets should provide an inclusive place for people burdened with poverty or social inclusion challenges. Streets with reduced traffic volumes and speeds extend the territory of the private spaces that line the street, increasing the opportunity for social interaction.



Simonian Family Garden at the Montebello-Commerce YMCA provides gardening lots to community members.



Montebello-Commerce YMCA receives donations from local partners allowing distribution of fresh produce and other nutrition and supplies to those in need. Since the beginning of the pandemic, the YMCA has provided over a half a million free meals to food insecure families along with free diapers and baby formula, free flu shots and COVID-19 vaccinations.

2. Access to Nutritious Food

While individuals make their own nutritional choices, they make these choices within the context of the built environment — the accessibility and availability of healthy food. Residents living in areas with limited access to healthy food options are often forced to shop at local convenience stores or eat at fast-food establishments if that is all that is available. The limited options result in a diet that is high in caloric content, but poor nutritionally, leading to an increased risk of obesity and diabetes. This is especially true for low-income residents without access to sufficient transportation options.

Zoning regulations when paired with economic incentives can help establish grocery stores and farmers markets in food desert areas. Expanding routes to focus on low-income neighborhoods and linking them to supermarkets and grocery stores can improve access to healthy food. Policy and regulatory interventions should be paired with educational component such as classes on health and nutrition, such as cooking, eating healthy on a budget, or learning to use farmer's markets and Community Supported Agriculture (CSA). City and School officials can adopt policies for healthy concession stands at extra-curricular events, fundraisers that sell food that meet or exceed the USDA Smart Snack standards and implementation of policies for healthy foods at staff meetings.

Nutrition Education at Montebello Unified School District (MUSD)

MUSD Nutrition Services provides free breakfast, lunch, and supper to all students. Meals meet and exceed federal and state age-appropriate nutrition standards based on the Dietary Guidelines for Americans. The nutrition information for meals is available on the District's website.

MUSD has made nutrition education a priority for over 20 years. Nutrition education programs provide knowledge and practical skills to all grade levels beginning with pre-school. The Harvest of the Month program integrates teacher materials with Common Core standards and includes classroom taste tests of seasonal fruits and vegetables. Students' language arts, math, science, art and social science skills strengthen while they learn nutrition principles. The cafeterias offer a variety of fruits and vegetables to reinforce classroom learning.

This program extends to families and communities as well. MUSD Nutrition Services offer parent nutrition education to help families create a healthful environment at home. Nutrition awareness is promoted at community events throughout the year. A myriad of nutrition and physical activity resources are available on the District's website.

3. Social Connectedness

The built environment has the power to integrate or segregate communities. Physical environments designed to enhance social connections enrich people's lives on a daily basis and in moments of crisis, such as in the aftermath of manmade or natural disasters, when people's reliance on neighbors and local friends is critical to their survival.

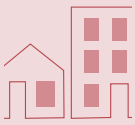
Built environments in neighborhoods, such as porches and tree-lined streets, can promote neighborly conversations and civic pride. The design qualities of a place— walkability, sense of place, greenness, street design, architecture—have the potential to increase social interaction, the integration of diverse people, social support, civic pride, social resilience, and social and political involvement.

Places should be designed to combat loneliness and social isolation and foster social capital and community. Following are few physical design considerations in designing places and buildings: that increase opportunities for social interaction and cohesion:

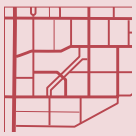
- Creating places that are safe, inclusive and walkable;
- Create programming, mix uses, offer amenities that make people linger to enjoy the place and support local businesses;
- Provide options for different age related preferences, abilities, and group sizes;
- Use architectural detailing and variety at eye-level to add interest and a sense of scale;
- Bring natural light into the core of a space through windows and skylights that connect people to the outside and give the place warmth; and
- Offer spaces to linger and socialize.







1 Mixed Uses



2 Network of Human Scale Streets



3 Active Living



4 Shared Streets



5 Access to Nutrition Food



6 Access to Open Space



7 Outdoor Seating



8 Noise Control

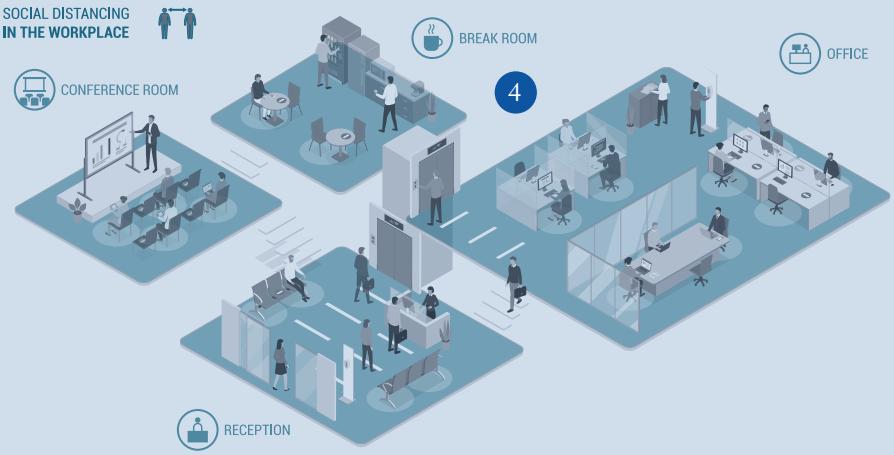


9 Bike Infrastructure



10 Pet Friendly





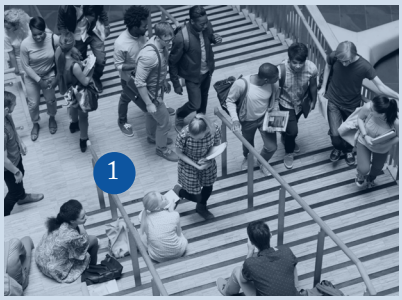
1 Exercise Stairs

2 Balconies

3 Cross Ventilation

4 Social Distance





5 Noise Control

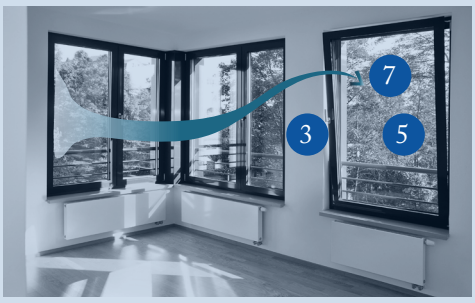
6 Natural Lighting





7 Air Circulation

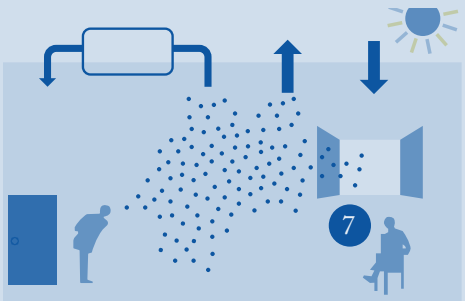
8 Access to Open Space





9 Safety, Security

10 Touch Free Access



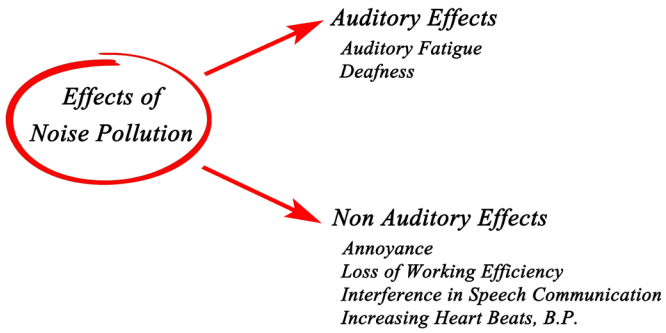




D. NOISE

Sounds can be pleasant and relaxing such as sounds from birds, water, leaves rustling, or children playing at a distance. Natural sounds enhance the appreciation of a place and should be encouraged. Sounds can also become unwanted noise. Noise is part of the everyday experience for residents, workers, and visitors to the City of Montebello. It is an inevitable consequence of the urban city, the density of development, and the intensity of activity in a small area. The noise resulting from the vibrancy of the City for many is iconic, invigorating and an essential element or 'buzz' of the City 'soundscape'. However for others City noise can detract from enjoyment, be an annoyance, or detrimental to health and well- being. Chronic noise from traffic, trains, commercial and entertainment uses, and noisy neighbors can adversely affect mental tranquility.

The purpose of this section is to identify noise-sensitive land uses and the most predominant sources of noise in the City, and limit the exposure to excessive noise levels.



1. Context

The predominant source of noise in Montbello is motor vehicles on roadways within the City and the Metrolink and freight trains. The roadways with the highest traffic volumes (such as the Interstate 5, SR 60, and major arterial roadways such as Montebello Boulevard, Greenwood Avenue, Garfield Avenue, Washington Boulevard, Whittier Boulevard, and Beverly Boulevard) produce the highest noise levels. No airports are located within Montebello, and aircraft noise is also not a major noise source, although certain aircraft related noise (such as from low-flying helicopters) can be of concern.

Some large factories in Montebello, particular ones with large amount of outdoor activity could potentially be a major "point sources" of noise.

Existing noise levels in the community must be understood in the context of the fundamental physical characteristics and impacts of sound and noise and how they are measured; and applicable regulations governing noise. Existing and future noise levels, expressed as noise contours, are therefore shown in Figure *C5.7* and Figure *C5.8*.

2. Fundamentals of Sound

Sound is technically described in terms of the loudness (amplitude) and frequency (pitch). The standard unit of measurement of the loudness of sound is decibel (dB). Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers. In terms of human response to noise, a sound 10 dBA higher than another is judged to be twice as loud; and 20 dBA higher four times as loud; and so forth. Everyday sounds normally range from 30 dB (very quiet) to 100 dB (very loud). Examples of various sound levels are shown in Figure C5.5.

Noise levels typically drop off at a rate of 6 dBA per doubling of distance from point sources. Noise from lightly traveled roads typically attenuates at a rate of about 4.5 dBA per doubling of distance. Noise from heavily traveled roads typically attenuates at about 3 dBA per doubling of distance. Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The manner in which older homes in California (approximately 30 years old or older) were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows. The exterior-to interior reduction of newer residential units and office buildings is generally 30 dBA or more (FTA, May 2006).

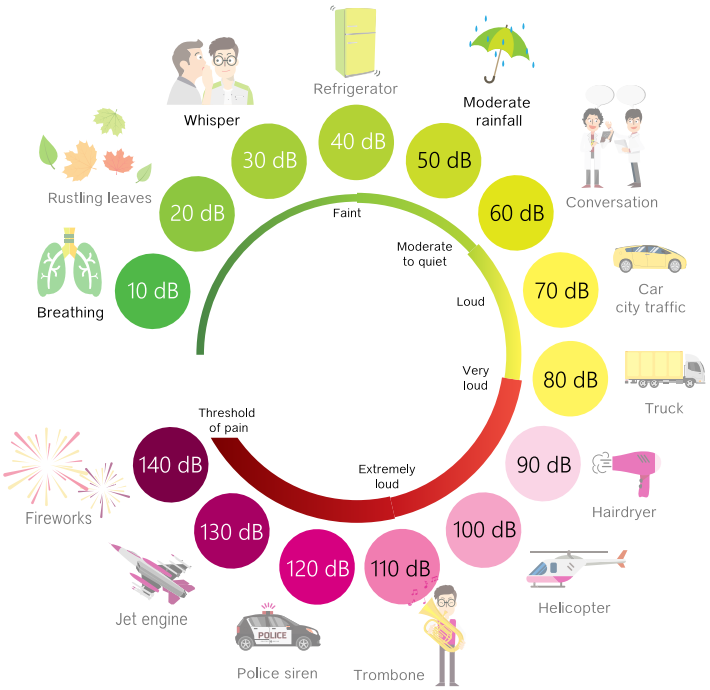


Figure C5.5: Typical Noise Levels.

3. Definition and Impacts

Noise has been defined as unwanted sound and it is known to have several adverse effects on people. From these known effects of noise, criteria have been established to help protect the public health and safety and prevent disruption of certain human activities. These criteria are based on such known impacts of noise on people as hearing loss, speech interference, sleep interference, physiological responses and annoyance. Each of these potential noise impacts on people are briefly discussed below:

- Hearing loss is not a major noise concern in outdoor environments in Montebello because the potential for noise induced hearing loss is commonly associated with occupational noise exposures in heavy industry or very noisy work environments.

- Speech Interference is one of the primary noise concerns. Normal conversational speech is in the range of 60 to 65 dBA, and any noise in this range or louder may interfere with speech.

- Sleep Interference is a major noise concern because sleep is the most noise sensitive human activity. Sleep disturbance studies have identified interior noise levels that have the potential to cause sleep disturbance. Sleep disturbance does not necessarily mean awakening from sleep, but can refer to altering the pattern and stages of sleep.

- Physiological responses are those measurable effects of noise on people which are realized as changes in pulse rate, blood pressure, etc. While such effects can be induced and observed, the extent to which these physiological responses cause harm or are signs of harm is not known.

- Annoyance is the most difficult of all noise responses to describe. Annoyance is a very individual characteristic and can vary widely from person to person. What one person considers tolerable can be quite unbearable to another of equal hearing capacity.

4. Noise Metrics

Community noise is generally not a steady state, and varies with time. Under conditions of non-steady state noise, some type of statistical metric is necessary to quantify noise exposure over a long period of time. Several rating scales have been developed for describing the effects of noise on people. They are designed to account for the known effects of noise on people.

The potential for noise to affect people is dependent on the total acoustical energy content of the noise. A number of noise scales have been developed to account for this observation. These scales are: the Equivalent Noise Level (Leq), the Day Night Noise Level (Ldn), and the Community Noise Equivalent Level (CNEL).

Intermittent or occasional noise such as that associated with many stationary noise sources is not of sufficient volume to exceed community noise standards that are based on a time averaged scale such as the Ldn scale. To account for intermittent noise, another method to characterize noise is the Percent Noise Level (L%). L% is the level exceeded a certain percentage of the time during the measurement period. Examples of various noise environments in terms of L% are shown in Figure C5.6.

5. Statutory Authority

California has mandated that each city prepare a Noise Element as part of its General Plan. The Noise Element follows guidelines in Section 65302(f) of the State Government Code and Section 46050.1 of the Health and Safety Code. Section 65302(f) of the State Government Code requires the following:

i. A noise element shall identify and appraise noise problems in the community. The noise element shall recognize the guidelines established by the Office of Noise Control and shall analyze and quantify, to the extent practicable, as determined by the legislative body, current and projected noise levels for all of the following sources:

   a. Highways and freeways.

   b. Primary arterials and major local streets.

   c. Passenger and freight online railroad operations and ground rapid transit systems.

   d. Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation.

   e. Local industrial plants, including, but not limited to, railroad classification yards.

   f. Other ground stationary noise sources including, but not limited to, military installations, contributing to the community noise environment.

ii. Noise contours shall be shown for all of the sources and stated in terms of community noise equivalent level (CNEL) or day-night average level (Ldn). The noise contours shall be prepared on the basis of noise monitoring or following generally accepted noise modeling techniques for the various sources identified.

iii. The noise contours shall be used as a guide for establishing a pattern of land uses in the land use element that minimizes the exposure of community residents to excessive noise.

iv. The Noise Element shall include implementation measures and possible solutions that address existing and foreseeable noise problems, if any. The adopted noise element shall serve as a guideline for compliance with the State's noise insulation standards.

The guidelines for preparation indicates that the Noise Element should present the noise environment in terms of noise contours, and for those areas identified as containing noise sensitive facilities, the noise environment should be determined by monitoring.

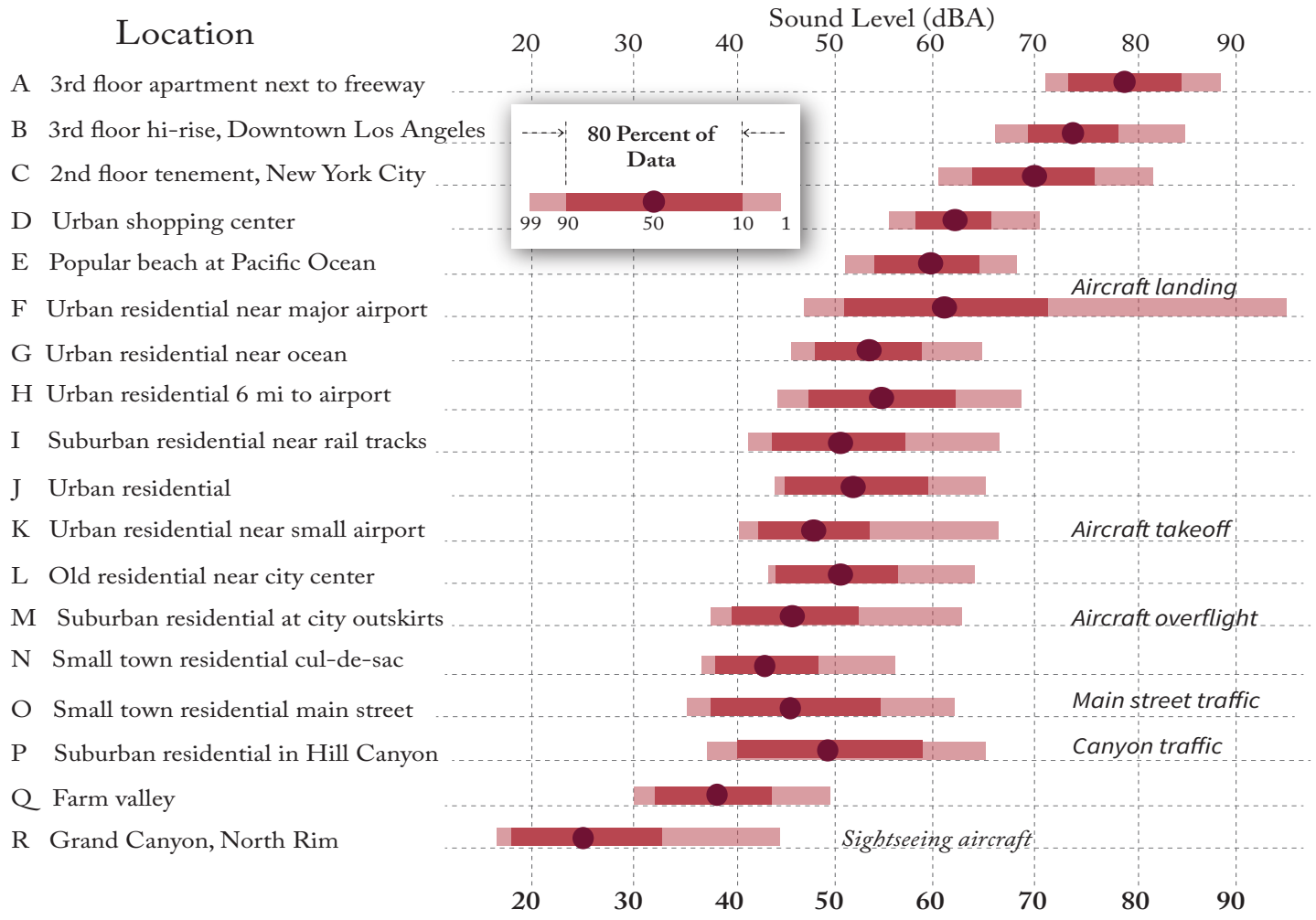


Figure C5.6: Examples of daytime outdoor noise levels. Source: Community Noise, EPA, 1971.

Leq	Is the sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over a given sample period. Leq is the "energy" average noise level during the time period of the sample. Leq can be measured for any time period, but is typically measures for 15 minutes, 1 hour, or 24 hours.
Ldn	Is a 24-hour, time-weighted annual average noise level. Time-weighted refers to the fact that noise occurring during certain sensitive time periods is penalized for occurring at these times. In the Ldn scale, 10 dB are added to nighttime (10 pm to 7 am) noise levels. This penalty attempts to account for increased human sensitivity to noise during the night, when most people sleep.
CNEL	Is similar to the Ldn scale, except that 5 dB are also added to evening (7 pm to 10 pm) noise levels.

6. Noise Standards and Guidelines

Land Use/Noise guidelines have been produced by a number of Federal and State agencies including the Federal Highway Administration (FHA), the Environmental Protection Agency (EPA), the Department of Housing and Urban Development (HUD), the American National Standards Institute, and the State of California. These guidelines, presented in the following paragraphs, are all based on cumulative noise criteria such as Leq, Ldn, or CNEL.

In 1974, the EPA published a document entitled "*Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety.*" Table C5.1 shows requisite noise levels for various land uses from this document. In this table, 55 Ldn is described as the requisite level with an adequate margin of safety for areas with outdoor uses including residences and recreational areas. The EPA "levels document" does not constitute a standard, specification or regulation, but identifies safe levels of environmental noise exposure without consideration for economic cost for achieving these levels.

The FHA has adopted and published noise abatement criteria for highway construction projects. The noise abatement criteria specified by the FHA are presented in Table C5.2 in terms of the maximum one hour Leq. The FHA noise abatement criteria basically establishes an exterior noise goal for residential land uses of 67 Leq and an interior goal for residences of 52 Leq. The noise abatement criteria applies to private yard areas and assumes that typical wood frame homes with windows open provide 10 dB noise reduction (outdoor to indoor) and 20 dB noise reduction with windows closed.

The State of California requires each City to adopt Noise Elements as part of their General Plans. Such Noise Elements must contain a Noise/Land Use compatibility matrix. A recommended (but not mandatory) matrix is presented in the "Guidelines for the Preparation and Content of Noise Elements of the General Plan." This Noise Element uses the State's recommended Noise/Land Use compatibility matrix as the basis for the City's Noise/Land Use Compatibility Matrix, shown in Table C5.3.

Title 24 of the California Health and Safety Code (the California Building Standards Code) establishes an interior noise standard of 45 dBA CNEL for multiple residential units and hotel/motel structures. Additionally, Title 24's energy conservation requirements for dual-pane windows also help reduce transmission of outside noise to interior living spaces.

	Measure	Indoor			Outdoor		
		Activity Interference	Hearing Loss Consideration	To Protect Against Both Effects (b)	Activity Interference	Hearing Loss Consideration	To Protect Against Both Effects (b)
Residential with outside space and farm residences	L_{dn}	45		45	55		55
	$L_{eq(24)}$		70			70	
Residential with no outside space	L_{dn}	45		45			
	$L_{eq(24)}$		70				
Commercial	$L_{eq(24)}$	(a)	70	70(c)	(a)	70	70(c)
Inside Transportation	$L_{eq(24)}$	(a)	70	(a)			
Industrial	$L_{eq(24)}$ (d)	(a)	70	70(c)	(a)	70	70(c)
Hospitals	L_{dn}	45		45	55		55
	$L_{eq(24)}$		70			70	
Educational	$L_{eq(24)}$	45		45	55		55
	$L_{eq(24)}$ (d)		70			70	
Recreational areas	$L_{eq(24)}$	(a)	70	70(c)	(a)	70	70(c)
Farm land, general unpopulated land	$L_{eq(24)}$				(a)	70	70(c)

a. Since different types of activities appear to be associated with different levels, identification of a maximum level for activity interference may be difficult except in those circumstances where speech communication is a critical activity.

b. Based on lowest level.

c. Based only on hearing loss.

d. An Leq(8) of 75 dB may be identified in these situations so long as the exposure over the remaining 16 hours per day is low enough to result in a negligible contribution to the 24-hour average, i.e., no greater than an Leq of 60 dB.

Note: Explanation of identified level for hearing loss: The exposure period which results in hearing loss at the identified level is a period of 40 years.

*Refers to energy rather than arithmetic averages.

Source: U.S. Environmental Protection Agency, Information On Levels Of Environmental Noise Requisite To Protect Public Health And Welfare Wtih An Adequate Margin Of Safety, March 1974.

Table C5.1: Environmental Protection Agency Noise Guidelines.

Activity Category	Design Noise Level - LEQ	Description of Activity Category
A	57 (Exterior)	Tracts of land in which serenity and quiet are of extraordinary signifance, serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheaters, particular parks or portions of open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas and parks which are not included in category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties, or activities not included in Category A or B above.
D		For requirements of undeveloped lands see FHWA PPM 773.
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

Note: These sound levels are only to be used to determine impact. These are the absolute levels where abatement must be considered. Noise abatement should be designed to achieve a substantial noise reduction - not the noise abatement criteria.

Source: Federal Highway Administration, Highway Traffic Noise Analysis and Abatement Policy and Guidance, June 1995.

Table C5.2: Federal Highway Administration Noise Criteria.

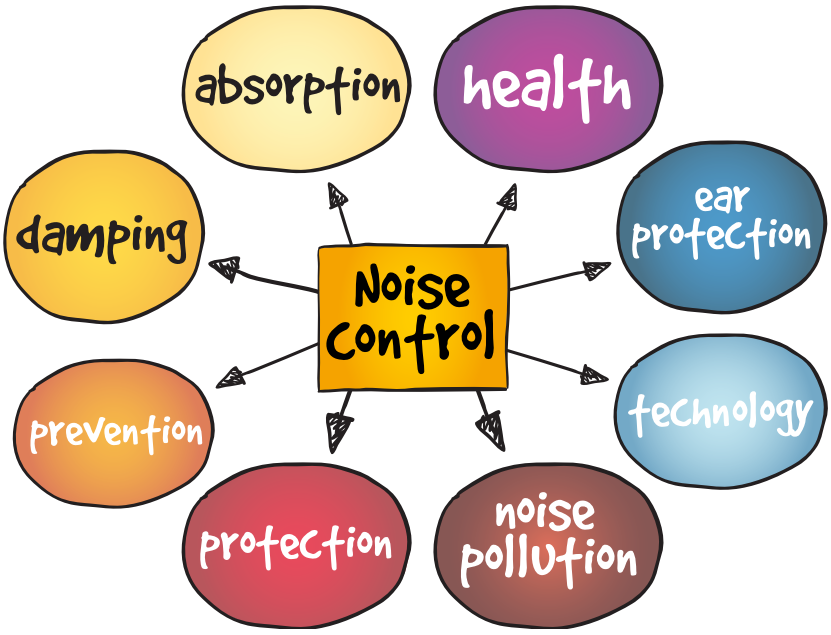
7. Montebello Code

The Montebello Municipal Code, Chapter 9.08 - Offenses Against Public Peac controls loud, raucous and excessive noise and vibration in the city. The Code defines, loud noises as "any sound or vibration which disturbs the peace and quiet of a reasonable person of ordinary sensitiveness, and prevents such person from the enjoyment or use for which the property they occupy was intended. Complaints of a noise disturbance from two or more persons shall constitute prima facie evidence that a noise is loud and raucous."

Following are few acts considered as excessive noise by the Municipal Code:

- The use of any radio, stereo, or sound amplifying equipment in such a manner as to disturb the peace, quiet and comfort of the neighboring inhabitants between the hours of 8 pm and 7 am on any day;
- The creation of any noise which disturbs the peace and quiet of a reasonable person in connection with loading or unloading of any vehicle, or the opening and destruction of bales, boxes, crates and containers between the hours of 10 pm and 7 am;
- Noise sources associated with construction, demolition, grading, repair or remodeling of any real property other than between the hours of 7 am and 8 pm on weekdays, and 9 am to 6 pm on Saturdays, Sundays, and legal holidays; and
- Any pile driver, pneumatic hammer, bulldozers or other construction vehicles, or other devices operated between the hours of 8 pm and 7 am.

Any person violating provisions of the Code is guilty of a misdemeanor or an infraction. Repeated noise disturbance calls to the same location within a 24 hour period result in a service fee charge for all personnel and equipment costs, or other damage and expenses as set by City Council. Any repetitive violation could be declared to be a public nuisance and may be abated by a restraining order or injunction issued by a court.



8. Noise Impacts of Proposed Growth

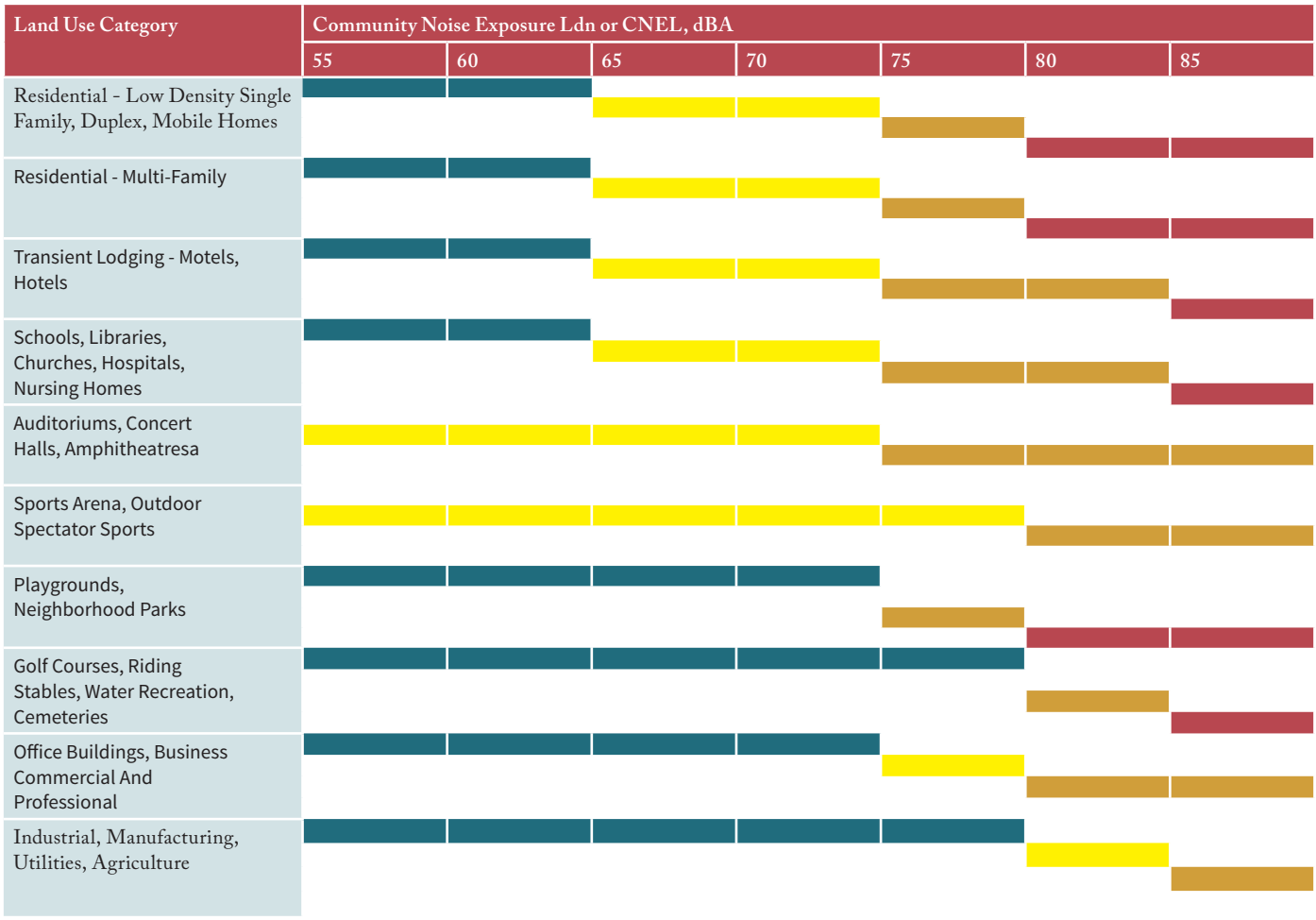
The focus of the General Plan Update is to preserve the stable and established neighborhoods of the City and direct majority of the growth to the Downtown area and the Corridors. Following analysis, policies, and actions have been prepared to satisfy applicable City of Montebello noise standards and guidance provided by Appendix G of the California Environmental Quality Act (CEQA) Guidelines for significance criteria.

Off-site Traffic Noise: Traffic generated by the proposed growth will influence noise levels at adjacent land uses. To quantify the traffic noise level increases XX roadway segments were assessed based on the change in the average daily traffic (ADT) volumes. To assess the off-site noise level impacts associated with the proposed Project, noise contour boundaries were developed for Existing and Horizon Year 2040 traffic conditions (see Figure C5.7 and C5.8). The results of the analysis show that the project-related traffic noise level increases under Existing and Horizon Year 2045 scenarios will be less than significant.

On-site Transportation Noise: The primary source of noise impacts will be traffic-related noise from SR-60, I-5, and roadways, and rail-related noise from the Metrolink and Freight Lines.

Exterior Noise Levels: Future noise-sensitive land uses located near SR-60, I-5, and the Metrolink and Freight Lines will require exterior noise mitigation.

Interior Noise Levels: With typical building construction and a windows-closed condition, a minimum 25 dBA CNEL reduction is achievable for residential dwelling units. Detailed interior noise analysis based on site-specific architectural floor plans and elevations is required to satisfy Title 24, Part 2, of the California Building Code 45 dBA CNEL interior noise level standard for residential dwelling units. Future interior noise levels of residential dwelling units exceeding 45 dBA CNEL would require interior noise mitigation.



Normally Acceptable. Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

Conditionally Acceptable. New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.

Normally Unacceptable. New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.

Clearly Unacceptable. New construction or development should generally not be undertaken.

Table C5.3. Land Use/Noise Compatibility Matrix

On-site Rail Vibration Analysis: Rail activities are anticipated to generate vibration levels of up to 73 VdB at 50 feet from trains traveling at 50 mph. To reduce the on-site transportation noise and vibration levels a site-specific noise and vibration study would be required for all future development located along Metrolink and Freight Lines.

Operational Noise: Stationary-source (operational) noise are expected to include: air conditioning units, loading dock activities, outdoor restaurant dining and music activities, and parking lot vehicle movements. Special noise generators such as music (live or otherwise), sound amplification devices, and tenant-specific noise sources shall require a site-specific noise analysis prior to building permit approval.

Construction Noise: Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures, and soil type. It is expected that ground-borne vibration from Project construction activities would cause only intermittent, localized intrusion. Pile driving, loaded trucks, large bulldozers, and jackhammers within 50 feet of nearby sensitive land uses (e.g. residential, school, etc.) shall be minimized, or alternative equipment or methods shall be used, unless the vibration levels are shown to be less than the County of Los Angele's root-mean-square velocity (RMS) threshold of 0.01 in/sec RMS. Further, construction at the Project site will be restricted to Municipal Code daytime construction hours, unless otherwise permitted by the City, thereby reducing potential vibration impacts during the sensitive nighttime hours.

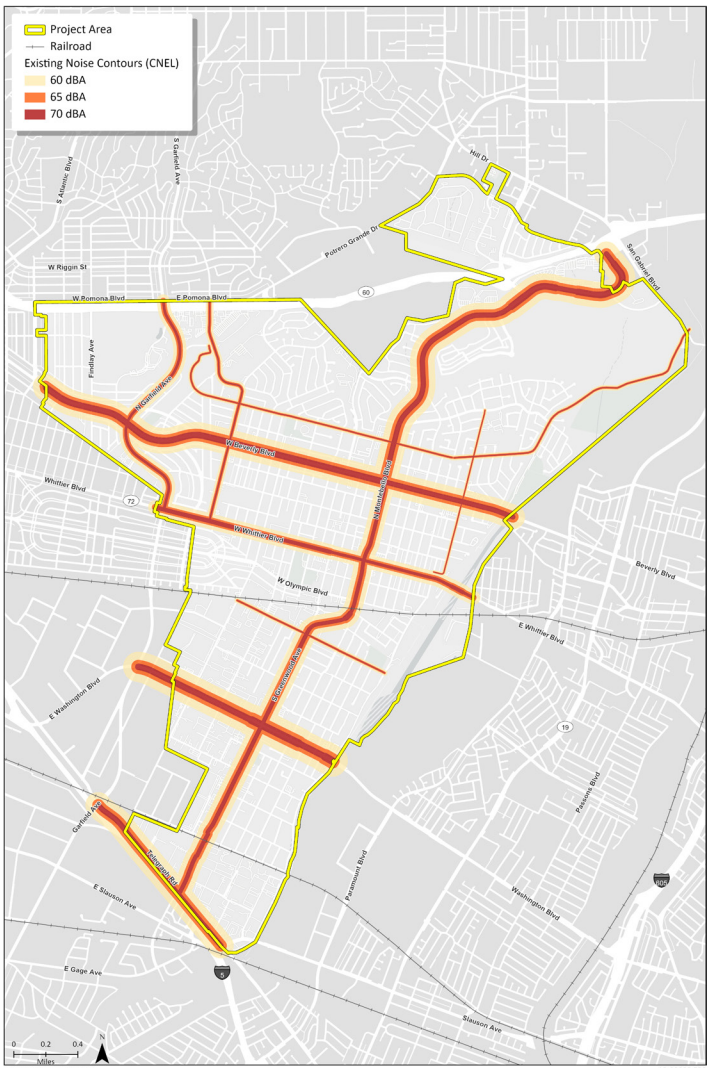


Figure C5.7. Existing Noise Contours map.

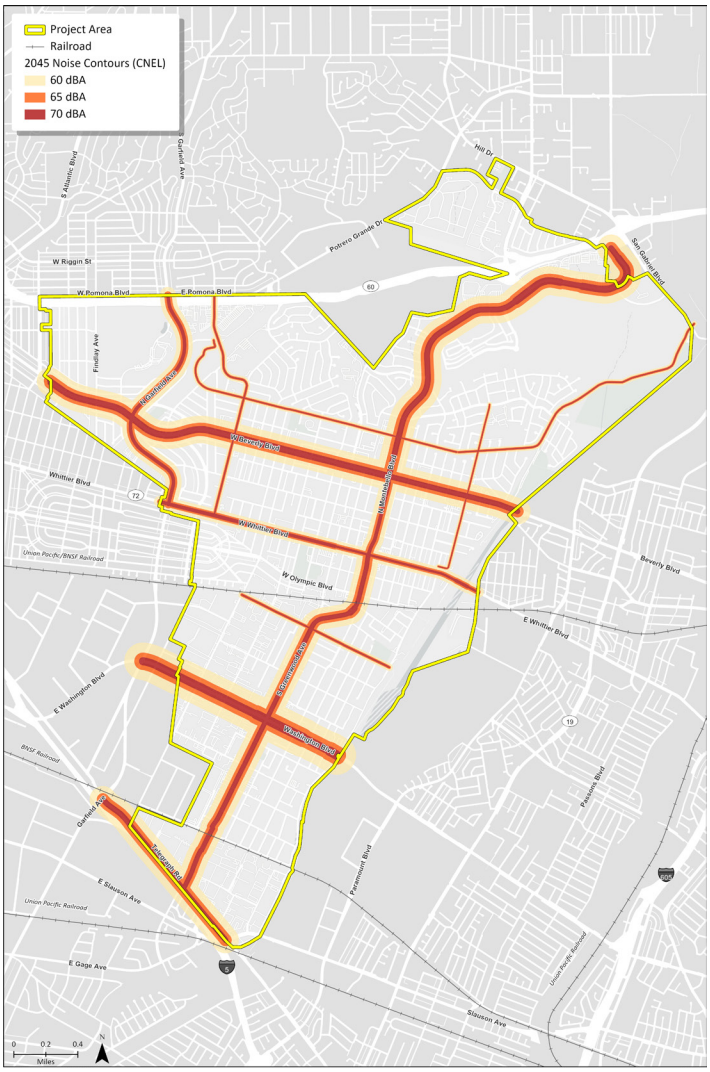


Figure C5.8. Future Noise Contours map.

E. EDUCATIONAL ATTAINMENT

Education typically leads to better jobs, more money and many other benefits, including better health insurance, which leads to better access to quality health care. Higher earnings also allow workers to afford homes in safer neighborhoods as well as healthier diets. Educational attainment predisposes a person to experience more positive health outcomes both in their ability to navigate their own healthcare and to make positive decisions related to personal health behaviors.

Montebello Unified School District (MUSD) serves approximately 26,000 students from Headstart to grade twelve. There are seventeen elementary schools, six intermediate schools, four comprehensive high schools, an alternative high school, and community day school.

As shown in Figure C5.9, the tract north of State Route-60 received score of 0.5 to 0.75. The northwest and southern tract of the City received a lower education score of 0.25 to 0.50. The rest of the City tracts received the lowest education scores of less than 0.25. These education scores are based on math and reading proficiency, high school graduation rates, and student poverty rates.

Based on a review of performance on the state indicators and local performance indicators included in the California School Dashboard, Montebello USD has made a significant (3.2%) increase in the graduation rate. Additionally, the two student groups with the lowest graduation rates made very large increases to their graduation percentages: English Learners (12.1% increase) and Students with Disabilities (5.9% increase). Another significant student group, Foster Youth, experienced a graduation rate increase of 16.8% to 88.5%, where the rate is only 59% state-wide.

District and school personnel are specifically assigned to support our Foster and Homeless students. MUSD connects with county services to support students in transition and who have experienced multiple adverse childhood experiences (ACEs). Personnel throughout the district have worked to understand how ACEs affect a student's ability to learn and perform in school. This emphasis will continue. Dashboard data indicate the MUSD's chronic absenteeism declined significantly and is below the state average. The MUSD homeless student group suspension rate (2.9%) made a 0.7% decline to just above the district average and is in the green performance level. This is especially significant when the state average is 5.9%.

Current Montebello programs to address access to Education and Employment include:

College Bound Today: Since its creation in 2009, College Bound Today (CBT) has demonstrated exemplary collaboration in responding to today's educational challenges to help Montebello youth. In partnership with Montebello Unified School District (MUSD), CBT's college guidance program was created as an elective high school activity to provide college resources at no cost to students and their families. The nonprofit college access mentoring program is dedicated to increasing the percentage

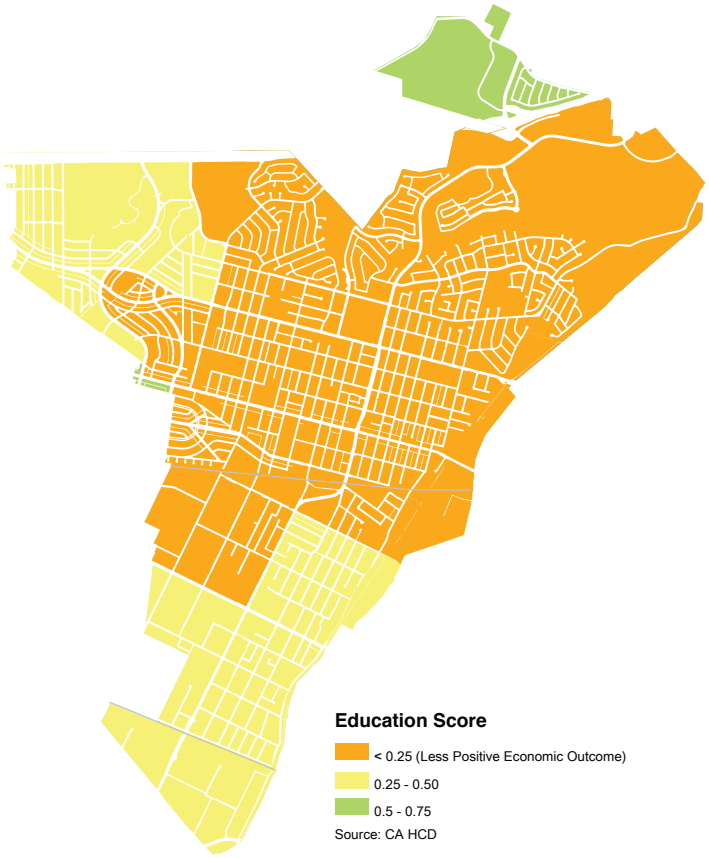


Figure C5.9. Education scores.

of high school graduates within the MUSD who apply to and attend 4-year colleges and universities. CBT provides support in navigating the college application process for youth and families who often come from low-income families with limited access to college resources. This includes organizing Saturday meetings and field trips with mentors, SAT prep and visits to universities. Thanks to College Bound Today's collaborative efforts with mentors, students, parents, staff, and MUSD and their Board of Education, the program has served hundreds of students.

After School Program: Montebello High School provides after school programs that include:

- Homework help and tutoring sessions;
- Extended library hours;
- SAT preparation;
- Credit Accrual/online classes/distance learning;
- Personal guidance; and
- Enrichment Activities.

F. POVERTY

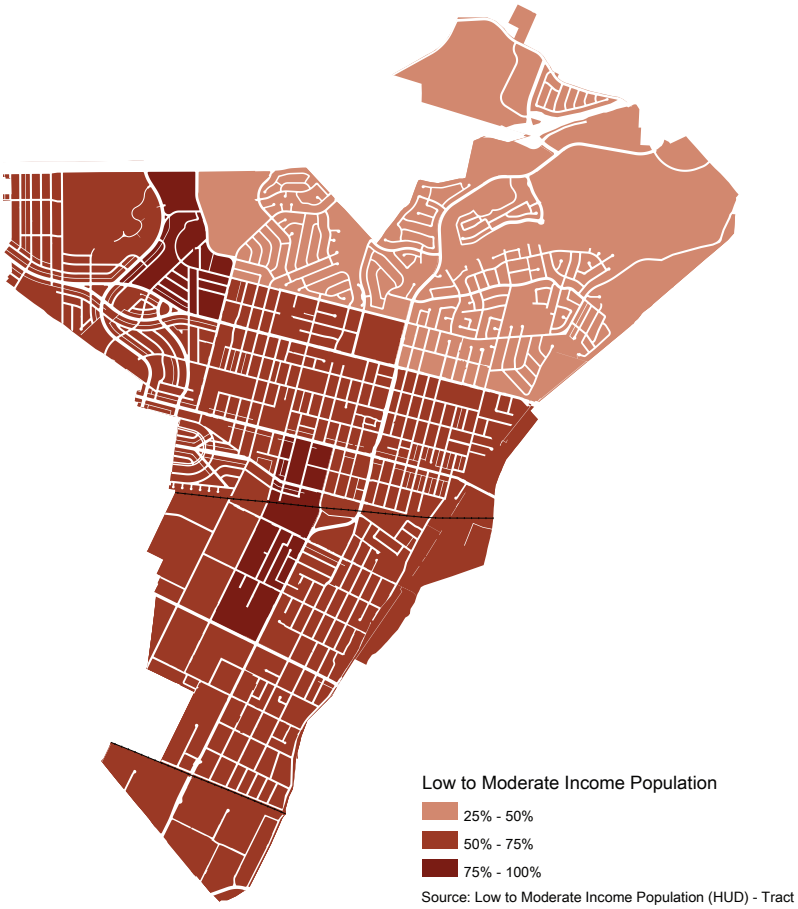


Figure C5.10. Concentration of low to moderate income housing.

	Montebello		Los Angeles County	
Income Category	Households	Percent	Households	Percent
<30% AMI	4,085	20.6%	641,055	19.5%
31-50% AMI	4,050	20.4%	482,070	14.6%
51-80% AMI	4,050	20.4%	578,285	17.5%
81-100% AMI	2,345	11.8%	312,595	9.5%
>100% AMI	5,315	26.8%	1,281,185	38.9%
	19,845	100%	3,295,200	100%

Table: C5.4. Income Distribution. Source: HUD CHAS Data (based on the 2013-2017 ACS, 2020.

Poverty affects health by limiting access to proper nutrition and healthy foods; shelter; safe neighborhoods to learn, live, and work; clean air and water; utilities; and other elements that define an individual's standard of living. Individuals who live in low-income or high-poverty neighborhoods are likely to experience poor health due to a combination of these factors.

In 2019, approximately 13.9% of Montebello residents lived in poverty, and of these 22.6% are less than 18 years old. The groups with the highest percentage living in poverty were female-headed households with children under 18 years old at 31.1%, followed by female-headed households at 20.8%.

Variable	% of Total Households
Population in Poverty	13.9%
— Under 18	22.6%
— 18 to 64 years	11.2%
— 65 years and over	12.4%
Married Couples in Poverty	7.7%
— With Children under 18	13.2%
Female Households w/ no Spouse Present in Poverty	20.8%
— With Children under 18	31.1%

Table C5.6 Poverty Status in Past 12 Months. Source: ACS 2019.

Table C5.5 indicates the numerous public assistance programs available to Montebello residents. Female adults comprise the majority of general relief recipients. The majority of persons receiving public assistance in Montebello consist of children and female adults.

Montebello has three licensed care facilities to assist residents with special needs such as the elderly or children in foster care. These facilities include two elderly care facilities and one children's facility that provide a total of 170 beds.

	CalWorks	General Relief	Cash Assistance Program for Immigrants	Medi-Cal	CalFresh	In Home Supportive Services	Unduplicated
Cases	464	151	46	11,528	4,290	1,976	15,211
Persons	1,152	152	46	21,393	7,695	1,976	24,310
Average Benefit Amount per Case	$763.43	$215.83	$814.49	n/a	$417.8	n/a	

Table C5.5. Public Assistance Programs. Source: Los Angeles County Department of Public Social Services, May 2021.

G. ACCESSS TO HEALTH CARE

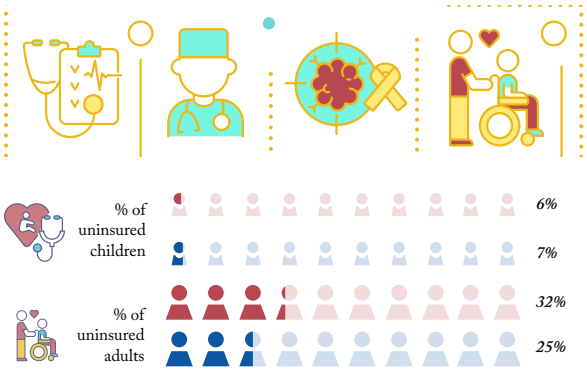


Figure C5.11. Health care access. Source: LA County Health Profile of Montebello, 2018.

Regular and reliable access to health services can prevent disease and disability, and detect and treat illnesses or other health conditions.

The number of uninsured people in Montebello (32%) is higher than the County (25%).The rates in the County and Montebello are particularly high among low income Latinos. Even among people who have health insurance, many continue to experience difficulty accessing needed healthcare including essential dental services.

Montebello can play an important role in advocating for needed services and in providing information on free or low-cost services. Montebello hospitals can also provide medical and dental services through their community benefit programs and other community services.

H. MENTAL HEALTH

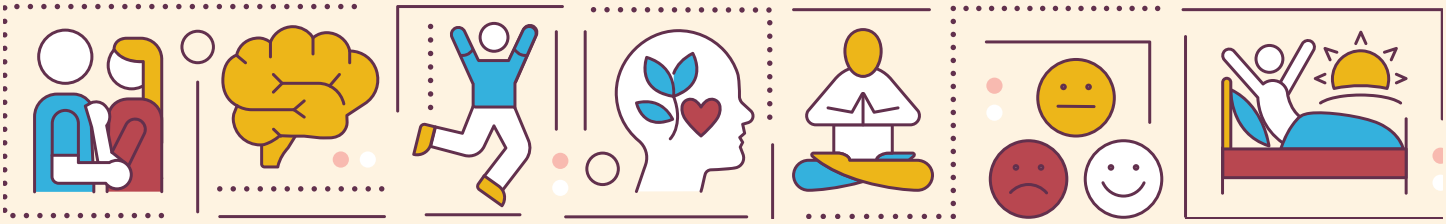
The World Health Organization (WHO) defines mental health as a state of well-being in which every individual realizes their full potential, can cope with the normal stresses of life, can work productively and fruitfully and is able to make meaningful contribution to the community.

Individuals who are exposed to chronic stress from financial, work and family demands, unsafe living environments, social isolation, or discrimination are at a greater risk for depression, anxiety, or post-traumatic stress disorder. Mental health condition increases the risk for other adverse outcomes such as substance abuse or death from suicide or drug overdose. The COVID-19 control measures have further increased social isolation, loneliness, and generated feelings of uncertainty, fear, anxiety, and hopelessness.

Mental health is a complex problem and requires an integrated systems approach that engages all partners collaboratively. This includes availability of good mental health care, fighting crime, poverty, discrimination, and inequity, improving education, and connecting people with chronic mental conditions to different types of community support, including social events, fitness classes, and social services. The built environment is vital in reframing the mental health agenda. Safe and healthy housing that reduces exposure to environmental pollution, walkable neighborhoods with access to parks and open space that increase physical activity and social interaction can reduce rates of depression.

Current Montebello programs to address access to healthcare and mental health include:

- To assist schools and parents in helping students cope with violence, loss, and grief, Montebello Unified School District provides some helpful resources that are applicable for coping with any tragedy. Counseling and student support specialists (school counselors, school psychologists, school social workers, and school nurses) and local mental health specialists work with individual students and staff.
- The Montebello Senior Center has programs and events throughout the year that promote mental health.



City and building design can help promote good mental health, help prevent mental illness, and help support people with mental health problems:

- Green space should be integrated into all designs — incorporating features such as street trees and flowers into commutes, views of nature from office windows, and gardens for lunch, in addition to larger walkable spaces where one can exercise and socialize.
- Regular exercise is as effective as anti-depressants for treating mild-moderate depression. Safe, walkable, and bikeable streets incorporates exercise into daily activities.
- Compact, walkable neighborhoods with diversity of uses provide opportunities for natural, daily, and safe social interaction.
- Urban noise and light can disrupt sleep, as can traffic restrictions. Good building insulation and street trees can absorb noise, while street lighting oriented downwards can reduce residential light pollution.





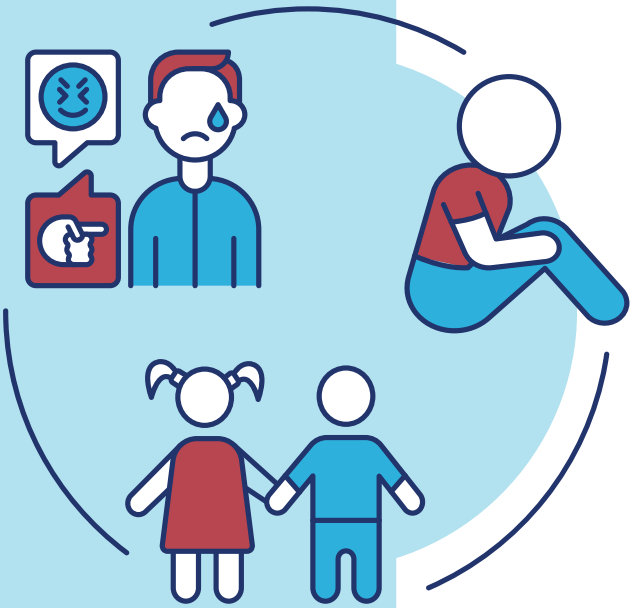
Montebello Unified School District

Mental Health Services & Socio-Emotional Learning Program: Montebello USD addresses the socio-emotional and mental health needs of the school community through a tiered support framework.

- Tier 1 (Universal) Supports involve practices supporting the behavioral and social-emotional wellbeing of all students in an inclusive and equitable learning environment. These practices include implementation of school-wide social-emotional learning through preventive classroom lessons utilizing universal screening data to inform SEL instruction. School support personnel engage students in classroom presentations promoting mental health awareness and de-stigmatization, student social-emotional skill-building and anxiety-reduction strategies. In addition, schools participate in year-round, school-wide activities supporting the implementation of the Positive Behavioral Interventions & Supports (PBIS) framework, Kindness/Olweus Bullying Prevention Program, and character development initiatives (Character Counts!).

- Tier 2 (Targeted) interventions focus on services for identified students who need additional behavioral and social-emotional supports. These interventions include 1:1 response to student's non-crisis, social-emotional and substance abuse needs as well as school-based support groups addressing behavioral concerns impacting students' classroom performance and non-clinical socio-emotional and/or substance abuse needs including anxiety-reduction strategies, depression, and the impact of loss and trauma.

- Tier 3 (Intensive) interventions focus on individualized interventions for students with high needs requiring intensive/chronic behavioral, social-emotional, and mental health services. These include school-based response to students needing individualized support plans, students in crisis and linkages to community based-mental health supports.



Delivery of this tiered support framework is achieved through the coordination of services by the school's student response team (Administrators, School Counselors, School Psychologists), and partnership with nine community mental health agencies, Substance Abuse Counselors and the Student & Family Wellness Program Therapists providing school-based mental health and related services to the school community.

I. POLICIES AND ACTIONS

1. Built Environment

P5.1 Create and enhance equitable access to spaces that will foster positive interactions and encourage healthy lifestyles.

A5.1a Create public spaces with seating, art, and play features near shopping and business areas of the City (partner with restaurants to create sidewalk outdoor seating areas to activate the sidewalk). SE R

A5.1b Ensure that parks, recreation facilities, and other community services are equitably distributed and accessible throughout the community. SE R

A5.1c Partner with the Montebello School District to provide joint-use facilities and/or seek agreements and joint ventures with private entities to increase physical activity. SE R

Prioritize lower-income, higher density areas, specifically in South Montebello, where park and recreation facility deficits exist. Mitigate issues associated with joint-use facilities, such as vandalism, wear and tear, and maintenance.

P5.2 Create a multimodal transportation system that encourages active living and healthy lifestyles in all areas of the City across a broad spectrum of ages, interests, and abilities.

A5.2a Use recreation programming and community health education to encourage and promote physical activity, healthy eating, and other healthy lifestyle habits. SE R

A5.2b Use the City's website, newsletter, and social media accounts to promote walking and bicycling including promoting active transportation to events and maintaining a public user-friendly map-based inventory of bike routes and parking facilities. SE R

2. Access to Healthy Food

P5.3 Improve the neighborhood retail environment.

Develop a healthy and equitable food system that will allow the Montebello community to have access to a range of affordable foods. Replacing alcohol outlets with healthy food stores can increase neighborhood safety, reduce violence, and reduce exposure to poor-quality food.

A5.3a Adopt land use regulations to limit unhealthy food outlet density (such as fast food, liquor, and convenience stores). SE R

A5.3b Identify and utilize incentives, grants, and/or programs to encourage: SE R

- Restaurants to create a healthier dining experience for customers (ex. highlighting healthy options, offering smaller portions); and
- Existing convenience/corner stores to sell fresh foods.

A5.3c Promote healthy lifestyles, activities, and food choices at City facilities and City-organized events by requiring healthy food/beverage options (when food is present) and adopting a healthy food procurement policy including increasing the availability of water. SE R

3. Noise

P5.4 Minimize noise impacts to ensure that noise does not detract from Montebello's quality of life.

A5.4a Manage relationship between homes and major noise sources through zoning and environmental review and design measures. SE R

A5.4b Require development projects to implement mitigation measures, where necessary, to reduce exterior and interior noise levels to meet adopted standards and criteria. Require mixed-use structures to minimize the transfer of noise from commercial uses to residential uses. SE R

A5.4c Discourage through traffic in neighborhoods through noise-attenuating roadway materials, and modifications to street design. VZ SE R

A5.4d Minimize stationary noise impacts on sensitive receptors, and require control of noise from construction activities, private developments/ residences, landscaping activities, and special events. SE R

P5.5 Minimize excessive construction-related noise and vibrations.

A5.5a Adopt and implement measures that reduce construction noise and vibrations. SE R

A5.5b Construction plans submitted to the City shall include construction noise analysis (and vibration analysis where applicable) and identify measures to mitigate excessive noise and vibrations associated with demolition, grading, and construction plans. SE R

The noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed Federal Transit Administration (FTA) architectural damage thresholds.



Healthy Kids Day at the Montebello-Commerce YMCA, 2016.



Vail High School students tend an amazing garden at the YMCA's Simonian Family Gardens at the Montebello-Commerce YMCA.



Senior Health Fair at the Montebello-Commerce YMCA.

4. Mental Health

P5.6 **Promote opportunities for people to build connections with their peers, neighbors, and the greater community supporting inter-generational and inter-cultural programs, activities, and events.**

A5.6 Engage residents in community conversations and volunteer opportunities so they can find fulfillment in ways that benefit themselves and the community. SE R

P5.7 **Facilitate contact with nature through network of public and private green space.**

A5.7a Prioritize new parks in areas underserved by parks and open space. SE R

A5.7b Remove barriers and enhance access to existing parks. SE R

A5.7c Amend development regulations to require new development to provide a range of public and private open spaces. SE R

P5.8 **Harnesses naturally occurring power of the sun, direction of wind and other climatic effects to maintain consistent indoor temperatures and occupant comfort.**

A5.8a Encourage correct orientation of buildings with appropriate fenestration that bring natural light into buildings. SE R

A5.8b Increase access to the Rio Hondo Channel. SE R

People that are closer to nature are less stressed, and their mood and general mental health improves.

A5.8c Support range of transportation options for seniors that allow them to maintain their independence to get around town and stay connected. VZ SE R

The Montebello Transit Department offers Dial-A-Tax services for Montebello residents, disabled individuals at least (18) years of age & senior citizens, age 62 and older only. The service is available 24 hours a day, seven days a week.

VZ Vision Zero SE Social Equity R Resilience



6 Our Safe Community

Montebello will focus on holistic, equitable, and preventive public safety measures, increase awareness, and be prepared for natural or human-caused hazards.

Providing for the public's safety is ultimately the responsibility of the City of Montebello and one of its highest priorities. "Public safety" means not only putting an end to the levels of crime and violence that impact the everyday lives of our residents, but just as importantly, delivering lifesaving rescue services, preventing fires, and preparing for and responding effectively to acts of terror, natural and manmade disasters, and pandemic events.

A. GUIDING PRINCIPLES

1. **Holistic Community Safety:** Enforcement alone is not the only response to crime reduction. A renewed focus should be on preventative measures. A quality education, good paying jobs, stable housing and less crime are all closely linked. The City will actively pursue restorative Justice and healing — repairing the harm to people, relationships, and the community caused by crime. A new Public Safety Commission will be created to provide oversight and implement the actions recommended in the General Plan.

2. **Prevention:** Identify and create upstream mechanisms that prevent the need for policing, fire fighting, and emergency services, and invest in impacted communities to address long standing inequities.

3. **Collaboration and Mutual Respect:** Safeguard civil liberties and privacy of its citizens while ensuring public safety.

4. **Equity:** Given the strong ties between inequity and safety, a strategic focus of safety policies, programs, and processes is targeted towards communities at greatest risk, and those that require the greatest support.

5. **Resilience:** Sustainability of resources and programs to keep the community safe.

B. POLICE

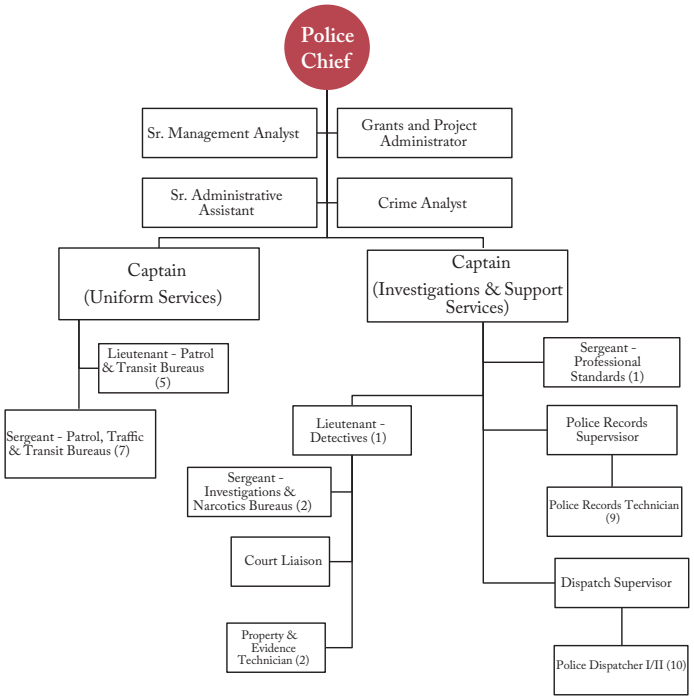


Figure C6.1. Police Department Organization Chart

The Montebello Police Department is a full-service law enforcement agency, which includes patrol, investigations, support services, and community outreach programs. The Chief of Police is responsible for planning, organizing, directing, and coordinating public safety and law enforcement activities in the City. There are four divisions in the Police Department:

The Administration Division's primary responsibility is to provide general management direction and control. The Uniform Services Division is commanded by a Captain, whose primary responsibility is to provide general management direction and control for the Uniform Services Division. The Uniform Services Division consists of Uniformed Patrol, Traffic, K-9 Services, Special Response Team, Explorers, Reserves, Jail Facility, Transit Security, Mental Health Evaluation Team, Police Cadet program, and the Chaplain program.

A Captain commands the Investigation and Support Services Division. It consists of the Detective Bureau, Narcotic Unit, Personnel and Training, Communications, Records, Crime Analysis, Property and Evidence, Grant Administration, Community Relations and Computer Services.

The general fund primarily funds the Police Department. Other funding sources, when available, include asset forfeiture, supplemental law enforcement fund, and various state and federal grants. The police department is also responsible for the Montebello Bus Lines security and receives Prop C funding for transit security operations.

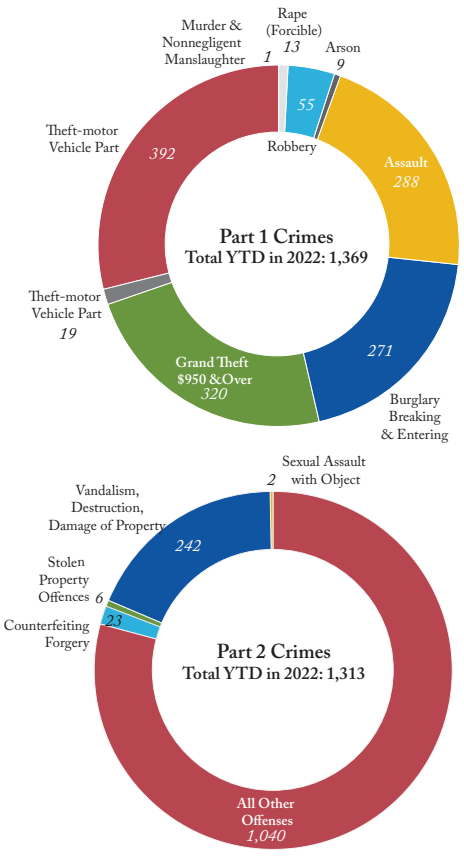


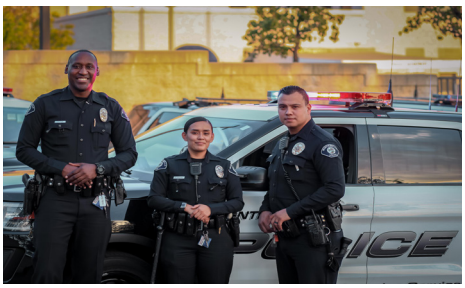
Figure C6.2. 2022 YTD Crime Stats. Source: Montebello Police Department

1. Major Public Safety Challenges

The following challenges were identified by the community in surveys, interviews, and various community workshops:

- Streets are unsafe for walking and biking — need to slow down traffic on city streets;
- Lack of lighting in residential areas, shopping centers, southern Montebello, crosswalks, and alleys;
- Feel unsafe in parks;
- Unpleasant confrontation with homeless individuals — homeless people are at railroad tracks, the Rio Hondo corridor, supermarkets, city parks, Metrolink Station, and South Montebello;
- Need to address local civil rights, hate crimes, programs/events of diversity other than just ethnic culture, and bullying of young students;
- Perception of gang presence;
- Perception of theft activities;
- Future growth will warrant a corresponding increase in personnel; and
- Need Citizens on Patrol to assist the officers during the normal course of operation, and during times of disasters or emergencies. However they cannot supplant regular officers or minimum deployment levels.

2. Existing Programs



Uniform Patrol: The patrol division is the largest division within the police department and provides around-the-clock law enforcement services. Patrol is the backbone of the police department and primarily focuses on patrolling city streets, answering calls for service, and identifying potential crime problems. The Montebello Police Department is dedicated to providing the highest quality of service to our community. Staffing consists of patrol officers, field supervisors and is often augmented by community service officers, traffic officers, and police cadets.



Traffic: The Montebello Police Department Traffic Unit is responsible for investigating traffic collisions, all traffic related crimes, and strives to reduce traffic related deaths, injuries, and property damage through enforcement. The majority of complaints the traffic bureau receives are related to parents behaving poorly while picking up and dropping off their children at school.

K9 Services: The Montebello Police K9 Services Unit was the "Flagship" of all K9 units in the San Gabriel Valley and southeast Los Angeles area, with many agencies attempting to replicate the program. This unit is currently supervised by a sergeant who is an experienced former K9 handler. Currently, there are two police service dogs assigned to patrol. The K9's are trained to protect the handler and other officers. The dogs often search buildings, buildings, fields, backyards, etc. for fleeing or hiding suspects who are often armed and dangerous. The dogs are also cross-trained in narcotics detection and article searches.

Jail Facility: The jail facility has a 20-bed capacity. The G4S, a private correctional firm which operates the jail facility under the oversight of a lieutenant. The facility is staffed by trained custody personnel and supervised by a G4S Jail Commander. The jail meets every requirement set forth by the board of corrections. The Montebello City Jail offers several programs to the community. The Self-Pay Inmate Program is an alternative to serving a sentence in county jail. With the permission of the sentencing court, people may select to serve their sentence in the Montebello City Jail in two ways; to serve on consecutive days or weekends. The Montebello City Jail also offers Live-Scan fingerprint services.

3. Volunteer Programs

Police Reserves: The Montebello Police Department's Reserve Corps includes sworn volunteers from throughout Southern California. The members come from a wide variety of backgrounds and professions. Their common bond is their commitment to volunteerism and their love for law enforcement. Coordinated by a Lieutenant and a Sergeant, Reserve Officers serve in Patrol, Traffic, the Detective Bureau, the Narcotics Bureau, and Personnel & Training. In addition, Reserve Officers assist with tactical alert situations, National Night Out, and the Department's numerous holiday functions. Reserve Officers also volunteer their time in planning and staffing numerous other city events including the Department's DUI/CDL checkpoints. Over the years the Reserve Corps has also been instrumental in preparing men and women to become full time police officers. Many of the full time police officers currently working for the department were once members of the Reserve Corps.





Police Department Initiatives

- Montebello Police Department will continue to support and expand third-party policing (neighborhood watch/business watch).
- In light of recent mass shooting events nationwide, the Montebello Police Department has conducted active shooter training at local schools and community groups. The Police Department is also currently reviewing various technologies that could improve efficiency while reducing response time to calls. School Resource Officers were assigned at two Montebello High Schools at the beginning of the school year.
- To improve accountability the Police Department has implemented Body Worn Cameras. Police officers will receive annual Cultural Diversity/ Racial Profiling training in partnership with the Museum of Tolerance.



Police Explorers: This programs is for youth in the community and provides them training and mentoring. Once they are trained and attend a police explorer academy, they can assists in community events.



Montebello Mental Health Team: This unit is comprised of a sworn police officer and a Mental Health Clinician from the Los Angeles County Department of mental health.

Chaplains: The Chaplain program is designed to offer a professional religious and social ministry to department personnel and citizens of the Montebello. Chaplains are on-call 24 hours a day. They voluntarily provide counseling for a variety of issues, many of which are common to the law enforcement profession.



Citizens on Patrol: Citizens patrol is dedicated to supporting the Montebello Police Department and enhancing the quality of life for the residents of Montebello. Citizens patrol supports our community by providing our department with the following assistance:

- Traffic control;
- Crime watch;
- DUI checkpoint assistance;
- Community events; and
- Crime scene assistance.

4. Policies and Actions

P6.1 Promote crime prevention strategies.

A6.1a Continue to support crime prevention and neighborhood watch programs throughout the city. SE R

A6.1b Follow principles for Crime Prevention Through Environmental Design (CPTED) to reduce neighborhood crime and violence. SE R

CPTED design strategies reduce fear and incidence of crime and improve quality of life via the built environment through territoriality, natural surveillance, access control, activity support, and maintenance. Pedestrian-scale lighting in targeted areas decreases the likelihood of theft and violence and increase the feeling of safety and security.

A6.1c Reduce opportunities for criminal activity through physical design standards, recreation opportunities, educational programs, and counseling services. SE R

A6.1d Incorporate natural surveillance principles and best practices into development codes and review processes. SE R

Promote "eyes on the street".

- *The way that buildings, sidewalks and parking lots are designed and sited can make it easier for neighbors and passers-by to keep potentially unsafe areas in view, thereby discouraging crime.*
- *Joint use agreements and partnerships increase access to parks and recreations spaces while also increasing neighborhood safety by fostering "eyes on the street" and creating a sense of community safety and security*

P6.2 Encourage efforts to improve the image of safety in neighborhoods.

A6.2a Build social relationships within neighborhoods to reduce crime by facilitating community action. SE R

- *Develop partnerships among neighborhood residents, police and local government agencies to solve problems as they arise, prevent crime, and reduce violence.*
- *Leverage resources within partnerships to support efforts to improve the image of safety in neighborhoods through public education and by eliminating visual factors indicating crime (boarded-up houses, graffiti, and litter).*
- *Enforce code violations and encourage code compliance with delinquent or absent landowners.*

A6.2b Strongly supports community policing efforts. SE R

The practice of community policing is an important part of crime prevention and has helped to return a sense of unity between local law enforcement and the community.

P6.3 Prevent bicycle and pedestrian accidents.

A6.3a Design local streets to minimize traffic volumes and/or speed, as appropriate, without compromising connectivity for emergency first responders, bicycles, and pedestrians. VZ SE R

This could be accomplished through management and implementation of complete street strategies, short block lengths, narrow streets, and/or traffic calming measures.

A6.3b Use traffic calming tools to assist in implementing complete street principles. Possible tools include roundabouts, curb extensions, high visibility crosswalks, and separated bicycle infrastructure. VZ SE R

Traffic calming measures such as bike lanes, speed bumps, speed humps, speed tables, raised crossings, undulations, traffic circles and roundabouts, curb extensions, and median or pedestrian refuge islands can prevent bike and pedestrian injuries.

VZ Vision Zero SE Social Equity R Resilience

C. FIRE

The Fire Department is an "all–risk" organization, Montebello Fire & Rescue responds to the needs of the community regardless of the nature of the incident. The Department currently has five (5) Divisions: Fire Operations (Suppression and Emergency Medical Services-EMS), Fire Prevention and Risk Reduction, Communications, Fire Community & Outreach Services and Fire Administration. Our Divisions are compromised by innovated strategic approaches and non-traditional models to provide higher standards of service to our community. The Department has a total of 76 Full-Time Employees (FTEs) and 4 Part-Time Employees (PTEs).

The Department has six apparatus: three type 1 engines, one tractor drawn aerial truck, one brush engine, and one CalOES fire engine. Call volume runs approximately 8,000 annually, and has been trending upward with a 17% increase from 2013 to 2018, and a 9% projected increase in 2021. MFD follows a firefighter/paramedic model, and thus the Department is the first responder for all emergency medical service (EMS) needs; the City contracts with an ambulance service for EMS transport. Dispatch services are provided by Verdugo Fire Communications Services (VFCC) which answers calls for 13 local agencies.

The Operations Division (Suppression and Emergency Medical Services) operational mission and objective is to save lives, conserve property, and minimize environmental impact with efficient and effective response to fires, floods, medical emergencies, hazardous materials releases, extrication incidents and other rescue calls while also providing non-emergency public assistance. To support this objective, the fire department participates in automatic and mutual aid agreements with neighboring fire jurisdictions, as well as State agencies. Our Firefighter/Paramedics provide emergency medical services, providing pre-hospital emergency medical care and patient stabilization while assisting with transportation (CARE Ambulance) to medical facilities as necessary. Medical services provided to patients who are injured or ill are provided by advanced life support (ALS) by State certified Paramedics. The Firefighter/Paramedics are managed by a team of emergency medical professionals, including the EMS Battalion Chief, Medical Director (MD), a paramedic coordinator (Fire Captain), and a registered nurse educator, they are responsible for paramedic training, certification, equipment, quality improvement, and legal aspects for all basic and advanced emergency medical services. The registered nurse directs EMS continuing education, to ensure quality assurance of care and advanced use of medical equipment and technology support.

The Shift Battalion Chief is responsible for the day to day activities performed by the line personnel, the division is staffed by 56 all sworn fire personnel assigned to three shifts (Shift A, Shift B and Shift C), currently staffed by Fire Battalion Chief (3), Fire Captains (12), Fire Engineers (13), Firefighter/Paramedics (24), and Paramedic Trainees (4). This Division provides firefighting capability, emergency medical response, and other emergency services, including wildland services. On a daily basis the division staffs 3 fire engines, and 1 ladder truck, at 3 fire stations that are strategically located. Montebello is the fourth busiest fire

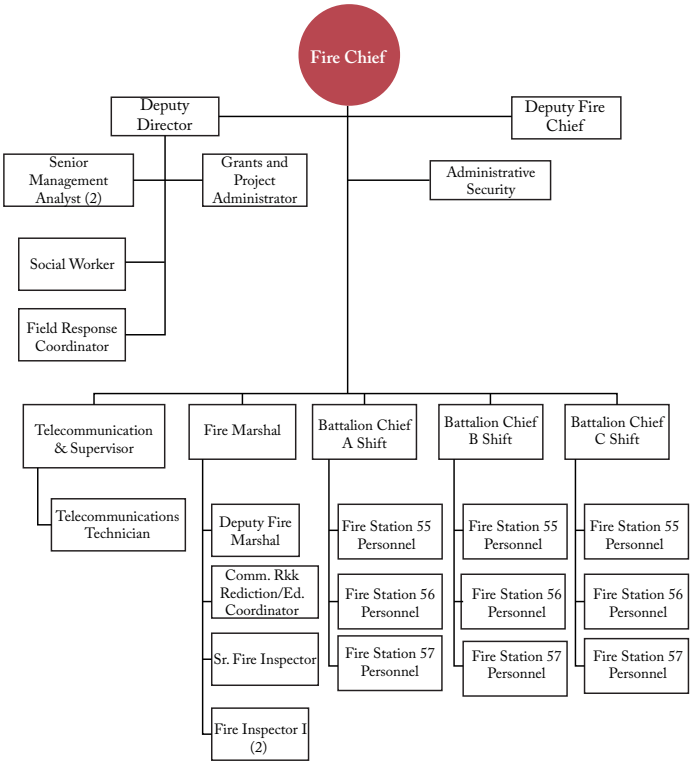


Figure C6.3. Fire Department Organization Chart.

department of the sixteen agencies (fourteen public and two industrial) served by the Verdugo Fire Communications Center. The Division also oversees the Firefighter Auxiliary (18+) and the Youth Fire Explorer (Ages 12-17) Programs. Currently, the Division responds to nearly 8,000 calls for service each year, with 75% of the Montebello service incidents are medical in nature.

The Fire Prevention and Risk Reduction (FPRR) Division main responsibility is to educate the community about the benefits of proper safety practices and to identify and eliminate all types of hazardous conditions that pose a threat to life, property, and the environment. The Division is comprised of a mix of civilian and sworn personnel, such personnel are the Fire Marshal, Fire Prevention Captain(s), Senior Fire Inspector, and two Fire Inspectors. The FPRR Division completes a wide variety of inspections. These include land entitlement, new construction, commercial and industrial facilities, schools and institutions, and specialized inspections related to film permits. Additional specialized functions are: Land development services, Inspection of schools, institutions, high-rise buildings, and Arson investigations.

The Communications Division primary objective is to ensure the life safety of first responders (Fire, Police, Transportation, and other emergency professionals) that participate in the City of Montebello's communication radio system and that all radio users can operate safely in these extreme dynamic communication environments. The Fire Department is a committee member of the Interagency Communications Interoperability (ICI) as a Governance Member due to owing our own radio system infrastructure, and also supports active subscriber members (Public Safety Agencies) through access agreements. The Division is currently staffed by full-time Communications Supervisor and

a Communications Technician. The primary responsibility is to provide an uninterrupted operational radio system for all Montebello personnel, including police, fire, transit, public works, code enforcement, parks, etc. In addition to the City personnel, Montebello provides access to the radio system for the following Police Departments: Downey, Vernon, Whittier, and Montebello Unified School District. The Fire Department has a total of seven (7) radio sites, located within and outside the City of Montebello.

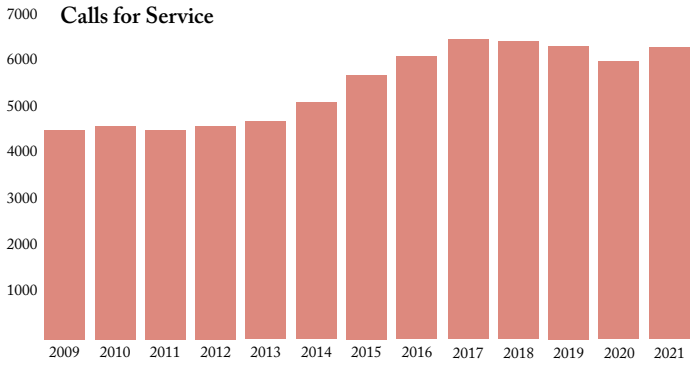
The Fire Community & Outreach Services Division is a unique Fire Division as it has an emphasis in community health and wellness through the implementation of innovated approaches to address health and safety conditions that impact vulnerable populations, that decrease the use of the 911 Dispatch System and Emergency Rooms of non-emergency issues, and improve the quality-of-life for those at-risk through a field-based paramedic service and educational outreach and engagement. Current populations being served are seniors, home-bound, unhoused, behavioral health (mental health and substance use), and medically compromised individuals.

The current programs are:

- Montebello Community Assistance Program (MCAP), is a field-based outreach program that serves a wide-range of individuals with multiple medical complexities, facing multiple conditions that impact their quality of life, such as compromised health conditions, homelessness and behavioral health conditions. The program is staffed by a Firefighter/Paramedic, Social Work Coordinator, Field Based Case Manager and Housing Navigator.

- Operation Stay Safe (Tiny Homes) oversight of 30 tiny homes to serve individuals who are unhoused, as a bridge to permanent housing and/or long-term housing. Those being served will be receive wrap-around supportive services, such as case management, transportation, housing services, and emotional supportive services.

- Geriatric Case Management- Currently being developed. This program is intended to serve the senior population with case management and supportive services that need additional support to improve their quality-of-life and addressing their complex health, mental, emotional and social conditions. The Field Based Case Manager will provide wellness checks, home-visits and other services.



Incident Calls for Service in 2021	Incidents
Fire	217
Overpressure, rapture, explosion, overheat (no fire)	2
Rescue & EMS	4,774
Hazardous Condition (no fire)	104
Service Call	262
Good Intent Call	410
False Alarm	504
Natural Disaster	2
Special Incident	10

Figure C6.4. Calls for services has increased over the past decade with most of the calls being for medical assistance. Source: Montebello Fire Department.

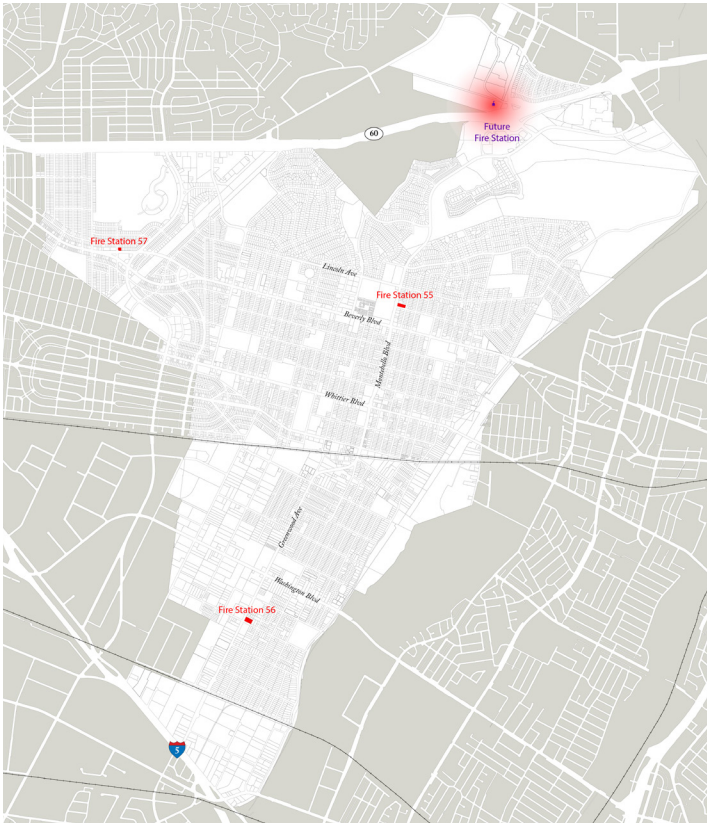


Figure C6.5. Montebello Fire Stations. A fourth fire station is proposed in the northern part of Montebello.

The Fire Administration Division is responsible for planning, organizing and directing all activities within the fire department including fire suppression, emergency medical services, communications, community and outreach services and prevention activities. Supervision of department staff, coordination of activities with other departments, completion of highly complex assignments and staff assistance to the City Manager and City Council is included. Of importance is budget management, personnel, human resources and payroll administration and organizational development. The administration division supports each division of the department to provide the most effective service level within available resources.

The Fire Department receives its primary funding from General Fund, Fee-for-Service and project-specific funding from Grants, such as FEMA Federal Emergency Management Agency, CalWater, San Gabriel Valley Council of City Governments (SGVCOG), San Gabriel Valley Regional Housing Trust (SGVRHT), Gateway Cities Council of Governments (Gateway COG), and the Community Development Block Grant (CDBG).

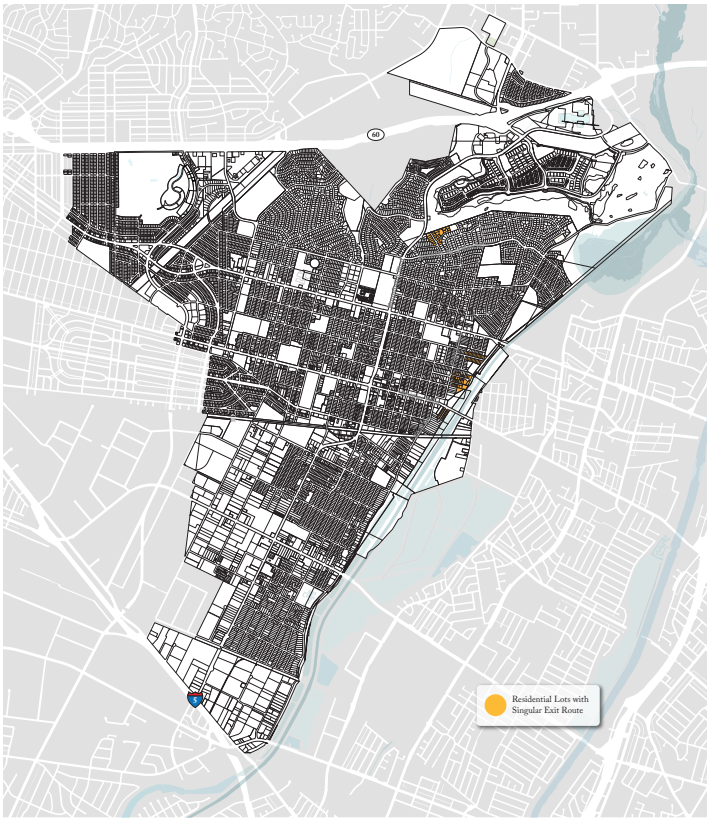


Figure C6.6. Residential lots with single exit route.

1. Major Public Safety Challenges

- Future growth will warrant a corresponding increase in personnel in Fire Department;
- The call volume for service at the Fire Department has gone up dramatically (75% of the calls are medical calls for paramedics — and 25% percentage of all calls are fire related calls) — training needs are higher: need a medical director and support staff with various accreditations;
- Need for facilities upgrades for Fire Station #57 built in 1947 and has limited structural space, and some of the apparatus will not fit. The Fire Headquarter was built in 1964 to last about 30 years;
- Fire Department trains in empty warehouses or on streets on weekends — a new training center is needed. The Fire Department is operating at a 90% efficiency rate. A fourth Fire Station is needed in the community. Potential future funding sources are grants and impact fees; and
- The area dams are vulnerable to failure and could pose a flooding threat in the Montebello area.
- There are several target hazards in the City, increasing the need for specialized equipment and training, including ability to respond adequately to situations that include violence.
- City needs to mitigate risk, so it can adequately respond and recover from natural and manmade disaster.
- There are several residential neighborhoods with single exit routes in the City, as seen in Figure C6.6. They include:
    - Merek Drive, Peacock Lane, and 4th Street- Single egress via 4th street. Approximately 20 residential units affected.
    - Maiden Lane (200 E. Block) – Singular egress via Maiden Lane. Approximately 20 affected single-family homes and apartment complexes.
    - Fremont Square (200 E. Block) – Singular egress via Fremont Square to Poplar Ave. Approximately 20 affected single-family dwellings and apartment complexes.
    - Cleveland Avenue (200 E. Block) – Singular egress via Cleveland Ave. to Poplar Ave. Approximately 20 affected single-family dwellings and apartment complexes.
    - Natasha Lane (100 S. Block) – Single egress via Natasha Lane to Whittier Blvd. Approximately 20 affected single-family dwellings.

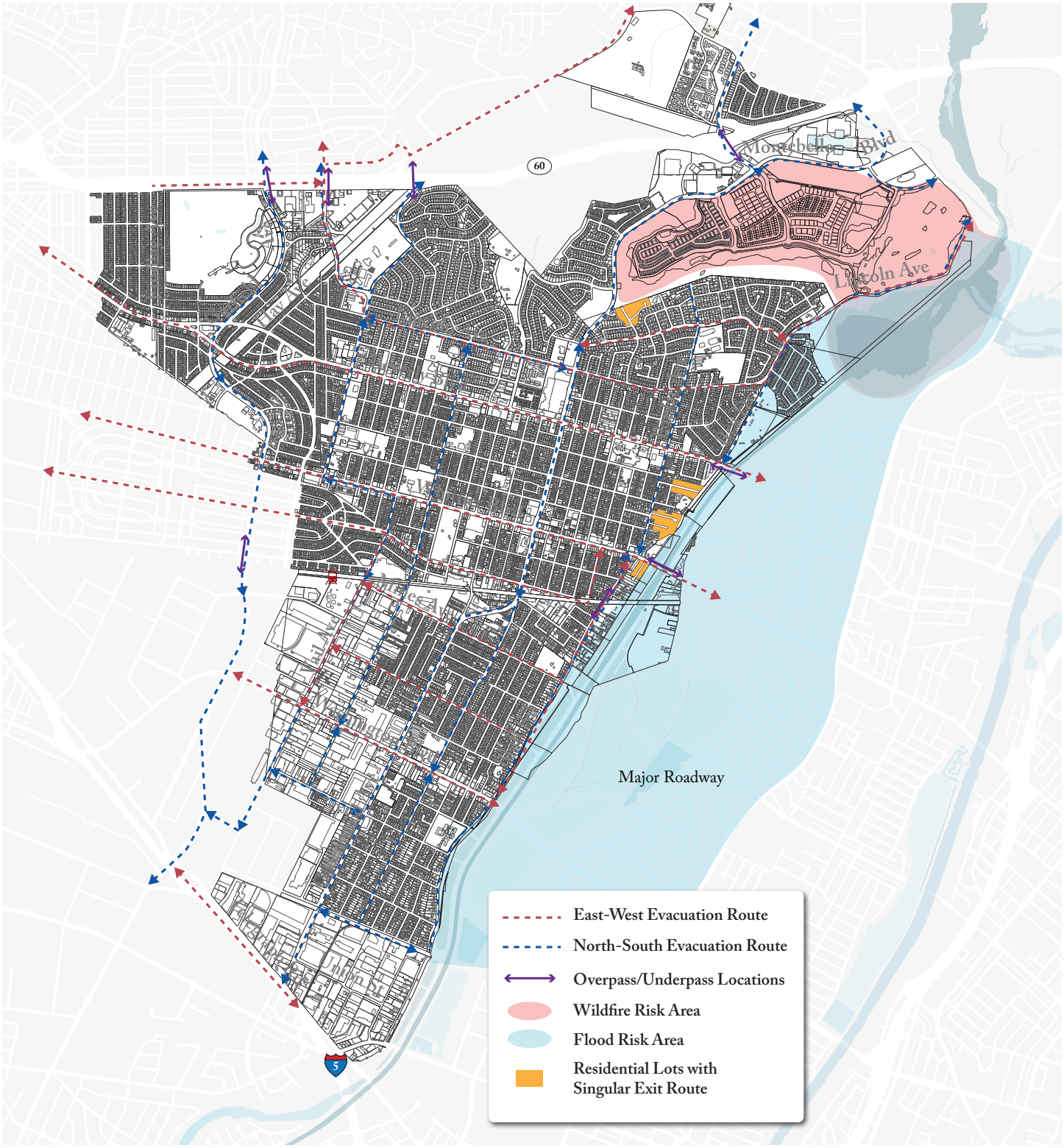


Figure C6.7. Evacuation routes.

Evacuation Routes: There is a greater percentage of population in the central area of the city, as well as pockets of vulnerability with dense multi-family dwellings and assisted living complexes that may require a greater level of assistance during evacuation proceedings. Therefore, emergency responders must be flexible in emergency scenarios, considering the location and extent of a hazard may disrupt established evacuation routes. Given the potential for congestion when certain evacuation routes are closed, emergency responders should consider contraflow lane reversal as one strategy to efficiently evacuate residents. All but four outbound evacuation routes rely on a bridge (Figure C6.7). These bridges should be inspected prior and post hazard events to ensure the evacuation routes remain viable. Social vulnerability indicators, including age, disability, and other mobility factors should be further examined to determine other potential barriers to evacuation besides distance to and capacity of evacuation routes. These recommended strategies require advanced coordination across departments to ensure an efficient and well communicated process for evacuation in response to various hazard scenarios.

2. Existing Programs



Inspection and Plan Review: The Fire Prevention and Risk Reduction (FPRR) Division is responsible for the completion of thousands of inspections throughout the year. These inspections include construction related inspections, complaint follow-up inspections, weed abatement inspections, as well as annual business inspections-which are also performed in conjunction with the Engine Company Inspection Program. The Bureau is also responsible for the completion of approximately 1000 plans reviews every year. These plan reviews involve the review of both commercial and residential, in new construction and tenant improvements, throughout the City of Montebello.

Investigations: The Fire Prevention and Risk Reduction (FPRR) Division performs fire investigations in an attempt to determine the origin and cause of fires, to prevent fires in the future. Although most fires are accidental, some fires are found to be criminal in nature, needing further investigation by an Arson Investigator. These investigators are specially trained fire investigators, cross-trained in a law enforcement capacity. This training allows for fire personnel to work closely or autonomously from the Montebello Police Department or other law enforcement agencies. Investigators respond to both fire and environmental incidents for investigations. During a year, investigators respond to about 100 calls for service. In addition to these calls for service, Montebello Arson Investigators annually participate in the local enforcement of the use of illegal fireworks.

Chaplains: The Chaplain program is designed to offer a professional religious and social ministry to department personnel and citizens of the Montebello. Chaplains are on-call 24 hours a day. They voluntarily provide counseling for a variety of issues, many of which are common to the law enforcement profession.

Montebello Community Assistance Program (MCAP): The MCAP is a first responder and behavioral para-medicine model approach launched by the City of Montebello Fire Department. The program establishes collaborations with various community-based organizations, local healthcare providers, and work with surrounding cities. Working in a field-based outreach and services model, MCAP is staffed by a Firefighter/Paramedic, Social Worker/EMT, Field-Based Case Manager, and Housing Navigator. This team works in partnership with people experiencing homelessness to address complex medical conditions, mental health, and/or substance abuse disorders. The MCAP team

determines the evidence-based treatments and impactful system navigation services through the data collection and evaluation. MCAP also provides intensive care management services, behavioral health support, assist with linkages to housing needs, and raise awareness among local leaders and community residents to decrease social stigma as it relates to behavioral issues and homelessness. MCAP connects clients with the following services in the community:

- Food/Showers Assistance
- Substance Use Disorder Assistance
- Medical Assistance
- Mental Health Assistance
- Dental Assistance
- Linkages to Housing Services (Interim and Long-Term Housing)
- Social Service Assistance



Operation Stay Safe is the first to be managed by a municipal fire department in the entire state. 30 homes, measuring 64 square feet provide shelter for unhoused residents on a parking lot at Montebello-Commerce Metrolink Station.



Public Education: The Montebello Fire Department- Fire Prevention and Risk Reduction (FPRR) Division heads up the Public Fire Education that takes place in Montebello. These programs include events such as Fire Service Day, held in May; and Fire Prevention Week, held in October-which commemorates The Great Chicago Fire of 1871, both of which allow the community to visit and tour the local fire stations. In addition, the Fire Department provides specialized fire education programs to schools, day cares, and senior citizens. These programs provide information about the proper installation and use of smoke detectors, establishment of emergency evacuation plans, Stop The Bleed Community Training, Cardiopulmonary resuscitation (CPR) Community Training, Firework Awareness and Education, and the "STOP, DROP, and ROLL" program.

Disaster Preparedness: The City takes a pro-active role in disaster preparedness and mitigation — (specifically) address preparedness, training, exercise, public education; mitigation efforts before and after disaster; response actions to save lives and property from effects of an emergency or disaster; and recovery.

Emergency Operation Plan: The City's Emergency Operations Plan (EOP) establishes an Emergency Management Organization (EMO) and assigns functions and tasks consistent with California's Standardized Emergency Management System (SEMS), and the National Incident Management System (NIMS). It provides for the integration and coordination of planning efforts through a whole community approach and authorizes the City's personnel to perform their duties and tasks before, during, and after an emergency. The Emergency Operations Plan follows The Federal Emergency Management Agency (FEMA) Comprehensive Preparedness Guide (CPG) 101, November 2020, Version 3.0. The Emergency Operations Plan's content is based upon guidance approved and provided by the Federal Emergency Management Agency (FEMA) standard on EOP organization for a local jurisdiction and the California Office of Emergency Services (Cal OES). The intent of the EOP is to provide direction on how to respond to an emergency from the onset, through an extended response and into the recovery process. It promotes a common understanding of the fundamentals of community-based, risk-informed planning and decision making to help planners examine a threat or hazard and produce integrated, coordinated and synchronized plans. The goal of the EOP is to simplify the planning process across all areas of 1) Prevention, 2) Protection, 3) Mitigation, 4) Response and 5) Recovery. It assist the City to develop and maintain viable all-hazards, all-threats.

Hazard Mitigation Plan (HMP): Under the Disaster Mitigation Act of 2000 (DMA 2000), the Federal Emergency Management Agency (FEMA) requires a Hazard Mitigation Plan (HMP) from local governments and certain special districts, counties, and states within the country that wish to receive federal mitigation funds if they should become available.

The City is in the process of conducting a Risk Assessment Plan for the Department and seeking funding to conduct an update Hazard Mitigation Plan (HMP).

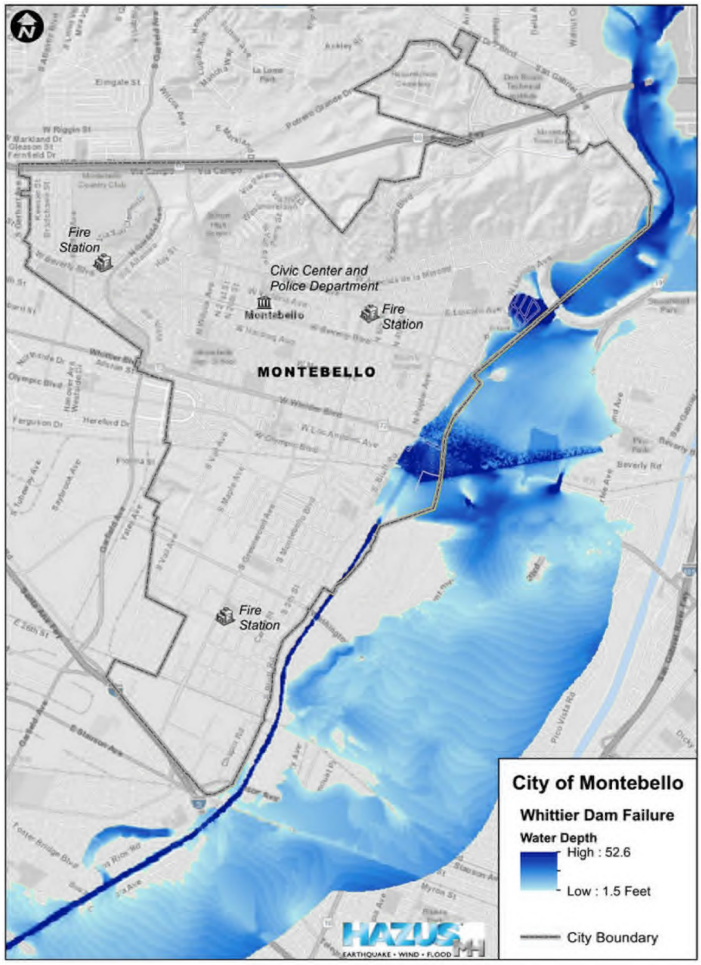


Figure C6.8. Whittier Narrows Dam Failure Inundation Map (HAZUS). Source : Emergency Planning Consultants.

Hazardous Materials and Human Caused Hazards: Manufacturing, transporting, and storing hazardous materials in an urban environment can pose threats to the safety of workers, and to the safety of businesses and residences located near these materials. The City recognizes the importance of identifying and regulating the use, production, and transportation of hazardous materials and making planning decisions to minimize exposure to hazards. Hazardous materials such as cleaning products, paints, solvents, and fuels are commonly used and found in small quantities throughout Montebello. Types of hazardous materials regularly transported into, out of, and through the city consist of flammable liquids, corrosive materials, compressed and/or poisonous gases, explosives, flammable solids, and irritating materials. Accidents on major roadways could result in releases of hazardous materials. The U.S. Department of Transportation regulates the transport of hazardous materials on city streets, and I-5 freeway. When acutely toxic hazardous materials are transported, the California Highway Patrol must be notified. If city streets are used, the Montebello Police Department must be notified. The City does not designate specific haul routes for hazardous materials, because the handlers and users of hazardous materials are dispersed throughout the city.

Seismic Hazard: Dam inundation describes flooding that could result from the structural failure of a dam, generally caused by seismic activity. Seismic activity may also cause inundation by a seismically induced wave, called a seiche that overtops the dam without also causing dam failure. Landslides flowing into a reservoir could also cause dam failure or overtopping.

There are some portions of the City of Montebello within the potential inundation boundaries of the Whittier Narrows Dam. This area may be affected in the event of a seismically-induced seiche or potential failure of the dam. The City of Montebello's Local Hazard Mitigation plan identifies approximately 150 single-family buildings that will suffer varying degrees of damage (slight, moderate, extensive or complete). These buildings are located along the eastern border of the city, as seen in the figure below. An estimated 335 households would be displaced due to the flood, and roughly 950 people will seek temporary shelter. The estimated total economic loss for the Whittier Narrows Dam failure scenario is $39.19 million dollars. Due to the distance of this area of Montebello from the ocean, it would not be considered subject to inundation by tsunamis.

Montebello Brownfield Overlay District (MBOD): The Montebello Brownfield Overlay District (the "Brownfield Area") is comprised of an approximately 55-acre area. From 1940 through 1955, a portion of the Brownfield Area was used as a landfill identified as the Chapin Road Landfill. Prior to 1940, the Brownfield Area was used for agriculture purposes. Subsequent to its closure, the Brownfield Area was used for industrial chemical blending and mixing from 1960 to 1987 (Source: Department of Toxic Substance Control, https://dtsc.ca.gov/your-envirostor/). The Chapin Road Landfill is currently recognized as a pre-regulation closed Landfill and given its date of closure and documented measurements of hazardous material, any required remediation/mitigation is unknown without further analysis.

To better understand the current condition of the Brownfield Area, the City has engaged an environmental engineer to research and establish an informed analysis that would allow staff to assess the subject area, and determine if there is any risk of contamination exposure and suggest additional investigation, mitigation, and/or remediation activities, if any are warranted. In addition, the City will explore the viability of repairing the road network and developing a storm water masterplan to ensure run-off water from the area is being appropriately controlled using adequate infrastructure and/or best management practices.

These efforts are intended to ensure public safety, including the safety of residents, visitors, employees, and businesses occupying the Brownfield Area as well as the surrounding areas. In the long term, the City plans to explore opportunities that would promote a green industrial economy by encouraging land use decisions that enhance the quality of life and place for residents, visitors, and businesses resulting in positive results for the region.



Figure C6.9. Montebello Brownfield Overlay District.

3. Policies and Actions

P6.4 Provide a high level of fire protection service in the community.

A6.4a Maintain an average fire department response time of less than 3 minutes to emergency calls for service. SE

A6.4b Continue to secure adequate equipment and attract and retain personnel while collaborating with neighboring jurisdiction and partner agencies to adequately respond to emergencies and incidents in all parts of the City. VZ SE R

P6.5 Maintain a current Emergency Operations Plan.

A6.5 Regularly review and update the City's safety plan every two years. SE R

P6.6 Minimize damage and maximize resilience from emergencies.

A6.6a Consult and collaborate with federal, state, and regional agencies to identify and regulate the disposal and storage of hazardous materials, and prevent the illegal transportation and disposal of hazardous waste. SE R

A6.6b Collaborate with appropriate agencies to identify and inventory all users and handlers of hazardous materials to proactively mitigate potential impacts. SE R

A6.6c Determine the presence of hazardous materials and/or waste contamination prior to approval of new uses and require that appropriate measures be taken to protect the health and safety of site users and the community. SE R

A6.6d Improve public awareness of best practices for and participation in household hazardous waste management and disposal. SE R

A6.6e Partner and collaborate with property owners, businesses, and community groups to develop strategies to protect and minimize risks from existing hazardous material sites to existing nearby sensitive uses. SE R

VZ Vision Zero SE Social Equity R Resilience

D. CLIMATE VULNERABILITY AND RESILIENCE

Climate change is driven by the human contribution of certain gases like carbon dioxide and methane into the atmosphere. These gases, commonly known as greenhouse gases (GHGs) absorb and re-emit heat that has been discharged from the Earth's surface. This works to trap heat near the Earth's surface, increasing the natural greenhouse effect. GHGs from human activities have been collecting in the atmosphere since the 1800's and are raising global average temperatures. This rise in average temperatures across the globe affects precipitation patterns, temperature, and ocean water levels, temperatures, and chemistry. The Intergovernmental Panel on Climate Change (IPCC), a United Nations subgroup responsible with global advancement and communication of climate change understandings, has concluded that global climate change will impart adverse effects on the Earth's natural and built systems, resources, and populations.

Montebello is, and will continue to be, affected by the impacts of climate change in the form of increased extreme heat days, increased average temperature, stronger storms, more severe floods, deeper and longer droughts, and more frequent and expansive wildfires. Specific impacts on the community of Montebello will vary based on social, economic, and physical characteristics of the City's populations and assets. This section of the Safety Element assesses the projected impacts climate change will have on the city.

1. Relevant Legislation

Senate Bill (SB) 1035 (2018) requires Montebello and all California cities and counties to update their safety element with new information on flood hazards, fire hazards, and climate adaptation and resilience, in conjunction with the housing element or local hazard mitigation plan update cycle, which occur every 8 years and 5 years, respectively. The following climate vulnerability assessment was prepared in accordance with California Government Code Section 65302(g) (as updated by SB 379), to satisfy the requirement that Montebello include a climate vulnerability assessment in conjunction with the update to its Safety Element.

2. Climate Drivers and Hazards

The IPCC has established several scenarios used to describe possible future GHG emissions and associated warming. Two of these are commonly used to compare possible futures and have been selected for this assessment.

- The Representative Concentration Pathway (RCP) 4.5 represents a "medium emissions" scenario in which emissions peak around 2040 and then decline through the end of the century. This scenario assumes global agreement and implementation of GHG reduction strategies.
- The RCP 8.5 represents a "high emissions" scenario in which emissions continue to rise throughout the 21st century.

a) Climate Drivers

i) Temperature: Observations over the past century indicate that temperature has increased in Montebello. Warming is expected to increase in Montebello in the coming decades as evidenced under the two GHG emission scenarios:

- Under RCP 4.5, future model-average temperature values in Montebello are projected to increase by 4.1°F by mid-century (2035-2064) and 5.2°F by end of century (2070-2099).
- Under RCP 8.5, future model-average temperature values are projected to increase by 4.9°F by mid-century and 8.2°F by end of century.

ii) Precipitation: Historically, precipitation in Montebello is highly variable from year to year. In Montebello, and in most of California, large, discrete storms generate a significant portion of the City's total precipitation. According to California's Fourth Climate Change Assessment Los Angeles Regional Report (2018), climate model projections suggest that potential changes in average precipitation in the coming decades will be trivial in comparison to the City's historic natural variability. However, both wet and dry periods are expected to become more extreme and frequent, leading to overall increased variability in the City, LA region, and in California. Climate models project that by the end of the century, the largest precipitation events in the Montebello will increase in volume (inches of rain per day) between 0.16 and 0.30 in RCP 8.5.

b). Climate Hazards

i) Extreme Heat: The intensity and frequency of extreme heat days is expected to increase. In Montebello an extreme heat day is when the maximum temperature exceeds 100.5°F. Historically, between 1961-1990, the city experienced three extreme heat days per year on average.

- Under RCP 4.5, by the end of the century, extreme heat days are expected to increase to 17 days per year.
- Under RCP 8.5, extreme heat days are expected to increase to 34 days per year.

ii) Drought: Drought conditions tend to occur on a large scale, so this analysis considers the Southern California region looking at the future of drought in Montebello. Southern California is prone to periods of extreme drought conditions, with the most recent occurrence taking place between 2011 to 2015. Climate projections suggest that with overall temperatures increasing through the century, irrespective of whether average precipitation increases or decreases, there will likely be longer and more extreme droughts in the region. In Montebello, the historical average length of dry spell is 161 days. This average is projected to increase by the end of century by 8 days (RCP 4.5) to 17 days (RCP 8.5).

iii) Wildfire: Climate change is projected to exacerbate wildfire risk by creating hotter and dryer landscapes, notably, due to increased variability in precipitation. In the Los Angeles Region,

wildfire risk is influenced by a multitude of compounding factors that include its mostly warm and dry Mediterranean-type climate, continuing expansion of the wildland urban interface, drought events, periodic episodes of Santa Ana winds, historical fire suppression, human activities, topographical factors, and the type and spatial distribution of vegetation.

There have been several small fires in the City of Montebello in the last decade. In 2015, a fire burned almost 400 acres near Lincoln Boulevard in the Whittier Narrows recreation area. In 2018, a brush fire burned less than 50 acres near Lincoln Ave. and San Gabriel Blvd. Although Montebello is not designated as a very high fire hazard severity zone (VHFHSZ), neighboring jurisdictions including the City of Whittier and the unincorporated community of Hacienda Heights, to the east of the City, have high fire risk. Additionally, the northeastern portion of the city is in the wildland-urban interface (WUI). Land and developments in the WUI are particularly susceptible to property damage during wildfire event.

Findings from modeling studies suggest that overall, there will be increased fire probability in the Los Angeles region, due to variable and decreasing precipitation and increasing temperatures. However, over time, urban areas such as Montebello and the surrounding cities may see reduced fire risk as high-density human development increases and vegetation land decreases.

iv) Riverine and Stormwater Flooding: Climate driven increases of heavy precipitation events can pose particular risk to Montebello's low-lying residential areas along the Rio Hondo River, which are prone to flooding. Additionally, the city has a high concentration of impermeable surfaces that can cause urban flooding during significant precipitation events.

According to the City's HMP the overall risk of disastrous flooding in Montebello is low, however, the Plan identifies four areas in the city that are at higher risk of flooding.

- West side of Grant Rea Park along the Rio Hondo Channel
- Garfield Avenue between Via Paseo and Beverly Boulevard
- East side of Rio Hondo Channel from Beverly Terrace to Mines Avenue
- Mines Avenue from Maple Avenue to Greenwood Avenue

Additional low-lying portions of the city are susceptible to urban flooding, due to a combination of factors including debris accumulating in storm drains, aged drainage systems, and high concentrations of surface impermeability.

v) Air Quality: Worsening air quality due to climate change can create respiratory issues for sensitive populations and have impacts in indoor environments that do not have adequate air filtration systems. There are several notable causes of air quality decline, found below:

- Dust. Increased temperature leads to dry, dusty conditions also associated with drought. Increases in dust conditions

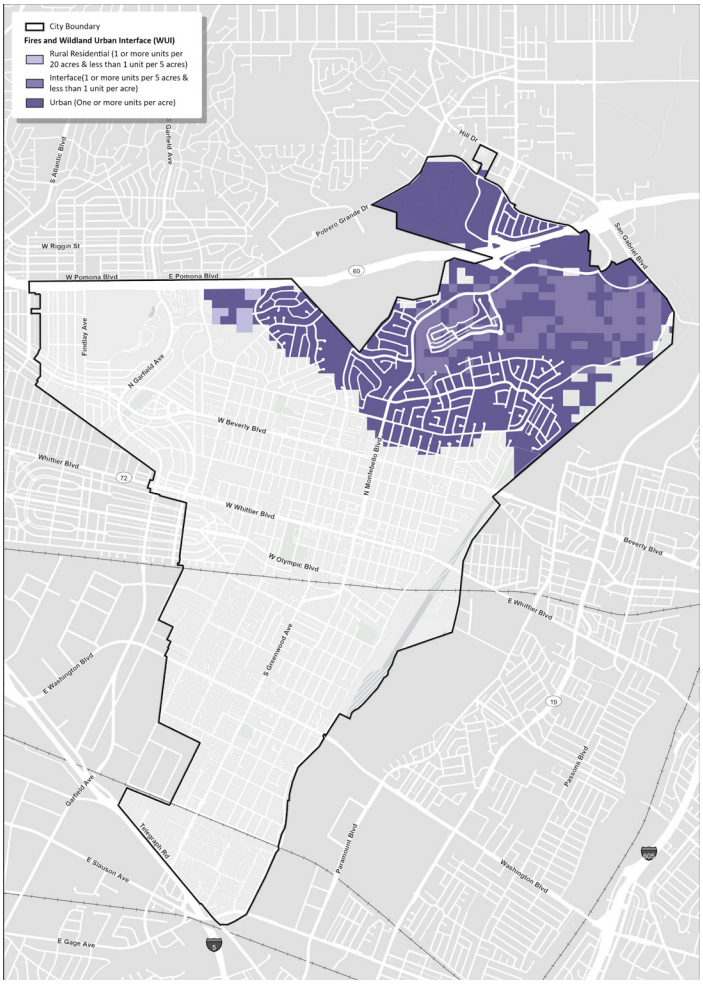


Figure C6.10. Montebello Wildland-Urban Interface. Source: California Department of Forestry and Fire Protection.

increases exposure to particulate matter, including PM10 (particulates less than 10 microns in diameter). PM10 can cause increased respiratory disease, lung damage, cancer, premature death, reduced visibility, surface soiling.

- Smog. Higher temperatures are positively correlated with air pollution concentrations and increases in ambient temperature leads to higher rates of smog, also referred to as ozone. The Los Angeles basin is the smoggiest region in the nation, despite implemented reductions that have improved air quality over time. Groups most sensitive to ozone include children, the elderly, people with respiratory disorders, and people who exercise strenuously outdoors. Ground-level ozone has also been shown to have particularly disproportionate adverse impacts on populations experiencing homelessness and lower median income.

- Fewer Natural Filtrations. Precipitation variability and long periods of dry spells lead to less reliable air quality for the entire region. Moisture in the air can filter pollutants and provide for overall improved conditions. Urban vegetation can directly affect air quality, and trees remove gaseous air pollution. Rising temperatures could increase mortality for large healthy trees which would reduce the ability for urban vegetation to reduce air pollutants, therefore increasing pollutant exposure to sensitive populations.

- Wildfire Smoke. Temperature, severe wildfire conditions, and the area burned by wildfires have all increased throughout the Los Angeles region and are expected to continue to increase. Higher temperatures accompanied by an increase in the incidence and extent of large wildfires will lead to increased wildfire smoke and associated toxins and air pollution.

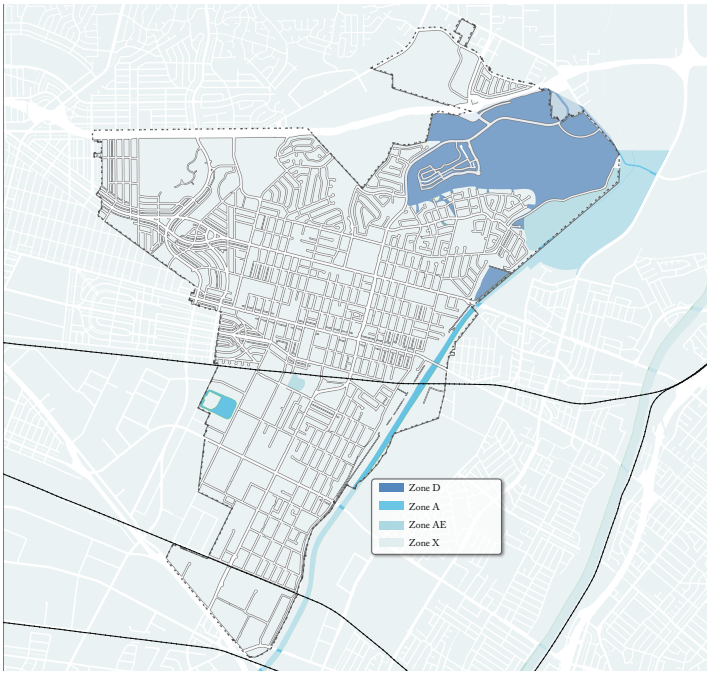


Figure C6.11. Floodzones. Source: FEMA.

3. Climate Vulnerability

a) Vulnerable Populations

While all people in a community will experience climate change, some may be more affected than others. For example, older adults and young children may be more at-risk to heat illness during an extreme heat event. Sensitivity to climate hazards can be influenced by several factors, including differences in individual health, age, and ability; institutional bias or exclusion from political and decision-making power; inequities in infrastructure and access to health care, economic opportunity, education, and other services; and inequities in environmental and living conditions. Vulnerabilities within a community can inhibit that community's adaptive capacity or their ability to cope with climate change impacts. Development and implementation of programs and projects that improve the community's adaptive capacity, including addressing some of the underlying contributing factors, will reduce the negative impacts that climate change could have on vulnerable populations.

Climate change will disproportionately impact certain populations in the City of Montebello. The following vulnerable populations have been identified in the city based on the Healthy Places Index (HPI) mapping tool. There are often numerous interacting factors that impact a population's vulnerability to climate hazards; however, for the purpose of this assessment, they were grouped based on the sensitivity that increases their risk the most. Priority populations are grouped as outlined below:

- Individuals With High Outdoor Exposure. People experiencing homelessness.

- Under-Resourced Individuals. Low income, unemployed, renters, individuals with no health insurance, isolated individuals, individuals with no health insurance, individuals with educational attainment of less than 4 years of college.

- Individuals Facing Societal Barriers. Communities of color, linguistically isolated individuals, students.

- Individuals With Chronic Health Conditions. Seniors.

i) Potential Impacts: Individuals With High Outdoor Exposure. In the City of Montebello, people experiencing homelessness face high exposure to outdoor conditions and are at high risk from various climate hazards including extreme heat, drought, wildfire, flooding, and air quality. Unhoused individuals experience higher rates of respiratory conditions, mental illness and other chronic health conditions that increase sensitivity to climate hazards and may limit access to resources to support in response. People experiencing homelessness are disproportionally impacted by poor air quality during extreme heat or wildfire conditions because they are typically living outdoors and are therefore exposed to air pollutants at higher rates. People experiencing homelessness are exposed to health-related impacts associated extreme heat because they have limited access to shelter and air conditioning. During flooding or wildfire events, people experiencing homelessness are disproportionately at risk because they may not have

the ability to evacuate safely.

Under-Resourced Individuals. Under-resourced individuals often do not have access or the ability to afford resources needed to prepare for, cope with, and recover from climate change impacts, such as air conditioning or air filtration. When evacuation is necessary due to climate hazards such as wildfire or flooding, under-resourced individuals may lack the financial resources to evacuate and/or find an affordable alternative place to stay when evacuated. Individuals in these groups often live in homes that are less protected against climate hazards. Individuals without health insurance are more likely to have undiagnosed pre-existing health conditions which may make them more susceptible to health impacts from climate hazards. Isolated individuals lacking access to transportation may not be able to evacuate during climate hazards and may face greater barriers to accessing resources to prepare for, respond to, and recover from climate hazards.

Individuals Facing Societal Barriers. Individuals facing societal barriers are directly impacted by social and economic challenges that are ubiquitous in our modern society. These challenges create educational, resource, economic, and health disparities that leave communities of color, linguistically isolated individuals, and students at greater risk to climate change impacts. Individuals that are linguistically isolated have no to limited English proficiency. Linguistically isolated households may not understand important safety, public health, or evacuation orders and communications when conducted exclusively in English during a hazard event, which may compromise the ability of residents to remain safe and healthy. In California, individuals of color are more likely to live in high hazard risk areas and less likely to be homeowners, which leaves them more susceptible to climate hazards. Students may experience educational disruption and setbacks including reduced rates of graduation and college attendance as result of climate hazards that cause school closures, loss of personal property, and/or psychological distress, particularly students with additional characteristics that increase sensitivity to climate hazards.

Individuals With Chronic Health Conditions. Individuals in these groups are more likely to have pre-existing medical conditions or chronic illnesses that may exacerbate the risk of illnesses and medical problems from climate hazards. Climate hazards often generate secondary hazards that can greatly impact public health and community safety. For example, Wildfire smoke can significantly impact air quality, and cause health impacts, from mild eye burning to irritated air ways, heat stroke and even cardiac issues.

b) Natural Resources

Natural and recreational resources within Montebello as detailed in the Parks Master Plan include approximately 125 acres of parkland. This includes 40 acres of mini and neighborhood parks, 39 acres of community parks and centers, and 46 acres of special use and regional park facilities.

At the northwest corner of the city is the Montebello Country Club, a 120-acre golf course that is situated at the western foot of the Montebello Hills. There are 480 acres of privately owned land in the Montebello Hills, constituting the City's largest swath of remaining undeveloped space. Within Montebello's residential neighborhoods, the primary amenity is street landscaping. Neighborhood parks like Ashiya Park and Acuna Park are accessible to pedestrians.

i) Potential Impacts: Increased temperatures can cause vegetation stress in parks, landscaping, and open spaces in the city. Indirect impacts could include reduced carbon storage and increased tree and vegetation mortality, as well as increased irrigation and related costs. Extreme temperatures can also impact summer recreation and community programing, resulting in economic losses for the city. Drought will likely increase irrigation requirements for maintaining landscaping, park facilities, and street trees, while water use restrictions would potentially prevent asset managers from meeting this increased watering demand, resulting in water-stressed vegetation, increased vegetation mortality, and potentially reducing the quality of and benefits provided by recreational resources such as open spaces and parks. Climate hazards such as wildfire and flooding can impact natural resources in the city by damaging or destroying vegetation, trees, and infrastructure in City parks and open spaces.

c) Buildings and Facilities

A jurisdiction's vulnerability increases when buildings and facilities are not designed, operated, and/or maintained to function effectively under extreme weather conditions or can be damaged by extreme weather conditions. Due to the roles they play in supporting general community functioning and hazard response, the following City buildings and facilities are particularly important to assess for climate change impacts: municipal buildings, educational facilities, hospitals, residential and commercial development, roadways and transportation facilities, active transportation routes, fire stations, and police stations. Several critical buildings and facilities in Montebello, as identified by the City's HMP, include:

- City Hall: 1600 W. Beverly Boulevard
- Fire Stations:
    - Montebello Fire Department (Station No. 56): 600 N. Montebello Boulevard
    - Montebello Fire Station No. 56: 1166 S. Greenwood Avenue
    - Montebello Fire Station No. 57: 2950 Via Costa Street
- Montebello Police Station: 1600 W. Beverly Boulevard
- Beverly Hospital: 309 W. Beverly Boulevard
- Whittier Narrows Dam: 909 N. Lincoln Avenue
- 21 educational facilities identified throughout the city
- 18 hazardous material sites identified throughout the city

i) Potential Impacts

Increased temperatures, drought, and air quality are likely to result in minimal impact to physical structures. As a result, strain on HVAC and air filtration systems may occur, along with increases in cooling costs and other negative impacts on occupants of buildings that are not adequately weatherized. Wildfires and flooding are climate hazards that pose direct risk to buildings and facilities in Montebello. Table6.1 was retrieved from the City's HMP and shows the impacts of hazards including earthquakes, wildfire, flooding, dam failure, and drought, on various City facilities and infrastructure.

	Earthquake	Wildfire	Flooding	Dam failure	Drought
Essential Facilities					
City Hall 1600 W. Beverly Boulevard	X				X
Montebello Fire Station No. 55 600 N. Montebello Boulevard	X				X
Montebello Fire Station No. 56 1166 S. Greenwood Avenue	X				X
Montebello Fire Station No. 57 1600 W. Beverly Boulevard	X				X
Beverly Hospital 309 W. Beverly Boulevard	X				X
Transportation Systems					
Roads and Bridges	X	X	X	X	X
Lifeline Utility Systems					
Water, Electricity, Natural Gas, Oil, and Fuel	X	X	X	X	X
High Potential Loss Facilities					
Whittier Narrows Dam 909 N. Lincoln Avenue	X		X	X	X
Hazardous Materials Facilities					
This information is maintained bu the City of Montebello Fire Department and is available upon request.					

Table C6.1. Critical Facilities Vulnerable to Hazards, Hazard Mitigation Plan, 2017.

d) Critical Infrastructure and Services

There are variety of services and critical infrastructure that are vulnerable to climate change in Montebello. Assets and services in this category include water services, wastewater, storm drainage and flood protection, solid and hazardous waste and recycling, fire services, emergency services, medical services, utilities and major utility corridors, public transportation, roadways, and active transportation routes.

i) Potential Impacts: Climate hazards including extreme heat, drought, flooding, wildfires, and poor air quality can lead to strain on infrastructure and services group. This can affect the City's ability to provide critical services and resources to residents; and the infrastructure in place may not be adequately prepared to sustain increasing and compounding hazards. In addition, heavy precipitation or wildfire events could damage infrastructure and services, impacting the services they are designed to provide. Additionally, stormwater flooding can reduce overall water quality through transport of pollutants including potentially hazardous materials via runoff into the water drainage system and wherever floodwaters accumulate as well as algae blooms from increased nutrients.

4. Existing Plans and Programs

Adaptive capacity is the ability to adjust to the consequences of climate change. This section summarizes the ways in which the City currently manages for the negative impacts of climate change. Types of adaptive capacity include adjustments in behavior, resources, and technologies. The City of Montebello has actively taken steps to increase the city's adaptive capacity. Existing policies, plans, programs, and institutions that increase the city's resilience to climate change impacts are organized by climate hazard and listed below:

- City of Montebello General Plan Safety Element This Safety Element is a strategic and long-term document identifying goals and polices that guide and direct the City in terms of implementing policies, programs, and resources. The Safety Element is one of seven General Plan elements required by the State of California that provides the City with information on hazards and public safety services, and establishes goals, policy direction, and implementation measures intended to limit the community's exposure to a range of hazards.

- City of Montebello Emergency Operations Plan (EOP) (2005)- The City's EOP describes the City's emergency response and recovery operations including identifying evacuation routes and communication protocols in the City.

- Hazard Mitigation Plan (HMP) (2017)- The City's HMP contains documentation of the City's mitigation planning process, and identify hazards, potential losses, mitigation needs, goals, and strategies.

- City of Montebello Parks Master Plan (2021)- The parks master plan serves as a planning and asset management tool for the City's parks and open spaces, and aids in providing an understanding of the recreational and open space assets the City owns and operates, as well as the financial investment required to maintain, repair, and/or improve these assets.

- Community Emergency Response Team (CERT)- CERT members assist citizens and police, fire, and medical professionals during major disasters.

- Emergency Network of Los Angeles- This network, made up of nonprofit community-based organizations in Los Angeles County provides assistant to individuals, families, and organizations following emergencies and disasters.

5. Policies and Actions

Certain human activities, natural conditions, and climate change impacts, as discussed in the Safety Element, create hazards in Montebello. These hazards pose risks to individuals and properties and affect how property is developed and used. Risk from such hazards can be reduced or avoided by recognizing the hazards and adopting and implementing land use and emergency response policies that provide ample community protection. Underlying all policies and actions is the precept that all buildings and structures in the City of Montebello should conform to the appropriate building standards in order to protect every citizen to the degree practical. Additional concerns, such as air and water quality are addressed in the Our Natural Community chapter of the City's General Plan.

1. Earthquake (Seismic) and Fault Hazards

P6.7 **Identify and appraise the geologic and seismic hazards within the community. Reduce the loss of life, damage to property, and the economic and social dislocations resulting from future earthquakes.**

A6.7a Continue to update land use standards and development regulations related to the level of seismic hazards as new data and regulations become available. R

A6.7b Require all aspects of the earthquake, fault rupture, liquefaction, and related seismic hazard evaluation process (planning, investigation, analysis, reporting, review, construction, and operations) for new development and redevelopment to be conducted and independently reviewed by qualified professionals. R

A6.7c Require new or substantially remodeled development located within areas of liquefaction potential to be properly designed and constructed for to earthquake safety, and require all development (including City-owned facilities) to comply with established seismic safety standards. R

A6.7d In the northern portion of the City above the projected location of the Puente Hills Blind Thrust Fault Zone, consider the development of potential Co-Seismic Hazard Management Zones (CSHMZs) for new construction and redevelopment to evaluate the potential impacts of surface movements such as uplift and ground tilting. R

2. Fire Safety

P6.8 **Provide protection from wild and urban fire hazards to persons, property, and city assets.**

A6.8a Develop a "City of Montebello Water Master Plan" and upgrade water lines throughout the city to ensure that they provide adequate fire flows necessary for firefighting. R

Regular maintenance and long-term integrity of water supply locations for firefighting purposes should be identified.

A6.8b Provide adequate staffing, equipment, technology, training and funding for the Montebello Fire Department to ensure that the department is continually equipped and trained to meet existing and projected service demands and response times. R

A6.8c Continue to use the development review process to project plans to the Fire Department and other reviewing agencies for fire safety review, including building materials, access, and circulation. R

A6.8d Inspect all fire hydrants for operational readiness on an annual basis, and repair and/or replace all defective hydrants. R

A6.8e Use public funding, where available and practical, to assist private landowners in implementing defensible space and building retrofits to achieve a low-risk condition. R

A6.8f Ensure that all existing and new residential development located in the Wildland Urban Interface (WUI) and any other future designated wildfire hazard zones have at least two emergency evacuation routes as well as adequate evacuation access (ingress and egress). R

A6.8g Sponsor and support public education programs, such as neighborhood events, the Montebello Fire Department website, social media content, and printed educational materials to promote defensible space standards and emergency evacuation protocols. R

Prioritize outreach and public education programs for the city's vulnerable populations, as identified by the Healthy Places Index.

A6.8h Maintain a maximum response time of 5 minutes for fire suppression services. Require new development to ensure that fire response times and service standards are maintained. R

A6.8i Implement fire prevention and suppression programs in areas of high fire hazard areas, including both urban and wildland areas. R

A6.8j Maintain adequate fire breaks in areas within and adjacent to areas of high wildfire hazard. R

R Resilience

2. Fire Safety (continued)

A6.8k	Coordinate firefighting efforts with local, state, and federal agencies. (R)
A6.8l	Increase the resilience of existing development in high-hazard areas built prior to modern fire safety codes or wildfire hazard mitigation guidance. (R)
A6.8m	Maintain adequate fire suppression capability in areas of intensifying urban development, as well as areas where urban uses and open spaces mix. (R)
A6.8n	Continue annual brush inspections and enforce clearance requirements on public and private property within the Wildland Urban Interface and any other future designated wildfire hazard zones, as dictated by CAL FIRE, in accordance with the Board of Forestry and Fire Protection Fire Safe Regulations, California Building Standards Code, and Montebello Municipal Code related to ongoing maintenance of vegetation clearance on public and private roads, roadside fuel reduction plan, and defensible space clearances.(R)
A6.8o	Increase the resilience of new development in the Wildland Urban Interface and any other future designated wildfire hazard zones in compliance with the Board of Forestry and Fire Protection Fire Safe Regulations, California Building Standards Code, and Montebello Municipal Code. Require all new development to be served by a water system that meets applicable fire flow requirements. (R)
A6.8p	Increase the resilience of existing development in the Wildland Urban Interface and any other future designated wildfire hazard zones built prior to modern fire safety codes or wildfire hazard mitigation guidance in compliance with the Board of Forestry and Fire Protection Fire Safe Regulations, California Building Standards Code, and Montebello Municipal Code. (R)
A6.8q	Require development of new public facilities, when feasible, to be located outside of and any other future designated wildfire hazard zones to ensure critical infrastructure is fire resilient. (R)
A6.8r	Maintain a maximum response time of 5 minutes for fire suppression services. Require new development to ensure that fire response times and service standards are maintained. (R)
A6.8s	Ensure that re-development after a large fire complies with the requirements for construction in the Wildland Urban Interface and any other future designated wildfire hazard zones. (R)
A6.8t	Ensure that the planning and design of development in and any other future designated wildfire hazard zones minimizes wildfire hazards and includes adequate provisions for vegetation management, emergency vehicle access, and firefighting while also complying with current fire codes. (R)
A6.8u	Require fire protection plans for new development in and any other future designated wildfire hazard zones. (R)
A6.8v	Require visible home and street addressing, and signage across the city. (R)
A6.8x	The Montebello Police and Fire Departments should routinely assess and project future emergency service needs associated with wildland and urban fire hazards.(R)

(R) Resilience

3. Flood Safety

P6.9 **Minimize the risks from flooding and related hazards to persons, property, and city assets.**

A6.9a Cooperate with the Los Angeles County Flood Control District (LACFCD), Federal Emergency Management Agency (FEMA), and other local, state, and federal agencies involved in preparing and implementing flood standards and regulations. R

A6.9b Support public education programs on flood protection and emergency preparedness and procedures. Prioritize language appropriate outreach and public education programs for the city's vulnerable populations as identified by the Healthy Places Index. R

A6.9c Maintain storm drains to prevent local and stormwater flooding and encourage residents to assist in maintaining those drains that are the responsibility of the homeowner. R

A6.9d Whenever feasible, locate new essential public facilities, including health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities, outside flood hazard and dam inundation zones. R

A6.9e Continue to maintain and upgrade the city-operated flood control system to ensure it can protect existing and planned development. Include evaluations of the system under projected changes in storm frequency and intensity. R

A6.9f Require that all aspects of the dam failure flood/inundation evaluation process (planning, investigation, analysis, reporting, review, construction, and operations) for new development and redevelopment be conducted and independently reviewed by qualified professionals. R

A6.9g Request that the Los Angeles County Flood Control District regularly assess all dams upstream from Montebello for earthquake soundness. R

4. Extreme Heat Resilience

P6.10 **Minimize potential threats to public health and safety from extreme heat events.**

A6.10a Promote and expand the use of drought-tolerant green infrastructure, street trees, and landscaped areas, as part of cooling strategies in public and private spaces and promote the addition of shade structures in public spaces. R

A6.10b Continue to provide access to cooling centers during extreme heat events, prioritizing outreach to vulnerable populations such as seniors and under-resourced individuals who do not have air conditioning. R

A6.10c Expand public outreach and warning systems to increase preparedness for extreme heat events. R

A6.10d Explore opportunities to incorporate cool pavement practices into new streetscape or urban design. R

A6.10e Promote the use of cool roofs to reduce the urban heat island effect. R

5. Geology and Soil Hazards

P6.11 Minimize the risks of geotechnical hazards to persons, property, and city assets.

A6.11a Encourage development in low hazards areas and implement actions that minimize changes to the natural topography and drainages. Protect public safety and reduce potential property damage due to geologic and soil hazards by using proper design and construction techniques. R

A6.11b Require that all aspects of the geotechnical and engineering geology evaluation process (planning, investigation, analysis, reporting, review, construction, and operations) for new development and redevelopment be conducted and independently reviewed by qualified professionals. R

A6.11c Regulate development in Alquist-Priolo Earthquake Fault Zones consistent with levels of acceptable risk. R

Require the submission of geologic and seismic reports, as well as soils engineering reports, in relation to applications for land development permits whenever seismic or geologic problems are suspected.

A6.11d Prioritize that siting of new critical use facilities be based on comprehensive geotechnical evaluation and consideration of seismic and other geotechnical hazards. R

R Resilience

6. Disaster Preparedness and Emergency Response

P6.12 Take necessary steps to establish and maintain the City's capability to respond promptly and effectively to emergencies.

A6.12a Review service levels regularly and adjust service accordingly to meet the demands of continued growth in population, development, tourism, and other factors which could change the needs for emergency services. R

A6.12b Establish designated emergency response and evacuation routes throughout the city, for each climate hazard (e.g., flooding, fire, etc.), focusing on the most vulnerable populations including seniors and geographically isolated individuals. R

A6.12c Regularly update and maintain emergency preparedness and evacuation plans; create public information/education programs to enable coordinated response, recovery, and mitigation efforts by the city and other governmental agencies. R

A6.12d Foster cooperation with neighboring cities and agencies to enhance mutual aid opportunities following natural hazard events. R

A6.12e Ensure operational readiness of the City's Emergency Operations Center (EOC). R

A6.12f Adopt, monitor, and maintain service delivery objectives based on national time standards for all fire, rescue and emergency response services. R

A6.12g Coordinate with other area jurisdictions and local community groups and businesses to execute a variety of exercises to test operational and emergency plans and identify potential deficiencies in services that may occur during a disaster. R

A6.12h Address any deficiencies identified during emergency operations testing exercises by amending the City's Emergency Operations Plan accordingly. Continue to update the City's Emergency Operations Plan every five years. R

A6.12i Update the Hazard Mitigation Plan every five years and evaluate the mitigation plan annually to determine the effectiveness of programs and to reflect changes in land development or programs that may affect mitigation priorities. R

A6.12j Develop and support a network of resilience hubs to facilitate health, food, medical, and emergency services, especially to vulnerable populations during climate hazards such as extreme heat events, flooding, and poor air quality events. R

A6.12k Evaluate critical facilities to assess the feasibility of retrofitting to increase long-term resilience to climate change hazards including extreme heat, extreme precipitation events, and wildfire. R

7. Disaster Recovery

P6.13 Plan for efficient and rapid recovery from disasters.

A6.13a Develop and implement plans based off emergency operations testing exercises to conduct orderly and efficient reconstruction of Montebello following a major disaster. R

A6.13b Ensure that disaster recovery efforts involving the disposal of materials adhere to federal, state and city regulations. R

A6.13c To the extent possible, ensure that appropriate and effective action is taken to safeguard life and property during and immediately after emergencies, and assist in returning their lives and businesses to normal following a major event. R

A6.13d Ensure transparency and access to language appropriate public information throughout the disaster recovery process. R

R Resilience



7 Our Active Community

Montebello will create environments that incorporate physical activity into daily activity that support health, wellness, and social connections, and provide children and adults a range of high-quality recreational opportunities.

The focus of this chapter is to guide spatial design and programming to enhance Montebello's active living. Physical activity simply means movement of the body that uses energy. Following are three areas that can promote and enhance Montebello as an active community:

1. **Active Living:** Active living is an approach to life that values and includes physical activity in everyday living. This includes simple everyday activity at school, home, or work such as walking, climbing stairs, cleaning, or gardening.

2. **Active Travel:** Active travel means getting around in a way that involves physical activity, like walking or cycling. It usually means short journeys, like walking to the shops or local school, cycling to work or to see friends and family, or cycling to the bus station. Many journeys people make using cars are under half mile, so there's real potential to swap the car for walking and cycling. Encouraging more active travel brings lots of benefits – in terms of improved public health and air quality, increased road safety, better street life, and reduced carbon emissions.

3. **Active Recreation:** Physical activity through recreation brings pleasure, stress relief, and social and health benefits. A playful city provides for the diverse play needs for all age groups, while being a source of imagination and joy.

The planning process conducted an assessment of the condition and quality of current parks to provide a baseline; engaged the community to define a new vision that is both inspirational and achievable; create a long-term plan for how and where to invest to ensure the parks and recreation system supports residents, employees, and visitors as Montebello continues to grow and change; and provide citywide strategies and priorities that will inform development of the Capital Improvement Program and implementation of the Park Master Plan.

A. GUIDING PRINCIPLES

Montebello will create a seamless, sustainable system of parks, recreation and open spaces that offers multiple social, environmental, and economic benefits. This vision will be guided by the following principles:

1. **Multiple Benefits:** Every single public action should generate multiple public benefits to maximize taxpayer dollars.

2. **Seamless:** Every element of the City, including neighborhoods, parks, natural areas, streets, civic centers and commercial areas, should be connected.

3. **Equity:** Every resident should be able to enjoy the same quality of public facilities and services regardless of income, age, race, ability or geographic location

4. **Access:** Every resident should be able to safely and comfortably walk, bicycle, drive and/or ride transit to parks and community facilities. Reduce spatial and economic barriers tied to park access. Parks should bridge the gap in supporting great places for everyone.

5. **Placemaking:** Placemaking creates lasting value. The design of a park or open space, or the buildings and landscape design that define that space should all contribute to the physical and cultural fabric of the place.

B. BENEFIT OF PARKS AND RECREATION SYSTEMS

Parks, open spaces, and recreation systems are valuable community resources that can generate multiple resiliency benefits if thoughtfully planned, designed, and managed as part of a br public realm that includes mobility, stormwater, and utility sy tems, at the same time play a crucial role in shaping urban fo Parks provides visual delight, recreational opportunities while providing health, ecological, social, and economic benefits.



Health Benefits

People exercise more when they have access to parks. Regular physical activity can improve health and reduce the risk of diseases while improving mental health, and alleviating symptoms of depression and anxiety.

Economic Benefits

Parks enhance property values, increase municipal revenue, bring in homebuyers and workers, and attract retirees. Parks provide sites for special events and festivals that can attract tourists.



Environmental Benefits

Parks facilities conserve natural resources and wildlife habitat, protect air and water quality, and preserve open space for current and future generations. Parks cool and clean the air, improve and modify local wind circulations, and better regulate precipitation patterns.

Social & Equity Benefits

Public parks provide equal access, regardless of age, gender, socioeconomic status, ethnicity, or ability. Parks and recreation facilities can foster community pride, bring people together to express their identities, create destinations, and connect people to each other and nature.









Figure C7.1. Range of public and private park and open space types.







C. PARKS AND OPEN SPACE TYPOLOGY

Montebello neighborhoods shall have access to a range of open space types of varying character and function. Public open spaces are provided at the regional, city, neighborhood, and block level; and private open spaces are provided on the lot or within the building. The different open spaces may be combined. For example, a playground may be within a greenway. A regional trail system should connect the neighborhoods to community and regional level amenities.

Montebello parks, open spaces, and recreation systems will not be regarded as isolated facilities, but as elements of an integrated public realm. Each space will be designed to generate multiple community benefits.

	Scale	Open Space Typology	Character and Function
Public	Regional	Wilderness/Nature	Natural environments rich in wildlife that are left in the natural state.
		Greenway	A network of spaces that includes pathways for walking and biking while also allowing wildlife to move through urban areas. Typically found along creek corridors.
	City	Community Park	A large area for active recreation that includes sports fields and community facilities such as swimming pool.
	Neighborhood	Neighborhood Park	A mid-sized informal public space, often the focal point of the neighborhood. The green is enclosed by buildings, used for unstructured recreation, and planted with grass and trees.
		Square	A formal public space, no larger than a block, located at the focal point of civic significance, enclosed by key buildings, typically paved and allows passive recreation.
		Plaza	A public space circumscribed by civic or commercial frontages, with formal landscaping.
		Community Garden	A semi-private grouping of garden plots available for small-scale cultivation by residents of apartments and other dwelling types without private gardens. Community gardens strengthen community bonds, provide food, create recreational and therapeutic opportunities and promote environmental awareness and education.
	On the Block	Quadrangle	A private/public open space enclosed by buildings accessible by a small opening to the street.
		Pocket Park	A fenced area for child's play within walking distance to nearby homes, closely overlooked by residents. The play areas contain soft and hard surfaces, play equipment, and benches with ample shade provided by tree cover.
		Parklet	A parklet is an expansion of the sidewalk into one or more on-street parking spaces to provide new streetscape features such as seating, planting, bicycle parking, or elements of play.
Private	On the Lot	Courtyard	A public or private open space surrounded by walls or buildings. The court is paved or landscaped.
	Within the Building	Terrace	A private outdoor extension of a building above ground level that is used for gardening, entertaining, outdoor cooking, or relaxation.
		Yard	A private landscaped area of a lot. Typically, the area is free of buildings and structures. Exceptions include permitted encroachments such as porches, patios, and terraces. Portions of the private yard may be used as a kitchen-garden for small-scale cultivation of food.
	Within the Building	Patio	A private outdoor space that adjoins a residence and is typically paved.
		Roof Garden	Roof gardens are useful in urban situations where yards may not be available. Roofs are also useful for small-scale cultivation.

Table C7.1. Range of public and private park and open space types.

D. EXISTING PROFILE

1. Parks

While Montebello is surrounded by natural features to the northeast and east, the city itself is largely built-out with little undeveloped land.

- Montebello's parks and open space network are comprised of the following elements: Formally programmed public parks and gardens operated and maintained by the City of Montebello;
- Undeveloped open spaces;
- Trails and streetscapes; and
- Semi-recreation areas, such as school yards and playgrounds.

Montebello is largely built-out with few vacant parcels available to develop into future parkland. The city's current stock of parks are small neighborhood parks as opposed to larger, regional parks capable of serving a larger population. The Edison Easement (EE) in the northwest portion of the City is a fantastic opportunity for a trail. Montebello does not have existing city-wide plans that require street trees, which has resulted in many city streets that have few or no street trees. Without the shade provided by canopy trees, it can feel hot and uncomfortable to walk and bike and discourages using active modes to access open space.

Along the existing Rio Hondo Channel there is an existing regional bike and pedestrian trail with connections to the nearby parks, schools, and neighborhoods. Existing stormwater detention basins along the Rio Hondo channel have potential to be designed to incorporate recreational uses and increase the city's access to parkland. Establishing bike and pedestrian-oriented design recommendations and standards for the public right-of-way, such as planting shade street trees, green infrastructure, pocket parks, and other pedestrian oriented amenities will help the city's streets to function as extensions of the open space network.

Montebello currently has approximately 125 acres of parkland. This includes 40 acres of mini and neighborhood parks, 39 acres of community parks and centers, and 46 acres of special use and regional park facilities.

The community survey and feedback from community focus group meetings found 65% of respondents are satisfied with the quality of the City's parks. Community members feel there's room for improvement to parks in terms of perceived safety at parks, park maintenance, adding amenities, and increasing the number of parks. Montebello's parks are well loved, with some room for improvement. For example, many of Montebello's parks are separated from the surrounding neighborhoods with walls and have limited ingress/egress points. This condition can create a sense of isolation and a lack of perceived safety for park users. Developing welcoming entry points and limiting the use of walls can improve the sense of safety. Tree cover in Montebello's parks vary, some have ample mature tree canopies that provide shade and others have more limited tree canopy coverage. Program amenities at parks include ball fields, basketball courts, a skate park, and playgrounds. Several of the city's parks have no hard programming and simply provide open green space.

There is an opportunity to improve connectivity to parks through the development of a local bike network to connect these recreational destinations to other activity nodes in Montebello, such as schools, employment hubs, retail areas, transit stops, and neighborhood centers, as well as to the existing regional bike and pedestrian trail along the Rio Hondo Channel. Exploring opportunities to acquire land in conjunction with development, such as the recently dedicated 5.5 acre public park and 314.6 acres of open space property in Montebello Hills, improving access to the Rio Hondo and associated detention basins, and the Edison Easement represent major opportunities to expand the city's parks and open space network.

Redevelopment of the 12 acre DePaul Center provides unique opportunity for a 6 acre park infill along the Rio Hondo Channel.

2. Open Spaces

Montebello Hills: The Montebello Hills Specific Plan Area (Montebello Hills) is a planned infill residential development on approximately 488 acres.Within the 314.6 acres Open Space area at Montebello Hills, approximately 260.6 acre Reserve will be set aside in perpetuity to provide habitat for the California gnatcatcher, a federally designated-threatened bird species. These areas are hilly, containing generally north/south trending minor canyons comprised of native (e.g., coastal sage scrub, chaparral, etc.) and non-native plant communities. It should be noted that due to the threatened status of the California gnatcatcher, most of the Open Space area will be fenced and closed to public access.

Rio Hondo Area: The Rio Hondo Area includes the County Flood basins and open space. The primary function of these detention basins is stormwater management. The basins present opportunities for passive recreation as they are empty most of the year. The flood basins offers great opportunities to mitigate park demand in some of the most park deficient areas of the City. With safety precautions in place, the City and County could explore use agreement for passive recreation.

Montebello Golf Course: At 45.6 acres, the Montebello Golf Course is the largest City owned facility that offers a unique golfing experience in an urban area. Recent studies show a declining trend in the popularity and demand for golfing. Golf is not a universally accessible recreational activity — a specific user group enjoys it more than the broader population. Operational and maintenance costs are high. Furthermore, the golf course has not been a fiscally sustainable use. The redesign of the golf course will replace the 18-hole city-owned course with a nine-hole course, including a putting green area, and a new 6-hole/10-hole, par 3 short course with lights.

The City has carved out a 15.15 acre frontage parcel on a City-owned property located along North Garfield Avenue to facilitate affordable housing development. The Garfield Avenue frontage

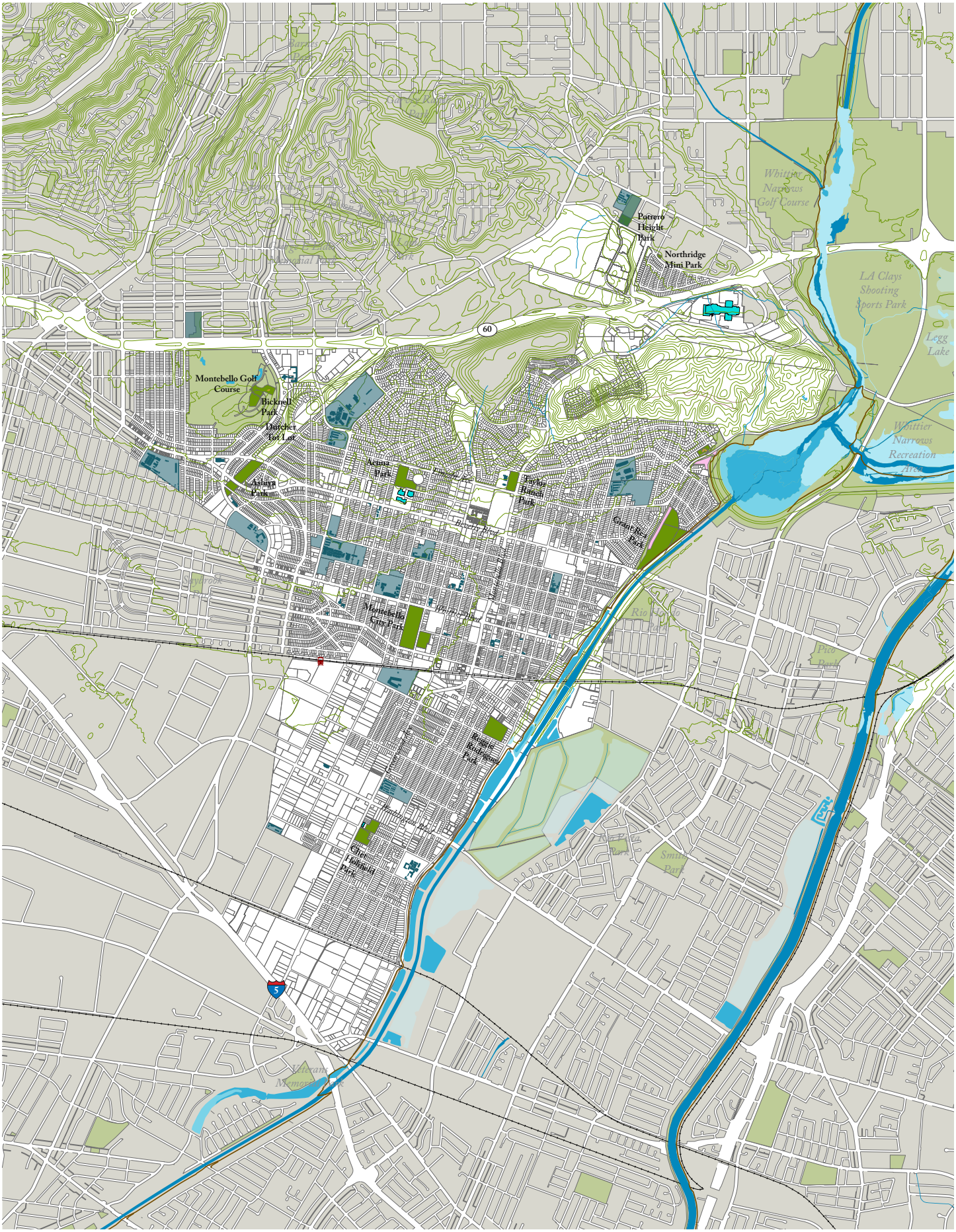


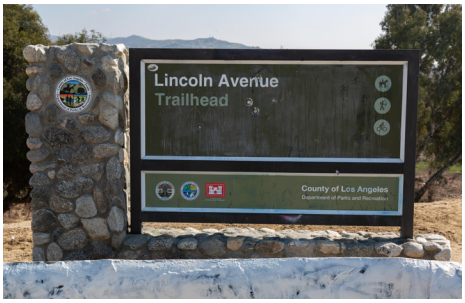
Figure C7.2. Map shows existing parks and open spaces in and around Montebello.















of the parcel could be developed with neighborhood serving commercial development. The site is large enough to accommodate a 3 acre public park and series of smaller public and private open spaces for the residents consistent with the park like setting. The public park would not only serve the residents within the development but would be a welcome amenity for the existing neighborhood across the street.

3. Trails

Rio Hondo Trails: This multi-use trail runs parallel to Rio Hondo through the San Gabriel Valley. The northern end starts along the reservoir at the Peck Road Water Conservation Park and follows along the channel to Whittier Narrows Recreation Area into Montebello. The Rio Hondo River Trail is a popular hiking, horseback riding, wildlife watching, and bicycle route that defines the City's eastern edge.

Montebello Hills Trails: The Montebello Hills site is a Specific Plan area with up to 1,200 planned residential dwelling units. The development features 8.1 acres of publicly-accessible trails. Specifically, the 8.1 acres are split between recreational trails (at 4.2 acres) and a scenic promenade (at 3.9 acres).

Bluff Top Trail: The General Plan proposes a bluff top linear trail park with intermittent parallel parking on bluff side from Sycamore Street to De Paul Center. Parallel parking to remain in front of residences.

4. Semi-public Recreation Areas

Several public schools in Montebello have school yards and playgrounds. While they are not open to the public, they are accessible by students.

5. Nearby Parks and Open Spaces

Parks, open spaces, and facilities outside, but adjacent to Montebello include Whittier Narrows, Bosque Del Rio Hondo, Legg Lake, Rio Hondo Park, and Veterans Memorial Park. These facilities are within half-mile or 10 minute walk from the City border, and also available to Montebello residents.







		Size (acres)	Facilities	Description
A	**Parks**			
1	Acuna Park	6.23	A neighborhood park located on Victoria Avenue. The park includes amenities such as playgrounds, multi-purpose fields, a restroom, and 36 parking spaces.	Acuna Park is named after Montebello police officer Henry Acuna, who was killed in the line of duty.
2	Ashiya Park	7.93	A neighborhood park on Edison property that is under a lease agreement with the City. Amenities include sports fields, basketball courts, playgrounds, a restroom, and 2 parking spaces.	Ashiya Park is named after Montebello's sister city: Ashiya, Japan. The Montebello-Ashiya Sister City Agreement is part of the "people-to-people program" started by President Dwight D. Eisenhower in 1956.
3	Bicknell Park	5.88	A neighborhood park located within the Montebello Golf Course/ Country Club area. Amenities include a Monument, Scout House, and 65 parking spaces.	This park is home to the Armenian Genocide Martyrs Monument commemorating Armenian Genocide victims.
4	Chet Holifield Park	6.23	As Montebello's southernmost park, this neighborhood park hosts basketball courts, baseball fields, and playgrounds, a restroom, and 50 parking spaces.	Park is named after Congressman Chet Holifield who attended public schools in Montebello in the 1920s. This park is also home to the Chet Holifield Library.
5	Dutcher Tot Lot	0.04	Currently, the lot is closed and has been overtaken by plants. There are no amenities at the Dutcher Tot Lot.	This mini-park attached to the Montebello Golf course is named after one of Montebello's mayors, John Dutcher. This open space could provide a small playground area with seating.
6	Grant Rea Park	21.8	Amenities at this park include baseball and softball fields, basketball courts, playgrounds, a recreational center, 3 restrooms, and 215 parking spaces. Grant Rea Park is also home to the Montebello Barnyard Zoo and miniature water park.	Grant Rea Park is the largest park in Montebello and is named after World War II hero, Lt. Grant Martel Rea.
7	Montebello City Park	16.53	The community park is home to a skatepark, amphitheater, senior center, gym, pool, playgrounds, a restroom, 97 parking spaces, along with many more amenities.	Montebello City Park is the oldest park in Montebello located off Whittier Boulevard.
8	Northridge Mini Park	0.26	Amenities at this park include picnic tables and open green space.	Mini Park is located on the corner of Arroyo Drive and Lawrence Avenue in Northern Montebello.
9	Potrero Heights Park	1.62	This park contains the Potrero Heights Community and Senior Center which provides social, recreational, and educational activities. Additional amenities at the park include playgrounds, picnic areas, and 21 parking spaces.	Potrero Heights Park is a 1.6 acre mini park located on Arroyo Drive. The Senior Center located at the park is owned and operated by Los Angeles County.
10	Reggie Rodriguez Park	7.60	This neighborhood park located on the eastern side of Montebello contains sports fields, playgrounds, community center, a restroom, and 30 parking spaces.	Reggie Rodriguez Park is named after a Vietnam War hero and Montebello resident, Reggie Rodriguez.
11	Sanchez Adobe Park	1.14	This park is on an open field surrounding the Sanchez Adobe Museum. Sanchez Adobe Park is a mini park located on Adobe Avenue.	Establish a presence for Sanchez Adobe along Lincoln Avenue. Possible new programming of historical site and Lincoln Avenue parking area to reduce neighborhood traffic, add an environmental center which transcends access up slope, or trail heads to Rio Hondo + skyline, and possibly equestrian parking at dam area.
12	Taylor Ranch Park	3.59	This park hosts sports fields, basketball courts, picnic areas, a restroom, and 80 parking spaces.	Taylor Ranch Park is a neighborhood park in north Montebello off Montebello Boulevard that was completed in 2020.







		Size (acres)	Facilities	Description
B	**Open Space**			
1	Montebello Hills	314	The Montebello Hills Specific Plan Area is a planned infill residential development on approximately 488 acres. Within the 314.6 acres Open Space area at Montebello Hills, approximately 260.6 acre Reserve will be set aside in perpetuity to provide habitat for the California gnatcatcher, a federally designated-threatened bird species.	The Reserve area is hilly, containing generally north/ south trending minor canyons comprised of native (e.g., coastal sage scrub, chaparral, etc.) and non-native plant communities. Due to the threatened status of the California gnatcatcher, most of the Open Space area will be fenced and closed to public access.
2	Montebello Golf Course	45.61	The Montebello Golf Course includes greens, fairways, driving range, club house and parking lots, and 77.07 acres of natural open space which includes the roughs, hazards, water features, other non-playable areas.	The Golf Course was started in 1928 and is owned by the City.
3	Rio Hondo Channel	100	The Rio Hondo Area includes the County Flood basins and open space. The primary function of these detention basins is stormwater management. The spaces within the City's boundary account for approximately 100 acres of land. The basins present opportunities for passive recreation as they are empty most of the year.	The flood basins offers great opportunities to mitigate park demand in some of the most park deficient areas of the City. With safety precautions in place, the City and County could explore use agreement for passive recreation.
C	**Montebello School Open Spaces**			
1	Montebello High School	28.2	Montebello High School offers a unique opportunity for a joint use agreement (JUA) with the City of Montebello because its site is being redone. Through this remodeling process, the school presents the opportunity to consider the reuse of spaces and JUA in its design.	
2	La Merced Intermediate and Elementary School	27.2	La Merced Intermediate and Elementary School has a large, underutilized portion of land on its property. This open space provides the opportunity for a large JUA recreation space.	
3	Greenwood Elementary School	8.73	Greenwood Elementary School has playing fields, playground, and basketball court. This open space provides the opportunity for JUA recreation space on the City's southside.	

Table C7.2. Existing Montebello park and open space.



6. Recreation

Catherine Hensel Youth Center: The Center is home to a number of indoor and outdoor sports facilities. Basketball and badminton courts, and public swimming pool are available throughout the year.

George Hensel Aquatic Center: The George Hensel Aquatic Center is a swimming facility that offers aquatics programs, lap swimming, free swim, and swimming lessons. It hosts swim teams, schedules swim times, and offers special programming. The Swimming Pool also provides changing rooms and other amenities.

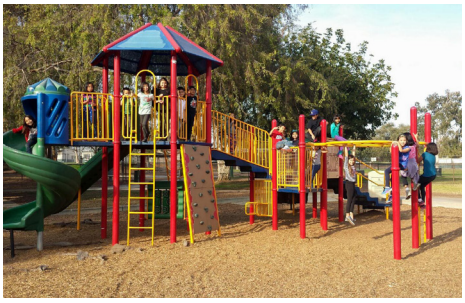


Grant Rea Recreation Building: Community building utilized to host recreation programs, classes, and activities for the City. The facility is available for rental by Civic Groups, Montebello Based Non-Profits, Co-Sponsored Sport Organizations, businesses, and for private individuals for family events. The facility is directly adjacent to Grant Rea Park that includes sports fields, a splash pad, batting cages, a barnyard zoo, picnic areas, and open space. Includes connected outdoor restrooms.

Chet Holfield Community Center: The facility hosts recreation programs, classes, and activities for the City. The facility is also available for rental by Civic Groups, Montebello Based Non- Profits, Co-Sponsored Sport Organizations, businesses, and for private individuals for family events. The facility is directly adjacent to the Chet Holified Los Angeles County Library and Chet Holifield Park playground, sports fields, pool, and open space. Includes indoor snack bar area with sink & indoor restrooms.



Potrero Heights Community Center: The Potrero Heights Community and Senior Center is located on the northern edge of the City at the entrance to Potrero Heights Park. The Center was recently constructed in 2012 and is approximately 4,000 square feet. The building features multiple large glass roll-up doors which allow the building to be opened to the park on both sides of the building with additional outdoor plaza space for programmed events. The Center is owned and operated by Los Angeles County. The City owns and operates a small community center on the City-owned portion of the park and hosts after school programs at this location.



Reggie Rodriguez Community Center: This park's new community center provides a 6,300 square foot space including a two-story multi-purpose room, a snack bar which serves both the building and the park, storage areas, an elevator, two rooftop decks and space for four non-profit agencies (including a child care facility, a clinic and a computer laboratory) providing services for the at-risk youth of the neighborhood. There is also a neighborhood police drop-in station for the Montebello police.

Sanchez Adobe Museum: The Juan Matias Sanchez Adobe is the oldest standing building in Montebello. Its history dates back to the late 1800s making this museum a historic site as well. The museum is managed by the Montebello Historical Society who also put on battle re-enactments in the surrounding Sanchez Adobe Park.



Montebello Unified School District's Extended Learning Opportunity (ELO) provides after-school and/ or before-school and summer programs. ELO works with Community Based Organizations to provide homework help, health & fitness, nutrition and healthy lifestyles, academic enrichment and visual and performing arts. There is no cost to participate.

Other Private Facilities: Private recreational facilities include places like Montebello-Commerce YMCA which provides recreational activities that serve the community. The Montebello-Commerce YMCA provides State of the art exercise equipment, fitness classes, instructors/personal trainers to achieve healthy lifestyle. Private recreational facilities may also include homeowners association (HOA) parks and amenities which may serve the residents within the HOA neighborhood.



E. STANDARDS

The 1999 General Plan recommended four acres of park and recreational facilities per 1,000 people. Montebello has no requirement for providing public open space. Typically, when parcels are subdivided, park fees are collected for open spaces. Since Montebello is built out there is seldom subdivision activity resulting in park fees.



Private open space is presently required in the form of minimum yards in front, side, and rear of the building and a limitation on the percent of lot that can be covered by a building. **Limitations of existing standards:** Public open spaces are required either as a percentage of land area or a prescribed ratio of acreage based on total population. The process is largely a numerical exercise that seldom address the spatial and artistic quality of open space. The open space often ends up being remnant parcels of leftover land after development that is difficult to access, use, and secure. The open spaces are banal and boiled down to minimum regulations that produce similar places with no regard to local character.

Form-Based Codes: The Downtown Montebello Specific Plan will be regulated by a form-based code. In the form-based approach, the open space requirements are carefully integrated with block, street, building, and frontage standards to work in consort to create a specific urban place desired by a community. Form-based codes are applied through a specific regulating plan. The function and location of all small and large open spaces and their relationships with the streets and buildings are called out on the regulating plan. Depending on the scope and context, the open spaces include a diverse range of integrated public and private spaces at the building, lot, block, neighborhood, community or regional level. The individual building types specify private open spaces required at the lot and building level. This approach allows neighborhoods access to a range of public and private open spaces.

Future Opportunities: Montebello is built out and large open spaces are difficult to come by. Besides quantity, Montebello must also address access to open space in several neighborhoods and explore unconventional solutions. The city should assess how existing public spaces are performing or under-preforming and re-imagine some of the underperforming assets particularly the street space. A new plaza at the transit stop, carving out community gardens and parklets within excess street space are few examples of a repurposed public realm. Another option is to partner with the schools for more effective use of schoolyards. This public space agenda can be tied to a coordinated range of open spaces provided by private development projects. Montebello can take advantage of its robust real estate market by creating incentives for developers to enhance the public environments.

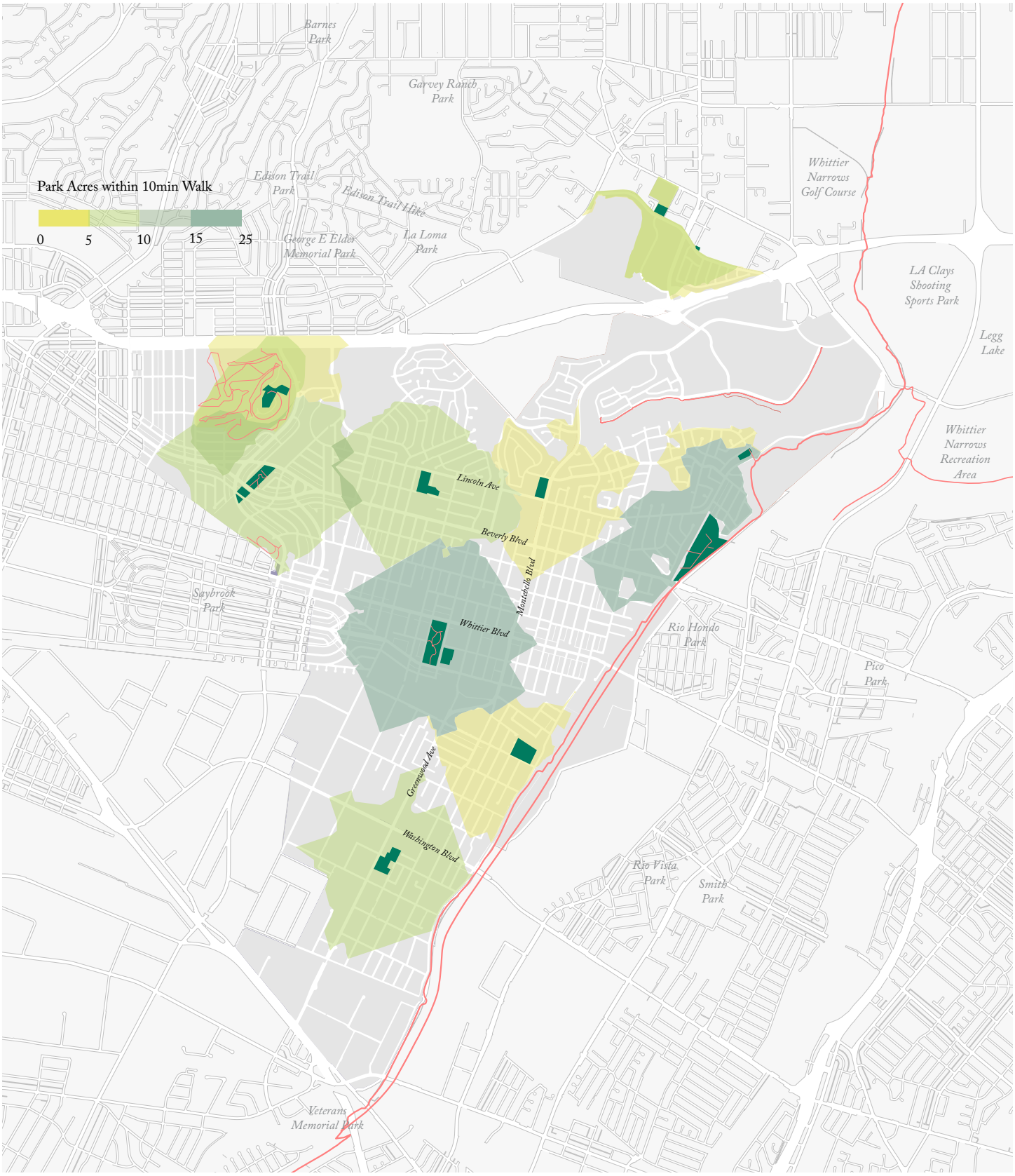
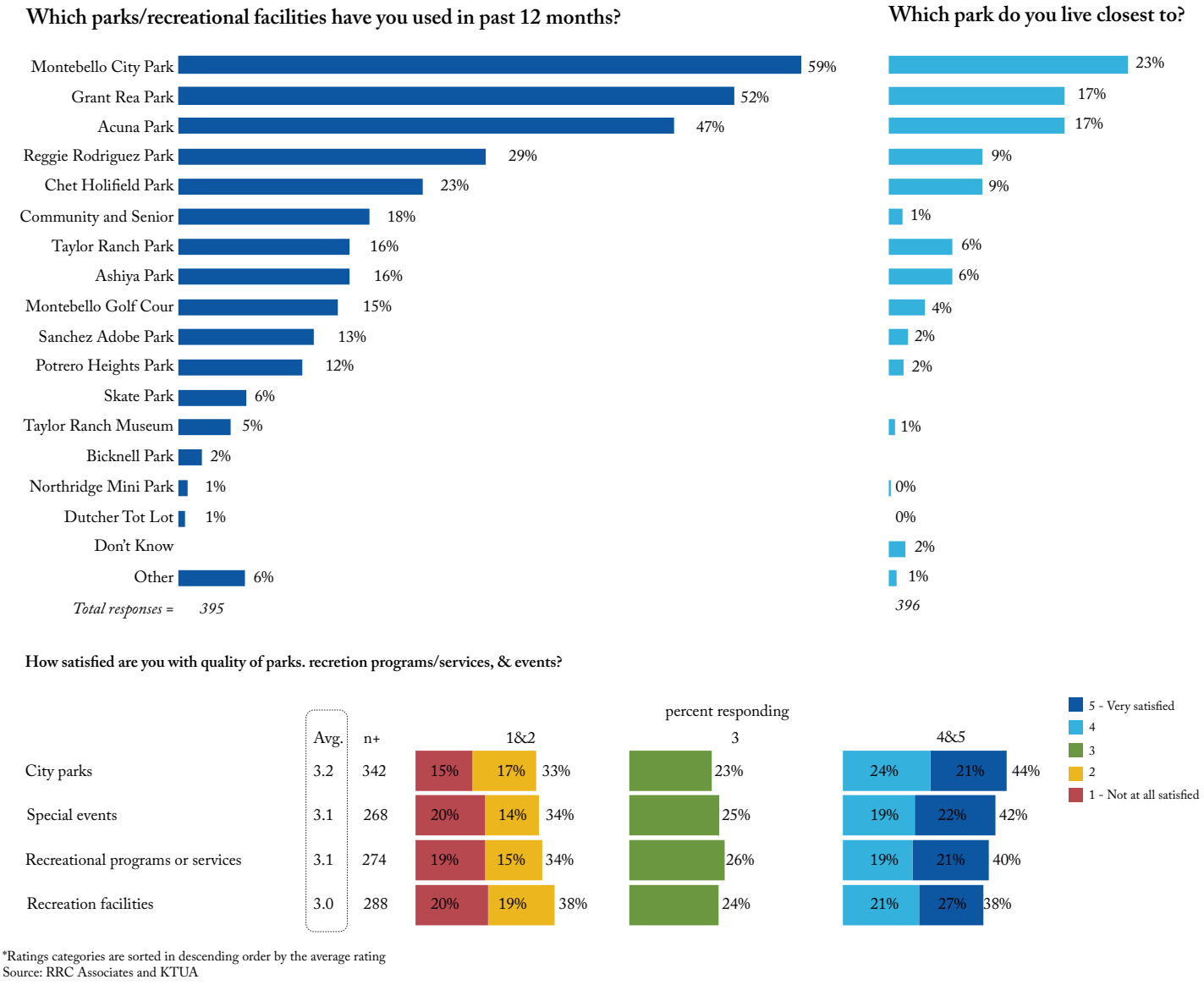


Figure C7.3. Park Shed: Access to parks within 15 minute walk.



*Ratings categories are sorted in descending order by the average rating
Source: RRC Associates and KTUA

Figure C7.4. Community survey results.

F. COMMUNITY NEEDS

1. **Gaps in the coverage** — expand the parks and open space system to allow each resident access to park and open space within a 10 minute (1/2 mile) walk. In some cases, residents may be within a 1/2 mile of a park based on straight line measurement, but must go substantially further to reach a park either because there are limited entrances or limited sidewalks leading to a park.

2. **Connect the system** — paths and bikeways can improve access to local and regional parks, recreational facilities, and open spaces. Besides humans, the urban forest canopy planted with native species planting, and stormwater bioswales along these connective corridors can also create safe paths of travel for local wildlife.

3. **Shrinking Public Resources** — create the most benefit with shrinking capital and operating expenditure and bridge the gap by leveraging the robust development market, grants, and private funding to meet the community's needs.

4. **Growth Impacts** —As population increases and some areas densify, it is important to ensure access to parks and open space, particularly in areas where residents may have little private outdoor space.

5. **Public versus Private Open Space** — Montebello neighborhoods should have access to a range of public and private open spaces. The open spaces at the regional, neighborhood and block level tend to be more public and the open spaces at the lot and building level tend to be private. Lean maintenance budgets are encouraging creative public-private agreements that maintain public access but pass on the maintenance responsibility to associations or private individuals. Open spaces attract and retain jobs and revenues. Carefully examining the economic impacts of open space helps informed decision-making about creation and maintenance of open spaces.

G. COMMUNITY CHALLENGES

Based on community input received throughout the planning process, the parks, open spaces, recreation facilities, and programs are actively used by Montebello's residents. Following are key issues identified by the Community:

1. Improve access to parks;

2. Add parks, places for sports, and recreation spaces;

3. Maintenance, repairs, and security improvements are needed throughout the park system;

4. Improve connections to the Rio Hondo Channel;

5. Parks need to be designed better to offer opportunities for people to exercise, socialize, relax and enjoy being part of their community;

6. There are not enough activities that can support people to live healthier lives or promote wellbeing;

7. Need more programs for senior and youth; and

8. Senior programs have not changed in over 40 years, same clubs, nutrition programs, activities. More technology, access to services, dedicated caseworkers, resources, accessibility to better transportation are needed.



H. POLICIES AND ACTIONS

1. Access

P7.1 **Expand park inventory to strive for the standard of 5 acres per 1000 residents.**

To preserve the compact character of the neighborhood larger sports fields and parks should be located on the edges where they can also serve multiple neighborhoods. Small and frequent open spaces should be dispersed throughout the neighborhood. People that walk to the open spaces tend to use the open spaces more frequently than those that drive.

To encourage maximum use, the open space circulation system should integrate and connect with the circulation patterns of the neighborhood. The entrances and exits should be easy to locate from inside and outside the open space. Primary access route through the open space should be clearly identifiable, well maintained, and well lit.

A7.1a Amend development code to require new development to provide its fair share of public and private open spaces. SE R

A7.1b Provide parks, open spaces, and trails at Montbello Hills. SE R

A7.1c Provide parks, open spaces, and trails along the Edison Easement. SE R

A7.1d Increase access to the Rio Hondo trail. SE R

A7.1e Collaborate with the school district to facilitate access and community use of school grounds when school is closed. Develop a joint use agreement with the school district to ensure the partnership is equitable. SE R

P7.2 **Ensure the maximum distance between residents' homes and the nearest public park is 1/2 mile.**

Invest in the acquisition of new parkland that can make parks a part of everyday life in existing and future underserved areas. The City should introduce and develop a collection of smaller pocket parks that can be woven into existing urban areas with insufficient access to parks. Additionally, areas in the Downtown and along the Corridors where the city is focusing future transportation investments will help improve, increase, and expand access to future parkland.

A7.2 Expand the overall parks and recreation system through repurposing public land like excess street-space, partnering with other organizations like Montebello School District, churches, and similar institutional uses for access and joint use of open space and facilities, and use other creative means to help address service gaps in available open spaces. SE R

P7.3 **Promote, expand, and protect a green infrastructure that links the natural habitat.**

A7.3a Prepare a citywide Green Infrastructure Framework. VZ SE R

A7.3b Use parks as functional landscapes that perform green stormwater infrastructure and flood mitigation roles to enhance resiliency, recreational use, and beauty. R

New parks will be designed with resiliency in mind with multi-benefit landscapes that protect against flooding, clean and filter stormwater, produce shade and prevent heat island effects, and promote not just environmental resiliency, but also social resiliency.

A7.3c Encourage simple, small, and low-cost demonstration green infrastructure projects both in the public and private realm. VZ SE R

Parks can be everywhere humans can find a spot for peaceful reflection. The advent of green roofs is offering new opportunities to site innovative parks on roof tops.

A7.3d Include an urban trails signage program that connects corridors and trails within the City to other regional trails. VZ SE R

P7.4 **Identify and remove barriers to access parks. Encourage walking and biking as preferred way to get to and from parks.**

A7.4a Increase the number of entrances to existing parks to expand the number of residents within walking distance of a park. VZ SE R

A7.4b Proactively plan entrances and access points for new parks to ensure the greatest number of residents are within walking distance. VZ SE R

A7.4c Prioritize new access or entry points near existing mobility networks, including sidewalks, bike routes, trails, and transit. VZ SE R

A welcome change during the pandemic was streets transformed to be people-centered — from walking and biking to outdoor dining and street games. In downtown core and select neighborhoods, streets should be designed for people while accommodating cars.

VZ Vision Zero SE Social Equity R Resilience

P7.5 **Make parks safer.**

Visibility is an important design criteria for enhancing people's comfort and security. Dense, visually impenetrable planting creates the opportunity for crime.

A7.5a Design parks to be in the line of sight of adjacent land uses and activities to ensure visibility. The frontages of the buildings should have active edges such as front doors, windows, and storefronts. SE R

A7.5b Lighting should direct movement between destinations. VZ SE R

A7.5c Increase presence of security officers in parks of concern. SE R

2. Facilities and Amenities

P7.6 **Address deferred maintenance of citywide park system.**

A7.6a Prioritize maintenance items that need immediate repair. Evaluate the list annually to create priorities to be addressed. SE R

A7.6b Consider outsourcing service repairs as needed to meet the demand for deferred maintenance. SE R

P7.7 **Explore adding indoor facilities, recreation, teen, and Senior Centers.**

A7.7a Find underutilized areas within the key growth areas of the City for additional indoor facilities, recreation, teen and senior centers. SE R

A7.7b Study the feasibility of adding a recreation facility on the western edge of town. SE R

New parks will be designed with resiliency in mind with multi-benefit landscapes that protect against flooding, clean and filter stormwater, produce shade and prevent heat island effects, and promote not just environmental resiliency, but also social resiliency.

P7.8 **Develop flexible use areas that can be used for multiple events and activities.**

The recreation center's role is expanding; it is becoming a community center. Centers must be designed to appeal to a variety of activities and sports—to justify their investment, to appeal broadly across the community, and to achieve high utilization. Designing-for-change looks beyond today's intended use. Adaptability, resilience, and reuse are essential to good design of facilities and fields, which seeks to enhance usability, functionality, and value over time.

A7.8a Assess the feasibility of creating a multi-use field at Reggie Rodriguez and Grant Rea Parks. SE R

A7.8b Identify areas for multi-use fields. SE R

P7.9 **Provide diverse programs and events.**

A7.9a Install outdoor fitness and exercise equipment in programmable spaces in neighborhood parks. SE R

A7.9b Increase and enhance programs for individuals with disabilities. Consider programmatic ADA inclusion requirements. SE

A7.9c Offer organized walking programs for seniors and families in safe environments. VZ SE R

A7.9d Offer additional enrichment classes for Seniors, using contract or volunteer instructors to maintain affordability. SE R

A7.9e Offer special events in neighborhood parks that reinforces its unique sense of place and community. SE R

A7.9f Develop partnerships with environmental advocacy groups, schools, and educators to offer environmental education programs and camps in local parks and open spaces. SE R

Educating the public through nature/environmental programs can increase the knowledge of residents and encourage them to use parks.

VZ Vision Zero SE Social Equity R Resilience

P7.10 **Provide multi-purpose courts to accommodate trends and more variety in court sports.**

Multi-purpose courts allow for a variety of sports to be played in a smaller footprint allowing for optimum utilization of limited park space.

A7.10 Identify existing courts that can be converted to multi-purpose courts. Prioritize multi-purpose courts in areas where level of service is lacking. Add multi-purpose courts including line striping for sports that are growing in demand. SE R

P7.11 **Communicate recreation opportunities to city residents.**

A7.11 Develop a marketing plan that includes outreach, pricing, promotion, program mix and social media. SE R

The Plan could address the following marketing and outreach strategies:

- *Publish a quarterly program guide to provide branding and program registration information;*
- *Develop a social media plan that has both resources and is aligned with current trends and updated continually;*
- *Increase communication and coordination with youth sports providers by creating a youth sports advisory board;*
- *Emphasize use of the City's webpage to assist patrons to remain up to date on recreation program opportunities; and*
- *Continue specific emphasis on program promotion in the Spanish language.*



Safety Around Water classes for underserved community so that all children may be water safe offered at the Montebello-Commerce YMCA in partnership with City of Montebello and Union Pacific Foundation.

3. Capacity

P7.12 **Strive for financial resiliency to provide, maintain, & operate parks & recreational programs into an uncertain future.**

A7.12a Reevaluate user fees for services to ensure it covers staffing, maintenance, and upkeep. SE R

A7.12b Assure that the City's Park Impact Fee Ordinance is kept current and reflects the appropriate impact fee for residential development. R

A7.12c Consider expanding volunteer opportunities such as Adopt-a-Park, Teen Internships, Neighborhood Cleanups, Habitat Restoration, Youth Sports Coaches and Officials, etc. to enhance volunteer efforts in the City. SE R

P7.13 **Create and promote opportunities to participate/ volunteer in the expansion/maintenance/operations of parks, recreation, events, projects & programs.**

A7.13a Use the City website and MyMontebello app to promote special events and allow public to report any graffiti, or street, sidewalk, light, tree problem, or issues at parks. SE R

A7.13b Create a parks map with safe walking path to parks, with mileage information. VZ SE R

P7.14 **Continue to partner with other recreation service providers to develop programs and services to meet changing demand and trends.**

A7.14 Coordinate with local recreation providers to reduce duplication of services. R

Local recreation providers include: Police Athletic & Activities League (PAAL), schools, youth sports providers, Montebello-Commerce YMCA, the Boys & Girls Club of West San Gabriel Valley, the Montebello and Chet Holifield Libraries, etc.

P7.15 **Explore creative or alternative funding opportunities for programs & capital projects.**

A7.15a Explore establishing a Community Foundation or "Friends of Montebello Parks" organization for the purpose of soliciting park land donations; applying for private grants the City cannot apply for on its own; and for fundraising to acquire park land and open space. R

A7.15b Explore naming rights, sponsorships and asset management opportunities to create ongoing revenue for maintenance and operations of existing facilities. R

A7.15c Explore contracts with private business to provide and operate some of the recreational activities which would be financed, constructed, and operated by the private sector with additional compensation paid to the City. R

A7.15d Explore inter-local agreements between two or more local units of government and/or between a local unit of government and a non-profit organization for the joint usage/development of sports fields, regional parks, or other facilities. R

VZ Vision Zero SE Social Equity R Resilience



8 Our Creative Community

Montebello will nurture and promote arts and cultural activities, organizations, and events and give them more visibility and prominence in the region.

Arts and culture are the soul of the city. It can bring people together, build bridges to cultural understanding and provide a sense of community identity and possibility.

Montebello is a vibrant community where residents celebrate all of life's opportunities and dreams. The arts and culture is an expression of the unique character, adding to the vibrancy, conviviality, civic pride, and economic value of Montebello.

The purpose of this chapter is to:

- Express a shared community vision for arts and culture;
- Promote coordination and collaboration within the arts community;
- Increase awareness of the potential of arts and cultural activity to contribute to community and economic development;
- Strengthen, leverage, and integrate artistic and cultural resources across all facets of local government to creatively advance broader objectives in the areas of economic prosperity, social equity, the environment, and cultural vitality.; and
- Lay out a roadmap to leverage the collective resources to elevate Montebello's profile as a creative, innovative community, and to expand and enhance artistic and cultural opportunities for the arts/creative community and the broader community.

A. GUIDING PRINCIPLES

1. Inclusive: Montebello will provide, foster, and facilitate inclusive cultural experiences that reflect the diverse gender, age, ability, income, culture of ethnic groups, religious, linguistic and artistic identities of the City;
2. Accessible and Equitable: Creative placemaking can have a meaningful positive impact in low-income neighborhoods and along distressed commercial corridors of the City. Residents and visitors will have equitable and easy access and opportunity to engage with art and culture locally;
3. Flexible: Montebello will develop, facilitate, and support creative and entrepreneurial ideas and approaches to cultural planning and culture in the City, considering affordability and resilience;
4. Engage Local Artists: Consult local arts organizations and city or county art commissions or councils to find local artists; and
5. Collective Leadership: Rather than being the sole deliverer, the City of Montebello is a connector, facilitator, and enabler for delivering public policy and services. Collaboration within and across municipal government and with the wider public, private and non-profit sector is absolutely critical. Through collaborations, there are opportunities to share responsibility and pool resources more effectively to support planning, operations, maintenance, and programming.



B. VALUE OF ARTS & CULTURE

Enhance Livability: Access to arts and culture makes a positive contribution to the livability of Montebello. The realm of arts and culture creates an environment for residents and visitors to reflect, explore, be challenged, play and learn. Art and cultural events activate public space, promote interaction and facilitate memorable experiences.

Economic Driver: Arts and culture provide an authentic identity and experiences which makes Montebello attractive to employers and employees, and supports tourism. The skills and knowledge of local artisans creating, crafting, and developing leading ideas and products when supported and nurtured can grow into creative industries that grow local economy.

Creative Youth Development: Arts education offers a pathway for students to access their deepest and most authentic selves and provides them with a creative outlet for expression and reflection, while helping students improve their academic scores, increasing student graduation rates, and get high value jobs.

Celebrate Diversity: Montebello has great social, ethnic, and economic diversity. The arts and culture enables the celebration of diversity, creativity, and innovation, while participation in arts and cultural events and festivals can help create opportunities to build social connection, understanding and cohesion.

C. CREATIVE PROFILE

1. Events and Projects

City Events

- Halloween Festival and Train Ride
- Dia De Los Muertos Community Altar
- Veteran's Day Ceremony
- Tree Lighting Ceremony/Holiday Event
- Pet Fair/Pet Vaccine Clinics
- Stride for Pride 5K Walk/Run
- Downtown Street Fest
- Montebello Night Market
- Summer Concert Series
- Battle of the Bands
- 9/11 Commemorative Ceremony
- Easter Eggstravaganza
- Memorial Day Ceremony
- Anniversary Parade/5K
- Skate Competitions at the Skate Park
- City Service Saturdays --a volunteer community clean-up effort

Library Events

- Hispanic Heritage Month Art Activity
- Variety of concerts throughout the year
- Teen Art Club
- Teen Writing Club
- Painting with Acrylics for Children
- Spray Ink Art Activity

School Events

- Visual Art shows and contests
- Arts partnership with the Friends Of Montebello
- Southern California School Band & Orchestra Association Festival
- Arts festival
- Theatre, Dance, Band, and Orchestra Performances
- Competitions- choir, dance, music
- Film- Los Angeles Latino International Film Festival
- TEAL- Technology Enhanced Arts Learning- Professional Learnings

2. Arts Education













City Arts Education

The City of Montebello offers a variety of arts education program:

- "Paint and Play" painting class which includes, music, games, light snacks, and a canvas painting;
- Music class offers musical education, rhythm, sounds and movement;
- Cheer Program offers rhythm, dance, coordinated musical routines; and
- Camp Program offers daily arts and crafts that are weekly theme based such as: science week, talent show week, sports week, paint and play week.

Creative Programs for Senior Citizen include:

- Senior's Dances
- Senior's Line Dancing
- Senior's Zumba Classes
- Senior's Independent Art Class
- Senior's Crochet Class
- Senior's Guitar Class



Hispanic Heritage Month celebration of Frida's Kahlo's life and accomplishments.



DIY School Supplies program where kids decorate their own notebooks, pencil bookbags, and create pencils toppers and keychains.



Mehndi demonstration and application.



Extended Learning Opportunity, Montebello Intermediate Action Youth America - Beauty and the Beast - Theater Club



La Merced Intermediate Action Youth America - Mariachi Club



Mariachi concert at the library.



End of Summer concert at the library featuring bilingual songs in Spanish and English.

Library Arts Education

Young families and children visiting the library seek reading materials for school as well as recreational opportunities such as computer games and activity kits. To address these needs the Library plans to host more school readiness programs (such as Smarty Pants Storytimes). A special-needs adult community regularly uses the library space — the Library plans to serve their needs with tailored storytime and art activities. Following are a select list of arts education programs offered by the LA County Library in Montebello:

- **Smarty Pants Storytime** - Storytime with books, songs, rhymes, and movement while learning school readiness skills for ages 2 - 5 with their parent or caregiver.
- **Storykeepers: A Library Adventure** - a library-themed puppet show for children that promoted the power of reading, imagination, and believing in yourself.
- **Clay Sculpture for Kids** - Kids (ages 5 to 12) learned to sculpt a favorite character or animal by learning the basics of form and anatomy, enhancing both their creativity and focusing skills.
- **Ramadan Stories and Art Activity:** Children learned about Ramadan through stories and art activities.

School Arts Education

The Montebello Unified School District provides dance, music (band/choral), theatre/drama, media arts (film, graphic, digital, and visual arts education at various locations:

Applied Technology Center

- Media Arts- Career and Technical Education
- Visual Arts

Community Day School

- Film*
- Visual Arts

Montebello High School

- Dance CTE
- Band/Orchestra Music
- Choral Music
- Theatre
- Media Arts- CTE
- Visual Arts
- Film*

Vail High School

- Film*
- Visual Arts

Montebello Intermediate School

- Band/Orchestra Music
- Visual Arts
- Film*

La Merced Intermediate School

- Band/Orchestra Music
- Visual Arts
- Film*

Greenwood Elementary School

- Film*

** Film Partnership with The Latino Film Institute- Youth Cinema Project*

Other Art Educators

ARTSTUDIO.LA: Offers a comfortable fine arts and music studio environment for students to learn at their own pace and style. ARTSTUDIO.LA partners with some of the most talented artists in Los Angeles to showcase works of art in open gallery settings.

Sarabeth's Studio: The studio helps students learn to sing with as much ease as possible, while refining the instrument for the classical and musical theater repertoire. With focus on technique, diction, artistry, performance practice, and audition prep, the lessons are typically split between technical exercises and detailed work on the song of the student's choice. All lessons are private, one-on-one sessions.





Figure C8.1. Montebello's creative expression.



Figure C8.2. Montebello's creative assets.

D. COMMUNITY NEEDS

Major Active Community Challenges:

- Need more cultural events.
- Promote the cultural events.
- Montebello has rich culture and talent — need to promote local artists.
- Need to elevate the architectural design of buildings.
- Need a comprehensive Public Art program.
- Gateway signs into the City are dated and not well maintained.



E. VISION

As Montebello evolves, arts and culture will continue to be the connective tissue that brings people together through history, stories, and creativity.

Montebello will pursue creative placemaking that integrates arts and culture with good architecture, landscape, and urban design and leverages those investments to serve and transform different areas of the City. Placemaking is a key strategy for job growth, improved public safety, and increased tax revenues.

For developers, creative placemaking creates distinctive, culturally rich, engaging, and economically thriving places. Benefits include greater community buy-in, faster approval cycles, higher market values, lower turnover rates, and effective branding and market recognition.

Montebello's neighborhood will benefit from enhanced social cohesion, improved health and economic outcomes, and the creative energy and aesthetics of vibrant new places that are enhanced with arts and culture.

Arts and culture has a broad definition that includes visual arts, music, dance, food, cultural history, and other experiences that inspire memorable moments. Creative placemaking appeals to all senses, offering elements to see, hear, touch, smell, and taste.

Collaboration and partnership will be necessary to find financial support.

F. FOCUS AREAS

Through parallel tracks of inquiry focused on public engagement, the discovery process identified six key needs to be addressed and opportunities to be explored:

1. **Creative Prosperity**: Empower Montebello's creative sector (creative businesses, nonprofit cultural organizations, artists and other creative workers) to create even more economic opportunities and jobs;

2. **Cultural Tourism:** Make Montebello's arts, heritage, and cultural attractions visible and accessible to tourists and local audiences;

3. **Education for Creativity:** Advocate for public and private commitment to ensure that children and youth in Montebello learn the skills of creativity and innovation that they need to thrive;

4. **Cultural Equity:** Enhance public understanding, appreciation, and respect for all cultures, achieving diversity, equity, and inclusion;

5. **Historic Preservation:** Preserve, conserve, and protect buildings, objects, landscapes or other artifacts of historical significance;

6. **Public Art:** Connect the imaginative potential of artists and the lived experience of our shared environment and to facilitate a dynamic cultural life; and

7. **Capacity and Leadership:** Coordinate arts and cultural leadership to implement the policies and actions, and respond.

1. Creative Prosperity

(also see Our Prosperous Community)

When recognized and nurtured as small business enterprises, individual artists and nonprofit cultural organizations provide significant employment in the community. Montebello's creative sector (the creative businesses, nonprofit cultural organizations, artists and other creative workers) can create even more economic opportunities and jobs. Artists can often activate and enliven spaces in the urban landscape that would otherwise be vacant or underutilized.



a. Policies and Actions

P8.1 Increase awareness of the importance of the creative community.

A8.1a Communicate with a unified voice to decision makers about impact of creative businesses on the economy. SE R

A8.1b Brand and market Montebello's Creative Sector. SE R

P8.2 Leverage maker economy to grow creative workforce, training, housing, and jobs.

A "maker" is someone who creates (either by design or fabrication) a tangible item. A "maker-entrepreneur" sells handmade items for a profit either online or in-person through brick and-mortar stores, craft fairs, pop-up markets, or to friends and family. Makers are potters, jewelers, metal-smiths, woodworkers, seamstresses, fabric artists, designers, cooks, chefs, artists, doodlers, printers, painters, candlestick makers and more.

A8.2a Map and convene the existing community of makers, connecting entrepreneurs to small business supports, investing in incubators and accelerators, and helping low-income entrepreneurs access capital. SE R

A8.2b Drive demand for locally made and manufactured products through "Made Local" and regional brand campaigns, and by creating new business-to-business procurement. SE R

A8.2c Provide access to affordable and safe production spaces for makers and manufacturers by identifying micro-retail opportunities in existing buildings and new construction. SE R

Encourage private developers to set aside space for local businesses, and supporting local craft events, farmers' markets, and festivals.

A8.2d Continue to explore development of artists' live/work spaces, including as part of a mixed-use development in downtown area and along the corridors. SE R

Attracting and retaining the presence of artists and other creatives in Montebello is essential to maintaining its authentic culture. Artists' live/work facilities reinforce the community's support for artists and often function as a magnet for programming and other resources that benefit the overall community.

P8.3 Expand artistic space, activities and programs in non-traditional venues.

A8.3a Facilitate the temporary & opportunistic use of vacant or underutilized spaces & venues for creative purposes. SE R

A8.3b Explore use of public buildings such as City Hall, Senior Center, Youth Center, Library, and School buildings for arts activation and promotion. R

A8.3c Expand arts programs, activation, and promotion of local creative events at transit stops, and on buses and trains in partnership with transit agencies. SE R

SE Social Equity R Resilience

2. Creative Placemaking



Creative Placemaking: Creative Placemaking is using arts and cultural activities to make places more engaging, responsive, inclusive, and distinctive from other places. Placemaking can make the arts, culture and creativity more accessible at the neighborhood level, drive economic development, inspire neighborhood revitalization and promote vibrant communities as destinations to live, work and visit.

Communication about Montebello events and programs to both local and broader audiences would increase exposure and participation. Both the city and media can explore new technological opportunities for sharing information with Montebello residents. Expanding arts and cultural media that is resident-focused should help increase awareness of local happenings and events.

a. Policies and Actions

P8.4 Weave arts and culture into the fabric of the City.

A8.4a Infuse arts, culture, and creativity into neighborhoods, trails, bike paths, streets, parks, and other transit modes. SE R

A8.4b Ignite public spaces with arts and culture-driven information and media, at gateway locations, Downtown, Civic Center, and along the Rio Hondo Channel. SE R

Repurposed spaces, places, and infrastructure should be identified and assessed on their potential to add cultural value to the city, and to support a creative program that showcases the unique natural and built environment.

P8.5 Make Montebello's arts, cultural, heritage, and natural attractions visible & accessible to tourists & local audiences.

A8.5a Partner with media outlets (print, radio, online) to maximize existing resources while expanding coverage of arts and cultural endeavors. SE R

A8.5b Develop a cultural resource map & directory. SE R

A8.5c Leverage the transit stops to promote attractions/events. SE R

P8.6 Develop an iconic cultural event.

A8.6 Identify the event promoter with the most promise to serve this role. SE R

This event should distinguish itself from other offerings in the region by reflecting Montebello's authentic character. The event could be organized around an overarching theme that allows broad community engagement with ideas that have strong resonance in Montebello. Montebello's arts organizations, artists, library, parks, businesses, the school district, churches and other partners can program their participation around the theme and provide shared marketing and promotion for the event. While the event can be centered in the Downtown/Rio Hondo Channel area, it could also include programming throughout the city.

SE Social Equity R Resilience

3. Education for Creativity

There are a variety of institutions that provide learning, not only through appreciation of artwork, but also through educational programs and ongoing engagement with the arts.



a. Policies and Actions

P8.7 **Engage students and youth in the creative community beyond the classroom.**

A8.7a Create citywide art programs for the youth. SE R

A8.7b Collaborate with local partners to support art education. SE R

Local art colleges could host classes at the city, which can lead to citywide art shows, displays, murals, theater productions, etc. Local restaurants could offer a culinary arts experience to youth. This could be beneficial because it may inspire youth to seek a career in culinary arts. Local art colleges could host theater classes at the city, which can lead to citywide theater productions.

P8.8 **Increase partnerships between higher education, cultural organizations and arts entrepreneurs.**

A8.8 Host periodic networking events for art educators to identify assets, shared goals, opportunities to scale and share results; and implement collaborative projects. SE R

SE Social Equity R Resilience



4. Cultural Equity

Montebello is home to people from different cultural backgrounds that have different needs, behaviors, aesthetics, and uses and relate to space differently. Equity cannot be achieved with one-size-fits-all policies but warrants a more nuanced approach that allows the ability of people to fulfill their ways of life. Culture is the lens through which diverse people and their concerns could be understood. A more informed and inclusive approach to arts and culture can help build a more just, healthy, and resilient Montebello.

When arts and culture are harder to find in neighborhoods, people have to dedicate more time to access those experiences. Although arts and culture are being woven into the fabric of the city, there is opportunity for uniform distribution across Montebello. Ensuring that all Montebello residents can access arts and culture in their neighborhood will promote equity.

Opportunities for surprise, delight, and creative participation are diverse and should be infused into everyday life for easy access and appreciation. Doing so begins with an inventory of available assets and a commitment to infusing more arts and culture into underserved neighborhoods.

a. Policies and Actions

P8.9	**Enhance public understanding, appreciation, & respect for all cultures, achieving diversity, equity, and inclusion.**
A8.9	Create strategic partnerships among artists, activists, businesses, and policymakers to discuss and activate arts and culture roles in strengthening communities. SE R
P8.10	**Expand equity-focused arts and culture investments across public agencies, through budget appropriations, and targeted allocations to artists of color, and cultural institutions serving communities of color and low-income areas.**
A8.10a	Include artists of color and cultural representatives on boards, commissions, and other agencies to reflect demographics and interests of their communities, and to inform projects in their neighborhoods. SE R
A8.10b	Support purchases from artists and cultural groups of color. SE R
P8.11	**Increase access to arts and culture in under-resourced neighborhoods.**
A8.11a	Maximize use of all city facilities and assets to bring arts programs and cultural activities to each neighborhood, including parks, recreation centers, libraries, and other facilities. SE R
A8.11b	Recognize and celebrate artistic and creative professionals who live in these neighborhoods. SE R
A8.11c	Foster use of available and appropriate facilities for studio and living spaces for artists. SE R

SE Social Equity R Resilience

5. Historic Preservation



Montebello's architectural heritage is vulnerable to threat of demolition or insensitive alteration. The most effective protection against these threats are policies, laws, and incentives that foster historic preservation.

Montebello does not currently have a historic preservation program. The City has not conducted any citywide survey of historic resources. A broad base historic context report was prepared as part of the discovery work associated with the General Plan.

The policies and actions are structured so that the City can start small building awareness and appreciation and gradually become more comprehensive and eventually adopting an ordinance. The guiding philosophy was to take some initial baby steps to get the ball rolling, and then as historic preservation becomes more firmly engrained in the City's ethos the City can incrementally grow and expand their program as resources permit, with the eventual long-term goal of having a program that is rooted in best professional practices.

a. Policies and Actions

i. Awareness and Appreciation

P8.12 **Create a useful portal to historical information and preservation resources on the City's web site.**

A8.12a Enhance the City's existing web page entitled "The History of Montebello" with additional information about the developmental, architectural, and cultural history of Montebello, particularly in the period after its 1920 incorporation. (R)

A8.12b Provide links to local history resources like the Montebello Historical Society, and historic preservation resources like those of the Los Angeles Conservancy, the California State Office of Historic Preservation, and the National Park Service. (R)

P8.13 **Make information related to the City's historic built environment available on multiple platforms and in varied formats.**

A8.13a Utilize the City's social media platforms (Facebook, Instagram, etc.) to promote awareness of local history and highlight sites or topics of local historical significance. (R)

A8.13b Promote local knowledge and tourism by developing walking tours of Montebello. (R)

Starting tours with the Whittier Boulevard corridor in the Downtown Montebello Specific Plan Area. The City may consider partnering with the Montebello Historical Society or other local stakeholders with specialized knowledge of Montebello's history.

A8.13c Create a curriculum available to local public and private elementary schools based on local architecture and history. (R)

ii. Context Sensitive Development

P8.14 **Promote the importance of integrating new development with the existing building stock, particularly within the Downtown Montebello Specific Plan Area.**

A8.14a Develop design standards that encourage architectural continuity for infill development within the Downtown Montebello Specific Plan Area through size, massing, scale, materials, and other relevant factors. (SE) (R)

A8.14b Address issues of continuity and compatibility of typology, massing, design, etc. in future Specific Plans. (R)

P8.15 **Develop a policy framework for evaluating the potential significance of older properties within City limits.**

A8.15 Require a Phase I Environmental Assessment when a demolition permit application is submitted for properties that are greater than 50 years of age, to assess preliminary historic eligibility. (R)

(SE) Social Equity (R) Resilience

iii. Identify, Preserve, and Maintain

P8.16 Develop historic context statement(s) to guide future historic resource survey efforts.

A8.16a Prepare a focused historic context statement for the Downtown Specific Plan Area, using the Historic Context Report prepared for the General Plan Update as a foundation. R

A8.16b Prepare a citywide historic context statement for Montebello. R

Use the Historic Context Report prepared for the General Plan Update as a foundation.

P8.17 Identify potential historical resources within City limits.

A8.17a Conduct a focused historic resources survey of the Downtown Specific Plan Area to identify potential historical resources within the City's historic downtown core. R

A8.17b Expand survey efforts to other areas of the City as resources permit. R

Future survey efforts may pertain to a particular geographic area or neighborhood, or may be specific to a particular topic or theme in the City's history. The City may consider prioritizing survey efforts in South Montebello, which has a rich history but has historically been underserved.

P8.18 Engage community members and stakeholders when identifying potential historical resources.

A8.18 Encourage public participation in the identification of historical resources by maintaining a web page dedicated to local history, and soliciting input from the Montebello Historical Society and other local stakeholders about buildings, sites, and other elements of the City's built environment that are of interest. SE R

P8.19 Identify and protect Montebello's paleontological resources.

A8.19 A Qualified Professional Paleontologist shall be retained by the project applicant to conduct a paleontological resources analysis prior to the beginning of projects involving ground disturbance in geologic units with high paleontological sensitivity to determine whether there is a potential for significant impacts to paleontological resources. Paleontological resources analyses shall be reviewed, approved, and enforced by the City of Montebello. SE R

If potential impacts to paleontological resources are found to be significant, then the project applicant shall retain a Qualified Professional Paleontologist to develop and implement a Paleontological Resources Impact Mitigation Plan (PRIMP) that shall be approved by the City of Montebello, to ensure that impacts to paleontological resources resulting from the project are less than significant. The PRIMP shall include measures for a pre-construction survey, a Worker Environmental Awareness Program, paleontological monitoring, fossil salvage, curation, and final reporting, as applicable. Final reporting shall be reviewed and approved by the City of Montebello.

iv. Best Practices in Historic Preservation

P8.20 Develop policies and procedures enabling the protection of local historical resources.

A8.20a Adopt a historic preservation ordinance that enables the designation of local sites as historic, listing of these sites on a local register of historical resources, and provision of a level of protection through design review. R

A8.20b Establish a Historic Preservation Commission whose purview includes the designation of local landmarks and the review of proposed changes to historic properties. R

A8.20c Provide opportunities for regular training and discussion of the Secretary of the Interior's Standards for Rehabilitation and other historic preservation topics for City staff and Commissioners. R

P8.21 Encourage and promote the designation of local historical resources.

A8.21 Implement incentive program(s) to encourage the preservation and maintenance of historical resources. R

Possible incentives may include the Mills Act Property Tax Abatement program, waving of permit fees for historical resources, and/or other incentives deemed appropriate by the City.

SE Social Equity R Resilience

6. Public Art

Public art is work produced by an artist that is installed in a publicly-accessible space. Montebello's public art program will be guided by the following principles:

- **Creative:** Residents and visitors will engage in creative and cultural discovery through art. The artists is encouraged to experiment with new concepts to produce engaging public projects.

- **Diverse:** Public art can take on many forms including but not limited to sculpture, murals, street and graffiti art, video, and digital media. Public art can be permanent or temporary. Public art can be conceived as "permanent" installation or as a shorter-term, "temporary" work. Temporary public art would encourage greater variety and complement the permanent collection, while the turnover from temporary projects would facilitate renewed public interest and create more work opportunities for artists.

- **Contextual:** Public art creates and shapes a sense of place. It is intended to be site-specific, integrated into its environment and enhancing its surroundings. The public can connect with the art in engaging educational and interpretive programs that strengthen the everyday experience of public art. Public art will be inclusive of Montebello's deep diversity, through both local stories told through public art, and the artists commissioned for public projects. Public art is also a platform for local artists that creates valuable opportunities for both emerging and established professional artists.

- **Everywhere:** Public art can provide opportunities for residents to engage with the city's diversity and creativity on an everyday basis, no matter where they live. Recognizing the need to increase city-wide access to public art, geographic distribution of public art will be across the city.

- **Inclusive:** Public art is designed for publicly-accessible spaces, and is intended to engage the public. Public art is created for and installed in inclusive, barrier-free sites that are publicly-accessible, such as parks, trails, streets, community centers, bridges, underpasses, or privately-owned publicly accessible spaces.

















Mosaic mural entitled "A Day in the Country," designed by Millard Sheets and executed by Nancy Colbath. Installed in 1974, the mural depicts local recreational activities and the idyllic countryside that were once hallmarks of the Montebello landscape, and was recently restored.

P8.21 Develop a Public Arts Program.

A8.21a Develop standards to consistently apply the "Percent for Public Art" policy to municipal capital projects. (R)

A8.21b Develop standards to consistently apply "Percent for Public Art" policy for private development. (R)

Developing clear guidelines and consistently applying this policy will unlock new resources for public art, allowing for more municipally-commissioned projects in all corners of Montebello. This represents the City's best opportunity to improve the geographic distribution of public art. Such guidelines will need to be created by an interdivisional working group with representation from City divisions and agencies that contribute to major capital infrastructure projects. The working group will need to consider criteria for identifying public art opportunities on municipal projects; the needs, objectives and potential benefits for individual City divisions; and how to balance existing capital budget pressures with this policy direction.

A8.21c Pool public art funds to produce new works in underserved areas of the city. (SE) (R)

"Pooling" of public art funding involves collecting contributions from multiple project sources and combining them to produce works of public art in underserved areas of the city.

A8.21d Protect public art works city-wide through proactive maintenance. (R)

Ongoing care of public art collections is respectful of the work of artists, and helps to ensure that works continue to make a positive impact on the public realm over their lifespan.

P8.22 Promote education and interactive components to increase understanding of public art and their contribution to Montebello.

A8.22a Build a digital library of artist videos that tell the story of the pieces and makes the work more accessible. (R)

Develop and maintain a range of online resources such as searchable maps, image databases, and mobile apps that will help to make the City's public art works more accessible to a wide audience of residents and tourists.

A8.22b Activate public art through community-focused educational and interpretive programming. (R)

Educational and interpretive programming such as artist or curator talks; self-guided and artist-led tours or walks; digital QR codes on art works; and didactic plaques and panels help uncover the story behind the public art works that are found across the city. Educational and interpretive programming can be developed in partnership with artists, cultural organizations, school boards, private sector partners, and other community partners.

P8.23 Integrate public art into the development review & capital improvement program.

Early engagement allows for artists to be embedded within the design team, and facilitates greater collaboration and dialogue with project architects, landscape architects, engineers, and the local community in the development of the project concept. Proactive, early engagement of artists should be emphasized as part of any new guidelines for applying the percent for public art policy to municipal capital projects. In addition, private developers should be encouraged to begin planning for public art early in their planning process.

A8.23 Identify public art opportunities and engage artists as early as possible in all projects. (R)

(SE) Social Equity (R) Resilience

7. Capacity and Leadership

Most of Montebello's arts and cultural events are produced or presented by nonprofit organizations. Sustained funding is a pressing need as government grants are shrinking. Montebello does not have an agency with authority to ensure planned actions are fulfilled. The Plan's outcomes will require both individual initiative and collective action to strengthen the cultural sector and its capacity to improve the lives and well-being of the people of Montebello. Implementation will require support and cooperation from public and private sectors.

Montebello's needs will change over time as a result of new social realities, new technologies and generational differences. Artists and organizations need to adapt to these changes if they want to be successful and sustainable over the long-term. To do this, they need to have a clear understanding of their mission, governance, financial resources and administrative systems. The policies and actions in this section explores ways to enhance administrative, financial, management and governance systems that create a strong foundation for the future.

> **"Leadership is the capacity to translate a vision into reality."**
>
> — Warren Bennis

a. Policies and Actions

P8.24 Ensure that Montebello's cultural organizations have the necessary resources to succeed.

A8.24a Promote volunteer opportunities in the creative sector through an Arts and Culture e-newsletter. (R)

A8.24b Encourage & facilitate placement of artists on City Advisory Boards, Commissions, and other leadership bodies. (R)

A8.24c Actively search for and apply for new funding opportunities such as grants, corporate sponsorship, etc. (SE) (R)

Creativity, flexibility, and political will be required to create sustainable resources for arts and cultural programs. Following is a range of possible funding sources that in consort will facilitate implementation:

- *Multiple programs at the California Arts Council (Artists in Communities, Creative California Communities, Innovations + Interactions, Veterans in the Arts, Artists in Schools, Arts Education Exposure, JUMP StArts, Youth Arts Action, Cultural Pathways, Organizational Development, Professional Development);*
- *California Endowment for the Humanities;*
- *National Endowment for the Arts; and*
- *Philanthropic foundations such as Bloomberg Philanthropies Public Art Challenge, Kresge Foundation Creative Placemaking Program, US Conference of Mayors CommunityWINS, Art Place America, and Levitt Foundation.*

City Investments: Subject to the availability of funds, the City could invest in economic development (tourism arts marketing, arts programming) for support of the arts community.
Develop Sponsorships: Iconic arts and cultural events can attract sponsorships from area businesses and corporations.
Specialized Funding: For special projects, funding sources such as new market tax credits, federal grants, and affordable housing grants for artists' live/work projects can be pursued.

(SE) Social Equity (R) Resilience


MONTEBELLO
BOULEVARD
City of
MONTEBELLO
CALIFORNIA
James
Santana
Montebello Unified School Board

D Implementation

FROM VISION TO REALITY: IMPLEMENTING THE GENERAL PLAN

The General Plan vision, guiding principles, policies, and actions will drive: budget priorities; capital investments; operational decisions; regulatory updates; policies; and future studies.

General Plan Consistency in Implementation: The General Plan serves as a tool to align City decisions and actions with the community's vision. The General Plan will be implemented through municipal policy decisions, ordinances and regulations, and future actions that are consistent with the General Plan. Conformance with the General Plan will be assessed for public and private investment items placed on the agenda before the City Council and Planning Commission. This ensures elected and appointed officials, staff, developers and the community understand the importance of the General Plan and the guidance it provides moving forward. This Section describes the steps and actions to implement the Montebello General Plan based on collaboration with community members, City decision makers, and City Staff. The actions listed in this section should not be interpreted as budgetary mandates. The intent is to convey a roster of priorities that should guide the City Council as they develop, approve, and execute annual operating and capital budgets.

The plan guides decision-making, therefore it must be updated periodically and provide accountability for implementing it over time.

Implementation Accountability: The City will need to develop robust partnerships with local businesses, residents and other public agencies to fully implement the vision outlined for Montebello. The City can combine its efforts with private sector efforts to improve public service delivery, manage public sector assets, or leverage private sector investment. By expanding the role of the private sector, the City can use its technical, management, and financial resources in creative ways to achieve objectives of the General Plan. These partnerships will be crucial to ensuring the most important actions are being implemented, and the most pressing community needs are being addressed.

Most actions include one or more City Departments. In some cases, however, the action is entirely within the private or non-profit sector. The Lead for an action item represents the agency or partner most likely to take a leadership role in the measure. The leadership may shift to a new department depending on circumstances needed for the issue, and resources available at the time.

The General Plan is designed to be implemented over the next 20 years (2024—2044) by residents, business and property owners, non-profit organizations, community groups, city and county agencies, and elected and appointed officials. Some actions are straightforward and relatively easy to achieve, others will demand significant investment of time and resources and will require steadfast commitment on numerous levels.

Time frames: Each action includes a time frame, within which the action should be carried out. These are intended to provide a general sense of how long it will take to implement the action.

Ongoing	Some actions require continuous monitoring or effort. These are identified as ongoing actions.
Immediate	Begin work immediately.
Short term	Begin work within 1 to 4 years.
Mid term	Begin work within 4 to 8 years.
Long term	Begin work within 8 to 10 years.

At the time of adoption, the time frames set in the General Plan and the city's approved Capital Improvement Program may not be in complete agreement. Over time, a stronger link should be established so that the two documents are synchronized and eventually are in full agreement.

Annual Progress Report and Updates: An annual monitoring report will be prepared and presented to the Montebello Planning Commission and City Council. This report will review the progress made in implementing the General Plan. This is a vital part of keeping the General Plan implementation process open, transparent, and responsive. The public will be kept up to date as implementation actions are completed over time, i.e., checking off completed actions and reprioritizing remaining actions, reporting back to elected and/or appointed officials regarding progress, and periodically updating the plan. Providing regular updates on implementation actions and opportunities to participate in implementation activities are ways to engage the community on an ongoing basis.

Funding and Resources: Given the constrained fiscal environment and competing priorities under that are typical of local governments, identifying funding, staffing, and other resources are critically important for successful implementation. It is particularly important to establish their availability for short-term actions that generate momentum for further progress. However, financial feasibility should not constrain the ambition and potential of the General Plan to realize the community vision and goals. The strong plan with a compelling vision can be used to secure grants, philanthropic funding, leverage resources from external partners, and attract private investment. Some actions may not be feasible in the short term, but could have a high impact if resources become available in the future.

The cost estimates are identified into three categories:

- Actions primarily involving internal staff time with limited outside funding required ($);
- Actions requiring outside consulting services or relatively minor ($100,000 to $1 million) investment in infrastructure or project development ($$);
- Actions requiring significant investment in infrastructure or project development ($$$).

Potential funding sources are identified for each action item.

FUNDING SOURCES

To carry out the actions recommended in this Plan, a variety of Federal, State, regional, local, and private funding sources have been identified:

FEDERAL

Community Development Block Grant
This fund accounts for activities of the Community Development Block Grant received from the U.S. Department of Housing and Urban Development, including monies received from this agency as part of the federal stimulus program.

Low Income Housing Tax Credit

The Low Income Housing Tax Credit (Housing Credit) is designed to encourage private sector investment in the new construction, acquisition, and rehabilitation of rental housing affordable to low-income households. The Housing Credit offers a dollar-for-dollar reduction in a taxpayer's income tax liability in return for making a long-term investment in affordable rental housing. State agencies award Housing Credits to developers, who then sell the Credits to private investors in exchange for funding for the construction and rehabilitation of affordable housing. The 4% tax credit (30% subsidy) is for the acquisition of existing buildings for rehabilitation and new construction financed by tax-exempt bonds. The 9% tax credit (70% subsidy) is usually for new construction and substantial rehabilitation without federal subsidies.

National Endowment for the Arts Grants for Arts Projects

The NEA Grants fund institutions whose projects are vehicles for any of the following: the portfolio of American Art is expanded, Americans throughout the nation experience art, and Americans of all ages acquire knowledge or skills in the arts, and American communities are strengthened through the arts.

Highway Safety Improvement Program

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land.

STATE

Enhanced Infrastructure Financing District (EIFD)

An EIFD is a governmental entity established by a city that carries out a plan within a defined area (boundaries of which do not need to be contiguous) to construct, improve and rehabilitate infrastructure; construct housing, libraries, and parks; remediate brownfields, etc.

Active Transportation Program (ATP)

ATP taps both state and federal funds for bike and pedestrian projects across California. The program allows cities to compete for grants to build bicycle/pedestrian paths, install bike racks, and other projects or programs that make walking or biking easier, safer and more convenient.

Caltrans Transportation Planning Grant

The Caltrans Sustainable Transportation Planning Grants seek to fund projects that ensure consideration of sustainability, preservation, mobility, safety, innovation, economy, health, and equity in transportation planning.

California Strategic Growth Council (CSGC)

The CSGC provides grants to cities to promote sustainable community planning and natural resource conservation. The grant program supports development, adoption, and implementation of various planning elements in three focus areas: Local Sustainable Planning, Regional SB 375 Plus, and Regional Planning Activities with Multiple Partners.

California Arts Council (CAC)

CAC offers grants as well as provides a great resource to search for other grants by applicant type and field.

Proposition 68

Authorizes $4 billion in general obligation bonds for: creation and rehabilitation of state and local parks, natural resources protection projects, climate adaptation projects, water quality and supply projects, and flood protection.

Proposition 41

Authorizes $600 million in general obligation bonds for affordable multifamily supportive housing to relieve homelessness, affordable transitional housing, affordable rental housing, or related facilities for veterans and their families.

Highway Users Tax Account (HUTA)

The HUTA, also known as the Gas Tax, can be used for any street or road purpose including new construction, bikeways, curbs, landscaping, signs, signals etc.

REGIONAL

Prop A

The Proposition A requires that Local Return (LR) funds be used exclusively to benefit public transit. Expenditures related to fixed route and paratransit services, Transportation Demand Management, Transportation Systems Management and fare subsidy programs that exclusively benefit transit are all eligible uses of Proposition A LR funds. Proposition A LR funds may also be traded with other Jurisdictions in exchange for general or other funds.

Prop C

The Proposition C directs that Local Return funds also be used to benefit public transit, and provides an expanded list of eligible project expenditures including Congestion Management Programs, bikeways and bike lanes, street improvements supporting public transit service, and Pavement Management System projects.

Measure M

Measure M was approved by the voters of Los Angeles County in 2016 to improve

transportation and ease traffic congestion consistent with the LosAngeles County The Measure M Ordinance specifies that Local Retrun funds be used exclusively for transportation purposes.

Measure R

Measure R is a half-cent sales tax increase to fund mass transit projects in the county like new light rail lines,

Measure W

Los Angeles County Stormwater Fee

Transportation Development Act Article 3 Fund

Transportation Development Act Article 3 (TDA 3) provides funding annually for bicycle and pedestrian projects.

AQMD Program

The AB 2766 Motor Vehicle Subvention Program is a funding source for cities to encourage the development of measures or projects that result in the reduction of motor vehicle emissions. Projects include alternate fuels/electric vehicles, vehicle emissions abatement, land use strategies that encourage people to walk, bike or use public transit, traffic management, transportation demand management, effective bike expenditures, PM reduction strategies, and public education.

SCAG Sustainable Planning Grant

The Southern California Association of Government (SCAG) offers direct funding of innovative planning initiatives for member cities through the Sustainability Planning Grants program. The Sustainability Planning Grants Program provides direct technical assistance to SCAG member jurisdictions to complete planning and policy efforts that enable implementation of the regional Sustainable Communities Strategy. Grants are available in the following three categories:

Integrated Land Use – Sustainable Land Use Planning, Transit Oriented Development (TOD) and Land Use & Transportation Integration;

Active Transportation – Bicycle, Pedestrian and Safe Routes to School Plans;

Green Region – Natural Resource Plans, Climate Action Plans (CAPs) and Green House Gas (GHG) Reduction programs.

Local

Capital Improvement Program (CIP)

The CIP identifies all of the major projects to be undertaken to improve facilities and infrastructure within the city. During the fiscal year, a separate CIP document that reflects the current year program and proposes a program of prioritized projects for the next four to five years is prepared. City Departments submit all proposed projects in the foreseeable future, along with their best cost-estimate. The request includes the year a project will commence, any funding sources that may be available with either future sources or ones which might have been previously designated, justification for the project, and on-going costs expected to occur after the project has been completed. The CIP budget team then compiles the information and presents a draft CIP program to the City Council. Projects are prioritized, based on City Council and staff input.

General Fund

The General Fund is the City's largest single fund type used to account for basic City services such as police, fire, public works, parks and recreation, community development, information technology, and general administration. The two major sources of revenue are property and sales taxes. For the 2023-2024 budget, the breakdown is as follows:

Total Revenue [$XX,XXX,XXX.]

Sales Tax [$XX,XXX,XXX] or [XX%] of the total.

Property Tax [$XX,XXX,XXX] or [XX%] of the total.

Property Business Improvement District

A Property and Business Improvement District (PBID) is a mechanism of funding improvements through assessments to businesses and real property within the established PBID boundaries. Under the Property and Business Improvement District Law of 1994, revenues from PBID assessments may be used to fund capital improvements and maintenance costs for projects such as parking facilities, street furniture, public restrooms, art, parks, street and streetscape enhancements, and plazas. A PBID formation petition, which is initiated by property owners, requires the signature of more than 50 percent of the property owners, weighted by assessment liability.

Park Dedication Fees

The City receives fees from developers to fund recreation facilities. These funds are used for qualified recreational purposes throughout the City.

Various Grant Funds

Various Federal, State, and regional grant programs distribute funding for public improvements. Because grant programs are typically competitive, grant funds are an unpredictable funding source.

Developer Contributions

Development Impact Fee

The City charges one-time impact fees on new private development to offset the cost of improving or expanding City facilities to accommodate the project. Impact fees are used to help fund the construction or expansion of needed capital improvements.

Development Agreements

Development agreements are contracts negotiated between project proponents and public agencies that govern the land uses that may be allowed in a particular project. Development agreements provide a developer with assurances for a specified length of time that the proposed project may proceed as originally approved, and not be affected by future changes in land use regulations. In exchange for this assurance, the landowner/developer may agree to public improvements, land dedications, or in-lieu fees, as negotiated with the City, as a condition of the agreement.

Community Facilities District

The Mello-Roos Community Facilities Act of 1982 allows any county, city, special district, school district, or joint powers authority to establish a Mello-Roos Community Facilities District (a "CFD") which allows for financing of public improvements and services. The services and improvements that Mello-Roos CFD can finance include streets, sewer systems and other basic infrastructure, police and fire protection, ambulance services, schools, parks, libraries, museums, and other cultural facilities. By law, the CFD is also entitled to recover expenses needed to form the CFD and administer the annual special taxes and bonded debt.

Green Infrastructure

	Policies/Actions	Time-frame	Responsible Party Lead / Other Partners	Cost	Funding Source
P1.1	**Enhance air and water quality, increase public green space through the integration of green infrastructure.**				
A1.1a	Improve access to trails along the Rio Hondo Channel. (VZ) (SE) (R)	Short-term	RCS / PW, PCD, Developers	$$$	Grants (ATP), General Fund, Developers
A1.1b	Develop a trail along the Edison easement. (SE) (R)	Mid-term	RCS / PW, PCD, Developers	$$$	Grants, General Fund
A1.1c	Require larger development projects to provide a range of public and private open spaces. (SE) (R)	On-going	PCD / RCS, PW, Developers	$	General Fund
A1.1d	Promote the use of captured rainwater, grey water, or recycled water. (R)	On-going	PW / PCD	$	General Fund, Grants
A1.1e	Review and revise development regulations to encourage a green approach in new developments. Minimize impervious areas. Develop new projects and retrofit existing surfaces to reduce runoff through infiltration. (R)	Short-term	PCD / PW	$	Grants (ATP), CIP
A1.1f	Promote the use of green roofs, bioswales, pervious materials for hardscape, and other stormwater management practices to reduce water pollution. (R)	On-going	PW / PCD, RCS	$	Grants, General Fund, CIP
A1.1g	Coordinate city work programs and projects to implement green streets as an integrated aspect of City infrastructure. (R)	On-going	PW / PCD, RCS	$	General Fund, CIP
A1.1h	Develop a predictable and sustainable means of funding implementation and maintenance of green infrastructure elements and Green Streets. (R)	Short-term	PW / PCD, RCS	$	General Fund
A1.1i	Educate citizens, businesses and the development community about Green Streets and how they can serve as linear parks to enhance, improve, and connect neighborhoods to encourage their support, demand, and funding of these projects. (SE) (R)	Short-term	PW / RCS, PCD ,PAIT	$	Grants, General Fund

Air

P1.2	**Support regional planning efforts to improve air quality.**				
A1.2	Coordinate air quality planning efforts with local and regional agencies to meet State and Federal ambient air quality standards in order to protect all residents from the health effects of air pollution. (SE) (R)	Mid-term	PW / PD, AQMD	$	Grants, General Fund, ATP
P1.3	**Consider emission reduction goals in all major decisions on land use and investments in public infrastructure.**				
A1.3a	Reduce potential GHG emissions from development by encouraging electrification of new developments, promoting energy conservation in existing buildings, plan new development and redevelopment to reduce single-occupancy vehicle miles traveled, and consider green space during development. (R)	Mid-term	PCD, Developer / PW	$$	Grants, Developer
A1.3b	Educate property owners and developers on greenspace inclusion through educational pamphlets, programs, and webpages. (SE) (R)	Mid-term	PD / PAIT, Consultant	$$	Grants, General Fund
P1.4	**Educate businesses and the general public about air quality standards, health effects, and best practices they can make to improve air quality and reduce greenhouse gas emissions.**				
A1.4a	Promote public outreach and education campaigns highlighting the benefits of renewable energy and energy efficiency strategies. (SE) (R)	Short-term	PCD, Consultant / PW	$$	General Fund
A1.4b	Educate property owners and developers on greenspace inclusion through educational pamphlets, programs, and webpages. (SE) (R)	Short-term	PD, PAIT	$	General Fund

	Policies/Actions	Time-frame	Responsible Party Lead / Other Partners	Cost	Funding Source
P1.5	Coordinate initiatives and regulatory changes with local, regional, and state agencies to reduce motor vehicle emissions.				
A1.5a	Develop incentives and adopt regulatory standards to reduce transportation emissions. In addition to reducing the number of miles driven, the fuel efficiency and emissions standards of vehicles must also improve. Working in collaboration with Local, Regional, and State agencies, Montebello will seek to increase use of clean fuels in public and private automobile fleets, consider new legislation, and implement educational programs. R	Short-term	PD MT, PW	$$	Grants, General Fund
A1.5b	Promote use of alternate modes of transportation in the City of Montebello, including pedestrian, bicycling, public transportation, car sharing programs and emerging technologies. VZ SE R	Mid-term	PD, MBL PW, Developers	$$	Grants, General Fund
A1.5c	Invest in low-emission or zero-emission vehicles to replace the City's gasoline powered vehicle fleet and transition to available clean fuel sources such as bio-diesel for trucks and heavy equipment. R	Mid-term	MBL PD, PW, Developers	$$	Grants, General Fund
A1.5d	Encourage the use of low or zero emission vehicles, bicycles, non-motorized vehicles, and car-sharing programs by supporting new and existing development that includes sustainable infrastructure and strategies such as vehicle charging stations, drop-off areas for ride-sharing services, secure bicycle parking, and transportation demand management programs. VZ SE R	Mid-term	PD, MBL Caltrans, PW	$$	Grants, General Fund
A1.5e	Require and incentivize projects to incorporate Transportation Demand Management (TDM) techniques. R	Mid-term	PD, EDD Developers	$$	Grants, General Fund Developers
P1.6	Improve the City's jobs/housing balance ratio.				
A1.6	Support development that provides housing and employment opportunities to enable people to live and work within Montebello. VZ SE R	Mid-term	PCD, Developers PW, B&S	$$	Grants, Developers, General Fund

Water

P1.7	Montebello will protect, conserve, and replenish existing and future water resources.				
A1.7a	Encourage and educate residents, business owners, and operators of public facilities to use water wisely and efficiently. R	Short-term	PW PD, RCS	$$	Developer, Grants, General Fund
A1.7b	Encourage public and private property owners to plant native or drought-tolerant vegetation. R	Short-term	PD, PW Developers	$$	Developer, Grants, General Fund
A1.7c	Continue to coordinate with the developers for opportunities to expand use of reclaimed water systems. R	Short-term	PD, PW RCS, WP	$$	Developer, Grants, General Fund

2. Our Prosperous Community

Support Economic Development Capacity and Leadership

P2.1	Support the Creation of an Economic Development Organization in the City.				
A2.1a	Determine the best governance of economic development efforts in the City. R	On-going	PCD, EDD MCC	$$	Grants, General Fund
A2.1b	Monitor economic development activities in the City. R	On-going	PCD	$$	Grants, General Fund

	Policies/Actions	Time-frame	Responsible Party Lead / Other Partners	Cost	Funding Source
Promote Infill Development					
P2.2	Promote corridor development.				
A2.2a	Promote housing and job growth along the Beverly Boulevard Corridor. (R)	On-going	PCD, EDD / MCC	$$$	Grants
A2.2b	Encourage infill housing along Montebello Boulevard Corridor. (R)	On-going	PCD, ECON / MCC	$$$	Grants
A2.2c	Repurpose struggling retail along the Whittier Boulevard Corridor (outside Downtown). (R)	On-going	PCD, EDD / MCC	$$$	Grants
A2.2d	Evaluate Feasibility of Enhanced Infrastructure Financing Districts (EIFD). (R)	On-going	PCD, EDD / MCC	$$$	Grants
P2.3	Maximize future Light Rail Stop with TOD Planning.				
A2.3a	Capitalize on transit adjacency. (R)	On-going	PCD, MT / PW, Metro, Developer	$$$	Grants, EIFD
A2.3b	Prioritize placemaking. (R)	On-going	PCD / PW	$$$	CIP, Grants, Developers
P2.4	Repurpose the regional retail centers to meet new community needs.				
A2.4	Redevelop struggling retail property as mixed-use urban places, re-use anchor store boxes as office space, or create new-build housing and entertainment options. (R)	On-going	PCD	$$$	EIFD; Community Facilities District
Protect and Invest in Existing Assets					
P2.5	Nurture the local business community.				
A2.5a	Provide more resources to small businesses. (SE) (R)	On-going	PCD, EDD	$$	EIFD; LAEDC; Small Business Development Center
A2.5b	Support local business operations. (SE) (R)	On-going	PCD, EDD	$$$	LAEDC; Small Business Development Center
A2.5c	Establish an incubator for local start-ups. (SE) (R)	Immediate	PCD, EDD	$$$	EIFD; Small Business Administration (SBA)
A2.5d	Create pathways to high-quality jobs for residents. (SE) (R)	On-going	PCD, EDD / LAEOWDD	$$$	County of Los Angeles; State of California
P2.6	Preserve and enhance industrial areas.				
A2.6a	Promote more compatible land uses adjacent to idustrial areas. (SE) (R)	On-going	PCD	$$	EIFD
A2.6b	Explore potential for higher value productive industrial users. (R)	Short-term	PCD, EDD	$$	General Fund
Prioritize Fiscal Sustainability					
P2.7	Encourage urban infill and compact development.				
A2.7a	Promote infill development on vacant and underutilized sites (such as surface parking lots), particularly on corridors and in the Downtown area. (SE) (R)	On-going	PCD	$$$	EIFD
A2.7b	Ensure that new infill development is not a fiscal burden to the City. (SE) (R)	On-going	PCD	$	General Fund, Grants
P2.8	Remove regulatory and procedural barriers to fiscally productive land uses and good design.				
A2.8	Amend General Plan policies and zoning and development standards to allow more intensive uses while being respectful to the contextual setting. (SE) (R)	Immediate	PCD	$$$	General Fund, Grants

	Policies/Actions	Time-frame	Responsible Party Lead / Other Partners	Cost	Funding Source
Land Uses: Growth, Preservation, and Reinvestment					
P3.1	**Preserve natural areas.**				
A3.1a	Preserve a network of habitat and open space, thereby protecting biodiversity and enhancing the City's quality of life. VZ SE R	On-going	PCD, RCS / RMC, ACE, PW	$$$	Impact Fees, grants, general fund, developer
A3.1b	Encourage parkland dedication and conservation easements for trails that support the City's Parks Master Plan and the Green Infrastructure Plan. VZ SE R	On-going	PCD, RCS	$$	Grants
A3.1c	Capture the inherent value of parks, open spaces, and trails by providing more opportunities for people to live and work on properties with direct frontage on these investments. SE R	On-going	RMC, ACE, PW	$$	Grants, Developer
A3.1d	Allow and encourage historical agricultural and related uses to continue to occur as permanent land uses. SE R	On-going	PCD, RCS	$$	Grants, General Fund
P3.2	**Direct growth and redevelopment to the Downtown Area.**				
A3.2a	Encourage growth and density by improving underutilized downtown parcels for development. SE R	On-going	PCD	$$	General Fund
A3.2b	Support streetscape projects on Whittier and Montebello Boulevards to reduce traffic speed in downtown area. VZ SE R	On-going	PW, PCD, MT	$$$	Grants
A3.2c	Integrate better design in public spaces to create enjoyable places to stay and contribute to the economic viability of the downtown area. SE R	On-going	PCD / PW, PCD	$$	Grants
P3.3	**Revitalize established neighborhoods and corridors.**				
A3.3a	Provide non-residential uses that are accessible for the convenience of individuals living in residential districts. VZ SE R	On-going	PCD	$$	Grants, Developer
A3.3b	Protect adjoining properties from the potential adverse impacts associated with non-residential uses on corridors adjacent to residential areas with proper mitigation measures that address scale, massing, traffic, noise, appearance, lighting, and drainage. VZ SE R	On-going	PCD, PW	$$	Grants
A3.3c	Reduce the length and number of vehicle trips generated by residential development by enhancing the accessibility to non-residential areas. VZ SE R	On-going	PCD, PW, MT	$$	Grants, Developer
P3.4	**New development will create diverse and walkable neighborhood.**				
A3.4a	Create diverse neighborhoods instead of a monoculture of single-housing type. SE R	On-going	PCD	$$	Grants
A3.4b	Encourage a block and street layout that promotes walkable and bicycle friendly road designs with slower vehicular design speeds. VZ SE R	On-going	PCD / PW, MT, Consultants	$$	Grants
A3.4c	Site new residential areas accessible to roadways, sidewalks, trails, transit, parklands, schools, existing utilities, and retail commercial goods and services. VZ SE R	On-going	PCD, PW, RCS, MT / PD, MFD	$$	Grants, General Fund
A3.4d	Encourage properties to redevelop in an urban form utilizing place-based zoning designations. SE R	On-going	PCD, ECON	$$	Grants, General Fund

	Policies/Actions	Time-frame	Responsible Party Lead Other Partners	Cost	Funding Source
P3.5	Retrofit suburban development.				
A3.5a	Reuse the existing structure. SE R	On-going	PCD, Developer	$	Grants
A3.5b	Integrate more housing choices in existing subdivisions. SE R	On-going	PCD, Developer	$	Grants, Subdivision
A3.5c	Add new units to existing subdivisions. SE R	On-going	PCD, Developer	$	Developer
A3.5d	Invest in public realm improvements. SE R	On-going	RCS, PD Developer, PW	$$	Grants, General Fund, Developer
P3.6	Preserve and enhance the industrial district while retaining and expanding existing businesses.				
A3.6a	Support innovative and flexible land use framework for industrial district. R	On-going	PCD, Developer	$$	General Fund, Developer
A3.6b	Encourage the use of "green" technologies to minimize noise, air, and water pollution. SE R	On-going	PCD, Developer	$$	General Fund, Developer

Water

P3.7	Maintain high-quality reliable potable water and non-potable water services, diversify supply and maintain and create facilities that meet existing and future water demands including drought conditions.				
A3.7a	Regularly review and evaluate future iterations of five local Water District's Urban Water Management Plans (UWMP) and other regional water supply assessments in order to maintain an understanding of available supply sources and update plans for expansion of supply infrastructure as necessary. These Districts include San Gabriel Valley Water Company, City of Montebello System, CA Water Service Company, Montebello Land and Water Company and South Montebello Irrigation District. SE R	On-going	PW, WP PD	$$$	CIP, Grants
A3.7b	Coordinate with the local Water District providers to expand recycled water infrastructure for efficient reuse throughout the City. SE R	On-going	PW, WP PD	$$$	CIP, Grants
A3.7c	Ensure the resiliency of local water supplies by promoting infiltration of storm-water on both small-scale and large-scale scopes, including coordination with the Los Angeles County Public Works on maximizing infiltration capacity of the Montebello Forebay Spreading Grounds. SE R	On-going	PW, WP PD	$$$	CIP, Grants
A3.7d	Implement water reuse strategies where potable water, gray water, recycled water and stormwater are all viewed as viable sources and integral components to a holistic water management program. SE R	On-going	PW, WP PD	$$$	CIP, Grants
A3.7e	Regularly review federal, state, and local water quality standards and ensure that water distributed to all areas of the City meets these standards. SE R	On-going	PW, WP PD	$$$	CIP, Grants
P3.8	Maintain, upgrade, and expand water pipeline, storage, and pumping infrastructure to meet projected domestic, commercial, and fire flow demands for all land uses within the City.				
A3.8a	Regularly review updates to the local Water District providers Water Master Plans and coordinate their water capital improvement plans with the City's capital improvement plans in order to effectively manage the water infrastructure system. SE R	On-going	PW, WP PD	$$$	CIP, Grants
A3.8b	Construct, maintain, and revitalize distribution infrastructure as needed throughout the City in response to changes in demands land use patterns and aging infrastructure and incorporate fair cost-sharing policies between beneficiaries, developers, water suppliers and the City. SE R	On-going	PW, WP PW, Developer	$$$	CIP, Grants

	Policies/Actions	Time-frame	Responsible Party Lead / Other Partners	Cost	Funding Source
Wastewater					
P3.9	Ensure that wastewater in the City of Montebello is safely and efficiently conveyed and treated under all demand scenarios, including existing and future average and peak flow sewer flow scenarios.				
A3.9a	Prepare a City-wide Sewer Master Plan including the preparation of a city-wide sewer hydraulic model to evaluate existing and future capacities, sewer line integrity and develop a prioritized Capital Improvement Plan for sewer infrastructure. (R)	Short-term	PW SD	$$$	CIP, Grants
A3.9b	Coordinate with the Los Angeles County Sanitation Districts to ensure adequate regional treatment and conveyance capacity under future land uses. (R)	On-going	PW, SD PCD	$$$	CIP, Grants
A3.9c	Construct, maintain, and revitalize wastewater infrastructure as needed throughout the City in response to changes in demands land use patterns and aging infrastructure and incorporate fair cost-sharing policies between beneficiaries, developers, water suppliers and the City. (SE) (R)	On-going	PW SD	$$$	CIP, Grants
Stormwater					
P3.10	Utilize and maintain a robust stormwater conveyance system that protects the City from flooding impacts while seeking multi-benefit solutions including water quality.				
A3.10a	Prepare a City-wide Storm Drain Master Plan in coordination with LADPW to evaluate existing and future capacities, storm drain line integrity and develop a prioritized Capital Improvement Plan for storm drain infrastructure. (SE) (R)	Short-term	PW PCD	$$$	General Fund
A3.10b	Develop and refine cost-sharing policies for new developments in the City that require capacity improvements for local storm drain infrastructure so that costs are equitably split between beneficiaries, developers, and the City. (SE) (R)	Short-term	PW PCD	$$$	CIP, Grants, General Fund
A3.10c	Promote regional multi-benefit stormwater projects through the participation in the Upper Los Angeles River Watershed Group and Enhanced Watershed Management Plan. (R)	On-going	PW PCD	$$$	CIP, Grants, General Fund
P3.11	Effectively treat all urban runoff and stormwater and ensure that local groundwater supplies and downstream receiving waters are protected.				
A3.11a	Maintain and update City-level regulatory language that ensures that all new development complies with pertinent regional and State-level stormwater treatment requirements. (SE) (R)	On-going	PW	$	General Fund
A3.11b	Inspect all new developments during both construction and operational phases for compliance with local, regional, and state level water quality regulations. (SE) (R)	On-going	PW PCD	$	General Fund
A3.11c	Encourage the implementation of low impact design features for all new developments and redevelopments within the City. (SE) (R)	On-going	PW PCD	$	General Fund
Electricity and Natural Gas					
P3.12	Ensure that all City residents are safely and affordably supplied with electricity and natural gas throughout all future buildout scenarios.				
A3.12a	Review local and regional demand and supply planning documentation to ensure that improvements can be adequately prepared for and trends in power demand and generation are followed. (SE) (R)	On-going	PW SoCal Gas, SCE	$	General Fund, Grants
A3.12b	Maintain City capital improvement plans to ensure that any necessary connections or upgrades are adequately funded and constructed in a time efficient manner. (SE) (R)	On-going	PW SoCal Gas, SCE	$$	General Fund, Grants
P3.12	Provide and maintain adequate and orderly systems for the efficient collection and disposal of solid waste for existing and future development.				
A3.13a	Coordinate with solid waste service provider to ensure that waste pickup, recycling, and disposal occurs in the most efficient and sustainable manner possible. (R)	On-going	PW Waste Industries	$	General Fund, Grants
A3.13b	Conduct Citywide outreach and education to reduce solid waste generation at the household and business level to minimize landfill loading. (R)	Mid-term	PW	$$	General Fund, Grants

	Policies/Actions	Time-frame	Responsible Party Lead / Other Partners	Cost	Funding Source
P4.1	**Support and promote walking, biking, and other nonvehicular modes as an alternative to driving within Montebello.**				
A4.1a	Prepare and adopt an active transportation plan (ATP) with bicycle and pedestrian improvements built upon the San Gabriel Valley Council of Government (SGVCOG) recommendations. VZ SE R	Short-term	PW PCD, MPD	$	Grants, General Fund
A4.1b	Balance the provision of on-street bike lanes and regional bikeways along arterial roads with on-street bike routes/boulevards and local-serving bikeways along residential streets. VZ SE R	Short-term	PW	$	Grants, General Fund
A4.1c	Coordinate with adjacent jurisdictions to ensure that the City's bikeways are connected and consistent with existing and planned bikeways at the City limits. VZ SE R	Short-term	PW	$	Grants, General Fund
A4.1d	Facilitate non-motorized connectivity to key destinations in the city through bicycle- and pedestrian-oriented wayfinding signage. VZ SE R	Short-term	PW PCD	$$	Grants, General Fund
A4.1e	Improve access to the Rio Hondo River Trail by opening additional access points and positioning wayfinding between the trail and key destinations in Montebello. VZ SE R	On-going	PW PCD, Developers	$$-$$$	Grants, General Fund Developers
A4.1f	Require new development projects to provide adequate bicycle and pedestrian access, plus the provision of safe and secure bicycle parking. VZ SE R	On-going	PW PCD, Developers	$$	Grants, Developers, General Fund
A4.1g	Enhance the pedestrian and bicycle experience in the Downtown Montebello Specific Plan area and other key destinations through amenities such as wide sidewalks, low-stress bikeways, landscaping, pedestrian-oriented lighting, high-visibility crosswalks, and other improvements. VZ SE R	On-going	PW	$$-$$$	Grants, General Fund
A4.1h	Establish citywide mode split and VMT targets as a means to reduce traffic congestion, support healthy communities, and improve accessibility by transit-dependent populations. VZ SE R	Short-term	PW PCD	$	Grants, General Fund
P4.2	**Promote the use of public transit through high-quality local and regional transit service and facilities.**				
A4.2a	Partner with LA Metro to improve regional bus routes that serve Montebello through modifications to headways and hours of operation, adjustments to bus stop locations, and modification of routes to serve new development areas. VZ SE R	On-going	PW LA Metro	$	Grants, General Fund
A4.2b	Coordinate with Montebello Bus Lines (MBL) to improve geographic and temporal bus service coverage throughout the city. VZ SE R	Short-term	PW MBL	$	Grants, General Fund
A4.2c	Reorient MBL routes or provide new routes to serve the future Gold Line Greenwood Station and new areas of development in the city. VZ SE R	Mid-term	PW MBL	$	Grants, General Fund
A4.2d	Enhance bus stops in the city incorporating high-quality transit stop design and amenities that creating a simple, legible, and pleasant experience at the bus stop. VZ SE R	Short-term	PW MBL	$$	Grants, General Fund
A4.2e	Coordinate with Metrolink to enhance the Montebello/Commerce Station's passenger amenities, bus transfer facilities, parking facilities, and other elements to encourage rail ridership in the city. VZ SE R	On-going	PW Metrolink	$$	Grants, General Fund
A4.2f	Coordinate land use and transportation planning efforts to develop transit-supportive land uses near existing and future major transit hubs. VZ SE R	Mid-term	PW PCD, MBL, LA Metro	$	Grants, General Fund
A4.2g	Partner with LA Metro as Gold Line alignment and planned Greenwood Station alternatives are studied to ensure that the final station siting and configuration (e.g., at grade or above grade) maximizes accessibility and minimizes negative effects on other modes and safety. VZ SE R	Short-term	PW LA Metro	$	Grants, General Fund
A4.2h	Improve connectivity within growth neighborhoods, areas of opportunity and for transit-dependent populations to enhance access to local and regional transit services. VZ SE R	Short-term	PW PCD	$	Grants, General Fund

	Policies/Actions	Time-frame	Responsible Party Lead / Other Partners	Cost	Funding Source
P4.3	**Foster multimodal accessibility between transit services and destinations within the city.**				
A4.3a	Improve walking and bicycling access to the existing Metrolink Montebello/ Commerce Station and the future Gold Line Greenwood Station. VZ SE R	Short-term	PW PCD	$$	Grants, General Fund
A4.3b	Explore the feasibility of establishing a microtransit or fixed-route shuttle service to provide convenient access between the future Gold Line Greenwood Station and key local destinations such as the Downtown Montebello Specific Plan area, City Hall, and the Beverly Boulevard corridor. VZ SE R	Long-term	PW PCD	$$-$$$	Grants, General Fund
A4.3c	Create small-scale mobility hubs at key multimodal transfer points. VZ SE R	Short-term	PW MBL	$$-$$$	Grants, General Fund
A4.3d	Implement larger-scale mobility hubs along Montebello Boulevard and Greenwood Avenue to facilitate multimodal access to/from the future Gold Line Station. VZ SE R	Mid-term	PW MBL	$$-$$$	Grants, General Fund
P4.4	**Manage parking and develop curbside regulations to balance the needs for parking, passenger loading, and commercial loading while avoiding negative effects to the walking, biking, and transit experience.**				
A4.4a	Update the City's curb regulations to balance the needs for on-street parking, rideshare-based passenger loading, e-commerce deliveries, and other modes in areas with high demand. VZ SE R	Short-term	PW PCD	$	Grants, General Fund
A4.4b	Develop a parking management plan and/or district surrounding the future Gold Line Greenwood Station to reduce spillover parking onto residential streets and secondary negative effects on walking and bicycling. VZ SE R	Mid-term	PW PCD	$$	Grants, General Fund
A4.4c	Establish parking management plans for the Downtown Montebello Specific Plan area and along key corridors such as Beverly Boulevard, Whittier Boulevard and Montebello Boulevard/Greenwood Avenue to balance the parking needs of diverse land uses and the circulation needs of people walking, bicycling, and taking transit. VZ SE R	Short-term	PW PCD	$	Grants, General Fund
A4.4d	Update the City's parking code to allow shared parking arrangements, flexible parking standards and parking in-lieu fees in mixed-use areas and/or in proximity of high-quality transit. VZ SE R	Short-term	PW PCD	$	Grants, General Fund

	Policies/Actions	Time-frame	Responsible Party Lead / Other Partners	Cost	Funding Source
P4.5	**Provide a network of complete streets that are safe and accessible for all transportation modes and users, including those with impaired mobility, with a system of multi-modal and context-appropriate roadways that support a shift to alternative travel modes and a reduction in VMT.**				
A4.5a	Develop and formally adopt a citywide Complete Streets Ordinance. VZ SE R	Short-term	PW PCD, MPD	$	Grants, General Fund
A4.5b	Utilize a Complete Streets approach that acknowledges all users when improving existing transportation facilities or designing new transportation facilities in the city. VZ SE R	On-going	PW PCD, MPD	$$-$$$	Grants, General Fund
A4.5c	Adopt and implement updated roadway classifications that reflect the various multimodal needs and land use contexts in different areas of the city including the downtown area. VZ SE R	Short-term	PW PCD	$	Grants, General Fund
A4.5d	Consider the implementation of two-way center turn lanes and raised medians along currently undivided roadways to improve traffic flow, safety, and crossing distances. VZ SE R	Short-term	PW PD	$$-$$$	Grants, General Fund
A4.5e	Implement active transportation improvements when roadways are undergoing rehabilitation, resurfacing, or other modifications. VZ SE R	On-going	PW	$-$$$	Grants, General Fund Developers
A4.5f	Incorporate regional and national design guidance from LA Metro and NACTO, and other best practice guidebooks into local roadway design standards. VZ SE R	On-going	PW PCD	$	Grants, General Fund
A4.5g	Ensure that roadway designs safely accommodate goods movement in the City's industrial areas. VZ SE R	On-going	PW	$	Grants, General Fund
A4.5h	Develop a citywide roadway network that ensures funds and improvements are distributed equitably among the City's different neighborhoods. VZ SE R	Short-term	PW PCD, CM	$	Grants, General Fund
A4.5i	Regularly review and update the local truck route network to accommodate existing and future multimodal transportation needs and complement the local built environment. VZ SE R	On-going	PW PCD, MPD	$	General Fund
P4.6	**Balance local and regional vehicular throughput needs, as well as their effects on other modes of travel.**				
A4.6a	Require new development projects to assess effects on local traffic operations as part of non-CEQA analysis. VZ SE R	On-going	PW PD, Developer	$	General Fund
A4.6b	Partner with Caltrans and LA Metro on regional highway planning to reduce congestion on local roadway facilities. VZ SE R	Short-term	PW LA Metro, Caltrans	$-$$	Grants, General Fund
A4.6c	Partner with Caltrans to ensure that freeway ramp intersection signal timing plans complement signal timing at City-operated traffic signals. VZ R	Short-term	PW Caltrans	$$	Grants, General Fund
A4.6d	As appropriate, establish flexible vehicular operational standards along facilities that serve mixed-uses and are key to bicycle and pedestrian connectivity, such as within the Downtown Montebello Specific Plan area. VZ SE R	Short-term	PW PCD	$	Grants, General Fund
A4.6e	Monitor residential streets and implement traffic calming as needed to discourage cut-through traffic, developing strategies in conjunction with the neighborhood at large. VZ SE R	On-going	PW	$$	Grants, General Fund
A4.6f	Reclassify roadways under the City's functional classification so that they better complement their surrounding land use context and provide the street space to better serve future bicyclists, pedestrians, and transit users. VZ SE R	Short-term	PW, PCD	$	Grants, General Fund

	Policies/Actions	Time-frame	Responsible Party Lead / Other Partners	Cost	Funding Source
P4.7	**Provide a network of complete streets that are safe and accessible for all transportation modes and users, including those with impaired mobility, with a system of multi-modal and context-appropriate roadways that support a shift to alternative travel modes and a reduction in VMT.**				
A4.7a	Enhance safety at current rail at-grade crossings, including those for Metrolink and the future Gold Line alignment, through improve signage, striping, and signage to increase visibility for all roadway users. VZ SE R	On-going	PW, PD LA Metro, Metrolink	$$	General Fund, Grants
A4.7b	Explore opportunities to provide grade-separated bicycle and pedestrian cross-ings at locations where railroad tracks serve as a barrier to direct walking and bicycling connectivity, such as residential streets cut off by railroad tracks. VZ SE R	Long-term	PW, PD Consultant	$$$	General Fund, Grants
A4.7c	Regularly review multimodal crash statistics along key corridors and at major intersections to inform roadway safety improvements. VZ SE R	On-going	PW PCD	$$	General Fund, Grants
A4.7d	As the future Gold Line routing and station plans are finalized, work with LA Metro to ensure safe pedestrian access, minimize disruptions to local circulation, and conflicts with other modes. VZ SE R	On-going	PW PD, LA Metro	$$	General Fund, Grants
A4.7e	Encourage Caltrans to provide safe pedestrian crossings and other facilities at freeway ramps. VZ SE R	On-going	PW Caltrans	$$	General Fund, Grants
A4.7f	Require new developments to prepare emergency evacuation plans as appropriate. VZ R	On-going	PW PD, Developer, MFD, MPD	$$	General Fund, Grants
A4.7g	Ensure that the City's citywide circulation network maintains emergency response access, including along key north-south and east-west corridors. VZ SE R	On-going	PW PD, MFD, MPD	$$	General Fund, Grants
A4.7h	Monitor and implement improvements as needed for safe walking and bicycling access to schools. VZ SE R	On-going	PW MBL, PD	$$	General Fund, Grants
A4.7i	Utilize educational strategies to improve awareness of safe walking, biking, and driving habits. VZ SE R	On-going	PW PD	$$	General Fund, Grants
P4.8	**Ensure the City's transportation network and planning efforts incorporate new transportation technologies while also preparing for the needs of potential future technol-ogies and modes.**				
A4.8a	Incorporate micromobility services such as bicycle- and scooter-share into first/last mile improvements. VZ SE R	Short-term	PW, MBL, PD	$	General Fund, Grants
A4.8b	Explore the feasibility of implementing microtransit service between Metrolink, the future Gold Line Greenwood Station, and key destinations and attractors in the city. VZ SE R	On-going	PCD MBL, PW, LA Metro	$$	General Fund, Grants
A4.8c	Incorporate shared mobility services passenger loading and ecommerce-based commercial loading into curb space planning in high-demand areas such as the Downtown Montebello Specific Plan area. VZ SE R	On-going	PW, MBL, PD	$	General Fund, Grants
A4.8d	Design future parking structures in a flexible manner that allows conversion to other uses in the future. R	Mid-term	PW Metro, MBL	$$	General Fund, Grants
A4.8e	Monitor and evaluate the development of new mobility technologies. R	On-going	PW, MBL, PD	$	General Fund, Grants

	Policies/Actions	Time-frame	Responsible Party Lead / Other Partners	Cost	Funding Source
Built Environment					
P5.1	**Create and enhance equitable access to spaces that will foster positive interactions and encourage healthy lifestyles.**				
A5.1a	Create public spaces with seating, art, and play features near shopping and business areas of the City (partner with restaurants to create sidewalk outdoor seating areas to activate the sidewalk). SE R	Mid-Term	PCD Restaurants, PW	$$	General Fund, Grants
A5.1b	Ensure that parks, recreation facilities, and other community services are equitably distributed and accessible throughout the community. SE R	On-going	RCS PD	$$	General Fund, Grants
A5.1c	Partner with the Montebello School District to provide joint-use facilities and/or seek agreements and joint ventures with private entities to increase physical activity. SE R	On-going	RCS MSD	$	General Fund, Grants
P5.2	**Create a multimodal transportation system that encourages active living and healthy lifestyles in all areas of the City across a broad spectrum of ages, interests, and abilities.**				
A5.2a	Use recreation programming and community health education to encourage and promote physical activity, healthy eating, and other healthy lifestyle habits. SE R	On-going	CS PD, YMCA	$	General Fund, Grants
A5.2b	Use the City's website, newsletter, and social media accounts to promote walking and bicycling including promoting active transportation to events and maintaining a public user-friendly map-based inventory of bike routes and parking facilities. SE R	On-going	PAIT, PD	$	General Fund, Grants
Access to Healthy Food					
P5.3	**Improve the neighborhood retail environment.**				
A5.3a	Adopt land use regulations to limit unhealthy food outlet density (such as fast food, liquor, and convenience stores). SE R	Short-term	PCD	$	General Fund, Grants
A5.3b	Identify and utilize incentives, grants, and/or programs to encourage: SE R • Restaurants to create a healthier dining experience for customers (ex. highlighting healthy options, offering smaller portions); and • Existing convenience/corner stores to sell fresh foods.	Short-term	PCD Restaurants	$	General Fund, Grants
A5.3c	Promote healthy lifestyles, activities, and food choices at City facilities and City-organized events by requiring healthy food/beverage options (when food is present) and adopting a healthy food procurement policy including increasing the availability of water. SE R	On-going	PD, RCS YMCA, Restaurants	$	General Fund, Grants
Noise					
P5.4	**Minimize noise impacts to ensure that noise does not detract from Montebello's quality of life.**				
A5.4a	Manage relationship between homes and major noise sources through zoning and environmental review and design measures. SE R	On-going	PCD Developers	$	General Fund, Grants
A5.4b	Require development projects to implement mitigation measures, where necessary, to reduce exterior and interior noise levels to meet adopted standards and criteria. Require mixed-use structures to minimize the transfer of noise from commercial uses to residential uses. SE R	On-going	PCD Developers	$	General Fund, Grants
A5.4c	Discourage through traffic in neighborhoods through noise-attenuating roadway materials, and modifications to street design. VZ SE R	On-going	PD PW	$	General Fund, Grants
A5.4d	Minimize stationary noise impacts on sensitive receptors, and require control of noise from construction activities, private developments/ residences, landscaping activities, and special events. SE R	On-going	PD Developers	$	General Fund, Grants Developers
P5.5	**Minimize excessive construction-related noise and vibrations.**				
A5.5a	Adopt and implement measures that reduce construction noise and vibrations. SE R	Short-term	PCD	$	General Fund, Grants
A5.5b	Construction plans submitted to the City shall include construction noise analysis (and vibration analysis where applicable) and identify measures to mitigate excessive noise and vibrations associated with demolition, grading, and construction plans. SE R	On-going	PCD	$	General Fund, Grants

	Policies/Actions	Time-frame	Responsible Party Lead / Other Partners	Cost	Funding Source
Mental Health					
P5.6	**Promote opportunities for people to build connections with their peers, neighbors, and the greater community supporting inter-generational and inter-cultural programs, activities, and events.**				
A5.6	Engage residents in community conversations and volunteer opportunities so they can find fulfillment in ways that benefit themselves and the community. SE R	On-going	PCD CM, YMCA, RCS	$	General Funds, Grants
P5.7	**Facilitate contact with nature through network of public and private green space.**				
A5.7a	Prioritize new parks in areas underserved by parks and open space. SE R	On-going	RCS PD	$$	General Funds, Grants
A5.7b	Remove barriers and enhance access to existing parks. SE R	On-going	RCS PD	$$	General Funds, Grants
A5.7c	Amend development regulations to require new development to provide a range of public and private open spaces. SE R	Short-term	RCS PD	$$	General Funds, Grants
P5.8	**Harnesses naturally occurring power of the sun, direction of wind and other climatic effects to maintain consistent indoor temperatures and occupant comfort.**				
A5.8a	Encourage correct orientation of buildings with appropriate fenestration that bring natural light into buildings. SE R	On-going	PD Developer	$$	General Funds, Grants
A5.8b	Increase access to the Rio Hondo Channel. SE R	Mid-term	PD RCS, ACE, RMC	$$$	General Funds, Grants
A5.8c	Support range of transportation options for seniors that allow them to maintain their independence to get around town and stay connected. VZ SE R	On-going	PD MBL	$$	General Funds, Grants

6. Our Safe Community

Police

P6.1	**Promote crime prevention strategies.**				
A6.1a	Continue to support crime prevention and neighborhood watch programs throughout the city. SE R	On-going	MPD PCD	$	General Funds
A6.1b	Follow principles for Crime Prevention Through Environmental Design (CPTED) to reduce neighborhood crime and violence. SE R	On-going	MPD PCD	$	General Funds
A6.1c	Reduce opportunities for criminal activity through physical design standards, recreation opportunities, educational programs, and counseling services. SE R	On-going	MPD PCD	$	General Funds
A6.1d	Incorporate natural surveillance principles and best practices into development codes and review processes. SE R	On-going	MPD PCD	$	General Funds
P6.2	**Encourage efforts to improve the image of safety in neighborhoods.**				
A6.2a	Build social relationships within neighborhoods to reduce crime by facilitating community action. SE R	On-going	MPD	$	General Funds
A6.2b	Strongly supports community policing efforts. SE R	On-going	MPD	$	General Funds
P6.3	**Prevent bicycle and pedestrian accidents.**				
A6.3a	Design local streets to minimize traffic volumes and/or speed, as appropriate, without compromising connectivity for emergency first responders, bicycles, and pedestrians. VZ SE R	On-going	PW PCD, MPD, MFD, MBL	$$	CIP, ATP, Grants, General Funds
A6.3b	Use traffic calming tools to assist in implementing complete street principles. Possible tools include roundabouts, curb extensions, high visibility crosswalks, and separated bicycle infrastructure. VZ SE R	On-going	PW PCD, MPD, MFD, MBL	$$	CIP, ATP, Grants, General Funds

	Policies/Actions	Time-frame	Responsible Party Lead / Other Partners	Cost	Funding Source
Fire					
P6.4	Provide a high level of fire protection service in the community.				
A6.4a	Maintain an average fire department response time of less than 3 minutes to emergency calls for service. SE	On-going	MFD	$	General Funds, Grants
A6.4b	Continue to secure adequate equipment and attract and retain personnel while collaborating with neighboring jurisdiction and partner agencies to adequately respond to emergencies and incidents in all parts of the City. VZ SE R	On-going	MFD	$$	General Funds, Grants
P6.5	Maintain a current Emergency Operations Plan.				
A6.5	Regularly review and update the City's safety plan every two years. SE R	On-going	MPD MFD	$	General Funds, Grants
P6.6	Minimize damage and maximize resilience from emergencies.				
A6.6a	Consult and collaborate with federal, state, and regional agencies to identify and regulate the disposal and storage of hazardous materials, and prevent the illegal transportation and disposal of hazardous waste. SE R	On-going	MPD MFD	$	General Funds, Grants
A6.6b	Collaborate with appropriate agencies to identify and inventory all users and handlers of hazardous materials to proactively mitigate potential impacts. SE R	On-going	MPD MFD	$	General Funds, Grants
A6.6c	Determine the presence of hazardous materials and/or waste contamination prior to approval of new uses and require that appropriate measures be taken to protect the health and safety of site users and the community. SE R	On-going	MPD MFD	$	General Funds, Grants
A6.6d	Improve public awareness of best practices for and participation in household hazardous waste management and disposal. SE R	On-going	MPD MFD	$	General Funds, Grants
A6.6e	Partner and collaborate with property owners, businesses, and community groups to develop strategies to protect and minimize risks from existing hazardous material sites to existing nearby sensitive uses. SE R	On-going	MPD MFD	$	General Funds, Grants
Climate Vulnerability and Resilience					
P6.7	Identify and appraise the geologic and seismic hazards within the community. Reduce the loss of life, damage to property, and the economic and social dislocations resulting from future earthquakes.				
A6.7a	Continue to update land use standards and development regulations related to the level of seismic hazards as new data and regulations become available. R	On-going	PCD	$	General Funds
A6.7b	Require all aspects of the earthquake, fault rupture, liquefaction, and related seismic hazard evaluation process (planning, investigation, analysis, reporting, review, construction, and operations) for new development and redevelopment to be conducted and independently reviewed by qualified professionals. R	On-going	PCD Developer	$	General Funds, Grants
A6.7c	Require new or substantially remodeled development located within areas of liquefaction potential to be properly designed and constructed for to earthquake safety, and require all development (including City-owned facilities) to comply with established seismic safety standards. R	On-going	PCD, Developer CM, RCS	$$	General Funds, Grants
A6.7d	In the northern portion of the City above the projected location of the Puente Hills Blind Thrust Fault Zone, consider the development of potential Co-Seismic Hazard Management Zones (CSHMZs) for new construction and redevelopment to evaluate the potential impacts of surface movements such as uplift and ground tilting. R	Short-term	PCD MFD, Developer	$$	General Funds, Grants
Fire Safety					
P6.8	Provide protection from wild and urban fire hazards to persons, property, and city assets.				
A6.8a	Develop a "City of Montebello Water Master Plan" and upgrade water lines throughout the city to ensure that they provide adequate fire flows necessary for firefighting. R	Short-term	PW, MFD WP, Consultant	$$	Grants, General Funds
A6.8b	Provide adequate staffing, equipment, technology, training and funding for the Montebello Fire Department to ensure that the department is continually equipped and trained to meet existing and projected service demands and response times. R	On-going	MFD	$$	Grants, General Funds
A6.8c	Continue to use the development review process to project plans to the Fire Department and other reviewing agencies for fire safety review, including building materials, access, and circulation. R	On-going	PCD, MFD	$	Grants, General Funds

	Policies/Actions	Time-frame	Responsible Party Lead Other Partners	Cost	Funding Source
A6.8d	Inspect all fire hydrants for operational readiness on an annual basis, and repair and/or replace all defective hydrants. R	On-going	MFD BD, MPD	$	Grants, General Funds
A6.8e	Use public funding, where available and practical, to assist private landowners in implementing defensible space and building retrofits to achieve a low-risk condition. R	On-going	MFD	$	Grants, General Funds
A6.8f	Ensure that all existing and new residential development located in the Wildland Urban Interface (WUI) and any other future designated wildfire hazard zones have at least two emergency evacuation routes as well as adequate evacuation access (ingress and egress). R	On-going	MFD	$	Grants, General Funds
A6.8g	Sponsor and support public education programs, such as neighborhood events, the Montebello Fire Department website, social media content, and printed educational materials to promote defensible space standards and emergency evacuation protocols. R	On-going	MFD	$	Grants, General Funds
A6.8h	Maintain a maximum response time of 5 minutes for fire suppression services. Require new development to ensure that fire response times and service standards are maintained. R	On-going	MFD Developer	$	Grants, General Funds
A6.8i	Implement fire prevention and suppression programs in areas of high fire hazard areas, including both urban and wildland areas. R	On-going	MFD	$	Grants, General Funds
A6.8j	Maintain adequate fire breaks in areas within and adjacent to areas of high wildfire hazard. R	On-going	MFD	$	Grants, General Funds
A6.8k	Coordinate firefighting efforts with local, state, and federal agencies. R	On-going	MFD	$	Grants, General Funds
A6.8l	Increase the resilience of existing development in high-hazard areas built prior to modern fire safety codes or wildfire hazard mitigation guidance. R	On-going	MFD	$	Grants, General Funds
A6.8m	Maintain adequate fire suppression capability in areas of intensifying urban development, as well as areas where urban uses and open spaces mix. R	On-going	MFD	$	Grants, General Funds
A6.8n	Continue annual brush inspections and enforce clearance requirements on public and private property within the Wildland Urban Interface and any other future designated wildfire hazard zones, as dictated by CAL FIRE, in accordance with the Board of Forestry and Fire Protection Fire Safe Regulations, California Building Standards Code, and Montebello Municipal Code related to ongoing maintenance of vegetation clearance on public and private roads, roadside fuel reduction plan, and defensible space clearances. R	On-going	MFD	$$	Grants, General Funds
A6.8o	Increase the resilience of new development in the Wildland Urban Interface and any other future designated wildfire hazard zones in compliance with the Board of Forestry and Fire Protection Fire Safe Regulations, California Building Standards Code, and Montebello Municipal Code. Require all new development to be served by a water system that meets applicable fire flow requirements. R	On-going	MFD BD	$	Grants, General Funds
A6.8p	Increase the resilience of existing development in the Wildland Urban Interface and any other future designated wildfire hazard zones built prior to modern fire safety codes or wildfire hazard mitigation guidance in compliance with the Board of Forestry and Fire Protection Fire Safe Regulations, California Building Standards Code, and Montebello Municipal Code. R	On-going	MFD	$	Grants, General Funds
A6.8q	Require development of new public facilities, when feasible, to be located outside of and any other future designated wildfire hazard zones to ensure critical infrastructure is fire resilient. R	On-going	MFD	$	Grants, General Funds
A6.8r	Maintain a maximum response time of 5 minutes for fire suppression services. Require new development to ensure that fire response times and service standards are maintained. R	On-going	MFD	$	Grants, General Funds
A6.8s	Ensure that re-development after a large fire complies with the requirements for construction in the Wildland Urban Interface and any other future designated wildfire hazard zones. R	On-going	MFD	$	Grants, General Funds
A6.8t	Ensure that the planning and design of development in and any other future designated wildfire hazard zones minimizes wildfire hazards and includes adequate provisions for vegetation management, emergency vehicle access, and firefighting while also complying with current fire codes. R	On-going	MFD PD	$	Grants, General Funds

	Policies/Actions	Time-frame	Responsible Party Lead / Other Partners	Cost	Funding Source
A6.8u	Require fire protection plans for new development in and any other future designated wildfire hazard zones. R	On-going	MFD / Developer	$	Grants, General Funds
A6.8v	Require visible home and street addressing, and signage across the city. R	On-going	PD	$	Grants, General Funds
A6.8x	The Montebello Police and Fire Departments should routinely assess and project future emergency service needs associated with wildland and urban fire hazards. R	On-going	MFD, MPD	$	Grants, General Funds

Flood Safety

P6.9	Minimize the risks from flooding and related hazards to persons, property, and city assets.				
A6.9a	Cooperate with the Los Angeles County Flood Control District (LACFCD), Federal Emergency Management Agency (FEMA), and other local, state, and federal agencies involved in preparing and implementing flood standards and regulations. R	On-going	PW, MFD / LACFCD, FEMA	$$	Grants, General Funds
A6.9b	Support public education programs on flood protection and emergency preparedness and procedures. Prioritize language appropriate outreach and public education programs for the city's vulnerable populations as identified by the Healthy Places Index. R	On-going	PW, MFD / PAIT	$	Grants, General Funds
A6.9c	Maintain storm drains to prevent local and stormwater flooding and encourage residents to assist in maintaining those drains that are the responsibility of the homeowner. R	On-going	PW	$	Grants, General Funds
A6.9d	Whenever feasible, locate new essential public facilities, including health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities, outside flood hazard and dam inundation zones. R	On-going	RCS, MFD / HS	$	Grants, General Funds
A6.9e	Continue to maintain and upgrade the city-operated flood control system to ensure it can protect existing and planned development. Include evaluations of the system under projected changes in storm frequency and intensity. R	On-going	PW	$	Grants, General Funds
A6.9f	Require that all aspects of the dam failure flood/inundation evaluation process (planning, investigation, analysis, reporting, review, construction, and operations) for new development and redevelopment be conducted and independently reviewed by qualified professionals. R	On-going	PCD, PW / Consultant	$$	Grants, General Funds
A6.9g	Request that the Los Angeles County Flood Control District regularly assess all dams upstream from Montebello for earthquake soundness. R	On-going	PW / LACFCD	$$	Grants, General Funds

Extreme Heat Resilience

P6.10	Minimize potential threats to public health and safety from extreme heat events.				
A6.10a	Promote and expand the use of drought-tolerant green infrastructure, street trees, and landscaped areas, as part of cooling strategies in public and private spaces and promote the addition of shade structures in public spaces. R	On-going	PD / PW, MBL	$	Grants, General Funds
A6.10b	Continue to provide access to cooling centers during extreme heat events, prioritizing outreach to vulnerable populations such as seniors and under-resourced individuals who do not have air conditioning. R	On-going	RCS / YMCA, Library	$	Grants, General Funds
A6.10c	Expand public outreach and warning systems to increase preparedness for extreme heat events. R	On-going	PAIT	$	Grants, General Funds
A6.10d	Explore opportunities to incorporate cool pavement practices into new streetscape or urban design. R	On-going	PD / Developer	$	Grants, General Funds
A6.10e	Promote the use of cool roofs to reduce the urban heat island effect. R	On-going	BD / Developer	$	Grants, General Funds

	Policies/Actions	Time-frame	Responsible Party Lead / Other Partners	Cost	Funding Source
Geology and Soil Hazards					
P6.11	Minimize the risks of geotechnical hazards to persons, property, and city assets.				
A6.11a	Encourage development in low hazards areas and implement actions that minimize changes to the natural topography and drainages. Protect public safety and reduce potential property damage due to geologic and soil hazards by using proper design and construction techniques. R	On-going	PCD MFD, PW	$	Grants, General Funds
A6.11b	Require that all aspects of the geotechnical and engineering geology evaluation process (planning, investigation, analysis, reporting, review, construction, and operations) for new development and redevelopment be conducted and independently reviewed by qualified professionals. R	On-going	PW MFD	$	Grants, General Funds
A6.11c	Regulate development in Alquist-Priolo Earthquake Fault Zones consistent with levels of acceptable risk. R	On-going	BD MFD	$	Grants, General Funds
A6.11d	Prioritize that siting of new critical use facilities be based on comprehensive geotechnical evaluation and consideration of seismic and other geotechnical hazards. R	On-going	BD MFD	$	Grants, General Funds
Disaster Preparedness and Emergency Response					
P6.12	Take necessary steps to establish and maintain the City's capability to respond promptly and effectively to emergencies.				
A6.12a	Review service levels regularly and adjust service accordingly to meet the demands of continued growth in population, development, tourism, and other factors which could change the needs for emergency services. R	On-going	MFD, MPD	$	Grants, General Funds
A6.12b	Establish designated emergency response and evacuation routes throughout the city, for each climate hazard (e.g., flooding, fire, etc.), focusing on the most vulnerable populations including seniors and geographically isolated individuals. R	Short-term	MFD, MPD RM	$	Grants, General Funds
A6.12c	Regularly update and maintain emergency preparedness and evacuation plans; create public information/education programs to enable coordinated response, recovery, and mitigation efforts by the city and other governmental agencies. R	On-going	MFD, MPD RM	$	Grants, General Funds
A6.12d	Foster cooperation with neighboring cities and agencies to enhance mutual aid opportunities following natural hazard events. R	On-going	MFD, MPD	$	Grants, General Funds
A6.12e	Ensure operational readiness of the City's Emergency Operations Center (EOC). R	On-going	RM MFD, MPD	$	Grants, General Funds
A6.12f	Adopt, monitor, and maintain service delivery objectives based on national time standards for all fire, rescue and emergency response services. R	Short-term	MFD, MPD RM	$	Grants, General Funds
A6.12g	Coordinate with other area jurisdictions and local community groups and businesses to execute a variety of exercises to test operational and emergency plans and identify potential deficiencies in services that may occur during a disaster. R	Short-term	RM, MFD, MPD FEMA	$	Grants, General Funds
A6.12h	Address any deficiencies identified during emergency operations testing exercises by amending the City's Emergency Operations Plan accordingly. Continue to update the City's Emergency Operations Plan every five years. R	Short-term	RM, MFD, MPD	$	Grants, General Funds
A6.12i	Update the Hazard Mitigation Plan every five years and evaluate the mitigation plan annually to determine the effectiveness of programs and to reflect changes in land development or programs that may affect mitigation priorities. R	Short-term	MFD MPD, PD	$	Grants, General Funds
A6.12j	Develop and support a network of resilience hubs to facilitate health, food, medical, and emergency services, especially to vulnerable populations during climate hazards such as extreme heat events, flooding, and poor air quality events. R	Short-term	MPD, PD RCS, HS	$	Grants, General Funds
A6.12k	Evaluate critical facilities to assess the feasibility of retrofitting to increase long-term resilience to climate change hazards including extreme heat, extreme precipitation events, and wildfire. R	Short-term	RM, CM PW, RCS, MFD	$	Grants, General Funds

	Policies/Actions	Time-frame	Responsible Party Lead / Other Partners	Cost	Funding Source
Disaster Recovery					
P6.13	Plan for efficient and rapid recovery from disasters.				
A6.13a	Develop and implement plans based off emergency operations testing exercises to conduct orderly and efficient reconstruction of Montebello following a major disaster. R	Short-term	MFD, RM, CM / MPD, PW, PCD	$	Grants, General Funds
A6.13b	Ensure that disaster recovery efforts involving the disposal of materials adhere to federal, state and city regulations. R	On-going	PW, MFD	$	Grants, General Funds
A6.13c	To the extent possible, ensure that appropriate and effective action is taken to safeguard life and property during and immediately after emergencies, and assist in returning their lives and businesses to normal following a major event. R	On-going	MPD, MFD / CM, BD	$	Grants, General Funds
A6.13d	Ensure transparency and access to language appropriate public information throughout the disaster recovery process. R	On-going	PAIT / CM	$	Grants, General Funds

7. Our Active Community

Access

P7.1	Expand park inventory to strive for the standard of 5 acres per 1000 residents.				
A7.1a	Amend development code to require new development to provide its fair share of public and private open spaces. SE R	Immediate	PCD / Developer	$	Grants, General Funds
A7.1b	Provide parks, open spaces, and trails at Montbello Hills. SE R	Short-term	Developer / PCD	$	Grants, General Funds
A7.1c	Provide parks, open spaces, and trails along the Edison Easement. SE R	Mid-term	RCS / PD, SCE	$	Grants, General Funds
A7.1d	Increase access to the Rio Hondo trail. SE R	Short-term	RCS, PD, RMC, ACE	$	Grants, General Funds
A7.1e	Collaborate with the school district to facilitate access and community use of school grounds when school is closed. Develop a joint use agreement with the school district to ensure the partnership is equitable. SE R	On-going	MUSD, RCS, PD	$	Grants, General Funds
P7.2	Ensure the maximum distance between residents' homes and the nearest public park is 1/2 mile.				
A7.2	Expand the overall parks and recreation system through repurposing public land like excess street-space, partnering with other organizations like Montebello School District, churches, and similar institutional uses for access and joint use of open space and facilities, and use other creative means to help address service gaps in available open spaces. SE R	Mid-term	RCS / MUSD, RI	$$	Grants, General Funds
P7.3	Promote, expand, and protect a green infrastructure that links the natural habitat.				
A7.3a	Prepare a citywide Green Infrastructure Framework. VZ SE R	Short-term	PW / PD, RCS, Consultant	$$	Grants, General Funds
A7.3b	Use parks as functional landscapes that perform green stormwater infrastructure and flood mitigation roles to enhance resiliency, recreational use, and beauty. R	Short-term	RCS, PD, PW	$	Grants, General Funds
A7.3c	Encourage simple, small, and low-cost demonstration green infrastructure projects both in the public and private realm. VZ SE R	Short-term	PD, PW, RCS / Developer	$$	Grants, General Funds
A7.3d	Include an urban trails signage program that connects corridors and trails within the City to other regional trails. VZ SE R	Short-term	RCS / PCD, RMC, ACE, SGV	$$	Grants, General Funds

	Policies/Actions	Time-frame	Responsible Party Lead Other Partners	Cost	Funding Source
P7.4	Identify and remove barriers to access parks. Encourage walking and biking as preferred way to get to and from parks.				
A7.4a	Increase the number of entrances to existing parks to expand the number of residents within walking distance of a park. VZ SE R	On-going	RCS	$	Grants, General Funds
A7.4b	Proactively plan entrances and access points for new parks to ensure the greatest number of residents are within walking distance. VZ SE R	On-going	RCS	$	Grants, General Funds
A7.4c	Prioritize new access or entry points near existing mobility networks, including sidewalks, bike routes, trails, and transit. VZ SE R	On-going	PD, PW MBL	$$	Grants, General Funds
P7.5	Make parks safer.				
A7.5a	Design parks to be in the line of sight of adjacent land uses and activities to ensure visibility. The frontages of the buildings should have active edges such as front doors, windows, and storefronts. SE R	On-going	RCS PD	$$	Grants, General Funds
A7.5b	Lighting should direct movement between destinations. VZ SE R	On-going	Businesses, Developer	$	Grants, General Funds
A7.5c	Increase presence of security officers in parks of concern. SE R	On-going	RCS	$	Grants, General Funds

Facilities and Amenities

P7.6	Address deferred maintenance of citywide park system.				
A7.6a	Prioritize maintenance items that need immediate repair. Evaluate the list annually to create priorities to be addressed. SE R	Short-term	PW CM	$$	Grants, General Funds
A7.6b	Consider outsourcing service repairs as needed to meet the demand for deferred maintenance. SE R	Short-term	PW	$$	Grants, General Funds
P7.7	Explore adding indoor facilities, recreation, teen, and Senior Centers.				
A7.7a	Find underutilized areas within the key growth areas of the City for additional indoor facilities, recreation, teen and senior centers. SE R	Short-term	EDD	$	Grants, General Funds
A7.7b	Study the feasibility of adding a recreation facility on the western edge of town. SE R	Mid-term	RCS Consultant	$$	Grants, General Funds
P7.8	Develop flexible use areas that can be used for multiple events and activities.				
A7.8a	Assess the feasibility of creating a multi-use field at Reggie Rodriguez and Grant Rea Parks. SE R	Mid-term	RCS Consultant	$$	Grants, General Funds
A7.8b	Identify areas for multi-use fields. SE R	Short-term	RCS	$	Grants, General Funds
P7.9	Provide diverse programs and events.				
A7.9a	Install outdoor fitness and exercise equipment in programmable spaces in neighborhood parks. SE R	Short-term	RCS	$$	Grants, General Funds
A7.9b	Increase and enhance programs for individuals with disabilities. Consider programmatic ADA inclusion requirements. SE	Short-term	RCS	$$	Grants, General Funds
A7.9c	Offer organized walking programs for seniors and families in safe environments. VZ SE R	Short-term	RCS	$	Grants, General Funds
A7.9d	Offer additional enrichment classes for Seniors, using contract or volunteer instructors to maintain affordability. SE R	Short-term	RCS	$	Grants, General Funds
A7.9e	Offer special events in neighborhood parks that reinforces its unique sense of place and community. SE R	Short-term	RCS	$	Grants, General Funds
A7.9f	Develop partnerships with environmental advocacy groups, schools, and educators to offer environmental education programs and camps in local parks and open spaces. SE R	Mid-term	RCS MUSD	$	Grants, General Funds

	Policies/Actions	Time-frame	Responsible Party Lead / Other Partners	Cost	Funding Source
P7.10	Provide multi-purpose courts to accommodate trends and more variety in court sports.				
A7.10	Identify existing courts that can be converted to multi-purpose courts. Prioritize multi-purpose courts in areas where level of service is lacking. Add multi-purpose courts including line striping for sports that are growing in demand. SE R	Mid-term	RCS	$	Grants, General Funds
P7.11	Communicate recreation opportunities to city residents.				
A7.11	Develop a marketing plan that includes outreach, pricing, promotion, program mix and social media. SE R	Mid-term	RCS	$	Grants, General Funds

Capacity

P7.12	Strive for financial resiliency to provide, maintain, & operate parks & recreational programs into an uncertain future.				
A7.12a	Reevaluate user fees for services to ensure it covers staffing, maintenance, and upkeep. SE R	Mid-term	RCS Consultant	$$	Grants, General Funds
A7.12b	Assure that the City's Park Impact Fee Ordinance is kept current and reflects the appropriate impact fee for residential development. R	Mid-term	PCD	$	Grants, General Funds
A7.12c	Consider expanding volunteer opportunities such as Adopt-a-Park, Teen Internships, Neighborhood Cleanups, Habitat Restoration, Youth Sports Coaches and Officials, etc. to enhance volunteer efforts in the City. SE R	Long-term	RCS YMCA, MUSD	$	Grants, General Funds
P7.13	Create and promote opportunities to participate/ volunteer in the expansion/maintenance/operations of parks, recreation, events, projects & programs.				
A7.13a	Use the City website and MyMontebello app to promote special events and allow public to report any graffiti, or street, sidewalk, light, tree problem, or issues at parks. SE R	On-going	PAIT PW, RCS	$	Grants, General Funds
A7.13b	Create a parks map with safe walking path to parks, with mileage information. VZ SE R	Mid-term	RCS	$	Grants, General Funds
P7.14	Continue to partner with other recreation service providers to develop programs and services to meet changing demand and trends.				
A7.14	Coordinate with local recreation providers to reduce duplication of services. R	On-going	RCS YMCA	$	Grants, General Funds
P7.15	Explore creative or alternative funding opportunities for programs & capital projects.				
A7.15a	Explore establishing a Community Foundation or "Friends of Montebello Parks" organization for the purpose of soliciting park land donations; applying for private grants the City cannot apply for on its own; and for fundraising to acquire park land and open space. R	Mid-term	RCS	$	Grants, General Funds
A7.15b	Explore naming rights, sponsorships and asset management opportunities to create ongoing revenue for maintenance and operations of existing facilities. R	Long-term	RCS CM	$	Grants, General Funds
A7.15c	Explore contracts with private business to provide and operate some of the recreational activities which would be financed, constructed, and operated by the private sector with additional compensation paid to the City. R	Long-term	EDD MCC, RCS	$	Grants, General Funds
A7.15d	Explore inter-local agreements between two or more local units of government and/or between a local unit of government and a non-profit organization for the joint usage/development of sports fields, regional parks, or other facilities. R	Mid-term	RCS Non-profit Organizations	$	Grants, General Funds

8. Our Creative Community

	Policies/Actions	Time-frame	Responsible Party Lead / Other Partners	Cost	Funding Source
Creative Prosperity					
P8.1	**Increase awareness of the importance of the creative community.**				
A8.1a	Communicate with a unified voice to decision makers about impact of creative businesses on the economy. SE R	On-going	EDD	$	Grants, General Funds
A8.1b	Brand and market Montebello's Creative Sector. SE R	On-going	CM EDD, PAIT	$	Grants, General Funds
P8.2	**Leverage maker economy to grow creative workforce, training, housing, and jobs.**				
A8.2a	Map and convene the existing community of makers, connecting entrepreneurs to small business supports, investing in incubators and accelerators, and helping low-income entrepreneurs access capital. SE R	On-going	EDD MCC	$	Grants, General Funds
A8.2b	Drive demand for locally made and manufactured products through "Made Local" and regional brand campaigns, and by creating new business-to-business procurement. SE R	On-going	EDD Businesses	$	Grants, General Funds
A8.2c	Provide access to affordable and safe production spaces for makers and manufacturers by identifying micro-retail opportunities in existing buildings and new construction. SE R	On-going	PCD Developer	$	Grants, General Funds
A8.2d	Continue to explore development of artists' live/work spaces, including as part of a mixed-use development in downtown area and along the corridors. SE R	On-going	PCD Developer	$	Grants, General Funds
P8.3	**Expand artistic space, activities and programs in non-traditional venues.**				
A8.3a	Facilitate the temporary & opportunistic use of vacant or underutilized spaces & venues for creative purposes. SE R	On-going	EDD MCC	$	Grants, General Funds
A8.3b	Explore use of public buildings such as City Hall, Senior Center, Youth Center, Library, and School buildings for arts activation and promotion. R	On-going	RCS Library, YMCA, MUSD	$	Grants, General Funds
A8.3c	Expand arts programs, activation, and promotion of local creative events at transit stops, and on buses and trains in partnership with transit agencies. SE R	On-going	RCS MBL	$	Grants, General Funds
Creative Placemaking					
P8.4	**Weave arts and culture into the fabric of the City.**				
A8.4a	Infuse arts, culture, and creativity into neighborhoods, trails, bike paths, streets, parks, and other transit modes. SE R	On-going	EDD	$	Grants, General Funds
A8.4b	Ignite public spaces with arts and culture-driven information and media, at gateway locations, Downtown, Civic Center, and along the Rio Hondo Channel. SE R	Short-term	EDD	$	Grants, General Funds
P8.5	**Make Montebello's arts, cultural, heritage, and natural attractions visible & accessible to tourists & local audiences.**				
A8.5a	Partner with media outlets (print, radio, online) to maximize existing resources while expanding coverage of arts and cultural endeavors. SE R	Short-term	PAIT DWN, MN	$	Grants, General Funds
A8.5b	Develop a cultural resource map & directory. SE R	Mid-term	PCD, RCS	$	Grants, General Funds
A8.5c	Leverage the transit stops to promote attractions/events. SE R	Long-term	MBL PCD	$	Grants, General Funds
P8.6	**Develop an iconic cultural event.**				
A8.6	Identify the event promoter with the most promise to serve this role. SE R	Mid-term	CM, PAIT	$	Grants, General Funds

	Policies/Actions	Time-frame	Responsible Party Lead / Other Partners	Cost	Funding Source
Education for Creativity					
P8.7	Engage students and youth in the creative community beyond the classroom.				
A8.7a	Create citywide art programs for the youth. SE R	Mid-term	RCS EDD	$	Grants, General Funds
A8.7b	Collaborate with local partners to support art education. SE R	Mid-term	RCS Businesses	$	Grants, General Funds
P8.8	Increase partnerships between higher education, cultural organizations and arts entrepreneurs.				
A8.8	Host periodic networking events for art educators to identify assets, shared goals, opportunities to scale and share results; and implement collaborative projects. SE R	Mid-term	RCS	$	Grants, General Funds
Cultural Equity					
P8.9	Enhance public understanding, appreciation, & respect for all cultures, achieving diversity, equity, and inclusion.				
A8.9	Create strategic partnerships among artists, activists, businesses, and policymakers to discuss and activate arts and culture roles in strengthening communities. SE R	Short-term	EDD RCS	$	Grants, General Funds
P8.10	Expand equity-focused arts and culture investments across public agencies, through budget appropriations, and targeted allocations to artists of color, and cultural institutions serving communities of color and low-income areas.				
A8.10a	Include artists of color and cultural representatives on boards, commissions, and other agencies to reflect demographics and interests of their communities, and to inform projects in their neighborhoods. SE R	On-going	PCD	$	Grants, General Funds
A8.10b	Support purchases from artists and cultural groups of color. SE R	On-going	EDD	$	Grants, General Funds
P8.11	Increase access to arts and culture in under-resourced neighborhoods.				
A8.11a	Maximize use of all city facilities and assets to bring arts programs and cultural activities to each neighborhood, including parks, recreation centers, libraries, and other facilities. SE R	On-going	RCD	$	Grants, General Funds
A8.11b	Recognize and celebrate artistic and creative professionals who live in these neighborhoods. SE R	On-going	CM	$	Grants, General Funds
A8.11c	Foster use of available and appropriate facilities for studio and living spaces for artists. SE R	On-going	EDD	$	Grants, General Funds
Historic Preservation					
P8.12	Create a useful portal to historical information and preservation resources on the City's web site.				
A8.12a	Enhance the City's existing web page entitled "The History of Montebello" with additional information about the developmental, architectural, and cultural history of Montebello, particularly in the period after its 1920 incorporation. R	Short-term	PAIT	$	Grants, General Funds
A8.12b	Provide links to local history resources like the Montebello Historical Society, and historic preservation resources like those of the Los Angeles Conservancy, the California State Office of Historic Preservation, and the National Park Service. R	Short-term	PAIT	$	Grants, General Funds
P8.13	Make information related to the City's historic built environment available on multiple platforms and in varied formats.				
A8.13a	Utilize the City's social media platforms (Facebook, Instagram, etc.) to promote awareness of local history and highlight sites or topics of local historical significance. R	Short-term	PAIT PCD	$	Grants, General Funds
A8.13b	Promote local knowledge and tourism by developing walking tours of Montebello. R	Mid-term	PAIT PCD	$	Grants, General Funds
A8.13c	Create a curriculum available to local public and private elementary schools based on local architecture and history. R	Long-term	PCD	$	Grants, General Funds

	Policies/Actions	Time-frame	Responsible Party Lead / Other Partners	Cost	Funding Source
P8.14	Promote the importance of integrating new development with the existing building stock, particularly within the Downtown Montebello Specific Plan Area.				
A8.14a	Develop design standards that encourage architectural continuity for infill development within the Downtown Montebello Specific Plan Area through size, massing, scale, materials, and other relevant factors. SE R	Immediate	PD Developer, Consultant	$$	Grants, General Funds
A8.14b	Address issues of continuity and compatibility of typology, massing, design, etc. in future Specific Plans. R	On-going	PD Developer, Consultant	$$	Grants, General Funds
P8.15	Develop a policy framework for evaluating the potential significance of older properties within City limits.				
A8.15	Require a Phase I Environmental Assessment when a demolition permit application is submitted for properties that are greater than 50 years of age, to assess preliminary historic eligibility. R	On-going	PD	$	Grants, General Funds
P8.16	Develop historic context statement(s) to guide future historic resource survey efforts.				
A8.16a	Prepare a focused historic context statement for the Downtown Montebello Specific Plan Area, using the Historic Context Report prepared for the General Plan Update as a foundation. R	Immediate	PD	$	Grants, General Funds
A8.16b	Prepare a citywide historic context statement for Montebello. R	Immediate	PD	$	Grants, General Funds
P8.17	Identify potential historical resources within City limits.				
A8.17a	Conduct a focused historic resources survey of the Downtown Montebello Specific Plan Area to identify potential historical resources within the City's historic downtown core. R	Short-term	PCD Consultant, PAIT	$$	Grants, General Funds
A8.17b	Expand survey efforts to other areas of the City as resources permit. R	Short-term	PCD PAIT	$	Grants, General Funds
P8.18	Engage community members and stakeholders when identifying potential historical resources.				
A8.18	Encourage public participation in the identification of historical resources by maintaining a web page dedicated to local history, and soliciting input from the Montebello Historical Society and other local stakeholders about buildings, sites, and other elements of the City's built environment that are of interest. SE R	Short-term	PCD MHS	$	Grants, General Funds
P8.19	Identify and protect Montebello's paleontological resources.				
A8.19	A Qualified Professional Paleontologist shall be retained by the project applicant to conduct a paleontological resources analysis prior to the beginning of projects involving ground disturbance in geologic units with high paleontological sensitivity to determine whether there is a potential for significant impacts to paleontological resources. Paleontological resources analyses shall be reviewed, approved, and enforced by the City of Montebello. SE R	On-going	PD Qualified Paleontologist, Developer	$	Developer, General Funds
P8.20	Develop policies and procedures enabling the protection of local historical resources.				
A8.20a	Adopt a historic preservation ordinance that enables the designation of local sites as historic, listing of these sites on a local register of historical resources, and provision of a level of protection through design review. R	Short-term	PCD	$	Grants, General Funds
A8.20b	Establish a Historic Preservation Commission whose purview includes the designation of local landmarks and the review of proposed changes to historic properties. R	Short-term	PCD	$	Grants, General Funds
A8.20c	Provide opportunities for regular training and discussion of the Secretary of the Interior's Standards for Rehabilitation and other historic preservation topics for City staff and Commissioners. R	Short-term	PCD	$	Grants, General Funds
P8.21	Encourage and promote the designation of local historical resources.				
A8.21	Implement incentive program(s) to encourage the preservation and maintenance of historical resources. R	Short-term	PCD	$	Grants, General Funds

	Policies/Actions	Time-frame	Responsible Party Lead Other Partners	Cost	Funding Source
Public Art					
P8.21	**Develop a Public Arts Program.**				
A8.21a	Develop standards to consistently apply the "Percent for Public Art" policy to municipal capital projects. R	Short-term	PCD RCS	$	Grants, General Funds
A8.21b	Develop standards to consistently apply "Percent for Public Art" policy for private development. R	Short-term	PCD Developer	$	Grants, General Funds
A8.21c	Pool public art funds to produce new works in underserved areas of the city. SE R	Short-term	PCD	$	Art Funds, Grants
A8.21d	Protect public art works city-wide through proactive maintenance. R	On-going	PCD, PW	$	Grants, General Funds
P8.22	**Promote education and interactive components to increase understanding of public art and their contribution to Montebello.**				
A8.22a	Build a digital library of artist videos that tell the story of the pieces and makes the work more accessible. R	Mid-term	PCD MCC, PAIT	$	Grants, General Funds
A8.22b	Activate public art through community-focused educational and interpretive programming. R	Mid-term	PCD, RCS YMCA	$	Grants, General Funds
P8.23	**Integrate public art into the development review & capital improvement program.**				
A8.23	Identify public art opportunities and engage artists as early as possible in all projects. R	On-going	PCD	$	Grants, General Funds
Capacity and Leadership					
P8.24	**Ensure that Montebello's cultural organizations have the necessary resources to succeed.**				
A8.24a	Promote volunteer opportunities in the creative sector through an Arts and Culture e-newsletter. R	On-going	PCD RCS, PAIT	$	Grants, General Funds
A8.24b	Encourage & facilitate placement of artists on City Advisory Boards, Commissions, and other leadership bodies. R	On-going	PCD	$	Grants, General Funds
A8.24c	Actively search for and apply for new funding opportunities such as grants, corporate sponsorship, etc. SE R	On-going	PCD	$	Grants, General Funds

ACE	Army Corps of Engineers
BD	Building Department
CE	Code Enforcement
CM	City Manager
DWN	Daily Whittier News
PCD	Planning and Community Development
MCC	Montebello Chamber of Commerce
EDD	Economic Development Division
FEMA	Federal Emergency Management Agency
FO	Food Organizations
HD	Health Department
HS	Health Services
LAEOWDD	County LA Department of Economic Opportunity Workforce Development Division
LACFCD	Los Angeles County Flood Control District
MBL	Montebello Bus Lines
MFD	Montebello Fire Department
MHS	Montebello Historic Society
MSD	Montebello School District
PAIT	Public Affairs and Information Technology
MPD	Montebello Police Department
MUSD	Montebello Unified School District
MN	Montebello News
PD	Planning Division
PW	Public Works
RCS	Parks and Community Services
RI	Religious Institutions
RM	Risk Manager
RMC	Rivers and Mountains Conservancy
SCAQMD	South Coast Air Quality Management District
SD	LA County Sanitation District
WP	Water Purveyors

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CITY OF
montebello

GENERAL PLAN UPDATE 2040



Montebello

BICYCLE MASTER PLAN

APRIL 2024

MONTEBELLO

MONTEBELLO

Bicycle Master Plan

Prepared for:
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Montebello, CA 90640

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April 2024

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01
EXECUTIVE SUMMARY





Source: Kittelson & Associates, Inc.

Executive Summary

The City of Montebello Bicycle Master Plan (BMP) establishes the City's vision and comprehensive approach to improving bicycling in Montebello. This document lays out the steps for the City to promote and enhance bicycling in Montebello for its residents, workers, and visitors of all ages and abilities.

This BMP serves to improve bicycling throughout Montebello by aiding in the development of a connected citywide bicycle network, improving nonmotorized access to important destinations, increasing connectivity across barriers and conflict points, providing bicycling connectivity to public transit, and enhancing safety and comfort for people of all ages and abilities who want to bicycle in the city. Whether riding home from school or to the Rio Hondo River Trail, bicycling has the potential to be a significant component of how people travel in Montebello.

As a comprehensive action plan, the Montebello BMP identifies projects, programs, and policies intended to encourage bicycling throughout the city. This BMP identifies facility needs that will enhance the safety and comfort of bicycling for every resident, employee, and visitor of Montebello. This executive summary provides an overview of key BMP content and recommendations and can serve as a standalone document.

This BMP is organized into the following chapters:

- **Introduction:** Provides the project background, relationship to other plans and policies, and describes the BMP vision, goals, and objectives.
- **Bicycling in Montebello Today:** Details existing conditions in Montebello, including mode share, demographics, bicycling activity levels, important destinations, existing facilities, existing programs, and barriers to bicycling in the city.
- **Community Engagement:** Summarizes the community engagement process and feedback received through workshops, stakeholder meetings, and an online survey.
- **Recommended Bicycle Network:** Discusses the recommended bikeways, key intersections, bicycle parking locations, bicycle wayfinding locations, and priority projects.
- **Recommended Programs and Policies:** Summarizes recommended programs and policies to improve conditions and encourage bicycling, with additional information and references for key topic areas.
- **Funding and Implementation:** Provides an overview of potential funding sources, identifies implementation timelines, and includes recommended performance measures for tracking and evaluating progress toward plan implementation over time.

Plan Vision and Goals

The City of Montebello BMP is guided by the following vision: The City of Montebello will increase bicycling by being a place where people of all ages and abilities can conveniently bicycle to local and regional destinations. The City will provide safe, accessible bicycle facilities and supporting amenities to create a more welcoming, encouraging environment for bicyclists, cultivating a culture of bicycling as part of the City's identity. The goals and objectives to achieve this vision follow.

ACCESSIBILITY

Provide comfortable, direct, and convenient bicycle facilities for users of all ages and abilities.

Providing comfortable and convenient bicycle facilities that offer direct pathways to important destinations can allow bicyclists of all ages and abilities to access local and regional destinations within and outside the city. This can help increase the number of bicycle trips taken for work, school, recreation, and shopping.

- Provide bicycle facilities to and from important local and regional destinations and coordinate with adjacent jurisdictions and other agencies to ensure bikeway connectivity and consistency.
- Improve access to the Rio Hondo River Trail by improving trail access points, positioning wayfinding signage between the trail and important destinations in Montebello and providing bicycle facilities to and from the trail.
- Improve bicycling connectivity to existing and planned transit stations.
- Implement short-term and quick-build solutions at key locations until more permanent solutions are implemented.
- Supplement the provision of bikeways at important destinations with other bicycle-oriented amenities.
- Provide or encourage the provision of secure and convenient bicycle parking at important destinations.
- Design low-stress separated facilities and bicycle boulevards that acknowledge the needs of bicyclists of all ages and abilities.

SAFETY

Improve safety and the perception of safety for bicyclists.

Creating a network of safe bicycle facilities can help reduce the frequency and severity of bicycle-involved crashes and injuries while also encouraging people to bicycle. In addition, facilities should address the perceived lack of safety bicyclists may feel along some corridors or under certain conditions. Methods to address safety can include infrastructure, enforcement, and education.

- Develop a bicycling network that consists of low-stress bikeways that meet the needs of bicyclists of all ages and abilities.
- Improve bicyclists' perception of safety when using Montebello's circulation network with protected bicycle facilities where feasible.
- Implement designs that reduce conflicts between bicycles and other modes such as automobiles, pedestrians, and transit vehicles along roads, at intersections, and at local destinations.

- Work with local agencies and organizations to implement safety education programs and campaigns for bicyclists, drivers, and other street users.
- Partner with law enforcement to equitably enforce safety laws for all road users, with an aim of discouraging vehicle speeding.

ENCOURAGEMENT

Encourage people to bicycle, increase the visibility of bicycling in the city, and cultivate a culture of bicycling.

Creating an environment that welcomes and encourages people to bicycle can help shift trips away from private automobiles. It can also help foster a sense of local identity, increase the visibility of bicycling in the city, and ingrain bicycling as part of Montebello's culture. In addition to education campaigns, physical design modifications can help achieve this goal and put bicycling at the forefront of the city's identity.

- Implement a system of bicycle wayfinding that can direct bicyclists to destinations while also increasing awareness of bicycling as a viable mode in Montebello.
- Partner with local agencies and organizations to host workshops and events to encourage bicycling, such as bicycle repair workshops and open street events.
- Utilize the City's resources (such as social media channels) to promote bicycling.



Source: LA Streetsblog/Joe Linton

Bicycling in Montebello Today

Establishing the baseline bicycling conditions in Montebello informed the recommendations developed for the BMP. Baseline conditions were documented based on new data collection, as well as site visits across the city.

EXISTING MODE SHARE

According to the US Census, approximately 0.2% of Montebello resident workers commute to work via bicycle. This is lower than the countywide average and lower than the nearby cities of Bell Gardens and Monterey Park; however, bicycle commuting in Montebello is higher than the nearby cities of Commerce, Downey, and Pico Rivera. In addition, 7% of households in Montebello do not own a car and depend on other modes of transportation (such as bicycling, walking, or taking transit) to reach their destinations. In comparison, 8.6% of households countywide do not own a car.

EXISTING BICYCLE NETWORK

Bikeways are generally categorized into the following types:

- **Bike path:** Also known as a Class 1 bicycle facility, shared path, or multiuse path, a bike path is a paved right-of-way for bicycle travel that is completely separate from any street or highway (e.g., along a creek or channel).
- **Bike lane:** Also known as a Class 2 bicycle facility, a bike lane is a striped and stenciled lane for one-way bicycle travel on a street or highway. This facility could include a buffered space between the bike lane and vehicle lane (referred to as a buffered bike lane) and the bike lane could be adjacent to on-street parking.
- **Bike route:** Also known as a Class 3 bicycle facility, a bike route is a signed route along a street where the bicyclist shares the right-of-way with motor vehicles. This facility can also be augmented using shared-lane markings (also known as sharrows). An enhanced bike route, known as a bike boulevard, can include traffic calming treatments to slow down vehicles.
- **Separated bike lane:** Also known as a Class 4 bicycle facility, a cycle track, or a protected bike lane, this is a bikeway for the exclusive use of bicycles including a separation between the bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking. A separated bike lane can be one-way or two-way.

Existing bicycle facilities within Montebello are shown in **Figure 1.** There are a limited number of bikeways in and around the city currently, and the network is generally disconnected. For example, bicycle facilities may end at an intersection. This lack of connectivity can discourage people from bicycling. Additionally, there are no established bicycle connections to the Rio Hondo River Trail or to bicycle facilities in neighboring cities, which are also shown in **Figure 1**.

Other planned bikeways within and around the city of Montebello are shown in **Figure 2**. These bikeways have been proposed and are being implemented as part of planning efforts separate from this BMP. However, they are being included in the BMP's assumed baseline conditions to be consistent with these efforts and to ensure that the BMP's proposed bikeway network fits seamlessly into other planned improvements in the city.

EXISTING BARRIERS TO BICYCLING

Based on the data collection effort, site visits, and community engagement, existing barriers to bicycling in Montebello or barriers to implementing bikeway projects consist of the following:

- A history of bicyclist-involved collisions along major roadways;
- Lack of bicycle facilities or supportive infrastructure for bicycling;
- Lack of connectivity between bicycle facilities;
- Uncomfortable, vehicle-oriented streets with high speeds and volumes;
- Lack of transit accessibility via bicycle;
- Railroad tracks and lack of convenient or comfortable crossing locations;
- Presence of vehicle parking (including street parking and retail parking lots);
- Hilly topography;
- Freeway ramps; and
- Lack of bicycling culture and visibility.



FIGURE 1. EXISTING BICYCLE NETWORK

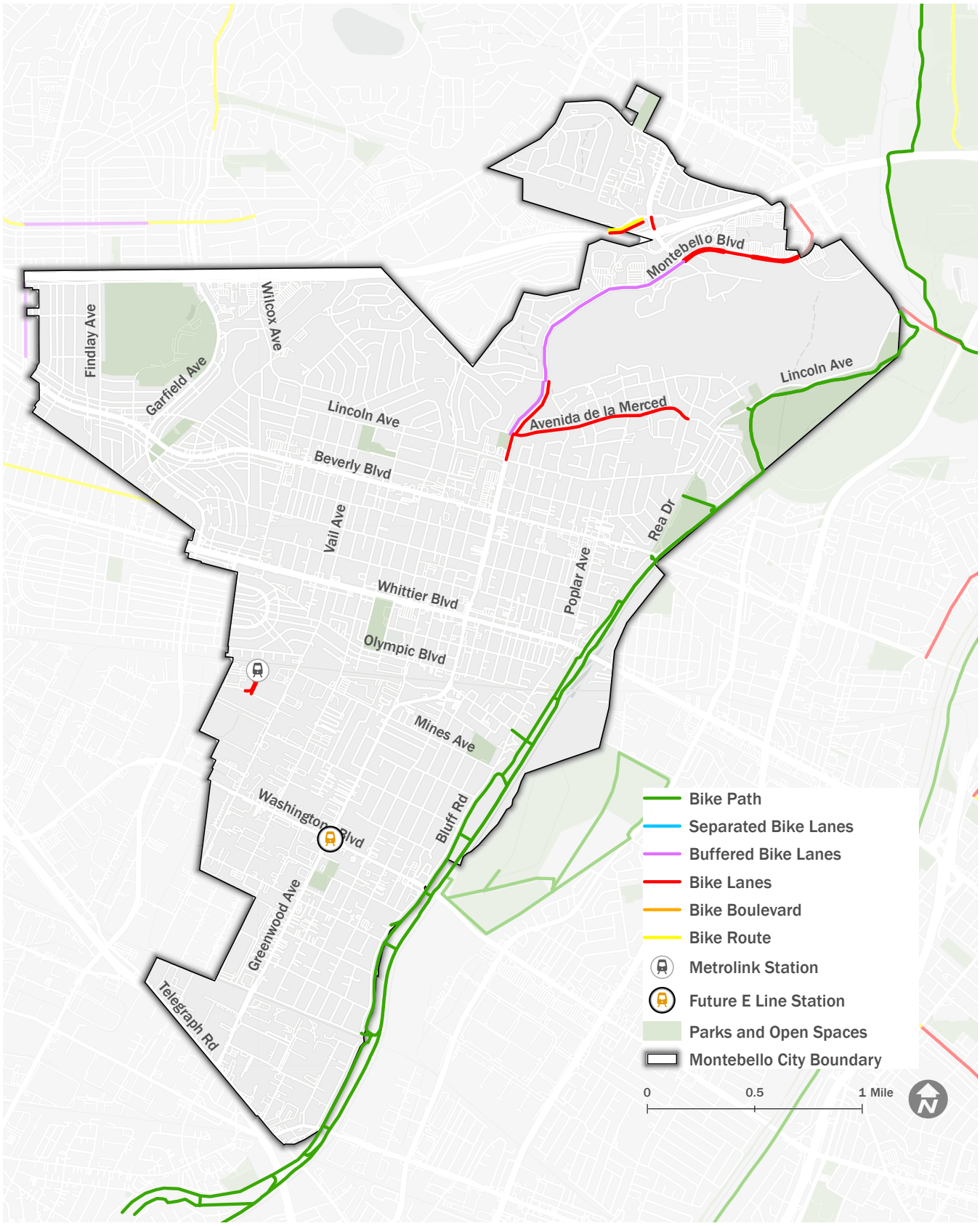
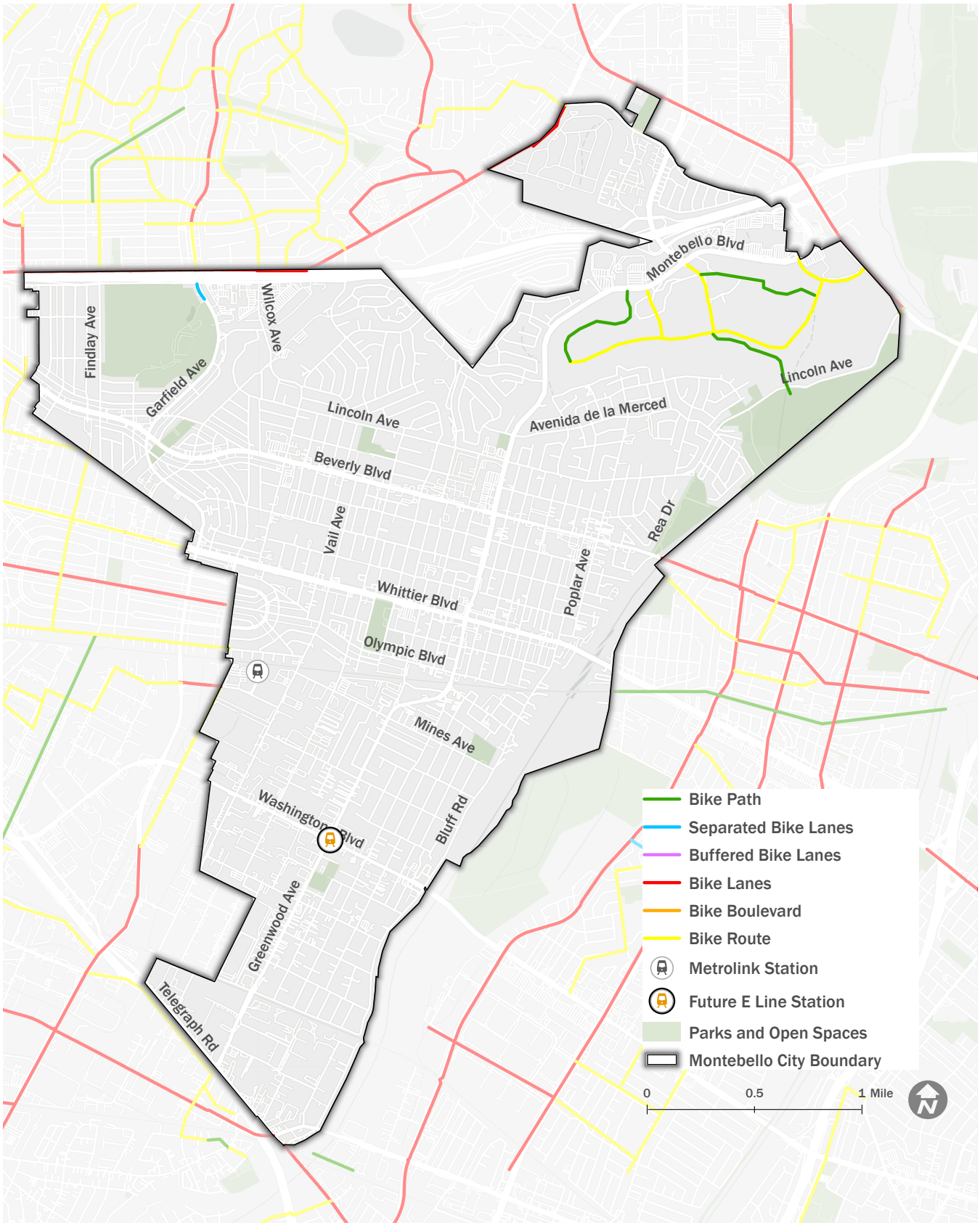


FIGURE 2. OTHER PLANNED BIKEWAYS

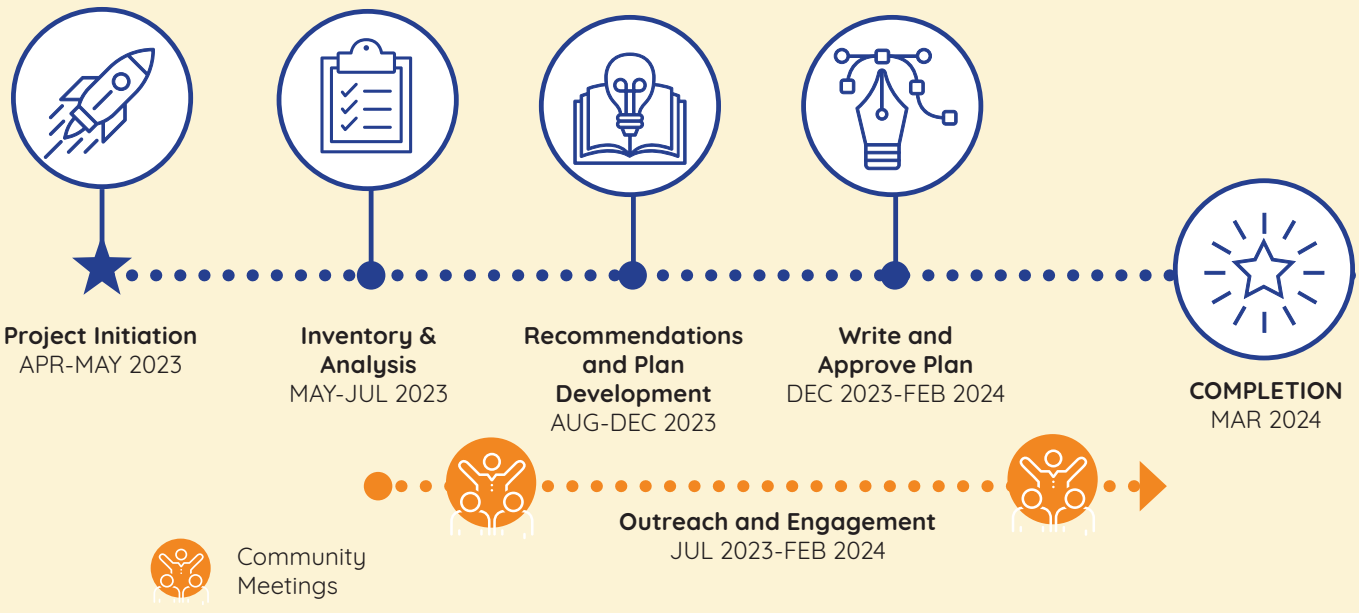


Community Engagement

Community outreach was a vital part of the BMP development process to ensure the plan identifies community needs and provides useful and implementable recommendations that the community supports. Comprehensive community input included a multifaceted outreach effort to learn more about transportation habits in Montebello, establish route preferences, and ascertain levels of comfort with different facility types and location-specific treatments.

Five different community outreach strategies were used to engage with the public and relevant stakeholders:

- **Partner agency meeting:** A focused meeting with partner agencies was held to obtain their input on key issues to address as part of this BMP. Participants included the California Department of Transportation (Caltrans), Los Angeles County Metropolitan Transportation Authority (LA Metro), Montebello Bus Lines, Montebello Unified School District, Montebello Fire Department, and Montebello Traffic Commission.
- **Pop-up booth:** The City of Montebello hosted the Downtown Street Fest on Saturday, July 29, 2023. The City's Planning and Community Development booth included information about the City's BMP. The purpose of the booth was to inform the public of an upcoming community workshop and the BMP's ongoing online survey. English and Spanish flyers were handed out which included information about both the workshop and the survey.
- **Community workshops:** Two community workshops were held at key project milestones. The purpose of the first workshop was for the City to introduce the project, obtain feedback on existing conditions, and receive input on the types of infrastructure and programmatic improvements that should be included in the plan. The purpose of the second workshop was to present the preliminary infrastructure recommendations to the community, to ensure that the plan's recommendations addressed the community's needs both in terms of locations as well as facility types.



- **Website and social media outreach:** Throughout the BMP development process, the City of Montebello hosted information about the project on a dedicated project webpage on the City's website. In addition to the project website, the City's social media accounts were used to share bilingual project flyers announcing workshops and the project survey. To supplement the online outreach, the City sent emails to interested individuals and local groups.
- **Online survey and map:** An online survey was posted on the City's website and social media accounts to allow community members to provide information on their experience biking in Montebello, important biking destinations, and other information that would help in the development of the BMP. In addition to the survey questions, respondents were able to use an online map to provide additional location-specific comments.

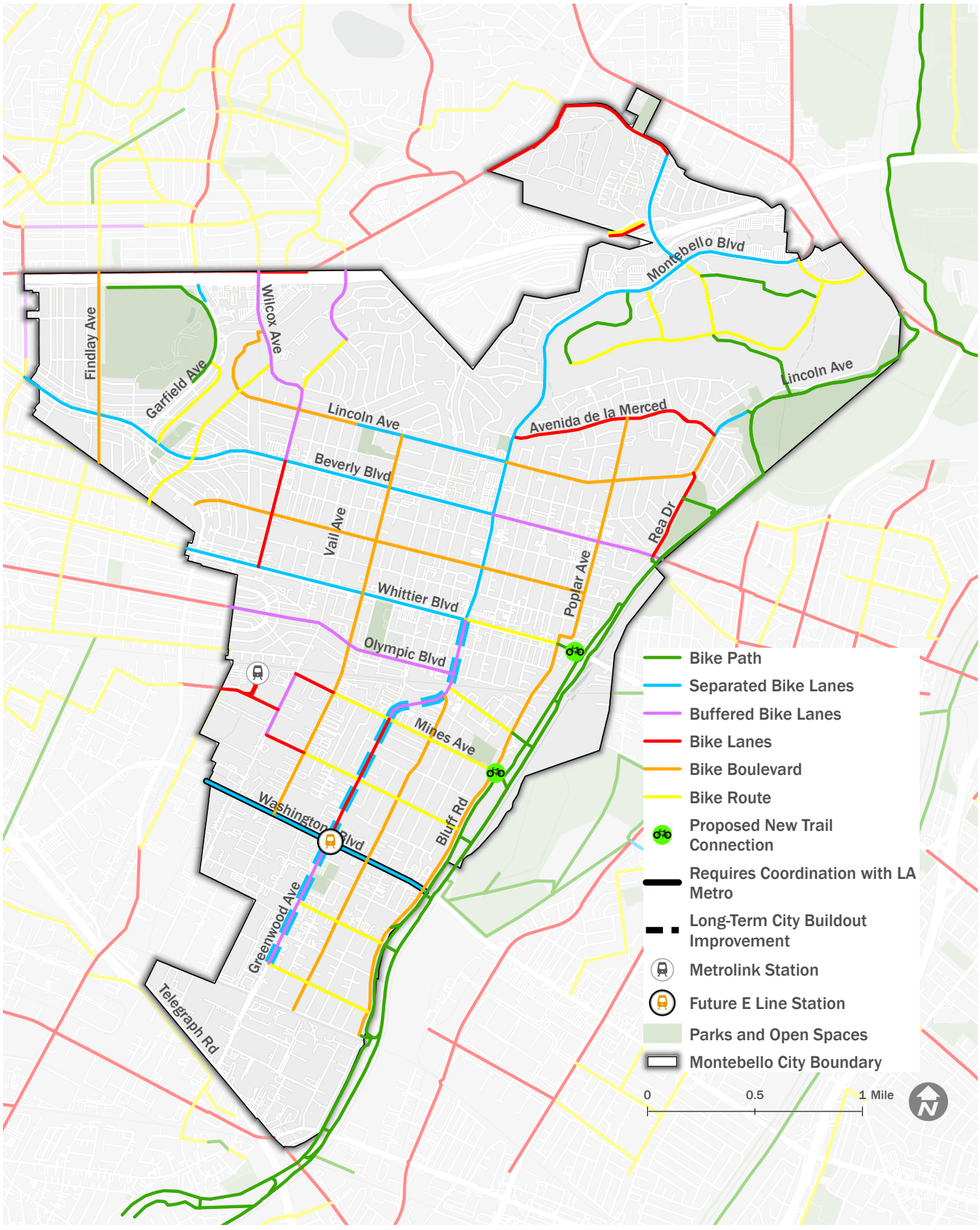
There were several common comments through the workshops and survey:

- Improve access to local retail centers, Downtown Montebello, parks, schools, existing and future transit stations, and the Rio Hondo River Trail.
- Implement bicycle improvements on streets such as Beverly Boulevard, Whittier Boulevard, Montebello Boulevard/Greenwood Avenue, Lincoln Avenue, Garfield Avenue, Bluff Road, and Washington Boulevard.
- Barriers to bicycling in the city include drivers speeding, slip lanes at intersections, and steep inclines in northern Montebello.
- Implement traffic circles and other traffic calming improvements to reduce driver speeds and discourage cut-through vehicle traffic.
- Other needs include intersection and crossing improvements, bicycle-oriented wayfinding signage, bicycle parking, and programs such as bicycle repair classes, open street events, community rides, and safety education to encourage bicycling and increase its visibility.



Image Source: Streetsblog/Joe Linton

FIGURE 3. RECOMMENDED BICYCLE NETWORK



Recommended Bicycle Network

Based on the findings of the existing conditions analysis, as well as feedback obtained through the community engagement process, the BMP provides a recommended network of bicycle facilities. The recommended bikeway network is shown in **Figure 3** and detailed in this section. This network includes a focus on providing bike routes and bike boulevards on low-volume, low-speed roadways, as well as separated and/or buffered bike lanes on major streets to create a connected network that serves people living across the city. The recommended bicycle network establishes a set of bicycle facilities to serve both experienced and less-experienced bicyclists.

The BMP also highlights key intersections for bicycling in the city, recognizing that designing bikeways with appropriate intersection treatments to reduce conflicts and increase user comfort is essential to developing a low-stress, safe network of bikeway facilities. Applicable intersection treatments in the city consist of five types:

- Facility transition
- Rail crossing
- Freeway ramp crossing
- Slip lane or channelized turn
- Minor-street stop-controlled intersection

The BMP also identifies land uses that are candidates for additional or upgraded bicycle parking and wayfinding signage. Land uses include schools, parks, community and recreation centers, retail centers and establishments, the Rio Hondo River Trail, transit stations, and civic uses such as the Montebello Regional Library.

PRIORITY PROJECTS

To identify the projects that would most help to improve safety, meet bicycling demand, expand access, and connect activity centers, the recommended projects were prioritized using a prioritization framework that aligned with the BMP's goals and developed based on the technical analysis and community engagement. The evaluation was conducted using 13 criteria under the following categories:

- Connectivity
- Bicyclist comfort and safety
- Multimodal operations
- Other (access for disadvantaged communities, implementation and right-of-way acquisition, and cross-jurisdictional and -agency coordination)

Of the 21 distinct projects making up the recommended bikeway network, 11 were designated as priority projects based on this prioritization process. The priority projects are mapped in **Figure 4**. As part of the prioritization process, additional information was prepared for each of the 11 priority projects for use by the City to obtain funding to implement the priority network (for example, included in state active transportation grant applications). The priority projects, estimated average weekday daily users, annual vehicle miles traveled (VMT) reductions, total greenhouse gas (GHG) emissions reductions, and planning-level construction cost estimates are provided in **Table 1.**

FIGURE 4. PRIORITY BICYCLE NETWORK

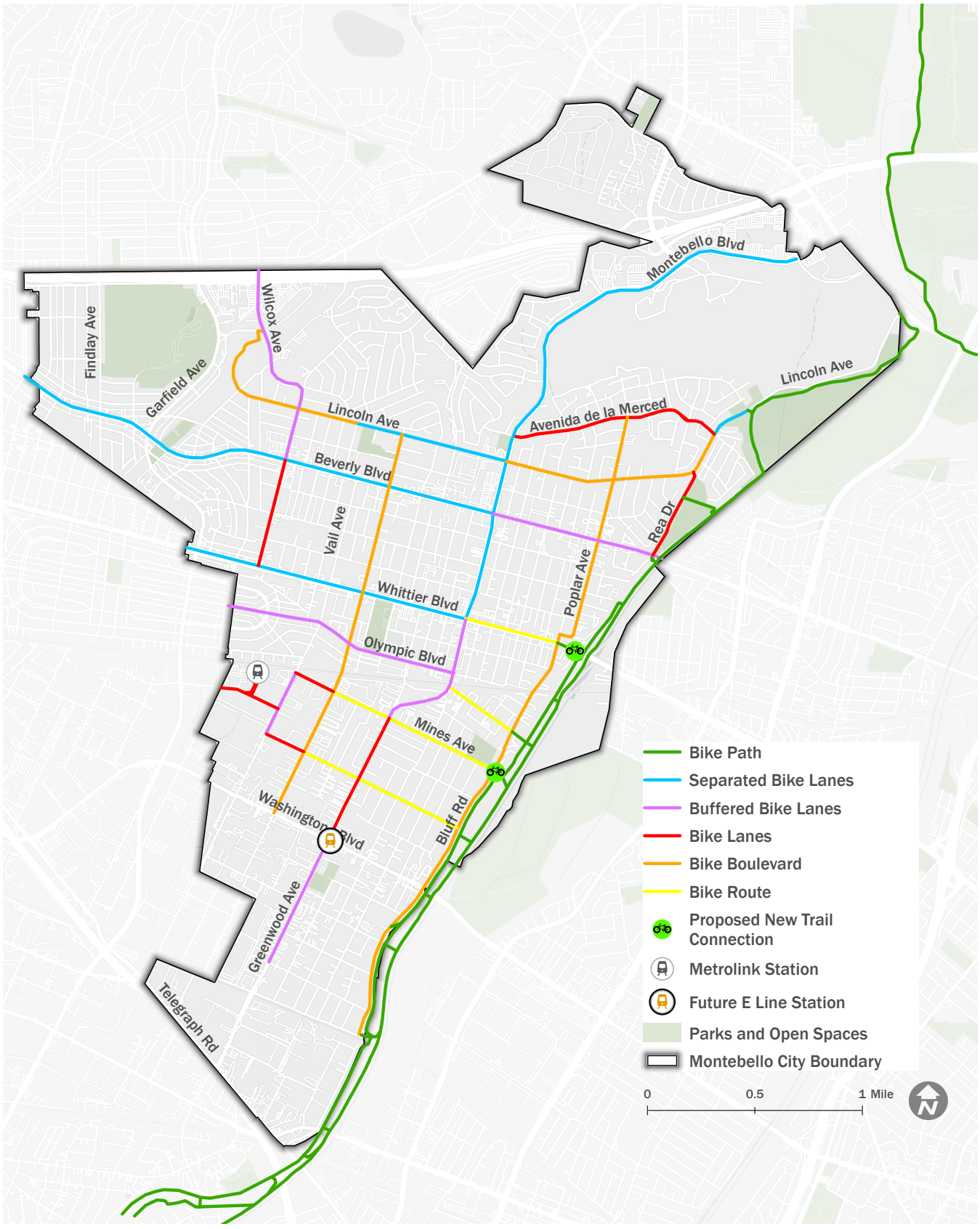


TABLE 1. PRIORITY PROJECT INFORMATION

Project	Type(s) of improvements	Average weekday daily users	Average annual VMT reduced	Lifetime GHG emission reduction	Construction cost estimate
Poplar Avenue/Bluff Road bike boulevard	Bike boulevard (with traffic calming improvements)	150 users	77,000 miles	31 MTCO2e	$633,000
Mines Avenue/Beach Street/Vail Avenue/ Flotilla Street loop	Buffered bike lanes, bike lanes, bike route, and bike path connection	140 users	74,000 miles	29 MTCO2e	$934,000
Maple Avenue bike boulevard	Bike boulevard (with traffic calming improvements)	200 users	105,000 miles	42 MTCO2e	$420,000
Lincoln Avenue bike lanes and bike boulevard	Separated bike lanes and bike boulevard (with traffic calming improvements)	500 users	258,000 miles	103 MTCO2e	$2,228,000
Olympic Boulevard/ Roosevelt Avenue bike lanes and bike route	Buffered bike lanes and bike route	490 users	252,000 miles	101 MTCO2e	$488,000
Beverly Boulevard bike lanes	Separated bike lanes and buffered bike lanes	1,730 users	888,000 miles	354 MTCO2e	$3,939,000
Whittier Boulevard bike lanes, route, and path	Separated bike lanes, bike route, and bike path connection	1,310 users	675,000 miles	269 MTCO2e	$2,482,000
Avenida De La Merced bike lanes gap closure	Bike lanes	360 users	184,000 miles	74 MTCO2e	$30,000
Montebello Boulevard/ Greenwood Avenue bike lanes	Separated bike lanes, buffered bike lanes, and bike lanes	860 users	442,000 miles	176 MTCO2e	$4,325,000
Rea Drive Bike lanes	Bike lanes	80 users	39,000 miles	16 MTCO2e	$73,000
Wilcox Avenue bike lanes	Buffered bike lanes and bike lanes	620 users	317,000 miles	126 MTCO2e	$649,000

Recommended Programs and Policies

In addition to recommended infrastructure improvements, the BMP includes programs, policies, and strategies that the City can employ to improve bicycling conditions. These are outlined the following pages. The recommendations are divided into the following categories, each of which consists of several topic areas:

- Infrastructure and operations
- Planning and evaluation
- Funding
- Implementation
- Education and enforcement

INFRASTRUCTURE & OPERATIONS

Bicycle facility and roadway design

- Follow national and statewide best design practices (such as those documented by National Association of City Transportation Officials [NACTO]) when designing and implementing dedicated and shared bicycle facilities on City streets.
- Follow national and statewide best practices for designing comfortable and convenient crossing facilities and intersections for bicyclists, including when implementing bike routes at unsignalized arterial crossings.
- Implement traffic calming strategies along residential streets to discourage speeding and cut-through traffic, both as part of bike routes and boulevards and as standalone improvements.
- Continue to monitor research and guidance pertaining to electric bikes (e-bikes) and incorporate their needs when designing bicycle facilities in the city.
- Consult the Montebello Fire Department when designing bicycle facilities, traffic calming, and other roadway treatments to maintain access for emergency vehicles and limit effects on response times.

Bicycle-supportive amenities

- Update the City Transportation Demand Management (TDM) and parking ordinances for new development projects and increase bicycle parking requirements to reflect changes in short and long-term bicycle parking needs for various land uses.
- Continue to provide sufficient and well-designed bicycle parking at City properties using the most up-to-date design practices..
- Encourage establishments in the city to provide convenient and accessible bicycle parking; partner with retail establishments to provide convenient bicycle parking on adjacent City rights-of-way.
- Continue to monitor research and guidance pertaining to e-bike parking and charging and incorporating their needs into the City's bicycle parking and municipal requirements.
- Develop and implement a citywide bicycle wayfinding program to guide bicyclists to important destinations, and update or expand bicycle wayfinding as new bicycle facilities are implemented.
- Implement bicycle hubs at important destinations such as Downtown Montebello, with bicycle-supportive amenities such as well-lit bicycle parking and bicycle repair stations.

PLANNING & EVALUATION

Roadway network planning

- Include BMP bicycle facilities and other bicycle improvements in street rehabilitation and modification projects, such as resurfacing, restriping, or lane reconfigurations.
- Utilize metrics such as bicyclist safety and similar performance measures for transportation projects rather than solely vehicular capacity and operations metrics, per the City's Transportation Study Guidelines.
- Regularly review ongoing and planned bicycle projects to ensure they contribute to developing a citywide network that comfortably serves bicyclists of all ages and abilities as well as Montebello's disadvantaged communities.

Data collection & monitoring

- Conduct an inventory of bicycle parking at City-owned properties and at destinations such as retail centers, which would be updated regularly and mapped on the City's website; monitor usage of bicycle parking at city properties.
- Conduct monitoring and reporting of bicycling levels and bicycle project implementation every other year.
- Monitor and periodically report bicycle collisions and trends in the city; conduct periodic roadway safety assessments of locations with growing traffic and bicycle volumes.

Community participation and input

- Consult the community through surveys and community meetings at least every other year to obtain their input on ongoing BMP implementation and bicycling conditions; use City events and social media as additional opportunities to further gather community input.

FUNDING

Grant funding

- Continue to monitor federal, state, and regional funding opportunities to augment local funds to implement recommended BMP bicycle facilities; monitor LA Metro, Southern California Association of Governments (SCAG), Caltrans, and federal grant funding requirements and opportunities for grant assistance and actively pursue grant funding from these agencies.
- Pursue grant funding from SCAG, LA Metro, and other organizations (such as the Metro Open Streets Grant Program) for carrying out open street events and demonstration projects.
- Maintain competitiveness for LA Metro grant assistance and funding and build off of the City's Complete Streets-oriented General Plan by formally adopting a Complete Streets Policy or Ordinance.

Sustainable funding sources

- Include BMP projects as part of the City's Capital Improvement Program (CIP).

IMPLEMENTATION

Quick-build and interim facilities

- Carry out quick-build network implementation projects and interim bicycle facilities to build out a low-stress bicycle network using lower-cost installation options.
- Implement quick-build traffic calming improvements such as traffic circles on residential streets to reduce bicyclist level of stress and discourage speeding and cut-through traffic, including as part of this BMP's recommended bike boulevards.
- Initiate bicycle facility demonstration projects at City events to increase public awareness of how facilities can improve bicycling conditions.

Inter-agency coordination

- Collaborate with the County of Los Angeles and the Cities of Commerce, Monterey Park, and Pico Rivera to ensure that bicycle facilities are consistent and transition seamlessly across jurisdictional boundaries.
- Collaborate with Caltrans on implementing bicycle facilities along SR-60 ramps and over- and underpasses.
- Collaborate with Montebello Bus Lines, LA Metro, and Metrolink on bicycle improvements to and from transit stops and stations in the city.
- Participate in LA Metro's first/last mile planning efforts for the future L Line station and encourage LA Metro to incorporate a bicycle facility into Washington Boulevard designs.
- Explore partnerships with San Gabriel Valley Council Governments (SGVCOG), LA Metro, and adjacent jurisdictions to bring a convenient bikeshare network to the region.

EDUCATION & ENFORCEMENT

Safety and awareness

- Implement a citywide safety education campaign using social and physical media (such as safety campaign materials developed by SCAG) targeting both drivers and bicyclists.
- Partner with Montebello Unified School District to develop and implement school safety campaigns and activities such as walking school buses, and to develop a Safe Routes to School Plan.
- Partner with community-based organizations to host activities such as open street events and community bicycle rides.
- Partner with local and regional community-based organizations to host bicycle safety classes, bicycle repair classes, and other similar events.

Equitable enforcement

- Collaborate with Montebello Police Department on targeted enforcement and the use of automated technologies to discourage vehicle speeding on City streets.
- Deprioritize enforcement of bicycling and walking infractions, and update the City's Municipal Code to allow bicycling on the sidewalk.
- Develop a citywide e-bike ordinance that outlines how e-bikes can safely navigate the City's transportation network.

Funding and Implementation

To support the implementation of the proposed bicycle network and programs, the BMP provides an overview of potential funding sources, identifies implementation timelines, and includes recommended performance measures for tracking and evaluating progress toward plan implementation over time.

FUNDING SOURCES

Most funding for the improvements recommended in the BMP are likely to come from federal, state, and regional grant programs. These grant programs are often competitive and will require the City to compete against other municipalities for funding. Relevant funding sources are listed below.

FEDERAL SOURCES

- Congestion Management & Air Quality (CMAQ)
- Land and Water Conservation Fund (LWCF)
- Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Grant
- Infrastructure Jobs and Investment Act (IIJA)

STATE SOURCES

- Senate Bill 1
- Highway Safety Improvement Program (HSIP)
- Regional Early Action Planning (REAP 2.0) Grants
- Active Transportation Program (ATP) Grants
- Sustainable Transportation Planning Grant Program
- State-Local Partnership Program (LPP)
- Affordable Housing and Sustainable Communities (AHSC) Program
- Office of Traffic Safety (OTS) Grants
- State Highway Operation and Protection Program (SHOPP)
- State Transportation Improvement Program (STIP)
- Recreational Trails Program (RTP)
- Transformative Climate Communities (TCC) Program
- Environmental Enhancement and Mitigation (EEM) Grant Program
- Urban Greening Grant Program
- Environmental Justice (EJ) Small Grants Program

REGIONAL & COUNTY SOURCES

- Transportation Development Act (TDA) Article 3
- SCAG Sustainable Communities Program
- Los Angeles Metro Open Streets Grant Funding
- Los Angeles Metro Local Return Program

NEAR-TERM (5-YEAR) IMPLEMENTATION

The near-term implementation plan consists of the following projects, which is a subset of the priority projects that in addition to achieving City objectives, are also implementable within the next five years, contingent upon funding availability. These are projects that do not require modifications to vehicle throughput and/or parking, thus less likely to require additional studies and outreach; these projects also would not require significant coordination with other agencies:

- Poplar Avenue/Bluff Road bike boulevard
- Maple Avenue bike boulevard
- Avenida De La Merced bike lanes gap closure
- Montebello Boulevard/Greenwood Avenue bike lanes (conversion of existing bike lanes and buffered bike lanes north of Avenida De La Merced to separated bike lanes)
- Rea Drive bike lanes
- Wilcox Avenue bike lanes (bike lanes south of Beverly Boulevard)

In addition, as the Metro L Line extension is expected to be operational by 2035, the City should work with LA Metro to incorporate bicycle facilities into the designs for Washington Boulevard.

PERFORMANCE MEASURES

The BMP includes performance measures which the City can track to evaluate progress toward plan implementation over time while being tied back to BMP goals. Recommended performance measures organized under the BMP goals are shown below

Accessibility

Performance Measure	Measurements
Bicycle network completion	• Miles of off-street bike paths installed. • Miles of bike lanes installed. • Miles of buffered bike lanes installed. • Miles of bike routes installed. • Miles of bike boulevards installed. • Miles of separated bike lanes installed.
Bicycle-supportive amenities	• Number of bicycle racks installed in the city (including both public and private property). • Number of bicycle-oriented wayfinding signs installed.
Transportation-disadvantaged population served	• Percent of disadvantaged population (based on census tracts) within 1/2 mile of an on- or off-street bicycle facility.
Amount of people that can bicycle to transit	• Percent of population within a 2-mile bicycling distance to a transit stop.
Implementation	• Dollars of grant funding received for bicycling planning, design, construction, and/or programs.

Safety

Performance Measure	Measurements
Number of fatal or serious injury crashes involving a bicyclist	• Number of fatal or serious injuries of people bicycling over five-year period.
Number of bicycling-related citations	• Number of common traffic violations that affect people bicycling. These include failure to yield to pedestrians or bicyclists, speeding, turning, driving under the influence, driving distracted, running a red light or sign, and passing a bicyclist too slowly.
Traffic calming	• Number of traffic calming treatments installed (either as part of a bicycle project or standalone traffic calming treatment).

Encouragement

Performance Measure	Measurements
Number of bicyclists	• Bicycle commute mode share (American Community Survey five-year estimates). • Bicycle volumes at key locations in the city
User perceptions	• On-site or citywide user surveys that assess user comfort and perception on bicycle network.
Number of outreach events held	• Number of outreach and encouragement events held.
Social media engagement	• Number of bicycle- and safety-related social media posts published.

02
INTRODUCTION





Source: ODOT

Introduction

The City of Montebello BMP establishes the City's vision and comprehensive approach to improving bicycling in Montebello. This document lays out the steps for the City to promote and enhance bicycling in Montebello for its residents, workers, and visitors of all ages and abilities.

This BMP serves to improve bicycling throughout Montebello by aiding in the developing of a connected citywide bicycle network, improving nonmotorized access to important destinations, increasing connectivity across barriers and conflict points, providing bicycling connectivity to transit, and enhancing safety and comfort for people of all ages and abilities who want and need to bicycle in the city. Whether riding home from school or to the Rio Hondo River Trail, bicycling has the potential to be a significant component of how people travel in Montebello.

As a comprehensive action plan, the Montebello BMP identifies projects, programs, and policies intended to encourage bicycling throughout the city. This BMP identifies facility needs that will enhance the safety and comfort of bicycling for every resident, employee, and visitor of Montebello.

Project Background

The City of Montebello developed this BMP to identify bicyclist needs across the city, develop a set of goals and actions to address those needs, and create a bikeway network that provides safe and comfortable facilities to encourage bicycling in the city. At this time, the bikeway network within Montebello is limited to approximately five (two-way) miles of bike lanes and buffered bike lanes along segments of Montebello Boulevard, Avenida de la Merced, Paramount Boulevard, and Market Place Drive. The regional Rio Hondo River Trail runs along the City's eastern limits, with several access points connecting to local streets. Despite the limited number of current bicycle facilities, the city's relatively flat topography south of Beverly Boulevard, its network of interconnected arterial and local streets, and its various local attractions provide opportunities to create a rich bikeway network throughout the city.

The City of Montebello has an estimated population of 62,640 covering approximately 8.37 square miles. It is located within the boundaries of both the Gateway Cities Council of Governments (GCCOG) and the San Gabriel Valley Council of Governments (SGVCOG). Montebello is bordered by the cities of Commerce, Monterey Park, Pico Rivera, and Rosemead, as well as portions of unincorporated Los Angeles County. Interstate 5 (I-5) serves as the city's southern border, and California State Route 6o (SR-60) forms part of the city's northern border. The City's roadway network generally consists of a network of arterial roadways, connected by a grid of local residential streets.

Information regarding the City's existing transportation conditions and patterns is provided in **Section 3: Bicycling in Montebello Today.**

Relationship to Other Plans And Policies

This BMP considers and strives to work in conjunction with recent and ongoing local and regional mobility efforts. Relevant bicycle-related policies and plans include those published by the City of Montebello, SGVCOG, GCCOG, and LA Metro, as well as state and federal regulations and plans as summarized below.

LOCAL AND REGIONAL

Montebello Bike Lane Feasibility Study (2013)

The City of Montebello Bike Lane Feasibility Study evaluated the feasibility of installing various bicycle facilities on major roadways in the city. The study evaluated various roadways to identify candidate routes and the types of facilities most appropriate for each roadway. Sixteen roadways were selected for evaluation, of which 10 were identified as being feasible for bicycle improvements. The study recommended that the City consider programming these improvements for implementation so as to create a more complete bicycle network of existing and future facilities. The opportunities identified in the Bike Lane Feasibility Study were key starting points in developing the BMP's proposed bicycle network.

LA Metro Active Transportation Strategic Plan (2016)

The LA Metro Active Transportation Strategic Plan (ATSP), published in April 2016, aims to enhance access to transit stations and develop a regional network for people who choose to take transit, walk, and/or bicycle. It serves as a roadmap for local cities and other stakeholders to identify improvements to implement in their communities. The ATSP includes a recommended countywide active transportation network consisting of the regional active transportation network and first/last mile active transportation improvements to over 650 major transit station areas in Los Angeles County. This BMP provides bikeway improvements

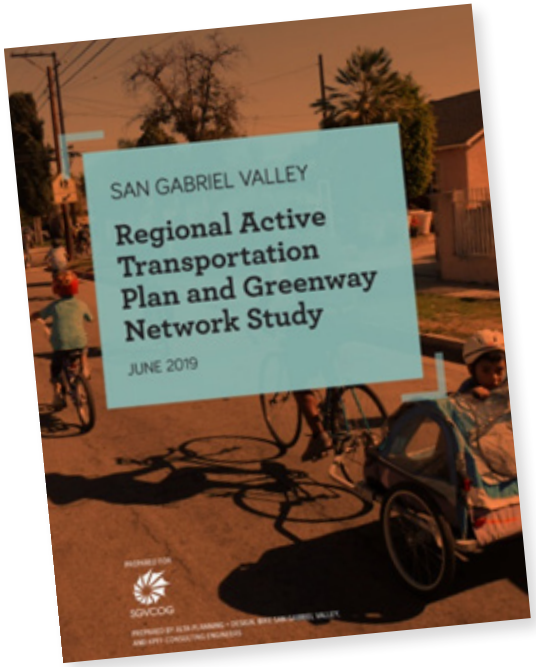


which support the ATSP's countywide active transportation network and support first/last mile access to transit stations.

GCCOG Strategic Transportation Plan Active Transportation Element (2016)

The GCCOG Strategic Transportation Plan (STP) is intended to coordinate transportation infrastructure among member agencies, neighboring jurisdictions, and other regional agencies. The STP is the first strategic multimodal assessment of all planned and proposed improvements within the Gateway Cities. The STP's active transportation element is meant to manage the regional active transportation network, provide more transportation options, and improve quality of life by making bicycling and walking safer and easier.

The STP active transportation element envisions the development of a comprehensive regional bikeway system and provides recommendations for 55 significant bicycle projects. The significant bikeway projects that pass through Montebello are along the following corridors: Beverly Boulevard, Garfield Avenue, Flotilla Street, Lincoln Avenue, Mines Avenue, Montebello Boulevard, Montebello Way, Slauson Avenue, Telegraph Road, and Whittier Boulevard. This BMP includes bikeway improvements that further the recommendations from the GCCOG.



SGVCOG Regional Active Transportation Plan and Greenway Network Study (2019)

The SGVCOG Regional Active Transportation Plan (ATP) and Greenway Network Study offers recommendations for cities in the region aimed at constructing an inclusive and comfortable network of bikeway facilities. The plan focuses on creating "8 to 80" facilities that cater to the safety and comfort of bicyclists of all ages. The study notes that while bike lanes placed alongside vehicle lanes have proven effective in enhancing safety, they often fail to attract the "interested but concerned" riders (people willing to bicycle if high-quality bicycle infrastructure is in place). These facilities, particularly on high-speed roads, tend to be predominantly used by adult males. As a result, the plan suggests implementing bike lanes as interim measures or on streets with lower vehicle speeds and volumes.

The study notes that Montebello presents numerous opportunities to establish an active transportation network and offer more options to road users with minimal disruptions to existing travel or parking lanes. The study includes recommended bicycle improvements for Montebello that fall into three categories: early action projects, long-term tier 1 projects, and long-term tier 2 projects. The opportunities identified in the SGVCOG study served as a key input in shaping the recommendations ultimately detailed in this BMP.

Montebello Parks Master Plan (2021)

The Montebello Parks Master Plan provides an assessment of Montebello's parks and playgrounds system, considering future growth in the community. The plan is intended



to provide a realistic view of the City's parks and facilities as they exist now and as they could evolve in the future. The findings of the Parks Master Plan helped shape the BMP's assessment of the need for bicycle facilities to connect to open spaces and parks throughout the city.

Montebello Safe Travel Plan (2022)

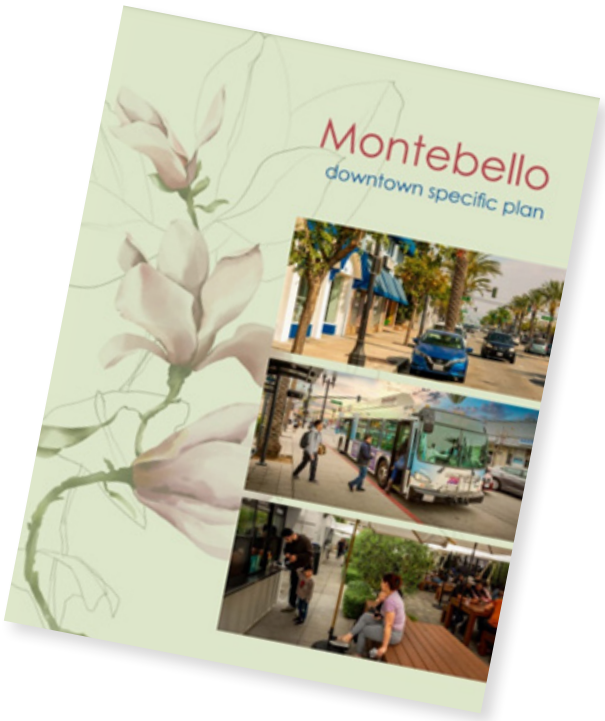
The City of Montebello Safe Travel Plan explores ways to address safety needs for drivers, bicyclists, and pedestrians on Montebello's roadways. The plan includes a review of data to evaluate crash history, crash types and locations, and provides recommendations for improvements. The plan also includes emphasis areas for the City to explore, such as a focus on reducing vehicle conflicts with pedestrians and bicyclists. The Safe Travel Plan recommendations include bicycle-centric measures, such as installing bicycle boxes, road diets and buffered bike lanes, and conducting public awareness campaigns to increase driver awareness of pedestrian and bicycle safety laws. The plan also includes a goal of reducing annual bicyclist-involved collisions from 24 per year to fewer than 12 per year in 2030 (50% reduction).

Montebello General Plan (2024)

The Montebello General Plan is the primary planning document for Montebello and serves to guide development in the city. The plan's "Our Accessible Community" section provides the policy framework for the regulation and development of transportation systems, balancing the demands of the various transportation modes operating in the city. The General Plan's goals and policies related to bicycling generally strive to facilitate the implementation of bicycle facilities across the city and encourage bicycling as an alternative to driving. Specifically, the development of this BMP supports the following General Plan policy and actions:

- **Policy 4.1:** Support and promote walking, biking, and other nonvehicular modes as an alternative to driving within Montebello.
  - **Action 4.1a:** Prepare and adopt an active transportation plan (ATP) with bicycle and pedestrian improvements built upon the San Gabriel Valley Council of Government (SGVCOG) recommendations.
  - **Action 4.1b:** Balance the provision of on-street bike lanes and regional bikeways along arterial roads with on-street bike routes/boulevards and local-serving bikeways along residential streets.
  - **Action 4.1c:** Coordinate with adjacent jurisdictions to ensure that the City's bikeways are connected and consistent with existing and planned bikeways at the City limits.
  - **Action 4.1d:** Facilitate non-motorized connectivity to key destinations in the city through bicycle- and pedestrian-oriented wayfinding signage.
  - **Action 4.1e:** Improve access to the Rio Hondo River Trail by opening additional access points and positioning wayfinding between the trail and key destinations in Montebello.
  - **Action 4.1f:** Require new development projects to provide adequate bicycle and pedestrian access, plus the provision of safe and secure bicycle parking.
  - **Action 4.1g:** Enhance the pedestrian and bicycle experience in the Downtown Specific Plan area and other key destinations through amenities such as wide sidewalks, low-stress bikeways, landscaping, pedestrian-oriented lighting, high-visibility crosswalks, and other improvements.

- **Action 4.1h:** Establish citywide mode split and VMT targets as a means to reduce traffic congestion, support healthy communities, and improve accessibility by transit-dependent populations.



Downtown Montebello Specific Plan (2024)

The Downtown Montebello Specific Plan presents a vision for the future of Downtown Montebello that is based on community values, knowledge, and ideas. The plan has a vision of downtown streets that enhance pedestrian and bicyclist safety. The plan proposes bikeways along Whittier Boulevard, Montebello Boulevard, and Bluff Road to help bicyclists travel to and from the area. The bikeway recommendations from the Downtown Specific Plan have been folded into and are reflected in this BMP. The development of this BMP supports the following Downtown Specific Plan policies:

- **Policy 1.4:** Downtown Montebello envisions safe streets designed for people. A network of safe and slow speeds in the downtown area will serve pedestrians, transit users, and cyclists, while allowing vehicular access.
- **Policy 2.7:** Improve transit service and similar modes to make downtown travel accessible and comfortable for people of all ages and abilities.
- **Policy 2.7:** Connect Whittier Boulevard to the Rio Hondo Channel.

Montebello First Mile/Last Mile Master Plan (Ongoing)

The City is preparing its First Mile/Last Mile (FMLM) Master Plan. The purpose of this plan is to help improve pedestrian and bicycle connections to and from transit stops in the city. As part of this effort, the City is developing policy recommendations and identifying five treatment areas for first/last mile improvements. The policies and recommendations detailed in the FMLM Master Plan will be furthered by the bicycle infrastructure and program recommendations detailed in this BMP.

LA Metro Eastside Transit Corridor Phase 2 (Ongoing)

The extension of the Metro L Line in Los Angeles is ongoing and is currently being evaluated by LA Metro. The proposed expansion aims to extend the current endpoint in East Los Angeles and reach Whittier, covering approximately nine miles. The extension would pass through several cities, including Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier, as well as the unincorporated communities of East Los Angeles and West Whittier - Los Nietos. The extension would traverse densely populated, low-income communities that heavily rely on public transportation, and it would also serve significant activity centers along the way.

The L Line would travel along Washington Boulevard within Montebello, with a station anticipated at the intersection of Greenwood Avenue and Washington Boulevard. The route is anticipated to be at-grade and aerial west of the station, and at-grade east of the station. Currently, LA Metro has not included a planned bikeway along Washington Boulevard as part of its conceptual designs. To support access to this planned station, this BMP includes considerations for facilities that would allow bicyclists to conveniently travel to the Greenwood Avenue and Washington Boulevard intersection.

Southern California Association of Governments Connect SoCal 2024 (Ongoing)

The Southern California Association of Governments (SCAG) has a regional transportation plan (RTP) and sustainable communities strategy (SCS), also known as Connect SoCal, that serves as the overarching vision for the majority of Southern California over the next two and a half decades. Developed in close partnership with the region's 191 cities, six counties, and tribal governments, the RTP includes investments in public transportation, bike paths, and pedestrian improvements to allow the region to meet and exceed greenhouse gas reduction targets. Connect SoCal's goals include the following, which are furthered by this BMP:

- Ensure that reliable, accessible, affordable, and appealing travel options are readily available, while striving to enhance equity in the offerings in high-need communities.
- Support planning for people of all ages, abilities, and backgrounds.
- Improve access to jobs and educational resources.

STATE

California Bicycle Transportation Act

California Streets and Highways Code section 890-894.2 is known as the California Bicycle Transportation Act. This legislation, adopted in 1994, establishes the responsibilities of state and local agencies regarding bicycle safety, signage, traffic control, right-of-way, and other matters related to nonmotorized transportation. The California Bicycle Transportation Act establishes minimum efforts in data collection and planning that local governments must accomplish to remain compliant with state law. The legislation seeks "to establish a bicycle transportation system designed and developed to achieve the functional commuting needs of the employee, student, businessperson, and shopper as the foremost consideration in route selection, to have the physical safety of the bicyclist and bicyclist's property as a major planning component, and to have the capacity to accommodate bicyclists of all ages and skills."

A city or county government may complete a bicycle transportation plan pursuant to section 891.2 for their project to be considered by Caltrans for funding. In cooperation with county and city governments, Caltrans establishes minimum safety design criteria for the planning and construction of bikeways and roadways where bicycle travel is permitted. Caltrans also establishes uniform specifications and symbols for signs, markers, and traffic control devices to designate bikeways, regulate traffic, improve safety and convenience for bicyclists, and alert pedestrians and motorists of the presence of bicyclists on bikeways and on roadways where bicycle travel is permitted. The BMP establishes Montebello's plan for a bicycle transportation system consistent with the Bicycle Transportation Act and Caltrans standards.



Source: LA Streetsblog/Joe Linton

California Complete Street Act of 2008

The California Complete Streets Act of 2008 requires cities and counties to include in the circulation elements of their general plans, policies, and programs supporting the development of a well-balanced, connected, safe, and convenient multimodal transportation network. This network should consist of complete streets, which are designed and constructed to serve all users of local streets and highways, regardless of individuals' age or ability, or whether they are driving, walking, bicycling, or taking transit. The network should allow for all users to travel effectively by automobile, foot, bicycle, and transit to reach key destinations within their community and the larger region. The BMP supports this act by improving the ease and accessibility of bicycle facilities and connecting those improvements with local destinations and travel patterns.

FEDERAL

Americans with Disabilities Act

The Americans with Disabilities Act of 1990 (ADA) provides comprehensive rights and protections to individuals with disabilities. The goal of the ADA is to assure equality of opportunity, full participation, independent living, and economic self-sufficiency. To implement this goal, the United States Access Board has created accessibility guidelines for public rights-of-way. The guidelines address various issues and accessibility challenges that are highly relevant to a BMP, including roadway design practices, slope and terrain issues, pedestrian access to streets, sidewalks, curb ramps, street furnishings, pedestrian signals, parking, and other components of public rights-of-way. The Public Right-of-Way Accessibility Guidelines was published in the Federal Register in 2023; the guidelines will be mandatory after they are adopted for enforcement by the Department of Justice and the Department of Transportation under Title II of the ADA.

Vision and Goals

Based on input received through the BMP development process, the City of Montebello has developed a vision and a set of goals for the BMP achieve a comprehensive citywide bikeways network that meets community needs:

The City of Montebello will increase bicycling by being a place where people of all ages and abilities can conveniently bicycle to local and regional destinations. The City will provide safe and accessible bicycle facilities and supporting amenities to create a more welcoming and encouraging environment for bicyclists, cultivating a culture of bicycling as part of the City's identity.

The goals and objectives to achieve this vision are as follows:

GOAL 1: ACCESSIBILITY

Provide comfortable, direct, and convenient bicycle facilities for users of all ages and abilities.

Providing comfortable and convenient bicycle facilities that offer direct pathways to important destinations can allow bicyclists of all ages and abilities to access local and regional destinations within and outside the city. This can help increase the number of bicycle trips taken for work, school, recreation, and shopping.

- Provide bicycle facilities to and from important local and regional and destinations, and coordinate with adjacent jurisdictions and other agencies to ensure bikeway connectivity and consistency.
- Improve access to the Rio Hondo River Trail by improving trail access points, positioning wayfinding signage between the trail and important destinations in Montebello, and providing bicycle facilities to and from the trail.
- Improve bicycling connectivity to existing and planned transit stations.
- Implement short-term and quick-build solutions at key locations until more permanent solutions are implemented.
- Supplement the provision of bikeways at important destinations with other bicycle-oriented amenities.
- Provide or encourage the provision of secure and convenient bicycle parking at important destinations.
- Design low-stress separated facilities and bike boulevards that acknowledge the needs of bicyclists of all ages and abilities.

GOAL 2: SAFETY

Improve safety and the perception of safety for bicyclists.

Creating a network of safe bicycle facilities can help reduce the frequency and severity of bicycle-involved crashes and injuries while also encouraging people to bicycle. In addition, facilities should address the perceived lack of safety bicyclists may feel along some corridors or under certain conditions. Methods to address safety can include infrastructure, enforcement, and education.

- Develop a bicycling network that consists of low-stress bikeways that meet the needs of bicyclists of all ages and abilities.
- Improve bicyclists' perception of safety when using Montebello's circulation network with protected bicycle facilities where feasible.

- Implement designs that reduce conflicts between bicycles and other modes such as automobiles, pedestrians, and transit vehicles along roads, at intersections, and at local destinations.
- Work with local agencies and organizations to implement safety education programs and campaigns for bicyclists, drivers, and other street users.
- Partner with law enforcement to equitably enforce safety laws for all road users, with an aim of discouraging vehicle speeding.

GOAL 3: ENCOURAGEMENT

Encourage people to bicycle, increase the visibility of bicycling in the city, and cultivate a culture of bicycling.

Creating an environment that welcomes and encourages people to bicycle can help shift trips away from private automobiles. It can also help foster a sense of local identity, increase the visibility of bicycling in the city, and ingrain bicycling as part of Montebello's culture. In addition to educational campaigns, the physical modifications can help achieve this goal and put bicycling at the forefront of the city's identity.

- Implement a system of bicycle wayfinding that can direct bicyclists to destinations while also increasing awareness of bicycling as a viable mode in Montebello.
- Partner with local agencies and organizations to host workshops and events to encourage bicycling, such as bicycle repair workshops and open street events.
- Utilize the City's resources (such as social media channels) to promote bicycling.



Image Source: ODOT

03

BICYCLING IN MONTEBELLO TODAY





Source: Streetsblog/Joe Linton

Bicycling in Montebello Today

This chapter examines the existing bicycling conditions in Montebello, including travel patterns, current bicycle facilities and programs, and barriers to bicycling within the city. This chapter summarizes work and research completed to establish the baseline bicycling conditions in the city, which in turn informed the recommendations developed for the BMP. The full existing conditions analysis deliverables are provided in the appendices.

Mode Share and Demographics

According to the 2021 US Census American Community Survey (ACS) 5-Year Estimates, approximately 0.2% of Montebello resident workers commute to work via bicycle (Table 2). This is lower than the countywide average and lower than the nearby cities of Bell Gardens and Monterey Park; however, bicycle commuting in Montebello is higher than the nearby cities of Commerce, Downey, and Pico Rivera. In addition, 7% of households in Montebello do not own a car and depend on other modes of transportation (such as bicycling, walking, or taking transit) to reach their destinations. In comparison, 8.6% of households countywide do not own a car.

TABLE 2. LOCAL BICYCLE COMMUTING AND VEHICLE OWNERSHIP STATISTICS

Location	Percent commuting on bicycle	Households without vehicles
City of Montebello	0.2%	7.0%
Los Angeles County	0.6%	8.6%
City of Bell Gardens	0.8%	7.5%
City of Commerce	0.0%	10.6%
City of Downey	0.2%	4.8%
City of Monterey Park	0.8%	10.1%
City of Pico Rivera	0.2%	6.9%

Source: 2019 US Census American Community Survey 5-year estimate

According to the ACS, while men make up 54% of the city's employed population, approximately 0.4% of male workers take a bicycle to work while 0.0% (accounting for a margin of error) of female workers bicycle to work. This represents a significant gender imbalance in access and/or willingness to bicycle in Montebello. Research shows that the lack of adequate bicycling infrastructure in the US is one of the largest reasons women choose not to bicycle, and that they would bicycle more if the amount of protected bike lanes were increased.[2]

In Montebello, 21.7% of the population is under 17 years of age, and 16.3% of the population is over 65. Both age groups represent a population that may have limited access to a vehicle or limited mobility.

2. Dill, Jennifer; Goddard, Tara; Monsere, Christopher; and McNeil, Nathan, "Can Protected Bike Lanes Help Close the Gender Gap in Cycling? Lessons from Five Cities" (2014). Urban Studies and Planning Faculty Publications and Presentations. http://archives.pdx.edu/ds/psu/16603

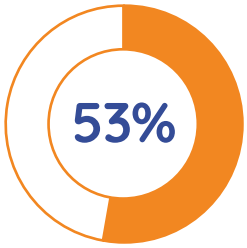
DISADVANTAGED COMMUNITIES

Disadvantaged communities often face barriers to accessing safe and efficient transportation options, and neglecting their needs can exacerbate existing inequities such as a lack of access to jobs and education. There are multiple metrics that can be used to determine if a community is disadvantaged, based on various state and federal criteria. These criteria include median household income, the percentage of students that qualify for free or reduced-price meals, Disadvantaged Communities as defined by Senate Bill 535, communities that are less healthy according to California's Healthy Places Index, and areas of persistent poverty and historically disadvantaged communities as defined by the federal government.

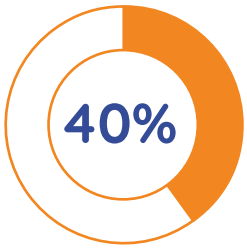
Based on these various definitions, Montebello residents generally fall under the definition of disadvantaged. However, the areas that appear to be frequently highlighted under multiple metrics are communities living south of Beverly Boulevard and east of Wilcox Avenue. This indicates that the City may need to especially focus on meeting the nonmotorized transportation needs of these communities.

Bicycling Activity Levels and Patterns

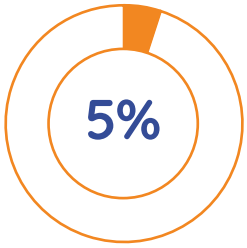
Bicycling counts provide a baseline understanding of how people are already getting around Montebello by bicycle. Counts help inform the BMP by providing an understanding of residents', employees', and visitors' general bicycling patterns and areas of the city that may require additional focus based on demand. As part of the SGVCOG Regional ATP and Greenway Network Study, bicycle counts were collected throughout the city during the weekday morning (7:00 a.m. – 9:00 a.m.) and weekday evening (4:00 p.m. – 6:00 p.m.) peak periods. These counts revealed the following:



53% of riders were on arterial streets, with 28% riding on streets with a posted speed limit of 35 miles per hour.



40% were observed riding on sidewalks.



5% were observed riding in the wrong direction and/or on the wrong side of the road.

These counts were supplemented with additional bicycle counts for this BMP taken at 14 locations across the city, as shown in **Figure 5**. Bicycle turning movement counts were collected on a Thursday from 7:00 a.m. to 9:00 a.m. and from 4:00 p.m. to 6:00 p.m. and on a Saturday from 11:00 a.m. to 1:00 p.m. These bicycle counts are shown in **Table 3**.

As shown in **Table 3**:

- Overall, bicycle activity levels across the city were highest during the weekday p.m. period, followed by weekday a.m. and Saturday midday.
- Bicycle activity to and from the Rio Hondo River Trail was higher at northern access points compared to the south.
- Key biking routes (based on relative volumes) include Beverly Boulevard, Garfield Avenue, Whittier Boulevard, Mines Avenue, Greenwood Avenue, and Washington Boulevard.

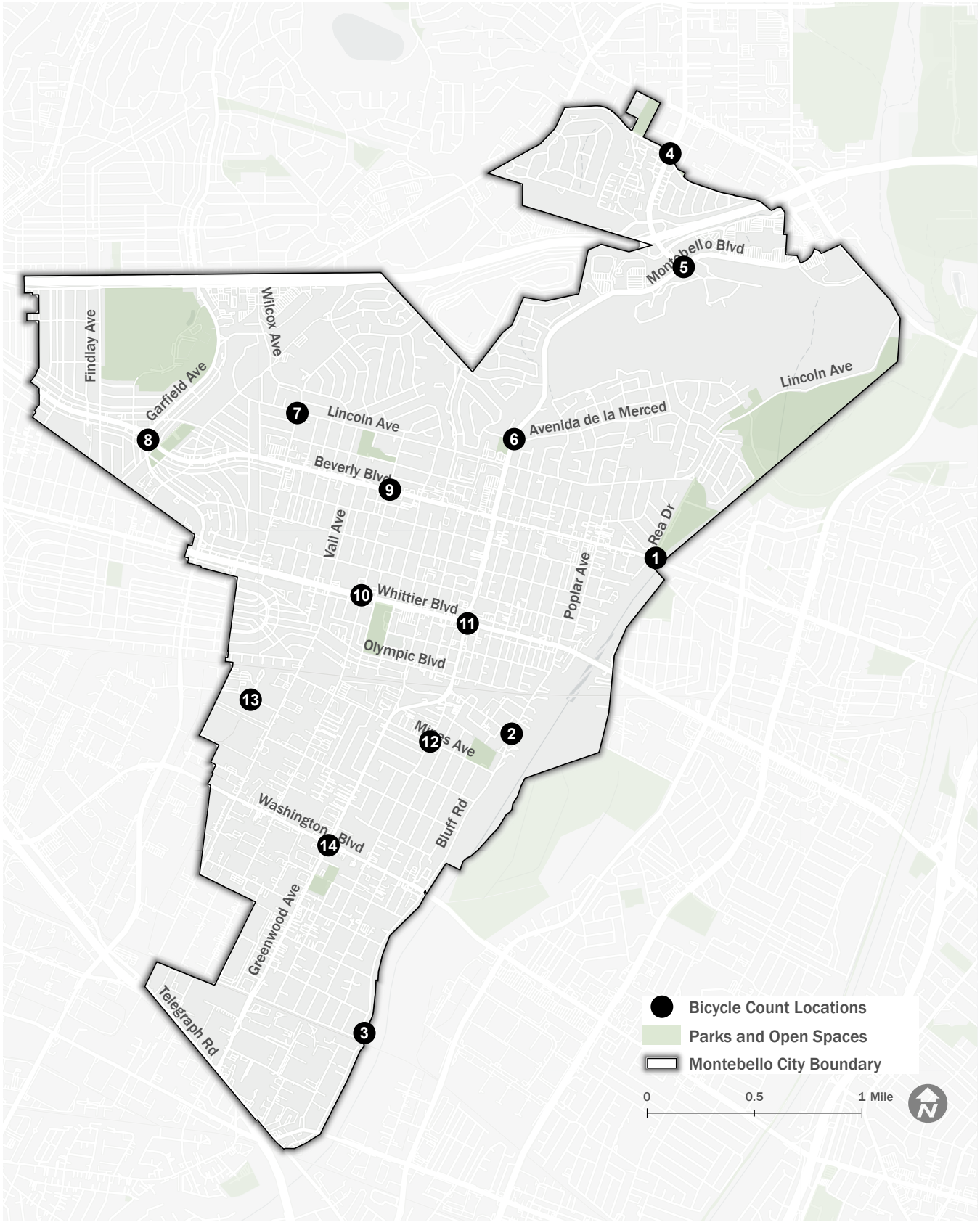
TABLE 3. JUNE 2023 BICYCLE COUNTS

Location		Thursday 7 a.m.-9 a.m.	Thursday 4 p.m.-6 p.m.	Saturday 11 a.m.-1 p.m.	TOTAL
#1 – Beverly Blvd. / Beverly Terrace / Rea Dr. / Rio Hondo Path Entrance	North leg – Rea Dr.	2	6	5	13
	West leg – Beverly Blvd.	10	23	22	55
	South leg – Beverly Terrace	0	0	0	0
	Rio Hondo Path Entrance	4	10	11	25
	East leg – Beverly Blvd.	8	29	21	58
	TOTAL	**24**	**68**	**59**	**151**
#2 – Bluff Rd. / Roosevelt Ave. / Rio Hondo Path Entrance	North leg – Bluff Rd.	3	4	2	9
	West leg – Roosevelt Ave.	7	3	9	19
	South leg – Bluff Rd.	3	4	5	12
	East leg – Rio Hondo Path Entrance	7	3	12	22
	TOTAL	**20**	**14**	**28**	**62**
#3 – Bluff Rd. / Rio Hondo Path Entrance	North leg – Bluff Rd.	0	3	4	7
	South leg – Bluff Rd.	1	2	0	3
	East leg – Rio Hondo Path Entrance	1	5	2	8
	TOTAL	**2**	**10**	**6**	**18**

Location		Thursday 7 a.m.- 9 a.m.	Thursday 4 p.m.- 6 p.m.	Saturday 11 a.m.- 1 p.m.	TOTAL
#4 – Paramount Blvd. / Arroyo Dr.	North leg – Paramount Blvd.	3	2	0	5
	West leg – Arroyo Dr.	2	2	0	4
	South leg – Paramount Blvd.	4	1	0	5
	East leg – Arroyo Dr.	1	3	0	4
	TOTAL	**10**	**8**	**0**	**18**
#5 – Paramount Blvd. / Montebello Blvd.	North leg – Paramount Blvd.	1	9	0	10
	West leg – Montebello Blvd.	2	15	0	17
	East leg – Montebello Blvd.	1	6	0	7
	TOTAL	**4**	**30**	**0**	**34**
#6 – Montebello Blvd. / Ave. De La Merced	North leg – Montebello Blvd.	4	7	1	12
	West leg – Ave. De La Merced	0	0	3	3
	South leg – Montebello Blvd.	3	3	1	7
	East leg – Ave. De La Merced	5	4	3	12
	TOTAL	**12**	**14**	**8**	**34**
#7 – Wilcox Ave. / Lincoln Ave.	North leg – Wilcox Ave.	3	5	0	8
	West leg – Lincoln Ave.	1	1	2	4
	South leg – Wilcox Ave.	4	5	1	10
	East leg – Lincoln Ave.	0	1	3	4
	TOTAL	**8**	**12**	**6**	**26**
#8 – Garfield Ave. / Beverly Blvd.	North leg – Garfield Ave.	8	10	7	25
	West leg – Beverly Blvd.	8	8	6	22
	South leg – Garfield Ave.	7	11	8	26
	East leg – Beverly Blvd.	7	7	5	19
	TOTAL	**30**	**36**	**26**	**92**
#9 – Maple Ave. / Beverly Blvd.	North leg – Maple Ave.	1	4	1	6
	West leg – Beverly Blvd.	6	4	2	12
	South leg – Maple Ave.	1	3	1	5
	East leg – Beverly Blvd.	6	5	2	13
	TOTAL	**14**	**16**	**6**	**36**

Location		Thursday 7 a.m.- 9 a.m.	Thursday 4 p.m.- 6 p.m.	Saturday 11 a.m.- 1 p.m.	TOTAL
#10 – Maple Ave. / Whittier Blvd.	North leg – Maple Ave.	5	1	0	6
	West leg – Whittier Blvd.	16	17	9	42
	South leg – Maple Ave.	5	1	0	6
	East leg – Whittier Blvd.	16	17	9	42
	TOTAL	**42**	**36**	**18**	**96**
#11 – Montebello Blvd. / Whittier Blvd.	North leg – Montebello Blvd.	1	5	4	10
	West leg – Whittier Blvd.	11	11	16	38
	South leg – Montebello Blvd.	1	9	5	15
	East leg – Whittier Blvd.	11	9	17	37
	TOTAL	**24**	**34**	**42**	**100**
#12 – Montebello Blvd. / Mines Ave.	North leg – Montebello Blvd.	4	4	3	11
	West leg – Mines Ave.	4	8	8	20
	South leg – Montebello Blvd.	5	6	5	16
	East leg – Mines Ave.	5	14	12	31
	TOTAL	**18**	**32**	**28**	**78**
#13 – Metrolink Access / Flotilla St.	North leg – Metrolink Access	6	4	1	11
	West leg – Flotilla St.	7	5	1	13
	East leg – Flotilla St.	11	7	2	20
	TOTAL	**24**	**16**	**4**	**44**
#14 – Greenwood Ave. / Washington Blvd.	North leg – Greenwood Ave.	10	6	10	26
	West leg – Washington Blvd.	7	12	6	25
	South leg – Greenwood Ave.	10	6	10	26
	East leg – Washington Blvd.	7	12	6	25
	TOTAL	**34**	**36**	**32**	**102**
	TOTAL	**266**	**362**	**263**	**891**

FIGURE 5. JUNE 2023 BICYCLE COUNT LOCATIONS



Key Destinations

The city's land uses are primarily residential and industrial, followed by retail. The area of the city north of the railroad tracks is predominantly residential, while the area south of the railroad tracks is generally split between industrial to the southwest and residential to the southeast.

Important destinations for bicyclists in Montebello include parks and recreation, schools, transit stations, retail establishments, and community and civic uses, as shown in **Figure 6.** Safe and convenient connections to these types of destinations are important to individuals who are reliant on public transit and active transportation, including youths, older adults, people who do not own automobiles, and people with disabilities. Each destination type has unique needs shaped by their surrounding physical environment and the groups they serve.

- **Parks and recreation:** Along with numerous local city parks located in residential neighborhoods, recreation destinations include the Montebello Barnyard Zoo and City-run community centers. In addition, the Rio Hondo River Trail borders the city of Montebello to the east. The path runs from South Gate to Arcadia. Within Montebello, there are access points at Lincoln Avenue, Rea Drive, Beverly Boulevard, Whittier Boulevard, Roosevelt Avenue, and Bluff Road.
- **Schools:** There are 15 K-12 schools in Montebello, including elementary schools, middle and intermediate schools, and high schools, as well as private and charter schools.
- **Public transit stations:** There is currently one rail station within the city, the Montebello/Commerce Metrolink Station. In addition, there are two rail stations to the west of the city: the Atlantic Metro L Line Station (in East Los Angeles) and the Commerce Metrolink Station (in Commerce). The future Metro L Line extension will include a station in Montebello at the intersection of Greenwood Avenue and Washington Boulevard. Currently, bus stops are available at major roadways within the city, including Garfield Avenue, Beverly Boulevard, Wilcox Avenue, Montebello Boulevard, Whittier Boulevard, Mines Avenue, and Washington Boulevard.
- **Retail establishments:** Shopping areas in the city include both large shopping centers as well as smaller strip malls. Key retail areas are clustered around the following intersections: Montebello Boulevard and Paramount Boulevard; Montebello Boulevard and Montebello Town Center; Via Campo and Wilcox Avenue; Montebello Boulevard and Beverly Boulevard; and Montebello Boulevard and Whittier Boulevard (Downtown Montebello). Except for Downtown Montebello, retail is generally not street-facing, meaning that bicyclists and pedestrians must navigate parking lots to access these establishments.
- **Community and civic uses:** The City provides several centers and other gathering locations for its residents, including recreation centers, community centers, the Montebello Civic Center, the Montebello Library, and the Senior Citizens Center.

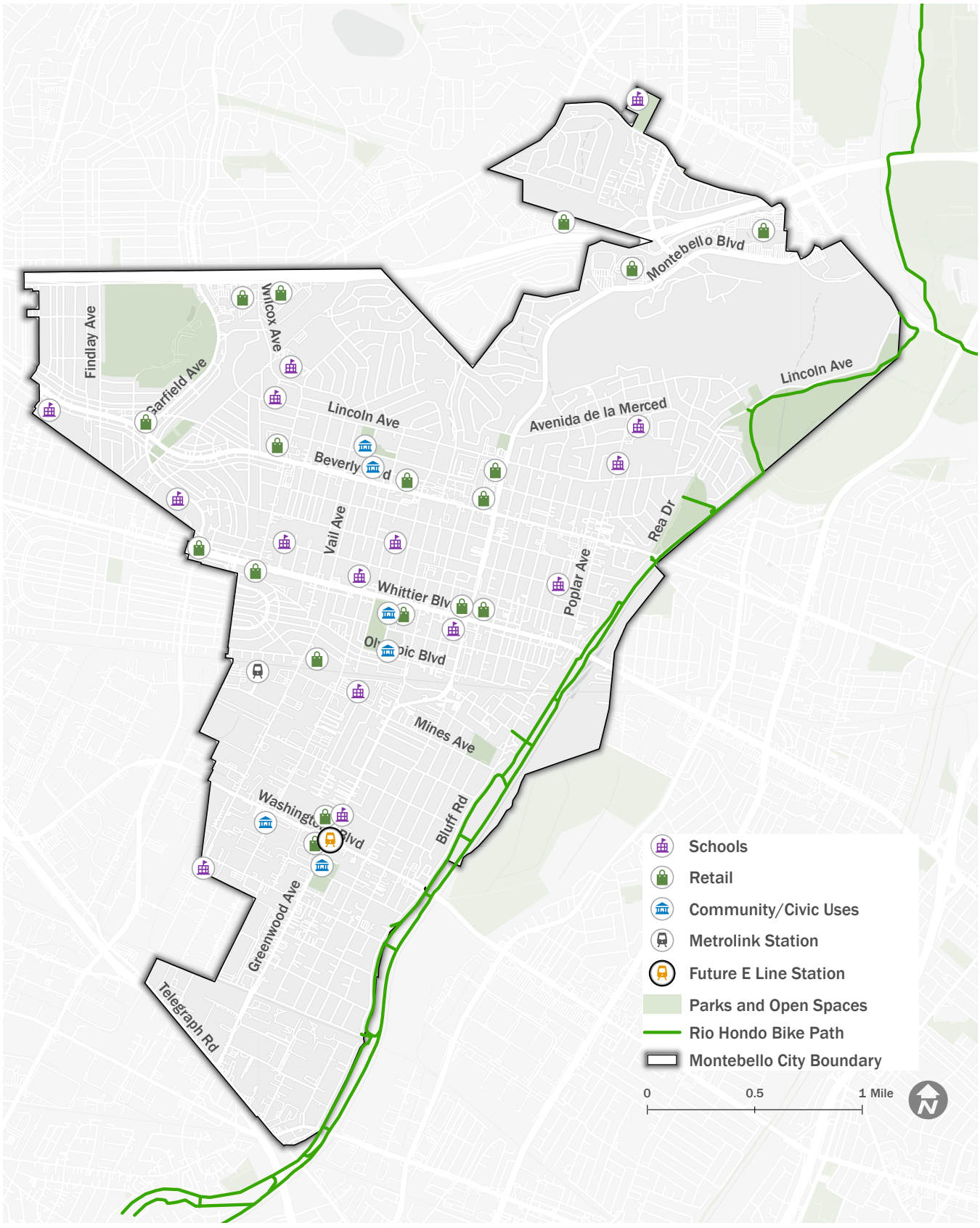


MONTEBELLO/COMMERCE METROLINK STATION



MONTEBELLO REGIONAL LIBRARY

FIGURE 6: KEY DESTINATIONS



Existing Bicycle Network

This section discusses existing on-street bikeways, off-street bikeways, and other bicycle facilities within Montebello. This information is based on an infrastructure inventory conducted in the early stages of the plan development process, as well as information from previous studies, data provided by the City, and site visits.

EXISTING BICYCLE FACILITIES

Bikeways are generally categorized into four types, as described and depicted below.

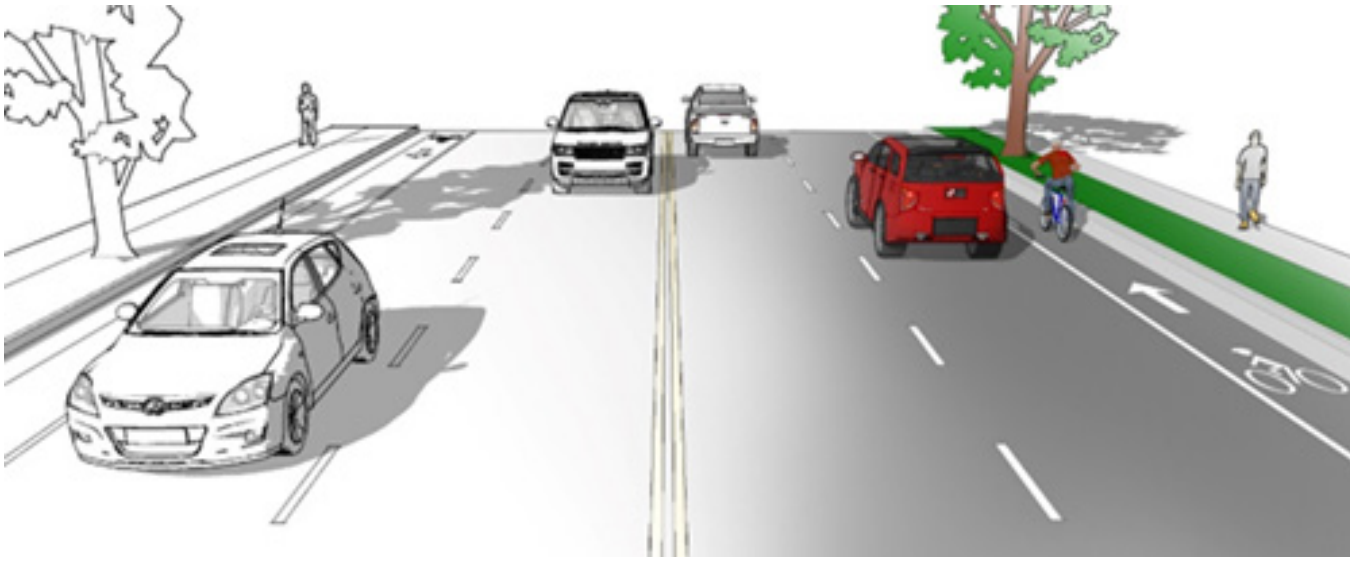
Bike path

Also known as a Class 1 bicycle facility, shared path, or multiuse path, a bike path is a paved right-of-way for bicycle travel that is completely separate from any street or highway (e.g., along a creek or channel).



Bike lane

Also known as a Class 2 bicycle facility, a bike lane is a striped and stenciled lane for one-way bicycle travel on a street or highway. This facility could include a buffered space between the bike lane and vehicle lane (referred to as a buffered bike lane) and the bike lane could be adjacent to on-street parking.



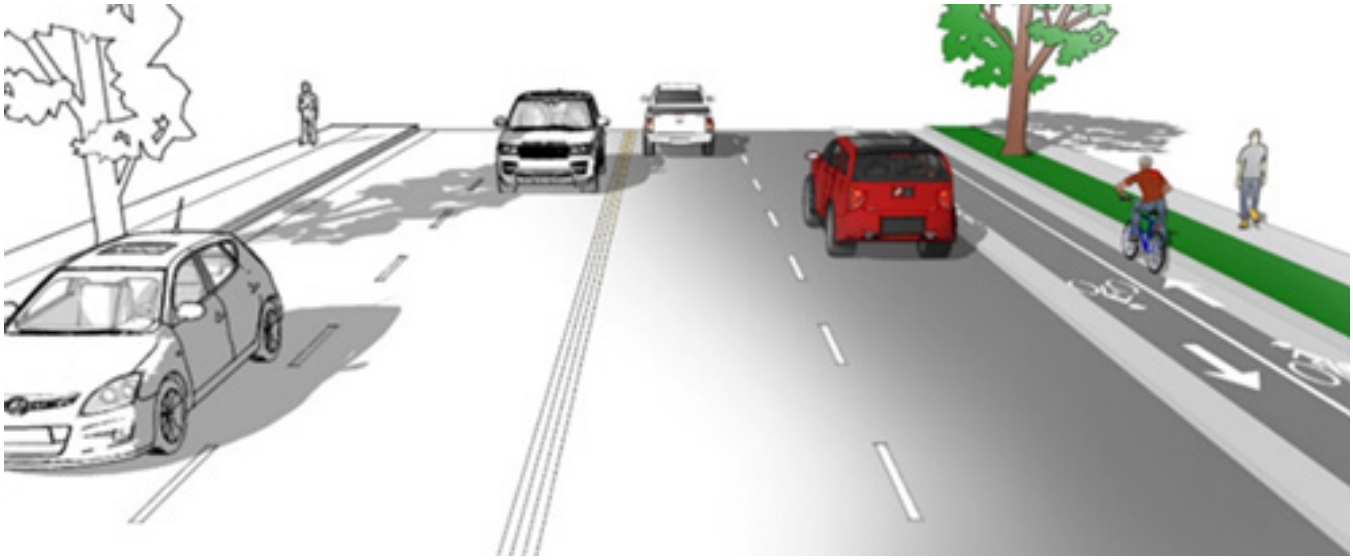
Bike route

Also known as a Class 3 bicycle facility, a bike route is a signed route along a street where the bicyclist shares the right-of-way with motor vehicles. This facility can also be augmented using shared-lane markings (also known as sharrows). An enhanced bike route, known as a bike boulevard, can include traffic calming treatments to slow down vehicles.



Separated bike lane

Also known as a Class 4 bicycle facility, a cycle track, or a protected bike lane, this is a bikeway for the exclusive use of bicycles including a separation between the bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking. A separated bike lane can be one-way or two-way.



Existing bicycle facilities within Montebello are shown in **Figure 7** and described below:

- The Rio Hondo River Trail, which runs along the Rio Honda Channel and Whittier Narrows Reservoir, is located on the east side of the city and lacks local bikeways that directly connect major roadways and key destination to the trail. There are access points at Lincoln Avenue, Rea Drive, Beverly Boulevard, Whittier Boulevard, Roosevelt Avenue, and Bluff Road.
- There are bike lanes along Montebello Boulevard north of Lincoln Avenue. Painted buffers are included for both directions of bicycle travel between Paramount Boulevard and Jefferson Boulevard, and in the southbound direction between Jefferson Boulevard and Avenida De La Merced.
- There are parking-adjacent bike lanes along Avenida De La Merced between Montebello Boulevard and Sanchez Street.
- There is a northbound bike lane on Paramount Boulevard at the SR-60 westbound ramps, as well as an eastbound bike lane and westbound bike route along Market Place Drive west of the ramps.
- Bike lanes are partially provided within the Montebello/Commerce Metrolink Station, but they do not connect to Flotilla Street.

Currently, there are a limited number of bikeways in and around the city, and the network is generally disconnected. For example, bicycle facilities may end at an intersection. This lack of connectivity can discourage people from bicycling. Additionally, there are no established bicycle connections to the Rio Hondo River Trail or to bicycle facilities in neighboring cities, which are also shown in **Figure 7**.

In addition to bike lanes, paths, and routes, bicycle parking facilities increase the convenience of bicycling to local destinations. Short-term bicycle parking options, such as bicycle racks, can be found at various important destinations within the city including the following City-operated facilities:

- City Hall
- Cathy Hensel Youth Center
- George Hensel Aquatic Center
- Holifield Community Center

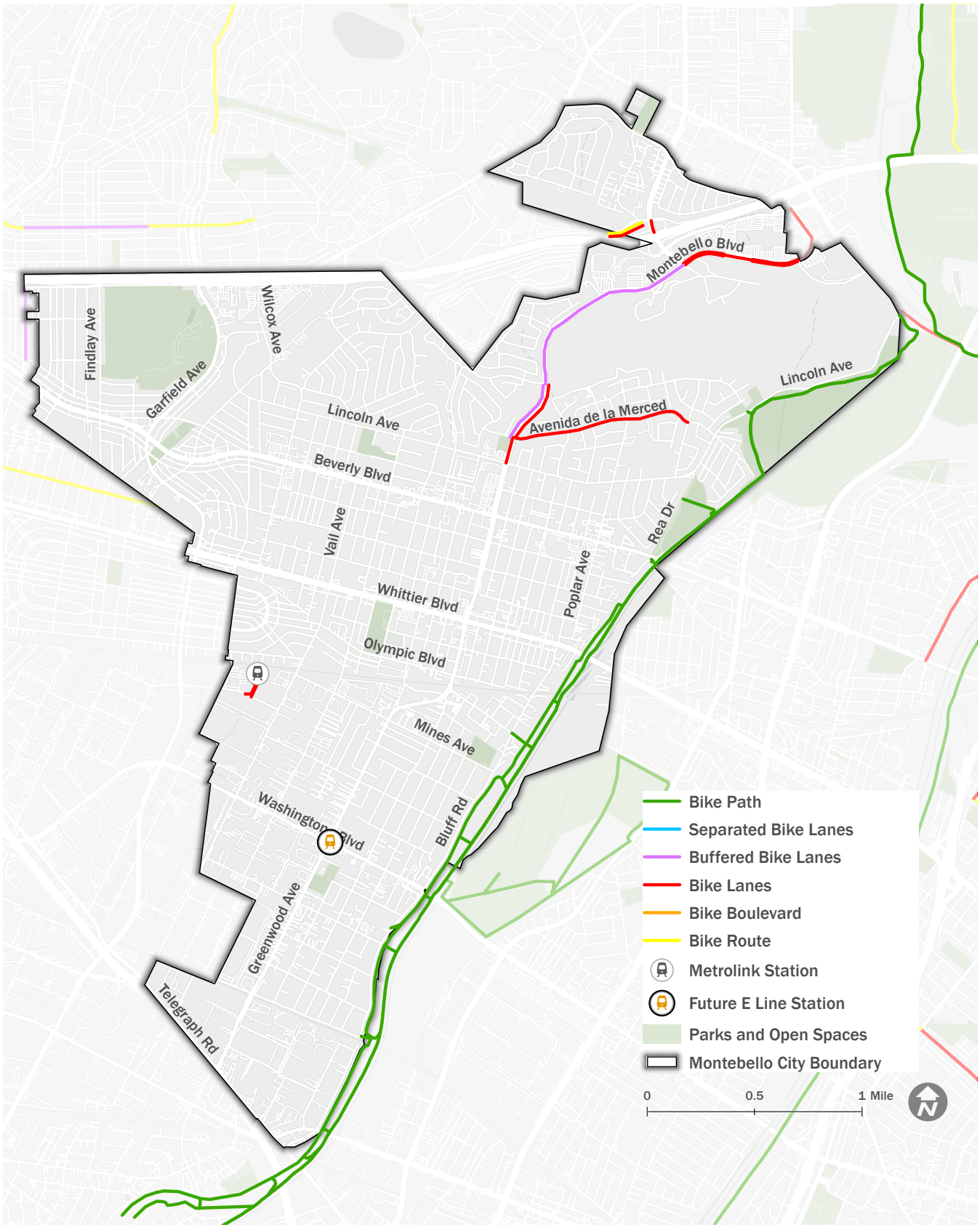
While bicycle parking for private (e.g., retail) establishments is limited, bicycle racks are provided along the sidewalk on Whittier Boulevard within Downtown Montebello.

Long-term parking in the form of secure and covered bicycle lockers is available near the Atlantic Metro Gold Line Station located just outside Montebello's city limits.



Downtown Montebello bicycle rack

FIGURE 7: EXISTING BICYCLE NETWORK





Rio Hondo bike path



Avenida de la Merced bike lanes



Montebello Boulevard buffered bike lanes



OTHER PLANNED BIKEWAY IMPROVEMENTS

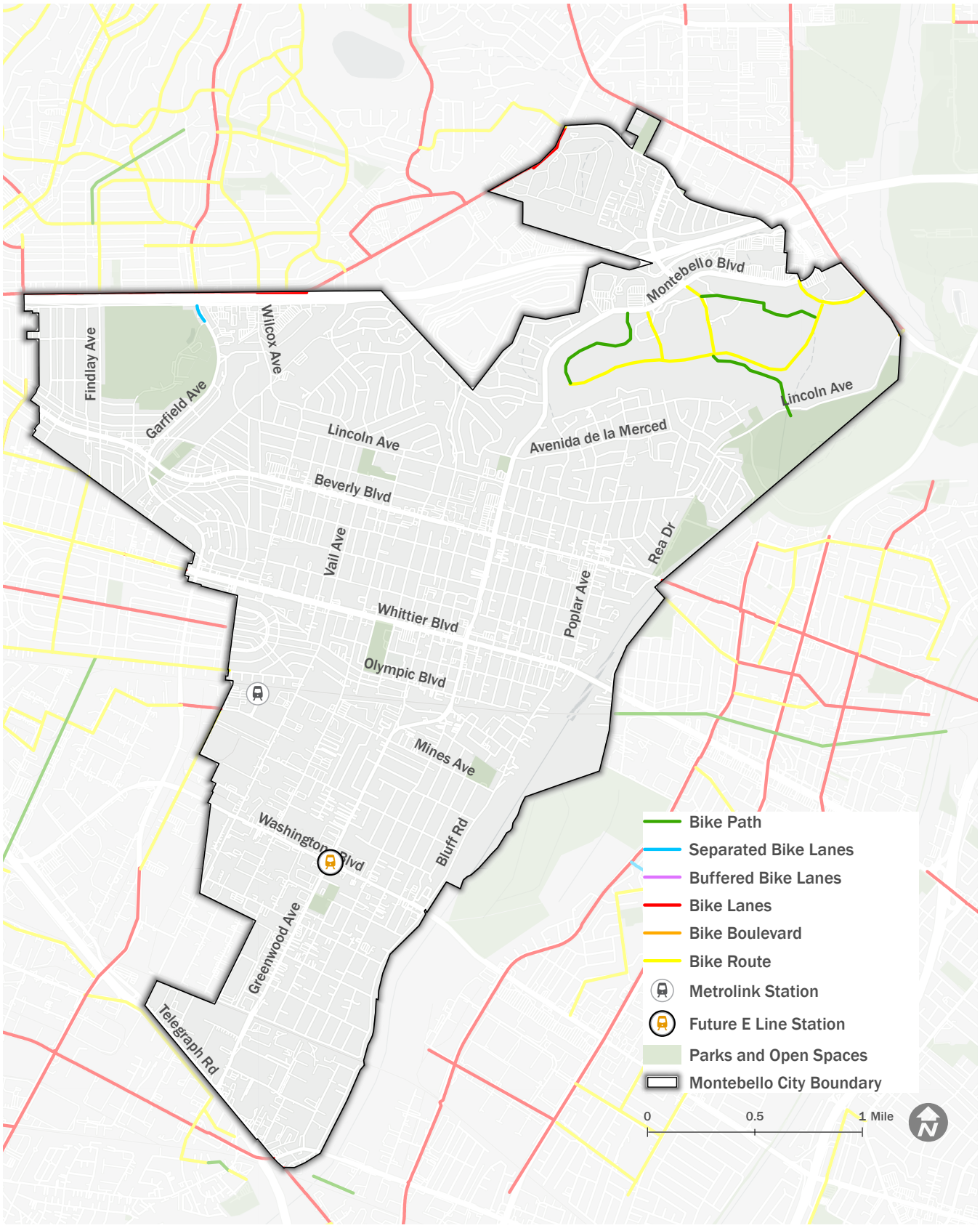
Other planned bikeways within the city of Montebello are shown in **Figure 8**. These bikeways have been proposed and are being implemented as part of planning efforts separate from this BMP. However, they are being included in the BMP's assumed baseline conditions to be consistent with these efforts and to ensure that the BMP's proposed bikeway network fits seamlessly into other planned improvements in the city. The following bikeway projects have been proposed in the city as part of other planning efforts:

- **Montebello Hills Specific Plan (2015):** The Montebello Hills Specific Plan was adopted in 2015 to plan for an infill residential development in northern Montebello, south of Montebello Boulevard and southwest of San Gabriel Boulevard, south of SR-60. The specific plan's bicycle circulation plan includes off-street, multiuse trails and shared collector streets.
- **Garfield Avenue & Via Campo bus turnout lane:** Part of the City's capital improvement program (CIP), this project includes a separated bike lane along Garfield Avenue between Via Campo and Via San Clemente only in the southbound direction, with no northbound bike lane.

Anticipated bicycle facilities outside the city are also shown in **Figure 8**, based on respective jurisdictions' bicycle plans and/or ATPs. As shown, several bike lanes and bike routes are proposed on streets that meet Montebello's city limits. This BMP strives to recommend a network of bicycle facilities within Montebello that provides consistency and comfort for bicyclists crossing city boundaries.

Image source: ODOT

FIGURE 8: OTHER PLANNED BIKEWAYS



Existing Programs

Existing City programs and policies to encourage bicycling are described below. These include existing code requirements and policies related to bicycling-supportive facilities, such as bicycle parking.

- **Senior efforts:** The City of Montebello Senior Center offers Dial-A-Ride services to senior residents. The Senior Center works with the Montebello Bus Line Transportation Citizen Advisory Committee to work on passenger advocacy and senior public transportation safety.
- **Crossing guards:** The City of Montebello Police Department, in coordination with the Montebello Unified School District, has identified five locations as areas of need for crossing guards at various locations citywide. Through a memorandum of understanding between the police department and the school district, the former supplies crossing guards at the five identified locations through a service vendor. The latter supports the initiative through funding ten percent of the annual cost of services.
- **Transportation demand management (TDM):** The City's Municipal Code includes TDM requirements for nonresidential developments, including bicycle-related requirements as follows:
  - **Nonresidential developments that are 25,000 square feet or larger** shall provide an information kiosk that includes bicycle route and facility information, including regional and local bicycle maps, bicycle safety information, and a listing of facilities available for bicyclists at the site.
  - **Nonresidential developments that are 50,000 square feet or larger** shall provide bicycle racks or other secure bicycle parking to accommodate four bicycles per the first 50,000 square feet of nonresidential development and one bicycle per each additional fifty thousand square feet of nonresidential development. Calculations which result in a fraction of .5 or higher shall be rounded up to the nearest whole number. A bicycle parking facility may also be a fully enclosed space or locker accessible only to the owner or operator of the bicycle, which protects the bicycle from inclement weather. Specific facilities and location (e.g., provision of racks, lockers, or locked room) shall be to the satisfaction of the City.
  - **Nonresidential developments that are 100,000 square feet or larger** shall provide safe and convenient access from the external circulation system to bicycle parking facilities on site.

Barriers to Bicycling

This section details existing barriers to safe and comfortable bicycling in Montebello. Barriers to bicycling can take several forms such as perceived lack of safety, high vehicle volumes and speeds, physical barriers, and a lack of dedicated facilities which reduce opportunities for direct routes to destinations. These can create conditions that are unfavorable to bicycling and can increase a bicyclists' level of stress while using those facilities. The barriers and needs discussed in this section informed the recommended improvements in this BMP.

BICYCLIST SAFETY

Bicycling-related crash history data in Montebello was collected for the 5-year period from 2015 through 2019 as part of the Montebello Safe Travel Plan, as shown in **Figure 9**. Note, the Safe Travel Plan examined pre-2020 data to account for potential effects of the COVID-19 pandemic on travel patterns. Key safety findings related for bicyclist-involved crashes are summarized below:

- Bicyclist crashes occurred frequently along major arterials such as Beverly Boulevard, Whittier Boulevard, and at the intersection of Montebello Boulevard and Greenwood Avenue.
- There was a concentration of crashes around Montebello City Park, which includes a paved walkway throughout the park.
- Bicycle-involved crashes were three times more likely to result in a fatality or severe injury compared to vehicle-only crashes.
- The most common crash type recorded for bicycle crashes was broadside crashes.
- Traveling on the wrong side of the road was one of the most common primary crash factors reported for bicyclist-involved crashes.
- The most common age group reported in these crashes was ages 18 and under (27%). Compared to drivers, bicyclists aged 18 to 24 years old were overrepresented in the data compared to their share of the total population (21%).

These statistics illustrate some of the conditions which may discourage people from bicycling in the city, which can be exacerbated by a lack of dedicated bicycle facilities that reduce intermodal conflicts.

PHYSICAL BARRIERS

There are several physical barriers to bicycling in Montebello. These barriers can hinder bicycling access to the destinations mentioned above and should be addressed by bicycle facilities improvements to support safe and comfortable travel in the city. Barriers to bicycling and/or to implementing bicycle facilities are documented below:

- **Lack of bicycle facilities or supportive infrastructure for bicycling:** Given the lack of facilities, bicyclists must share the road with vehicles or share sidewalks with pedestrians to get to destinations within the city or regional destinations such as the Rio Hondo River Trail. This is paired with a lack supportive infrastructure such as convenient bicycle parking at destinations.
- **Lack of connectivity between bicycle facilities:** While there are some bicycle facilities currently in the city, they are not part of a connected network. Therefore, people who wish to ride a bicycle may not have a consistent, comfortable end-to-end trip between their origin and destination. For example, bicyclists traveling south along Montebello Boulevard must transition from dedicated bike lanes to no bicycle facilities (which requires sharing the road or the sidewalk).

- **Uncomfortable, vehicle-oriented streets with high speeds and volumes:** The primary transportation network within the city consists of arterial roads with an emphasis on vehicles throughput. Arterial roads tend to have higher speeds than local streets and serve tens of thousands of vehicles per day. These facilities create stressful conditions which could discourage bicycling. In addition, some intersections can be barriers for bicycling, as bicyclists must traverse multiple lanes of vehicle traffic to cross the intersection or make a left turn.
- **Lack of transit accessibility via bicycle:** Currently, there are no bicycle facilities connecting people to the Montebello/Commerce Metrolink Station or train stations in adjacent cities. In addition, there are no bicycle facilities connecting to the site of the future L Line Station.
- **Railroad tracks and lack of convenient or comfortable crossing locations:** Two sets of freight and passage rail tracks run through the city. The northern set of tracks, which run parallel to and south of Olympic Boulevard and serve the Montebello/Commerce Metrolink Station, cross the city at-grade and serve as an east-west barrier across multiple north-south streets. The southern set of tracks, which run parallel to and south of Sycamore Street, also crosses the city at-grade and restricts north-south travel in the portion of the city south of Greenwood Avenue.
- **Presence of vehicle parking:** Major retail centers such as Montebello Plaza and the Shops at Montebello are surrounded by parking lots, meaning that bicyclists must navigate parking spaces and drive aisles to access retail establishments. In addition, on-street parking serving commercial establishments could serve as a barrier to implementing on-street bike lanes if there is opposition to reallocating curb-to-curb space.
- **Hilly topography:** In the northernmost areas of the city, the topography may serve as a barrier to bicycling. An example of this condition is along Montebello Boulevard north of Lincoln Boulevard. Bicycling up steep terrain can be uncomfortable for some bicyclists, especially when a separation from vehicle lanes is not provided. While buffers are provided for the bike lanes along the incline segment, speeding downhill vehicles may dissuade people from bicycling along this road. Topography also affects other roads in this area of the city such as Lincoln Avenue.
- **Freeway ramps:** SR-60 runs in the east-west direction along the city's northern limits. Bicyclists who wish to access destinations north of the freeway must often pass at least one set of freeway ramps. These ramps can be barriers for bicyclists to cross, most significantly the multiple ramps along Paramount Boulevard. It should be noted that these facilities are under Caltrans' jurisdiction, which must be addressed when planning bicycle facilities at these locations. In addition, freeway overpasses (such as those at Vail Avenue, Wilcox Avenue, Garfield Avenue, and Findlay Avenue) can be dark, noisy, and uncomfortable for bicyclists and can also serve as a constraint to implementing bike lanes along intersecting arterials.

These physical barriers can discourage people from bicycling in Montebello, which could contribute to a lack of bicycling culture and visibility and further play a part in discouraging potential new bicyclists.



Montebello Plaza parking lot

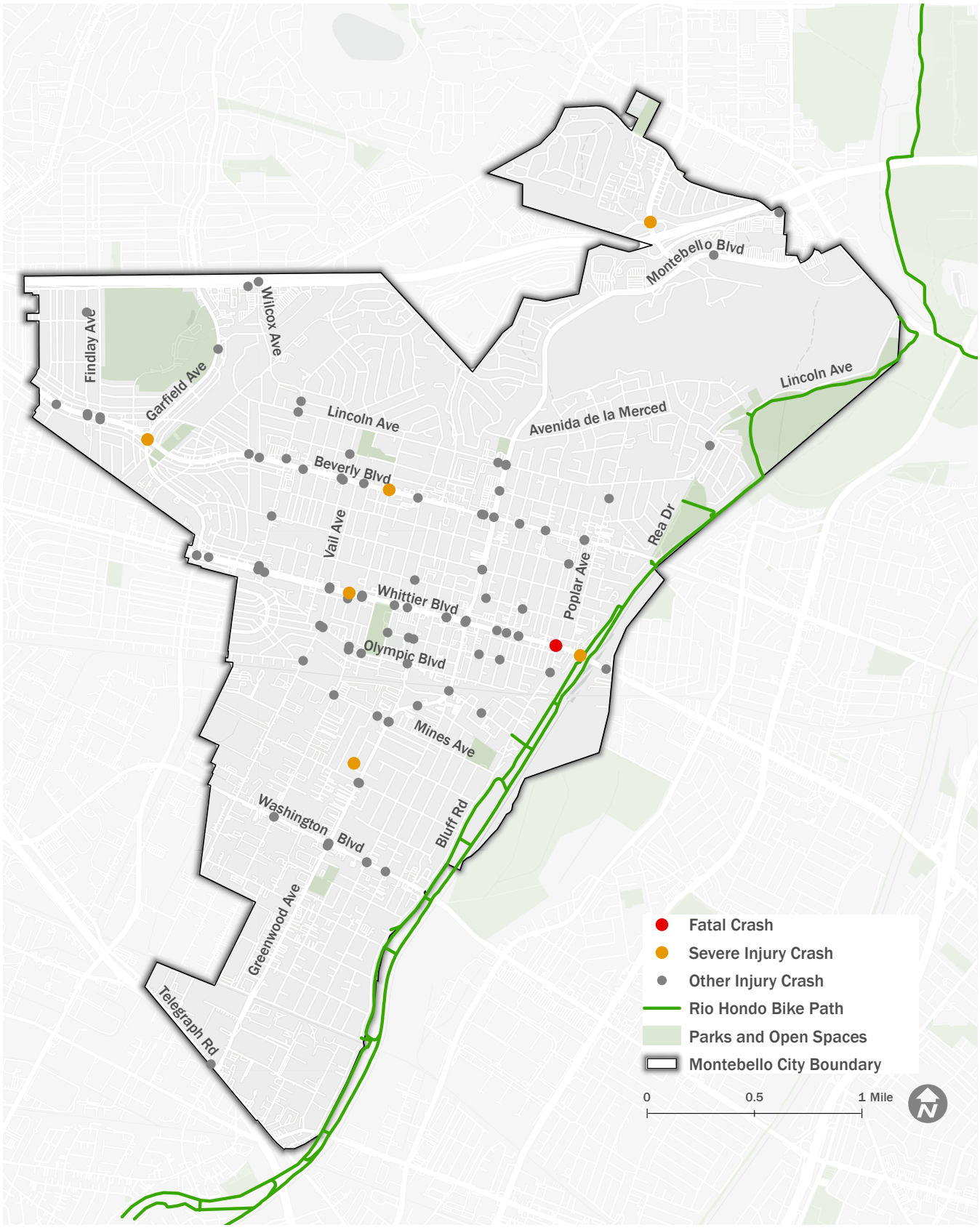


Montebello Boulevard incline



Wilcox Avenue underpass

FIGURE 9: BICYCLIST-INVOLVED CRASHES (2015-2019)





Source ODOT

04
COMMUNITY ENGAGEMENT





Source: Kittelson & Associates, Inc.

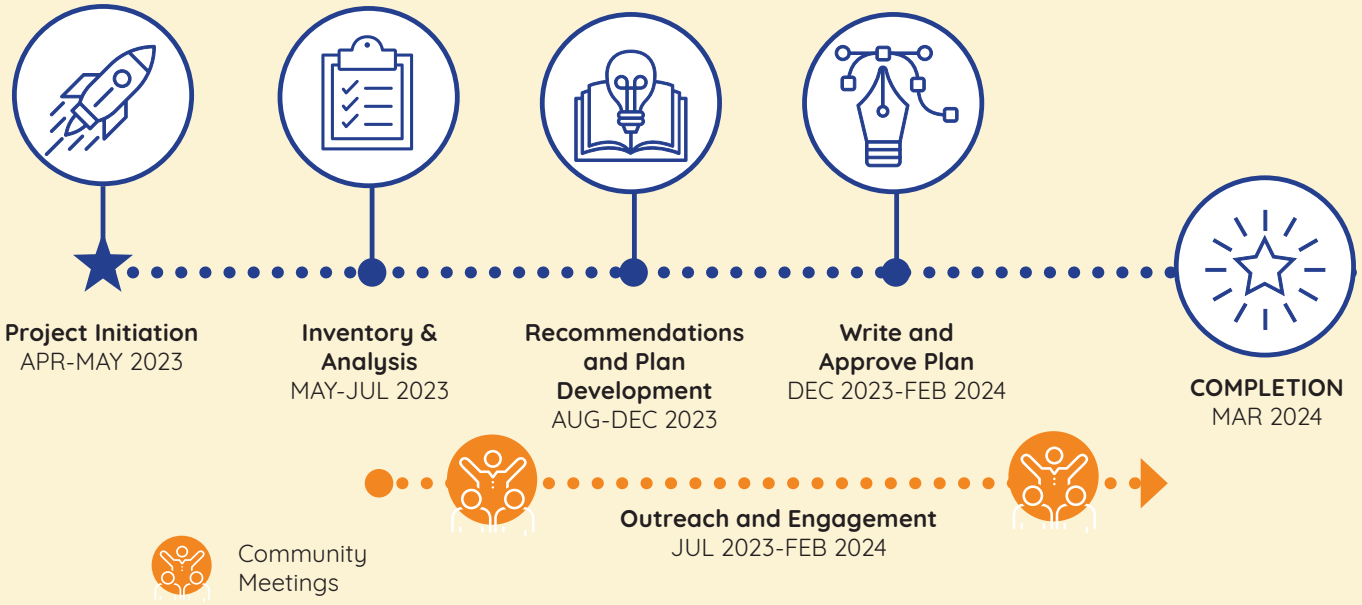
Community Engagement

Community outreach was a vital part of the BMP development process to ensure the plan identifies community needs and provides useful and implementable recommendations that the community supports. Comprehensive community input included a multifaceted outreach effort to learn more about transportation habits in Montebello, establish route preferences, and ascertain levels of comfort with different facility types and location-specific treatments. This chapter summarizes the BMP's outreach strategy, including the findings and community feedback.

Overview

The purpose of the community outreach process was to share information about the development of the BMP, solicit feedback from the community, and provide a transparent decision-making process.

Overall, four different community outreach strategies were used to engage with the public and relevant stakeholders: a partner agency meeting, a pop-up booth at Downtown Street Fest, two community workshops, and an online survey and interactive map.



PARTNER AGENCY MEETING

A focused meeting with partner agencies was held to obtain their input on key issues to address as part of this BMP. The following agencies and groups participated in the meeting on August 15, 2023:

- Caltrans
- LA Metro
- Montebello Bus Lines
- Montebello Unified School District
- Montebello Fire Department
- Montebello Traffic Commission

Feedback received during this meeting included the following:

- LA Metro has initiated a first/last mile plan for the proposed L Line Station at Greenwood Avenue and Washington Boulevard, with a half-mile focus area for pedestrians and a three-mile radius for bicycle and other wheeled modes. LA Metro intends to fold in existing local plans into their station area planning.
- The plan should consider conflict zone green striping, high visibility crosswalks, separated bikeways, and raised crosswalks.
- The bicycle plan should explore bicycle and pedestrian leading traffic signal intervals at the underpass of the SR-60 and at major intersections.
- Slip lanes are an issue for pedestrians and bicyclists in the city and should be examined as part of the BMP.
- Driver speeding is a common issue throughout the city, including on Beverly Boulevard, Wilcox Avenue, Whittier Boulevard, and Garfield Avenue.
- The City should develop mobility hubs in popular areas, near development such as the golf course, downtown, and Metro Heights. Mobility hubs would include things such as bicycle parking and other supportive amenities such as bicycle repair stations.
- The plan should examine enforcement and education, including programs such as walking buses to school.

POP-UP BOOTH

The City of Montebello hosted the Downtown Street Fest on Saturday, July 29, 2023. The event offered a day of live bands, food, a beer garden, artisan and craft vendors, and kids' zone. Whittier Boulevard between Montebello Boulevard and 4th Street was closed to vehicle traffic.

The City's Planning and Community Development booth included information about the City's BMP. The purpose of the booth was to inform the public of the upcoming community workshop on August 10, 2023, as well as the BMP's ongoing online survey. English and Spanish flyers were handed out which included information about both the workshop and the survey.

COMMUNITY WORKSHOPS

Two community workshops were held at key project milestones (existing conditions analysis and infrastructure recommendations). Information regarding each workshop (including a project flyer) was shared on the City's social media channels and distributed to local groups and other interested parties.

The first community workshop was held on Thursday, August 10, 2023, from 6:00 p.m. to 8:00 p.m. at Holifield Park Community Center. The purpose of the first workshop was for the City to introduce the project, obtain feedback on existing conditions, and receive input on the types of infrastructure and programs that should be included in the plan.



DOWNTOWN STREET FEST BOOTH

Feedback obtained at this first workshop is summarized below:

- Participants cited perceived driver speeding issues at multiple locations throughout the city, including Lincoln Avenue, Beverly Boulevard, Whitter Boulevard, Hay Street, and Bluff Road. They supported installing traffic circles to calm traffic, as well as discourage cut-through traffic through residential neighborhoods.
- Participants highlighted corridors that experienced changes in elevation (such as Montebello Boulevard) and streets with high volumes of traffic and high posted speed limits (such as Beverly Boulevard) as candidates for vertical separation.
- Direct pathways to key destinations on major roadways were preferred, as opposed to indirect routes on residential streets.
- Participants voiced a need for bicycle access to destinations such as the Montebello/Commerce Metrolink Station, Downtown Montebello, the future L Line Station, middle and high schools, and the Rio Hondo River Trail.
- Participants wanted to see bicycle facilities on streets such as Wilcox Avenue, Lincoln Avenue, Beverly Boulevard, Whittier Boulevard, Garfield Avenue, Maple Avenue, Bluff Road, and Greenwood Avenue.
- Other needs that were raised included intersection improvements, bicycle-oriented wayfinding signage, bicycle parking, and programs such as bicycle repair classes, open street events, community rides, and safety education.

A second community workshop was held on Thursday November 9, 2023, from 6:00 p.m. to 8:00 p.m. at the Montebello Senior Center. The purpose of this second workshop was to present the preliminary infrastructure recommendations to the community, to ensure that the plan's recommendations addressed the community's needs both in terms of locations and facility types. Attendees were supportive of the draft bicycle network that was presented and helped the project team refine and update the recommendations along additional roads. The community input was incorporated and led to the development of the final recommended bicycle network that is presented in this BMP.



FIRST COMMUNITY WORKSHOP GROUP DISCUSSION



SECOND COMMUNITY WORKSHOP MAPPING ACTIVITY

WEBSITE AND SOCIAL MEDIA OUTREACH

Throughout the BMP development process, the City of Montebello hosted information about the project on a dedicated project webpage on the City's website, including information about the project, a link to the online survey, and announcements regarding upcoming public workshops. In addition to the project website, the City's social media accounts (Facebook, Instagram, and X, formerly known as Twitter) were used to share bilingual project flyers announcing workshops and the project survey.

To supplement the online outreach, the City sent emails advertising the online survey and workshops to a database of individuals who had expressed interest during the BMP development process.

ONLINE SURVEY AND MAP

An online survey was posted on the City's website and social media accounts to allow community members to provide information on their experience bicycling in Montebello, key bicycling destinations, and other information that would help in the development of the BMP. In addition to the survey questions, respondents were able to use an online map to provide additional location-specific comments. The survey was available in both English and Spanish. In total, 87 people responded to the survey.



Online Survey Feedback

Feedback was collected throughout the multiple workshops and meetings and was summarized in the preceding section. In addition, the online survey and map provided valuable insights into the public's preferences for bicycle improvements in the city and supplemented the input collected during the in-person outreach events. Survey responses are illustrated in **Figure 10** with specific feedback summarized below:

- Participants were asked which destinations are challenging to bicycle to and/or which destinations they wish to access by bicycling. The most common locations were general retail and shopping, major streets, Downtown Montebello, parks, LA Metro Atlantic Station, BLVD MRKT, Montebello Town Center/the Shops at Montebello, the Rio Hondo River Trail, Mart of Montebello, and City Hall.
- Participants were asked which streets should be improved with bikeways. The most common response included Beverly Boulevard, Whittier Boulevard, Montebello Boulevard/Greenwood Avenue, Lincoln Avenue, Garfield Avenue, and Washington Boulevard.

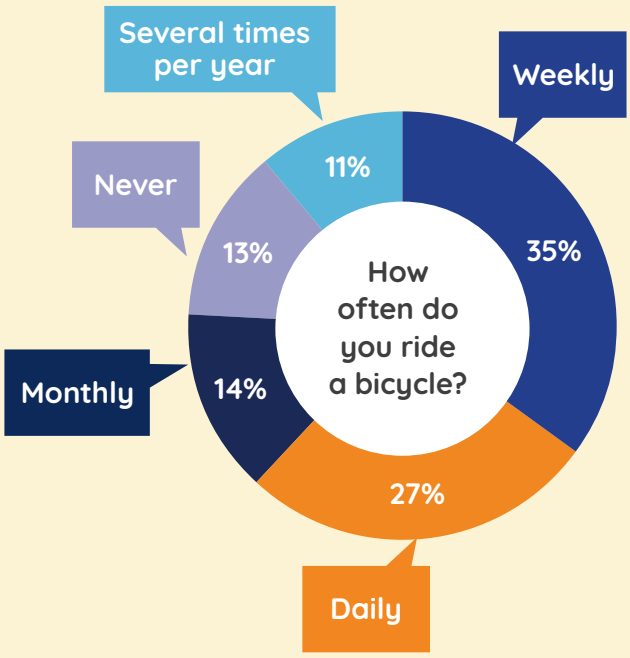
In addition to the survey questions, respondents were able to use an online map to provide additional location-specific comments. Feedback generally aligned with what was provided through the open survey questions. In total, 74 comments were provided on the map, with the most common categories summarized below:

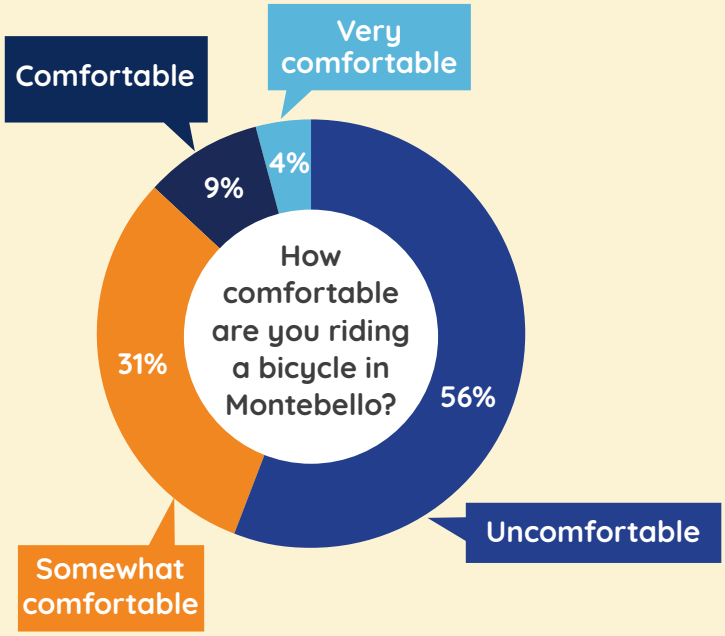
- Beverly Boulevard should be improved with a dedicated bicycle facility as it is currently uncomfortable or unsafe for bicyclists. This includes providing a better connection to the Rio Hondo River Trail, Beverly Hospital, shops and restaurants, City Hall, and Montebello Library. (12 responses)
- Slip lanes present safety issues for bicyclists. (6 responses)
- Implement a protected bikeway along Whitter Boulevard and improve access to Downtown Montebello. Speed is an issue and could be addressed through traffic calming measures. (6 responses)
- Improve access to the Rio Hondo River Trail via roads such as Beverly Boulevard, Bluff Road, Maiden Lane, and Lincoln Avenue. (5 responses)
- Implement a bikeway such as protected bike lanes along Lincoln Avenue and improve intersection timing. (5 responses)
- Some speed bumps in the city are ineffective at slowing vehicles down along minor streets (for example, on Findlay Avenue, San Antonio Drive, and Hay Street), including for discouraging cut-through traffic. Additional stop signs are needed on Merle Drive. (3 responses)
- Garfield Avenue has high speeds and parked cars; the City should implement traffic calming and reduce speeds. (3 responses)
- Implement protected and/or green bike lanes along Montebello Boulevard as it is currently unsafe for bicyclists. (3 responses)
- Improve bicycle access to Montebello Town Center and the Shops at Montebello (including reduced vehicle speeds) and increase the number of bicycle racks. (3 responses)

FIGURE 10: ONLINE SURVEY RESPONSES

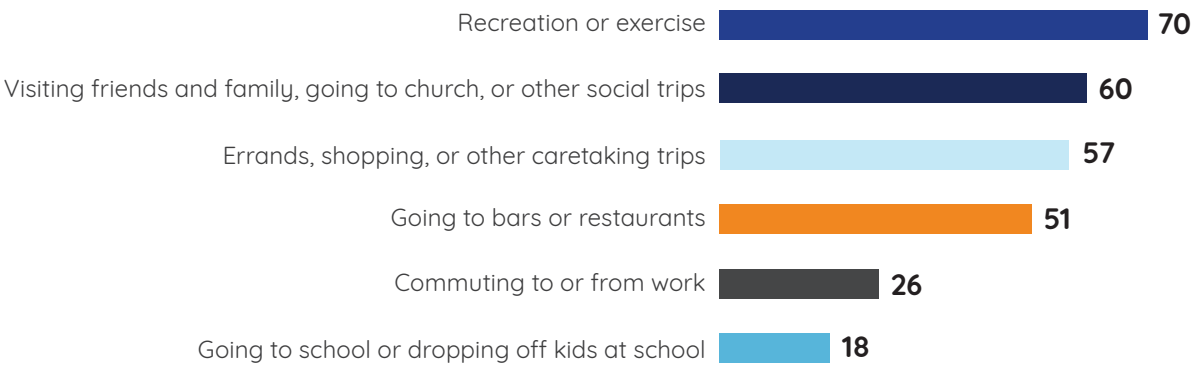


87 PEOPLE RESPONDED TO THE SURVEY





Where would you like to ride a bicycle to?



Top reasons for not bicycling more frequently



Lack of bicycle paths and lanes



Lack of safe and secure bicycle parking

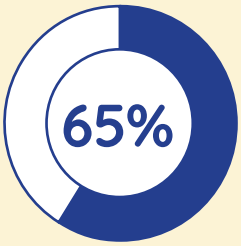


I feel unsafe

Of the following bicycle facilities, where would you feel safe and comfortable riding a bicycle?

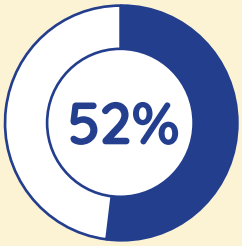


Street-adjacent landscape-separated bike path



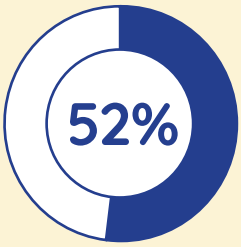


Off-street bike path or trail



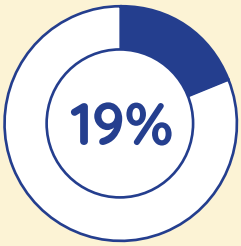


Parking or post-separated bike lane



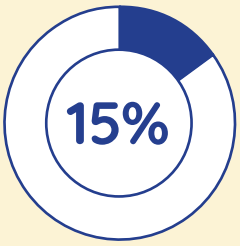


Painted bike lane





Bike route on residential street





Source: Kittelson & Associates, Inc.

05
RECOMMENDED BICYCLE NETWORK





Recommended Bicycle Network

This chapter presents the recommended citywide bicycle network. This network represents the City's vision for bicycling in Montebello, with new and improved facilities to create safe and comfortable connections to key destinations for users of all ages and abilities. The recommendations in this chapter were developed based on the findings of the existing conditions analysis, as well as feedback obtained through the public outreach process.

Recommended Bicycle Improvements

Safe and comfortable bikeways in Montebello can help create an environment that accommodates bicyclists of all comfort levels. The recommended network includes a range of bicycling facilities that provide safe bicycle connections to neighborhoods and destinations in Montebello.

RECOMMENDED BIKEWAYS

The recommended bikeway network is shown in **Figure 11** and detailed in this section. Individual recommended bikeway maps are provided in Appendix H. This network includes a focus on providing bike routes and bike boulevards on low-volume, low-speed roadways, as well as separated and/or buffered bike lanes on major streets to create a connected network that serves people living across the city. The recommended bicycle network establishes a set of bicycle facilities to serve both experienced and less-experienced bicyclists. This combination of facilities will help the City construct a bikeways network that connects neighborhoods and important destinations for bicyclists of all ages and abilities. This approach takes advantage of Montebello's neighborhood streets running parallel to major roadways to establish lower stress routes. Connecting neighborhoods to schools and shopping centers through parallel low-vehicle-speed routes helps facilitate commuting and household-supporting bicycle trips. Such connections also create new opportunities and linkages for recreational riding along on-street facilities and for access to the Rio Hondo River Trail.

On-street bike routes and bike boulevards (where bicyclists share a travel lane with vehicles) include vehicle speed management as an important element of design, since vehicles and bicyclists share a travel lane. Along the recommended bike boulevards, vehicle speed management can be achieved through physical traffic calming measures, traffic diversion, advisory signs, and striping, as well as education and enforcement programs aimed at managing vehicle speeds. In addition, bike boulevards should include intersection treatments at arterial road intersections where cross-traffic does not stop, such as pedestrian hybrid beacons (PHB) and rectangular rapid flashing beacons (RRFB).

For the recommended standard, buffered, and separated bike lanes, high quality intersection treatments, such as bicycle boxes or protected intersections, should be provided at major streets. Focused improvements such as green conflict zone markings would also be required for bicyclists to safely navigate freeway on-ramps in northern Montebello. While buffered

bike lanes are recommended along several corridors and roadway segments in the city instead of protected bike lanes due to the presence of closely-spaced driveways and the desire to maintain consistent bikeway types along a corridor, the City may choose to implement separated facilities with low-cost flexible posts along specific sections if deemed feasible during final design and implementation.

Note, while this BMP details recommended roadways, facility types, and facility features for a complete citywide bicycle network, additional considerations during final design and construction may result in modifications to the bicycle facility types and features recommended for the streets along the network. In addition, while the recommendations laid out in this BMP can generally be accommodated within existing City-owned right-of-way, there is the potential for the City to coordinate with local property owners to dedicate property. This could be required to implement or improve bicycle facilities based on existing public-right-of-way.

Montebello Boulevard and Greenwood Avenue

Montebello Boulevard travels north-south through Montebello before becoming Montebello Way and then Greenwood Avenue. It provides uninterrupted north-south connectivity through the city and destinations outside the city limits. Currently, there are bike lanes and buffered lanes in both directions between Lincoln Avenue and Montebello Town Center. There is also an incline along that segment of Montebello Boulevard. A bikeway along this complete corridor would provide north-south bicycle access through the city and to destinations such as multiple retail establishments, the future LA Metro L Line Station, and recreational areas north of the city.

The recommended facility along this corridor is to install separated bike lanes between Plaza Drive and Whittier Boulevard, buffered bike lanes between Whittier Boulevard and Mines Avenue, parking-adjacent bike lanes between Mines Avenue and Washington Boulevard, and parking-adjacent buffered bike lanes between Washington Boulevard and Date Street. Specific segments of the Montebello Boulevard/ Greenwood Avenue corridor are discussed below. Unless otherwise noted, improvements can be implemented without affecting vehicle throughput or parking (e.g., by reducing lane widths).

- **Plaza Drive to Paramount Boulevard:** Install separated bike lanes. This involves improving the existing bike lanes with physical separation.
- **Paramount Boulevard to Avenida De La Merced**: Install separated bike lanes. This involves improving the existing bike lanes and buffered bike lanes with physical separation and modifying to the median south of Jefferson Boulevard.
- **Avenida De La Merced to Lincoln Avenue:** Install southbound separated bike lanes, which would involve removing parking on the west side of the road. The recommended approach for the northbound direction is to leave the existing facility as is (parking-adjacent bike lane).
- **Lincoln Avenue to Beverly Boulevard:** Install southbound separated bike lanes. In the northbound direction, remove parking between Beverly Boulevard and Victoria Avenue to install a separated bike lane; north of Victoria Avenue, retain on-street parking and install a buffered bike lane.
- **Beverly Boulevard to Cleveland Avenue:** Install separated bike lanes. This involves removing on-street parking.

- **Cleveland Avenue to Whittier Boulevard:** Install separated bike lanes. This involves removing on-street parking.
- **Whittier Boulevard to Mines Avenue:** Install buffered bike lanes.
- **Mines Avenue to Washington Boulevard:** Install parking-adjacent bike lanes. This would require the removal of a vehicle travel lane and the addition of a center turn lane.
- **Washington Boulevard to Elm Street:** Install parking-adjacent buffered bike lanes. This would require a road diet.

The recommended improvements for Greenwood Avenue have been developed within the constraints of existing City-owned right-of-way along the corridor as well as existing conditions such as the number and location of driveways, which affect the type of bicycle facility that is appropriate. However, as the City's long-term General Plan buildout is undertaken, the nature and characteristics of Greenwood Avenue can shift. In addition, there may be opportunities for the City to coordinate with existing or new property owners to dedicate property. Therefore, this BMP recommends separated bike lanes south of Whittier Boulevard as a long-term improvement to coincide with the City's long-term buildout.

Montebello Boulevard (Southern Segment)

Montebello Boulevard south of Montebello Way until Sycamore Street provides north-south access through residential areas. A bicycle facility on this street would provide alternative bicycle access to Greenwood Avenue.

The recommended facility for Montebello Boulevard south of Montebello Way is to install a bike boulevard, which would include traffic calming components. In addition to serving as an alternative route to bicycling along Greenwood Avenue, implementing a bike boulevard with traffic calming can help discourage vehicle speeding and cut-through traffic through neighborhoods.

Poplar Avenue and Bluff Road

As a single uninterrupted corridor, Poplar Avenue and Bluff Road provide continuous north-south access through the city, connecting destinations such as the Rio Hondo Trail, parks, Downtown Montebello, and retail. A bikeway along this complete corridor would provide north-south bicycle access through the city and serve as an alternative to the Montebello Boulevard and Greenwood Avenue corridor.

The recommended facility for the Poplar Avenue and Bluff Road corridor is to install a bike boulevard, which would include traffic calming components. In addition to serving as an alternative route to bicycling along Montebello Boulevard and Greenwood Avenue, implementing a bike boulevard with traffic calming can help discourage vehicle speeding and cut-through traffic through the city's eastern neighborhoods.

Maple Avenue

Maple Avenue travels between Lincoln Boulevard and Washington Boulevard and provides north-south access through the city and neighborhoods to destinations such as schools, parks, and retail. A bikeway along this street would provide alternative access to bicycling along Montebello Boulevard and Greenwood Avenue.

The recommended facility for Maple Avenue is to install a bike boulevard, which would include traffic calming components. In addition to serving as an alternative route to bicycling along Montebello Boulevard and Greenwood Avenue, implementing a bike boulevard with traffic calming can help discourage vehicle speeding along this residential street.

Wilcox Avenue

Wilcox Avenue provides north-south access to destinations such as multiple schools and retail destinations, including in the city of Monterey Park to the north of SR-60. A mix of standard and buffered bike lanes can be implemented along this street. The recommended facilities along specific segments are discussed below:

- **Via Campo to Beverly Boulevard:** Install buffered bike lanes. This requires the removal of vehicle travel lanes while retaining on-street parking.
- **Beverly Boulevard to Whittier Boulevard:** Install parking-adjacent bike lanes.

Lincoln Avenue

Lincoln Avenue provides east-west access to destinations such as schools, parks, retail, Juan Matias Sanchez Adobe Museum, and the Rio Hondo River Trail. Recommended facilities along this street include both separated bike lanes and bike boulevards, as detailed for specific segments below:

- **Via Paseo to 18th Steet** Install a bike boulevard, which would include traffic calming components. This would also include a short segment along Via Paseo to connect Lincoln Avenue with Wilcox Avenue.
- **18th Street to Montebello Boulevard:** Install separated bike lanes, which would require removal of a travel lane.
- **Montebello Boulevard to Avenida de la Merced:** Install a bike boulevard, which would include traffic calming components.
- **Avenida de la Merced to Rio Hondo River Trail (dam):** Install separated bike lanes. This can be achieved by converting the striped shoulders to separated bike lanes to implement one-way separated bike lanes in each direction, which would require crossing improvements at the bike path parking lot entrance. Alternatively, two-way separated bike lanes could be implemented along the south side of the road to avoid the need for bicyclists to cross the street and to navigate the parking lot to access the bike path. Both approaches would help provide access to the Rio Hondo River Trail entrance where there is an incline. This segment will require coordination with the Army Corp of Engineers.

Beverly Boulevard

Beverly Boulevard provides east-west access to destinations such as City Hall and the Civic Center, parks, Montebello Barnyard Zoo, Montebello Library, shops, restaurants, and the Rio Hondo River Trail. A mix of separated and buffered bike lanes can be implemented along this street. The recommended facilities along specific segments are discussed below:

- **Gerhart Avenue to Montebello Boulevard:** Install separated bike lanes. The recommended approach is to either remove the outer parking lane to make space for separated bike lanes, or to remove the center turn lane to implement parking-separated separated bike lanes. Under the latter approach, parking will need to be dropped at major intersection approaches to transition to left-turn pockets.
- **Montebello Boulevard to Rio Hondo River Trail:** Install buffered bike lanes. This would require removal of either the outer travel lane or removal of the center turn lane.

Madison Avenue

Madison Avenue provides east-west access through residential neighborhoods to multiple schools. A bikeway along this street would provide alternative bicycle access along busier streets such as Beverly Boulevard and Whittier Boulevard.

The recommended facility for Madison Avenue is to install a bike boulevard, which would include traffic calming components. In addition to serving as an alternative route to bicycling along busier streets, this facility can help discourage vehicle speeding and cut-through traffic through neighborhoods.

Whittier Boulevard

Whittier Boulevard provides east-west access to destinations such as Downtown Montebello, the Rio Hondo River Trail, schools, and Montebello City Park. A mix of separated bike lanes, an on-street bike route, and an off-street bike path can be implemented along this street. The recommended facilities along specific segments are discussed below:

- **Garfield Avenue to Montebello Boulevard:** Install parking-separated bike lanes. This would require a removal of a travel lane.
- **Montebello Boulevard to Bluff Road:** Install a bike route. This would be consistent with the General Plan's and Downtown Specific Plan's vision for this roadway segment and should include its traffic calming components through Downtown Montebello to facilitate shared bicycle and automobile use of travel lanes.
- **Bluff Road to Rio Hondo River Trail:** Install a bike path to connect Downtown Montebello to the Rio Hondo River Trail. A bike path can be implemented on the south side of the road through a combination of reallocating excess curb-to-curb right-of-way and widening the sidewalk. This segment will require inter-jurisdictional coordination.

Olympic Boulevard and Roosevelt Avenue

Olympic Boulevard provides east-west access to destinations such as Montebello City Park, shops, and restaurants. It also serves as an alternative route to Whittier Boulevard.

The recommended facility for Olympic Boulevard between Concourse Avenue and Montebello Boulevard is to install buffered bike lanes. This would require the removal of the outer travel lanes to retain residential on-street parking and the middle turn lane. In addition, a bike route should be provided along Roosevelt Avenue to connect riders on Olympic Boulevard with the existing Rio Hondo River Trail access point.

Washington Boulevard

Washington Boulevard provides east-west access to shops, restaurants, and other destinations. The planned LA Metro L Line extension would travel along Washington Boulevard in Montebello, with a station anticipated at the intersection of Greenwood Avenue and Washington Boulevard. Currently, LA Metro's advanced conceptual designs do not include a bikeway along Washington Boulevard.

Separated bike lanes (or another type of dedicated bicycle facility) can help to improve first/last mile access to the planned station and increase the convenience of using transit. Therefore, it is recommended that the City coordinate with LA Metro to determine the feasibility and inclusion of separated bike lanes as part of the planned multimodal improvements along this corridor. This includes coordinating with LA Metro to determine if vehicle lanes or other roadway elements can be narrowed or adjusted to include bicycle facilities in each direction.

Mines Avenue, Beach Street, Vail Avenue, and Flotilla Street Loop

Mines Avenue provides east-west access through residential neighborhoods to destinations such as parks, the Rio Hondo River Trail, and the Metrolink station, and can

serve as an alternative parallel route compared to busier streets such as Whitter Boulevard. Beach Street also provides east-west access through residential neighborhoods, connecting to other proposed bikeways and serving as an alternative parallel route to Washington Boulevard, especially as the appropriate bicycle facility along Washington Boulevard still needs to be determined and coordinated with LA Metro. Both streets connect to Vail Avenue, which travels in the north-south direction. Bicycle facilities along both streets connecting to a facility along Vail Avenue can help provide a way for bicyclists to access the Metrolink station from adjacent neighborhoods and via proposed bikeways on other streets that connect to this area. Furthermore, a bicycle facility along Flotilla Street would bridge the gap to connect to the station. The recommended improvement for each segment along this "loop" is discussed below:

- **Mines Avenue and Beach Street:** Install a bike route from Bluff Road to Maple Avenue and install bike lanes between Maple Avenue and Vail Avenue (the latter of which requires the removal of on-street parking).
- **Vail Avenue (Mines Avenue to Beach Street):** Install buffered bike lanes, which would require the removal of on-street parking. Given the industrial uses and accompanying trucks along this street, a bike route or bike boulevard is not recommended.
- **Flotilla Street (Yates Avenue to Vail Avenue):** Install bike lanes. Currently, there are no bikeways providing access to and from the Montebello/Commerce Metrolink Station. Therefore, to improve access to the station, installing bike lanes for Flotilla Street between Yates Avenue and Vail Avenue would require either removing the parking lane, or remove the center turn lane to implement parking-adjacent bike lanes. Under the latter approach, parking will need to be dropped at major intersection approaches to transition to left-turn pockets.
- **Mines Avenue to Rio Hondo River Trail:** Install a bike path to connect the intersection of Mines Avenue and Bluff Road to the Rio Hondo River Trail. A path can be implemented east of the T-intersection but would require inter-jurisdictional coordination to connect to the Rio Hondo River Trail.

While Mines Avenue and Beach Street are generally low-speed and low-volume residential streets which can be converted to a bike route with shared bicycle and vehicle use of travel lanes, both streets west of Maple Avenue are utilized by industrial uses and trucks; therefore, dedicated bike lanes are recommended for those segments.

Findlay Avenue

Findlay Avenue provides north-south connectivity and can serve as an alternative to bicycling along Garfield Avenue. The recommended facility for Findlay Avenue is to install a bike boulevard.

Garfield Avenue and Via Altamira

Garfield Avenue provides north-south access to destinations such as green spaces and retail. Given the constrained curb-to-curb right-of-way along Garfield Avenue, there are opportunities to implement various types of bicycle facilities to provide north-south bicycle connectivity in this area, as follows:

- **City-owned property (golf course):** Incorporate plans for an off-street bike path into the City's vision for the property west of Garfield Avenue. The bike path could run along the northern and eastern edges of the property (along Via Campo and Garfield Avenue, respectively) as shown in **Figure 11.**

- **Garfield Avenue from Via Campo to Via San Clemente:** Install a separated bike lane in the northbound direction to complement the City's existing plans for a southbound separated bike lane along this segment. This requires modifications to on-street parking.
- **Via Altamira from Garfield Avenue to Beverly Boulevard:** Install a bike route.

These proposed facilities will improve access for north-south bicyclists accessing destinations along Garfield Avenue and to the north of Montebello. The bike path on City property will provide a low-stress off-street facility for bicyclists; the bike route along Via Altamira will bridge the gap between the bike path and proposed bicycle facilities along Beverly Boulevard. In addition, proving the northbound separated bike lane to complement the planned southbound separated bike lane provides a connection between the proposed bike path and Via Campo.

Hay Street, Westmoreland Drive, and Vail Avenue

Hay Street provides north-south access to schools as well as to multiple proposed bikeways. The recommended facility for Hay Street is to install a bike route.

Northeast of Wilcox Avenue, bicycle facilities should be provided along Westmoreland Drive and Vail Drive to provide continuous north-south access in this area of the city, as follows:

- **Westmoreland Drive from Wilcox Avenue to Vail Avenue:** Install a bike route.
- **Vail Avenue north of Westmoreland Drive:** Install buffered bike lanes. This would require removal of a travel lane to retain existing on-street parking.

Rea Drive

Rea Drive, which runs between Beverly Boulevard and Lincoln Avenue, provides a connection between other proposed bikeways and access to the Rio Hondo River Trail, Grant Rea Park, and the Montebello Barnyard Zoo. The recommended facility for Rea Drive is to install bike lanes.

Avenida De La Merced Gap Closure

Currently, there are parking-adjacent bike lanes along Avenida De La Merced between Montebello Boulevard and Sanchez Street. With the network of proposed bikeways outlined in this section, there is a gap in the network along Avenida De La Merced between Sanchez Street and Lincoln Avenue. Therefore, it is recommended that parking adjacent bike lanes be installed along this segment, continuing the same bicycle lane design currently utilized along this street.

Paramount Boulevard

Paramount Boulevard provides north-south access to retail destinations both within and outside the city, as well as provides access across SR-60. The recommended facility for Paramount Boulevard between Montebello Boulevard and Arroyo Drive is to install separated bike lanes. This may require removal of the third southbound lane north of the freeway and removal of the third northbound lane south of the freeway. In addition, implementation of separated bike lanes crossing the SR-60 on- and off-ramps will require coordination with Caltrans.

Arroyo Drive and Potrero Grande Drive

Arroyo Drive and Potrero Grande Drive both run along the northern edge of the city, north of SR-60. These streets connect to existing and planned bikeways outside of Montebello.

The recommended facility for both Arroyo Drive and Potrero Grande Drive is to install parking-adjacent bike lanes. Implementation of bicycle facilities along Arroyo Drive will require coordination with the County of Los Angeles; implementation of bicycle facilities along Potrero Grande Drive will require coordination with the City of Monterey Park.

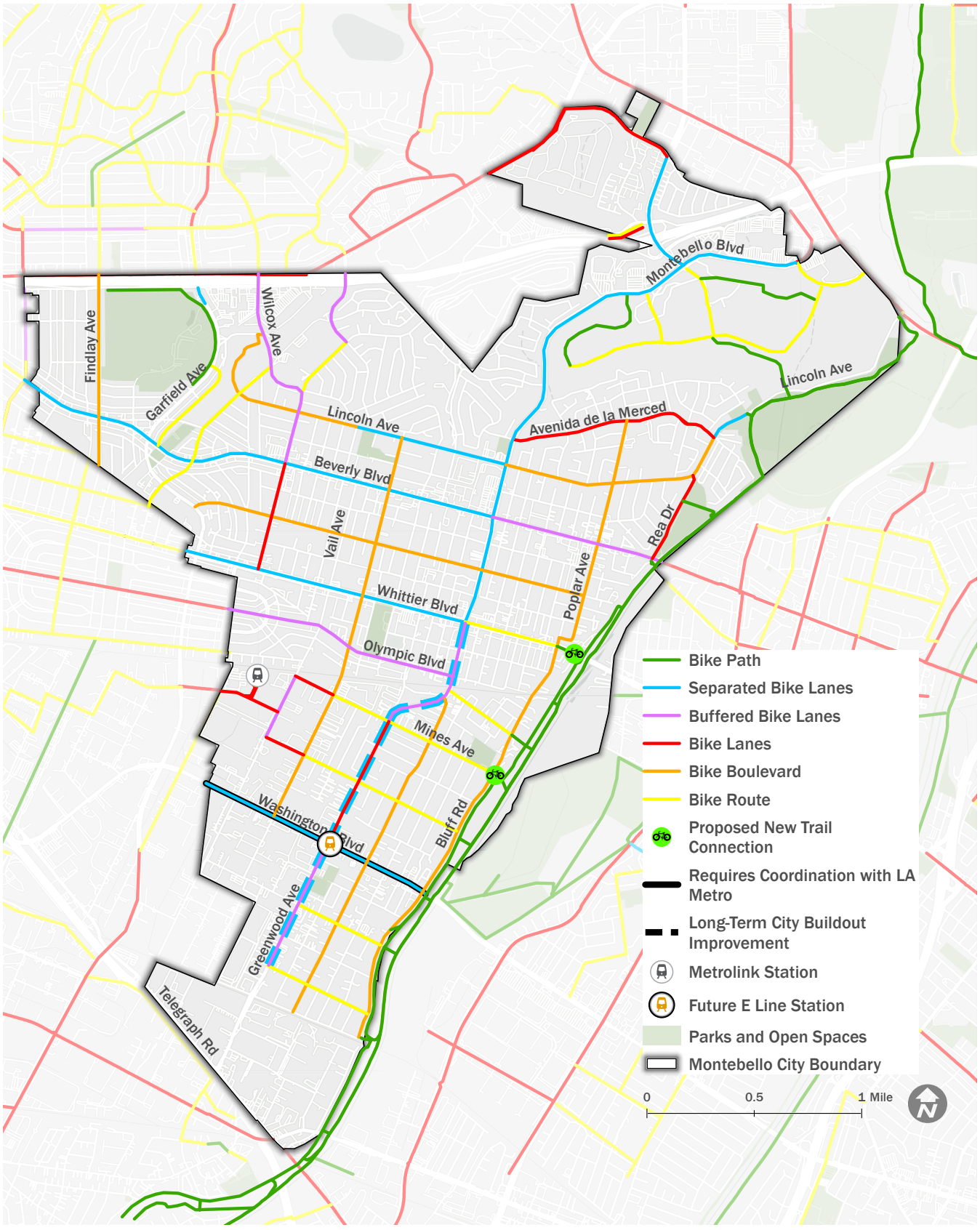
Date Street and Elm Street

Date Street and Elm Street both travel east-west through residential areas and can serve to connect proposed bikeways along Greenwood Avenue, Montebello Boulevard, and Bluff Road. The recommended facility for both streets between Greenwood Avenue and Bluff Road is to install bike routes.



Image Source:: Wikimedia Commons/Sharon Mollerus

FIGURE 11: RECOMMENDED BICYCLE NETWORK



KEY INTERSECTIONS

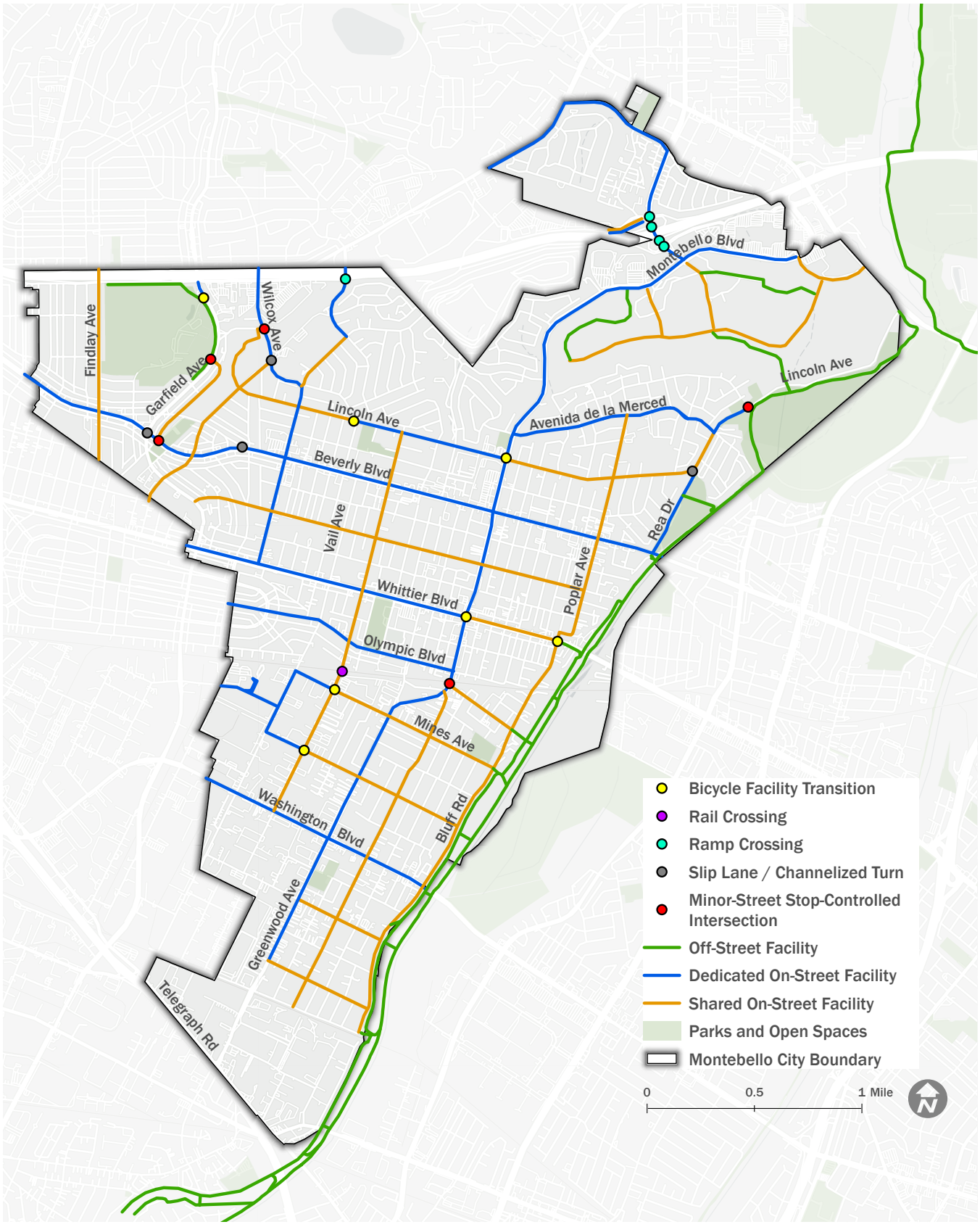
Intersection design for bicyclists is an important focal point for the development of a citywide bikeway network. Designing bikeways with appropriate intersection treatments to reduce conflicts and increase user comfort is essential to developing a low-stress, safe network of bikeway facilities. Adequate sight distance should be maintained for all street crossings and driveway access points. Pavement color treatments help highlight conflict points on the approach to and through the intersection, and they further define the bikeway relative to the vehicle travel lanes. Large intersections with high vehicle activity and complex movements can be intimidating for people bicycling and these intersections should be designed to make potential conflicts visible and improve comfort for all users.

Most intersections along the recommended bicycle network consist of signalized arterial roadway intersections along bike lanes or stop-controlled residential streets along bike routes and boulevards. Signalized intersections along the bicycle network should undergo treatments to increase bicyclist visibility and facilitate their crossings; this can include bicycle boxes, green conflict zone markings, and bicycle detection at signals. Along bike boulevards on residential streets (including at stop-controlled residential intersections) traffic circles and other physical traffic calming can serve to improve comfort for bicyclists and other road users. Additional guidance and references for intersection and crossing design are provided in **Section 6: Recommended Programs and Policies**.

However, several intersections would require special considerations during the final design process due to factors such as unique geometries or a lack of traffic controls. Applicable intersection treatments at these locations and their considerations are discussed below and shown in **Figure 12**.

- **Facility transition:** Some of this BMP's recommendations for corridors consist of multiple facility types, as some roads experience changes in context and characteristics (such as changes in right-of-way). This includes transitions from dedicated bike lanes to shared bike routes at intersections. At such locations, the intersection design should strive to reduce intermodal conflicts as bicycles merge with vehicle traffic (e.g., transition markings, leading bicycle signal intervals, and dedicated bicycle signals).
- **Rail crossing:** There are multiple at-grade rail crossings in Montebello, including along the proposed Vail Avenue buffered bike lanes. Bicycle- and pedestrian-scaled signage and barriers can address safety concerns, as well as pavement improvements across the rail crossing to reduce physical impediments to bicycling.
- **Freeway ramp crossing:** High-volume freeway ramps can serve as barriers to bicycling and can benefit from increased conflict zone markings and signage to increase visibility. Such locations will require coordination with Caltrans for implementation.
- **Slip lane or channelized turn:** Turns and other movements which minimize the level to which vehicles must slow down can impact bicyclist safety, including at night or other periods of limited visibility. Generally, physical improvements such as tightening turning radii can serve to reduce vehicle turning speeds.
- **Minor-street stop-controlled intersection:** Bike routes and boulevards along residential streets may cross arterial roads at locations where cross-traffic along the major street is uncontrolled. These locations can benefit from bicyclist-actuated controls such as PHBs and RRFBs.

FIGURE 12: KEY INTERSECTIONS FOR IMPROVEMENTS





Vail Avenue rail crossing



SR-60 ramp at Paramount Boulevard



Beverly Boulevard/Via Acosta slip lane



Minor-street stop-controlled Montebello Boulevard/ Roosevelt Avenue intersection

BIKE PARKING AND WAYFINDING

Bicycle parking is critical because many people's decision to ride a bicycle is affected by security concerns for their property. In fact, during the first community workshop, several participants indicated that a lack of convenient bicycle parking at local retail destinations discouraged them from bicycling for shopping or dining trips. Convenient and secure parking allows people bicycling to know that there will be somewhere to safely store their bicycle when they arrive at their destination. Increasing the amount of secure and reliable bicycle parking can reduce the occurrence of bicycle theft and may even incentivize more people to ride a bicycle.

Currently, the City's parking requirements do not include bicycle parking requirements for residential developments, while new nonresidential development projects 50,000 square feet or larger must provide four bicycle parking spaces per the first 50,000 square feet of nonresidential development and one bicycle per each additional 50,000 square feet of development.

This BMP recommends that the City continue to install secure and convenient bicycle parking at key City-owned destinations. To facilitate bicycle parking at retail destinations, the City should update bicycle parking requirements to meet the need for short- and long-term bicycle parking, as well as work with local retailers to install convenient short-term parking on City sidewalks, as has already taken place in Downtown Montebello.

Figure 6 highlights key destinations where the City should either install parking or work with retail establishments to do so. Locations that are candidates for improved bicycle parking include:

- Public K-12 schools;
- Parks, community centers, and recreation centers;
- Retail shopping centers; and
- Retail strip malls and individual establishments.

Similar to bicycle parking, bicycle-oriented wayfinding signage is a critical component in ensuring the citywide bicycle network is usable and convenient. A bicycle wayfinding system encompasses both signage and pavement markings that are designed to assist bicyclists in reaching their destinations via preferred bicycle routes and enhance the bicycling experience. Typically, signs are installed at critical decision points along bikeways, such as where two or more bikeways intersect or at other strategic locations along the bicycle routes. During the first community workshop, participants indicated a desire for more bicycle signage and wayfinding to help navigate the city while also promoting bicycle culture and increasing its visibility.

A consistent bicycle wayfinding system within the city of Montebello will benefit residents and visitors by:

- Providing information about destinations, direction, and distance to key destinations.
- Enhancing users' ability to navigate the bikeway network and find key attractions.
- Reinforcing the visual identity of the city.
- Promoting community awareness of trails and the bikeway network.

The City should initiate a focused bicycle wayfinding study and carry out a bicycle wayfinding program. As the bicycle improvements in this BMP are constructed, the City should strategically place wayfinding

signage to enhance their visibility and direct bicyclists to important destinations such as the following:

- On-street bikeways along local City streets;
- Regional bikeways such as the Rio Hondo River Trail;
- Commercial centers such as Downtown Montebello or the various shopping centers in the city;
- Public transit centers and stations such as the Montebello/Commerce Metrolink Station and the future L Line Greenwood Station;
- K-12 schools;
- Civic and community destinations such as City Hall, Hollifield Park Community Center, the Senior Citizens Center, and Montebello Regional Library; and
- Parks and recreation centers such as Montebello City Park and Grant Rea Park.

As part of the wayfinding system planning, the City can work with local stakeholders and residents to classify a list of destinations for inclusion on the signs based on their relative importance to users throughout the area. Based on this community input, a particular destination's ranking in the hierarchy can be used to determine the physical distance from which the locations are signed. For example, primary destinations (such as Downtown Montebello) may be included on signage up to five miles away. Secondary destinations (such as the Metrolink Station) may be included on signage up to two miles away. Tertiary destinations (such as a local park) are more local in nature and may be included on signage up to one mile away.

Additional guidance and references for implementing citywide bike parking and wayfinding programs is provided in **Section 6: Recommended Programs and Policies**.

Priority Projects

All the projects identified in this BMP play a role in creating a connected and safe network for people bicycling in and through Montebello. However, certain projects will provide more benefits in terms of helping improve safety, meeting demand, expanding access, and connecting activity centers. To identify the projects that will help to achieve these benefits, the recommended projects were prioritized using a prioritization framework that aligned with the BMP's goals and developed based on the technical analysis and outreach conducted earlier in the plan process. This section details the methodology and results, including additional information pertaining to each priority project.

METHODOLOGY

The evaluation criteria developed for this project was based on the City's goals, as well as needs expressed during the public outreach process. The criteria were divided into four categories:

- Connectivity
- Bicyclist comfort and safety
- Multimodal operations
- Other (access for disadvantaged communities, implementation and right-of-way acquisition, and cross-jurisdictional and -agency coordination)

The recommended citywide network was divided into 21 distinct projects. Thirteen metrics were used to rate each project. In addition, a weight of low, medium, or high was applied to each metric, based on the relative importance of the criterion when compared to the City's goals and objectives. The prioritization metrics and descriptions are provided in **Table 4**.

TABLE 4: PRIORITIZATION METRICS

Category	Metric	Why metric is important	Weight
Connectivity	Connectivity to Rio Hondo River Trail	Residents indicated a desire for improved connections to the trail.	High
	Connectivity to existing and future rail transit stations	Residents indicated a desire for improved connections to transit.	High
	Connectivity to key local and regional destinations	Residents want improved connections to key destinations including schools and town square.	High
	Connectivity to existing or planned bicycle facilities	Connectivity to a larger regional network improves access to destinations outside the city.	Medium
Bicyclist comfort and safety	Bikeway design	The community indicated a preference for more bikeway separation on arterial roads and cited a feeling of being physically unsafe while bicycling.	High
	Bicyclist safety	Contributes to perception of safety and comfort.	Medium
	Traffic calming	Vehicle speeding is a commonly cited concern among the community.	High
Multimodal operations	Effects on public transit buses	Minimizing effects on transit can help improve overall multimodal conditions in the city.	Low
	Effects on automobiles	Effects on vehicle capacity and convenience affect feasibility of bikeway projects, as well as public and stakeholder support; these effects also affect ease of implementation.	Low
Other	Access for disadvantaged Communities	Several areas of the city qualify as disadvantaged and have lower levels of mobility and access.	Medium
	Implementation and right-of-way acquisition	Implementation feasibility.	Low
	Cross-jurisdictional and -agency coordination	Implementation feasibility.	Low
	Complete and connected priority network	Ensure complete priority network that limits gaps.	High

PRIORITY PROJECTS FOR IMPLEMENTATION

Based on the weighted scores for each project, the following 11 projects are designated as priority projects for the City that balance and fulfill the various priority criteria and are highlighted in **Figure 13**. The projects below have been ranked by priority score – some projects share a rank due to having identical prioritization scores.

1. Poplar Avenue/Bluff Road bike boulevard
2. Mines Avenue/Beach Street/Vail Avenue/Flotilla Street loop
3. Maple Avenue bike boulevard
4. Lincoln Avenue bike lanes and bike boulevard
5. Olympic Boulevard/Roosevelt Avenue bike lanes and bike route
6. Beverly Boulevard bike lanes
6. Whittier Boulevard bike lanes, route, and path
6. Avenida De La Merced bike lanes gap closure
9. Montebello Boulevard/Greenwood Avenue bike lanes
10. Rea Drive bike lanes
11. Wilcox Avenue bike lanes

Detailed prioritization analysis matrices are provided in the appendices.

As part of the prioritization process, additional information was prepared for each of the 11 priority projects to supplement project descriptions provided earlier in this chapter found in **Table 5**. This information can be utilized by the City to obtain funding to implement the priority network (for example, included in state active transportation grant applications). The following information is provided for each priority project below:

- **Average weekday daily users for each priority project** were estimated using the California Air Resources Board (CARB) benefits calculator tool for the AHSC Program. This tool was developed to estimate the net greenhouse gas (GHG) benefit and selected co-benefits of projects receiving state grant funding, such as active transportation projects. This tool calculates the benefits of bicycle projects using factors such as facility type, facility length, adjacent roadway volumes, and number of activity centers within walking and bicycling distance of the proposed facility.
- **Annual vehicle miles traveled (VMT) reductions and total GHG reductions for the life of the project** were also estimated for each priority project using the CARB spreadsheet tool. VMT reductions were estimated using the average daily trip estimates and average trip lengths for bicycle and pedestrian trips. The annual VMT reductions are then converted to net GHG emission reductions in terms of metric tons of carbon dioxide equivalent (MTCO2e); this represents the total GHG reduction for the life of the project assuming a 15- to 20-year design life based on the facility type.
- **Planning-level construction cost estimates** were prepared for the construction of each priority project, using the Caltrans cost estimating spreadsheet tool. This tool includes unit costs for various bicycle treatments specific to Caltrans District 7, which includes Los Angeles County.

In addition, example aerial conceptual designs and typical cross sections for key projects intended to improve bicycling in Montebello are provided in Appendix K. These illustrations are intended to assist in future grant funding applications and project development, illustrating key connections in the priority network that could greatly enhance multimodal activity and help address key barriers in the city. Note, these concepts are provided for illustrative purpose; project implementation will require full surveying and design at a later stage.



FIGURE 13: PRIORITY BICYCLE NETWORK

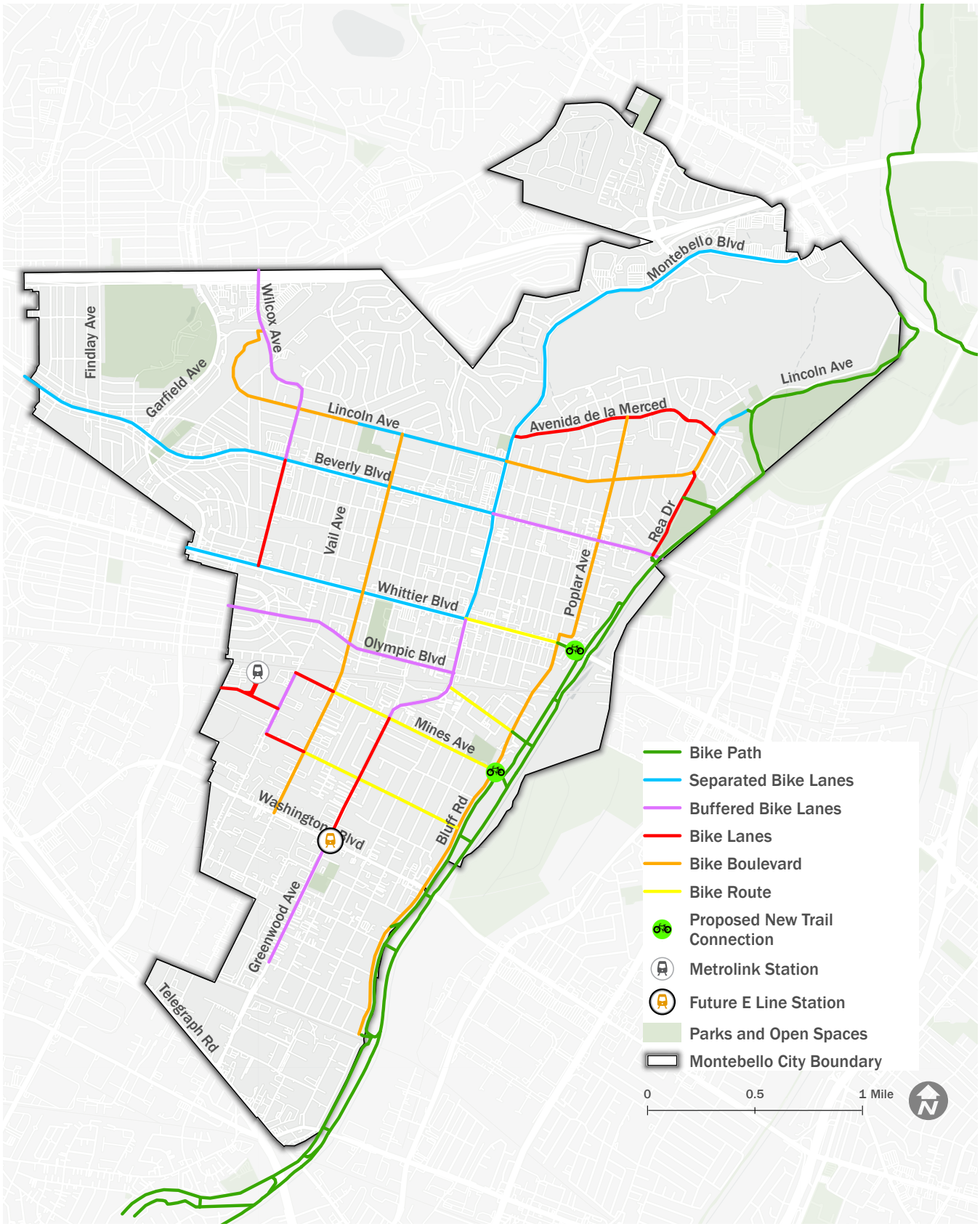


TABLE 5: PRIORITY PROJECT INFORMATION

Project	Type(s) of Improvements	Average Weekday Daily Users	Average Annual VMT Reduced	Lifetime GHG Emission Reduction	Construction Cost Estimate
Poplar Avenue/ Bluff Road bike boulevard	Bike boulevard (with traffic calming improvements)	150 users	77,000 miles	31 MTCO2e	$633,000
Mines Avenue/ Beach Street/Vail Avenue/ Flotilla Street loop	Buffered bike lanes, bike lanes, bike route, and bike path connection	140 users	74,000 miles	29 MTCO2e	$934,000
Maple Avenue bike boulevard	Bike boulevard (with traffic calming improvements)	200 users	105,000 miles	42 MTCO2e	$420,000
Lincoln Avenue bike lanes and bike boulevard	Separated bike lanes and bike boulevard (with traffic calming improvements)	500 users	258,000 miles	103 MTCO2e	$2,228,000
Olympic Boulevard/ Roosevelt Avenue bike lanes and bike route	Buffered bike lanes and bike route	490 users	252,000 miles	101 MTCO2e	$488,000
Beverly Boulevard bike lanes	Separated bike lanes and buffered bike lanes	1,730 users	888,000 miles	354 MTCO2e	$3,939,000
Whittier Boulevard bike lanes, route, and path	Separated bike lanes, bike route, and bike path connection	1,310 users	675,000 miles	269 MTCO2e	$2,482,000
Avenida De La Merced bike lanes gap closure	Bike lanes	360 users	184,000 miles	74 MTCO2e	$30,000
Montebello Boulevard/ Greenwood Avenue bike lanes	Separated bike lanes, buffered bike lanes, and bike lanes	860 users	442,000 miles	176 MTCO2e	$4,325,000
Rea Drive bike lanes	Bike lanes	80 users	39,000 miles	16 MTCO2e	$73,000
Wilcox Avenue bike lanes	Buffered bike lanes and bike lanes	620 users	317,000 miles	126 MTCO2e	$649,000

06

RECOMMENDED PROGRAMS & POLICIES





Source: Kittelson & Associates, Inc.

Recommended Programs and Policies

In addition to the recommended infrastructure improvements for the bicycle network, the City can employ programs, policies, and strategies to improve bicycling conditions, as listed in **Table 6**. The elements discussed in this chapter were developed based on information obtained from the City, partner agencies, stakeholders, and the community, as well as a review of best practices, prior local and regional plans, and existing programs and policies in Montebello.

The recommendations are divided into the following categories, each of which consists of several topic areas:

- Infrastructure and operations
- Planning and evaluation
- Funding
- Implementation
- Education and enforcement

TABLE 6: RECOMMENDED PROGRAMS AND POLICIES

Category	Topic area	Recommendations
Infrastructure and operations	Bicycle facility and roadway design	Follow national and statewide best design practices (such as those documented by NACTO) when designing and implementing dedicated and shared bicycle facilities on City streets.
		Follow national and statewide best practices for designing comfortable and convenient crossing facilities and intersections for bicyclists, including when implementing bike routes at unsignalized arterial crossings.
		Implement traffic calming strategies along residential streets to discourage speeding and cut-through traffic, both as part of bike routes and boulevards and as standalone improvements.
		Continue to monitor research and guidance pertaining to e-bikes and incorporating their needs when designing bicycle facilities in the city.
		Consult the Montebello Fire Department when designing bicycle facilities, traffic calming, and other roadway treatments to maintain access for emergency vehicles and limit effects on response times.
	Bicycle-supportive amenities	Update the City transportation demand management (TDM) and parking ordinances for new development projects and increase bicycle parking requirements to reflect changes in short and long-term bicycle parking needs for various land uses.
		Continue to provide sufficient and well-designed bicycle parking at City properties using the most up-to-date design practices.

Category	Topic area	Recommendations
Infrastructure and operations (continued)	Bicycle-supportive amenities (continued)	Encourage establishments in the city to provide convenient and accessible bicycle parking; partner with retail establishments to provide convenient bicycle parking on adjacent City rights-of-way.
		Continue to monitor research and guidance pertaining to e-bike parking and charging and incorporate their needs into the City's bicycle parking and municipal requirements.
		Develop and implement a citywide bicycle wayfinding program to guide bicyclists to important destinations, and update or expand bicycle wayfinding as new bicycle facilities are implemented.
		Implement bicycle hubs at important destinations such as Downtown Montebello, with bicycle-supportive amenities such as well-lit bicycle parking and bicycle repair stations.
Planning and evaluation	Roadway network planning	Include BMP bicycle facilities and other bicycle improvements in street rehabilitation and modification projects, such as resurfacing, restriping, or lane reconfigurations.
		Utilize metrics such as bicyclist safety and similar performance measures for transportation projects rather than solely vehicular capacity and operations metrics, per the City's Transportation Study Guidelines.
		Regularly review ongoing and planned bicycle projects to ensure they contribute to developing a citywide network that comfortably serves bicyclists of all ages and abilities as well as Montebello's disadvantaged communities.
	Data collection and monitoring	Conduct an inventory of bicycle parking at City-owned properties and at destinations such as retail centers, which would be updated regularly and mapped on the City's website; monitor usage of bicycle parking at City properties.
		Conduct monitoring and reporting of bicycling levels and bicycle project implementation every other year.
		Monitor and periodically report bicycle collisions and trends in the city; conduct periodic roadway safety assessments of locations with growing traffic and bicycle volumes.
	Community participation and input	Consult the community through surveys and community meetings at least every other year to obtain their input on ongoing BMP implementation and bicycling conditions; use City events and social media as additional opportunities to further gather community input.
Funding	Grant funding	Continue to monitor federal, state, and regional funding opportunities to augment local funds to implement recommended BMP bicycle facilities; monitor LA Metro, Southern California Association of Governments (SCAG), Caltrans, and federal grant funding requirements and opportunities for grant assistance and actively pursue grant funding from these agencies.
		Pursue grant funding from SCAG, LA Metro, and other organizations (such as the Metro Open Streets Grant Program) for carrying out open street events and demonstration projects.

Category	Topic area	Recommendations
Funding (continued)	Grant funding (continued)	Maintain competitiveness for LA Metro grant assistance and funding and build off the City's Complete Streets-oriented General Plan by formally adopting a complete streets policy or ordinance.
	Sustainable funding sources	Include BMP projects as part of the City's capital improvement program (CIP).
Implementation	Quick-build and interim facilities	Carry out quick-build network implementation projects and interim bicycle facilities to build out a low-stress bicycle network using lower-cost installation options.
		Implement quick-build traffic calming improvements such as traffic circles on residential streets to reduce bicyclist level of stress and discourage speeding and cut-through traffic, including as part of this BMP's recommended bike boulevards.
		Initiate bicycle facility demonstration projects at City events to increase public awareness of how facilities can improve bicycling conditions.
	Inter-agency coordination	Collaborate with the County of Los Angeles and the Cities of Commerce, Monterey Park, and Pico Rivera to ensure that bicycle facilities are consistent and transition seamlessly across jurisdictional boundaries.
		Collaborate with Caltrans on implementing bicycle facilities along SR-60 ramps and over and underpasses.
		Collaborate with Montebello Bus Lines, LA Metro, and Metrolink on bicycle improvements to and from transit stops and stations in the city.
		Participate in LA Metro's first/last mile planning efforts for the future L Line station and encourage LA Metro to incorporate a bicycle facility into Washington Boulevard designs.
		Explore partnerships with the San Gabriel Valley Council of Governments (SGVCOG), LA Metro, and adjacent jurisdictions to bring a convenient bikeshare network to the region.
Education and enforcement	Safety and awareness	Implement a citywide safety education campaign using social and physical media (such as safety campaign materials developed by SCAG) targeting both drivers and bicyclists.
		Partner with Montebello Unified School District to develop and implement school safety campaigns and activities such as walking school buses, and to develop a Safe Routes to School Plan.
		Partner with community-based organizations to host activities such as open street events and community bicycle rides.
		Partner with local and regional community-based organizations to host bicycle safety classes, bicycle repair classes, and other similar events.

Category	Topic area	Recommendations
Education and enforcement (continued)	Equitable enforcement	Collaborate with Montebello Police Department on targeted enforcement and the use of automated technologies to discourage vehicle speeding on City streets.
		Deprioritize enforcement of bicycling and walking infractions, and update the City's Municipal Code to allow bicycling on the sidewalk.
		Develop a citywide e-bike ordinance that outlines how e-bikes can safely navigate the City's transportation network.

Key Topic Areas

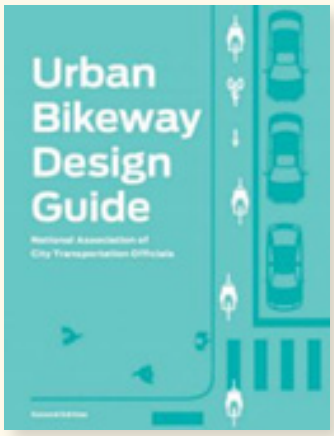
While the above referenced policies, programs, and strategies are important for improving the bicycling environment in Montebello, the following key topic areas are recommendations that have been developed as a starting point.

BIKEWAY DESIGN

Bikeway design is a rapidly evolving area of roadway design, and several national and statewide guidance documents are now available with varying update cycles and frequencies. The City of Montebello should adopt and utilize these design standards as it moves forward with the infrastructure projects, continually referencing them for updated information as newer versions are released.

Best Practice Resources for Bikeway Design

URBAN BIKEWAY DESIGN GUIDE
NATIONAL ASSOCIATION OF CITY TRANSPORTATION OFFICIALS (NACTO) | 2014



NACTO is comprised of the transportation departments of many major and midsized US cities. This is an alternative to other available design guides from NACTO and contains more guidance on innovative bikeway designs than any other source. Guidelines found in the Urban Bikeway Design Guide sometimes provide additional bikeway design options than those found in the American Association of State Highway and Transportation Officials (AASHTO) guide, although they are mostly in agreement. NACTO also offers a number of other free best practice and design guides which may be useful as the City works to meet its current and future transportation needs.

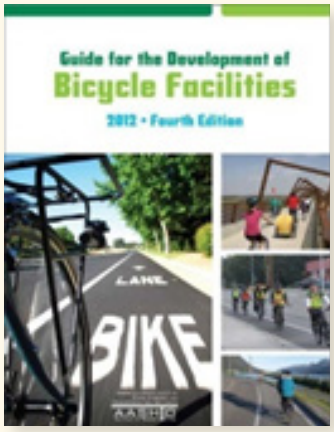
The Urban Bikeway Design Guide may be viewed for free at:

https://nacto.org/publication/urban-bikeway-design-guide/.

GUIDE FOR THE DEVELOPMENT OF BICYCLE FACILITIES
AASHTO | 2012

AASHTO is a nonprofit, nonpartisan body representing state transportation departments. AASHTO's Guide for the Development of Bicycle Facilities is a widely used bikeway planning and design tool. This guidebook was last published in 2012. It does not contain guidance on some bicycle facility types and treatments that are widely in use by transportation agencies such as protected bike lanes. A revision that will include the latest in bicycle facility design and contextual guidance is in process.

The 2012 version is available for purchase at: http://transportation.org.



CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
CALTRANS | 2024

The California Manual on Uniform Traffic Control Devices (CA-MUTCD) defines the standards used by road managers in California to install and maintain traffic control devices on all public streets, highways, and bikeways. The CA-MUTCD was last updated by Caltrans in 2024. It includes the 2014 edition with eight rounds of revisions. Its main contributions to bikeway design are the provision of signage and striping standards. Design Information Bulletin 89 provides information of the design for separated bikeways in California.

The CA-MUTCD is available for free download at: https://dot.ca.gov/programs/traffic-operations/camutcd



BIKEWAY SELECTION GUIDE
FEDERAL HIGHWAY ADMINISTRATION (FHWA) | 2019

The Bikeway Selection Guide provides guidance for selecting bicycle facilities based on existing roadway context and intended design users. It provides step-by-step information for planners and engineers seeking to implement the appropriate bikeway for a specific context.

The Bikeway Selection Guide is available for free download at: https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf



CROSSING AND INTERSECTION DESIGN

Street intersections and driveways are principal conflict points for bicyclists. As a result, improving street crossings to increase the predictability and visibility of bicyclists is a key principle for improving intersections. Intersections should be designed to provide visibility for all users and to create a consistent, predictable environment where the movements of people walking, bicycling, or driving are intuitive to other road users as they approach or enter the intersection. In addition to this overarching approach to improving safety and comfort at intersections, the following more specific principles should be considered when implementing bicycle facilities at intersections:

- Reduce vehicular turn speed to improve driver yielding by reducing turn radii, installing hardened centerlines, or eliminating right turns on red.
- Minimize the intersection footprint to be as compact as possible.
- Make bicycles more visible by setting back the bikeway crossing, installing early stop lines for drivers, and building raised bikeway crossings.
- Separate bicycles from vehicles or give bicycles priority by installing protected or dedicated intersections, letting bicycles move past stopped vehicles while waiting for a signal, and implementing bike signals.

Sample Crossing and Intersection Treatments

There are many ways to address crossing and intersection issues. The following examples reflect potential solutions to concerns raised by Montebello residents in the outreach process or to issues uncovered in the analysis phase of this project.



Bicycle Box (Source: NACTO)

MAJOR STREET CROSSINGS

Montebello has a network of minor streets, many of which are already comfortable to bicycle on. However, concerns arise when people are required to cross a major street. Some potential interventions include the following, which are also illustrated in accompanying images:

- **Bicycle boxes at signalized intersections:** This allows bicyclists to get ahead of the vehicle queue when the light is red. By placing bicyclists in front of cars, they can travel through the intersection earlier, thus reducing potential conflicts with turning vehicles.

- **Intersection crossing markings:** Also called "cross-bikes," these operate similar to a crosswalk and show the intended path of travel for a bicyclist through the intersection. They indicate to drivers the prioritization of bicyclists and a need to watch for bicyclists crossing the street.
- **Through bike lanes:** These can be used where a bike lane approaches a right-turn lane to allow bicyclists to correctly position themselves to travel through the intersection, avoiding conflicts with turning vehicles. The bike lane is placed between the through vehicle lane and the right-turn lane.
- **Hybrid or active warning beacons:** These can facilitate the crossing of a busy street where a conventional signal is not warranted due to traffic volumes.



Pedestrian Hybrid Beacon (PHB) (Source: FHWA)



Bike Crossing Markings (Source: Adapted by Kittelson & Associates, Inc. from FHWA Separated Bike Lane Planning and Design Guide)



Through Bike Lane (Source: NACTO)



Bicycle Signal (Source: NACTO)

SIGNALIZATION

Signals provide an opportunity to mitigate conflicts between people who walk, bicycle, and drive. Some signal options include:

- **Bicycle signal heads:** These are used in conjunction with existing conventional traffic signals or hybrid beacons and provide guidance for all road users at intersections where bicyclists follow different traffic patterns, such as where bicycle only movements, leading bicycle intervals, and other bicycle specific signal phases and timing strategies are present.
- **Signal phasing:** Prioritizes bicycle movements through an intersection to reduce conflict potential. Some options include protected bicycle phases, where vehicular turns across the bikeway are prohibited, and leading bike intervals, where people on bicycles are allowed to enter the intersection a few seconds before drivers.
- **Bicycle push buttons:** These are used for bicycle detection at signalized intersections. Bicycle detection is used at actuated signals to alert the signal controller of bicycle crossing demand on a particular approach. Bicycle detection occurs either using push buttons or by automated means (e.g., in-pavement loops, video, microwave, etc.).



Protected Intersection (Source: People for Bikes))

PROTECTED AND DEDICATED INTERSECTIONS

These types of intersections provide physical separation between bicyclists and drivers, helping to reduce the potential for conflicts.

- **Protected intersections:** These include the use of corner refuge islands to set the bicyclist back from parallel vehicular traffic and manage vehicle turning movements. They should be designed to allow enough room for a cyclist to wait at a red light.
- **Dedicated intersections:** This can be installed when there is not enough space for a protected intersection but where there is still a desire to provide some separation between drivers and bicyclists and to reduce turning speeds. They employ techniques like corner wedges and hardened centerlines to slow down drivers.

Best Practice Resources for Crossing and Intersection Design

In addition to the guidance listed in the Bikeway Design section, the following guidance is aimed specifically at creating safe and comfortable intersections and crossings for people who bicycle:

DON'T GIVE UP AT THE INTERSECTION
NACTO | 2019

Expanding on the Urban Bikeway Design Guide, NACTO's Don't Give Up at the Intersection provides detailed guidance on intersection design treatments intended to reduce conflicts between people who drive, bicycle, and walk. It covers infrastructure such as protected and dedicated intersections, minor street crossings, and signalization strategies.

Don't Give Up at the Intersection may be viewed for free at: https://nacto.org/publication/dont-give-up-at-the-intersection/



FREEWAY CROSSINGS

Interchanges are complex intersections that require special design considerations to ensure that people who are on a bicycle can cross the on- or off-ramp movements safely. The following obstacles common to freeway ramp crossings can create uncomfortable and unsafe environments for bicyclists:

- Crossings of free-flow motor vehicle movements.
- Exposure to higher-speed traffic.
- Weaving movements across a bicyclist's path of travel and other traffic.
- Designs which require circuitous travel paths which may result in routing confusion.
- Multistage crossings or transitions which can increase travel time or delay.
- Long crossings which increase exposure, potentially trapping bicyclists where signal timing cannot accommodate bicyclists traveling on the roadway.
- Bicycle facilities with constrained widths adjacent to higher speed traffic.
- Requiring bicyclists to operate with pedestrians in crosswalks and other shared facilities.

Where interchanges accommodate high volumes of vehicles and allow drivers' operating speeds to exceed 25 to 30 mph, only experienced bicyclists may feel able or willing to navigate in shared lanes or bike lanes at these locations. Crossings of uncontrolled high-speed ramps, merging, and weaving areas can present safety problems for people bicycling, resulting in people avoiding the intersection. In locations where alternative routes are not available or practical, these locations become major barriers to bicycling.

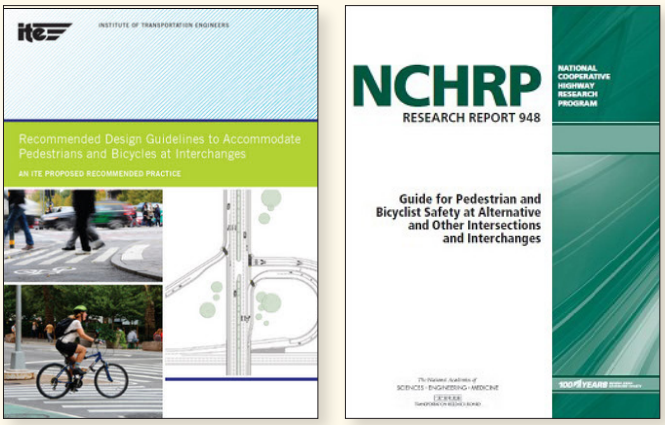
A variety of crossing treatments can be used to enhance the comfort and safety of pedestrians and bicyclists at interchanges. Traffic signals with bicycle phases or timing to accommodate bicyclists, adjustments to signal phasing, PHBs, RRFBs, raised crosswalks, median refuge

islands, advance yield and stop lines, and other pavement markings, such as extensions of bike lanes through intersections, can all be used at interchanges to improve crossings for pedestrians and bicyclists.

While freeway ramp intersections act as critical crossings for the City's bicycling network, they are owned and operated by Caltrans. Therefore, the City should coordinate directly with Caltrans to implement improvements at these locations, including providing comments and review of plans and projects.

Best Practice Examples and Resources for Interchange Crossing Design

- Mitman, Meghan F., and Matthew D. Ridgeway. Recommended design guidelines to accommodate pedestrians and bicycles at interchanges: A recommended practice of the Institute of Transportation Engineers. Washington, DC: Institute of Transportation Engineers, 2016.
- Guide for pedestrian and bicyclist safety at alternative and other intersections and interchanges. Washington, DC: Transportation Research Board, 2020.



TRAFFIC CALMING

Traffic calming refers to the combination of measures that reduce the negative effects of motor vehicle use, alter driver behavior, and improve conditions for nonmotorized street users. Implementing traffic calming measures can reduce traffic speed, reduce motor-vehicle collisions, and improve safety for pedestrians and bicyclists. As a result, pedestrian and bicycling activity can also increase.

The following are safety and operational benefits for vehicles, bicyclists, and pedestrians that can result from implementing traffic calming measures :



Neighborhood Traffic Circle (Source: FHWA)

- Decreasing vehicle travel lanes for pedestrians to cross,
- Providing room for a pedestrian crossing median,

- Improving safety for bicyclists when bicycle lanes are added,
- Providing an opportunity for on-street parking (which also serves as a buffer between pedestrians and vehicles),
- Reducing rear-end and side-swipe crashes,
- Improving speed limit compliance, and
- Decreasing crash severity when crashes do occur.

Quick-build traffic calming improvements such as traffic circles on residential streets help to reduce a bicyclist's level of stress and discourage speeding and cut-through traffic, both as part of bike routes and boulevards and as standalone improvements.

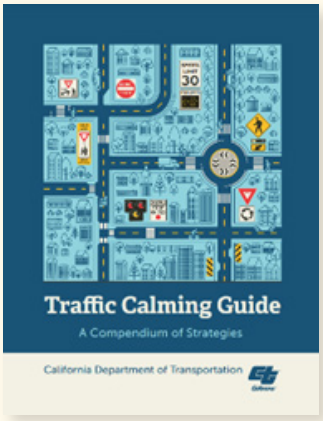
Best Practice Resources for Traffic Calming

TRAFFIC CALMING GUIDE: A COMPENDIUM OF STRATEGIES
CALTRANS | 2021

The Traffic Calming Guide may be viewed for free at: https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/traffic-calming/final-traffic-calming-guide_v2-a11y.pdf

TRAFFIC CALMING EPRIMER
US DEPARTMENT OF TRANSPORTATION, FHWA

https://highways.dot.gov/safety/speed-management/traffic-calming-eprimer



E-BIKES

With the rising popularity of e-bikes, cities are beginning to incorporate this new mode into their transportation strategies. It is important to consider their impact on non-electric bicyclists and the overall transportation network. For example, e-bike riders have a higher risk of being involved in collisions than traditional bicycle riders due to their higher speeds compared to non-electric bicycles; crash severity may also be higher due to traveling at higher speeds. During this BMP's community engagement events, participants indicated a strong desire for the BMP to address e-bikes in the city, including unsafe riding by people under the age of 18, who may be novice e-bike users.



E-bike (Source: LA Metro)

Assembly Bill (AB) 1096 and California Vehicle Code 312.5 define e-bikes as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts. They provide the following classifications for policy making and planning.

- **Class 1 electric bicycle:** An e-bike, other than a Class 3 e-bike, equipped with a motor that assists only when the rider is pedaling and ceases to provide assistance when the speed of the bicycle reaches or exceeds 20 mph.
- **Class 2 electric bicycle:** An e-bike equipped with a motor that may be used exclusively to propel the bicycle and is not capable of providing assistance when the speed of the bicycle reaches or exceeds 20 mph.
- **Class 3 electric bicycle:** An e-bike equipped with a motor that provides assistance only when the rider is pedaling, and ceases to provide assistance when the speed of the bicycle reaches or exceeds 28 mph.

There are several factors to consider when planning for e-bikes:

- **Adequate infrastructure:** This means constructing bike lanes and paths that are safe for e-bikes to use. These bike lanes and paths should be wide enough to accommodate the larger size of e-bikes, clearly marked, and well lit.
- **Safety of e-bike riders:** This means helping riders obtain helmets and other protective gear, as well as making sure that roads are well maintained and free of debris. Additionally, cities should implement a network of dedicated bike lanes to reduce the risk of collisions with cars and other motorized vehicles. Education and outreach to all age groups should pair infrastructure improvements. While these issues are not unique to e-bikes, they serve to benefit both e-bike and standard bike users.
- **Cost of using e-bikes:** This includes the cost of purchasing an e-bike, as well as maintenance and repair costs, which may not be accessible for all users. Cities aiming to support the use of e-bikes can potentially address this through local, regional, or statewide programs that offer incentives to encourage riders to purchase and use e-bikes. This could include subsidies, tax credits, or other forms of financial support.

Speed Management

E-bike riders have a higher risk of being involved in collisions than traditional bicyclists due to their high speed. E-scooters can reach up to 15 mph while e-bikes can go as high as 30 mph. Regulations related to the operation and use of personal electronic vehicles (PEVs) is primarily focused on the unit itself and the limits to its operational speed and stopping distance, while the operators of PEVs must comply with local regulations concerning the speed limit and facility on which they permitted to ride in. In the case of low volume bicycle and pedestrian paths and trails, the users are likely to ride the PEVs at higher speeds due to the lack of vehicular traffic. The mixing of this type of traffic with nonmotorized bikes, pedestrians, or individuals in wheelchairs may result in collisions. Implementing e-bike speed limits on streets and trails can help reduce the likelihood of collisions and encourage e-bike riders to ride at safe speeds.

Off-Street Path/Trail and Bicycling Etiquette

As an alternative to implementing formalized restrictions on trail users, the City of Portland's Share the Path Campaign emphasizes trail etiquette. Guidelines advising to "use safe speeds at all times" and reminding that "slower traffic has the right of way" stress to faster

users that it is their duty to slow down and be mindful of others. This approach allows for more flexibility, and it accommodates the varying traffic of the trail throughout different seasons, times, and days. It does not restrict fast riding entirely, but instead allows for higher speeds when the conditions are appropriate.

E-Bike Ordinances

Some cities have begun actively planning for e-bikes through the adoption of e-bike ordinances to address issues and concerns in the near-term. An example of this is the city of Irvine, which observed a sharp increase in e-bike collisions; 34% of bicycle collisions in 2022 involved an e-bike as compared to only 10% in 2021. Eighty percent of the accidents occurred within 1,000 feet of a school, and close to half involved bikes proceeding on sidewalks against the flow of street traffic. The City adopted an e-bike ordinance in 2023. Key components of their updated Municipal Code include the following:

- A rider must be 16 years of age or older to operate a Class 3 electric bicycle.
- All people operating or riding as a passenger upon a Class 3 electric bicycle shall wear a properly fitted and fastened bicycle helmet.
- E-bike riders will have to follow a speed limit of 28 miles per hour on streets and 20 miles per hour on bike paths and trails.
- Riders are required to travel in the same direction as vehicle traffic. This also applies to sidewalks that are less than eight feet wide, unless there is no accompanying sidewalk on the opposite side of the street.
- Passengers are not permitted unless the e-bike is designed to accommodate both an operator and a passenger.
- E-bike operators are required to yield the right-of-way to all pedestrians and vehicles when entering a highway from an alley, driveway, bike path, or sidewalk.

Best Practice Examples and Resources for E-Bikes

Guidance pertaining to e-bike planning is limited at this time. However, the FHWA recently conducted a literature review that examines relevant sources from North America, Europe, and Asia to develop a baseline understanding of e-bikes, their emerging role in the transportation sector, and how they may advance federal transportation goals.

- FHWA. Electric Bicycle (E-bike) Trends, Impacts, and Opportunities: Literature Review Summary. 2023. Available at https://www.fhwa.dot.gov/environment/bicycle_pedestrian/resources/e-bikes/ebikes_lit_review.pdf

BICYCLE PARKING

Bicycle parking is critical because many people's decision to bicycle is affected by security concerns for their property. Ensuring its effectiveness requires careful consideration. If bicycle parking is not more attractive to users than the closest signpost, it may remain unused. Even a small installation error can render a high-quality rack unusable. With the growing variety of bicycle sizes, shapes, and attachments, it is essential for good bicycle parking to be able to accommodate all types of bicycles effectively. During this BMP's community engagement events, several participants indicated that a lack of convenient parking at local retail destinations discouraged them from bicycling for shopping or dining trips.

To cater to the diverse needs of bicyclists, both short-term and long-term parking solutions are necessary. Short-term parking addresses immediate requirements, such as quick stops for errands or visits to establishments, while long-term parking provides secure options for extended periods (e.g., transit trips or a workday). Long-term parking can also be attractive to users in various situations (e.g., caught in bad weather or owning an expensive bike) due to it being more secure and covered. By understanding and accommodating these needs, Montebello can encourage more individuals to embrace bicycling and enhance the overall bicycling experience.

Bicycle Parking Supply

California state law leaves rules on minimum numbers of bicycle parking spaces to local jurisdiction discretion. Typically, cities establish provisions for both short-term and long-term bicycle parking facilities. Short-term parking caters to brief visitors, while long-term secure bike parking is primarily intended for building tenants such as employees or residents. In 2016, the California Green Building Standards Code introduced mandatory bicycle parking requirements for nonresidential structures. These regulations offer valuable guidance for determining the recommended minimum combination of short- and long-term secure bicycle parking spaces in nonresidential buildings.

The Association of Pedestrian and Bicycle Professionals (APBP) provides sample parking rates that may be suitable for a variety of community contexts and sizes with varying levels of bicycle use. The City of Montebello can refer to these rates as a starting point to developing minimum bicycle parking rates for new developments to incorporate into the municipal code, based on local needs and relevant land uses.

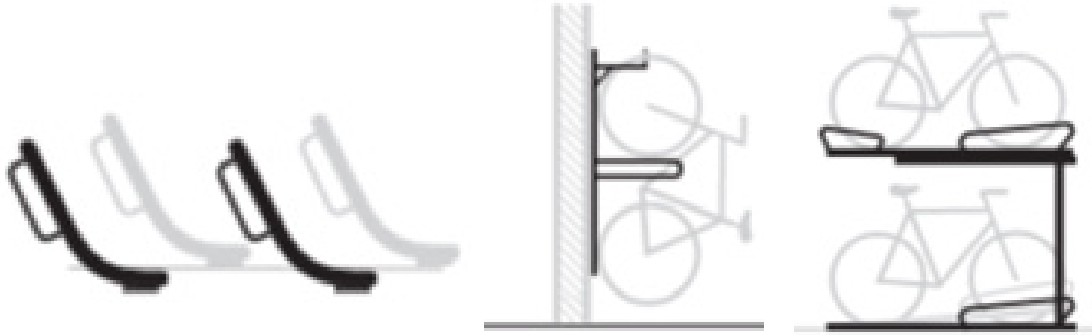
Short-Term Bicycle Parking Design

According to APBP, there are generally three categories of short-term bicycle racks:

- **Racks for all applications:** When properly designed and installed, these rack styles typically meet all performance criteria and are appropriate for use in nearly any application.
- **High-density racks:** These rack styles do not meet all performance criteria but may be appropriate in certain constrained situations. High-density rack systems can maximize the use of limited parking space, but they don't work for all users or bicycles. If installing these racks, reserve additional parking that accommodates bicycles with both wheels on the ground for users who are not able to lift a bicycle or operate a two-tier rack, or for bicycles that are not compatible with two-tier or vertical racks.
- **Racks to avoid:** Because of performance concerns, APBP recommends selecting other racks instead of these.



Inverted U, Post and Ring, and Wheelwell-Secure Racks (Source: APBP)



Staggered Wheelwell-Secure, Vertical, and Two-Tier Racks (Source: APBP)

APBP's guidance includes dimensions and descriptions of racks for all applications (such as inverted U, post and ring, and wheelwell-secure racks), high-density racks (such as staggered wheelwell-secure, vertical, and two-tier racks), and racks to avoid (such as wave, wheelwell, and bollard racks).

Note that APBP's guidance is currently undergoing an update to incorporate new bicycle rack designs and compatibility with other types of bicycles such as hand bicycles, folding bicycles, and electric cargo bicycles.

Ultimately, the appropriate short-term (or long-term) bicycle parking type should be evaluated and selected based on the performance measures most important to the City of Montebello and its residents. Examples of key performance criteria for bicycle racks which can be used to assess types of racks are provided below:

- **Supports bicycle upright without putting stress on wheels:** The rack should provide two points of contact with the frame—at least 6 inches apart horizontally. Or, if a rack cradles a bicycle's wheel, it must also support the frame securely at one point or more. The rack's high point should be at least 32 inches.
- **Accommodates a variety of bicycles and attachments:** The racks recommended above serve nearly all common bike styles and attachments—if installed with proper clearances (more detail is provided in the APBP guidance). Avoid designs and spacing that restrict the length, height, or width of bicycles, attachments, or wheels.
- **Allows locking of frame and at least one wheel with a U-lock:** A closed loop of the rack should allow a single U-lock to capture one wheel and a closed section of the bicycle frame. Rack tubes with a cross section larger than 2 inches can complicate the use of smaller U-locks.

- **Provides security and longevity features appropriate for the intended location:** Steel and stainless steel are common and appropriate materials for most general-use racks. Use tamper-resistant mounting hardware in vulnerable locations. The rack finish must be appropriate to the location (more detail is provided in the APBP guidance).
- **Rack use is intuitive:** First-time users should recognize the rack as bicycle parking and should be able to use it as intended without the need for written instructions.

Bicycle Parking Siting and Location

Bicycle parking for short-term users should be near their destination and easy to use. Users generally need the bicycle rack for up to two hours, when visiting destinations such as businesses and institutions. Considerations for short-term parking site planning include:

- **Location:** Short-term bike parking should be visible from and close to the entrance it serves—50 feet or less is a good benchmark.
- **Security:** All racks must be sturdy and well-anchored, but location determines the security of short-term parking as much as any other factor.
- **Quantity:** APBP offers complete recommendations for the amount and type of parking required in various contexts, to aid cities that currently do not have supply requirements.

Long-term parking users generally place the most value on security and weather protection, and generally consist of employees, residents, and public transit users, who may leave their bicycles parked for several hours at a time. Considerations for long-term parking site planning include:

- **Location:** Long-term parking users are typically willing to trade a degree of convenience for weather protection and increased security. Long-term installations emphasize physical security above public visibility.
- **Security:** Security is paramount for quality long-term parking. Access to parked bicycles can be limited individually (as with lockers) or in groups (as with locked bike rooms or other secure enclosures).
- **Quantity:** APBP offers complete recommendations for the amount and type of parking required in various contexts.

Best Practice Examples and Resources for Bicycle Parking

- Association of Pedestrian and Bicycle Professionals. Essentials of Bike Parking. 2015.
- Association of Pedestrian and Bicycle Professionals. Bicycle Parking Guidelines. 2010.

BICYCLE WAYFINDING

A bicycle wayfinding system encompasses both signing and pavement markings that are designed to assist bicyclists in reaching their destinations via preferred bicycle routes and enhance the bicycling experience. Typically, signs are installed at critical decision points along bikeways, such as where two or more bikeways intersect or at other strategic locations along the bicycle routes. During this BMP's community engagement events, participants indicated a desire for more bicycle signage and wayfinding to help navigate the city while also promoting bicycle culture and increasing its visibility.

A coordinated, thoughtfully designed signage system improves the coherency of a bikeway network. It also provides a greater sense of security and comfort for users by confirming that riders are on the correct route and are aware of how far they will have to travel to reach their destination. On-street bicycle wayfinding signs also provide visual cues to drivers that people on bicycles may be present and they should drive with caution.

Wayfinding Principles

There are six core principles that the City of Montebello should keep in mind when developing a bicycle wayfinding program to create a clear wayfinding experience and achieve a more navigable bicycle network.

1. CONNECT PLACES

Wayfinding signs typically only allow for a maximum of three destinations per sign. Destinations for inclusion on signs can be categorized within three levels:

- **Level 1:** Recognizable districts and neighborhoods, included on signs up to 3–4 miles away.
- **Level 2:** Specific landmarks or major attractions, included on signs up to two miles away.
- **Level 3:** Local destinations, included on signs up to one mile away.

2. PROMOTE ACTIVE TRAVEL

The presence of wayfinding signs should help to communicate that walking and bicycling to many destinations is possible and help reduce physical barriers to using these modes for all types of trips.

3. MAINTAIN MOTION

Bicycling and walking require physical effort, and frequent stopping and starting to check directions may lead to frustration and discouragement. Consistent, clear, and visible wayfinding elements allow people walking and bicycling to navigate while maintaining their state of motion. To help users maintain motion, wayfinding information also needs to be presented so that it can be quickly read and easily comprehended. According to the



Oakland, CA | Concept | Portland Metro Cities, OR

Examples of Bike Wayfinding (Source: NACTO)

NACTO Urban Bikeway Design Guide, this can be achieved through three general types of wayfinding signs (confirmation signs, turn signs, and decision signs) supplemented by other navigational elements such as pavement markings, mile markers, and map kiosks.

4. BE PREDICTABLE

Effective wayfinding systems are predictable. A key component of predictability is strategic sign placement that is consistent and logical.

5. SIMPLIFY INFORMATION

For a wayfinding network to be effective, information needs to be presented clearly and logically. It is important to provide information in manageable amounts. Too much information can be difficult to understand; however, too little information can make decision-making impossible.

6. BE ACCESSIBLE

Wayfinding signage should be accessible and be designed to be comprehensible by a wide range of users, including people of all ages and ability levels. As wayfinding systems often relate to accessible routes or pedestrian circulation, it is important to consider technical guidance from the ADA to implement wayfinding signs and other elements that do not impede travel or create unsafe situations for pedestrians, bicyclists, and/or those with disabilities.

Best Practice Examples and Resources for Bicycle Wayfinding

Many cities and regions prefer to develop their own wayfinding guidance, including branding. The NACTO Urban Bikeway Design Guide includes a section titled Bike Route Wayfinding Signage and Markings System which synthesizes key elements of bike wayfinding.

FUNDING ELIGIBILITY

Projects intended to create safe and comfortable facilities and networks for bicycling are generally very competitive for grant funding. However, to be eligible for some grant assistance and funding, especially that available from LA Metro, the City must be brought into compliance with Metro Complete Streets Policy 6.2, which requires compliance with the 2008 California Complete Streets Act. Additionally, another competitive grant program, the Highway Safety Improvement Program (HSIP), which is administered by Caltrans, will require agencies to have an adopted Local Road Safety Plan (LRSP) or its equivalent to be eligible for funding.

California Complete Streets Act

The California Complete Streets Act of 2008 requires cities and counties to include in the circulation elements of their general plans into the policies and programs that support the development of a well-balanced, connected, safe, and convenient multimodal transportation network. This network should consist of complete streets, which are designed and constructed to serve all users of local streets and highways, regardless of individuals' age, ability, or travel mode.

LRSP Requirement for HSIP Funding

HSIP Cycle 11 (in 2023) and beyond will require an LRSP or its equivalent, such as a Systemic Safety Analysis Report or Vision Zero Action Plan, to be adopted by any agency wishing to apply for funding. LRSPs create a framework for local agencies to systemically identify and analyze safety problems and recommend safety improvements. They are intended to foster a collaborative process and result in a prioritized list of proactive improvements and actions to safety challenges.

Best Practice Examples and Resources for Funding Eligibility

- American Planning Association. Complete Streets: Best Policy and Implementation Practices. (2010). https://www.planning.org/publications/report/9026883/
- Caltrans. Local Roadway Safety Plan (LRSP) and Systemic Safety Analysis Report Program (SSARP). https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program/local-roadway-safety-plans

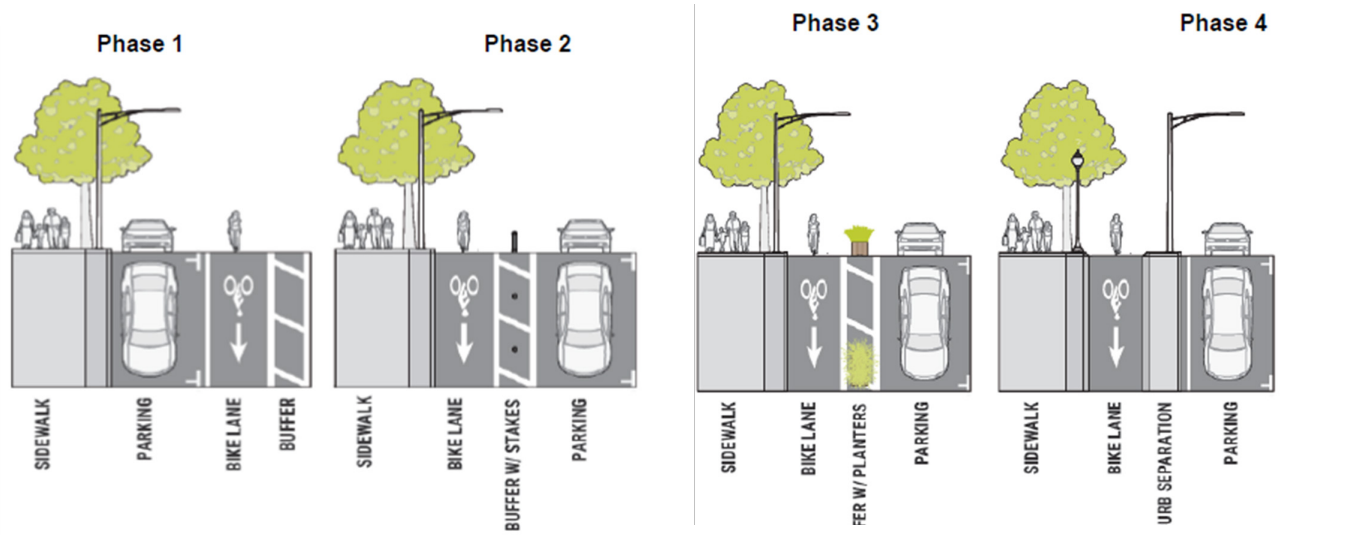


Source: Kittelson & Associates, Inc.

QUICK-BUILD AND INTERIM FACILITIES

The primary goal of rapid network implementation projects is to build out a low-stress bikeway network using lower-cost installation options. Facilities such as Class IV separated bike lanes can be implemented rapidly at low-cost with parking-protected bikeways or with striping and bollards. The graphic below shows how Class IV facilities can evolve over time, starting with low-cost materials and ending with full concrete separation. This provides jurisdictions with the rapid implementation opportunity for more miles of bikeway while locating funding for more permanent streetscape design elements.

Many local jurisdictions have started to develop strategies and standards for rapid network implementation. The City of Montebello can build on these strategies, as well as the bikeway design best practice standards mentioned previously to develop a strategy for rapid network implementation and interim design treatments that fit the local context and needs.



EVOLUTION OF A CLASS IV SEPARATED BIKEWAY

Best Practice Examples and Resources for Rapid Implementation of Bikeways

- The Street Plans Collaborative & Knight Foundation, Tactical Urbanist's Guide to Materials and Design (2016). tacticalurbanismguide.com
- FHWA, Incorporating On-Road Bicycle Networks into Road Resurfacing Projects (2016). https://www.fhwa.dot.gov/environment/ bicycle_pedestrian/ publications/resurfacing/ resurfacing_workbook.pdf
- City of Bellevue, WA Rapid Implementation Program. https://bellevuewa.gov/city-government/departments/transportation/planning/pedestrian-and-bicycle-planning/ pedestrian-bicycle-implementation-initiative/rapid-implementation-plan
- People for Bikes Quick Builds for Better Streets. https://prismic-io.s3.amazonaws.com/ peopleforbikes/c421f116-acfc-451c-aae7-16ed4349e33e_quick-builds-for-better-streets.pdf
- City of San Jose Better Bikeway SJ. https://nacto.org/wp-content/ uploads/2018/07/Better-Bikeway-San-Jose.pdf
- City of Oakland 2019 Three-Year Paving Plan. https://www. oaklandca.gov/projects/2019-paving-plan

OUTREACH AND EDUCATION

Outreach and education programs can help to improve safety for all users of the transportation system. These can take the form of marketing, partnerships with schools or businesses, open street events, and other elements.

Marketing & SCAG's Go Human Campaign

The SCAG Go Human Community Streets Grant Program aims to build street-level community resiliency and increase the safety of people most harmed by traffic injuries and fatalities, including without limitation, Black, Indigenous, and People of Color; people with disabilities; and elders, particularly those walking and bicycling. The program provides a minimum of 12 eligible applicants with up to $30,000 in grant funding to support projects that implement traffic safety strategies including but not limited to messaging, education, engagement activities, leadership development, community assessment, or resource distribution.

In addition to hosting workshops and events, SCAG has prepared outreach and education materials that local cities can use. Cities can request materials from SCAG which can be co-branded with both SCAG and local agency logos for distribution. Materials include physical signs, as well as social media graphics and flyers. Cities can also borrow the "Kit of Parts" for temporary pop-up demonstrations. The kit contains pop-up materials to temporarily demonstrate potential and planned street design treatments and safety infrastructure to create safer and more inviting public spaces. The street treatment includes a parklet, curb extension (bulb-out), median refuge island, artistic crosswalk, and separated bike lane.

Metro Open Street Events

LA Metro currently administers the Metro Open Streets program. The Open Streets initiatives temporarily close streets to automobile traffic and open them to bicyclists, pedestrians, and other modes of nonmotorized transportation. Open Streets is an innovative way to encourage mode shift to sustainable modes of transportation, reduce traffic congestion, and achieve economic and public health improvement.

The Metro Open Streets Grant Program has the following goals:

- Provide opportunities for riding transit, walking, and riding a bicycle, possibly for the first time.
- Encourage future mode shift to more sustainable transportation modes.
- Promote civic engagement to foster the development of multimodal policies and infrastructure at the city and community level.

Cities in Los Angeles County can apply for funding each cycle for their Open Street events. LA Metro encourages applicants to propose events with a strong focus on equity, and additional application points are awarded to events proposed in resource-challenged communities as defined by CalEnviroScreen and LA Metro's Equity Focused Communities Map.

Best Practice Examples and Resources for Outreach and Education

- LA Metro Open Streets Grant Program. https://www.metro.net/about/metro-open-streets-grant-program/
- Southern California Association of Governments (SCAG). Go Human Campaign. https://scag.ca.gov/go-human
- SCAG Go Human Advertising Campaign. https://scag.ca.gov/go-human-safety-campaign
- SCAG Kit of Parts. https://scag.ca.gov/borrow-kit-parts



SCAG Go Human bus stop advertisement



SCAG Go Human kit of parts deployment

SAFE ROUTES TO SCHOOLS

Many students live within walking or bicycling distance from their school. The City should implement a citywide education and encouragement program to inform people about bicycling and walking routes. This program could be supplemented with targeted enforcement efforts to reduce bicyclist- and pedestrian-involved conflicts with vehicles along key routes to local K-12 schools. Safe Routes to School programs are opportunities to create fun and social activities for school children and their families while helping to improve their health and well-being.

Best Practice Examples and Resources for Safe Routes to Schools

- Safe Routes to School Partnership. https://www.saferoutespartnership.org/
- National Center for Safe Routes to School. https://www.saferoutesinfo.org/

07
FUNDING & IMPLEMENTATION





image Source: Streetsblog/Joe Linton

Funding & Implementation

The BMP's infrastructure and programmatic recommendations provide strategies and actions to assist Montebello in improving citywide bicycling conditions. Based on financial realities, implementation of the proposed bicycle network and programs will occur over time, dependent on available funding sources. This chapter provides an overview of potential funding sources, identifies implementation strategies, and includes recommended performance measures for tracking and evaluating progress toward plan implementation over time.

Funding Sources

To implement the BMP, the City will need to identify additional funding sources beyond the general fund. Most funding for the improvements recommended in the BMP are likely to come from federal, state, and regional grant programs. These grant programs are often competitive and will require the City to compete against other municipalities for funding. To help determine the most competitive grants, the most common federal, state, and regional grant funding programs have been summarized below.

FEDERAL FUNDING SOURCES

Congestion Management & Air Quality, FHWA

The Congestion Mitigation and Air Quality Improvement (CMAQ) program provides flexible funding for state and local governments' transportation projects and programs to meet the requirements of the Clean Air Act and its amendments. CMAQ money supports transportation projects that reduce mobile source emissions in areas designated by the US Environmental Protection Agency (EPA) to be in non-attainment or maintenance of the national ambient air quality standards.

https://www.fhwa.dot.gov/bipartisan-infrastructure-law/cmaq.cfm

Land and Water Conservation Fund, National Park Service

The Land and Water Conservation Fund (LWCF) matches grants for states and local governments to acquire and develop public outdoor recreation areas and facilities. The LWCF has provided more than $16.7 billion to state and local governments to acquire new federal recreation lands. Projects can include open space acquisition, small city and neighborhood park development, and trail or greenway construction.

https://www.nps.gov/subjects/lwcf/index.htm

Rebuilding American Infrastructure with Sustainability and Equity Grant, United States Department of Transportation

The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant program provides a unique opportunity for United States Department of Transportation (USDOT) to invest in road, rail, transit, and port projects that promise to achieve national objectives. Previously known as Better Utilizing Investments to Leverage Development and Transportation Investment Generating Economic Recovery Discretionary Grants, the eligibility requirements of RAISE allow project sponsors at the state and local levels to obtain funding for multimodal, multi-jurisdictional projects that are more difficult

to support through traditional department of transportation programs.

https://www.transportation.gov/RAISEgrants

Infrastructure Jobs and Investment Act, USDOT

The bipartisan Infrastructure Jobs and Investment Act (IIJA) provides the basis for FHWA programs and activities through September 30, 2026. The IIJA makes a once-in-a-generation investment of $350 billion in highway programs and includes the largest dedicated bridge investment since the construction of the interstate highway system. New programs under the law focus on rehabilitating bridges in critical need of repair, reducing carbon emissions, increasing system resilience, removing barriers to connecting communities, and improving mobility and access to economic opportunity. Many of the new programs include eligibility for local governments, metropolitan planning organizations (MPOs), tribes, and other public authorities.

One program, the Safe Streets for All (SS4A) Grant Program, has appropriated $5 billion over the next five years, with up to $1 billion available in fiscal year 2022. The SS4A program funds regional, local, and tribal initiatives through grants to prevent roadway deaths and serious injuries.

The SS4A program provides funding for two types of grants:

- **Planning and demonstration grants:** Provides federal funds to develop, complete, or supplement a comprehensive safety action plan. The goal of an action plan is to develop a holistic, well-defined strategy to prevent roadway fatalities and serious injuries in a locality, tribe, or region. Planning and demonstration grants also fund supplemental planning and/or demonstration activities that inform the development of a new or existing action plan. The Department encourages including demonstration activities in an application.
- **Implementation grants:** Provides federal funds to implement projects and strategies identified in an action plan to address a roadway safety problem. Projects and strategies can be infrastructure, behavioral, and/or operational activities. Implementation grants may also include demonstration activities, supplemental planning, and project-level planning, design, and development. Applicants must have an eligible action plan to apply. The Department encourages including demonstration activities in an application.

Funding is available for the following activities:

- Comprehensive safety action plans
- Planning, design, and development activities in support of an action plan
- Projects and strategies identified in an action plan

https://www.transportation.gov/bipartisan-infrastructure-law

STATE FUNDING SOURCES

Senate Bill 1

Senate Bill 1 (SB1), the Road Repair and Accountability Act of 2017, is a long-term transportation reform and funding package. The bill includes new revenues that address a variety of transportation projects, such as road safety improvements, street repair, transit, and roadway and bridge construction. SB1 provides more than $5 billion annually to transportation projects throughout California.

https://dot.ca.gov/programs/sb1

HSIP, Caltrans

The HSIP is a federal-aid program to states for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. In California, Caltrans' Division of Local Assistance manages the local agency share of HSIP funds. California's local HSIP focuses on infrastructure projects with nationally recognized crash reduction factors. Local HSIP projects must be identified based on crash experience, crash potential, crash rate, or other data-supported means. To be eligible for HSIP grant funds, local agencies must have an adopted LRSP or equivalent. HSIP calls for project cycles are released biennially during odd years, with funding adopted the following year.

https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/highway-safety-improvement-program

Regional Early Action Planning Grants, California Department of Housing and Community Development

Regional Early Action Planning Grants (REAP 2.0) built upon a former program, REAP 2019, but expanded the program focus by integrating housing and climate goals and allowing for broader planning and implantation investments. REAP 2.0 funds will accelerate infill housing development, reduce VMT, increase housing supply at all affordability levels, affirmatively further fair housing, and facilitate the implementation of adopted regional and local plans to achieve these goals. The REAP 2.0 application period is now closed and award announcements were made for all funding allocations throughout summer 2023.

https://www.hcd.ca.gov/grants-and-funding/programs-active/regional-early-action-planning-grants-of-2021

Active Transportation Program Grants, California Transportation Commission

California's Active Transportation Program (ATP) Grants through the California Transportation Commission (CTC) consolidated multiple existing federal and state funding sources into a single program aimed at encouraging increased use of active transportation in the state. The ATP aims to encourage active transportation by increasing the proportion of trips made by bicycle or on foot; increasing nonmotorized user safety; reducing GHG; enhancing public health; and ensuring that disadvantaged communities share fully in program benefits. ATP calls for project cycles are released biennially during even years, with funding adopted the following year.

https://catc.ca.gov/programs/active-transportation-program

Sustainable Transportation Planning Grant Program, Caltrans

With the passage of SB1, the Road Repair and Accountability Act of 2017, Caltrans grant funding has expanded as provided in the Sustainable Transportation Planning Grant program. In particular, the Sustainable Communities competitive and formula grants are relevant as potential funding sources for this project. The Sustainable Communities grant program funds local and regional multimodal projects that advance the region's SCS goals, contribute to GHG reduction goals, and align with grant program objectives. Up to $1 million is available per agency, and a 20% local match is required.

https://dot.ca.gov/programs/transportation-planning/division-of-transportation-planning/regional-and-community-planning/sustainable-transportation-planning-grants

State-Local Partnership Program, CTC

Created by the Road Repair and Accountability Act of 2017 through SB1, the Local Partnership Program (LPP) annually appropriates $200 million from the Road Maintenance and Rehabilitation Account to local and regional transportation agencies that have passed sales tax measures, developer fees, or other imposed transportation fees. Funds are awarded for road maintenance and rehabilitation, sound walls, and other transportation improvement projects. LPP also funds local and regional agency projects that improve aging infrastructure, road conditions, active transportation, and health and safety. Consistent with the intent behind SB1, the CTC intends this program to balance the need to direct increased revenue to the state's highest transportation needs and the need to fairly distribute the economic impact of increased funding.

https://catc.ca.gov/programs/sb1/local-partnership-program

Affordable Housing and Sustainable Communities Program, California Strategic Growth Council

The Affordable Housing and Sustainable Communities (AHSC) program aims to reduce GHG emissions through projects that implement land-use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support related and coordinated public policy objectives. The AHSC program includes transportation focuses related to reducing air pollution, improving conditions in disadvantaged communities, supporting or improving public health, improving connectivity and access to jobs, increasing options for mobility, and increasing transit ridership. Projects eligible for AHSC funding must increase accessibility to affordable housing, employment centers, and key destinations through low-carbon transportation that reduce VMT. These projects may include transit-oriented development, integrated connectivity, or rural innovation projects. Funding for the AHSC Program is provided from the Greenhouse Gas Reduction Fund, an account established to receive cap-and-trade auction proceeds.

https://sgc.ca.gov/grant-programs/ahsc/

Office of Traffic Safety Grants, California Office of Traffic Safety

The California Office of Traffic Safety provides grant funding to improve safety with a focus on planning, data records, education, enforcement, and encouragement efforts. Grants are typically released on an annual basis, with applications due in January.

https://www.ots.ca.gov/grants/

State Highway Operation and Protection Program, Caltrans

State Highway Operations and Protection Program (SHOPP) is the "fix-it-first" program from the state highway system (SHS). SHOPP funds repair and preservation, emergency repairs, safety improvements, and some highway operational improvements on the SHS. Although SHOPP is intended for projects on statutorily designated State-owned roads, highways (including the interstate system), and bridges, it can be used for associated bicycle and pedestrian facilities. Revenues for the SHOPP are generated by federal and State gas taxes and are fiscally constrained by the State Transportation Improvement Program Fund Estimate that is produced by Caltrans and adopted by the CTC.

https://dot.ca.gov/programs/financial-programming/state-highway-operation-protection-program-shopp-minor-program-shopp

State Transportation Improvement Program, CTC

The State Transportation Improvement Plan (STIP) is a biennial, five-year plan adopted by the CTC for future allocations of certain state transportation funds for state highway improvements, intercity rail, and regional highway and transit improvements. State law requires the CTC to update the STIP biennially, on even-numbered years, with each new STIP adding two new years to prior programming commitments. CTC staff recommendations are based on the combined programming capacity for the Public Transportation Account and State Highway Account as identified in the fund estimate adopted by the CTC. To be included in the STIP that is adopted by the CTC, projects must first be nominated by the MPO in its Regional Transportation Improvement Program, or by Caltrans in its Interregional Transportation Improvement Program.

https://catc.ca.gov/programs/state-transportation-improvement-program

Recreational Trails Program, California Department of Parks and Recreation

The Recreational Trails Program (RTP) annually provides federal funds for recreational trails and trail-related projects. The RTP is administered at the federal level by the FHWA and at the state level by the California Department of Parks and Recreation and Caltrans ATP. Eligible nonmotorized projects include acquisition of easements and fee simple title to property for recreational trails and recreational trail corridors; and development or rehabilitation of trails, trailside, and trailhead facilities.

https://www.parks.ca.gov/?page_id=24324

Transformative Climate Communities Program, California Strategic Growth Council

Established by Assembly Bill 2722, the Transformative Climate Communities Program (TCC) program funds development and implementation of neighborhood-level transformative climate community plans that include multiple coordinated GHG emissions reduction projects that provide local economic, environmental, and health benefits to disadvantaged communities. The TCC program helps realize the State's vision of vibrant communities and landscapes and demonstrates how meaningful community engagement coupled with strategic investments in transportation, housing, food, energy, natural resources, and waste can reduce GHG emissions and pollution, advance social and health equity, and enhance economic opportunity and community resilience. The TCC program funds both implementation and planning grants. While the program can fund a variety of projects, transportation-related projects can include developing active transportation and public transit projects; supporting transit ridership programs and transit passes for low-income riders; expanding first/last mile connections; building safe and accessible bicycling and walking routes; and encouraging education and planning activities to promote increased use of active transportation modes.

https://sgc.ca.gov/grant-programs/tcc/

Environmental Enhancement and Mitigation Grant Program, California Natural Resources Agency

The Environmental Enhancement and Mitigation Grant (EEM) program authorizes the California State Legislature to allocate up to $7 million each fiscal year from the highway users tax account. EEM projects must contribute to mitigation of the environmental effects of

transportation facilities. The EEM program does not generally fund commute-related trails or similar bicycle and pedestrian infrastructure. However, EEM does fund recreational and nature trails as part of storm water management or green infrastructure projects.

https://resources.ca.gov/grants/environmental-enhancement-and-mitigation-eem

Urban Greening Grant Program, California Natural Resources Agency

Part of the California State Senate Bill 859, the Urban Greening program is funded by the GGRF to support the development of green infrastructure projects that reduce GHG emissions and other benefits. To maximize economic, environmental, and public benefits, priority is given to projects in disadvantaged communities. The Urban Greening program funds projects that reduce GHGs by sequestering carbon, decreasing energy consumption, and reducing VMT while transforming the built environment into places that are more sustainable, enjoyable, and effective at creating healthy and vibrant communities. These projects will establish and enhance parks and open space by using natural solutions to improve air and water quality, reduce energy consumption, and create more walkable and bikeable trails.

https://resources.ca.gov/grants/urban-greening

Environmental Justice Small Grants Program, California EPA

Environmental Justice (EJ) Small Grants provide funding to help eligible nonprofit community organizations and federally recognized Tribal governments address environmental justice issues in areas disproportionately affected by environmental pollution and hazards. EJ Small Grants are awarded on a competitive basis with a maximum amount of $50,000 per grant. EJ Small Grants can be used for a variety of environmental purposes and to augment community engagement, health, trainings, and programmatic opportunities in underserved communities.

https://calepa.ca.gov/envjustice/funding/

REGIONAL AND COUNTY FUNDING SOURCES

Transportation Development Act, Article 3

Transportation Development Act (TDA), Article 3 funds are used by cities within Los Angeles County for the planning and construction of bicycle and pedestrian facilities. By ordinance, LA Metro is responsible for administering the program and establishing its policies.

TDA, Article 3 funds are allocated annually on a per capita basis to both cities and the County of Los Angeles. Local agencies may either draw down funds or place them on reserve. Agencies must submit a claim form to Metro by the end of the fiscal year in which they are allocated.

https://www.metro.net/about/funding-resources/

SCAG Sustainable Communities Program

The SCAG Sustainable Communities Program (formerly known as Compass Blueprint Grant Program) serves as a resource for local municipalities looking to enhance nonmotorized transportation infrastructure under the principles of mobility, livability, prosperity, and sustainability in ways that enable implementation of the regional SCS. To date, SCAG has allocated over $12.9 billion for nonmotorized transportation. SCAG grants are available in three categories, including active transportation.

https://scag.ca.gov/sustainable-communities-program

Los Angeles Metro Open Streets Grant Funding

The Open Streets Grant Funding is open to local jurisdictions within Los Angeles County to support Open Streets and Slow Streets events, which temporarily close streets to automobile traffic and open them to bicyclists, pedestrians, and other modes of nonmotorized transportation. Open Streets Events are usually larger and last longer throughout the day than Slow Streets. Slow Streets are on an event basis and are multiple days of events. The goals of the Open Streets Grant Program are to:

- Provide opportunities for riding transit, walking, and riding a bicycle, possibly for the first time.
- Encourage future mode shift to more sustainable transportation modes.
- Promote civic engagement to foster the development of multimodal policies and infrastructure at the city and community level.

In the most recent Open Streets Grant funding cycle (Cycle 4), over $5 million was awarded to new Open and Slow Streets events scheduled through December 2023.

https://www.metro.net/about/metro-open-streets-grant-program/

LA Metro Local Return Program

The Proposition A, Proposition C, and Measure R and Measure M Local Return programs are four one-half cent sales tax measures to finance transit development countywide. A portion of these funds are earmarked for the Local Return Programs to be used by cities and the County of Los Angeles in developing and/or improving local transportation infrastructure.

https://www.metro.net/about/local_return_pgm/



Source: Kittelson & Associates, Inc.

Implementation Timeframes

The implementation information presented in **Table 7** was used to develop short-, medium-, and long-term implementation timeframes for the BMP's proposed infrastructure projects.

TABLE 7: IMPLEMENTATION FACTORS

Project	Priority project	Modifications to vehicle throughput	Modifications to vehicle parking	Inter-jurisdictional coordination
Poplar Avenue/Bluff Road bike boulevard	✓			
Mines Avenue/Beach Street/Vail Avenue/ Flotilla Street loop	✓		Vail Avenue (Mines Avenue to Beach Street) and Mines Avenue and Beach Street (Maple Avenue to Vail Avenue)	At Rio Hondo Bike Path connection
Maple Avenue bike boulevard	✓			
Lincoln Avenue bike lanes and bike boulevard	✓	18th Street to Montebello Boulevard		At Rio Hondo Bike Path connection
Olympic Boulevard/ Roosevelt Avenue bike lanes and bike route	✓	West of Montebello Boulevard		
Beverly Boulevard bike lanes	✓	Potentially	Potentially	
Whittier Boulevard bike lanes, route, and path	✓	West of Montebello Boulevard		At Rio Hondo Bike Path connection
Avenida De La Merced Bike Lanes Gap Closure	✓			
Montebello Boulevard/ Greenwood Avenue Bike Lanes	✓	Partially (Mines Avenue to Elm Street)	Partially (Avenida De La Merced to Whittier Boulevard)	
Rea Drive bike lanes	✓			
Wilcox Avenue bike lanes	✓	Partially (north of Beverly Boulevard)		
Montebello Boulevard (south) bike boulevard				
Madison Avenue bike boulevard				

Project	Priority project	Modifications to vehicle throughput	Modifications to vehicle parking	Inter-jurisdictional coordination
Washington Boulevard bike lanes		Potentially	Potentially	LA Metro (L Line Station and right-of-way planning)
Findlay Avenue bike boulevard				
Garfield Avenue/Via Altamira bike path, lanes, and route			Partially (Via Campo to Via San Clemente)	
Hay Street/ Westmoreland Drive/ Vail Avenue bike route and lane		Vail Avenue North of Westmoreland Drive		
Paramount Boulevard bike lanes		Asymmetrical road diet		At Caltrans freeway ramps
Arroyo Drive/Potrero Grande Drive bike lanes				City of Monterey Park and County of Los Angeles
Date Street bike route				
Elm Street bike route				

The recommended bicycle facilities can generally be implemented within the existing curb-to-curb right-of-way except for the project components that connect directly to the Rio Hondo River Trail, which will also require inter-jurisdictional coordination.

NEAR-TERM (5 YEAR) IMPLEMENTATION

To implement projects rapidly, the City's near-term investments should focus on those projects that have been designated as priority projects that balance connectivity, bicyclist comfort and safety, multimodal operations, and feasibility. However, near-term implementation should also be focused on the priority projects that do not require modifications to vehicle throughput and/or parking, thus less likely to require additional studies and outreach. Near-term implementation projects should also be focused on projects that do not require coordination with other agencies.

The near-term implementation plan consists of the following priority projects listed below. Note, where necessary, this list includes portions of projects that can be implemented in the near-term, even if the project as a whole cannot.

- Poplar Avenue/Bluff Road bike boulevard
- Maple Avenue bike boulevard
- Avenida De La Merced bike lanes gap closure
- Montebello Boulevard/ Greenwood Avenue bike lanes (conversion of existing bike lanes and buffered bike lanes north of Avenida De La Merced to separated bike lanes)
- Rea Drive bike lanes
- Wilcox Avenue Bike Lanes (bike lanes south of Beverly Boulevard)

While the implementation of bike lanes along Washington Boulevard requires coordination with LA Metro as part of the L Line planning and design, it is recommended that the City of Montebello include this project as part of its near-term implementation program. As the L Line extension is expected to be operational by 2035, the City should work with LA Metro at this time to incorporate bicycle facilities into the designs for Washington Boulevard.

MID-TERM (5-10 YEAR) IMPLEMENTATION

Mid-term implementation projects should focus on two tiers of projects:

- Tier 1: Priority projects that may require additional technical studies, designs, and community and stakeholder outreach due to modifications to vehicle throughput and/or on-street parking supply, and/or may require coordination with other agencies.
- Tier 2: Projects that have not been designated as priority projects, but do not require modifications to vehicle throughput and/or parking, thus less likely to require additional studies and outreach. These projects also do not require coordination with other agencies.

Tier 1 mid-term implementation projects are as follows:

- Mines Avenue/Beach Street/Vail Avenue/ Flotilla Street loop
- Lincoln Avenue Bike Lanes and bike boulevard
- Olympic Boulevard/ Roosevelt Avenue bike lanes and bike route
- Beverly Boulevard bike lanes
- Whittier Boulevard bike lanes, route, and path
- Montebello Boulevard/Greenwood Avenue bike lanes (bike lanes, buffered bike lanes, and separated bike lanes south of Avenida De La Merced)
- Wilcox Avenue bike lanes (buffered bike lanes north of Beverly Boulevard)

Tier 2 mid-term implementation projects are as follows:

- Montebello Boulevard (South) bike boulevard
- Madison Avenue bike boulevard
- Findlay Avenue bike boulevard
- Hay Street/Westmoreland Drive/ Vail Avenue bike route and lane (bike route west of Wilcox Avenue)
- Date Street bike route
- Elm Street bike route

LONG-TERM (10+ YEAR IMPLEMENTATION)

Long-term implementation should focus on projects that are not part of the priority bikeway network, require modifications to vehicle throughput and/or on-street parking, and/or will require coordination with other agencies.

- Garfield Avenue/Via Altamira bike path, lanes, and route (as part of the City's master plan for Montebello Golf Course site)
- Hay Street/Westmoreland Drive/Vail Avenue bike route and lane (bike route and buffered bike lanes east of Wilcox Avenue)
- Paramount Boulevard bike lanes
- Arroyo Drive/Potrero Grande Drive bike lanes





Performance Measures

The performance measures presented in **Table 8** will be used to evaluate progress toward plan implementation over time. All performance measures are tied back to the plan's vision and goals.. For more information on performance measures, including additional potential measures, data collection techniques, and tracking methodology as well as examples of agencies using these measures, please see the FHWA's Guidebook for Developing Pedestrian & Bicycle Performance Measures (2016), available at: https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/performance_measures_guidebook/pm_guidebook.pdf.

TABLE 8: MONTEBELLO BMP PERFORMANCE MEASURES

Goal	Performance measure	Measurement
Accessibility	Bicycle network completion	Miles of off-street bike paths installed.
		Miles of bike lanes installed.
		Miles of buffered bike lanes installed.
		Miles of bike routes installed.
		Miles of bike boulevards installed.
		Miles of separated bike lanes installed.
	Bicycle-supportive amenities	Number of bicycle racks installed in the city (including both public and private property).
		Number of bicycle-oriented wayfinding signs installed.
	Transportation-disadvantaged population served	Percent of disadvantaged population (based on census tracts) within 1/2 of an on- or off-street bicycle facility.
	Amount of people that can bicycle to transit	Percent of population within a 2-mile bicycling distance to a transit stop.
	Implementation	Dollars of grant funding received for bicycling planning, design, construction, and/or programs.
Safety	Number of fatal or serious injury crashes involving a bicyclist	Number of fatal or serious injuries of people bicycling over five-year period.
	Number of bicycle-related citations	Number of common traffic violations that affect bicyclist, including failure to yield to pedestrians or bicyclists, speeding, turning, driving under the influence, driving distracted, running a red light/sign, and passing a bicyclist too slowly.
	Traffic calming	Number of traffic calming treatments installed (either as part of a bicycle project or standalone traffic calming treatment).

Goal	Performance measure	Measurement
Encouragement	Number of people bicycling	Bicycle commute mode share (ACS five-year estimates).
		Bicycle volumes at key locations in the city.
	User perceptions	On-site or city-wide user surveys that assess user comfort and perception on bike network.
	Number of outreach events held	Number of outreach and encouragement events held.
	Social media engagement	Number of bicycle- and safety-related social media posts published.



A
GLOSSARY OF TERMS



APPENDIX

B

EXISTING AND BASELINE CONDITIONS REPORT



C

COMMUNITY ENGAGEMENT PLAN AND MATERIALS



APPENDIX

D

COMMUNITY AND STAKEHOLDER ENGAGEMENT PHASE 1 SUMMARY MEMO



E

PROJECT VISION, GOALS, AND ACTIONS MEMO



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BICYCLE-ORIENTED WAYFINDING, PARKING, AND E-BIKES MEMO



G

RECOMMENDED BIKEWAYS, PROGRAMS AND POLICIES MEMOS



H

INDIVIDUAL RECOMMENDED BIKEWAY MAPS



I

PROJECT PRIORITIZATION METHODOLOGY AND RESULTS



J

PRIORITY PROJECT USER, VMT REDUCTION, AND GHG REDUCTION ESTIMATES



K

EXAMPLE CROSS-SECTIONS AND CONCEPTS





MONTEBELLO

A

GLOSSARY OF TERMS



KEY TERMS AND ACRONYMS

Active transportation: Active transportation includes non-motorized transportation options such as walking, biking, and rolling. Active transportation is also strongly linked to transit networks. Active transportation options provide affordable and convenient travel options that promote health, economic development, environmental, and safety benefits.

Amenities: Amenities support walking, bicycling, and other modes by improving the pedestrian and bicycling environment. Supporting amenities along walking and bicycling paths of travel can include bike parking, wayfinding signage, benches, shade structures, trash receptacles, and planters/landscaping.

Americans with Disabilities Act (ADA): The ADA is a federal civil rights law to protect people from disabilities from discrimination. As it relates to transportation, the ADA guarantees people with disabilities equal access to public transportation and requires transportation facilities to be accessible and useable by persons with disabilities.

Bend-in/bend-out: A bend-in bends the bike lane toward the motor vehicle lane and away from the sidewalk at an intersection approach, enhancing the visibility of bicycles. Conversely, a bend-out bends the bicycle lane away from motor vehicle lanes and toward the sidewalk at an intersection approach.

Bicycle: A bicycle is a two-wheeled vehicle having a rear drive wheel solely human-powered. In addition to being two wheels tandem, a bicycle includes handlebars for steering, a saddle seat, and pedals by which it is propelled.

Bicycle facilities: A general term denoting improvements and provisions made by public agencies to accommodate or encourage bicycling, including parking and storage facilities, and shared roadways not specifically designated for bicycle use.

Bicycle level of stress: Bicycle level of stress, also known as LTS, is an analysis conducted to measure the perceived stress that a bicyclist experiences when biking on a given facility.

Bike lanes and buffered bike lanes: Also known as a Class 2 bicycle facility, a bike lane is a striped and stenciled lane for one-way bicycle travel on a street or highway. This facility could include a buffered space between the bike lane and vehicle lane (referred to as a buffered bike lane) and the bike lane could be adjacent to on-street parking.

Bike box: A bike box is a dedicated area at the head of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase.

Bike route: Also known as a Class 3 bicycle facility, a bike route is a signed route along a street where the bicyclist shares the right-of-way with motor vehicles. This facility can also be augmented using shared-lane markings (also known as sharrows). An enhanced bike route, known as a bike boulevard, can include traffic calming treatments to slow down vehicles.

Bike path: Also known as a Class 1 bicycle facility, shared path, or multiuse path, a bike path is a paved right-of-way for bicycle travel that is completely separate from any street or highway (e.g., along a creek or channel).

Bike signal: A bike signal is an electrically-powered traffic control device used in combination with an existing conventional traffic signal or hybrid beacon. These provide a dedicated signal phase for bicyclists to cross the intersection and separates bicycle movements from conflicting motor vehicle movements.

Bikeway: A generic term for any road, street, or path that is designated for bicycle travel, regardless of the type of bicycle facility.

Bulbout/curb extension: A bulb out or curb extension is an extension of the sidewalk at a crosswalk into the roadway, typically equivalent to the parking lane adjacent to the sidewalk. This shortens the roadway crossing distance for pedestrians. These improvements reduce pedestrians' exposure to vehicle traffic and increasing visibility of both the pedestrian and approaching vehicles.

Collision Severity: The severity of collisions is classified based on the highest level of injury sustained. The analysis includes the following severity levels, listed in descending order:

- **Fatal:** This category refers to collisions where individuals involved in the incident sustained injuries that resulted in death.
- **Severe Injury:** This category includes collisions where individuals suffered significant injuries such as broken bones, severe lacerations, or injuries beyond what are classified as "visible injuries" according to the reporting officer's assessment.
- **Moderate Injury (Visible Injury):** This category encompasses collisions where individuals sustained injuries that are evident to observers at the collision scene, such as bruises or minor lacerations. These injuries are considered less severe than those in the severe injury category.

- **Minor Injury (Complaint of Pain):** This category pertains to collisions where individuals report experiencing pain or discomfort, even though there may not be any visible injuries. These injuries are categorized as complaints of pain and do not involve severe physical trauma or visible injuries.

Complete streets: Complete street networks are designed considering the full range of user abilities and modes. Complete streets may include sidewalks, bike lanes, transit lanes, frequent pedestrian crossings, median islands, curb extensions, and other transportation facilities. In addition, complete streets are context-sensitive, reflecting the land use and travel needs of users and vehicles at a particular location. While complete streets-sensitive design does not mean that every roadway in the city will have the full suite of multimodal improvements, a city's complete streets network network should strive to provide safe and convenient access to key destinations for all modes and users of all ages and abilities in a manner that reduces intermodal conflicts.

Connectivity: This term refers to the extent to which urban forms permit or restrict movement of people or vehicles in different directions.

Electric bicycle (e-bike): Electric bicycles or "e-bikes" are bicycles with electric motors that provide assistance in generating momentum through pedaling or via a hand throttle.

End-of-trip facilities: End-of-trip facilities support convenient bicycle trips and can include bike parking, bike lockers, showers, and personal lockers.

Leading pedestrian interval (LPI)/leading bicycle interval (LBI): Signal timing that provides the walk signal several seconds before vehicles are given a green signal. This provides pedestrians and/or bicyclists with an advanced start so that they are more visible crossing the intersection.

Micromobility: Micromobility devices include any small, low-speed, human- or electric-powered transportation device, including bicycles, scooters, electric-assist bicycles, electric scooters (e-scooters), and other small, lightweight, wheeled conveyances

Pedestrian hybrid beacon (PHB): A traffic beacon used to stop road traffic and allow pedestrians to cross safely. The beacon flashes yellow, then steady yellow, then a steady red, then flashes red to make drivers aware to stop. A PHB provides protected pedestrian crossings, stopping road traffic only when a pedestrian is present to cross.

Protected intersection: In a protected intersection design, bicyclists do not have to merge with car traffic at any point. The bicycle lane is extended around the intersection, protected at each corner by a corner island. Bicyclists who want to cross the street pull up past the crosswalk into

a bike queue area that, combined with signal phasing, gives them a head start when the light turns green.

Rectangular rapid flashing beacon (RRFB): A beacon attached to the standard pedestrian crossing sign and activated by pedestrians.

Right-of-way: Public right-of-way is any street, avenue, boulevard, highway, sidewalk or alley or similar place which is owned or controlled by a governmental entity.

Road diet: A road diet reduces the amount of space for motor vehicles through eliminating vehicle lanes. The reclaimed space from a road diet is then re-allocated for other uses, such as more sidewalk space or bike lanes.

Safe Routes to School (SRTS/SR2S): This is an approach that promotes walking and bicycling to school through infrastructure improvements, enforcement, tools, safety education, and incentives to encourage walking and bicycling to school. SRTS programs can be implemented by a department of transportation, metropolitan planning organization, local government, school district, or even a school.

Safe Routes to Transit (SR2T): Safe Routes to Transit is an approach that promotes bicycling and walking to transit stations by planning and funding projects that make non-motorized feeder trips easier, faster, and safer. Improving the safety and convenience of bicycling and walking to regional transit provides commuters the opportunity to leave their cars at home.

Safe System Approach: A safe system approach to transportation planning focuses on shared responsibility, recognizing that humans are vulnerable and make mistakes, but those mistakes should never result in deaths or serious injury. Creating safe systems incorporates the following principles to proactively prioritize vulnerable users and aims to prevent crashes before they happen: death and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is crucial.

Separated bike lanes: Also known as a Class 4 bicycle facility, a cycle track, or a protected bike lane, this is a bikeway for the exclusive use of bicycles including a separation between the bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking. A separated bike lane can be one-way or two-way.

Shared mobility: Shared mobility is the shared use of a vehicle, bicycle, scooter, or other travel mode, allowing users to gain short-term access to transportation modes on an as-needed basis.

Sharrows: A shared-lane marking, also known as a sharrow, is a marking consisting of a bicycle symbol placed in the roadway lane that indicates that motorists should expect to see and share the lane with bicycles. Unlike bicycle lanes, they do not designate a particular part of the roadway for the exclusive use of bicycles.

Speed management: Speed management is an approach that focuses on achieving safe mobility by setting appropriate speed limits, reducing speeding, and reducing and/or mitigating the impact of speeding-related crashes.

Sidewalk: The portion of a street or highway right of-way designed for preferential or exclusive use by pedestrians. Generally, a sidewalk is paved path along the side of a road. A sidewalk is normally separated from the vehicular traffic by a curb.

Through bike lane/intersection crossing markings: Intersection crossing markings indicate where a bicyclist will be travelling through an intersection to clearly mark the intended use, enhance cyclist comfort, increase motorist yielding behavior, and highlight conflict zones. They are generally made up of green “skip striping” paint, green bike lane paint, and/or bicycle lane markings. A through bike lane, or pocket bike lane, provides a path of travel for bicycles approaching the intersection between the vehicle lane for going straight or turning left and the right turn lane.

Traffic calming: Traffic calming measures consist of physical design, including narrowed roads and speed humps, put in place on roads for the intention of slowing down or reducing motor-vehicle traffic and to improve safety for pedestrians and cyclists.

Transportation demand management (TDM): Transportation demand management is a set of strategies aimed at maximizing traveler choices. The goal of TDM is to provide travelers, regardless of whether they drive alone, with travel choices, such as work location, route, time of travel and mode.

Two-stage left-turn queue box: Two-stage bicycle turn boxes offer bicyclists a dedicated space to make left turns at multi-lane signalized intersections from a right side cycle track or bike lane or right turns from a left side cycle track or bike lane.

Wayfinding: Directional guidance for road users including bicyclists and pedestrians, including signs, maps, and kiosks.

APPENDIX

B

EXISTING AND BASELINE CONDITIONS REPORT



KITTELSON & ASSOCIATES
750 The City Drive, Suite 410
Orange, CA 92868
P 714.468.1997

Technical Report

January 26, 2024 Project# 24761

To: Monica Mercado-Rodriguez – City of Montebello

From: Michael Sahimi and Sam Liu – Kittelson & Associates, Inc.

RE: Montebello Bicycle Master Plan – Existing and Baseline Conditions

Kittelson & Associates, Inc. (Kittelson) is helping the City of Montebello (City) prepare their Citywide Bicycle Master Plan (BMP). To facilitate the BMP's development, a review of the existing conditions and relevant local and regional plans was conducted. This report serves to document the existing and planned bikeways in and around Montebello as well as noting key opportunities (or constraints) for bicycle accessibility. The contents of this report will provide guidance for shaping the vision and objectives of the BMP. It will serve as a fundamental point of reference for future BMP initiatives, ensuring a consistent and coordinated approach to bicycle facilities across the City and potentially other jurisdictions.

This report is organized into the following sections:

- Relevant Documents
- Existing Bicycle Conditions
- Opportunities and Constraints
- Planned Improvements

Information in the "Opportunities and Constraints" section is based on ideas and recommendations identified in recent local and regional plans and documents. Information in the "Planned Improvements" section is based on projects that have been identified for implementation in recent plans and studies.

RELEVANT DOCUMENTS

To provide insight into the current state of bicycle infrastructure in and around the City, the following local and regional plans and policy documents were reviewed and referenced throughout the report:

- Montebello Bike Lane Feasibility Study Report (2013)
- Montebello Hills Specific Plan (2015)
- Gateway Cities Council of Governments (GCCOG) Strategic Transportation Plan (STP) (2016)
- Los Angeles Metro Active Transportation Strategic Plan (2016)
- San Gabriel Valley Council of Governments (SGVCOG) Regional Active Transportation Plan (ATP) and Greenway Network Study (2019)
- Montebello Parks Master Plan (2021)
- Montebello Safe Travel Plan (2022)
- Draft Montebello General Plan (2023)
- Draft Montebello Downtown Specific Plan (2023)
- Los Angeles Metro Eastside Corridor Phase 2 (Ongoing)
- Montebello First Mile/Last Mile (FMLM) Master Plan (Ongoing)
- Montebello Capital Improvement Program

In addition, the Southern California Association of Governments (SCAG) shapefile of existing and planned bikeways in the region (dated January 2022, and regularly updated based on local agency feedback) was referenced for existing and planned bikeways outside the City limits.

EXISTING BICYCLING CONDITIONS

This section provides an overview of the existing bicycle network and other relevant conditions in and around the City of Montebello, California. The information presented in this section will serve as a foundation for identifying areas of improvement and setting goals for the future of bicycling in the city.

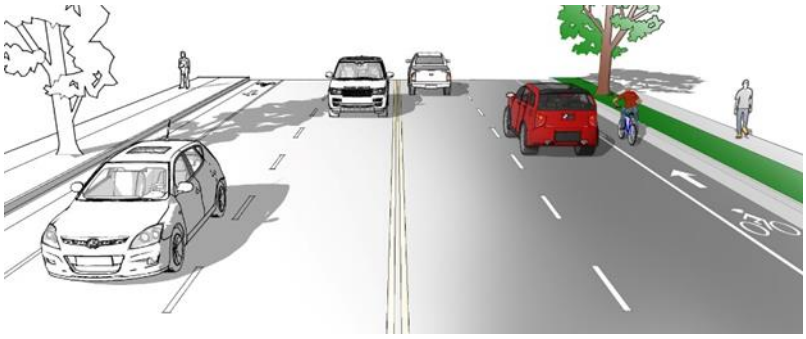
Existing Bike Facilities

Bikeways are generally categorized into four types, as described and depicted in illustrations below.

- **Class I Bikeway (Bike Path):** Also known as a shared path or multi-use path, a bike path is a paved right-of-way for bicycle travel that is completely separate from any street or highway (e.g., along a creek or channel).



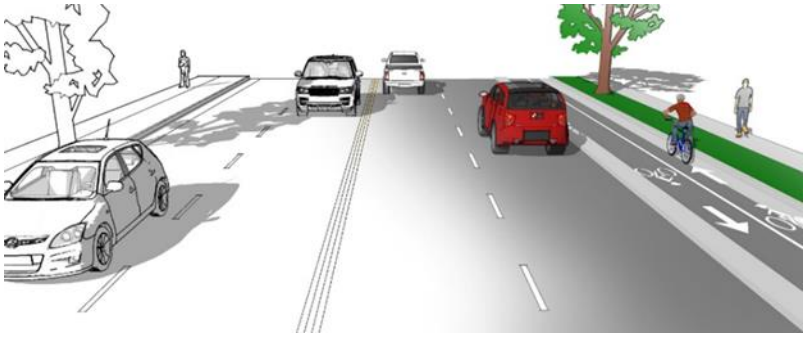
- **Class II Bikeway (Bike Lane):** A striped and stenciled lane for one-way bicycle travel on a street or highway. This facility could include a buffered space between the bike lane and vehicle lane (referred to as a buffered bike lane) and the bike lane could be adjacent to on-street parking.



- **Class III Bikeway (Bike Route):** A signed route along a street where the bicyclist shares the right-of-way with motor vehicles. This facility can also be augmented using shared-lane markings (also known as sharrows). An enhanced bike route, known as a bicycle boulevard, can include traffic calming treatments to slow down vehicles.



- **Class IV Bikeway (Separated Bike Lane):** Also known as a cycle track or a protected bike lane, this is a bikeway for the exclusive use of bicycles including a separation between the bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking. A cycle track can be one-way or two-way.



Biking facilities in Montebello are limited, with bike lanes and buffered bike lanes only available on certain sections of Avenida De La Merced and Montebello Boulevard. Bike lanes are also partially provided within the Montebello/Commerce Metrolink Station, but they do not connect to Flotilla Street. The Rio Honda Bike Path, which runs along the Rio Honda Channel and Whittier Narrows Reservoir, is located on the east side of the City and lacks local bikeways that directly connect major roadways and key destination to the trail. Similarly, there are no established bicycle connections to other regional bike facilities in neighboring cities.

Short-term bike parking options, such as bike racks, can be found at various key destinations within the city including the following City facilities:

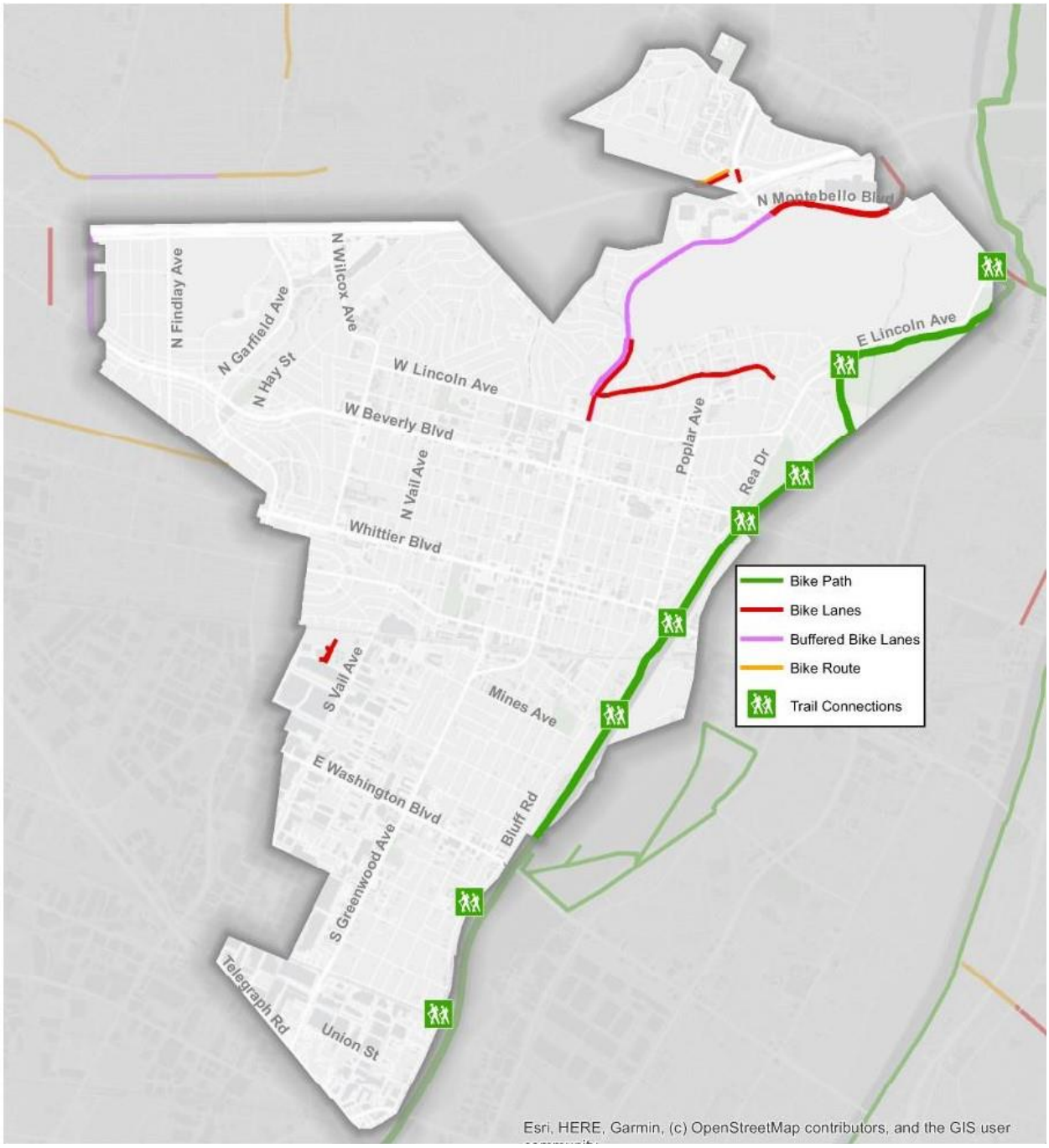
- City Hall
- Cathy Hensel Youth Center
- George Hensel Aquatic Center
- Holifield Community Center

Downtown Montebello, which consists of two main roadways (Montebello Boulevard and Whittier Boulevard), is not served by dedicated bicycle facilities although bike racks are provided along the sidewalk on Whittier Boulevard.

Long-term parking, like bike lockers, is available near the Atlantic Metro Gold Line Station located just outside Montebello's city limits.

Existing bikeways in and around Montebello are shown in **Error! Reference source not found.**, including those just outside and connecting to the City limits. The information in this map is based on the SCAG shapefile of existing and planned bikeways in the region (dated January 2022, and regularly updated based on local agency feedback) and a Google Earth review. As shown in the figure, bikeways are also limited in the areas surrounding the city.

Figure 1: Existing Bikeways



Bicyclist Safety and Comfort

Bicyclist Safety

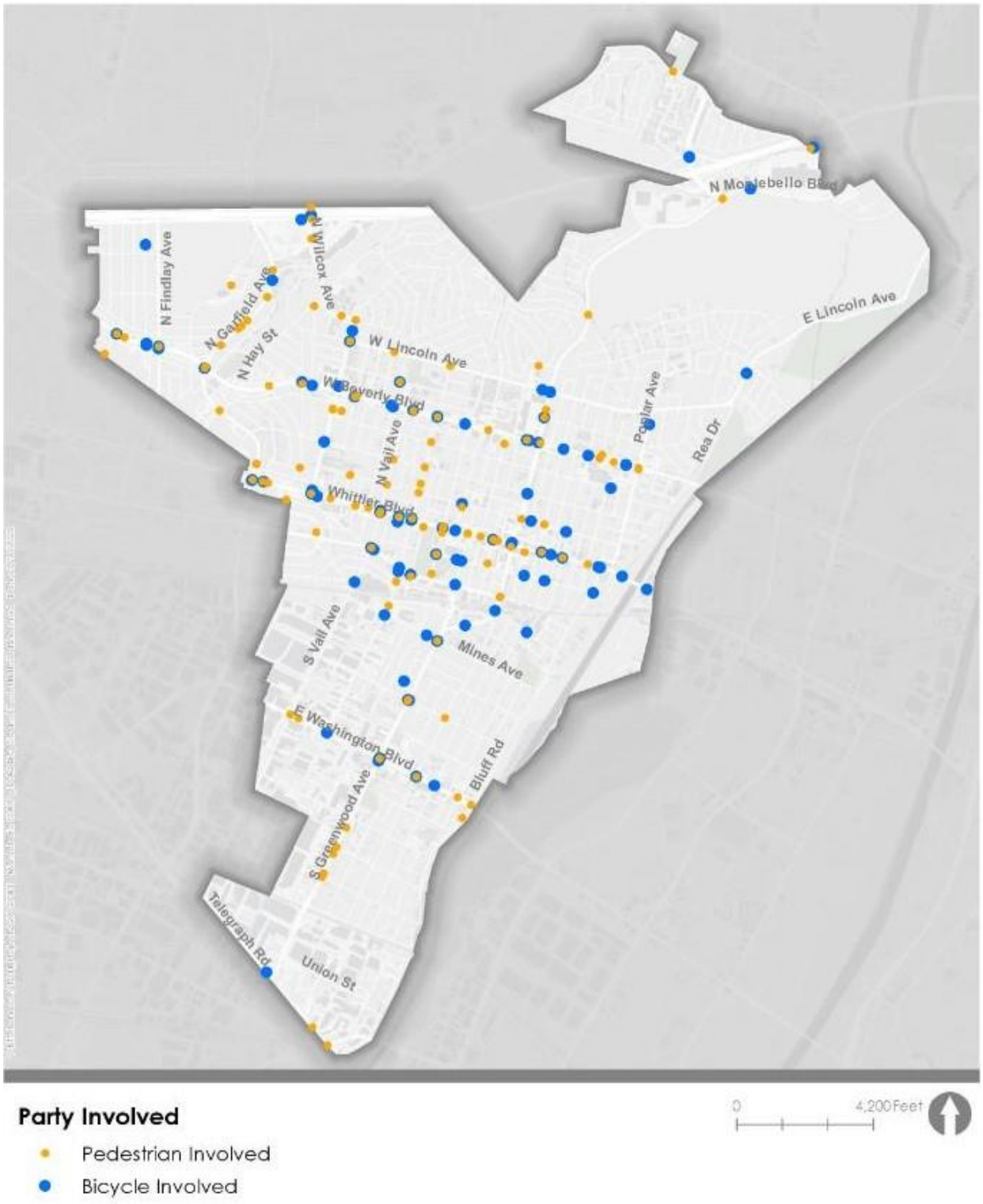
According to the Montebello Safe Travel Plan analysis of 2015-2019 crashes that occurred on City roads, there were a total of 119 bicycle-involved crashes. These crashes occurred frequently along major arterials such as Beverly Boulevard, Whittier Boulevard, and Montebello Boulevard/Greenwood Avenue. Bicycle-involved crashes were three times more likely to result in a fatality or severe injury compared to vehicle-only crashes. Additionally, there was a concentration of crashes around Montebello City Park, which includes a paved walkway throughout the park. Locations of bicyclist- and pedestrian--involved crashes in the city are shown in Figure 2.

The most common crash type recorded for bicycle crashes was broadside crashes, followed by vehicle/pedestrian crashes. For the vehicle/pedestrian crash type, the Statewide Integrated Traffic Records System (SWITRS) classifies bicyclists as pedestrians based on the responding officer report; therefore, there may be a lack of clarity on the specific vehicular movements that precede a bicycle crash that is categorized as a vehicle/pedestrian crash.

The three most common primary crash factors reported for bicycle crashes were traveling on the wrong side of the road, automobile right of way violation, and traffic signals and signs violation.

The most common age group reported in these crashes was ages 18 and under (27%). Compared to drivers, bicyclists aged 18 to 24 years old were overrepresented in the data compared to their share of the total population.

Figure 2: Bicyclist- and Pedestrian-Involved Crashes (2015-2019)



Existing Bicyclist Comfort

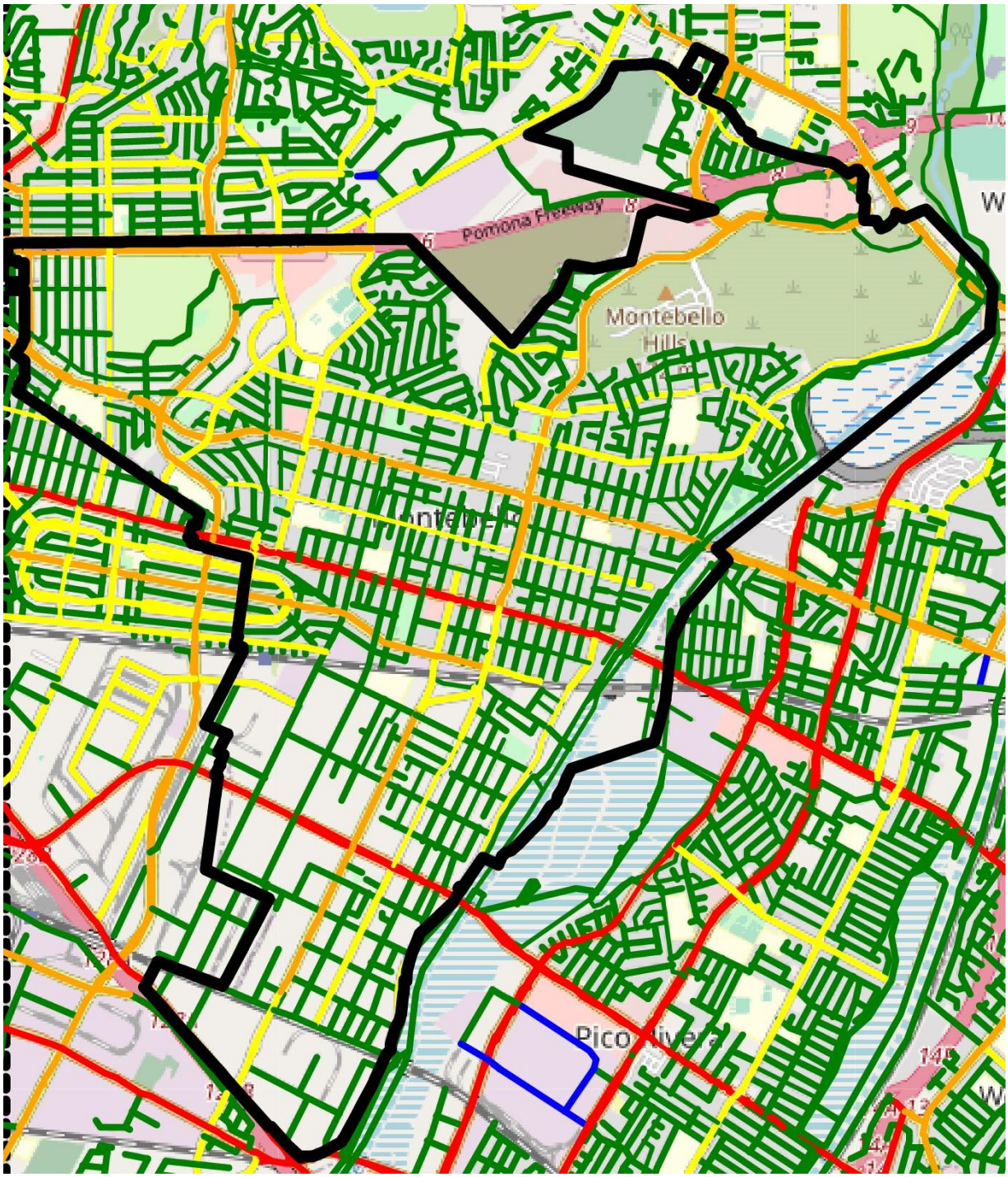
The Bicyclist Level of Traffic Stress (LTS) methodology, as developed by the Mineta Transportation Institute (MTI), is used to help define where bicyclists may feel uncomfortable biking due to roadway characteristics such as the following:

- Number of vehicle travel lanes
- Bike lane width (if available)
- Presence of on-street parking
- Speed limit

The LTS methodology classifies roadway facilities as one of four levels of traffic stress with LTS 1 indicating a comfort level that most children would tolerate and LTS 4 indicating a level tolerated only by "strong and fearless" bicyclists.

Kittelson's LTS Lite tool, which applies the LTS methodology based on available roadway characteristic data, was used to estimate LTS along roads in the City as shown in the following figure. Note, green signifies LTS 1, yellow signifies LTS 2, orange signifies LTS 3, and red signifies LTS 4. As shown in the figure, a substantial portion of the city consists of lower-stress LTS 1 and LTS 2 roads; these are mainly low-speed residential and collector streets. However, the majority of arterial roadways in the city are high-stress LTS 3 and LTS 4 roadways. These high-stress roads divide the city into low-stress "islands" and serve as barriers to low-stress connectivity across the city.

Figure 3: Montebello Bicyclist Level of Traffic Stress

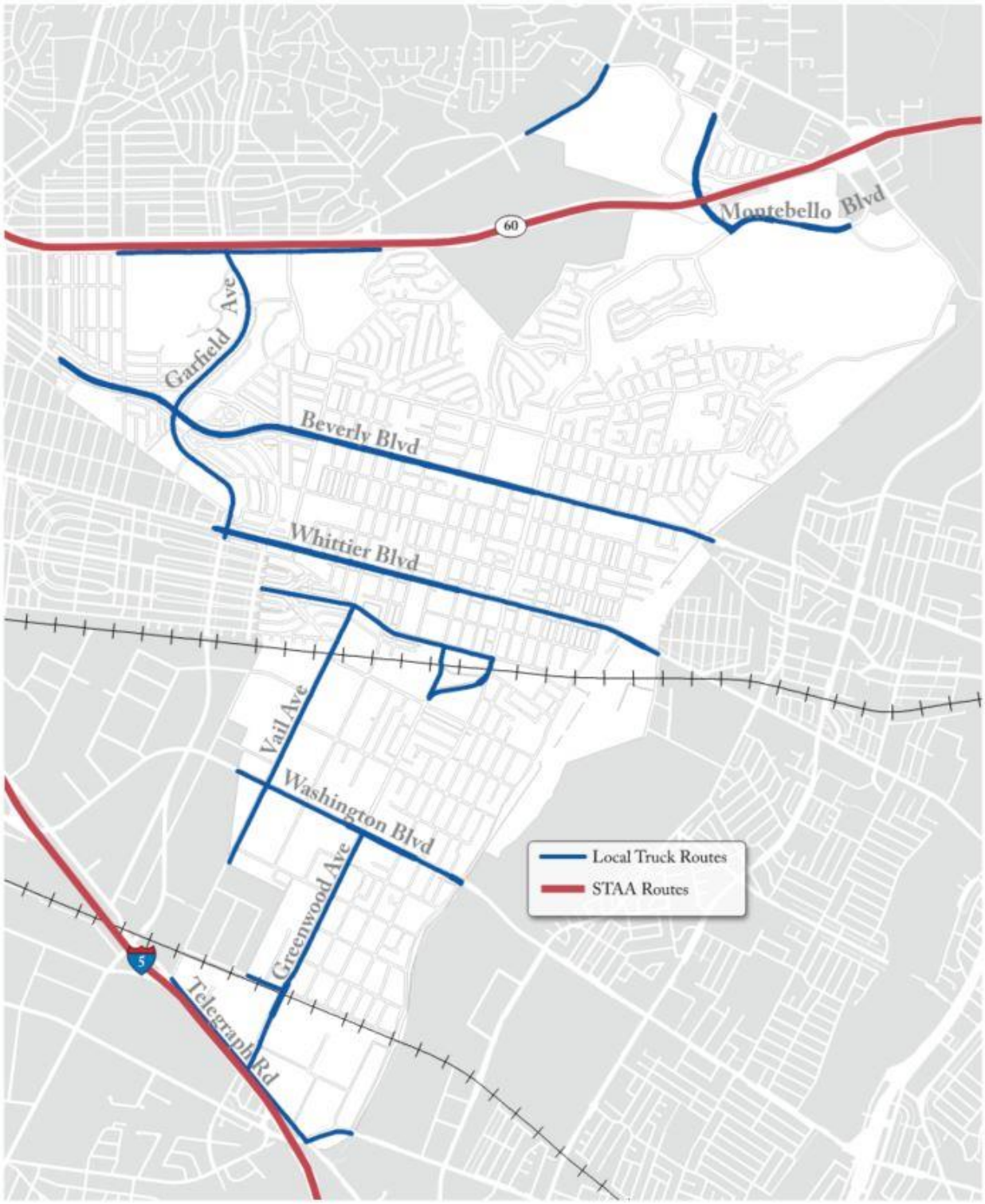


Truck Routes and Goods Movement

Goods movement facilities play a part in bicyclist comfort. For example, rail crossings can serve as a barrier if appropriate pedestrian and bicyclist crossing facilities are not provided. In addition, truck traffic along City roads can result in stressful conditions for on-street bicyclists, especially if the type of bicycle facility does not provide sufficient horizontal and/or physical separation for bikes.

Local goods movement facilities are shown in Figure 4. The City has designated a local truck route network, which facilitates goods movement between Montebello's industrial uses and the national goods movement network. National goods movement facilities in the city include the BNSF Railway and Union Pacific Railroad running parallel to Olympic Boulevard and to Sycamore Street. In addition, the Surface Transportation Assistance Act (STAA) defines a national network of highway facilities as truck routes which accommodate large trucks. I-5 and SR-60 are both STAA-designated truck routes and run adjacent to the City limits.

Figure 4: Existing Goods Movement



Existing Bicyclist Mode Share, Characteristics, and Activity Levels

Mode Share

According to the SGVCOG Regional ATP and Greenway Network Study, based on the city's population in 2016, an estimated 310,000 annual bicycle trips and 3,241,000 walking trips were made for work or school purposes in Montebello. Although a small percentage of Montebello residents walked or rode bicycles for their commutes (based on Census data at that time), this data likely underestimated the actual levels of walking and biking activity as it only considered commuting trips and didn't account for recreational trips or multi-modal commutes involving bus and bike or walking combinations.

According to the 2021 US Census American Community Survey (ACS) 5-Year Estimates, approximately 0.2% of Montebello resident workers commute to work via bicycle. This is lower than the countywide average and lower than the nearby Cities of Bell Gardens and Monterey Park; however, bicycle commuting in Montebello is higher than the nearby Cities of Commerce, Downey, and Pico Rivera. In addition, 7% of households in Montebello do not own a car and depend on other modes of transportation (such as bicycling, walking, or taking transit) to reach their destinations. In comparison, 8.6% of households countywide do not own a car.

Table 1: Local Bike Commuting and Vehicle Ownership Statistics

Location	Percent Commuting on Bike	Households without Vehicles
City of Montebello	0.2%	7.0%
Los Angeles County	0.6%	8.6%
City of Bell Gardens	0.8%	7.5%
City of Commerce	0.0%	10.6%
City of Downey	0.2%	4.8%
City of Monterey Park	0.8%	10.1%
City of Pico Rivera	0.2%	6.9%

Demographics and Characteristics

According to the ACS, while men make up 54% of the city's employed population, approximately 0.4% of male workers bike to work while 0.0% (accounting for a margin of error) of female workers bicycle to work. This represents a significant gender imbalance in access and/or willingness to bike in Montebello.

In the City of Montebello, 21.7% of the population is under 17 years of age, and 16.3% of the population is over 65. Both of these age groups represent a population that may have limited access to a motor vehicle or limited mobility.

Behavior and Activity Levels

Bike counts in Montebello as part of the SGVCOG Regional ATP and Greenway Network Study revealed the following:

- 57% of bicyclists in the city were not wearing helmets
- 40% were observed riding on sidewalks
- 5% were observed riding in the wrong direction and/or on the wrong side of the road

- 60% of riders were using roads without existing bikeways, with the remainder using off-street bike paths such as the Rio Honda River Trail
- 53% of riders were on arterial streets, with 28% riding on streets with a posted speed limit of 35 miles per hour
- Ridership was highest on Thursdays, followed by Saturdays, Mondays, and Sundays

As part of this BMP effort, more recent bicycle counts were collected in June 2023 at 14 locations across the city, as shown in Figure 4. Bicycle turning movement counts were collected on a Thursday from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM and on a Saturday from 11:00 AM to 1:00 PM. These bicycle counts are shown in Table 2.

As shown in Table 2:

- Overall, bicycle activity levels across the city were highest during the weekday PM period, followed by weekday AM and Saturday midday.
- Bicycle activity to and from the Rio Hondo Trail was higher at northern access points compared to the south.
- Key biking routes (based on relative volumes) include Beverly Boulevard, Garfield Avenue, Whittier Boulevard, Mines Avenue, Greenwood Avenue, and Washington Boulevard.

Table 2: June 2023 Bicycle Counts

Location		Thursday 7AM-9AM	Thursday 4PM-6PM	Saturday 11AM-1PM	TOTAL
#1 – Beverly Blvd. / Beverly Terrace / Rea Dr. / Rio Hondo Path Entrance	North leg – Rea Dr.	2	6	5	13
	West leg – Beverly Blvd.	10	23	22	55
	South leg – Beverly Terrace	0	0	0	0
	Rio Hondo Path Entrance	4	10	11	25
	East leg – Beverly Blvd.	8	29	21	58
	TOTAL	**24**	**68**	**59**	**151**
#2 – Bluff Rd. / Roosevelt Ave. / Rio Hondo Path Entrance	North leg – Bluff Rd.	3	4	2	9
	West leg – Roosevelt Ave.	7	3	9	19
	South leg – Bluff Rd.	3	4	5	12
	East leg – Rio Hondo Path Entrance	7	3	12	22
	TOTAL	**20**	**14**	**28**	**62**
#3 – Bluff Rd. / Rio Hondo Path Entrance	North leg – Bluff Rd.	0	3	4	7
	South leg – Bluff Rd.	1	2	0	3
	East leg – Rio Hondo Path Entrance	1	5	2	8
	TOTAL	**2**	**10**	**6**	**18**
#4 – Paramount Blvd. / Arroyo Dr.	North leg – Paramount Blvd.	3	2	0	5
	West leg – Arroyo Dr.	2	2	0	4
	South leg – Paramount Blvd.	4	1	0	5
	East leg – Arroyo Dr.	1	3	0	4
	TOTAL	**10**	**8**	**0**	**18**
#5 – Paramount Blvd. / Montebello Blvd.	North leg – Paramount Blvd.	1	9	0	10
	West leg – Montebello Blvd.	2	15	0	17
	East leg – Montebello Blvd.	1	6	0	7
	TOTAL	**4**	**30**	**0**	**34**
#6 – Montebello Blvd. / Ave. De La Merced	North leg – Montebello Blvd.	4	7	1	12
	West leg – Ave. De La Merced	0	0	3	3
	South leg – Montebello Blvd.	3	3	1	7
	East leg – Ave. De La Merced	5	4	3	12
	TOTAL	**12**	**14**	**8**	**34**

Location		Thursday 7AM-9AM	Thursday 4PM-6PM	Saturday 11AM-1PM	TOTAL
#7 – Wilcox Ave. / Lincoln Ave.	North leg – Wilcox Ave.	3	5	0	8
	West leg – Lincoln Ave.	1	1	2	4
	South leg – Wilcox Ave.	4	5	1	10
	East leg – Lincoln Ave.	0	1	3	4
	TOTAL	**8**	**12**	**6**	**26**
#8 – Garfield Ave. / Beverly Blvd.	North leg – Garfield Ave.	8	10	7	25
	West leg – Beverly Blvd.	8	8	6	22
	South leg – Garfield Ave.	7	11	8	26
	East leg – Beverly Blvd.	7	7	5	19
	TOTAL	**30**	**36**	**26**	**92**
#9 – Maple Ave. / Beverly Blvd.	North leg – Maple Ave.	1	4	1	6
	West leg – Beverly Blvd.	6	4	2	12
	South leg – Maple Ave.	1	3	1	5
	East leg – Beverly Blvd.	6	5	2	13
	TOTAL	**14**	**16**	**6**	**36**
#10 – Maple Ave. / Whittier Blvd.	North leg – Maple Ave.	5	1	0	6
	West leg – Whittier Blvd.	16	17	9	42
	South leg – Maple Ave.	5	1	0	6
	East leg – Whittier Blvd.	16	17	9	42
	TOTAL	**42**	**36**	**18**	**96**
#11 – Montebello Blvd. / Whittier Blvd.	North leg – Montebello Blvd.	1	5	4	10
	West leg – Whittier Blvd.	11	11	16	38
	South leg – Montebello Blvd.	1	9	5	15
	East leg – Whittier Blvd.	11	9	17	37
	TOTAL	**24**	**34**	**42**	**100**
#12 – Montebello Blvd. / Mines Ave.	North leg – Montebello Blvd.	4	4	3	11
	West leg – Mines Ave.	4	8	8	20
	South leg – Montebello Blvd.	5	6	5	16
	East leg – Mines Ave.	5	14	12	31
	TOTAL	**18**	**32**	**28**	**78**
#13 – Metrolink Access / Flotilla St.	North leg – Metrolink Access	6	4	1	11
	West leg – Flotilla St.	7	5	1	13
	East leg – Flotilla St.	11	7	2	20
	TOTAL	**24**	**16**	**4**	**44**
#14 – Greenwood Ave. / Washington Blvd.	North leg – Greenwood Ave.	10	6	10	26
	West leg – Washington Blvd.	7	12	6	25
	South leg – Greenwood Ave.	10	6	10	26
	East leg – Washington Blvd.	7	12	6	25
	TOTAL	**34**	**36**	**32**	**102**
TOTAL		**266**	**362**	**263**	**891**

Figure 5: June 2023 Bicycle Count Locations



Existing Programs

Relevant existing City programs are summarized below:

- **Senior Efforts**: The City of Montebello Senior Center offers Dial-A-Ride services to senior residents. The Senior Center works with the Montebello Bus Line Transportation Citizen Advisory Committee to work on passenger advocacy and senior public transportation safety.
- **Crossing Guards**: The City of Montebello Police Department, in coordination with the Montebello Unified School District, has identified five locations as areas of need for crossing guards at various locations citywide. Through a Memorandum of Understanding (MOU) between the Police Department and the School District, the former supplies crossing guards at the five identified locations through a service vendor, while the latter supports the initiative through funding ten percent of the annual cost of services.
- **Transportation Demand Management**: The City's Municipal Code includes transportation demand management (TDM) requirements for non-residential developments, including bicycle-related requirements as follows:
    - Non-residential developments that are 25,000 square feet or larger shall provide an information kiosk that includes bicycle route and facility information, including regional/local bicycle maps and bicycle safety information, as well as a listing of facilities available for bicyclists at the site.
    - Non-residential developments that are 50,000 square feet or larger shall provide bicycle racks or other secure bicycle parking to accommodate four bicycles per the first fifty thousand square feet of nonresidential development and one bicycle per each additional fifty thousand square feet of nonresidential development. Calculations which result in a fraction of .5 or higher shall be rounded up to the nearest whole number. A bicycle parking facility may also be a fully enclosed space or locker accessible only to the owner or operator of the bicycle, which protects the bike from inclement weather. Specific facilities and location (e.g., provision of racks, lockers, or locked room) shall be to the satisfaction of the city.
    - Non-residential developments that are 100,000 square feet or larger shall provide safe and convenient access from the external circulation system to bicycle parking facilities on site.

Land Uses and Destinations

The city's land uses are primarily residential and industrial, followed by retail. The area of the city north of the railroad tracks is predominantly residential, while the area south of the railroad tracks is generally split between industrial to the southwest and residential to the southeast.

Key destinations for bicyclists in Montebello include parks and recreation, schools, public transit stations, and retail establishments, as shown in Figure 6. Safe and convenient connections to these types of destinations are important to individuals who are reliant on public transit and active transportation, including youths, seniors, and people with disabilities.

- **Parks and Recreation**: In addition to local city parks, recreation destinations include the Rio Hondo Bicycle Path, Montebello Barnyard Zoo, and City-run community centers.
- **Schools**: There are 15 K-12 schools in Montebello, including elementary schools, middle/intermediate schools, high schools, as well as private and charter schools.
- **Public Transit Stations**: There is currently one rail station within the city, the Montebello/Commerce Metrolink Station. In addition, there are two rail stations to the west of the city: the Atlantic Metro L Line Station (in East Los Angeles) and the Commerce Metrolink Station (in Commerce). The future Metro L

Line extension will include a station in Montebello at the intersection of Greenwood Avenue & Washington Boulevard.

- **Retail Establishments**: Shopping areas in the city include both large shopping centers as well as smaller strip malls. Retail is generally not street-facing, meaning that bicyclists and pedestrians must navigate parking lots to access these establishments.

According to the City's Parks Master Plan, the technical analysis and community outreach found that improved biking connections to and from the City's parks are needed. 16% of respondents typically bike or skateboard to parks, community centers, and recreation facilities, while 73% of survey respondents definitely or probably would walk or bike to parks, neighborhood centers, and/or recreation facilities more often if additional trail connections, bike lanes/paths, pedestrian walkways, and/or street crossings were developed.

In addition, the City is currently conducting the First Mile/Last Mile (FMLM) Master Plan. As part of this plan, the City conducted a survey in early 2023, which included questions about how individuals access (or cannot access) local transit facilities. According to the survey, 61% of respondents experience problems walking, cycling, or accessing transit. Common barriers to accessing transit included a lack of bicycle routes and parking, automobile traffic, and difficult intersections and street crossings.

Figure 6: Key Destinations



Disadvantaged Communities

As part of the Safe Travel Plan, the City mapped disadvantaged communities in Montebello. These communities often face barriers to accessing safe and efficient transportation options, and neglecting their needs can exacerbate existing inequities.

There are multiple ways to consider an area as a disadvantaged community, based on various state and federal criteria. The maps on the following pages identify disadvantaged areas of the city based on the following criteria:

- **Median Household Income:** Census tracts with median household income below 80% of the statewide median household income, according to the ACS 5-Year Estimates. According to this criteria, significant areas of the city south of Beverly Boulevard and the area between Beverly Boulevard, Garfield Avenue, and Wilcox Avenue are disadvantaged.
- **Qualifying Areas for Free or Reduced-Price Meals:** Communities within two miles of schools where 75% of students are eligible for free or reduced-price meals. According to this criterion, the entirety of the city is disadvantaged.
- **Senate Bill 535 (SB 535) Disadvantaged Communities:** Census tracts that are among the 25% most disadvantaged in the state according to CalEnviroScreen 4.0, based on factors such as pollution burden. According to this criterion, almost the entirety of the city is disadvantaged.
- **California's Healthy Places Index (HPI):** Census tracts with the lowest 25th percentile HPI score. The HPI combines 25 community characteristics, such as access to healthcare, housing, education, and more, into a single indexed HPI score. The healthier a community, the higher the HPI score. According to this criteria, significant areas of the city south of Beverly Boulevard are disadvantaged.
- **Areas of Persistent Poverty:** Under this federal definition, a disadvantaged area is any census tract with a poverty rate of at least 20 percent as measured by the 2014-2018 5-year data series available from ACS. According to this criteria, areas of the city south of Whittier Boulevard and north of Washington Boulevard and Mines Avenue are disadvantaged.
- **Historically Disadvantaged Communities:** Historically disadvantaged census tracts are defined by the federal government's online tool. According to this criterion, the entirety of the city is disadvantaged.

Based on these state and federal definitions, Montebello's population generally qualifies as disadvantaged. However, the areas that appear to be frequently highlighted are communities living south of Beverly Boulevard, indicated that these communities may require a special focus on meeting non-motorized transportation needs.

Figure 7: Disadvantaged Communities -- Median Household Income

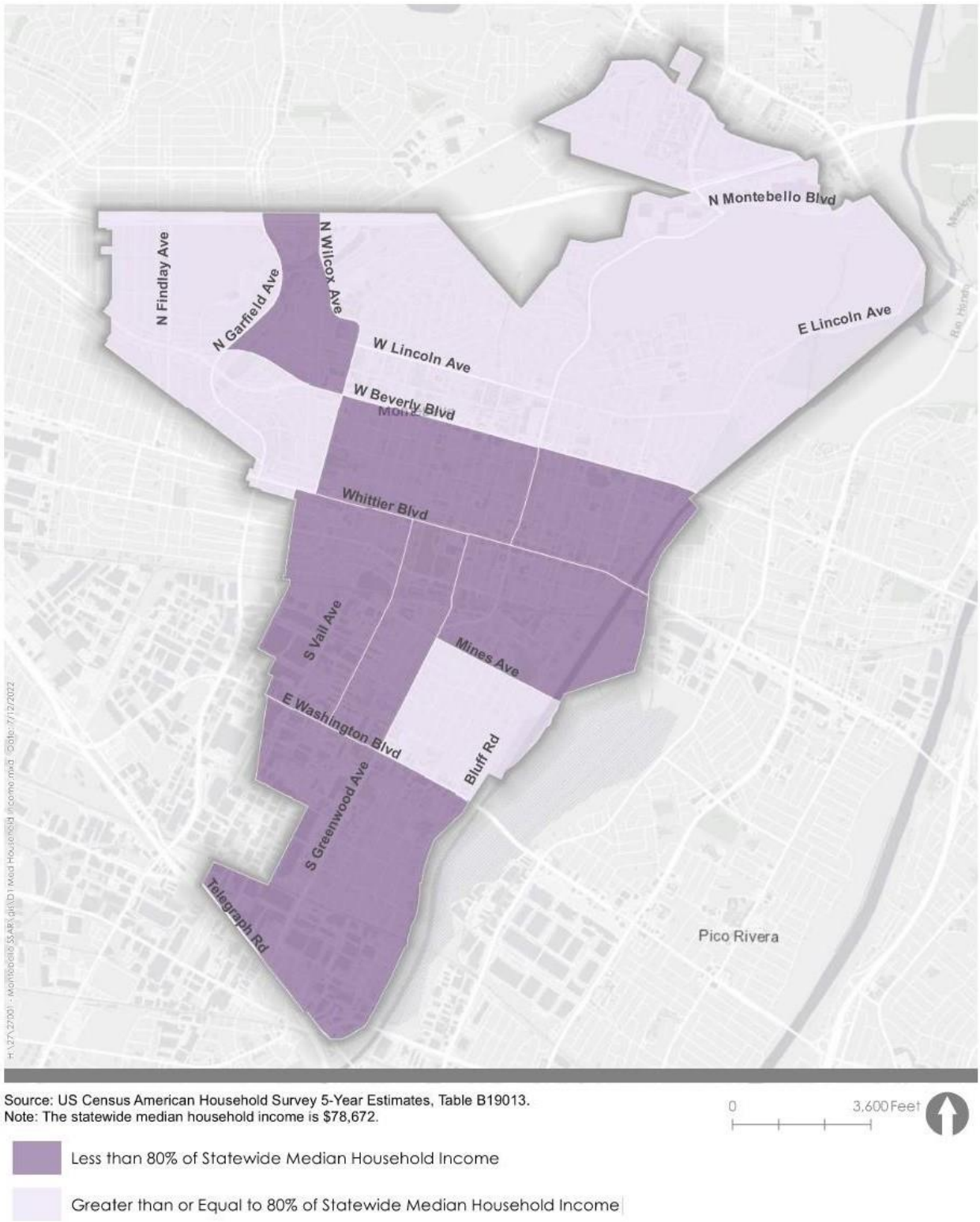


Figure 8: Disadvantaged Communities -- 75% of Students Qualifying for Free or Reduced-Price Meals

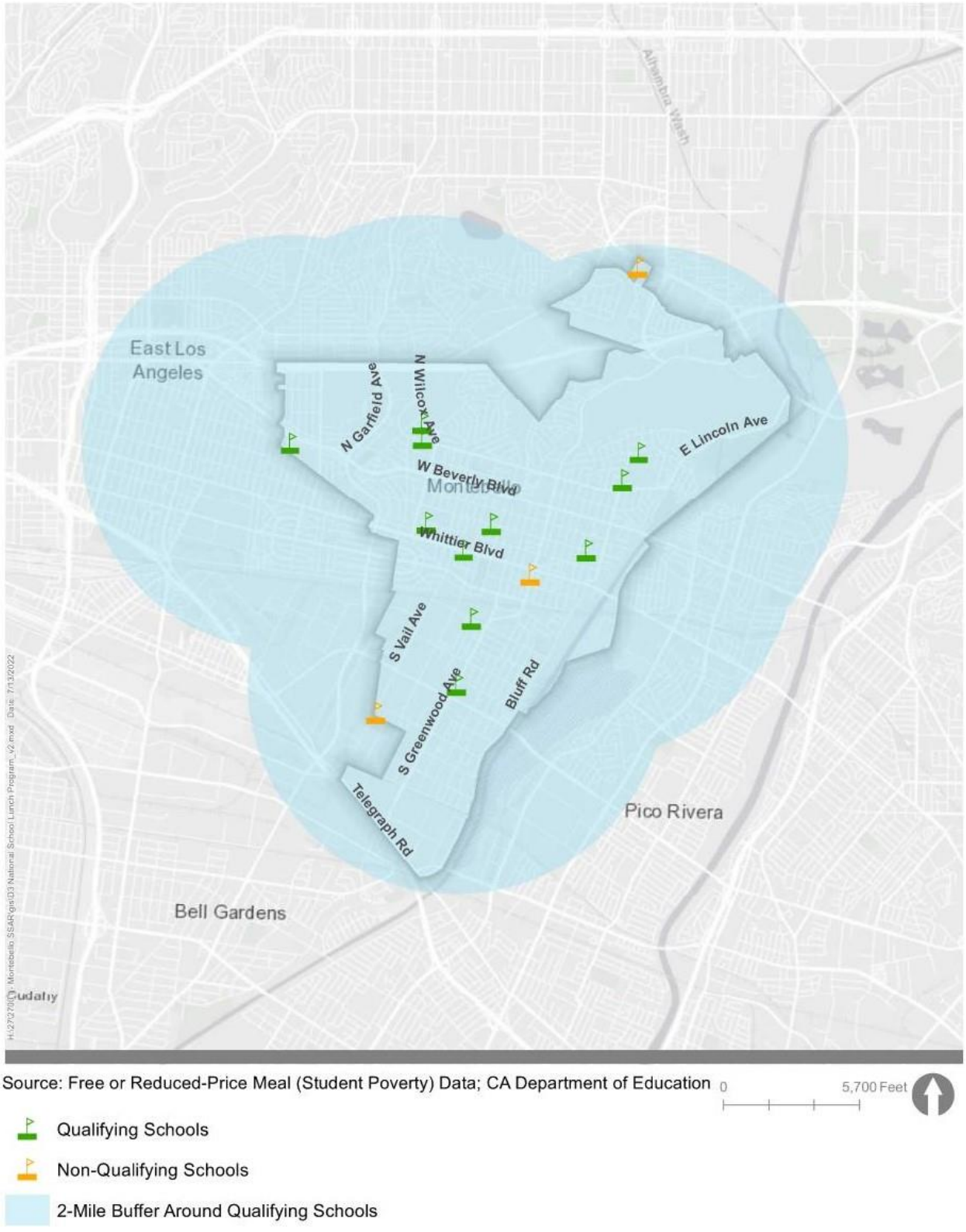


Figure 9: Disadvantaged Communities -- SB 535

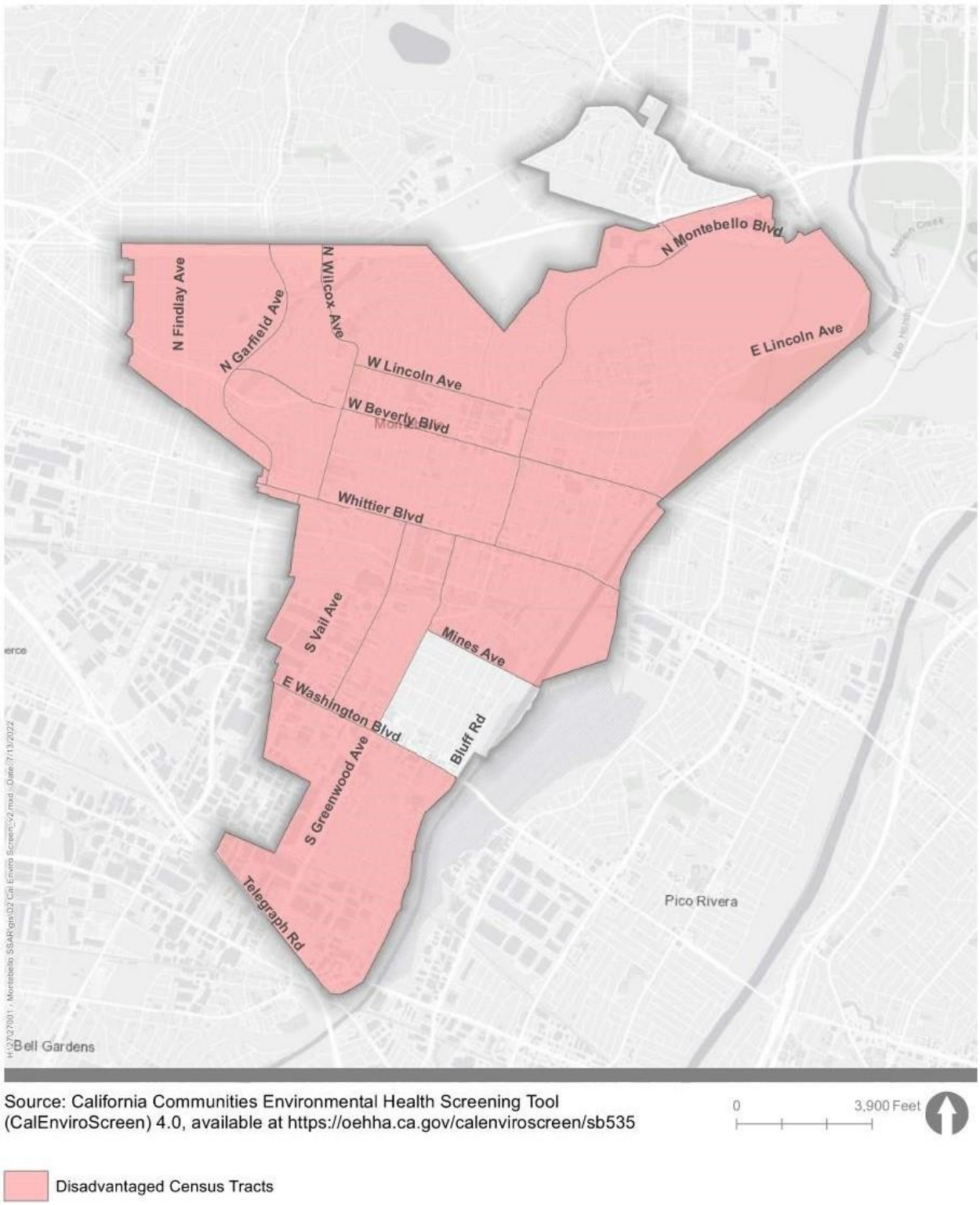


Figure 10: Disadvantaged Communities -- CA Healthy Places Index

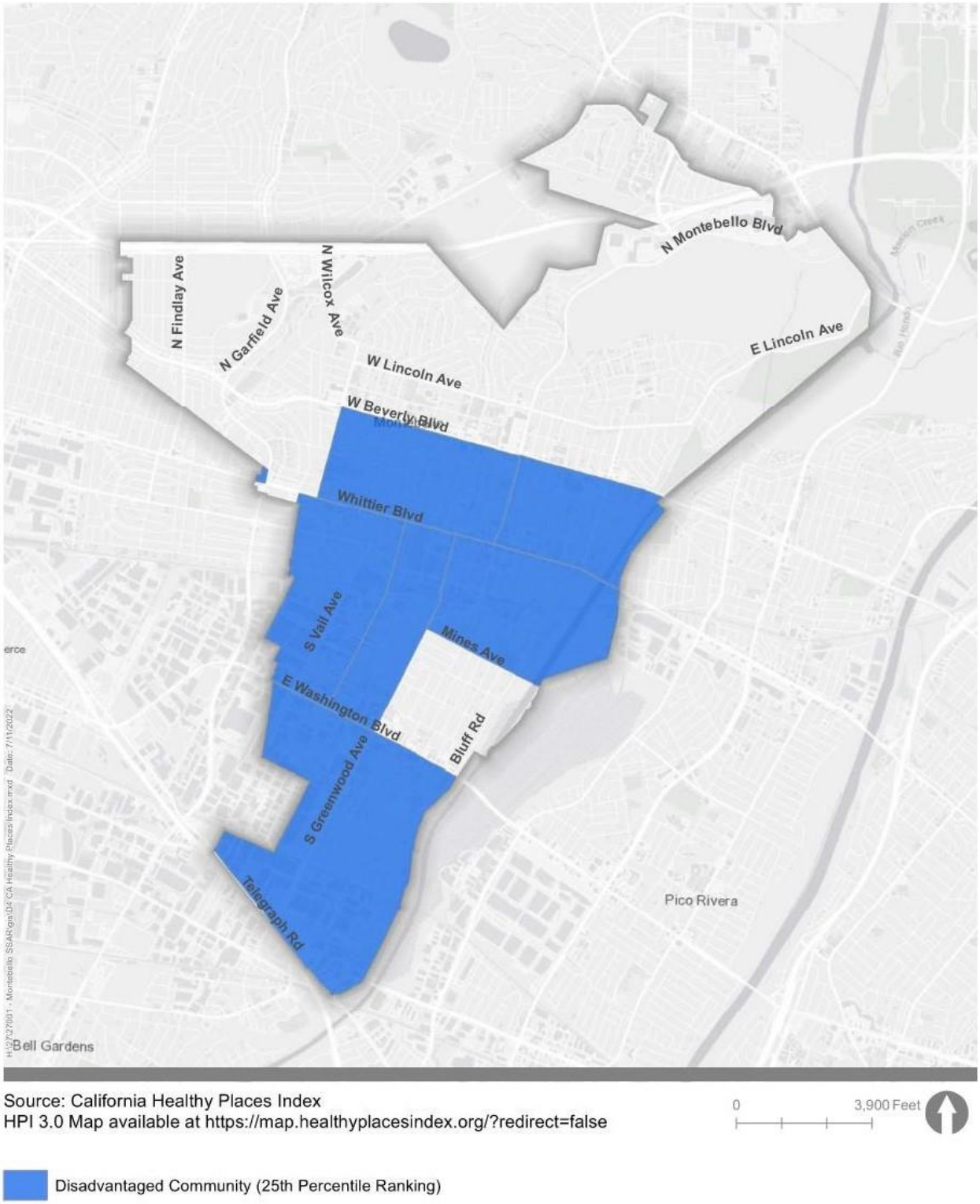


Figure 11: Disadvantaged Communities -- Areas of Persistent Poverty

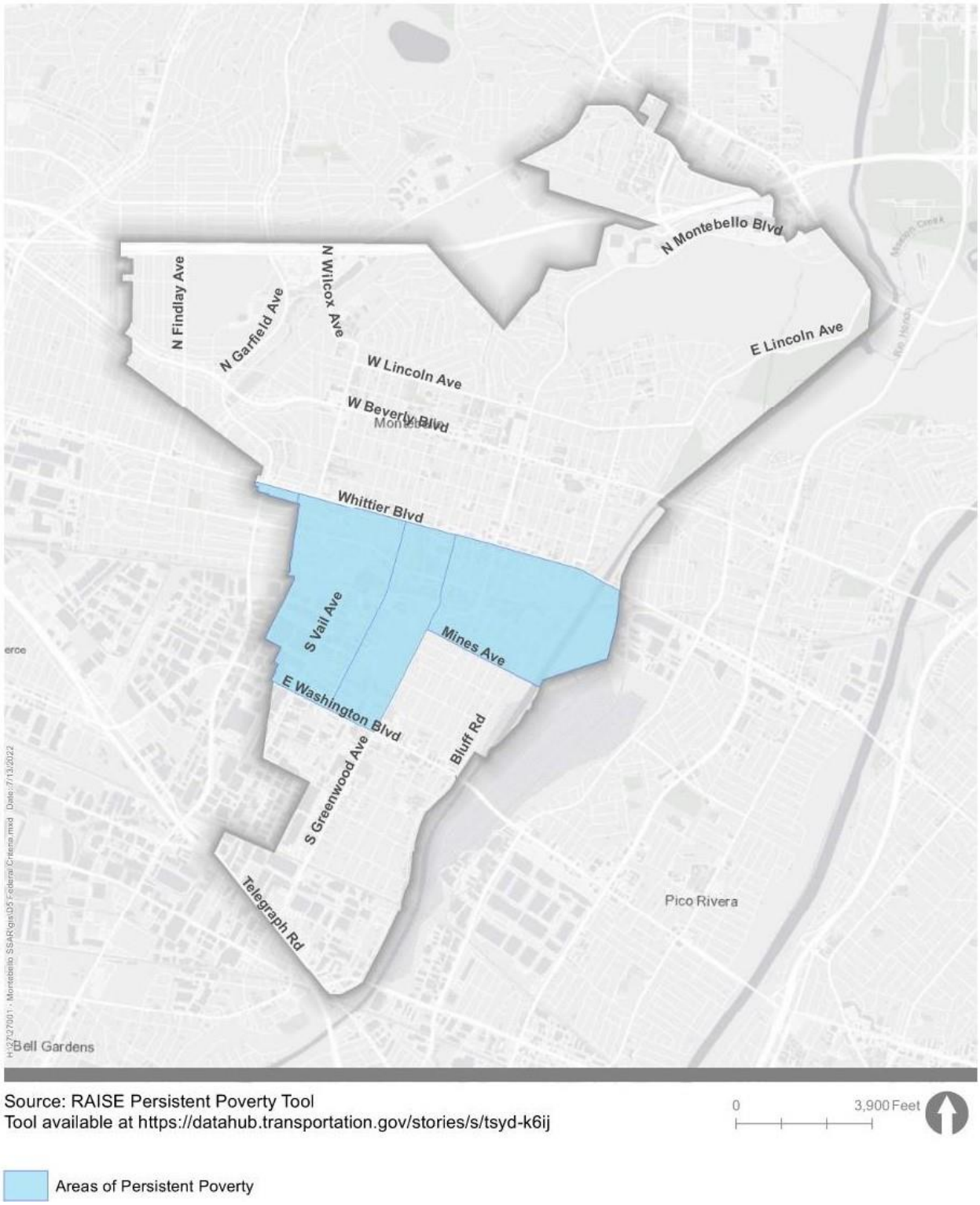
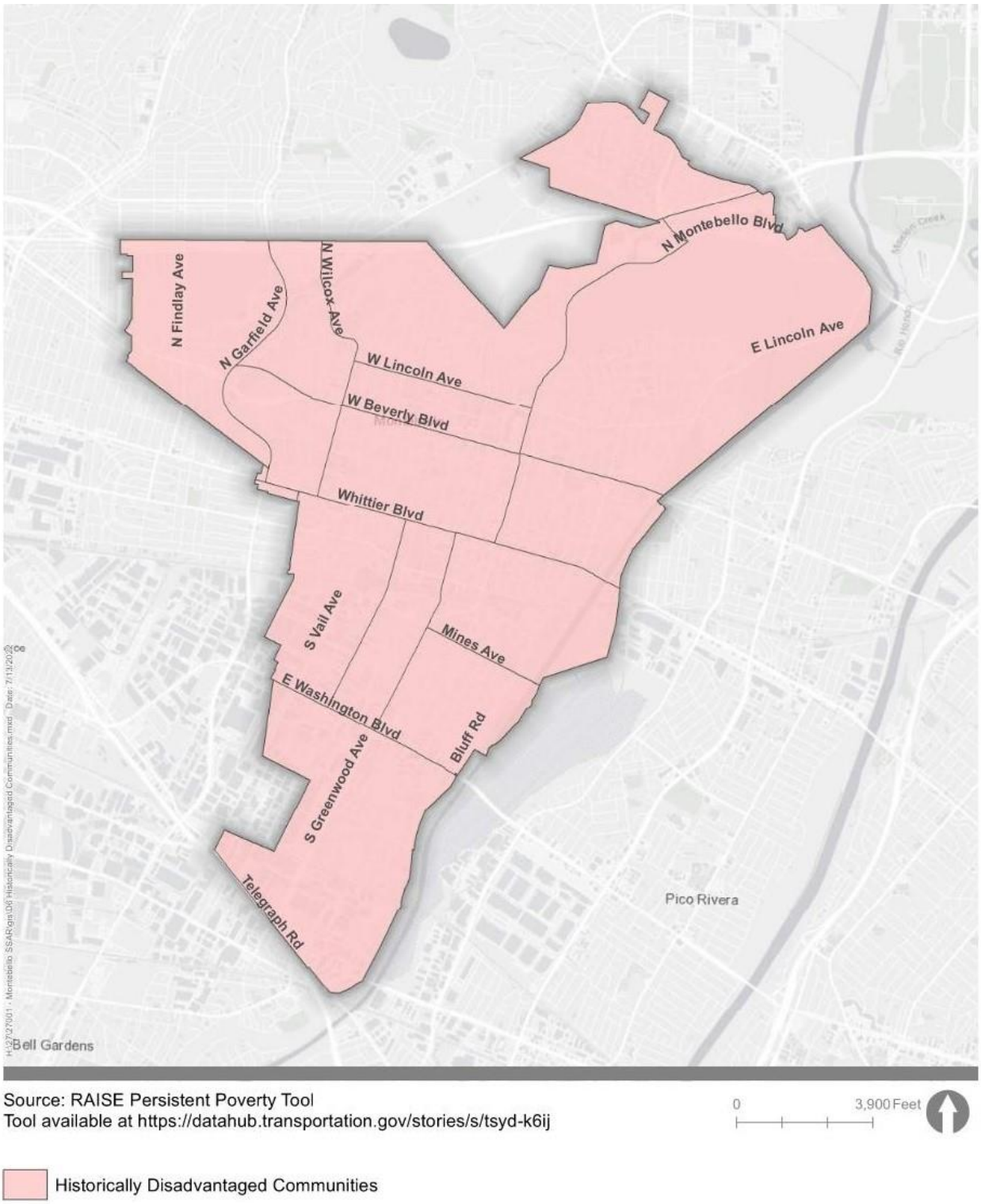


Figure 12: Disadvantaged Communities -- Historically Disadvantaged Communities



OPPORTUNITIES AND CONSTRAINTS

Through previous planning efforts, the City of Montebello has identified several biking opportunities and constraints throughout the city. Relevant opportunities and constraints to address as part of this BMP are summarized in this section.

Bike Lane Feasibility Study Report (2013)

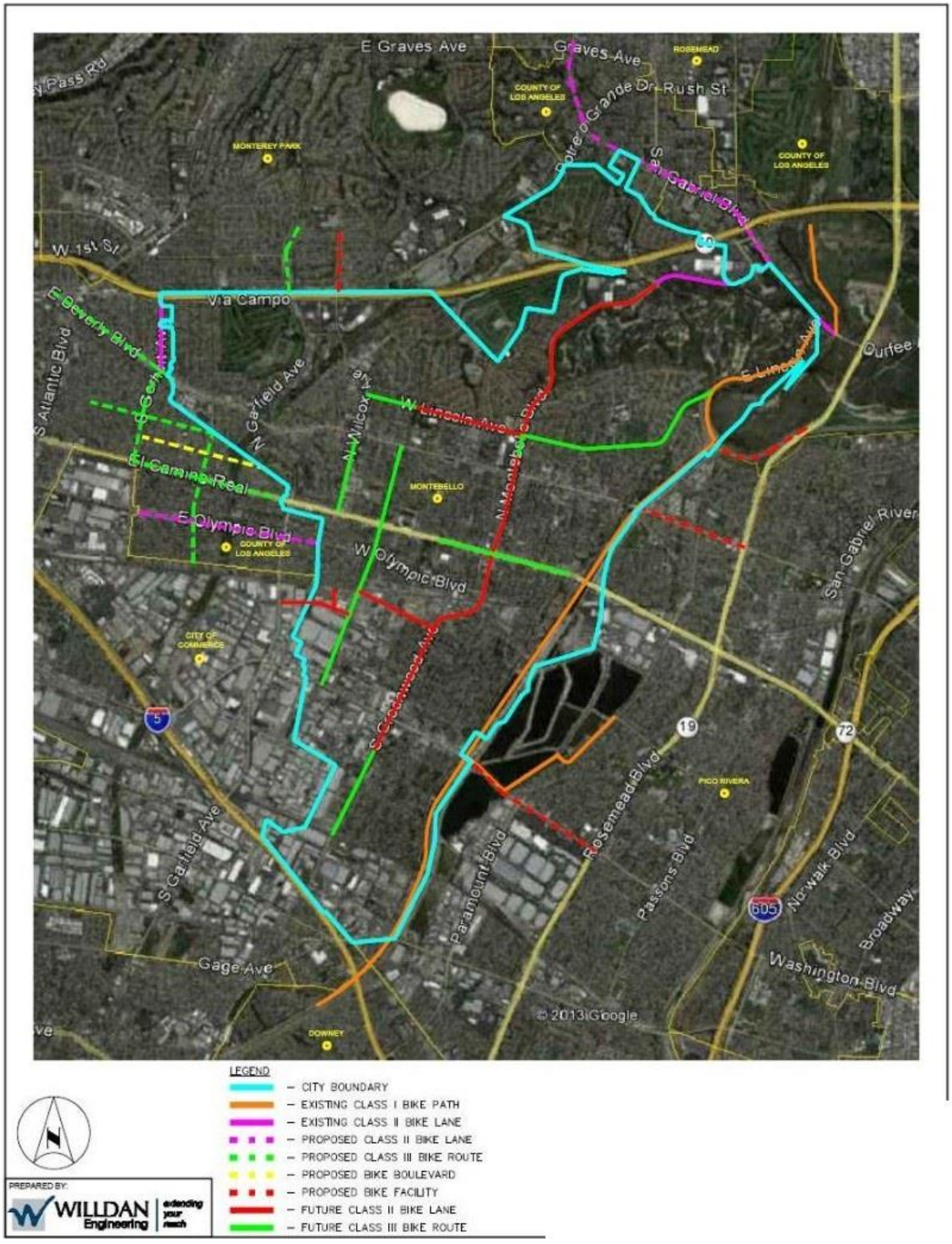
The City of Montebello Bike Lane Feasibility Study evaluated the feasibility of installing various bicycle facilities on key roadways in the city. The study evaluated various roadways to identify candidate routes and the types of facilities most appropriate for each roadway. 16 roadways were selected for evaluation, of which 10 were identified as being feasible for bicycle improvements. With the exception of Mines Avenue, the feasible candidate routes did not include the removal of parking or widening of the roadway. Feasible roadways for bicycle facilities included Flotilla Street, Greenwood Avenue, Lincoln Avenue, Montebello/Commerce Metrolink Station entrance, Mines Avenue, Montebello Boulevard, Montebello Way, Vail Avenue, Whittier Boulevard, and Wilcox Avenue. The study recommended that the City consider programming these improvements for implementation so as to create a more complete bicycle network of existing and future facilities; the City should also consider the facilities along Whittier Boulevard to determine if it might be feasible to reduce Whittier Boulevard between Greenwood Avenue and 2nd Street to 3 Lanes (i.e., a road diet) in order to install Class II bike lanes.

The opportunities identified in the study are shown in the table and figure below. Note, for the purposes of this report, the 2013 study's recommendations are treated as identified opportunities, as opposed to planned improvements by the City.

Table 3: Feasible Bicycle Routes and Facilities (2013 Study)

Street	Limits	Recommended Bikeway Type
Flotilla Street	Garfield Avenue to Vail Avenue	Class II
Greenwood Avenue	Montebello Way to Washington Boulevard	Class II with Road Diet
	Washington Boulevard to Date Street	Class II with Road Diet
	Date Street to Sycamore Street	Class III
Lincoln Avenue	Wilcox Avenue to 18th Street	Class III with Sharrows
	18th Street to Montebello Avenue	Class II with Road Diet
	Montebello Avenue to Rio Hondo Bike Trail	Class III with Sharrows
Metrolink Entrance	Parking Lot to Flotilla Street	Class II
Mines Avenue	Vail Avenue to Greenwood Avenue	Class II
Montebello Boulevard	Paramount Boulevard to Lincoln Avenue	Class II
	Lincoln Avenue to Victoria Avenue	Class III
	Victoria Avenue to Truck Way	Class II
Montebello Way	Truck Way to Greenwood Avenue	Class II
Vail Avenue	Beverly Boulevard to Washington Boulevard	Class III with Sharrows
Whittier Boulevard	Taylor Avenue to 2nd Street	Class III with Sharrows
Wilcox Avenue	Via Corona to Whittier Boulevard	Class III with Sharrows

Figure 13: Feasible Bicycle Routes and Facilities (2013 Study)



LA Metro Active Transportation Strategic Plan (2016)

The LA Metro Active Transportation Strategic Plan (ATSP), published in April 2016, aims to enhance access to transit stations and develop a regional network for people who choose to take transit, walk, and/or bike. It serves as a roadmap for local cities and other stakeholders to identify improvements to implement in their communities. The ATSP includes a recommended countywide active transportation network consisting of the regional active transportation network and first/last mile active transportation improvements to over 650 major transit station areas in Los Angeles County.

The proposed regional active transportation network within and around Montebello, which is intended to serve as a series of on- and off-street facilities comfortable for all ages and abilities, is shown in the figure and table below.

Table 4: LA Metro ATSP Regional Active Transportation Network in Montebello, CA

Corridor Name	Along	Facility Type
Rio Hondo	Rio Hondo Path	Class I
Whittier Boulevard	Whittier Boulevard	Class II
Altadena - Long Beach	Garfield Avenue	Class II
Telegraph Road	Telegraph Road	Class II
Chavez - Sunset Riggin	Pomona Boulevard and Potrero Grande Drive	Class II

Figure 14: LA Metro ATSP Regional Active Transportation Network (Excerpt)



Gateway Cities COG Strategic Transportation Plan Active Transportation Element (2016)

The Gateway Cities Council of Governments (GCCOG) is a joint powers authority representing 27 cities and several unincorporated county areas in southeast Los Angeles County and the Port of Long Beach. It serves as a cooperative agency that enables government agencies and public authorities to work together on issues where jurisdictions overlap.

The GCCOG STP, published in March 2016, is intended to coordinate transportation infrastructure among member agencies, neighboring jurisdictions, and other regional agencies. The STP is the first strategic multimodal assessment of all planned and proposed improvements within the Gateway Cities. The STP's Active Transportation Element is meant to manage the regional active transportation network, provide more transportation options, and improve quality of life by making bicycling and walking safer and easier.

The STP Active Transportation Element envisions the development of a comprehensive regional bikeway system and provides recommendations for 55 significant bicycle projects. The STP's recommendations for significant bikeway projects that pass through or along Montebello are shown in the figure and table below.

Figure 15: GCCOG STP Regionally Significant Bikeway Projects (Excerpt)

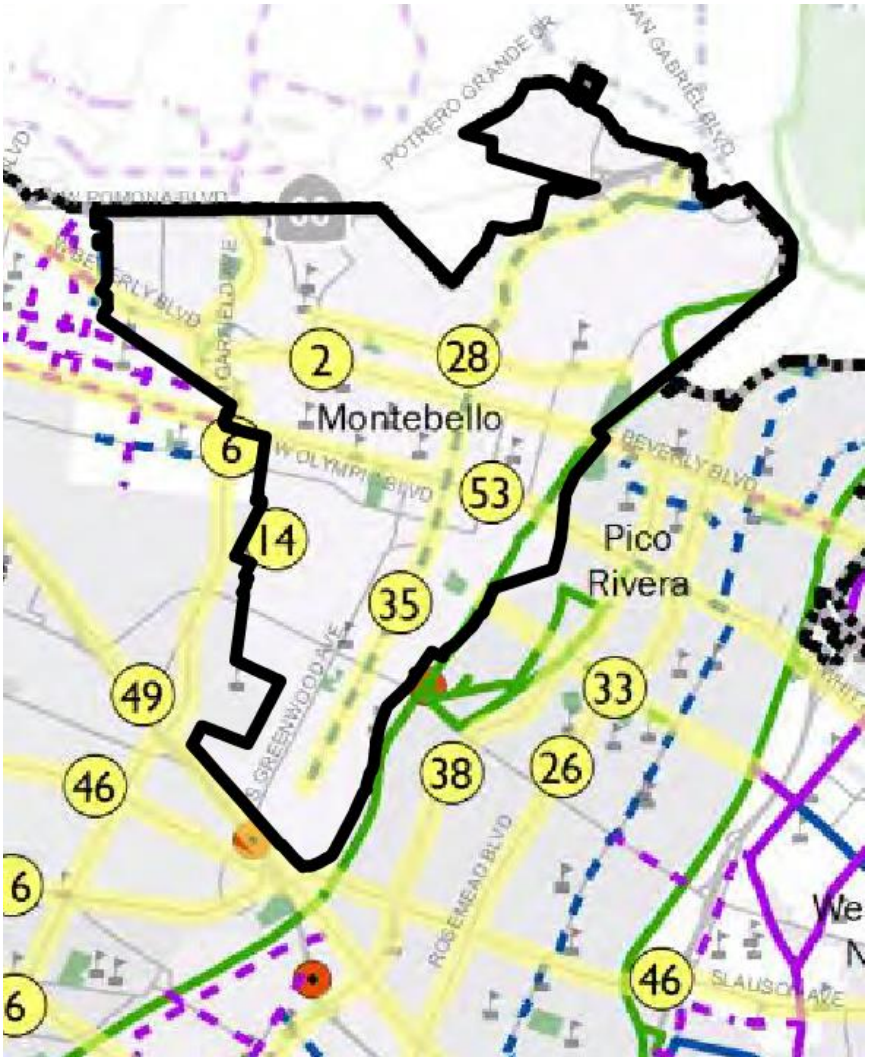


Table 5: GCCOG STP Regionally Significant Bikeway Projects in Montebello

Project Name	Potential Facility Type	Benefits	Challenges
(2) Beverly Blvd. Bikeway	Class II/III	Connects to existing river bike paths, numerous schools and parks, and existing/proposed bike facilities to the west in Montebello and east in Whittier.	This project may require modifications to on-street parking or vehicular capacity, and additional attention to conflicts at freeway crossings. Raised medians are present in several sections.
(6) Cherry Ave./Garfield Ave. Bikeway	Class III	Connects to Commerce and Montebello/Commerce Metrolink stations, existing Rio Hondo bike path, numerous schools and parks, employment clusters, existing/planned bike facilities in South Gate and Long Beach, and through access at SR 91, I-105, and I-5.	This project may require modifications to on-street parking or vehicular capacity, and additional attention to conflicts at freeway ramps. Raised medians are present in several sections.
(14) Flotilla St. Bikeway	Class II	Provides a direct connection to the Montebello/Commerce Metrolink Station and connectivity to future bikeways	Vehicles in surrounding area include high percentage of large trucks.
(28) Lincoln Ave.	Class II	Provides connectivity to bus stops, schools, a river bike path and parks.	May require modifications to on-street parking. Raised medians are present in some sections.
(33) Mines Ave. Bike Bridge / Bike Lanes	Class II	Would connect Class I Bikeways on Paramount Blvd. / Rio Hondo Bike Path to the west and San Gabriel River Bike Trail to the east. The corridor connects schools, library and senior center to green space. Enhances E/W connectivity through Pico Rivera.	This project includes a bike bridge across LA County Spreading Grounds between Pico Rivera Bike Trail and San Gabriel River Bike Trail and will require coordination with LA County Flood Control District
(35) Montebello Blvd., Montebello Way & Greenwood Ave. Bikeway	Class II/III	Would provide connectivity to future Gold Line Eastside Extension, connects to regional shopping destinations, improves access to the Rio Hondo bike path, and serves three schools along the facility.	May require removal of on-street parking or vehicular capacity, changes in grade may be challenging for some cyclists, access to adjacent path provided from nearby streets.
(46) Slauson Ave. Bikeway	Class II/III	Connects to existing river bike paths, numerous schools and parks, and planned bike facilities in Los Angeles and Whittier.	This project may require modifications to on-street parking or vehicular capacity. Raised medians are present in several sections.

Project Name	Potential Facility Type	Benefits	Challenges
(49) Telegraph Rd. Bikeway	Class II/III	Connects to existing river bike paths, numerous schools and parks, and a planned bike facility to the east in South Whittier.	This project may require modifications to on-street parking or vehicular capacity, and additional attention should be given to truck volumes and conflicts at freeway ramps. Raised medians are present in several sections.
(53) Whittier Blvd. Bikeway	Class II/III	Connects to existing river bike paths, numerous schools and parks, and existing/proposed bike facilities. It also improves bike accessibility to retail areas.	This project may require modifications to on-street parking or vehicular capacity. Raised medians are present in several sections.

San Gabriel Valley COG Regional ATP and Greenway Network Study (2019)

The 2019 San Gabriel Valley COG Regional ATP and Greenway Network Study offers recommendations for Cities in the region aimed at constructing an inclusive and comfortable network of bikeway facilities. The plan focuses on creating "8 to 80" facilities that cater to the safety and comfort of cyclists of all ages, from children to seniors. The study notes that while bicycle lanes (Class II) placed alongside vehicle lanes have proven effective in enhancing safety, they often fail to attract the "interested but concerned" riders. These facilities, particularly on high-speed roads, tend to be predominantly used by adult males. As a result, the plan suggests implementing bicycle lanes as interim measures or on streets with appropriate speeds and contexts. Other recommended facility types include Class IV separated on-street bikeways and Class I off-street shared-use paths, which provide physical separation from motorized traffic. Class III bicycle routes and "neighborhood greenways" are designed for shared use with vehicles, but only in areas with low automobile speeds and traffic volumes, prioritizing bicycle travel. The figures and tables below show the study's vision for recommended bikeways in Montebello.

The project's phasing strategy takes into account factors such as connectivity, safety, cost, and feasibility. Montebello presents numerous opportunities to establish an active transportation network and offer more options to road users with minimal disruptions to existing travel or parking lanes.

- **Early Action Projects** should be promptly implemented to enhance safety and encourage greater adoption of active modes of transportation in Montebello.
- **Long-Term Tier 1 Projects**, highlighted on segments of Flotilla Street, Lincoln Avenue, Rea Drive, Metrolink Access Road, and Los Angeles Avenue, aim to close key gaps in the Early Action network and improve safety and connectivity. Although these projects may be costlier or require reconfigurations of existing parking or travel lanes, they should be prioritized for implementation, seeking grant funding where appropriate.
- **Long-Term Tier 2 Projects** are essential for building a comprehensive active transportation network that encourages mode-shift and provides safe options for Montebello residents. Many of these projects require roadway reconfigurations, and a traffic study should be conducted as part of the implementation process. Since several roads in Montebello are overbuilt, they can accommodate reconfigurations without significant impacts on automobile Level of Service.

In addition to network recommendations, spot improvements at intersections can enhance safety and comfort for cyclists. Special considerations are necessary, especially where Class III facilities intersect major arterials. At signalized intersections, installing bicycle loop detectors, along with traffic calming and mitigation treatments, is recommended since cyclists often fail to trigger the electromagnetic loop detectors responsible for changing the signal. At stop-controlled intersections, implementing traffic calming measures, mitigation elements, and signage designating the street as a bikeway is advised. In cases where a Class III bikeway crosses a major street at an uncontrolled intersection, the recommendation is moved to the Long-Term phase due to the potential cost and extensive outreach required for installing new stop or signal controls.

To support cyclists, bicycle parking facilities should be installed at major destinations such as civic centers, libraries, parks, community centers, schools, major shopping districts, and large employment centers. Short-term and long-term bicycle parking facilities should also be provided at rail transit stations, major bus hubs, and park-and-ride lots. In addition, there is an opportunity to update the City's development code to require developers to include bike parking and other end-of-trip amenities as conditions of approval.

Figure 16: SGVCOG Early Action Bikeway Recommendations in Montebello

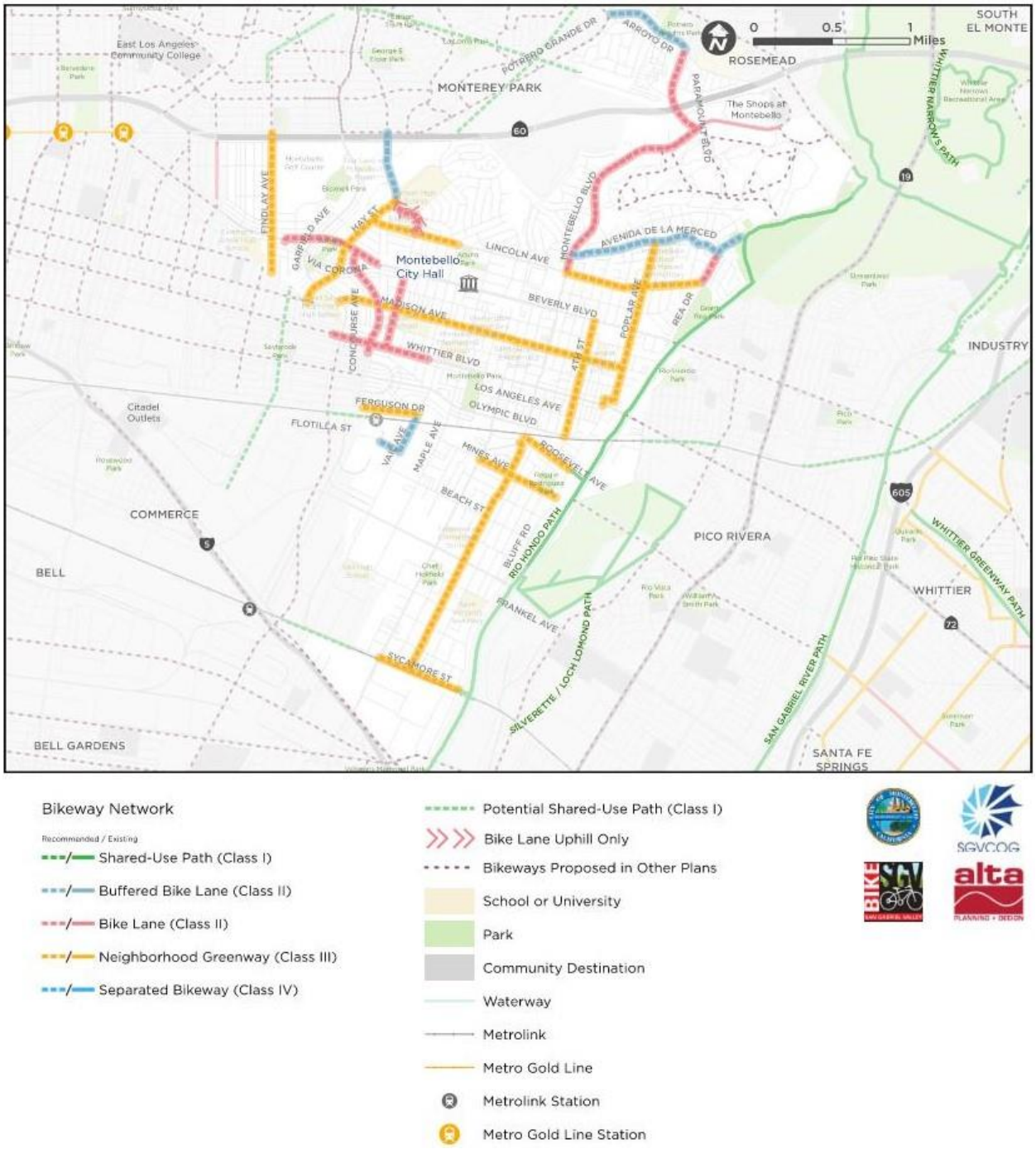


Figure 17: SGVCOG Long-Term Tier 1 Bikeway Recommendations in Montebello



Bikeway Network

Recommended / Existing

- Shared-Use Path (Class I)
- Buffered Bike Lane (Class II)
- Bike Lane (Class II)
- Neighborhood Greenway (Class III)
- Separated Bikeway (Class IV)
- Bike Lane Uphill Only
- Bikeways Proposed in Other Plans
- School or University
- Park
- Community Destination
- Waterway
- Metrolink
- Metro Gold Line
- Metrolink Station
- Metro Gold Line Station

SGVCOG

BIKE SGV

alta PLANNING + DESIGN

Figure 18: SGVCOG Long-Term Tier 2 Bikeway Recommendations in Montebello

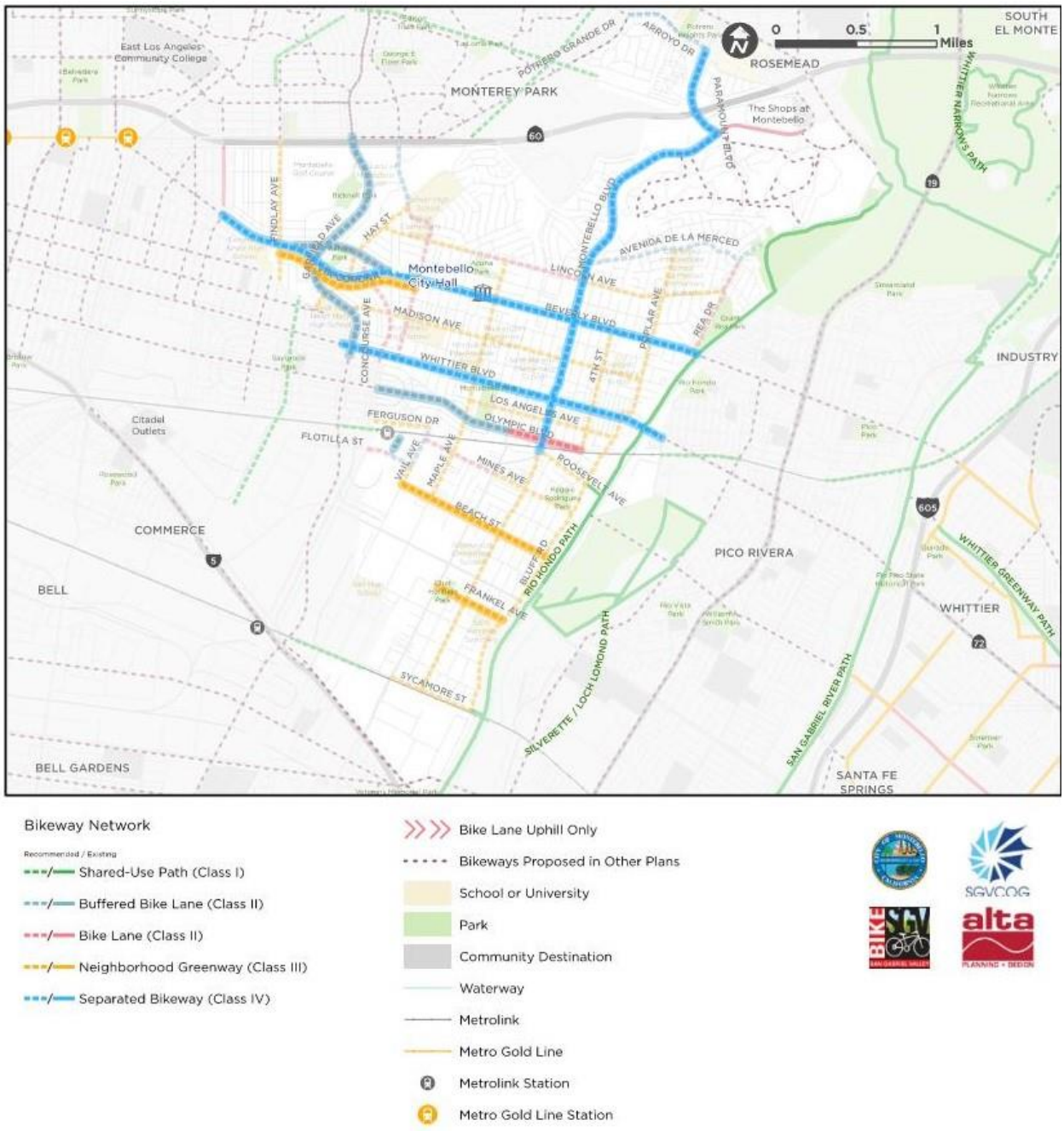
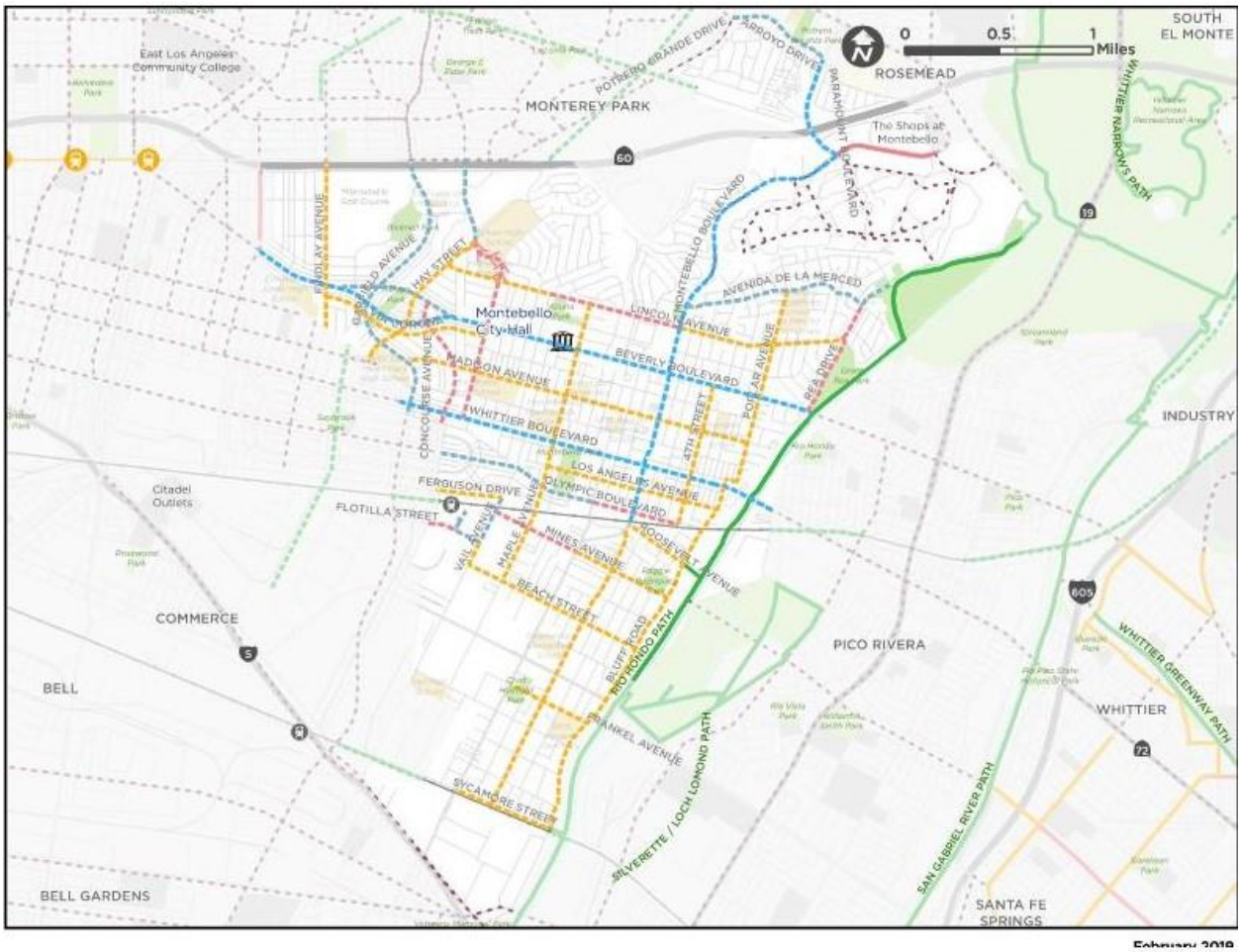


Figure 19: SGVCOG Recommended Buildout Bikeway Network in Montebello



Montebello Parks Master Plan (2021)

The Montebello Parks Master Plan provides an assessment of Montebello's parks and playgrounds system, taking into account future growth in the community. The plan is intended to provide a realistic view of the City's parks and facilities as they exist now and as they could evolve in the future.

The plan includes a geographic distribution analysis (GDA) of parks to determine the walktime, biketime, and drivetime to these facilities based on a parkshed analysis. The half-mile parkshed and existing residential uses are displayed in

Figure 20, showing areas of opportunity to connect residents to key local destinations using active transportation facilities.

The plan also discusses opportunities to implement linear parks and green corridors, to provide a connection to the existing open spaces and parks throughout the city. Green corridor opportunities are shown in Figure 21.

The plan's key recommendations to improve walkability and bikability in Montebello include:

- Provide more bike lanes to parks.
- Provide more walking trails leading to parks.
- Enhance Whittier Blvd., Olympic Blvd., Beverly Blvd., Greenwood / Montebello Blvd. with street trees, planting, and linear park amenities.
- Develop an Active Transportation Plan to improve bike and pedestrian facilities, safety, and connectivity.
- Encourage smart growth in areas that have adequate parks. If inadequate parks, encourage parks to be built by the smart growth.

Figure 20: Half-Mile Parkshed with Existing Residential Uses

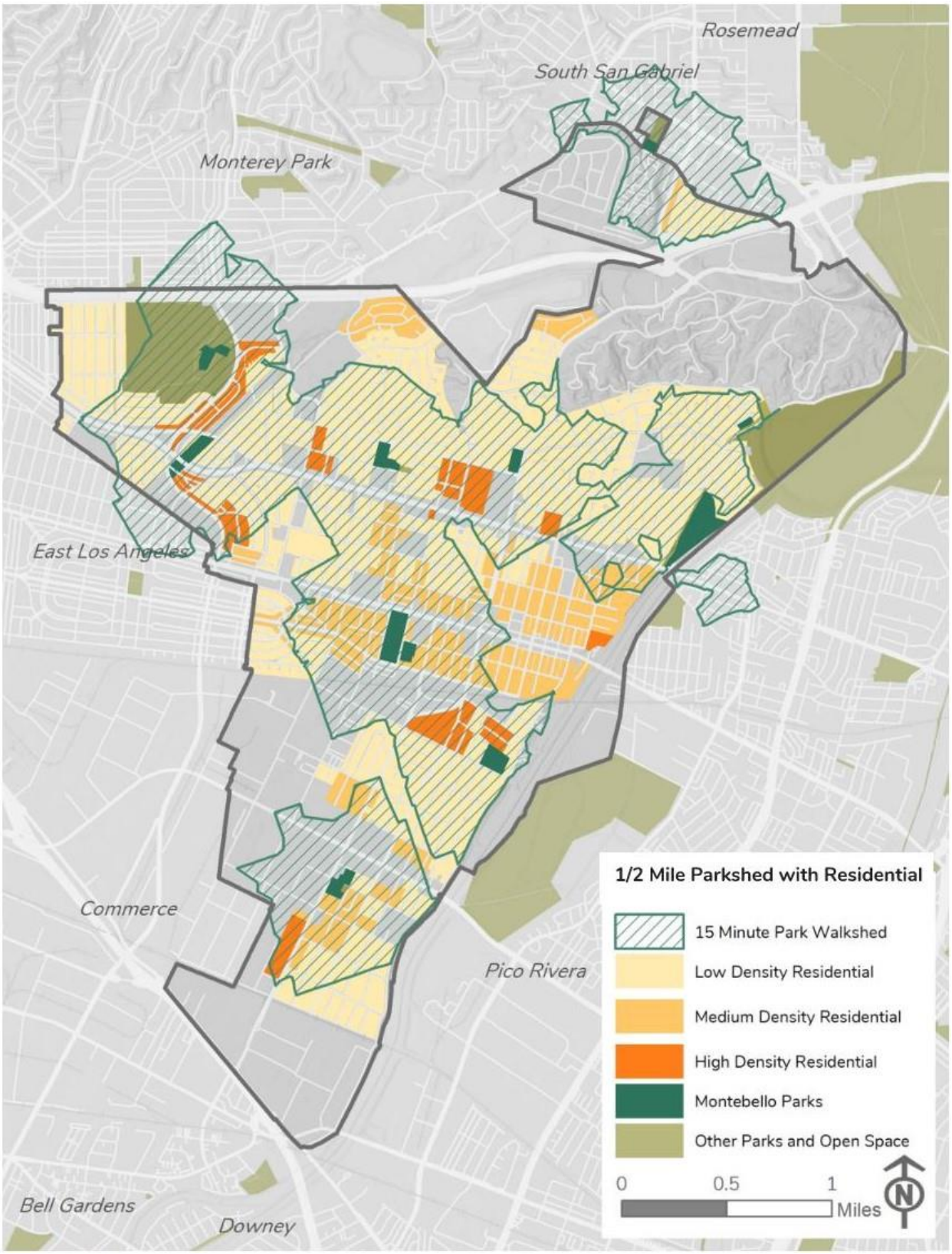
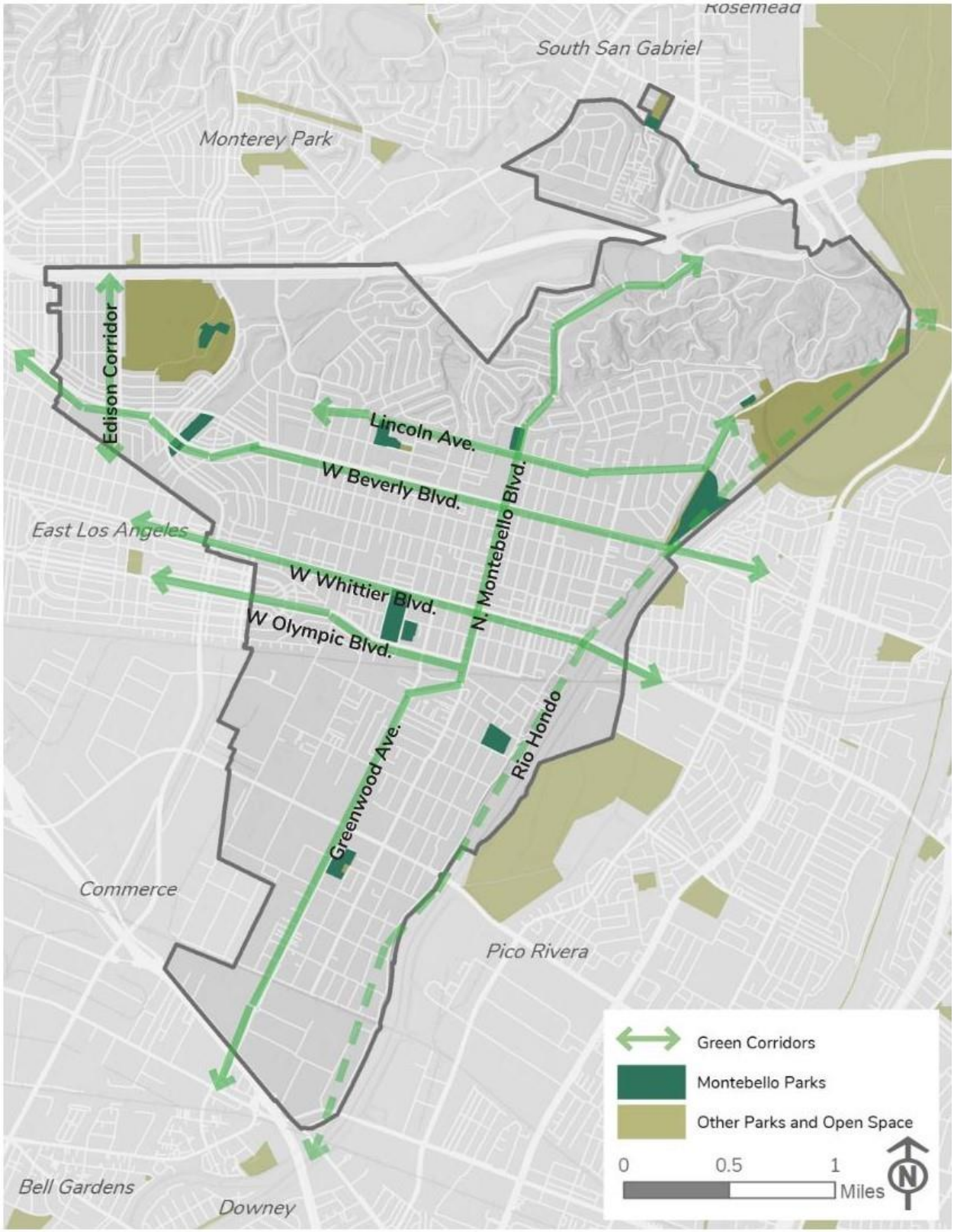


Figure 21: Green Corridor Opportunities



Montebello Safe Travel Plan (2022)

A key emphasis area in the 2022 Montebello Safe Travel Plan for the City to focus on is reducing vehicle conflicts with pedestrians and bicyclists.

Stakeholder Working Group Members identified a need to address bicycle-involved collisions during working group meetings. Across the five study years (2015-2019), there were a total of 119 bicycle-involved crashes, and it was found that bicycle crashes are three times more likely to result in a fatal/severe injury than total reported crashes. In bicycle-involved crashes, the most common age group reported includes ages 18 and under and 25-44. Compared to drivers, bicyclists aged 18 to 24 years old are overrepresented in the data.

Based on these findings, the plan highlights opportunities for the City to address these issues through the following goals and strategies for improving bicyclist safety on Montebello roadways (as part of a pedestrians and bicyclists emphasis area):

Goal: Reduce annual bicyclist-involved collisions from 24 per year to fewer than 12 per year in 2030 (50% reduction).

Strategy 2.1 Conduct public education and outreach to motorists to raise their awareness of pedestrian and bicycle safety needs: The City will initiate a public awareness campaign to increase driver awareness of pedestrian and bicycle safety laws and the importance of safety, due to vulnerabilities, while driving near pedestrians and bicyclists. Specific messaging within the campaign will be determined in a collaborative process by the stakeholder working group representatives.

Strategy 2.2 Conduct periodic roadway safety assessments of locations with growing traffic and pedestrian/bicyclist volumes and locations: Potential assessment locations include locations with documented pedestrian and bicycle safety issues, upcoming roadway or transit station improvement projects, and location identified by local feedback. Assessments will involve site reconnaissance to observe existing conditions and potential impromptu discussions with passersby and local business owners. Challenges for walking and bicycling identified in the assessments will be catalogued and further reviewed for potential infrastructure and non-infrastructure solutions.

Strategy 2.3 Identify opportunities for grant funding: Through roadway safety assessments in Strategy 2.2, the City will identify infrastructure improvement opportunities throughout the local roadway network. Regional, State and Federal grants are available to local agencies to implement improvements, such as the Metro Call for Projects, Highway Safety Improvement Program, Active Transportation Program, Senate Bill 1 Programs, Green California, Safe Streets and Roads for All (SS4A), and the Federal Infrastructure Investment Jobs Act (IIJA), among others.

Strategy 2.4 Adopt Citywide Complete Streets Policy: The City will develop and adopt a Complete Streets Policy to guide design on future roadway projects and developments ensuring high-quality mobility and access for pedestrians, bicyclists, transit riders, motorists, and other modes for people of all ages and abilities.

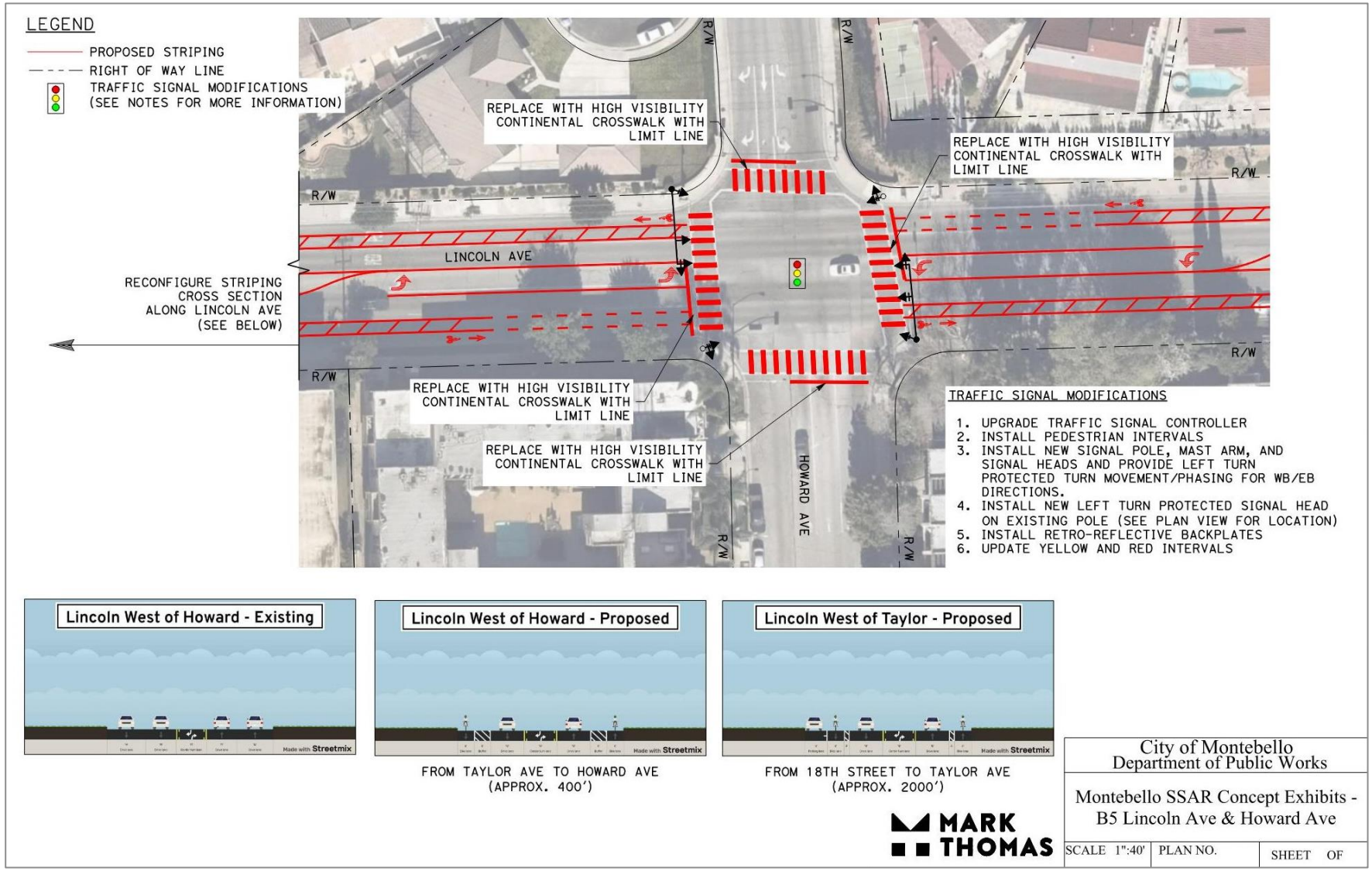
According to the Safe Travel Plan, the intersection of Lincoln Avenue and Howard Avenue was identified as an intersection with relatively high crash severities appropriate for bicycle facility improvements. Lincoln Avenue and Howard Avenue is a signalized intersection surrounded by residential land uses. This priority location has a top-24 annualized intersection crash severity score of 9.13 and is located within a disadvantaged community.

Based on a review of crash history and existing roadway geometries, potential countermeasures were identified for this location including the following as shown in the figure below:

- Improve signal hardware
- Improve signal timing
- Provide protected left turn signal phase
- Install leading pedestrian intervals
- Install high-visibility continental crosswalks with limit lines
- Road diet
- Install separated bike lanes

At the corridor level, implementing this improvement would include implementing a road diet and separated bike lanes along Lincoln Avenue between 18th Street and Montebello Boulevard.

Figure 22: Lincoln Avenue and Howard Avenue Concept Exhibit



Montebello Draft General Plan (2023)

According to the Draft Montebello General Plan (which is currently undergoing public review), the City can encourage a mode shift away from driving by improving bicycle and pedestrian facilities and conditions. For example, the City has the opportunity to address the lack of bikeways in the city, including the lack of bicycle connections to the Rio Hondo Trail and to bicycle facilities outside the City limits.

The General Plan's active transportation strategy encompasses two types of bicycling facilities:

- **Citywide bicycle facilities** are generally located on major and secondary roadways and provide access to major destinations and to adjacent local and regional bicycle facilities.
- **Local bicycle facilities** are generally located on secondary and collector roadways and provide access between local destinations within the city, often providing connections between citywide facilities.

Figure 23 shows the General Plan's vision for an integrated network of bikeways that connect the Montebello neighborhoods to employment, recreation, education and destinations that meet their daily needs. Comfortable bicycle facilities along the roadways highlighted in this figure can help improve access to local destinations (such as downtown Montebello), improve access to regional destinations such as the Rio Hondo Trail, and facilitate connections to major transit hubs.

Figure 23: General Plan Active Transportation Strategy Map



The General Plan also envisions a network of complete streets, divided into two categories:

- **Multimodal Boulevards**: These are key corridors for connecting multiple modes within and through the city, providing access to both local and regional destinations. Along multimodal boulevards, the City's designs and strategies must balance vehicles, parking, goods movement, public transit, bicycles, and pedestrians.
- **Multimodal Connectors**: These are multimodal roads that bridge gaps between local streets and corridors. Along multimodal connectors, the City has designated at least two modes which must be balanced through complete streets design.

The General Plan discusses opportunities to implement multimodal improvements along several roadways, including Montebello Boulevard/Greenwood Avenue, Whittier Boulevard, Washington Boulevard, Beverly Boulevard, Garfield Avenue, and Lincoln Avenue. The General Plan's key opportunities are noted below, accompanied by existing and example proposed cross-sections. Please note, the General Plan's proposed cross-sections serve to illustrate concepts; additional study and design would be necessary to construct these or other improvements along the corridors.

Montebello Boulevard/Greenwood Avenue: Montebello Boulevard and Greenwood Avenue form a key north/south corridor through the city, and provide connections to retail destinations and the future Gold Line Greenwood Station. This is a key multimodal boulevard where the City can balance multiple modes with facilities such as shading, accessible sidewalks, bus stops and amenities, and bikeways connecting to regional destinations. Flexible parking standards along the corridor can also help manage demand and balance the needs of multiple modes.

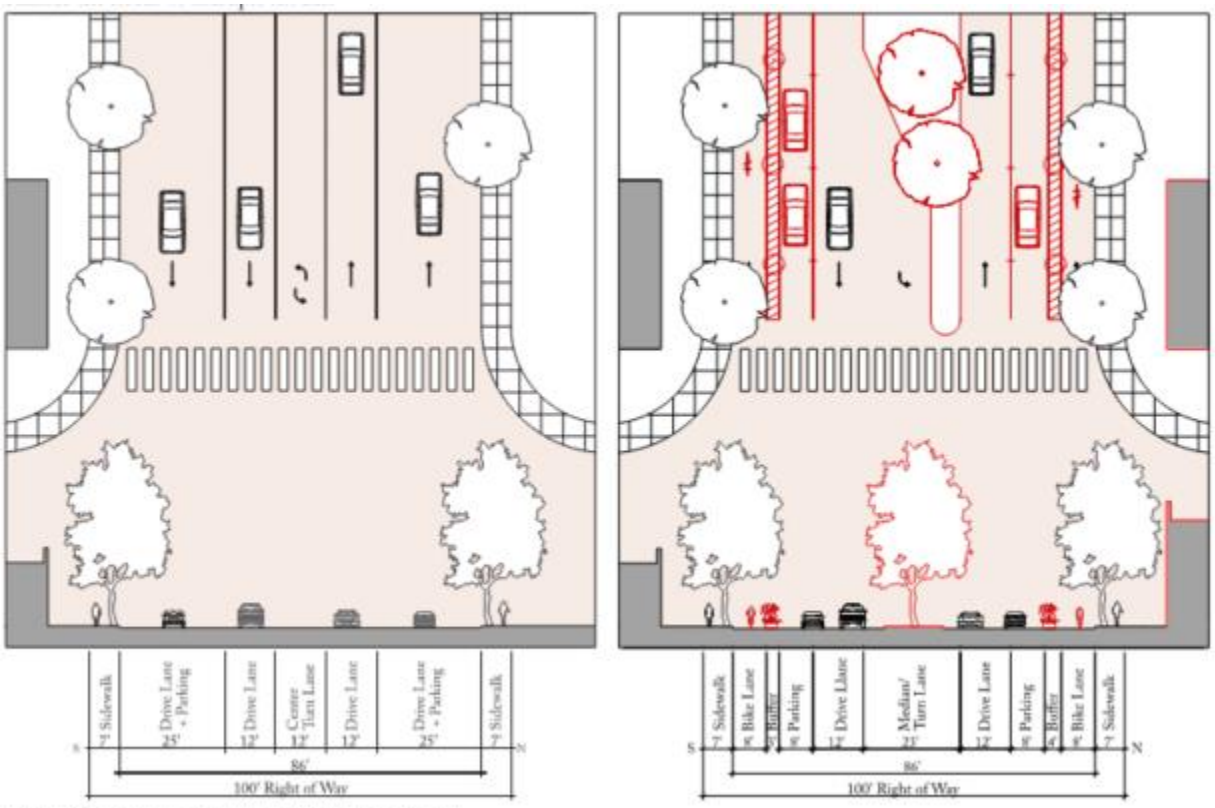


Figure C4.3. Greenwood Avenue at Washington Boulevard

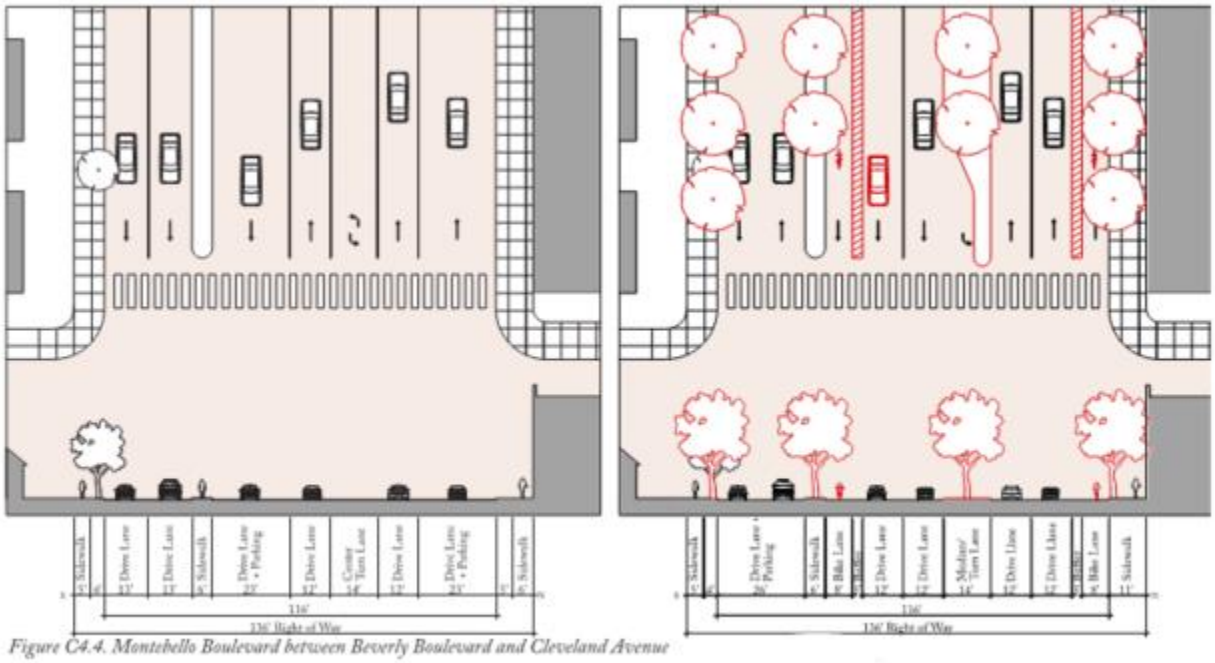


Figure C4.4. Montebello Boulevard between Beverly Boulevard and Cleveland Avenue

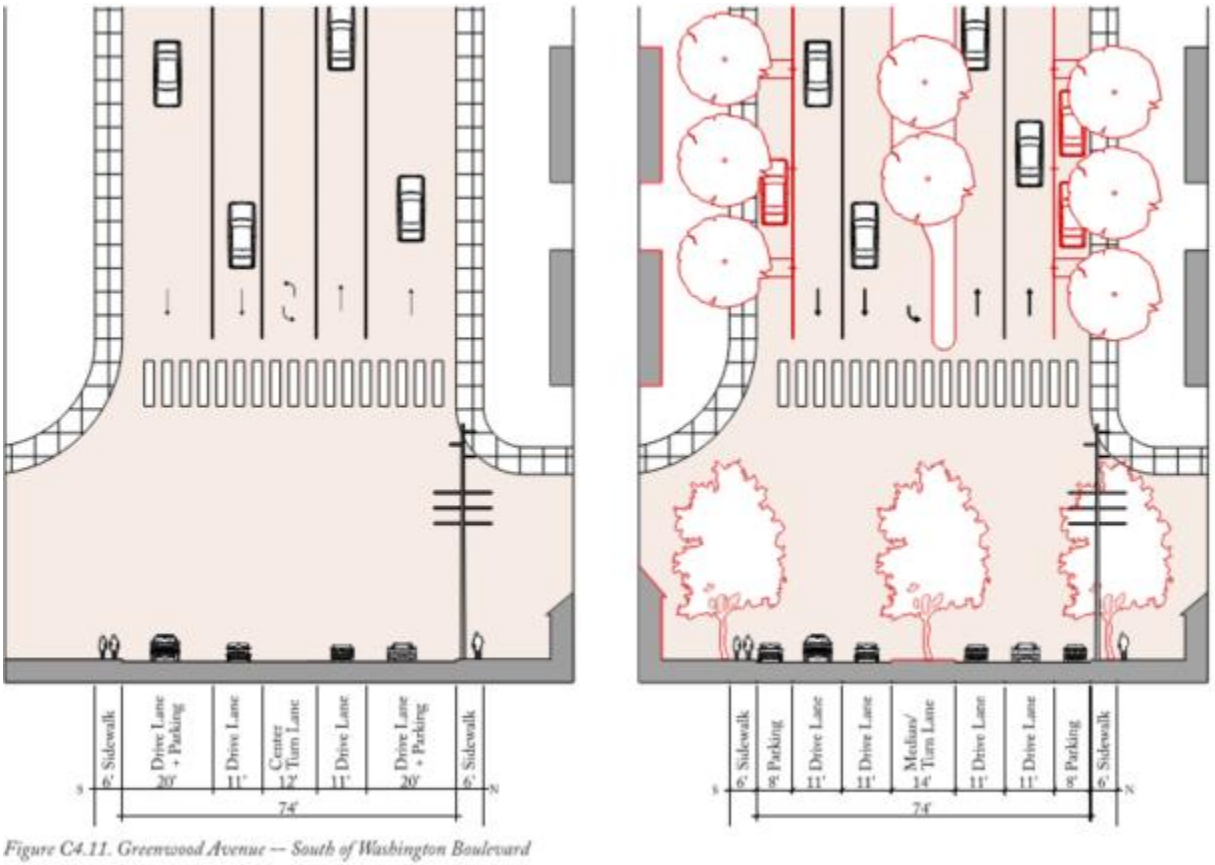


Figure C4.11. Greenwood Avenue -- South of Washington Boulevard

Whittier Boulevard: Whittier Boulevard is a key east/west corridor and includes the downtown area. Along the corridor, the City can balance users' needs through improvements such as shaded and accessible sidewalks, comfortable bus stops and other transit improvements, and bikeway connecting to both local and regional destinations. Parking measures such as shared parking and flexible standards are also recommended. Within the downtown area, additional focused pedestrian and parking measures can help improve safety and comfort for visitors of all ages and abilities.

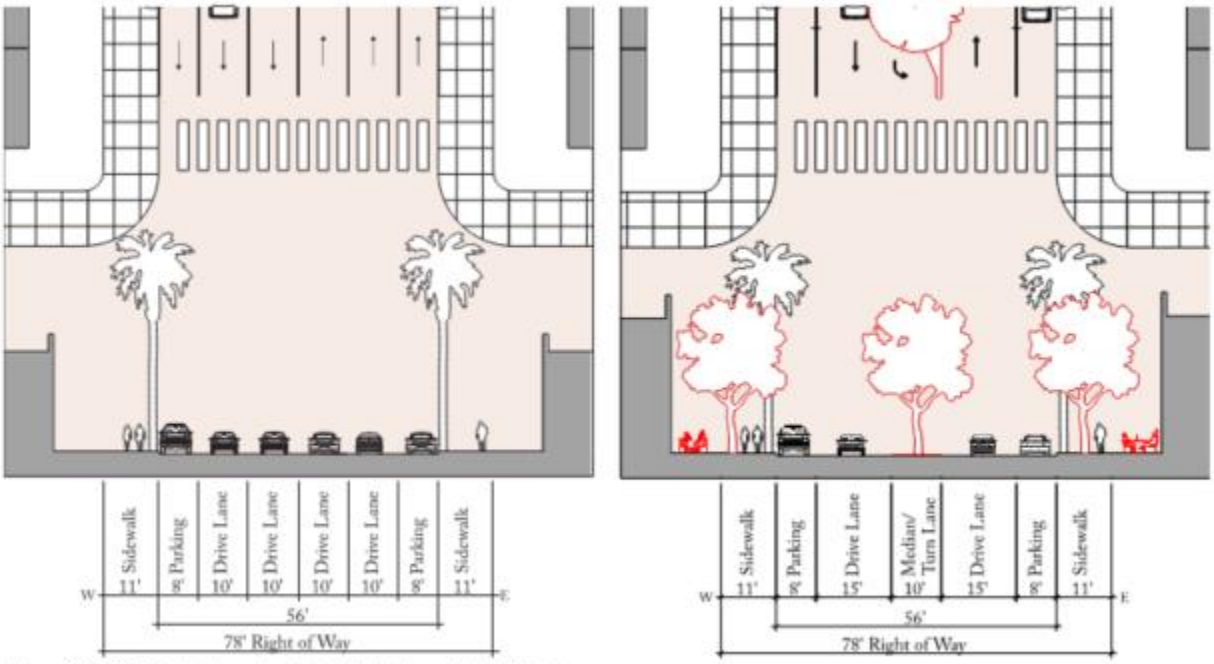


Figure C4.5. Whittier Boulevard -- Montebello Boulevard to Bluff Road

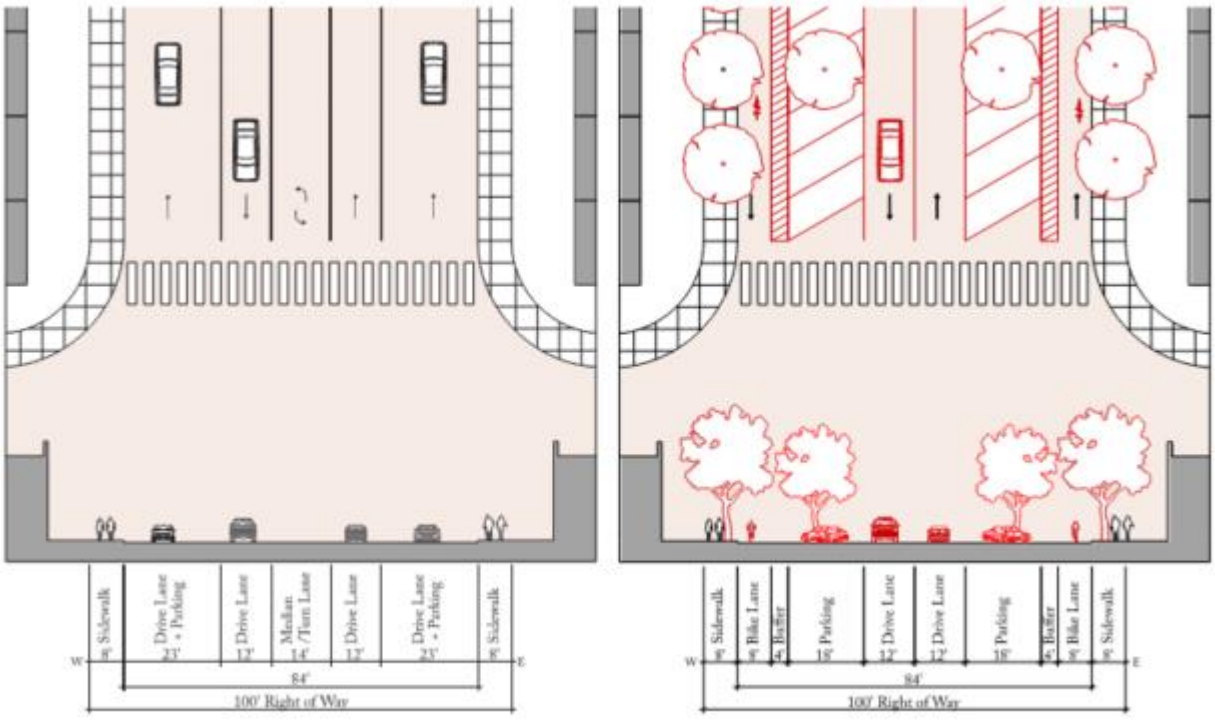


Figure C4.6. Whittier Boulevard -- Garfield Avenue to Montebello Boulevard

Washington Boulevard: Washington Boulevard is an east/west multimodal boulevard which will play a key road in local and regional connectivity with the planned Gold Line extension and Greenwood Station. To accommodate existing and future multimodal needs, the City should implement improvements such as shaded and accessible sidewalks, bikeways connecting to local destinations, bus stop amenities, and first/last mile transit access improvements. Within the station area, focused parking measures can balance the parking and active transportation needs of the station area and surrounding neighborhoods.

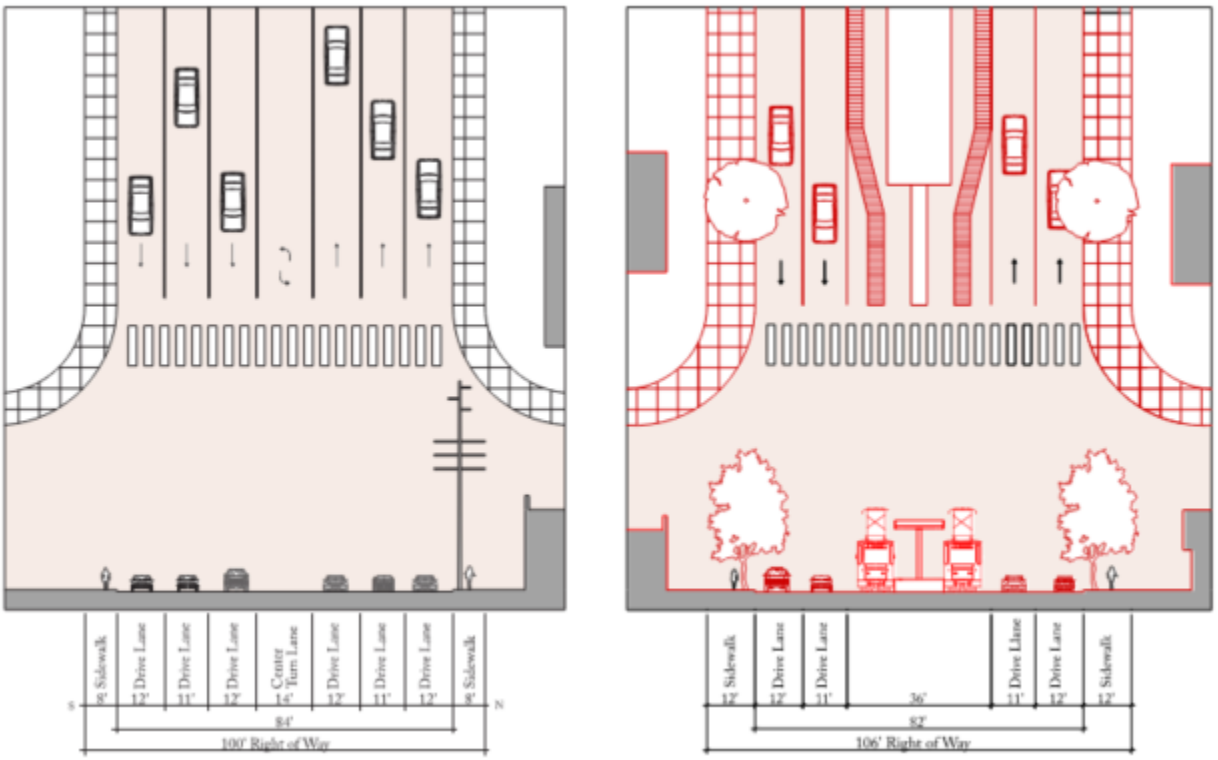


Figure C4.7. Washington Boulevard

Beverly Boulevard: Beverly Boulevard is a key east/west corridor providing connectivity to retail and regional active transportation facilities. As a key multimodal boulevard, vehicular and non-vehicular modes can be accommodated with measures such as shaded accessible sidewalks, bus stops and amenities, and bikeways connecting to regional destinations. Parking measures such as shared parking and flexible standards are also recommended.

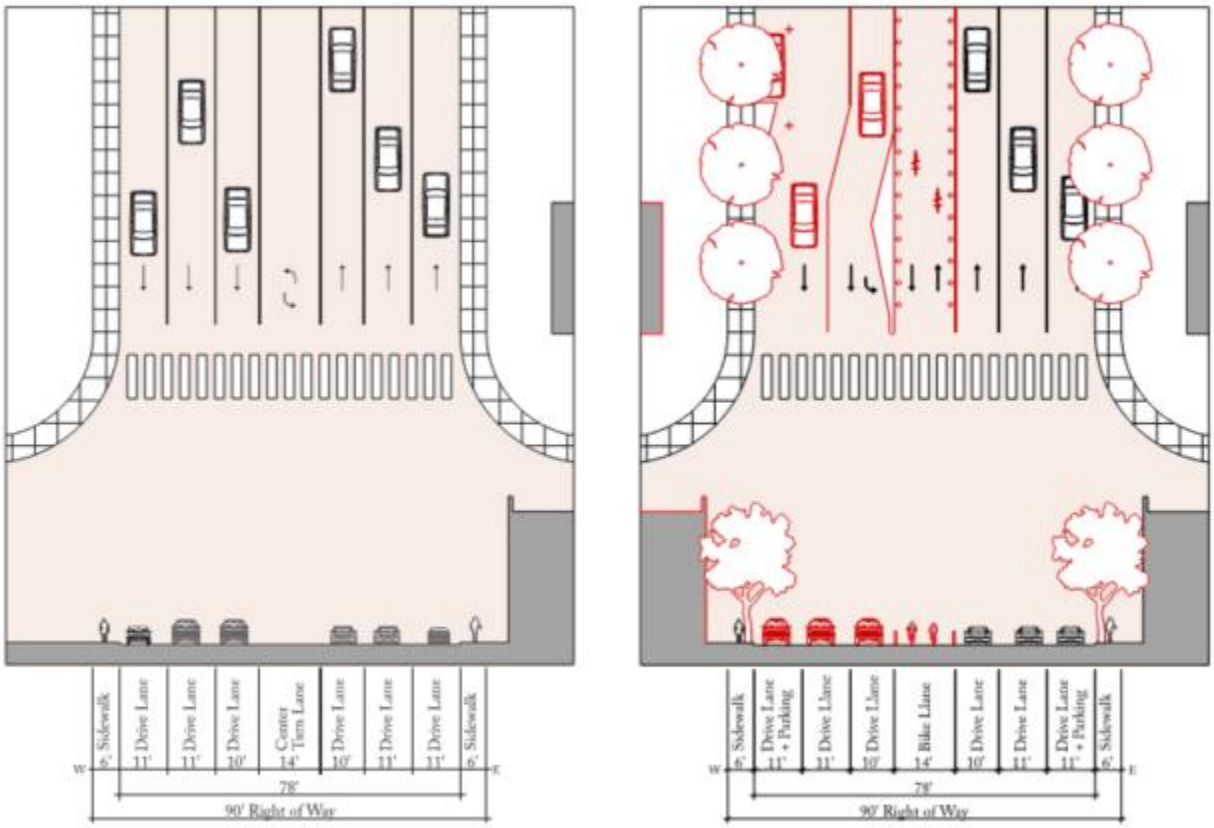


Figure C4.8. Beverly Boulevard at Wilcox Avenue

The General Plan also highlights opportunities to support active transportation through policies and actions such as the following:

Policy 4.1 Support and promote walking, biking, and other nonvehicular modes as an alternative to driving within Montebello.

Action 4.1a Prepare and adopt an active transportation plan (ATP) with bicycle and pedestrian improvements built upon the San Gabriel Valley Council of Government (SGVCOG) recommendations.

Action 4.1b Balance the provision of on-street bike lanes and regional bikeways along arterial roads with on-street bike routes/boulevards and local-serving bikeways along residential streets

Action 4.1c Coordinate with adjacent jurisdictions to ensure that the City's bikeways are connected and consistent with existing and planned bikeways at the City limits.

Action 4.1d Facilitate non-motorized connectivity to key destinations in the city through bicycle- and pedestrian-oriented wayfinding signage.

Action 4.1e Improve access to the Rio Hondo River Trail by opening additional access points and positioning wayfinding between the trail and key destinations in Montebello.

Action 4.1f Require new development projects to provide adequate bicycle and pedestrian access, plus the provision of safe and secure bicycle parking.

Action 4.1g Enhance the pedestrian and bicycle experience in the Downtown Specific Plan area and other key destinations through amenities such as wide sidewalks, low-stress bikeways, landscaping, pedestrian-oriented lighting, high-visibility crosswalks, and other improvements.

Action 4.1h Establish citywide mode split and VMT targets as a means to reduce traffic congestion, support healthy communities, and improve accessibility by transit-dependent populations.

Downtown Draft Specific Plan (2023)

According to the Draft Downtown Montebello Specific Plan (which is currently undergoing public review), the City has a vision for Downtown streets that enhance pedestrian and bicyclist safety. Wide multilane streets with larger block lengths in the Downtown area can result in streets that are both difficult to cross and easier to speed on. Mid-block crossings on Whittier Boulevard can help break the longer block lengths and encourage nonmotorized activity along and across the street. A clear and safe alley system could encourage exploration of the Downtown area, and more enjoyable routes, while allowing a finer grain network that is more comfortable for non-drivers. In addition, bikeways along Whittier Boulevard, Montebello Boulevard, and Bluff Road can help get bicyclists to and from the Downtown area.

The Specific Plan also highlights opportunities to support active transportation through policies and actions such as the following:

Policy 1.4 Downtown Montebello envisions safe streets designed for people. A network of safe and slow speed streets in the Downtown area will serve pedestrians, transit users, and cyclists, while allowing vehicular access.

Action 1.4 Carry out the safety enhancements recommended by the Downtown Vision for Whittier Boulevard and Montebello Boulevard.

Policy 2.7 Improve transit service and similar modes to make Downtown travel accessible and comfortable for people of all ages and abilities.

Action 2.5a Create well-designed mobility hubs for a high-quality user experience.

Action 2.5b Establish seamless integration of modes at the mobility hub. (E.g., Create safe pedestrian and bicycle access to mobility hubs from major destinations; Provide secure commuter parking, bicycle parking and locker options at station entrances)

Action 2.5c Establish amenities and support services for all modes. (E.g., Enhance bicycle amenities to and from transit and other services by providing bikeway facilities, landscaping, bicycle parking, bike share, etc.)

Policy 2.7 Connect Whittier Boulevard to the Rio Hondo Channel.

Montebello First Mile/Last Mile Master Plan (Ongoing)

The City is currently preparing its First Mile/Last Mile (FMLM) Master Plan. The City conducted a project survey in early 2023. At this time, recommendations have not yet been developed. As the FMLM and bicycle master plans are both being developed, both project teams will continue to coordinate to ensure that the plans are consistent and build from one another.

PLANNED IMPROVEMENTS

This section includes a review of anticipated changes to the circulation network within and adjacent to the city, to ensure that recommendations made during the BMP process are compatible with and build upon future baseline conditions.

Projects Within Montebello

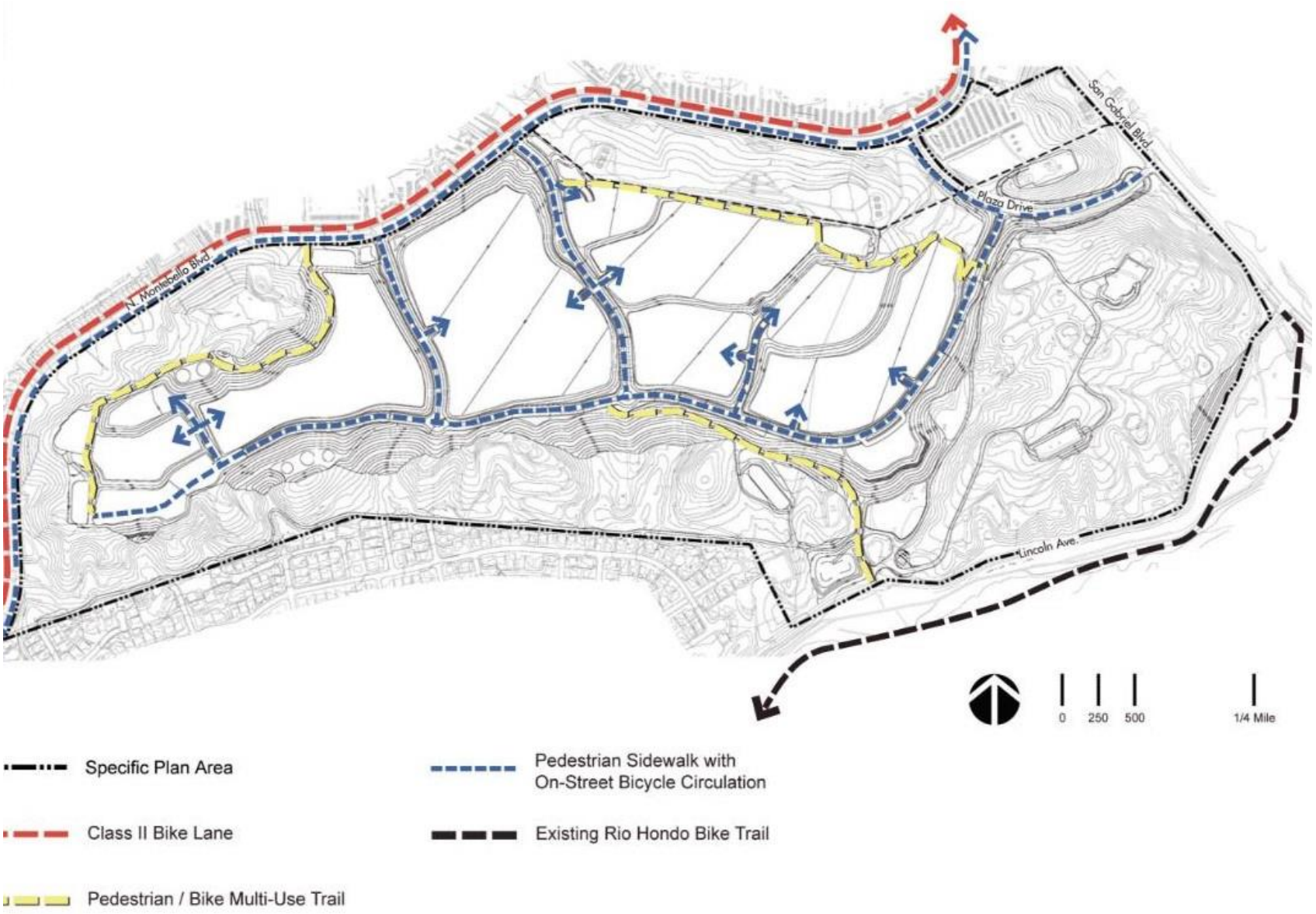
Montebello Hills Specific Plan (2015)

The Montebello Hills Specific Plan was adopted in 2015 to plan for an infill residential development in northern Montebello, south of Montebello Boulevard and southwest of San Gabriel Boulevard, south of State Route 60. The plan ensures that infrastructure and public facilities appropriately serve the community by preserving open space, creating a range of housing options, creating walkable neighborhoods, and providing a variety of transportation options. A master circulation plan is included that outlines existing and proposed roads and improvements, as well as conceptual designs for street cross sections and roundabouts.

The area's bicycle circulation plan is shown in the figure below. Bicycle facilities consist of off-street multi-use trails as well as collector streets. While the collector streets would function as Class III bike routes (bicycles sharing the lane with automobiles), the specific plan notes the following:

> *Within the streets of the Specific Plan area, bicycles will share the road with vehicles, as the 8-foot-wide expanded walks are not of a sufficient width to provide dual use with pedestrians. The bicycle circulation system will not be a formally designated Class II or Class III route due to the low volume of anticipated vehicular traffic, however, the collector streets will be wide enough to accommodate two lanes of vehicle travel, parking, and bicyclists.*

Figure 24: Montebello Hills Pedestrian and Bicycle Circulation



Montebello Capital Improvement Program

The following project is included in the City's Capital Improvement Program (CIP) and shown in Figure 27:

- **Garfield Avenue & Via Campo Bus Turnout Lane (CIP 890)**: This project would provide a buffered (hatched paint-separated) bike lane along Garfield Avenue between Via Campo and Via San Clemente only in the southbound direction, with no northbound bike lane.

San Gabriel Valley Council of Governments

SGVCOG is serving as the lead agency for the following project within the City of Montebello, shown in Figure 27:

- **Montebello Blvd Grade Separation Project**: This project would provide standard (non-buffered) bike lanes in both directions along Montebello Boulevard, between Mines Avenue and Los Angeles Avenue. The northbound bike lane would end at Los Angeles Avenue, but the southbound bike lane would start slightly north of the Los Angeles Avenue intersection (about halfway between Los Angeles Avenue and Whittier Boulevard).

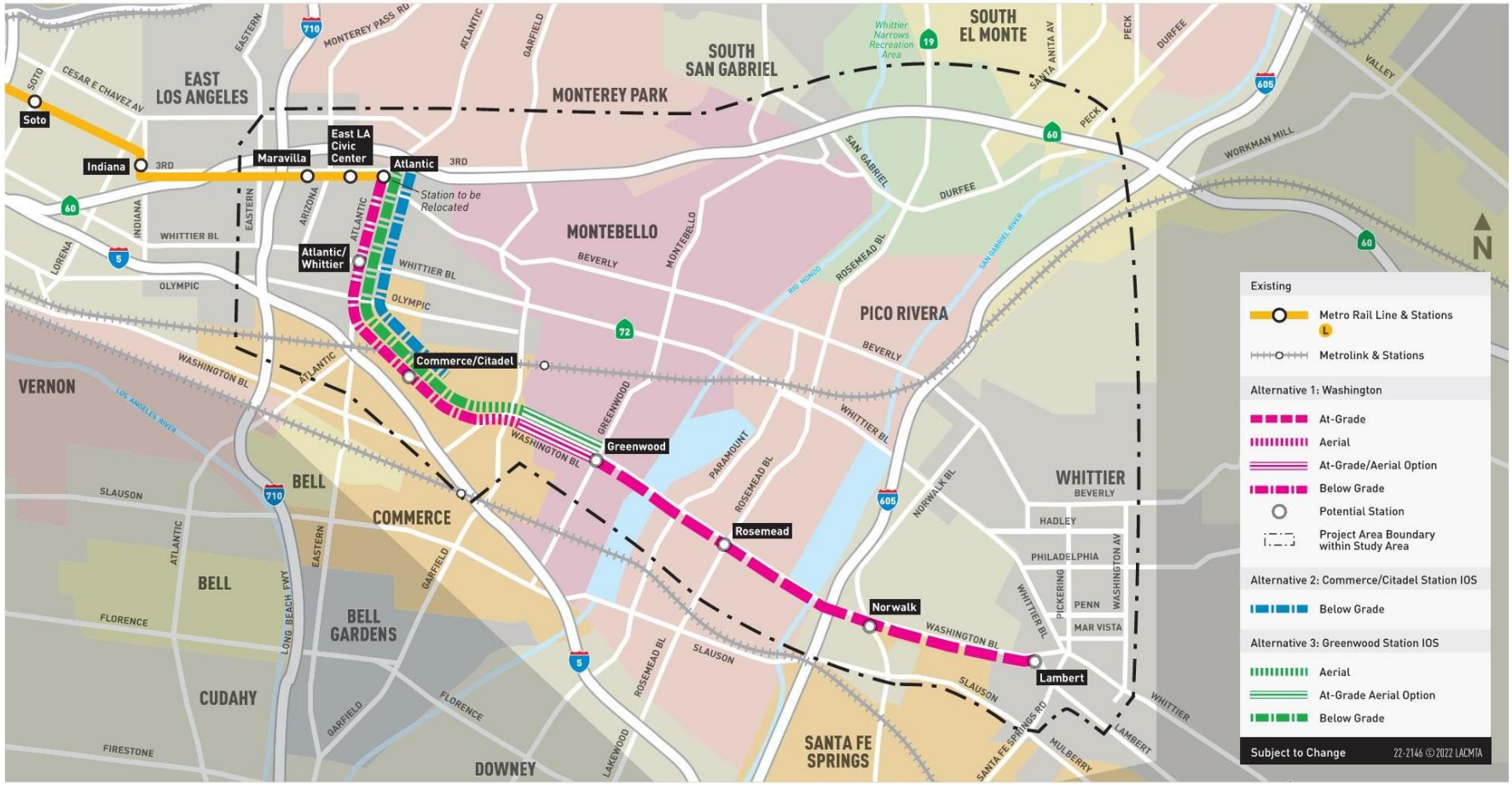
LA Metro Eastside Transit Corridor Phase 2 (Ongoing)

The extension of the Metro L (Gold) Line in Los Angeles has been under evaluation by LA Metro. The proposed expansion aims to extend the current endpoint in East Los Angeles and reach Whittier, covering a distance of approximately nine miles. The extension would pass through several cities, including Commerce, Montebello, Pico Rivera, Santa Fe Springs, and Whittier, as well as the unincorporated communities of East Los Angeles and West Whittier - Los Nietos. The project involves the extension of the existing light rail transit (LRT) line; the exact length may vary depending on the chosen alternative, ranging from 3.2 to 9.0 miles. Additionally, the project will consider options for maintenance and storage facilities. The alignment of the proposed extension encompasses a diverse range of land uses, including residential, commercial, retail, industrial, recreational, educational, and vacant areas. Notably, the extension would traverse densely populated, low-income communities that heavily rely on public transportation, and it would also serve significant activity centers along the way.

The project map is shown below. As shown in the figure, the L line would travel along Washington Boulevard in Montebello, with a station anticipated at the intersection of Greenwood Avenue and Washington Boulevard. The route is anticipated to be at-grade/aerial west of the station, and at-grade east of the station.

Currently, LA Metro's advanced conceptual designs do not include a bikeway along Washington Boulevard. The City should work with LA Metro to incorporate bikeways (if desired and recommended in this BMP) into the redesign of Washington Boulevard as well as future Metro first/last mile planning around Greenwood station. The curb-to-curb rights-of-way and lane widths in the current conceptual designs could potentially be modified to include an on-street bikeway. For example, LA Metro could reduce proposed automobile lane widths along Washington Boulevard, which (as currently designed) range from 12 to 15.5 feet.

Figure 25: LA Metro Eastside Transit Corridor Phase 2 Project Alternatives



Adjacent Jurisdictions

The following figure illustrates the existing and planned bikeways in Montebello as well as those planned by jurisdictions surrounding the city:

- City of Commerce
- City of Monterey Park
- City of Pico Rivera
- County of Los Angeles

The information in the figure is based on the SCAG shapefile of existing and planned bikeways, which Kittelson updated as needed to reflect various jurisdictions' bicycle master plans and active transportation plans.

In addition, Pico Rivera provided information on the following planned improvement:

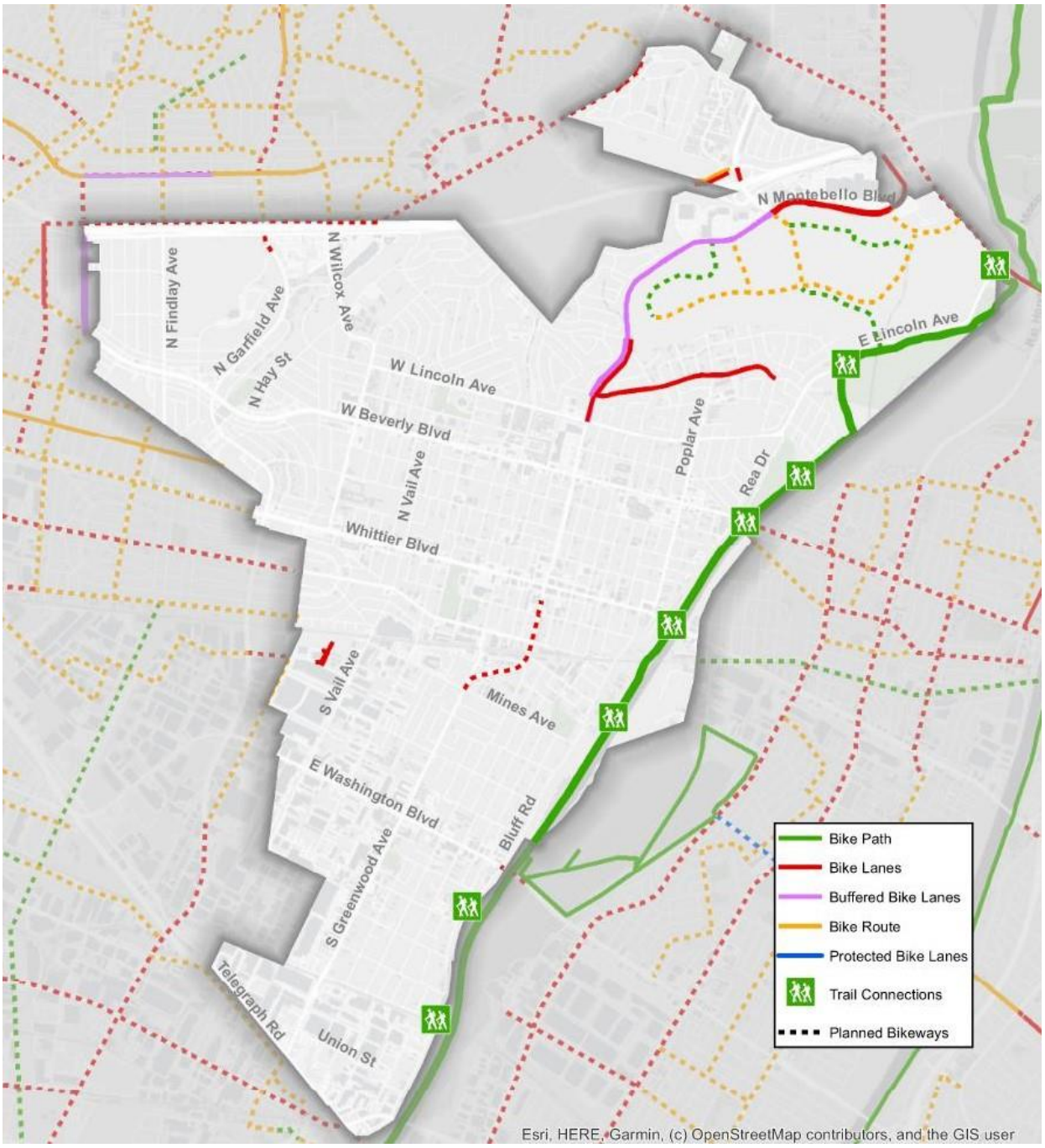
- **Washington Boulevard over Rio Hondo Channel Bridge**: In the interim (before the L Line extension) this project would provide a buffered (hatched paint-separated) bike lane along Washington Boulevard in both directions, from Bluff Road east over the channel. After the L Line extension goes into place, there would be a standard (non-buffered) bike lane in both directions, from Bluff Road east over the bridge. Note, the City of Pico Rivera's plans anticipate that Washington Boulevard east of the bridge will be widened at a later time and would include standard bike lanes. However, the portion east of the bridge is not included as part of this planned project.

The SCAG shapefile included the City of Montebello's Bike Lane Feasibility Study Report (2013); this has been removed from the figure as the City will be revisiting its bikeway recommendations as part of this BMP. Kittelson has included planned improvements from the City's Montebello Hills Specific Plan (2015), CIP, and the above-mentioned projects led by SGVCOG and the City of Pico Rivera. In addition, the shapefile includes recommendations from the GCCOG Strategic Transportation Plan Active Transportation Element (2016); Kittelson has excluded these recommendations from the map if they were not included in a specific jurisdiction's adopted plan.

As shown in the figure, several bike lanes and bike routes are proposed on streets that meet Montebello's City limits. In addition, the City of Pico Rivera has proposed a rail-adjacent bike path that connects with Montebello south of Whittier Boulevard and east of the Rio Hondo Bike Path.

As Montebello's bike plan is being developed, the City should continue to coordinate with these jurisdictions and strive to plan facilities that provide consistency and comfort for bicyclists crossing City boundaries.

Figure 26: Existing and Planned Bikeways



NEXT STEPS

The information provided in this report will be used to shape the BMP's visioning and goalsetting and the network of recommended off- and on-street bikeways. This information will be used to support development of the BMP's planned network so that it reflects existing and previously proposed bikeways within and connecting to Montebello.

TURNING MOVEMENT BIKES COUNTS

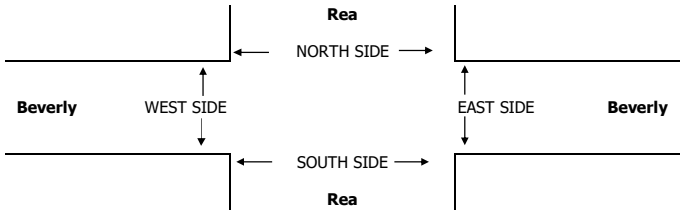
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:			
Thu, Jun 1, 23	LOCATION:	Montebello	PROJECT #: SC4001
	NORTH & SOUTH:	Rea	LOCATION #: 1
	EAST & WEST:	Beverly	CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Rea)			SOUTHBOUND (Rea)			EASTBOUND (Beverly)			WESTBOUND (Beverly)				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0.5	ST 0.5	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	1	1	0	0	1	0	3	0	0	0	0	0
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	VOLUMES	0	0	0	0	0	0	2	2	0	0	6	0	10	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	50%	50%	0%	0%	100%	0%						
	APP/DEPART	0	/	2	0	/	0	4	/	2	6	/	6	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	0	0	0	0	0	2	2	0	0	3	0	7					
	APPROACH %	0%	0%	0%	0%	0%	0%	50%	50%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.500			0.375		0.583					
	APP/DEPART	0	/	2	0	/	0	4	/	2	3	/	3	0					
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	5:30 PM	0	0	0	0	0	0	0	0	0	1	3	0	4	0	0	0	1	1
	5:45 PM	0	0	0	0	0	0	1	2	0	0	1	0	4	0	0	0	0	0
	VOLUMES	0	0	0	0	0	2	1	9	0	3	11	3	29	0	0	0	3	3
	APPROACH %	0%	0%	0%	0%	0%	100%	10%	90%	0%	18%	65%	18%						
	APP/DEPART	0	/	4	2	/	0	10	/	12	17	/	13	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	1	0	6	0	2	7	3	19					
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	17%	58%	25%						
	PEAK HR FACTOR		0.000			0.250			0.500			1.000		0.792					
	APP/DEPART	0	/	3	1	/	0	6	/	8	12	/	8	0					



TURNING MOVEMENT BIKES COUNTS

T218

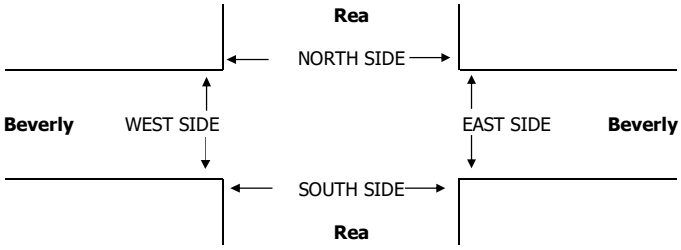
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:					
Sat, Jun 3, 23	LOCATION:	Montebello	PROJECT #:	SC4001
	NORTH & SOUTH:	Rea	LOCATION #:	1
	EAST & WEST:	Beverly	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND Beverly Terrace			SOUTHBOUND Rea			EASTBOUND Beverly			WESTBOUND Beverly				U-TURNS				
LANES:	NL 0	NT 1	NR 0	SL 0.5	ST 0.5	SR 1	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
MIDDAY																		
11:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
12:15 PM	0	0	0	0	0	2	0	2	0	0	2	0	6	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	1	0	0	0	2	0	3	0	0	0	0	0
12:45 PM	0	0	0	2	0	0	0	3	0	0	4	0	9	0	0	0	0	0
VOLUMES	0	0	0	2	0	2	1	8	0	0	11	0	24	0	0	0	0	0
APPROACH %	0%	0%	0%	50%	0%	50%	11%	89%	0%	0%	100%	0%						
APP/DEPART	0	/	1	4	/	0	9	/	10	11	/	13	0					
BEGIN PEAK HR		12:00 PM																
VOLUMES	0	0	0	2	0	2	1	6	0	0	9	0	20					
APPROACH %	0%	0%	0%	50%	0%	50%	14%	86%	0%	0%	100%	0%						
PEAK HR FACTOR		0.000			0.500			0.583			0.563		0.556					
APP/DEPART	0	/	1	4	/	0	7	/	8	9	/	11	0					



TURNING MOVEMENT BIKES COUNTS

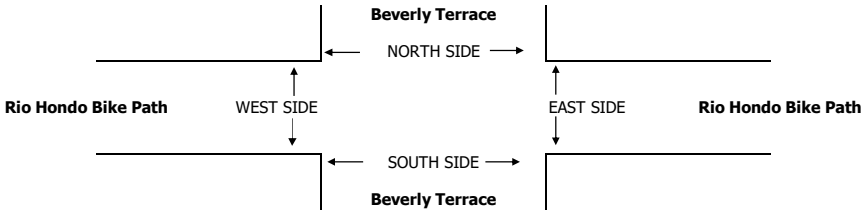
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:					
Thu, Jun 1, 23	LOCATION:	Montebello	PROJECT #:	SC4001
	NORTH & SOUTH:	Beverly Terrace	LOCATION #:	1
	EAST & WEST:	Rio Hondo Bike Path	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Beverly Terrace			SOUTHBOUND Beverly Terrace			EASTBOUND Rio Hondo Bike Path			WESTBOUND Rio Hondo Bike Path				U-TURNS				
	LANES:	NL X	NT 1	NR 0	SL 0	ST 1	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	7:45 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	1	0	0	0	0	0	0	0	3	4	0	0	0	0	0
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	0	/	3	1	/	0	0	/	1	3	/	0	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	0	0	1	0	0	0	0	0	0	0	2	3					
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.000			0.250			0.000			0.500		0.750					
	APP/DEPART	0	/	2	1	/	0	0	/	1	2	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0
	5:00 PM	0	0	0	1	0	0	0	0	0	0	0	2	3	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	2	0	0	0	0	0	0	0	8	10	0	0	0	0	0
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	0	/	8	2	/	0	0	/	2	8	/	0	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	1	0	0	0	0	0	0	0	7	8					
	APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.000			0.250			0.000			0.875		0.667					
	APP/DEPART	0	/	7	1	/	0	0	/	1	7	/	0	0					



TURNING MOVEMENT BIKES COUNTS

T218

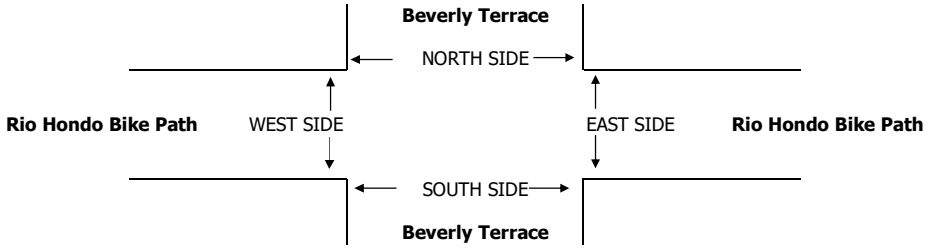
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Montebello	PROJECT #:	SC4001
Sat, Jun 3, 23	NORTH & SOUTH:	Beverly Terrace	LOCATION #:	1
	EAST & WEST:	Rio Hondo Bike Path	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND Beverly Terrace			SOUTHBOUND Beverly Terrace			EASTBOUND Rio Hondo Bike Path			WESTBOUND Rio Hondo Bike Path				U-TURNS				
LANES:	NL X	NT 1	NR 0	SL 0	ST 1	SR X	EL X	ET X	ER X	WL 0	WT X	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	1	0	0	0	0	0	0	0	1	2	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0
12:15 PM	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
12:45 PM	0	0	0	2	0	0	0	0	0	0	0	1	3	0	0	0	0	0
MIDDAY VOLUMES	0	0	0	5	0	0	0	0	0	0	0	6	11	0	0	0	0	0
APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	100%						
APP/DEPART	0	/	6	5	/	0	0	/	5	6	/	0	0					
BEGIN PEAK HR	12:00 PM																	
VOLUMES	0	0	0	4	0	0	0	0	0	0	0	4	8					
APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	100%						
PEAK HR FACTOR	0.000			0.500			0.000			0.500			0.667					
APP/DEPART	0	/	4	4	/	0	0	/	4	4	/	0	0					



TURNING MOVEMENT BIKES COUNTS

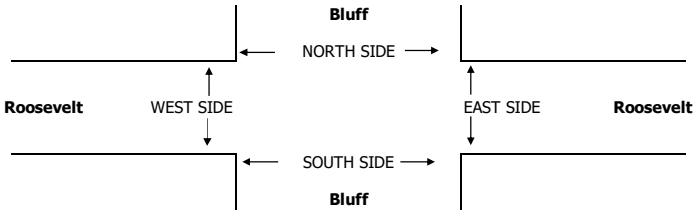
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:					
Thu, Jun 1, 23	LOCATION:	Montebello	PROJECT #:	SC4001
	NORTH & SOUTH:	Bluff	LOCATION #:	2
	EAST & WEST:	Roosevelt	CONTROL:	STOP ALL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Bluff			SOUTHBOUND Bluff			EASTBOUND Roosevelt			WESTBOUND Rio Hondo Bike Path				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 0	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	7:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	1	0	0	0	1	0	0	0	2	0	4	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	8:45 AM	0	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	0
	VOLUMES	0	1	1	0	1	0	1	3	0	0	3	0	10	0	0	0	0	0
	APPROACH %	0%	50%	50%	0%	100%	0%	25%	75%	0%	0%	100%	0%						
	APP/DEPART	2	/	2	1	/	1	4	/	4	3	/	3	0					
	BEGIN PEAK HR		8:15 AM																
	VOLUMES	0	0	1	0	1	0	1	2	0	0	3	0	8					
	APPROACH %	0%	0%	100%	0%	100%	0%	33%	67%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.250			0.250			0.375			0.375		0.500					
	APP/DEPART	1	/	1	1	/	1	3	/	3	3	/	3	0					
PM	4:00 PM	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	0	0	0
	4:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	0
	5:15 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	0	1	0	2	0	1	1	0	0	0	1	7	0	0	0	0	0
	APPROACH %	50%	0%	50%	0%	100%	0%	50%	50%	0%	0%	0%	100%						
	APP/DEPART	2	/	2	2	/	2	2	/	2	1	/	1	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	1	0	0	0	1	0	0	1	0	0	0	1	4					
	APPROACH %	100%	0%	0%	0%	100%	0%	0%	100%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.250			0.250			0.250			0.250		0.500					
	APP/DEPART	1	/	1	1	/	1	1	/	1	1	/	1	0					



TURNING MOVEMENT BIKES COUNTS

T218

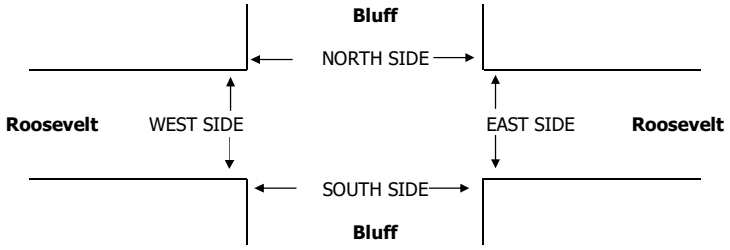
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:					
Sat, Jun 3, 23	LOCATION:	Montebello	PROJECT #:	SC4001
	NORTH & SOUTH:	Bluff	LOCATION #:	2
	EAST & WEST:	Roosevelt	CONTROL:	STOP ALL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND (Bluff)			SOUTHBOUND (Bluff)			EASTBOUND (Roosevelt)			WESTBOUND (Rio Hondo Bike Path)				U-TURNS				
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 0	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
11:00 AM	0	0	3	0	0	0	0	1	0	0	1	0	5	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	1	0	0	0	1	0	2	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	1	0	1	0	0	2	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDDAY VOLUMES	0	0	3	0	0	0	2	2	0	2	5	0	14	0	0	0	0	0
APPROACH %	0%	0%	100%	0%	0%	0%	50%	50%	0%	29%	71%	0%						
APP/DEPART	3	/	2	0	/	2	4	/	5	7	/	5	0					
BEGIN PEAK HR	11:00 AM																	
VOLUMES	0	0	3	0	0	0	2	1	0	1	3	0	10					
APPROACH %	0%	0%	100%	0%	0%	0%	67%	33%	0%	25%	75%	0%						
PEAK HR FACTOR	0.250			0.000			0.750			0.500			0.500					
APP/DEPART	3	/	2	0	/	1	3	/	4	4	/	3	0					



TURNING MOVEMENT BIKES COUNTS

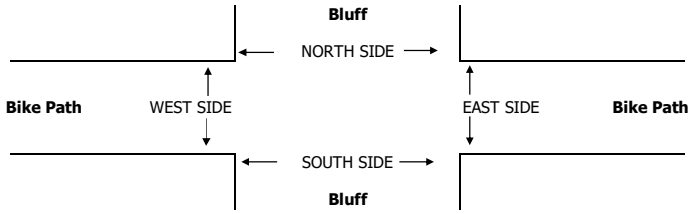
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Montebello	PROJECT #:	SC4001
Thu, Jun 1, 23	NORTH & SOUTH:	Bluff	LOCATION #:	3
	EAST & WEST:	Bike Path	CONTROL:	STOP E/W

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Bluff)			SOUTHBOUND (Bluff)			EASTBOUND (Bike Path)			WESTBOUND (Bike Path)				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%						
	APP/DEPART	0	/	0	0	/	1	0	/	0	1	/	0	0					
	BEGIN PEAK HR		8:30 AM																
	VOLUMES	0	0	0	0	0	0	0	0	0	1	0	0	1					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.000			0.250		0.250					
	APP/DEPART	0	/	0	0	/	1	0	/	0	1	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	0	2	2	0	0	0	0	0	0	0	1	5	0	0	0	0	0
	APPROACH %	0%	0%	100%	100%	0%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	2	/	1	2	/	0	0	/	4	1	/	0	0					
	BEGIN PEAK HR		5:15 PM																
	VOLUMES	0	0	2	1	0	0	0	0	0	0	0	0	3					
	APPROACH %	0%	0%	100%	100%	0%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.500			0.250			0.000			0.000		0.750					
	APP/DEPART	2	/	0	1	/	0	0	/	3	0	/	0	0					



TURNING MOVEMENT BIKES COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

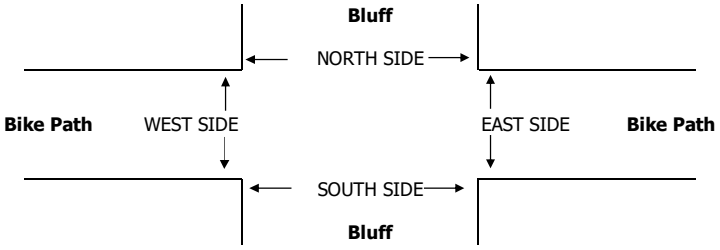
DATE:					
Sat, Jun 3, 23	LOCATION:	Montebello	PROJECT #:	SC4001	
	NORTH & SOUTH:	Bluff	LOCATION #:	3	
	EAST & WEST:	Bike Path	CONTROL:	STOP E/W	

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

MIDDAY

	NORTHBOUND (Bluff)			SOUTHBOUND (Bluff)			EASTBOUND (Bike Path)			WESTBOUND (Bike Path)				U-TURNS				
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
11:00 AM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	0	1
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
VOLUMES	0	0	0	1	0	0	0	0	0	0	0	2	3	0	1	0	0	1
APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	100%						
APP/DEPART	0	/	3	1	/	0	0	/	0	2	/	0	0					
BEGIN PEAK HR	11:00 AM																	
VOLUMES	0	0	0	1	0	0	0	0	0	0	0	1	2					
APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	100%						
PEAK HR FACTOR	0.000			0.250			0.000			0.250			0.500					
APP/DEPART	0	/	2	1	/	0	0	/	0	1	/	0	0					



TURNING MOVEMENT BIKES COUNTS

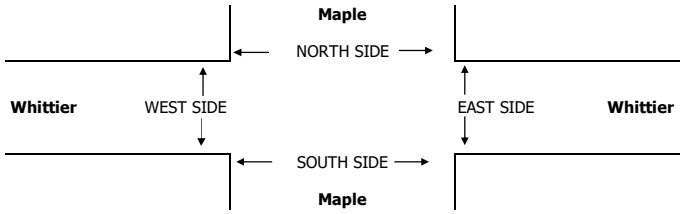
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:			
Thu, Jun 1, 23	LOCATION:	Montebello	PROJECT #: SC4001
	NORTH & SOUTH:	Maple	LOCATION #: 4
	EAST & WEST:	Whittier	CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Maple)			SOUTHBOUND (Maple)			EASTBOUND (Whittier)			WESTBOUND (Whittier)				U-TURNS				
	LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	1	0	0	1	0	0	1	0	0	1	0	4	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	8:15 AM	0	0	0	0	1	0	0	1	0	0	1	0	3	0	0	0	0	0
	8:30 AM	0	0	0	0	1	0	0	1	0	0	4	0	6	0	0	0	0	0
	8:45 AM	0	1	0	0	0	0	0	1	0	0	1	0	3	0	0	0	0	0
	VOLUMES	0	2	0	0	3	0	0	7	0	0	9	0	21	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	2	/	2	3	/	3	7	/	7	9	/	9	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	1	0	0	2	0	0	3	0	0	7	0	13					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.250			0.500			0.750			0.438		0.542					
	APP/DEPART	1	/	1	2	/	2	3	/	3	7	/	7	0					
PM	4:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	2	0	0	1	0	3	0	0	0	0	0
	5:30 PM	0	1	0	0	0	0	0	3	0	0	2	0	6	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	VOLUMES	0	1	0	0	0	0	0	8	0	0	9	0	18	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	1	/	1	0	/	0	8	/	8	9	/	9	0					
	BEGIN PEAK HR		4:45 PM																
	VOLUMES	0	1	0	0	0	0	0	5	0	0	5	0	11					
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.250			0.000			0.417			0.625		0.458					
	APP/DEPART	1	/	1	0	/	0	5	/	5	5	/	5	0					



TURNING MOVEMENT BIKES COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

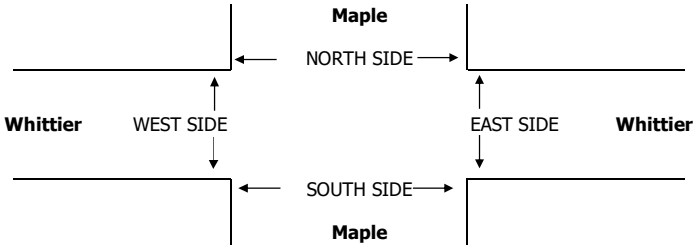
DATE:					
Sat, Jun 3, 23	LOCATION:	Montebello	PROJECT #:	SC4001
	NORTH & SOUTH:	Maple	LOCATION #:	4
	EAST & WEST:	Whittier	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

☑ Add U-Turns to Left Turns

	NORTHBOUND Maple			SOUTHBOUND Maple			EASTBOUND Whittier			WESTBOUND Whittier				U-TURNS				
LANES:	NL 1	NT 1	NR 0	SL 1	ST 1	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
MIDDAY																		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	1	0	0	2	0	3	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	0	0	0	0	2	0	0	7	0	9	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
APP/DEPART	0	/	0	0	/	0	2	/	2	7	/	7	0					
BEGIN PEAK HR		11:30 AM																
VOLUMES	0	0	0	0	0	0	0	1	0	0	6	0	7					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
PEAK HR FACTOR		0.000			0.000			0.250			0.500		0.583					
APP/DEPART	0	/	0	0	/	0	1	/	1	6	/	6	0					



TURNING MOVEMENT BIKES COUNTS

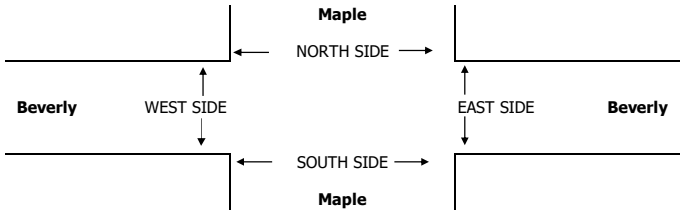
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
Thu, Jun 1, 23	LOCATION:	Montebello	PROJECT #:	SC4001
	NORTH & SOUTH:	Maple	LOCATION #:	5
	EAST & WEST:	Beverly	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Maple)			SOUTHBOUND (Maple)			EASTBOUND (Beverly)			WESTBOUND (Beverly)				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	1	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
	VOLUMES	0	1	0	0	0	0	0	1	0	0	5	0	7	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	1	/	1	0	/	0	1	/	1	5	/	5	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	1	0	0	0	0	0	1	0	0	4	0	6					
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.250			0.000			0.250			0.500		0.750					
	APP/DEPART	1	/	1	0	/	0	1	/	1	4	/	4	0					
PM	4:00 PM	0	0	0	1	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	0
	5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	1	0	1	2	0	0	2	0	0	2	0	8	0	0	0	0	0
	APPROACH %	0%	100%	0%	33%	67%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	1	/	1	3	/	2	2	/	3	2	/	2	0					
	BEGIN PEAK HR		5:15 PM																
	VOLUMES	0	1	0	0	1	0	0	1	0	0	1	0	4					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.250			0.125			0.250			0.250		0.500					
	APP/DEPART	1	/	1	1	/	1	1	/	1	1	/	1	0					



TURNING MOVEMENT BIKES COUNTS

T218

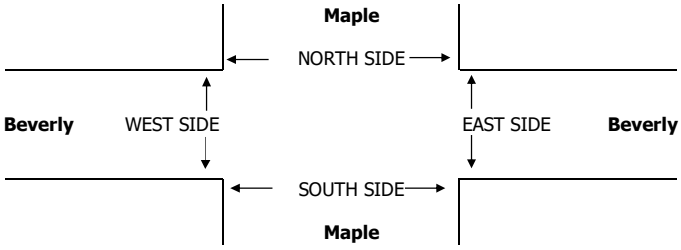
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
Sat, Jun 3, 23	LOCATION:	Montebello	PROJECT #:	SC4001
	NORTH & SOUTH:	Maple	LOCATION #:	5
	EAST & WEST:	Beverly	CONTROL:	SIGNAL

NOTES:

AM PM MD OTHER OTHER — ▲ N ◄ W E ► S ▼

	NORTHBOUND Maple			SOUTHBOUND Maple			EASTBOUND Beverly			WESTBOUND Beverly				U-TURNS				
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDDAY VOLUMES	0	0	0	0	1	0	0	0	0	0	2	0	3	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	100%	0%						
APP/DEPART	0	/	0	1	/	1	0	/	0	2	/	2	0					
BEGIN PEAK HR	11:45 AM																	
VOLUMES	0	0	0	0	1	0	0	0	0	0	2	0	3					
APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	100%	0%						
PEAK HR FACTOR	0.000			0.250			0.000			0.500			0.750					
APP/DEPART	0	/	0	1	/	1	0	/	0	2	/	2	0					



TURNING MOVEMENT BIKES COUNTS

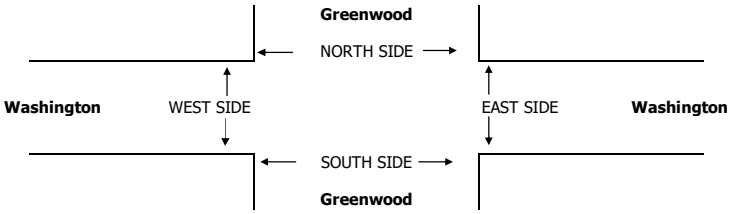
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
Thu, Jun 1, 23	LOCATION:	Montebello	PROJECT #:	SC4001
	NORTH & SOUTH:	Greenwood	LOCATION #:	6
	EAST & WEST:	Washington	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Greenwood			SOUTHBOUND Greenwood			EASTBOUND Washington			WESTBOUND Washington				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	7:30 AM	0	1	0	0	1	0	0	0	0	0	1	0	3	0	0	0	0	0
	7:45 AM	0	2	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0
	8:00 AM	0	2	0	0	1	0	0	1	0	0	1	0	5	0	0	0	0	0
	8:15 AM	0	2	0	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0
	8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	8	0	0	2	0	0	2	0	0	5	0	17	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	8	/	8	2	/	2	2	/	2	5	/	5	0					
	BEGIN PEAK HR		7:30 AM																
	VOLUMES	0	7	0	0	2	0	0	1	0	0	4	0	14					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.875			0.500			0.250			1.000		0.700					
	APP/DEPART	7	/	7	2	/	2	1	/	1	4	/	4	0					
PM	4:00 PM	0	1	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	2	0	0	0	0	0	2	0	0	1	0	5	0	0	0	0	0
	5:15 PM	0	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	5:45 PM	0	1	0	0	0	0	0	0	0	0	4	0	5	0	0	0	0	0
	VOLUMES	0	4	0	0	2	0	0	6	0	0	6	0	18	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	4	/	4	2	/	2	6	/	6	6	/	6	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	3	0	0	1	0	0	4	0	0	6	0	14					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.375			0.250			0.500			0.375		0.700					
	APP/DEPART	3	/	3	1	/	1	4	/	4	6	/	6	0					



TURNING MOVEMENT BIKES COUNTS

T218

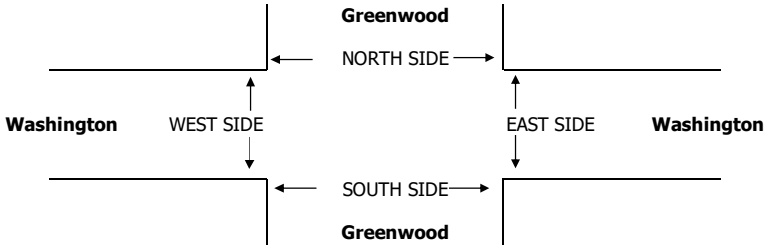
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Montebello	PROJECT #:	SC4001
Sat, Jun 3, 23	NORTH & SOUTH:	Greenwood	LOCATION #:	6
	EAST & WEST:	Washington	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND Greenwood			SOUTHBOUND Greenwood			EASTBOUND Washington			WESTBOUND Washington				U-TURNS				
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 3	ER 0	WL 1	WT 3	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
11:00 AM	0	0	0	0	2	0	0	1	0	0	1	0	4	0	0	0	0	0
11:15 AM	0	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
12:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
12:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
12:30 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
12:45 PM	0	2	0	0	1	0	0	0	0	0	0	0	3	0	0	0	0	0
MIDDAY VOLUMES	0	3	0	0	7	0	0	3	0	0	3	0	16	0	0	0	0	0
APPROACH %	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%						
APP/DEPART	3	/	3	7	/	7	3	/	3	3	/	3	0					
BEGIN PEAK HR		11:00 AM																
VOLUMES	0	0	0	0	3	0	0	3	0	0	3	0	9					
APPROACH %	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%						
PEAK HR FACTOR		0.000			0.375			0.375			0.750		0.563					
APP/DEPART	0	/	0	3	/	3	3	/	3	3	/	3	0					



TURNING MOVEMENT BIKES COUNTS

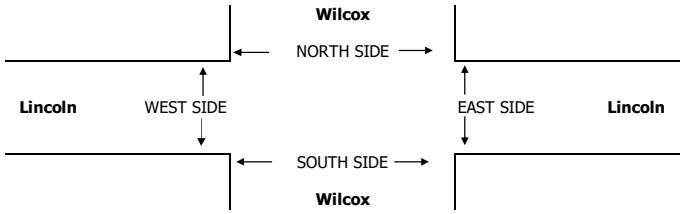
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:					
Thu, Jun 1, 23	LOCATION:	Montebello	PROJECT #:	SC4001
	NORTH & SOUTH:	Wilcox	LOCATION #:	7
	EAST & WEST:	Lincoln	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Wilcox			SOUTHBOUND Wilcox			EASTBOUND Lincoln			WESTBOUND Lincoln				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	1	1	0	0	2	0	0	0	0	0	0	0	4	0	0	0	0	0
	APPROACH %	50%	50%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	APP/DEPART	2	/	1	2	/	2	0	/	0	0	/	1	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	1	0	0	2	0	0	0	0	0	0	0	3					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.250			0.250			0.000			0.000		0.375					
	APP/DEPART	1	/	1	2	/	2	0	/	0	0	/	0	0					
PM	4:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	1	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0
	5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:45 PM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	VOLUMES	0	1	0	0	4	0	0	0	0	0	1	0	6	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	100%	0%						
	APP/DEPART	1	/	1	4	/	4	0	/	0	1	/	1	0					
	BEGIN PEAK HR		5:15 PM																
	VOLUMES	0	1	0	0	3	0	0	0	0	0	1	0	5					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	0%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.250			0.375			0.000			0.250		0.625					
	APP/DEPART	1	/	1	3	/	3	0	/	0	1	/	1	0					



TURNING MOVEMENT BIKES COUNTS

T218

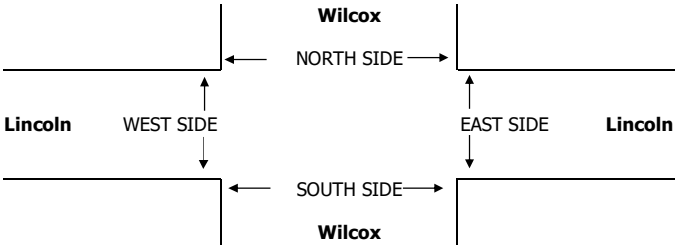
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:					
Sat, Jun 3, 23	LOCATION:	Montebello	PROJECT #:	SC4001	
	NORTH & SOUTH:	Wilcox	LOCATION #:	7	
	EAST & WEST:	Lincoln	CONTROL:	SIGNAL	

NOTES:

AM PM MD OTHER OTHER — ▲ N ◄ W E ► S ▼

	NORTHBOUND Wilcox			SOUTHBOUND Wilcox			EASTBOUND Lincoln			WESTBOUND Lincoln				U-TURNS				
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	1	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDDAY VOLUMES	0	0	1	0	0	0	0	1	0	0	1	0	3	0	0	0	0	0
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
APP/DEPART	1	/	0	0	/	0	1	/	2	1	/	1	0					
BEGIN PEAK HR	11:30 AM																	
VOLUMES	0	0	1	0	0	0	0	1	0	0	1	0	3					
APPROACH %	0%	0%	100%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
PEAK HR FACTOR	0.250			0.000			0.250			0.250			0.375					
APP/DEPART	1	/	0	0	/	0	1	/	2	1	/	1	0					



TURNING MOVEMENT BIKES COUNTS

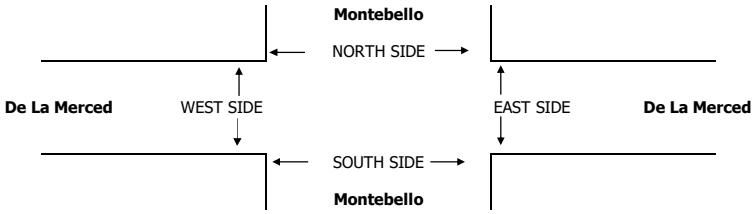
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:					
Thu, Jun 1, 23	LOCATION:	Montebello	PROJECT #:	SC4001
	NORTH & SOUTH:	Montebello	LOCATION #:	8
	EAST & WEST:	De La Merced	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N ◄ W E ► S ▼

		NORTHBOUND Montebello			SOUTHBOUND Montebello			EASTBOUND De La Merced			WESTBOUND De La Merced				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	1	1	0	0	0	0	0	0	0	0	1	3	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	1	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	VOLUMES	0	1	2	0	0	0	0	0	0	0	0	3	6	0	0	0	0	0
	APPROACH %	0%	33%	67%	0%	0%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	3	/	4	0	/	0	0	/	2	3	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	1	2	0	0	0	0	0	0	0	0	2	5					
	APPROACH %	0%	33%	67%	0%	0%	0%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.375			0.000			0.000			0.500		0.417					
	APP/DEPART	3	/	3	0	/	0	0	/	2	2	/	0	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	3	0	0	0	0	0	0	4	7	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%						
	APP/DEPART	0	/	4	3	/	3	0	/	0	4	/	0	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	0	0	0	3	0	0	0	0	0	0	4	7					
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%						
	PEAK HR FACTOR		0.000			0.250			0.000			0.250		0.438					
	APP/DEPART	0	/	4	3	/	3	0	/	0	4	/	0	0					



TURNING MOVEMENT BIKES COUNTS

T218

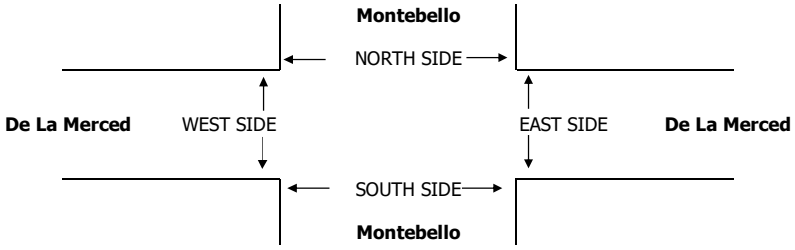
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:					
Sat, Jun 3, 23	LOCATION:	Montebello	PROJECT #:	SC4001
	NORTH & SOUTH:	Montebello	LOCATION #:	8
	EAST & WEST:	De La Merced	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND Montebello			SOUTHBOUND Montebello			EASTBOUND De La Merced			WESTBOUND De La Merced				U-TURNS				
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1	ET 1	ER 0	WL 1	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
MIDDAY VOLUMES	0	0	0	0	1	0	0	2	0	0	1	0	4	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%						
APP/DEPART	0	/	0	1	/	1	2	/	2	1	/	1	0					
BEGIN PEAK HR		12:30 PM																
VOLUMES	0	0	0	0	0	0	0	1	0	0	1	0	2					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
PEAK HR FACTOR		0.000			0.000			0.250			0.250		0.500					
APP/DEPART	0	/	0	0	/	0	1	/	1	1	/	1	0					



TURNING MOVEMENT BIKES COUNTS

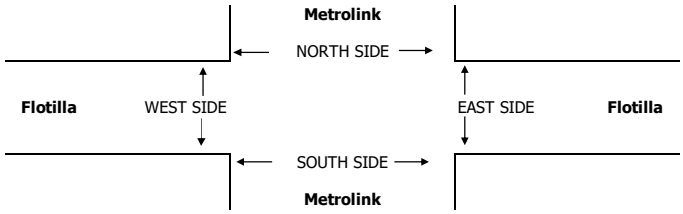
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:					
Thu, Jun 1, 23	LOCATION:	Montebello	PROJECT #:	SC4001
	NORTH & SOUTH:	Metrolink	LOCATION #:	9
	EAST & WEST:	Flotilla	CONTROL:	STOP S

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Metrolink			SOUTHBOUND Metrolink			EASTBOUND Flotilla			WESTBOUND Flotilla				U-TURNS				
	LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 1	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	2	0	0	0	1	0	0	1	1	5	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0
	8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	VOLUMES	0	0	0	2	0	1	0	4	0	0	2	3	12	0	0	0	0	0
	APPROACH %	0%	0%	0%	67%	0%	33%	0%	100%	0%	0%	40%	60%						
	APP/DEPART	0	/	3	3	/	0	4	/	6	5	/	3	0					
	BEGIN PEAK HR		8:00 AM																
	VOLUMES	0	0	0	2	0	1	0	2	0	0	1	3	9					
	APPROACH %	0%	0%	0%	67%	0%	33%	0%	100%	0%	0%	25%	75%						
	PEAK HR FACTOR		0.000			0.375			0.500			0.500		0.450					
	APP/DEPART	0	/	3	3	/	0	2	/	4	4	/	2	0					
PM	4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
	5:15 PM	0	0	0	0	0	1	0	0	0	0	0	2	3	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	1	0	2	0	0	2	3	8	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	40%	60%						
	APP/DEPART	0	/	3	1	/	0	2	/	2	5	/	3	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	1	0	2	0	0	1	3	7					
	APPROACH %	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	25%	75%						
	PEAK HR FACTOR		0.000			0.250			0.250			0.500		0.583					
	APP/DEPART	0	/	3	1	/	0	2	/	2	4	/	2	0					



TURNING MOVEMENT BIKES COUNTS

T218

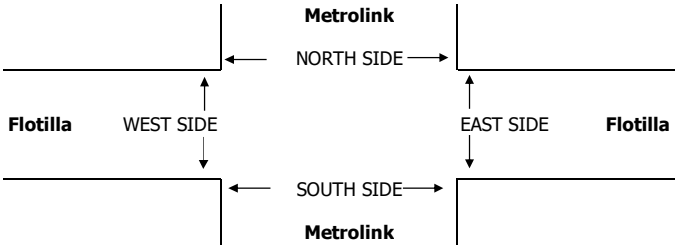
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
Sat, Jun 3, 23	LOCATION:	Montebello	PROJECT #:	SC4001
	NORTH & SOUTH:	Metrolink	LOCATION #:	9
	EAST & WEST:	Flotilla	CONTROL:	STOP S

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND (Metrolink)			SOUTHBOUND (Metrolink)			EASTBOUND (Flotilla)			WESTBOUND (Flotilla)				U-TURNS				
LANES:	NL X	NT X	NR X	SL 1	ST X	SR 1	EL 1	ET 1	ER X	WL X	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
MIDDAY																		
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOLUMES	0	0	0	1	0	0	0	0	0	0	1	0	2	0	0	0	0	0
APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%						
APP/DEPART	0	/	0	1	/	0	0	/	1	1	/	1	0					
BEGIN PEAK HR		11:30 AM																
VOLUMES	0	0	0	1	0	0	0	0	0	0	1	0	2					
APPROACH %	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	100%	0%						
PEAK HR FACTOR		0.000			0.250			0.000			0.250		0.500					
APP/DEPART	0	/	0	1	/	0	0	/	1	1	/	1	0					



TURNING MOVEMENT BIKES COUNTS

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, Jun 1, 23

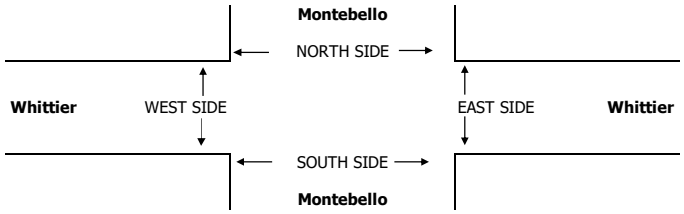
LOCATION: Montebello
NORTH & SOUTH: Montebello
EAST & WEST: Whittier

PROJECT #: SC4001
LOCATION #: 10
CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Montebello			SOUTHBOUND Montebello			EASTBOUND Whittier			WESTBOUND Whittier				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	3	0	0	1	0	4	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0
	8:45 AM	0	1	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0
	VOLUMES	0	1	0	0	0	0	0	3	0	0	8	0	12	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	APP/DEPART	1	/	1	0	/	0	3	/	3	8	/	8	0					
	BEGIN PEAK HR		7:45 AM																
	VOLUMES	0	0	0	0	0	0	0	3	0	0	5	0	8					
	APPROACH %	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.000			0.000			0.250			0.417		0.500					
	APP/DEPART	0	/	0	0	/	0	3	/	3	5	/	5	0					
PM	4:00 PM	0	0	1	0	1	0	0	1	0	0	0	0	3	0	0	0	0	0
	4:15 PM	0	1	0	0	1	0	1	0	0	0	0	0	3	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	1	0	0	1	0	2	0	0	0	0	0
	4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:00 PM	0	0	0	0	1	0	0	0	1	0	1	0	3	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	5:30 PM	0	0	1	0	0	0	0	0	1	0	1	0	3	0	0	0	0	0
	5:45 PM	1	0	0	0	0	0	0	1	0	0	0	0	2	0	0	0	0	0
	VOLUMES	1	1	2	0	3	0	1	4	2	0	3	0	17	0	0	0	0	0
	APPROACH %	25%	25%	50%	0%	100%	0%	14%	57%	29%	0%	100%	0%						
	APP/DEPART	4	/	2	3	/	5	7	/	6	3	/	4	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	1	0	1	0	1	0	0	2	2	0	2	0	9					
	APPROACH %	50%	0%	50%	0%	100%	0%	0%	50%	50%	0%	100%	0%						
	PEAK HR FACTOR		0.500			0.250			1.000			0.500		0.750					
	APP/DEPART	2	/	0	1	/	3	4	/	3	2	/	3	0					



TURNING MOVEMENT BIKES COUNTS

T218

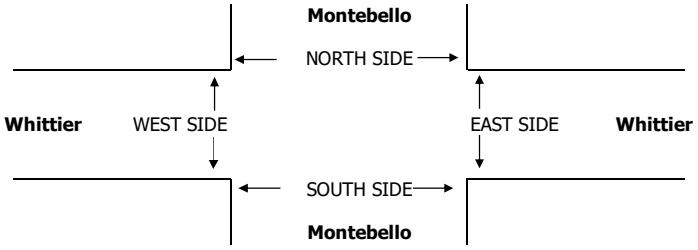
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:					
Sat, Jun 3, 23	LOCATION:	Montebello	PROJECT #:	SC4001
	NORTH & SOUTH:	Montebello	LOCATION #:	10
	EAST & WEST:	Whittier	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND Montebello			SOUTHBOUND Montebello			EASTBOUND Whittier			WESTBOUND Whittier				U-TURNS				
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 0	EL 1	ET 2	ER 0	WL 1	WT 2	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	1	0	0	3	0	0	0	0	4	0	0	0	0	0
11:30 AM	0	0	0	1	0	0	0	0	0	0	2	0	3	0	0	0	0	0
11:45 AM	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	0	0	0
12:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	2	1	0	1	0	4	0	0	0	0	0
12:45 PM	0	0	1	0	0	0	0	1	0	0	1	1	4	0	0	0	0	0
MIDDAY VOLUMES	1	0	1	1	2	0	0	7	1	0	7	1	21	0	0	0	0	0
APPROACH %	50%	0%	50%	33%	67%	0%	0%	88%	13%	0%	88%	13%						
APP/DEPART	2	/	1	3	/	3	8	/	9	8	/	8	0					
BEGIN PEAK HR	12:00 PM																	
VOLUMES	1	0	1	0	0	0	0	3	1	0	5	1	12					
APPROACH %	50%	0%	50%	0%	0%	0%	0%	75%	25%	0%	83%	17%						
PEAK HR FACTOR	0.500			0.000			0.333			0.500			0.750					
APP/DEPART	2	/	1	0	/	1	4	/	4	6	/	6	0					



TURNING MOVEMENT BIKES COUNTS

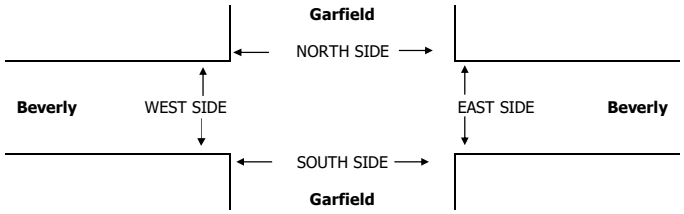
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:			
Thu, Jun 1, 23	LOCATION:	Montebello	PROJECT #: SC4001
	NORTH & SOUTH:	Garfield	LOCATION #: 11
	EAST & WEST:	Beverly	CONTROL: SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Garfield			SOUTHBOUND Garfield			EASTBOUND Beverly			WESTBOUND Beverly				U-TURNS				
	LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	7:15 AM	0	1	0	0	0	0	0	1	0	0	2	0	4	0	0	0	0	0
	7:30 AM	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0
	7:45 AM	0	0	0	0	2	0	0	1	0	0	0	0	3	0	0	0	0	0
	8:00 AM	0	0	0	0	1	0	1	0	0	0	0	0	2	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
	VOLUMES	0	1	0	0	6	0	1	4	0	0	3	0	15	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	20%	80%	0%	0%	100%	0%						
	APP/DEPART	1	/	2	6	/	6	5	/	4	3	/	3	0					
	BEGIN PEAK HR		7:15 AM																
	VOLUMES	0	1	0	0	5	0	1	2	0	0	2	0	11					
	APPROACH %	0%	100%	0%	0%	100%	0%	33%	67%	0%	0%	100%	0%						
	PEAK HR FACTOR		0.250			0.625			0.750			0.250		0.688					
	APP/DEPART	1	/	2	5	/	5	3	/	2	2	/	2	0					
PM	4:00 PM	0	1	0	0	0	0	0	0	0	0	2	0	3	0	0	0	0	0
	4:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	1	0	0	1	0	0	1	0	0	1	0	4	0	0	0	0	0
	5:15 PM	0	1	0	0	2	0	0	0	1	0	0	0	4	0	0	0	0	0
	5:30 PM	0	1	0	0	0	0	0	1	0	0	1	0	3	0	0	0	0	0
	5:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	2	0	0	0	0	0
	VOLUMES	0	5	0	0	5	0	0	3	1	0	4	0	18	0	0	0	0	0
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	75%	25%	0%	100%	0%						
	APP/DEPART	5	/	5	5	/	6	4	/	3	4	/	4	0					
	BEGIN PEAK HR		5:00 PM																
	VOLUMES	0	3	0	0	4	0	0	3	1	0	2	0	13					
	APPROACH %	0%	100%	0%	0%	100%	0%	0%	75%	25%	0%	100%	0%						
	PEAK HR FACTOR		0.750			0.500			1.000			0.500		0.813					
	APP/DEPART	3	/	3	4	/	5	4	/	3	2	/	2	0					



TURNING MOVEMENT BIKES COUNTS

T218

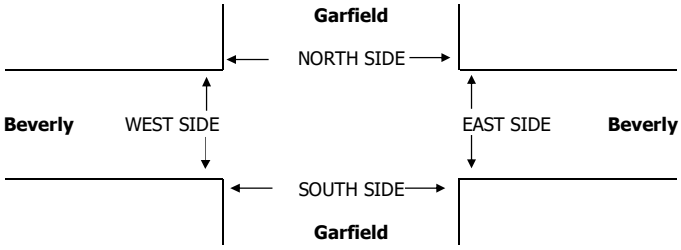
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:					
Sat, Jun 3, 23	LOCATION:	Montebello	PROJECT #:	SC4001	
	NORTH & SOUTH:	Garfield	LOCATION #:	11	
	EAST & WEST:	Beverly	CONTROL:	SIGNAL	

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND Garfield			SOUTHBOUND Garfield			EASTBOUND Beverly			WESTBOUND Beverly				U-TURNS				
LANES:	NL 1	NT 2	NR 0	SL 1	ST 2	SR 0	EL 1	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
MIDDAY																		
11:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0
11:15 AM	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
11:30 AM	0	1	0	0	2	0	0	0	0	0	0	0	3	0	0	0	0	0
11:45 AM	0	1	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
12:15 PM	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
12:30 PM	0	1	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	0
12:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	0
VOLUMES	1	3	0	0	4	0	0	1	0	0	4	0	13	0	0	0	0	0
APPROACH %	25%	75%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%						
APP/DEPART	4	/	3	4	/	4	1	/	1	4	/	5	0					
BEGIN PEAK HR		11:30 AM																
VOLUMES	0	2	0	0	3	0	0	1	0	0	1	0	7					
APPROACH %	0%	100%	0%	0%	100%	0%	0%	100%	0%	0%	100%	0%						
PEAK HR FACTOR		0.500			0.375			0.250			0.250		0.583					
APP/DEPART	2	/	2	3	/	3	1	/	1	1	/	1	0					



TURNING MOVEMENT BIKES COUNTS

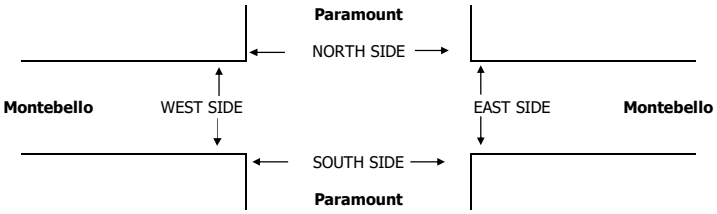
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:					
Thu, Jun 1, 23	LOCATION:	Montebello	PROJECT #:	SC4001
	NORTH & SOUTH:	Paramount	LOCATION #:	12
	EAST & WEST:	Montebello	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Paramount			SOUTHBOUND Paramount			EASTBOUND Montebello			WESTBOUND Montebello				U-TURNS				
	LANES:	NL 0	NT 1	NR 0	SL 1.5	ST 0.5	SR 2	EL 2	ET 2	ER 1	WL 1	WT 2	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	0%	50%	50%	0%	0%	0%	0%						
	APP/DEPART	0	/	1	0	/	0	2	/	1	0	/	0	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	0	0	0	0	0	0	1	1	0	0	0	0	2					
	APPROACH %	0%	0%	0%	0%	0%	0%	50%	50%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.000			0.500			0.000		0.500					
	APP/DEPART	0	/	1	0	/	0	2	/	1	0	/	0	0					
PM	4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	5	0	0	0	0	0	5	0	0	0	0	0
	4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0
	5:00 PM	0	0	0	0	0	2	0	2	0	0	0	0	4	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	4	0	0	0	0	4	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	0	4	5	6	0	0	0	0	15	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	0%	100%	45%	55%	0%	0%	0%	0%						
	APP/DEPART	0	/	5	4	/	0	11	/	6	0	/	4	0					
	BEGIN PEAK HR		4:30 PM																
	VOLUMES	0	0	0	0	0	3	5	2	0	0	0	0	10					
	APPROACH %	0%	0%	0%	0%	0%	100%	71%	29%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.000			0.375			0.350			0.000		0.500					
	APP/DEPART	0	/	5	3	/	0	7	/	2	0	/	3	0					



TURNING MOVEMENT BIKES COUNTS

T218

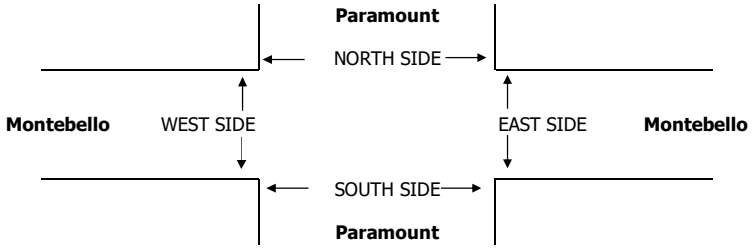
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:					
Sat, Jun 3, 23	LOCATION:	Montebello	PROJECT #:	SC4001	
	NORTH & SOUTH:	Paramount	LOCATION #:	12	
	EAST & WEST:	Montebello	CONTROL:	SIGNAL	

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND Paramount			SOUTHBOUND Paramount			EASTBOUND Montebello			WESTBOUND Montebello				U-TURNS				
LANES:	NL 0	NT 1	NR 0	SL 1.5	ST 0.5	SR 2	EL 2	ET 2	ER 1	WL 1	WT 2	WR 1	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDDAY VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		12:45 PM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



TURNING MOVEMENT BIKES COUNTS

T218

PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE: Thu, Jun 1, 23

LOCATION: Montebello
NORTH & SOUTH: Montebello
EAST & WEST: Mines

PROJECT #: SC4001
LOCATION #: 13
CONTROL: STOP ALL

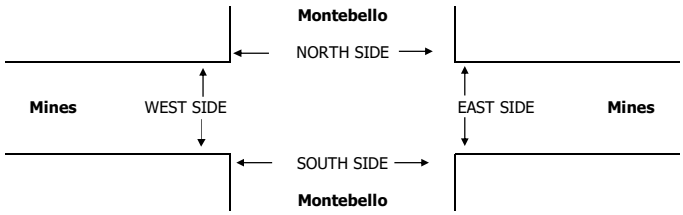
NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND (Montebello)			SOUTHBOUND (Montebello)			EASTBOUND (Mines)			WESTBOUND (Mines)			
	LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL
AM	7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	1	0	1	0	0	0	0	0	0	0	0	0	2
	8:30 AM	0	0	0	1	0	1	0	2	0	1	0	0	5
	8:45 AM	0	0	0	0	1	0	0	0	0	1	0	0	2
	VOLUMES	1	0	1	1	1	1	0	2	0	2	0	0	9
	APPROACH %	50%	0%	50%	33%	33%	33%	0%	100%	0%	100%	0%	0%	
	APP/DEPART	2	/	1	3	/	3	2	/	3	2	/	2	0
	BEGIN PEAK HR		8:15 AM											
	VOLUMES	1	0	1	1	1	1	0	2	0	2	0	0	9
	APPROACH %	50%	0%	50%	33%	33%	33%	0%	100%	0%	100%	0%	0%	
	PEAK HR FACTOR		0.250			0.375			0.250			0.500		0.450
	APP/DEPART	2	/	1	3	/	3	2	/	3	2	/	2	0
PM	4:00 PM	0	0	1	0	1	0	0	1	0	0	0	0	3
	4:15 PM	0	0	1	0	0	0	0	1	0	0	2	0	4
	4:30 PM	0	1	0	0	0	0	0	0	0	1	0	0	2
	4:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
	5:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	2
	5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	1
	5:30 PM	0	0	0	0	1	0	0	0	0	1	0	0	2
	5:45 PM	0	0	0	0	0	0	0	0	0	0	1	0	1
	VOLUMES	0	2	2	0	2	0	1	3	0	3	3	0	16
	APPROACH %	0%	50%	50%	0%	100%	0%	25%	75%	0%	50%	50%	0%	
	APP/DEPART	4	/	2	2	/	2	4	/	8	6	/	4	0
	BEGIN PEAK HR		4:00 PM											
	VOLUMES	0	1	2	0	1	0	1	2	0	1	2	0	10
	APPROACH %	0%	33%	67%	0%	100%	0%	33%	67%	0%	33%	67%	0%	
	PEAK HR FACTOR		0.750			0.250			0.750			0.375		0.625
	APP/DEPART	3	/	1	1	/	1	3	/	5	3	/	3	0

U-TURNS

AM NB	AM SB	AM EB	AM WB	AM TTL	PM NB	PM SB	PM EB	PM WB	PM TTL
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	1	0	0	1	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0
0	1	0	0	1	0	0	1	3	4



PEDESTRIAN + BIKE CROSSINGS

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
AM BEGIN PEAK HR			8:15 AM		
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0
PM BEGIN PEAK HR			4:00 PM		

PEDESTRIAN CROSSINGS

	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
AM BEGIN PEAK HR	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0
PM BEGIN PEAK HR	0	0	0	0	0

BICYCLE CROSSINGS

	NS	SS	ES	WS	TOTAL
7:00 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0
7:30 AM	0	0	0	0	0
7:45 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0
8:15 AM	0	0	0	0	0
8:30 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0
TOTAL	0	0	0	0	0
4:00 PM	0	0	0	0	0
4:15 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0
4:45 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0
5:15 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0
TOTAL	0	0	0	0	0

TURNING MOVEMENT BIKES COUNTS

T218

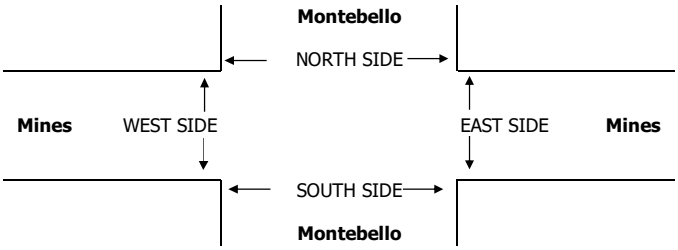
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:			
Sat, Jun 3, 23	LOCATION:	Montebello	PROJECT #: SC4001
	NORTH & SOUTH:	Montebello	LOCATION #: 13
	EAST & WEST:	Mines	CONTROL: STOP ALL

NOTES:

AM PM MD OTHER OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND Montebello			SOUTHBOUND Montebello			EASTBOUND Mines			WESTBOUND Mines				U-TURNS				
LANES:	NL 0	NT 1	NR 0	SL 0	ST 1	SR 0	EL 0	ET 1	ER 0	WL 0	WT 1	WR 0	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
MIDDAY																		
11:00 AM	0	0	1	0	0	0	0	2	0	0	0	0	3	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	1	0	0	0	0	0	0	0	1	2	0	4	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	1	1	0	0	0	0	0	0	0	1	0	3	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	1	0	0	0	1	0	0	0	0	2	0	0	0	0	0
VOLUMES	0	2	2	1	0	0	0	5	0	1	3	0	14	0	0	0	0	0
APPROACH %	0%	50%	50%	100%	0%	0%	0%	100%	0%	25%	75%	0%						
APP/DEPART	4	/	2	1	/	1	5	/	8	4	/	3	0					
BEGIN PEAK HR	11:30 AM																	
VOLUMES	0	2	1	0	0	0	0	2	0	1	3	0	9					
APPROACH %	0%	67%	33%	0%	0%	0%	0%	100%	0%	25%	75%	0%						
PEAK HR FACTOR	0.375			0.000			0.250			0.333			0.563					
APP/DEPART	3	/	2	0	/	1	2	/	3	4	/	3	0					



	PEDESTRIAN + BIKE CROSSINGS					PEDESTRIAN CROSSINGS					BICYCLE CROSSINGS				
	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	N SIDE	S SIDE	E SIDE	W SIDE	TOTAL	NS	SS	ES	WS	TOTAL
MIDDAY															
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
AM BEGIN PEAK HR	11:30 AM					0	0	0	0	0					

TURNING MOVEMENT BIKES COUNTS

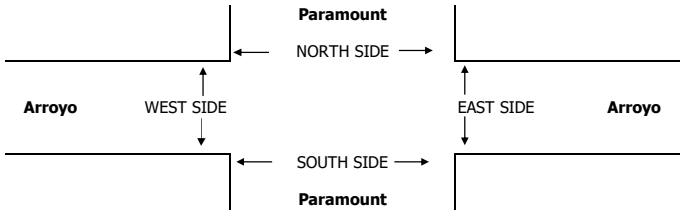
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:				
Thu, Jun 1, 23	LOCATION:	Montebello	PROJECT #:	SC4001
	NORTH & SOUTH:	Paramount	LOCATION #:	14
	EAST & WEST:	Arroyo	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

		NORTHBOUND Paramount			SOUTHBOUND Paramount			EASTBOUND Arroyo			WESTBOUND Arroyo				U-TURNS				
	LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1	ET 1	ER 1	WL 1	WT 0.5	WR 0.5	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
AM	7:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	0	0	0
	7:15 AM	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	8:45 AM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	VOLUMES	1	2	0	0	1	0	0	1	0	0	0	0	5	0	0	0	0	0
	APPROACH %	33%	67%	0%	0%	100%	0%	0%	100%	0%	0%	0%	0%						
	APP/DEPART	3	/	2	1	/	1	1	/	1	0	/	1	0					
	BEGIN PEAK HR		7:00 AM																
	VOLUMES	1	2	0	0	1	0	0	0	0	0	0	0	4					
	APPROACH %	33%	67%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%						
	PEAK HR FACTOR		0.375			0.250			0.000			0.000		0.500					
	APP/DEPART	3	/	2	1	/	1	0	/	0	0	/	1	0					
PM	4:00 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0
	4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	4:30 PM	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0
	4:45 PM	0	0	0	0	1	0	0	0	0	0	1	0	2	0	0	0	0	0
	5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	VOLUMES	0	0	0	0	1	0	0	1	0	0	1	1	4	0	0	0	0	0
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%	50%	50%						
	APP/DEPART	0	/	1	1	/	1	1	/	1	2	/	1	0					
	BEGIN PEAK HR		4:00 PM																
	VOLUMES	0	0	0	0	1	0	0	1	0	0	1	1	4					
	APPROACH %	0%	0%	0%	0%	100%	0%	0%	100%	0%	0%	50%	50%						
	PEAK HR FACTOR		0.000			0.250			0.250			0.500		0.500					
	APP/DEPART	0	/	1	1	/	1	1	/	1	2	/	1	0					



TURNING MOVEMENT BIKES COUNTS

T218

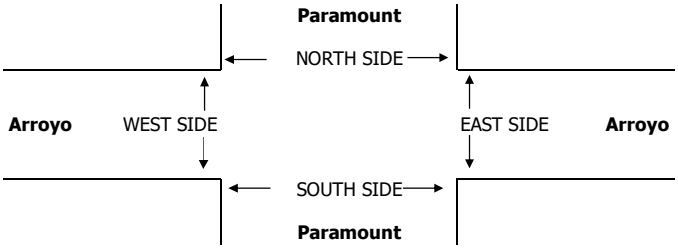
PREPARED BY: AimTD LLC. tel: 714 253 7888 cs@aimtd.com

DATE:	LOCATION:	Montebello	PROJECT #:	SC4001
Sat, Jun 3, 23	NORTH & SOUTH:	Paramount	LOCATION #:	14
	EAST & WEST:	Arroyo	CONTROL:	SIGNAL

NOTES:

AM / PM / MD / OTHER / OTHER — ▲ N, ◄ W, E ►, S ▼

	NORTHBOUND (Paramount)			SOUTHBOUND (Paramount)			EASTBOUND (Arroyo)			WESTBOUND (Arroyo)				U-TURNS				
LANES:	NL 1	NT 2	NR 1	SL 1	ST 2	SR 1	EL 1	ET 1	ER 1	WL 1	WT 0.5	WR 0.5	TOTAL	NB 0	SB 0	EB 0	WB 0	TTL
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MIDDAY VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					
BEGIN PEAK HR		12:45 PM																
VOLUMES	0	0	0	0	0	0	0	0	0	0	0	0	0					
APPROACH %	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%						
PEAK HR FACTOR		0.000			0.000			0.000			0.000		0.000					
APP/DEPART	0	/	0	0	/	0	0	/	0	0	/	0	0					



C

COMMUNITY ENGAGEMENT PLAN AND MATERIALS



KITTELSON & ASSOCIATES
750 The City Drive, Suite 410
Orange, CA 92868
P 714.468.1997

Technical Memorandum

January 26, 2024 Project# 24761

To: Monica Mercado-Rodriguez – City of Montebello

From: Michael Sahimi and Marissa Tucker-Borquez – Kittelson & Associates

RE: Montebello Bicycle Master Plan – Community Engagement Plan [DRAFT]

Kittelson & Associates, Inc. (Kittelson) is preparing the Bicycle Master Plan (BMP) for the City of Montebello, California. As part of the community and stakeholder engagement process, this community engagement plan details the project team's strategy to ensure that sufficient outreach is conducted to develop a BMP that reflects the community's needs. This plan is organized into the following sections:

- Introduction
    - Community Context
- Community Engagement Plan
    - Goals of the Community Engagement Plan
    - Public Involvement Strategies
    - Partner Agency and Stakeholder Committee (PASC)
    - Survey
    - Schedule
- Attachment 1: Draft Survey Content

COMMUNITY CONTEXT

The City of Montebello lies nine miles southeast of Downtown Los Angeles and is home to 63,000 residents spanning 8.4 square miles. Compared to its neighbors, it is a moderate sized city and is part of both the Gateway Cities Council of Governments (GCCOG) and the San Gabriel Valley Council of Governments (SGVCOG). According to the 2010 U.S. Census, residents of the city are primarily Hispanic/Latino (77%), Non-Hispanic White (7%), Asian (14%), and African American (1%). The median income is just over $56,000, significantly lower than the County and State average resulting in 13.9% of residents experiencing poverty. Historically, the streets in Montebello were built to prioritize the needs of vehicular traffic. As a result, 81% of all trips taken by Montebello residents are done so using a private car. Despite the dominance of the private automobile, 13% of all trips in Montebello are walking or biking trips.

Currently, Montebello has limited bicycle facilities within the city. While Montebello is currently undergoing or has undergone several planning efforts that include the Montebello Downtown Specific Plan, Montebello General Plan, and Safe Travel Plan, this BMP provides a unique opportunity for the City to coordinate and develop a comprehensive strategy to expand bicycle facilities that aligns with ongoing plan updates and meets the current needs of its residents. The Montebello BMP will serve as a guiding document to help the City of Montebello to expand bicycle infrastructure that meets goals established in the updated Mobility Element: shifting trips from people driving to biking to reduce VMT and improve public and community health. From 2015 – 2019 there have been 263 collisions involving a person biking and walking resulting in three fatalities and 19 sever injuries. Fundamentally, the goal of the BMP is to identify priority corridors and strategies to implement to enhance facilities that the safety of all road users, not just drivers.

COMMUNITY ENGAGEMENT PLAN

Goals of the Community Engagement Plan

This document presents the strategy for community outreach to develop the BMP. The success of any plan depends on buy-in and support of the community the plan wishes to serve. Community outreach is vital to ensure the BMP identifies the correct problems and provides useful and implementable recommendations.

The purpose of the community engagement plan is to share information about the development of the BMP, solicit feedback from the community, and provide a transparent decision-making process. This community engagement plan uses five different strategies to engage with the public and relevant stakeholders: public meetings, pop-up events, an online survey, the City website and social media, and the Partner Agency and Stakeholder Committee (PASC).

In the following sections, this document provides details on each strategy and how they help achieve the goals of community outreach. Kittelson will support the City of Montebello in engaging with community groups that will be most affected by the project.

Public Involvement Strategies

Public Meetings

Public meetings serve as a forum to present information on the status of the BMP to the public and receive feedback and answer questions. Kittelson will develop materials for and facilitate all public meetings. Kittelson proposes two (2) public meetings and one (1) pop up event at key milestones in the BMP development. The public meetings will be organized as interactive community workshops that cover the following topics:

- **Community Workshop #1**: (**August 2023**) Performed early in the project to provide the public with both an introduction of the project and to solicit feedback about existing conditions and the needs of residents.
- **Community Workshop #2**: (**December 2023**) Will occur after the existing conditions assessment and after a list of proposed bicycle projects has been developed. This workshop will provide an explanation of the types of projects and bike facilities recommended and will gather feedback from the community to prioritize projects and to identify potential changes to the project list.

Where and when public workshops are located can have an impact on the diversity of people that can attend. Nearly all of Montebello is considered a SB 353 Disadvantaged Community and it is also identified by the RAISE Persistent Poverty Tool as a Historically Disadvantaged Community; however, communities south of Beverly Boulevard tend to be lower-income, considered less healthy by the CA Healthy Places Index, and face Persistent Poverty as defined by the RAISE Persistent Poverty Tool. Due to these differences, it is recommended that the two workshops are split geographically with one held in northern Montebello and the other in Southern Montebello. The following dates and locations are proposed for the community workshops to provide multiple opportunities with varying days of the week, meeting times, and locations to create the greatest opportunity to attend.

- **Community Workshop #1**: Wednesday, August 2, at 6 PM
    - Preferred location: Holifield Park Community Center
    - Alternative locations: Greenwood Elementary School or Vail High School
- **Community Workshop #2**: Saturday, December 9, at 2 PM
    - Preferred location: Montebello Senior Center
    - Alternative locations: Montebello Civic Center, Montebello Library, or Montebello High School

To ensure notice of public meetings reaches appropriate community members, Kittelson work with the City to send event/meeting information via email blasts to the following organizations to distribute to their members, to augment the City's social media and website postings (to be discussed later in this plan):

- Los Angeles County Bicycle Coalition (LACBC) and Montebello Bicycle Coalition (MBC)
- Montebello Unified School District
- Montebello City Council members
- Los Angeles County Supervisor Hilda L. Solis (1st District)
- Garcia's Bicycle Shop, A & C Bike Shop, Martin's Bike Shop
- Local religious institutions such as the Our Lady of the Miraculous Medal Catholic Church, First United Methodist Church of Montebello, the Ark Montebello, Holy Cross Armenian Apostolic Cathedral, the California Yuan Yung Buddhism Center, among others
- Montebello Chamber of Commerce
- Local service organizations such as Elks Lodge, Lions Club, Rotary Club of Montebello, Mexican-American Opportunity Foundation, Montebello-Commerce YMCA, and American Legion Post 272 among others
- Any other relevant resident groups or other organizations

Kittelson will provide meeting materials to the City for review two weeks in advance of each event.

Each public meeting is anticipated to last approximately two hours. The meeting will start with a brief presentation; following the presentation will be a general question and answer time. After the general question and answer period, attendees will be asked to break out into smaller groups with a facilitator and have a more specific conversation with the project team members on the topic for the meeting. The break-out sessions may include attendees writing notes on printed out maps or placing sticky notes on boards. Support will be provided by Spanish interpretation to ensure the meeting is inclusive.

Pop-Up Event

Pop-up events provide a less formal and more interactive alternative to public meetings and provide an interactive opportunity to participate for individuals that may choose not to participate in the traditional workshops. Kittelson proposes one (1) pop-up event, with staff present for at least four hours. We propose aiming for a pop-up event in late July 2023 to coincide with the project survey and the information-gathering phase of the project.

Similar to the public meetings, Kittelson will work with the City to send event/meeting information via email blasts to the stakeholders listed above, to augment the City's social media and website postings. Kittelson will provide pop-up event materials to the City for review two weeks in advance of the event.

Project staff will set up presentation materials at high-visibility locations to capture public feedback. The pop-up events should occur at locations with high pedestrian traffic such as parks, or outside schools, or near commercial areas. Pop-up events, when possible, should coincide with other community activities such as sporting events or street fairs.

Kittelson staff will provide materials such as concept boards, maps, and handouts/flyers; sticky notes and/or index cards will be provided for community members to write down their comments. Handouts will be provided to community members that provide more information about the project, upcoming public meetings, as well as links to the project's website, along with paper surveys.

The recommended City event that the pop-up booth should take place at is the Downtown Street Fest which takes place on Saturday, July 29th, from 8:00 AM to 9:00 PM.

City Website and Social Media Content

The City of Montebello will host information about the project on the City's website. The project webpage will contain general information about the project and project schedule, a link to the online survey, announcements regarding upcoming public meetings and pop-up events, links to presentations and handouts from previous meetings and events, the draft and final BMP, and relevant contact information. Kittelson will provide the language and material to post onto the webpage. City staff will be responsible for maintaining the webpage.

Given that the project webpage will be folded into the City website, it is recommended that the City's website home page contain a link directing visitors to the BMP webpage. .

In addition to the project website, the project team will work with the City to use the City's social media accounts to spread information about the project. Example social media posts include advertisements about upcoming public meetings and pop-up events, links to the online survey and project website, and announcements when the draft and final versions of the BMP are ready for review. Kittelson will provide the language and material for all social media posts. City staff will be responsible for posting material on the relevant social media platforms. Examples of social media platforms include Facebook, Twitter, Instagram, and NextDoor.

We will utilize a custom URL shortener (e.g., TinyURL.com/MontebelloBMP) for social media posts and the project flyer to link people to the project webpage.

Materials for the website and social media will be provided in both English and Spanish as appropriate.

We anticipate preparing three rounds of the project flyer for the project webpage and social media:

- Late June/early July – Let residents know about the project, first workshop, pop-up event, and online survey
- Late October – Let residents know about the second workshop
- Early/mid February – Let residents know that the draft BMP is available for review

Partner Agency and Stakeholder Committee

The Partner Agency and Stakeholder Committee is a collection of stakeholders representing various agencies and community groups. Kittelson will use the PASC to review and provide input on significant

project steps and decisions. Proposed ASC members include individuals from the following agencies and organizations:

- Caltrans
- Gateway Cities Council of Governments
- San Gabriel Valley Council of Governments
- Los Angeles County Metropolitan Transportation Authority (LA Metro)
- Los Angeles County (LACBC) and Montebello (MBC) Bicycle Coalitions
- Montebello Bus Lines
- Montebello Unified School District
- Metrolink
- Montebello Chamber of Commerce
- Montebello Police Department
- Montebello Fire Department

Kittelson will schedule two meetings with PASC to present the project and solicit feedback from members. These meetings are anticipated to occur in mid-July and mid-November 2023 to correspond with project milestones.

We propose conducting the first PASC meeting as an interactive, virtual "walkshop" of critical locations in the city using Google Earth and Streetview. The meeting would be conducted over Zoom or Microsoft Teams. This would allow the project team and ASC attendees to review existing conditions at locations of concern and explore opportunities and constraints. The second ASC meeting would focus on reviewing and giving input on project recommendations for the BMP.

Survey

Starting the first week of July 2023, a survey will be administered to gather general feedback from the public. Kittelson will develop an online survey that will ask general questions about the respondent's experience biking in Montebello and to highlight priority corridors. At the end of the survey, people will be directed to an online map of the city to add notes/comments to specific locations to highlight issues or recommendations. A link to the survey will be hosted on the project's website and information about the survey will be advertised to relevant stakeholders and community groups, as outlined earlier in this plan. After the survey response window is closed, the results will be summarized and shared with the project team.

The survey will be prepared in both English and Spanish. While the survey will be hosted online on a platform such as Alchemer, paper surveys will also be available at in-person events and at City Hall.

We will utilize a custom URL shortener (e.g., TinyURL.com/MontebelloBikeSurvey) for social media posts and the project flyer to link people to the project webpage.

The survey content (including a screenshot of the online map tool) is provided as an attachment to this plan for City review.

Schedule

Figure 1 shows the proposed schedule of the community outreach events. The blue sections correspond to the month each event is expected to take place. Note, the proposed schedule is tentative as delays in the project (should they occur) will result in delayed events.

Figure 1: Draft Schedule of Community Outreach Events

Task/Event	2023									
	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb	Mar
Public Meeting #1										
Pop-up Event										
Public Meeting #2										
Online Survey										
Project Website Launch & Updates										
Social Media Posts										
PASC Meetings										

ATTACHMENT 1: DRAFT SURVEY CONTENT

Introduction

The City of Montebello is developing a Bicycle Master Plan (BMP) with the goal of improving biking throughout the city. The plan will establish goals, policies, and programs to make Montebello a more friendly city for biking and to provide improved bicycle connections to nearby cities and key destinations.

Your feedback will help inform the types of improvements that the bike plan will include. At the end of the survey there is an online map where you can provide comments about specific locations.

Please check the project website for future updates HERE(URL). If you have any questions about the survey or the project, please contact Monica Mercado-Rodriguez at mmrodriguez@montebelloca.gov. If you would like to receive project updates, please provide your e-mail address below.

Email address: _____

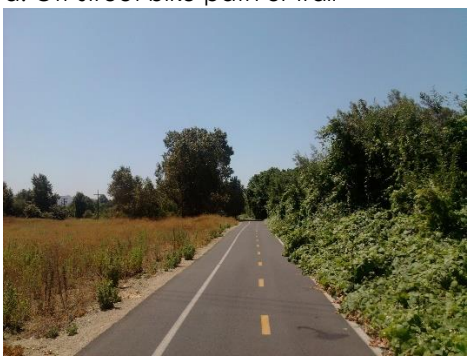
Section #1 Bicycle Behavior

Please answer the questions below to help us understand more about your bicycling behavior.

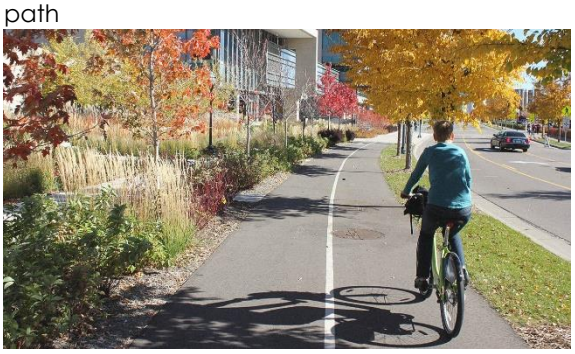
1. How often do you currently ride a bicycle?
    a. Daily
    b. Weekly
    c. Monthly
    d. Several times per year
    e. Never
2. If you do ride, what is the current purpose for most of your bike trips? (Select all that apply.)
    a. I do not bike in Montebello
    b. Commuting to and from work
    c. Going to school or dropping off kids at school
    d. Errands, shopping, or other caretaker trips
    e. Visiting friends or family, going to church, or other social trips
    f. Going to bars or restaurants
    g. Recreation or exercise
    h. Other (please specify)

3. Using the images below, where would you feel safe and comfortable riding a bike? (Select all that apply.)

a. Off-street bike path or trail



b. Street-adjacent landscape-separated bike path



c. Parking or post-separated bike lane



d. Painted bike lane



e. Bike route on residential street



d. I would not feel comfortable biking in any of these situations

4. If Montebello had a network of biking infrastructure you felt safe and comfortable riding, where would you ride bike to? (Select all that apply.)
    a. I would not bike in Montebello under any circumstance
    b. Commuting to and from work
    c. Going to school or dropping off kids at school
    d. Errands, shopping, or other caretaker trips
    e. Visiting friends or family, going to church, or other social trips
    f. Going to bars or restaurants
    g. Recreation or exercise
    h. Other (please specify)

Section #2 Biking Experience

Please answer the following questions below to help us understand more about your current bicycling experience in Montebello.

1. In general, which best describes your current level of comfort with biking in Montebello:
    a. Very comfortable
    b. Comfortable
    c. Somewhat comfortable
    d. Uncomfortable
2. Which of the following statements best describes what prevents you from biking or from biking more frequently than you already do? Select all that apply:
    a. I feel physically unsafe
    b. I have too much cargo to carry (such as kids or groceries)
    c. Destination too far away or would take too long to reach
    d. I have physical limitations
    e. Lack of bike paths and lanes
    f. Lack of safe and secure bicycle parking at my destination
    g. Cost of owning or maintaining a bike
    h. I am not interested in biking
    i. Other (please specify)
3. What destinations in Montebello are currently challenging for you to access or wish you could access by biking?
    a. Free response
4. Are there any streets that you would like the City to improve with bike lanes or other facilities?
    a. Free response

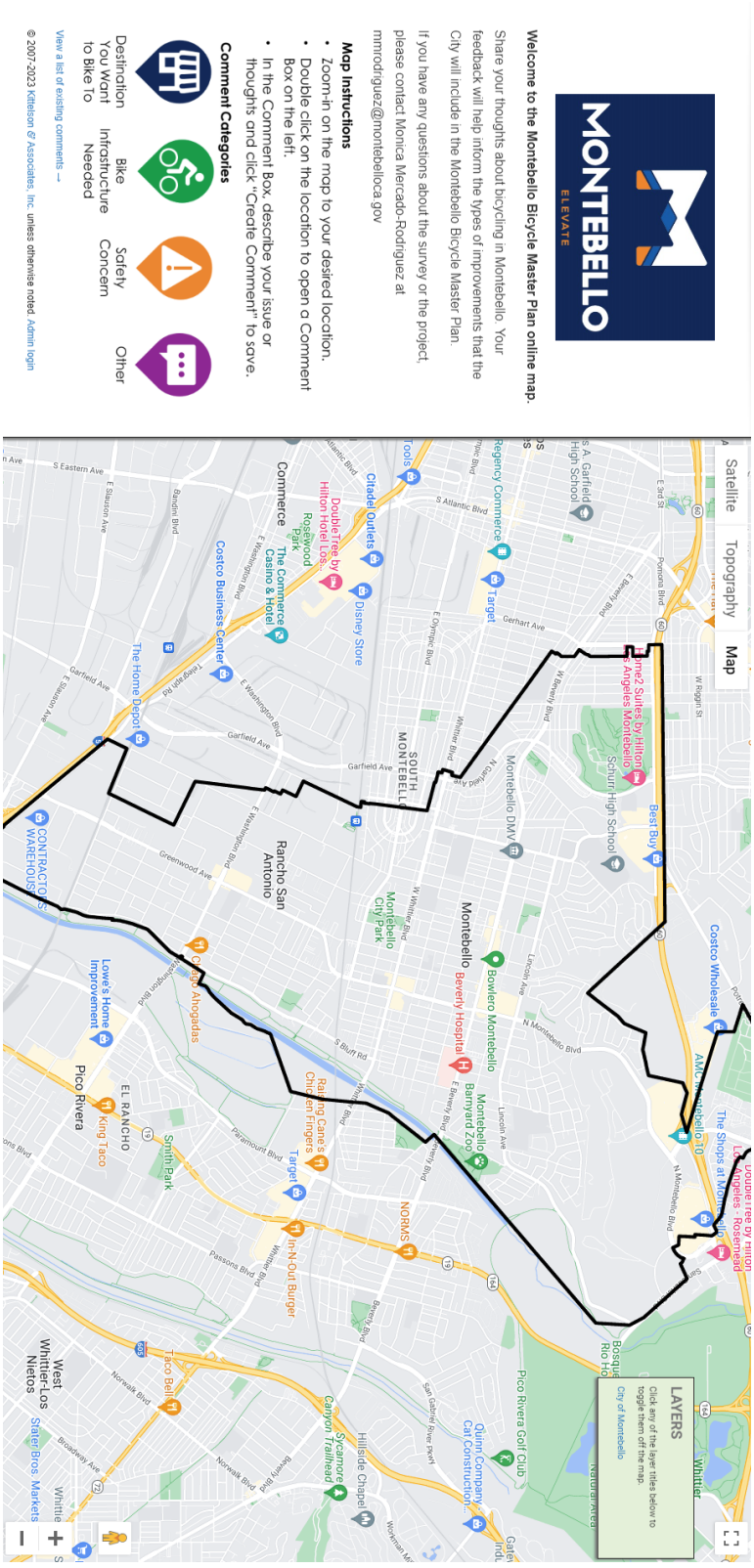
Section #3 Demographics

The following questions are optional and will only be used by the City to assess the response rate.

1. Home zip code
    a. Free response
2. Relationship with Montebello (select all that apply)
    a. I live here
    b. I work here
    c. I visit here
    d. I go to school here
    e. Other (please specify)
3. Age
    a. Under 18
    b. 18-24
    c. 25-34
    d. 35-44
    e. 45-54
    f. 55-64
    g. 65+
4. Gender
    a. Male
    b. Female
    c. Non-binary
    d. Other
    e. I prefer not to answer

Section #4 Map

Thank you for your responses! Please click HERE <maps.kittelson.com/MontebelloBike> if you would like to use the online map to provide comments about specific locations.



Montebello Bicycle Master Plan Survey

The City of Montebello is developing a Bicycle Master Plan (BMP) with the goal of improving biking throughout the city. The plan will establish goals, policies, and programs to make Montebello a more friendly city for biking and to provide improved bicycle connections to nearby cities and key destinations.

Your feedback will help inform the types of improvements that the bike plan will include. At the end of the survey there is a map where you can provide comments about specific locations.

Please check the project website for future updates here: tinyurl.com/MontebelloBikePlan

If you have any questions about the survey or the project, please contact Monica Mercado-Rodriguez at mmrodriguez@montebelloca.gov. If you would like to receive project updates, please provide your e-mail address below.

Email address:

_____

Please answer the questions below to help us understand more about your bicycling behavior.

1) How often do you ride a bicycle?

- ☐ Daily
- ☐ Weekly
- ☐ Monthly
- ☐ Several times per year
- ☐ Never

2) If you do ride, what is the current purpose for most of your bike trips? Select all that apply.

- ☐ I do not bike in Montebello
- ☐ Commuting to and from work
- ☐ Going to school or dropping off kids at school
- ☐ Errands, shopping, or other caretaker trips
- ☐ Visiting friends or family, going to church, or other social trips
- ☐ Going to bars or restaurants
- ☐ Recreation or exercise
- ☐ Other (Please specify): _____

3) If Montebello had a network of biking infrastructure you felt safe and comfortable riding, where would you ride a bike to? Select all that apply.

- ☐ I would not bike in Montebello under any circumstance
- ☐ Commuting to and from work
- ☐ Going to school or dropping off kids at school
- ☐ Errands, shopping, or other caretaker trips
- ☐ Visiting friends or family, going to church, or other social trips
- ☐ Going to bars or restaurants
- ☐ Recreation or exercise
- ☐ Other (Please specify): _____

4) Using the images below, where would you feel safe and comfortable riding a bike? Select all that apply.

☐ Off-street bike path or trail



☐ Street-adjacent landscape-separated bike path



☐ Parking or post-separated bike lane



☐ Painted bike lane



☐ Bike route on residential street



☐ I would not feel comfortable biking in any of these situations

Please answer the following questions below to help us understand more about your current bicycling experience in Montebello.

5) In general, which best describes your current level of comfort with biking in Montebello?

☐ Very comfortable

☐ Comfortable

☐ Somewhat comfortable

☐ Uncomfortable

6) Which of the following statements best describes what prevents you from biking more frequently? Select all that apply:

☐ I feel physically unsafe

☐ I have too much cargo to carry (such as kids or groceries)

☐ Destination too far away or would take too long to reach

☐ I have physical limitations

☐ Lack of bike paths and lanes

☐ Lack of safe and secure bicycle parking at my destination

☐ Cost of owning or maintaining a bike

☐ I am not interested in biking

☐ Other (Please specify): _____

7) What destinations in Montebello are currently challenging for you to access or wish you could access by biking?

Please list here: _____

8) Are there any streets that you would like the City to improve with bike lanes or other facilities?

Please list here: _____

The following questions are optional and will only be used by the City to assess the response rate.

9) Your relationship with Montebello? Select all that apply.

- ☐ I live here
- ☐ I work here
- ☐ I visit here
- ☐ I go to school here
- ☐ Other (please specify): _____

10) Your age

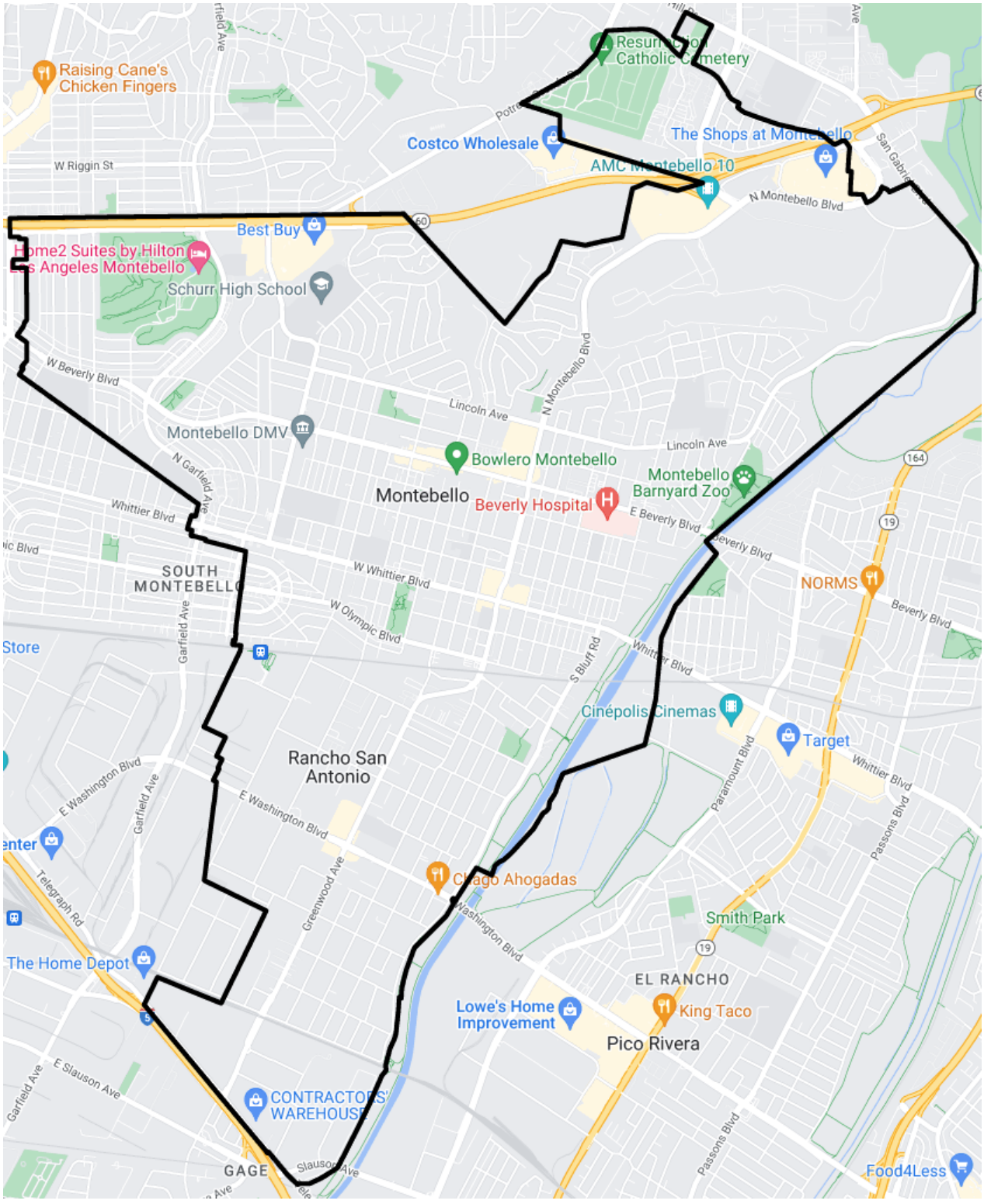
- ☐ Under 18
- ☐ 18-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65+

11) Your gender

- ☐ Male
- ☐ Female
- ☐ Non-binary
- ☐ Other
- ☐ I prefer not to answer

Thank You!

Thank you for your responses! Please use the map below if you would like to provide additional comments about specific locations.



Encuesta sobre el plan maestro de bicicletas de Montebello

La Ciudad de Montebello está desarrollando un Plan Maestro de Bicicletas (BMP, por sus siglas en inglés) con el objetivo de mejorar el uso de bicicletas en toda la ciudad. El plan establecerá metas, políticas y programas para hacer de Montebello una ciudad más amigable para andar en bicicleta y brindar mejores conexiones para bicicletas a ciudades cercanas y destinos clave.

Sus comentarios ayudarán a informar los tipos de mejoras que incluirá el plan de bicicletas. Al final de la encuesta hay un mapa donde puede proporcionar comentarios sobre ubicaciones específicas.

Consulte el sitio web del proyecto para futuras actualizaciones aquí: tinyurl.com/MontebelloBikePlan

Si tiene alguna pregunta sobre la encuesta o el proyecto, comuníquese con Monica Mercado-Rodriguez a mmrodriguez@montebelloca.gov. Si desea recibir actualizaciones del proyecto, por favor proporcione su dirección de correo electrónico a continuación.

Dirección de correo electrónico:

_____

Responda las siguientes preguntas para ayudarnos a comprender mejor su comportamiento al andar en bicicleta.

1) ¿Con qué frecuencia montas en bicicleta?

- ☐ A Diario
- ☐ Semanalmente
- ☐ Mensualmente
- ☐ Varias veces al año
- ☐ Nunca

2) Si montas en bicicleta, ¿cuál es el propósito actual de la mayoría de tus viajes en bicicleta? Seleccione todas las que apliquen.

- ☐ Yo no ando en bicicleta en Montebello
- ☐ Desplazamientos hacia y desde el trabajo
- ☐ Ir a la escuela o llevar a los niños a la escuela
- ☐ Diligencias, compras u otros viajes de cuidador
- ☐ Visitar amigos o familiares, ir a la iglesia u otros viajes sociales
- ☐ Ir a bares o restaurantes
- ☐ Recreación o ejercicio
- ☐ Otro (por favor especifique): _____

3) Si Montebello tuviera una red de infraestructura ciclista, te sentirías seguro y cómodo montando, ¿adónde irías en bicicleta? Seleccione todas las que apliquen.

- ☐ No andaría en bicicleta en Montebello bajo ninguna circunstancia
- ☐ Desplazamientos hacia y desde el trabajo
- ☐ Ir a la escuela o llevar a los niños a la escuela
- ☐ Diligencias, compras u otros viajes de cuidador
- ☐ Visitar amigos o familiares, ir a la iglesia u otros viajes sociales
- ☐ Ir a bares o restaurantes
- ☐ Recreación o ejercicio
- ☐ Otro (por favor especifique): _____

4) Usando las imágenes a continuación, ¿dónde te sentirías seguro y cómodo andando en bicicleta? Seleccione todas las que apliquen.

☐ Sendero o sendero para bicicletas fuera de la calle



☐ Sendero para bicicletas separado por un ajardinado adyacente a la calle



☐ Estacionamiento o carril para bicicletas separado con postes



☐ Carril para bicicletas pintado



☐ Ruta en bicicleta por calle residencial



☐ No me sentiría cómodo andando en bicicleta en ninguna de estas situaciones.

Por favor responda las siguientes preguntas a continuación para ayudarnos a comprender más sobre su experiencia actual en bicicleta en Montebello.

5) En general, ¿cuál describe mejor su nivel actual de comodidad para andar en bicicleta en Montebello?

- ☐ Muy cómodo
- ☐ Cómodo
- ☐ Algo cómodo
- ☐ Incómodo

6) ¿Cuál de las siguientes afirmaciones describe mejor lo que le impide andar en bicicleta con más frecuencia? Seleccione todas las que apliquen:

- ☐ Me siento físicamente inseguro
- ☐ Tengo demasiada carga que llevar (como niños o comestibles)
- ☐ El destino está demasiado lejos o tardaría demasiado en llegar
- ☐ Tengo limitaciones físicas
- ☐ Falta de ciclovías y carriles para bicicletas
- ☐ Falta de estacionamiento seguro y protegido para bicicletas en mi destino
- ☐ Costo de poseer o mantener una bicicleta
- ☐ No estoy interesado(da) en andar en bicicleta
- ☐ Otro (por favor especifique): _____

7) ¿A qué destinos en Montebello actualmente le resulta difícil acceder o le gustaría poder acceder en bicicleta?

Por favor enumere aquí: _____

8) ¿Hay alguna calle que le gustaría que la ciudad mejorara con carriles para bicicletas u otras instalaciones?

Por favor enumere aquí: _____

Las siguientes preguntas son opcionales y solo serán utilizadas por la Ciudad para evaluar la tasa de respuesta.

9) ¿Tu relación con Montebello? Seleccione todas las que apliquen

☐ Yo vivo aquí

☐ Yo trabajo aquí

☐ Yo visito aquí

☐ Voy a la escuela aquí

☐ Otro (por favor especifique): _____

10) Su Edad:

☐ Menor de 18

☐ 18-24

☐ 25-34

☐ 35-44

☐ 45-54

☐ 55-64

☐ 65+

11) Su genero

☐ Masculino

☐ Femenino

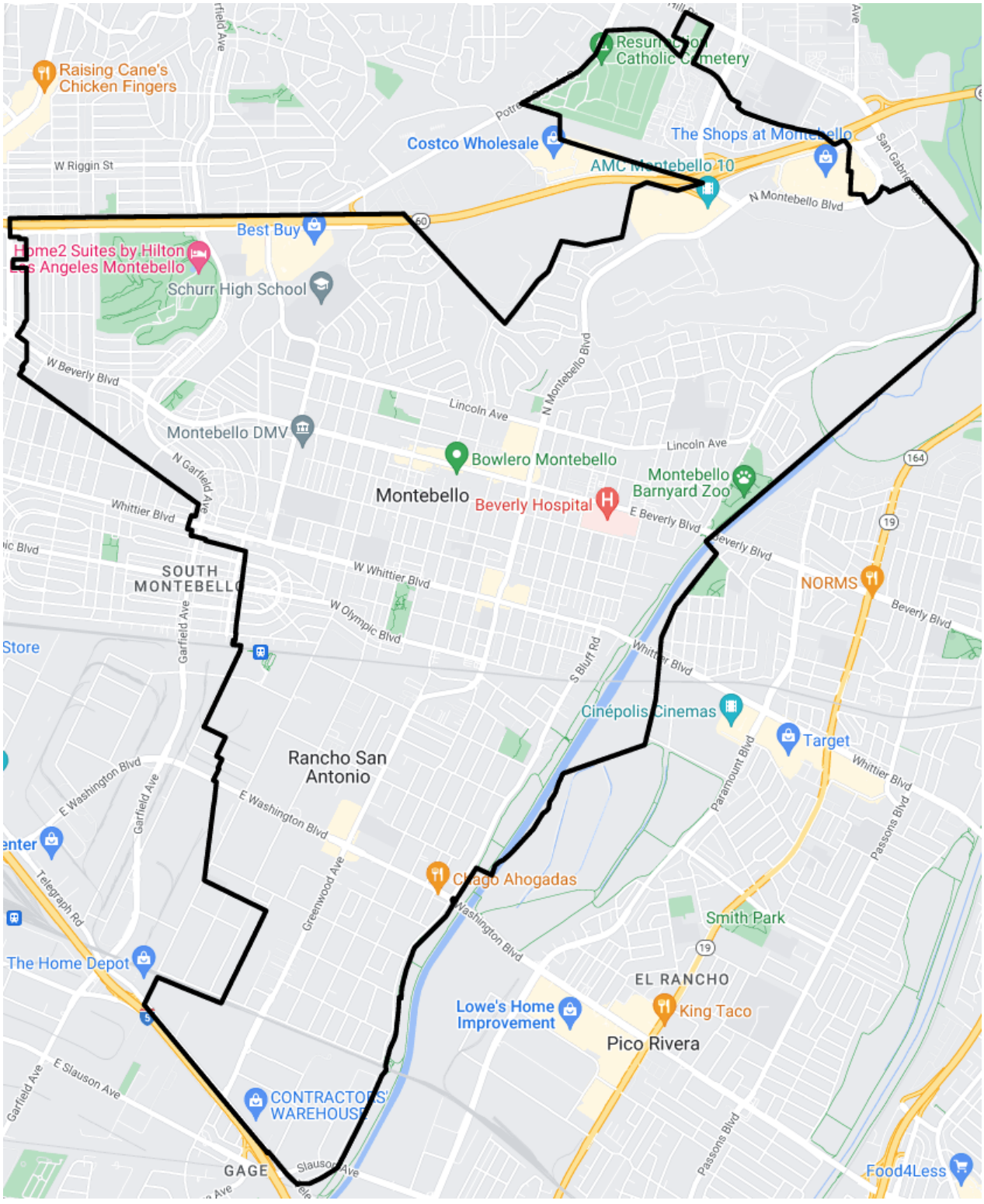
☐ No binario

☐ Otro

☐ Prefiero no responder

¡Gracias!

¡Gracias por sus respuestas! Utilice el mapa a continuación si desea proporcionar comentarios adicionales sobre ubicaciones específicas.



MONTEBELLO
ELEVATE

MONTEBELLO BICYCLE MASTER PLAN

The City of Montebello is developing its first Bicycle Master Plan!

WE WANT YOUR INPUT ON HOW WE CAN MAKE BIKING SAFER AND MORE COMFORTABLE IN MONTEBELLO.

Join us for a community workshop:
When: Thursday, August 10, 6:00 PM to 8:00 PM
Where: Holifield Park Community Center, 1060 S. Greenwood Ave.

You can also use the online survey:
tinyurl.com/MontebelloBikeSurvey





For more information, please email mmrodriguez@montebelloca.gov

MONTEBELLO
ELEVATE

PLAN MAESTRO DE BICICLETAS DE MONTEBELLO

¡La Ciudad de Montebello está desarrollando su primer Plan Maestro de Bicicletas!

QUEREMOS SU OPINIÓN SOBRE CÓMO PODEMOS HACER QUE EL CICLISMO SEA MÁS SEGURO Y CÓMODO EN MONTEBELLO.

Únase a nosotros para un taller comunitario:
¿Cuándo?: Jueves 10 de Agosto, de 6:00 PM to 8:00 PM
¿Dónde?: Centro Comunitario Holifield Park, 1060 S. Greenwood Ave.

También puede utilizar la encuesta en línea:
tinyurl.com/MontebelloEncuesta





Para más información, por favor envíe un correo electrónico a mmrodriguez@montebelloca.gov

WHAT OTHER IMPROVEMENTS DO YOU WANT TO SEE?

BIKE PARKING



BIKE REPAIR STATIONS



WAYFINDING SIGNAGE FOR BICYCLISTS



EBIKE CHARGING STATIONS



IMPROVED LIGHTING FOR BICYCLISTS



TREATMENTS TO REDUCE SPEEDS ALONG BIKE ROUTES



BIKE SAFETY CLASSES



SCHOOL ZONE ENFORCEMENT



Add stickers next to improvements you would like to see.
Use more stickers for the improvements that you think are most important.

MONTEBELLO
ELEVATE

WHAT TYPES OF BIKING IMPROVEMENTS DO YOU WANT TO SEE?

Bikeway Types

OFF-STREET BIKE PATH OR TRAIL



STREET-ADJACENT LANDSCAPE-SEPARATED BIKE PATH



PARKING- OR POST-SEPARATED BIKE LANE



PAINTED BIKE LANE



BIKE ROUTE ON RESIDENTIAL STREET



Other Improvements

PAINTED INTERSECTION CROSSINGS



NEIGHBORHOOD TRAFFIC CIRCLE



DEDICATED BIKE SIGNAL

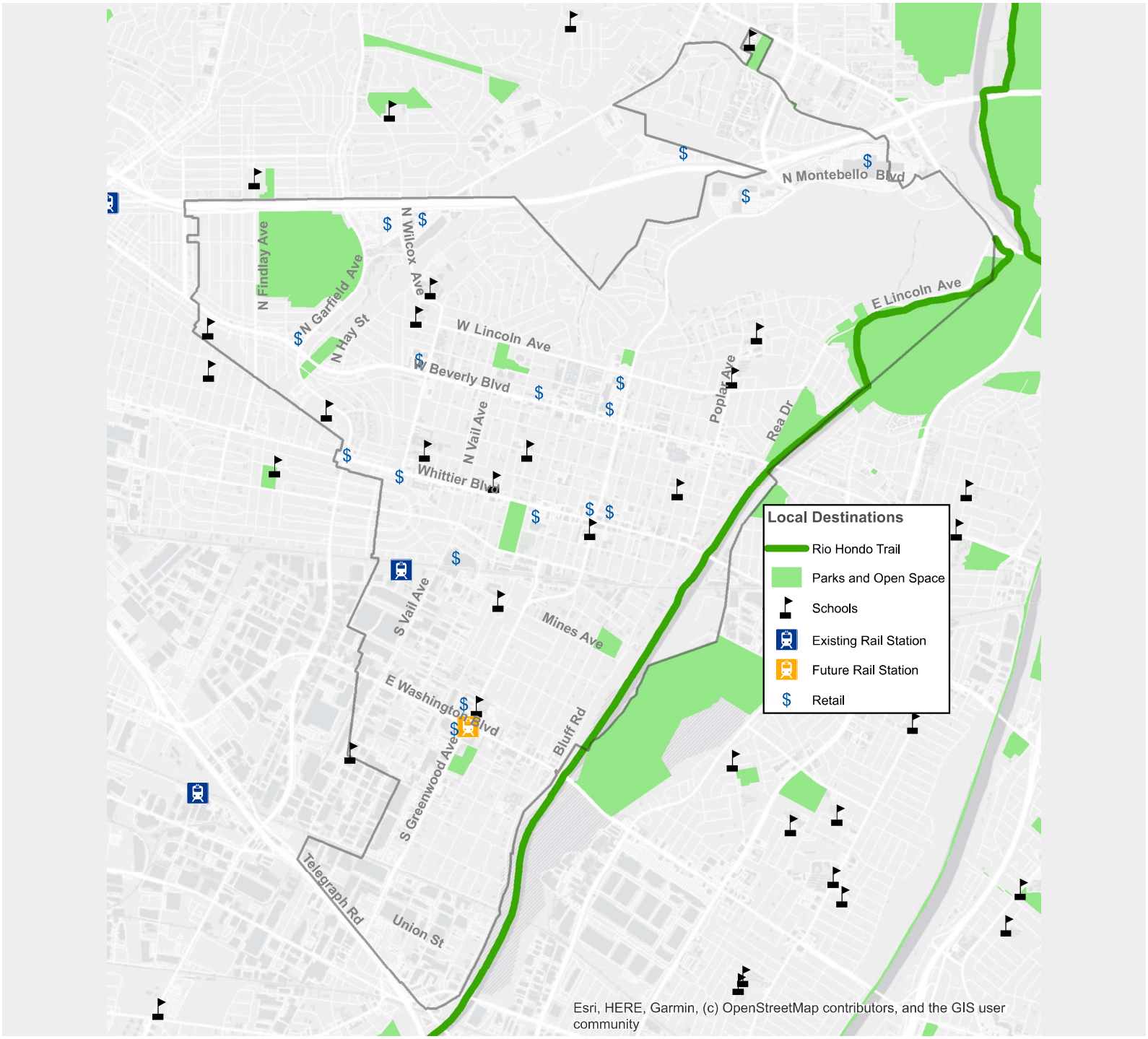


Add stickers to different facilities based on how you feel:

- I would definitely feel comfortable biking using this improvement
- I might feel comfortable using this improvement

MONTEBELLO ELEVATE

WHERE DO YOU CURRENTLY BIKE?
WHERE DO YOU *WANT* TO BIKE?



Use stickers to mark the following locations:

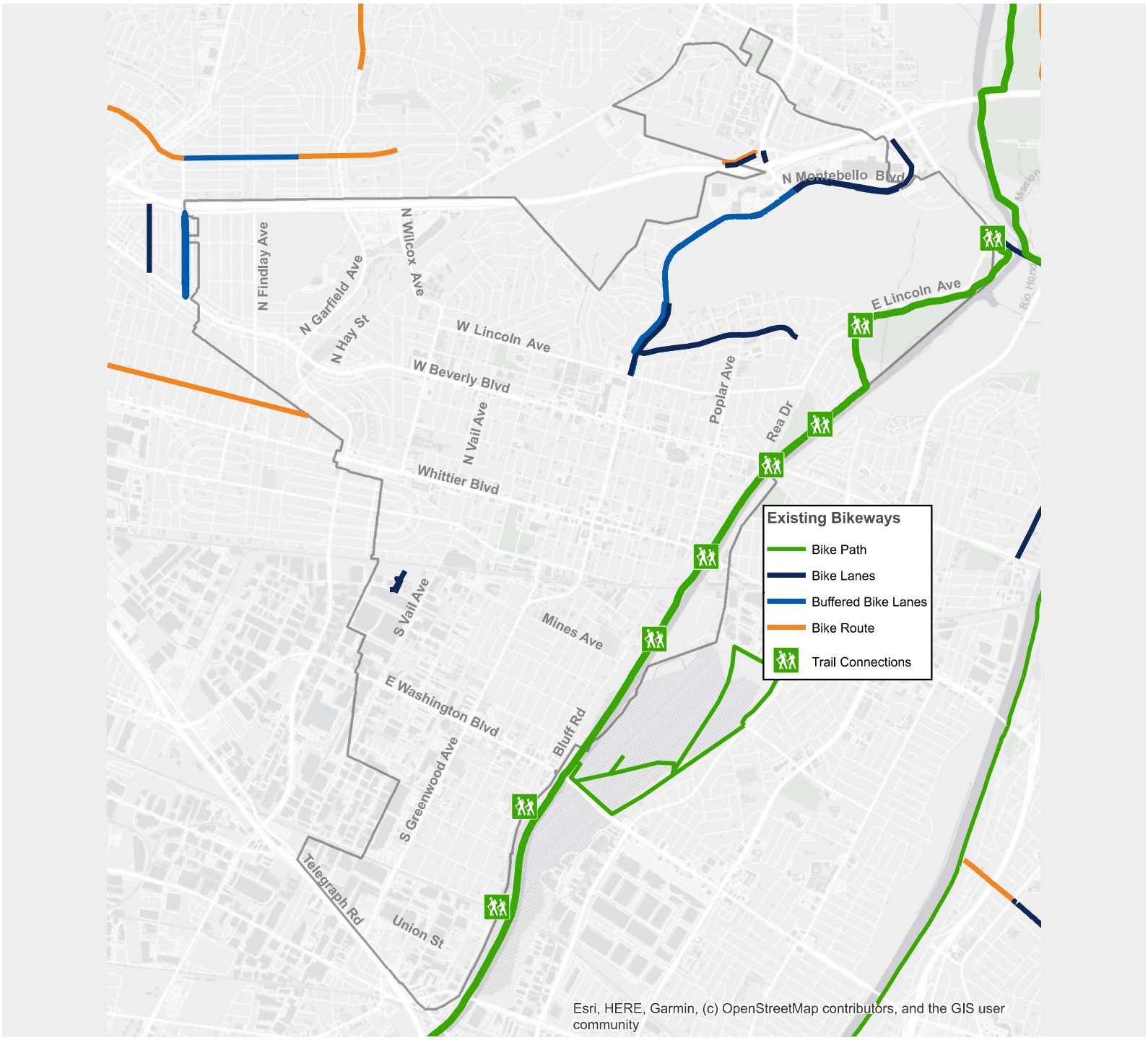
Place a blue sticker on destinations that you currently bike to.

Place a red sticker on destinations that you want to bike to.

Are there routes you bike on or would like to bike on? You can use your pen to draw out your routes to your favorite destinations.

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BARRIERS TO BIKING AND AREAS OF CONCERN



Where do you have concerns about biking, or experience barriers to comfortably traveling on a bike? Use stickers to mark roads, intersections, and other locations where you have concerns or face barriers.

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MONTEBELLO BICYCLE MASTER PLAN

PARTNER AGENCY AND STAKEHOLDER MEETING

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KITTELSON & ASSOCIATES

Overview



- Project Introduction
- Meeting Purpose
- Work Completed to Date
- Discussion
- Next Steps

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What is a Bicycle Master Plan?

- Guiding document to help the City of Montebello enhance **biking safety** in ways that **connect people to destinations**
- Create a network of **low-stress routes** for bicyclists of **all ages and abilities**
- Set up recommended biking projects in Montebello to be **competitive for grants** and **regional funding** opportunities



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Plan Goals



Increase Bicycling



Improve Bike Safety



Promote Community Health

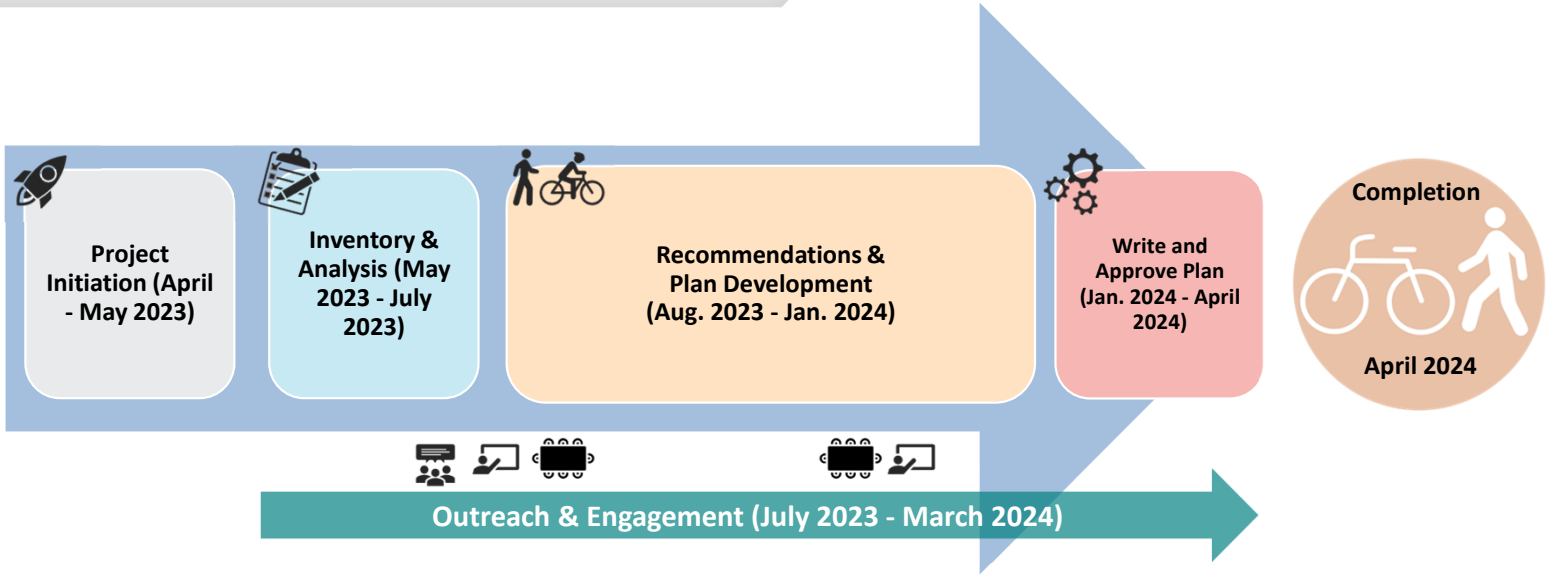
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Tasks and Deliverables

Project Inventory & Data Analysis	• Review existing plans • Inventory of existing conditions/facilities • Collect bicyclist counts
Community & Stakeholder Engagement	• Partner Agencies and Stakeholders (2 meetings) • Community Outreach Plan • Workshops (2) and pop-up events • Survey and interactive map
Plan Development	• Develop vision, goals, and objectives • Develop projects and prioritize • Priority project concept plans and cost estimates • Funding and implementation guidance • E-bikes, bike parking, and wayfinding research • Prepare Plan

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Project Schedule



- Pop-Up
- Workshop
- Partner Agencies and Stakeholders Meeting

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Partner Agency and Stakeholder Meeting Purpose

- Provide input on existing conditions, opportunities, and constraints based on day-to-day experiences in the city
- Review and provide input on BMP recommendations
- Review and provide feedback on final BMP document



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Partner Agencies and Stakeholders

- **Caltrans**
- **LA Metro**
- **Montebello Bus Lines**
- **Montebello Unified School District**
- **Montebello Fire Department**
- **Montebello Traffic and Safety Commission**

- *Gateway Cities Council of Governments*
- *San Gabriel Valley Council of Governments*
- *Metrolink*
- *Chamber of Commerce*
- *Montebello Police Department*
- *Active SGV*

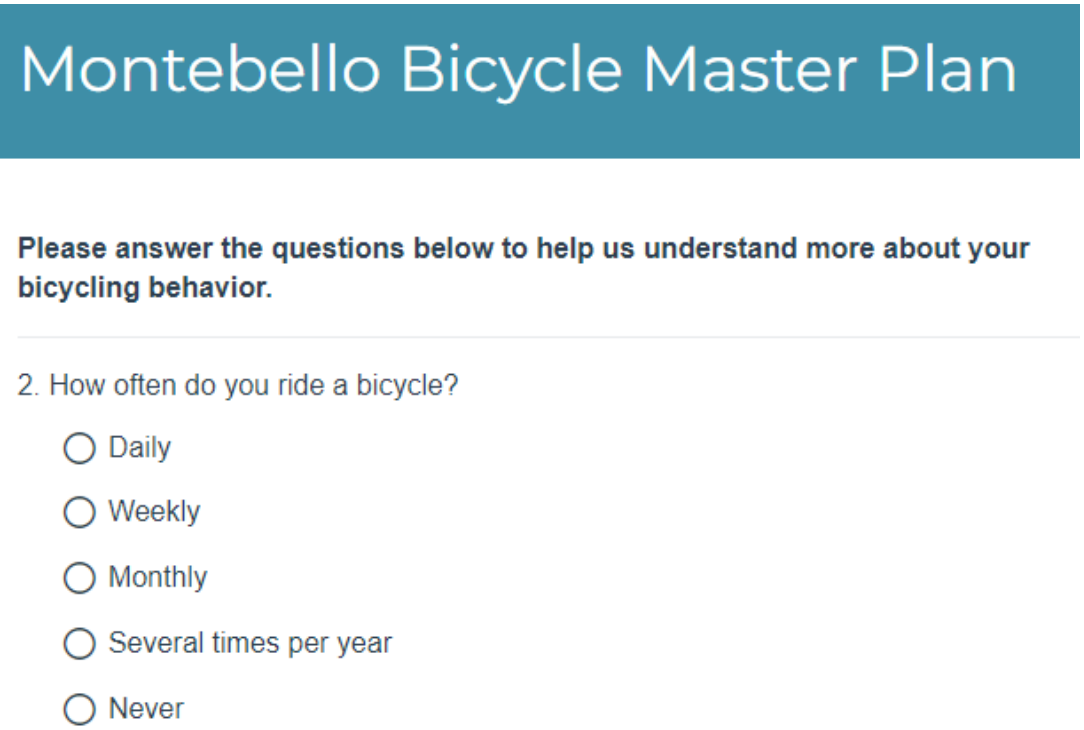
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Recent and Ongoing Work

- Collected existing conditions data and reviewed relevant documents
- Collected bicycle counts around the city
- Started community outreach and engagement
- Project survey



Online Survey and Map



- Link: tinyurl.com/MontebelloBikeSurvey
- Spanish version: tinyurl.com/MontebelloEncuesta

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Online Survey and Map

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Welcome to the Montebello Bicycle Master Plan online map.

Share your thoughts about bicycling in Montebello. Your feedback will help inform the types of improvements that the City will include in the Montebello Bicycle Master Plan.

If you have any questions about the survey or the project, please contact Monica Mercado-Rodriguez at mmrodriguez@montebelloca.gov

Map Instructions

- Zoom-in on the map to your desired location.
- Double click on the location to open a Comment Box on the left.
- In the Comment Box, describe your issue or thoughts and click "Create Comment" to save.

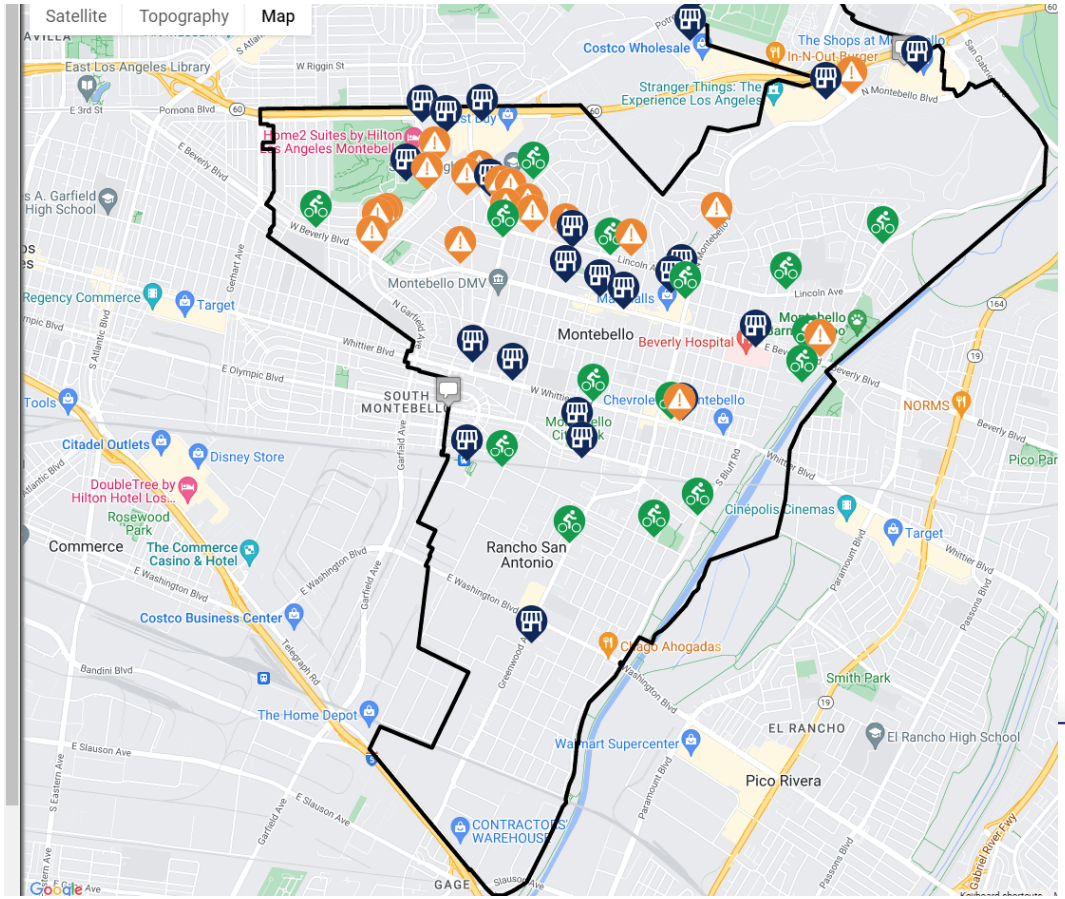
Comment Categories

Destination You Want to Bike To | Bike Infrastructure Needed | Safety Concern | Other

View a list of existing comments →

Created by Michael Sahimi

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First Community Workshop

- **Introduced project to the community**

- **Provided input on:**
  - **What destinations do you bike to or want to bike to?**
  - **What concerns do you have about biking in Montebello?**
  - **What type of bike improvements do you want to see in Montebello?**
  - **What is most important to you?**



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First Community Workshop

- East-west corridors – Beverly; Whittier; Via Campo; Lincoln; Mines
- North-south corridors – Montebello Blvd; Greenwood; Wilcox; Bluff; Garfield; Maple
- Destinations – Rio Hondo Trail; Shops at Montebello; Downtown; middle and high schools
- Barriers/challenges – lack of protected bikeways; Montebello Blvd. bike lanes uphill; traffic volumes; long blocks and trucks south of Whittier Blvd.
- Protected bike lanes on major roads preferred due to destinations, directness, and visibility; include facilities on local residential roads for all levels of comfort
- Speeding is a major concern, especially south of Whittier Blvd.; cut-through traffic in residential areas near schools
- Traffic calming
- Driver education; Warning signage
- Wayfinding to key destinations and connectors
- Intersection treatments (green paint, queue boxes, leading bike/ped intervals)
- Community rides; Ciclavia and slow streets; Mobility hubs (including on Greenwood/Washington) and bikeshare
- Open to allocating space away from on-street parking on major roads near retail
- Bike parking is lacking

Discussion

- General discussion
- Focused questions and topics



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Thank you!

- Please let us know if you have any additional questions or comments:
  - mmrodriguez@montebelloca.gov
- The City will continue to post updates on the project website:
  - tinyurl.com/MontebelloBikePlan
- Next meeting anticipated late winter to discuss project recommendations

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MONTEBELLO BICYCLE MASTER PLAN

The City of Montebello is developing its first Bicycle Master Plan!

WE WANT YOUR INPUT ON HOW WE CAN MAKE BIKING SAFER AND MORE COMFORTABLE IN MONTEBELLO.

You can share your thoughts about bicycling in Montebello using the online survey and interactive map here:
tinyurl.com/MontebelloBikeSurvey





For more information, please email mmrodriguez@montebelloca.gov

MONTEBELLO
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PLAN MAESTRO DE BICICLETAS DE MONTEBELLO

¡La Ciudad de Montebello está desarrollando su primer Plan Maestro de Bicicletas!

QUEREMOS SU OPINIÓN SOBRE CÓMO PODEMOS HACER QUE EL CICLISMO SEA MÁS SEGURO Y CÓMODO EN MONTEBELLO.

Puede compartir sus opiniones sobre andar en bicicleta en Montebello utilizando la encuesta en línea y el mapa interactivo aquí:
tinyurl.com/MontebelloEncuesta





Para más información, por favor envíe un correo electrónico a mmrodriguez@montebelloca.gov

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MONTEBELLO BICYCLE MASTER PLAN

The City of Montebello is developing its first Bicycle Master Plan!

WE WANT YOUR INPUT ON THE PLAN'S PROPOSED CITYWIDE BICYCLE NETWORK.

Join us for a community workshop:
When: Thursday, November 9, 6:00 PM to 8:00 PM
Where: Montebello Senior Citizen Center, 115 S. Taylor Ave.





For more information, please email mmrodriguez@montebelloca.gov

MONTEBELLO
ELEVATE

PLAN MAESTRO DE BICICLETAS DE MONTEBELLO

¡La Ciudad de Montebello está desarrollando su primer Plan Maestro de Bicicletas!

QUEREMOS SU OPINIÓN SOBRE LA RED DE BICICLETAS PROPUESTA POR EL PLAN PARA TODA LA CIUDAD.

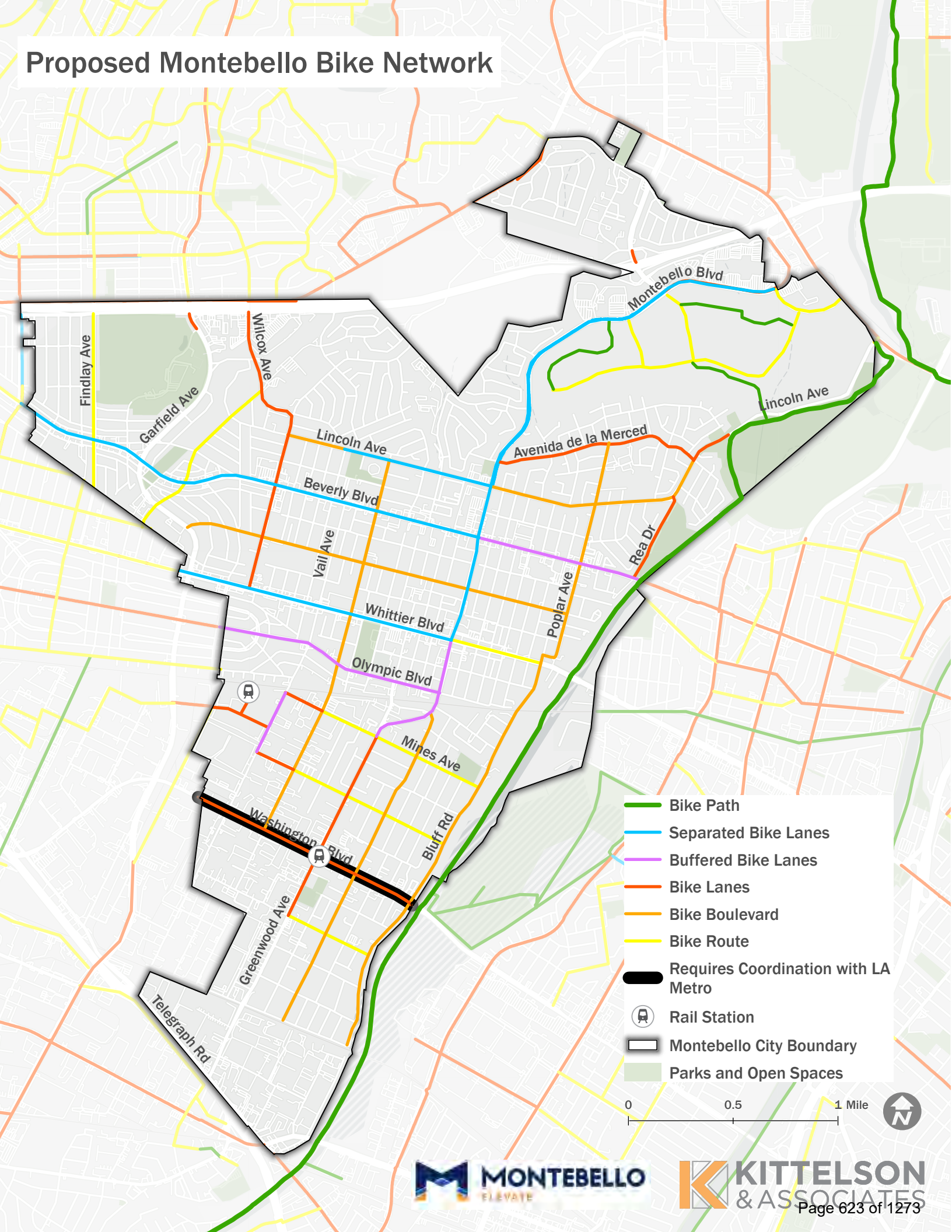
Únase a nosotros para un taller comunitario:
Cuándo: Jueves 9 de Noviembre, de 6:00 PM a 8:00 PM
Dónde: Montebello Senior Citizen Center, 115 S. Taylor Ave.





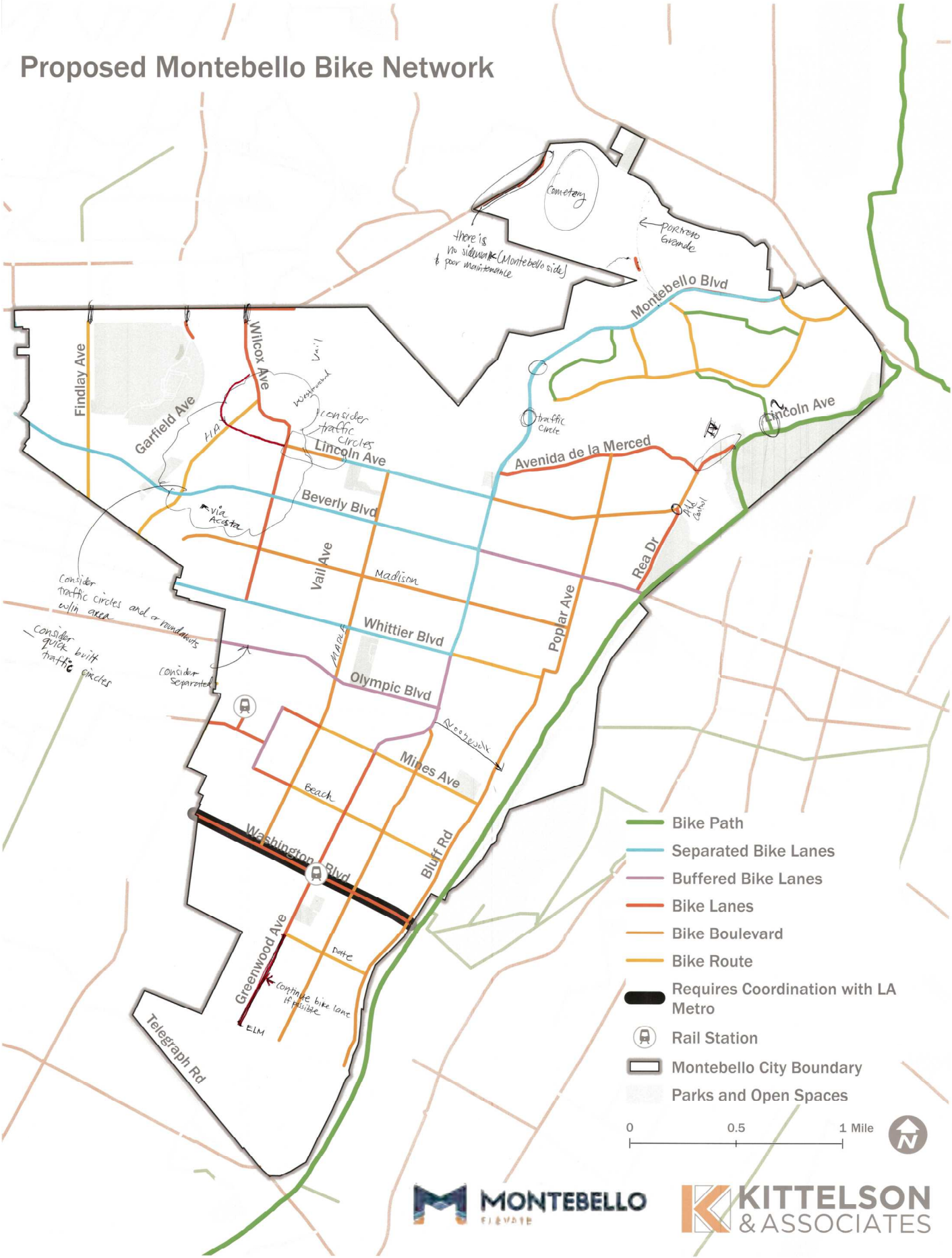
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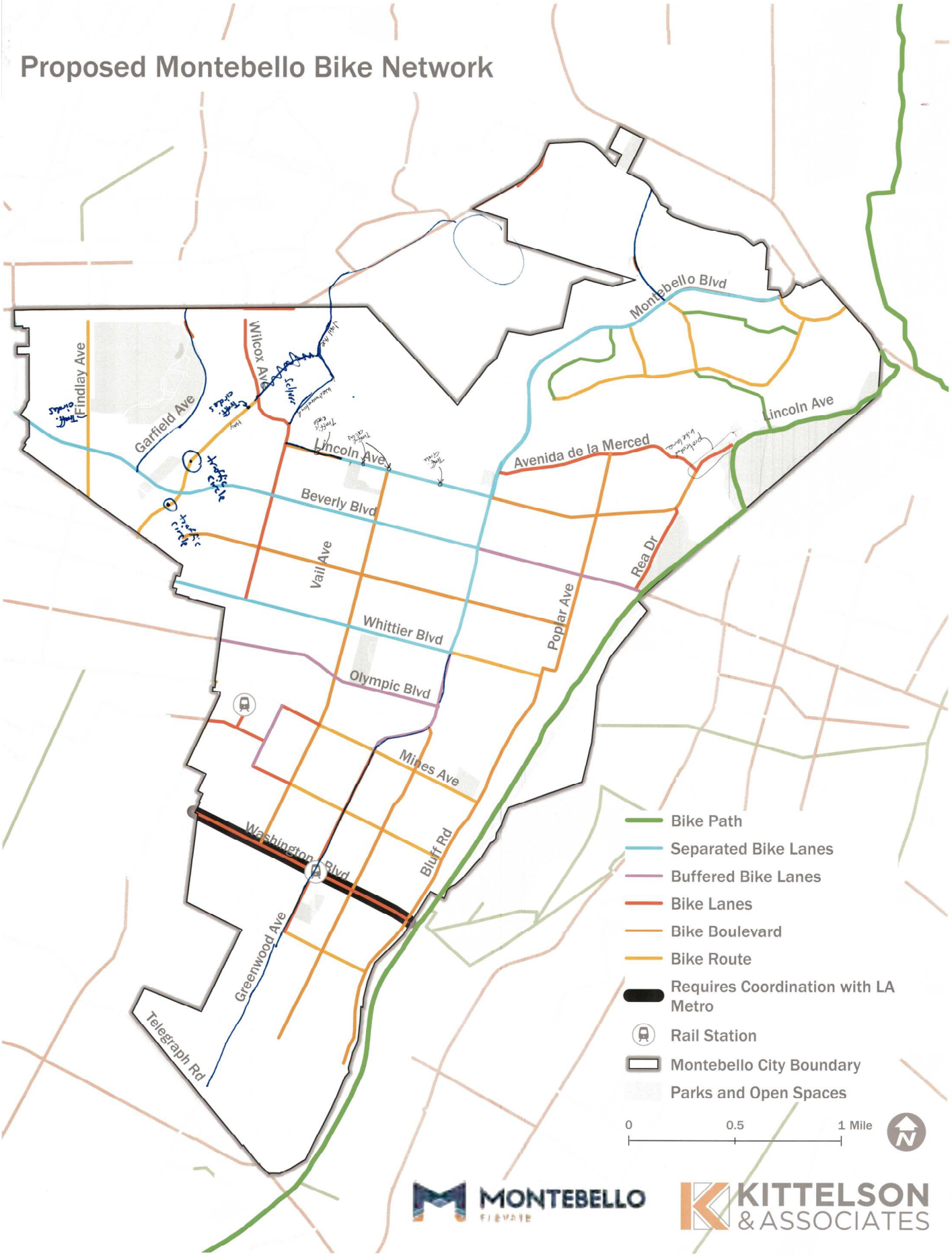
Proposed Montebello Bike Network

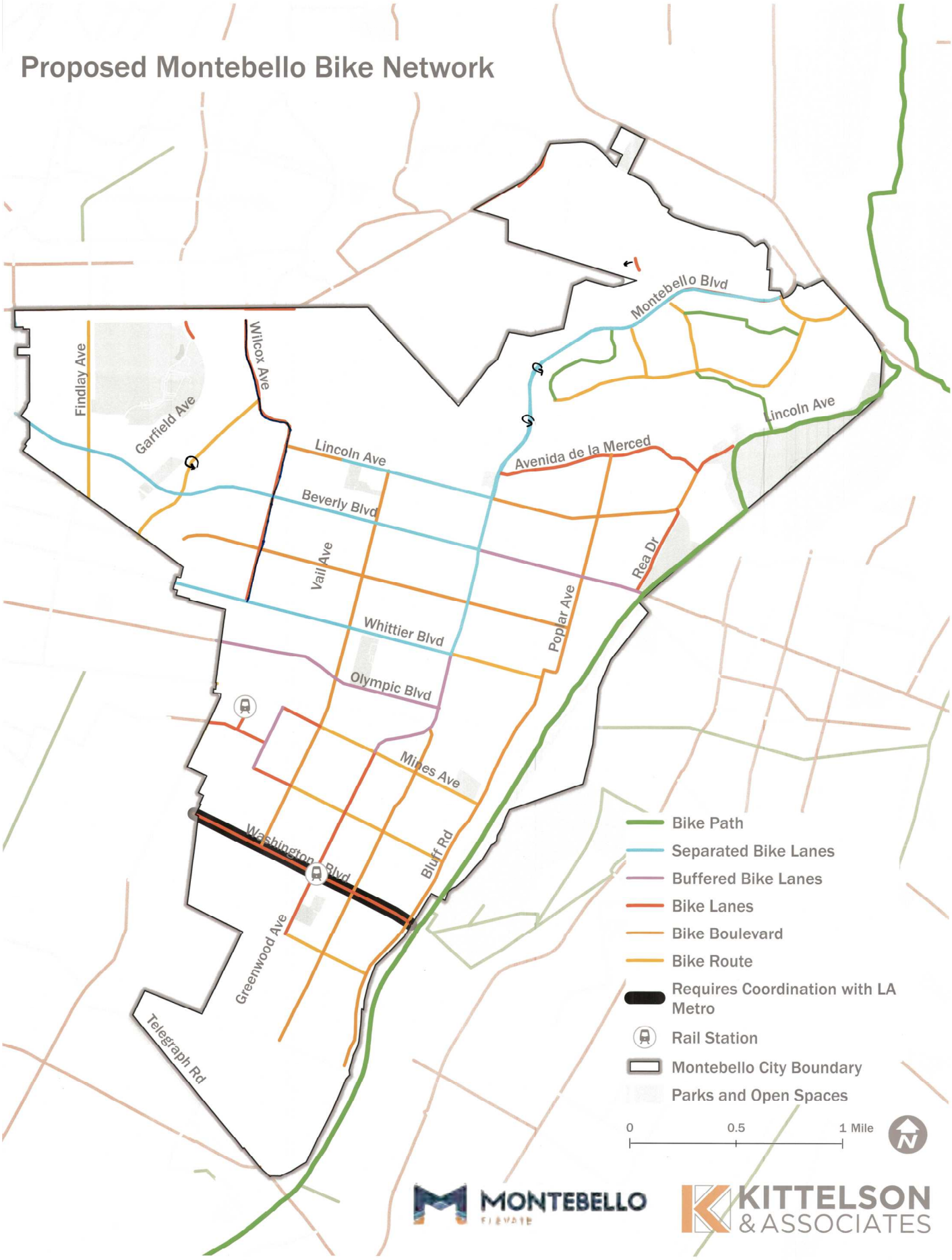


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Proposed Montebello Bike Network
Findlay Ave
Wilcox Ave
Garfield Ave
Lincoln Ave
Beverly Blvd
Vail Ave
Madison
Whittier Blvd
Olympic Blvd
Mines Ave
Washington Blvd
Greenwood Ave
Telegraph Rd
Bluff Rd
Poplar Ave
Rea Dr
Avenida de la Merced
Montebello Blvd
Lincoln Ave
Via Acosta
Beach
Date
ELM
there is no sidewalk (Montebello side) & poor maintenance
cemetery
Portrero Grande
consider traffic circles
traffic circle
consider traffic circles and or roundabouts with area
consider quick built traffic circles
consider separated
continue bike lane if possible
Bike Path
Separated Bike Lanes
Buffered Bike Lanes
Bike Lanes
Bike Boulevard
Bike Route
Requires Coordination with LA Metro
Rail Station
Montebello City Boundary
Parks and Open Spaces
0
0.5
1 Mile
MONTEBELLO
KITTELSON & ASSOCIATES


Proposed Montebello Bike Network
Findlay Ave
Garfield Ave
Wilcox Ave
Lincoln Ave
Montebello Blvd
Lincoln Ave
Avenida de la Merced
Beverly Blvd
Vail Ave
Rea Dr
Poplar Ave
Whittier Blvd
Olympic Blvd
Mines Ave
Washington Blvd
Bluff Rd
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1 Mile
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MONTEBELLO
KITTELSON & ASSOCIATES


Proposed Montebello Bike Network
Montebello Blvd
Findlay Ave
Wilcox Ave
Garfield Ave
Lincoln Ave
Avenida de la Merced
Lincoln Ave
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Whittier Blvd
Olympic Blvd
Mines Ave
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1 Mile
MONTEBELLO
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APPENDIX

D

COMMUNITY AND STAKEHOLDER ENGAGEMENT PHASE 1 SUMMARY MEMO



KITTELSON & ASSOCIATES
750 The City Drive, Suite 410
Orange, CA 92868
P 714.468.1997

Technical Report

January 26, 2024 Project# 24761

To: Monica Mercado-Rodriguez – City of Montebello

From: Michael Sahimi – Kittelson & Associates, Inc.

RE: Montebello Bicycle Master Plan – Community and Stakeholder Engagement Phase 1 Summary

Kittelson & Associates, Inc. (Kittelson) is helping the City of Montebello (City) prepare their Citywide Bicycle Master Plan (BMP). To inform the development of the draft bicycle network and policies/programs, multiple strategies were used to engage the community and relevant stakeholders and gather feedback. This feedback will inform the BMP's recommended infrastructure and non-infrastructure improvements. The strategies are as follow:

- Partner Agency and Stakeholder Meeting
- Project Booth at Downtown Street Fest
- Community Workshop
- Online Survey and Interactive Map

This document summarizes feedback received during this initial phase of the public outreach.

Partner Agency and Stakeholder Meeting

The Partner Agency and Stakeholder Committee (PASC) is a collection of stakeholders representing various agencies and community groups. The City reached out to a number of agencies and groups and the following responded and were able to participate in the meeting on August 15, 2023:

- Caltrans
- LA Metro
- Montebello Bus Lines
- Montebello Unified School District
- Montebello Fire Department
- Montebello Traffic Commission (2 members)

Feedback received from each participant is summarized below.

Caltrans

- The plan should consider conflict zone green striping, high visibility crosswalks. class IV separated bikeways, and raised crosswalks.

LA Metro

- LA Metro has initiated a first/last mile plan for the proposed L Line Station at Greenwood & Washington.
- The first/last mile plan will have two focus areas around the future station – Half-mile for pedestrians, and three-mile radius for bike and other wheeled modes.
- The first/last mile plan will include spot improvements for bikes (e.g., specific location improvements and bike parking).

- LA Metro has not identified specific projects yet. At this time, they are wrapping up their existing conditions analysis and will be starting walk audits. They are planning on identifying specific projects around January 2024.
- LA Metro aims to fold in all of the existing local plans into their planning process, including local active transportation and bike master plans. They aim to be in line with what the local plans show.
- L Line stations do have bicycle parking.
- LA Metro will be examining considerations for micromobility.

Montebello Bus Lines

- The City's Bus Lines is preparing a local first/last mile plan for bus stops. They are anticipating being done by end of the year.

Montebello Unified School District

- The district is interested in policy and education.
- There is a lot of congestion around schools during the beginning and end of the school day. There are conflicts with people biking and walking.
- The bike plan should examine enforcement and education.
- The bike plan should consider school programs such as walking buses.

Montebello Fire Department

- Bluff Road is an emergency access over the rail lines, that avoids major corridors.
- The plan should avoid reducing curb to curb widths.
- The representative was interested to know what types of bikeway separators would be proposed, and hoped that they would not be intrusive to emergency vehicles.
- The bike plan should take the 2022 CA Fire Code into account.

Montebello Traffic Commission

- Slip lanes are an issue for biking and walking. The bike plan should redesign or eliminate them.
- The bike plan should explore bike and ped leading intervals at the underpass of the 60 freeway and at major intersections.
- Traffic on Beverly Boulevard is difficult for bikes. The City should implement protected bike lanes. Traffic on Beverly Boulevard should also be slowed down.
- The bike plan should examine Whittier Boulevard to potentially install bike lanes.
- The City should develop hubs in popular areas, near development such as the golf course, downtown, and Metro Heights. Hubs would include things such as bike parking.
- The plan should address vehicle speeding.
- The plan should examine Garfield to the Metro station.
- The plan should include Montebello Boulevard to the future L Line station.
- The plan should Metro funding for capital improvements. For example, the reconnecting communities grant near freeways and rail lines may be applicable.
- The City should try to incorporate SS4A grant requirements.

Downtown Street Fest

The City of Montebello hosted the Downtown Street Fest on Saturday, July 29, 2023. The event offered a day of live bands, food , a beer garden, artisan & craft vendors, and a fun-filled kids' zone. Whitter Boulevard between Montebello Boulevard and 4th Street was closed to vehicle traffic.

The City's Planning and Community Development booth included information about the City's Bicycle Master Plan. The purpose was to inform the public of the upcoming community workshop as well as the ongoing online survey. English and Spanish flyers were handed out which included information about both the workshop and the survey.

Downtown Street Fest Booth



Project Flyer



Community Workshop

The first community workshop was held on Thursday, August 10, 2023 from 6:00 PM to 8:00 PM at Holifield Park Community Center. The City shared the project flyer with information about the workshop on its social media channels, and also distributed the information to local groups and other interested parties. The purpose of this workshop was for the City to introduce the project, obtain feedback on existing conditions, and receive input on the types of infrastructure and programmatic improvements that should be included in the plan.

Eight members of the public attended the workshop. The key comments from the workshop are summarized below.

- East-west travel is a challenge for bikes.
- Wilcox is curvy, and there are instances of drivers racing and numerous crashes.
    - Access to Via Campo shopping center is challenging, due to Wilcox being curvy.
- Participants would rather use Lincoln. However, the intersection near the school is dangerous.
    - The City should consider protected bike lanes. Parking is underutilized off-peak and connects to retail.
    - A bikeway should connect all the way east to Rio Hondo Trail.
- The City should consider a consider road diet with protected bike lanes on Beverly Boulevard.
    - The Metro station to the northwest of the city along Beverly Blvd is difficult to access on bike. Bicyclists tend to avoid Beverly to get there.
    - A bikeway on Beverly would need physical separation, due to the hilly geography that is difficult to climb on bike.
    - The City should remove street parking where feasible, such as near City Hall. Also, retail parking on streets is usually underutilized, with customers using back parking lots instead.
- The City should improve access to downtown via Whittier Boulevard.
    - This street is busy with traffic and a tight curb-to-curb with; there should be protected bike lanes.
- The existing bike lanes on Montebello Boulevard in the northern part of the city are challenging due to the incline. Those bikes lanes generally not used due to speeding. Physical separation should be added.
- Bluff Road is difficult for bikes to use.
- The plan should examine Garfield and Maple as north-south streets.
- Mines provides access to the Metrolink Station. Bike lanes should be explored.
- Bicyclists would need to travel along Greenwood Avenue to connect to the future Metro L Station at the Washington intersection. The plan should incorporate this pathway.
- The plan should provide connections to schools (mainly middle and high schools) and the Rio Hondo Trail.
- The plan should include short-term and quick-build solutions, and may need to consider allowing sidewalk biking at some locations until permanent solutions are implemented.
- Bikeways should minimize travel times, as opposed to being circuitous.
    - Participants supported protected bike lanes on major roads, and generally were not enthusiastic about bike routes and sharrows on roads that aren't 25mph or lower. There is a perception that drivers would not respect those facilities.
    - Participants preferred bikeways on major roads due to the presence of shops and other destinations. Also, such bikeways would increase driver awareness of bikes and their visibility in the community, helping make drivers more cautious.
    - Riding on residential streets can be frustrating due to bicyclists having to cross several major roads.
- The bike network should meet the needs of users of all comfort levels. So, the bike plan should include both major streets and local residential roads, providing multiple levels of facilities and routes.
- The City should implement left-turn queue boxes at major intersections.

  - These increase the visibility of bikes and stand out at major intersections.
  - Left turns are currently difficult for bikes at major intersections.
- Participants supported bike signals and leading bike intervals.
  - There is a need for bike detection at major intersections (e.g., loops or push buttons).
- Bicyclists need bike wayfinding to key connectors. Another purpose for the signs could be branding and identifying key bikeways.
- Participants were interested in bike repair classes.
- Small businesses currently don't offer bike parking.
  - The City may need to update its parking code.
  - There is a need for bike parking for cargo and e-bikes too (e.g., universally compatible bike parking).
- Participants expressed interest in the City reducing vehicle speeds.
  - There was general interest in reducing speeds citywide, not just along bikeways.
  - The City should increase speed enforcement with speed cameras.
  - Bulbouts and other traffic calming measures should be implemented.
  - Speeding is more noticeable in the half of the city south of Whittier Boulevard, which is more industrial and has longer blocks.
  - Road diets can also address speeding.
- There is concern about cut-thru traffic, especially near schools.
- The City should implement programs such as Ciclavia, Slow Streets programs, and community bike rides.
- The City should increase driver education, paired with increased visibility of biking.
- The City currently lacks high-visibility warning and caution signs.
- The plan should explore opportunities for bike share and mobility hubs.

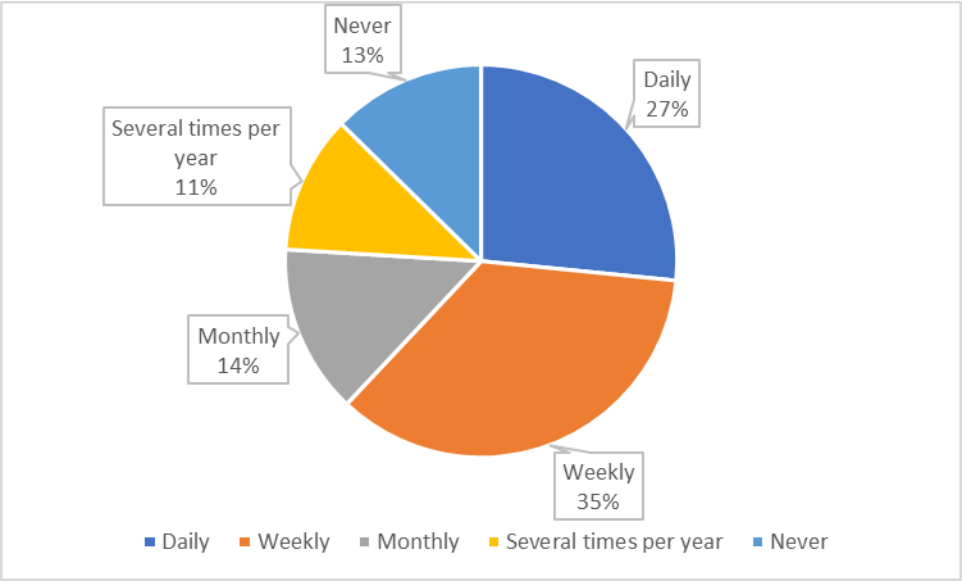
Online Survey and Interactive Map

An online survey was posted on the City's website and social media accounts to allow community members to provide information on their experience biking in Montebello, key biking destinations, and other information that would help in the development of the BMP. The survey was available in both English and Spanish. In total, 87 people responded to the survey. The results of the survey are summarized below.

Survey Responses

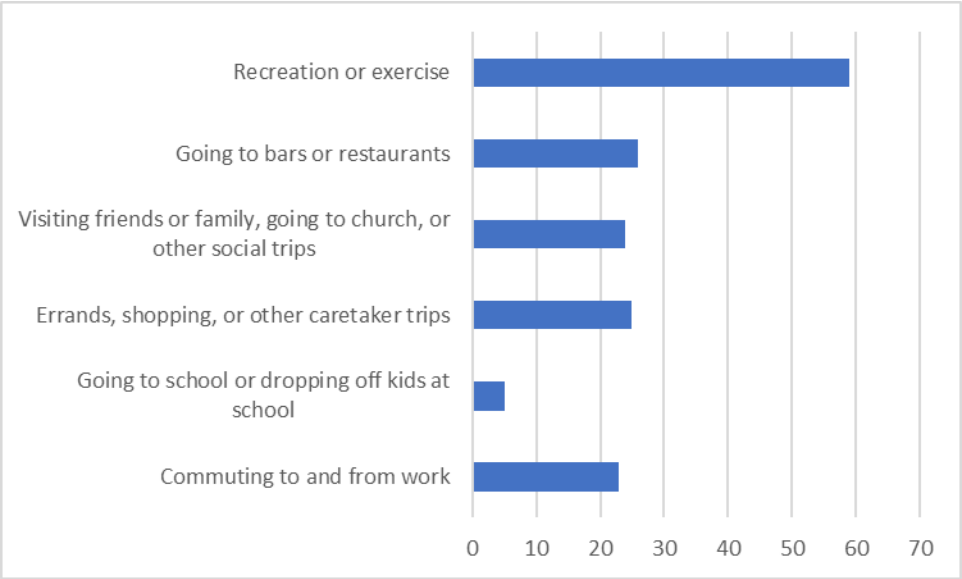
The responses to individual survey questions are summarized below. Note, while 87 individuals participated in the survey, not all answers will add up to 87 responses. For example, some individuals skipped certain questions. In addition, several questions allowed participants to select more than one response.

How often do you ride a bicycle?



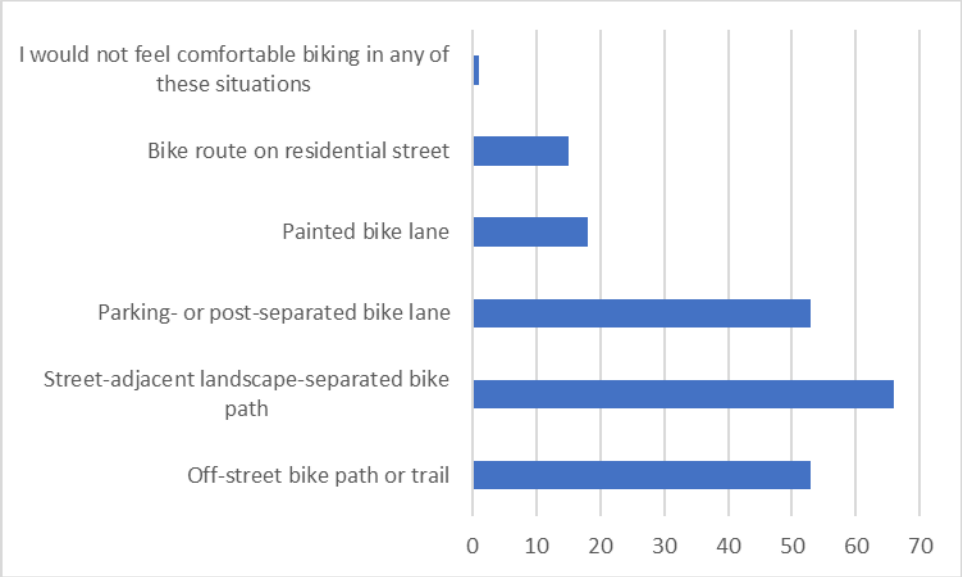
More than half of respondents ride a bicycle at least weekly. Approximately one quarter bicycle fewer than once per month.

If you do ride, what is the current purpose for most of your trips?



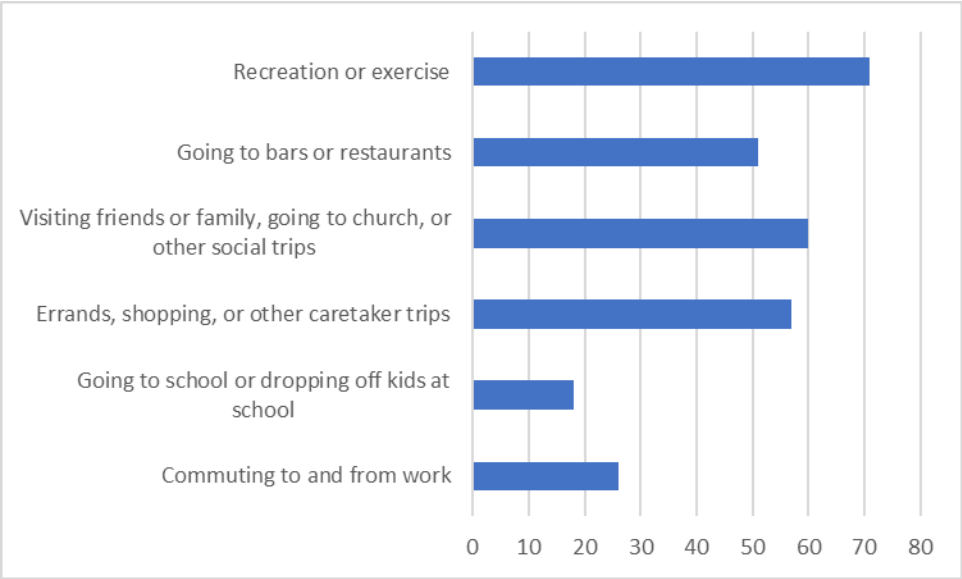
Recreation and exercise is the most common bicycle trip purpose, significantly more common than other trip purposes.

Of the following bicycle facilities, where would you feel safe and comfortable riding a bike?



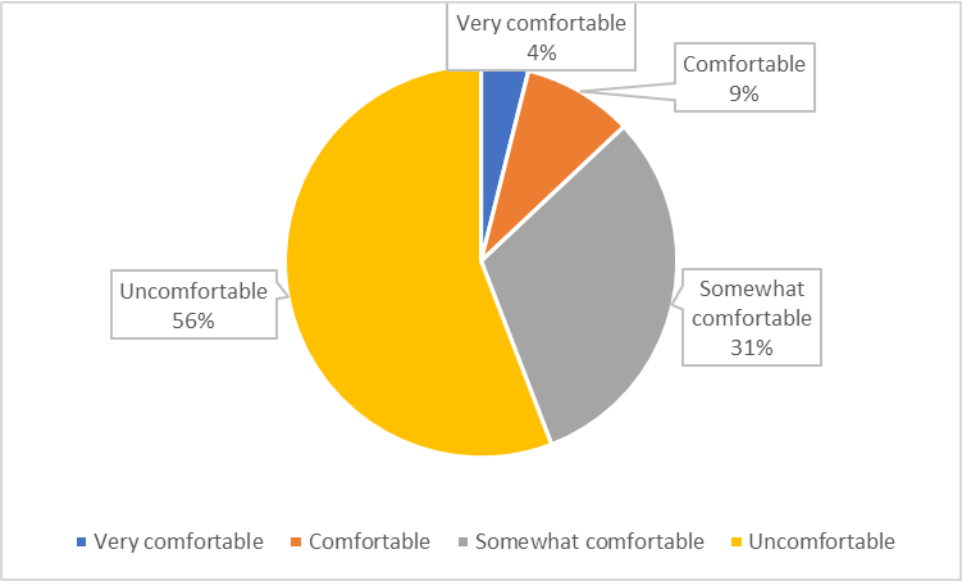
Participants were provided with a list and corresponding pictures for five bicycle facility types. Respondents overwhelmingly indicated a preference for bikeways that provide a physical separation between bicycles and vehicle traffic.

If Montebello had a network of biking infrastructure you felt safe and comfortable riding, where would you ride a bike to?



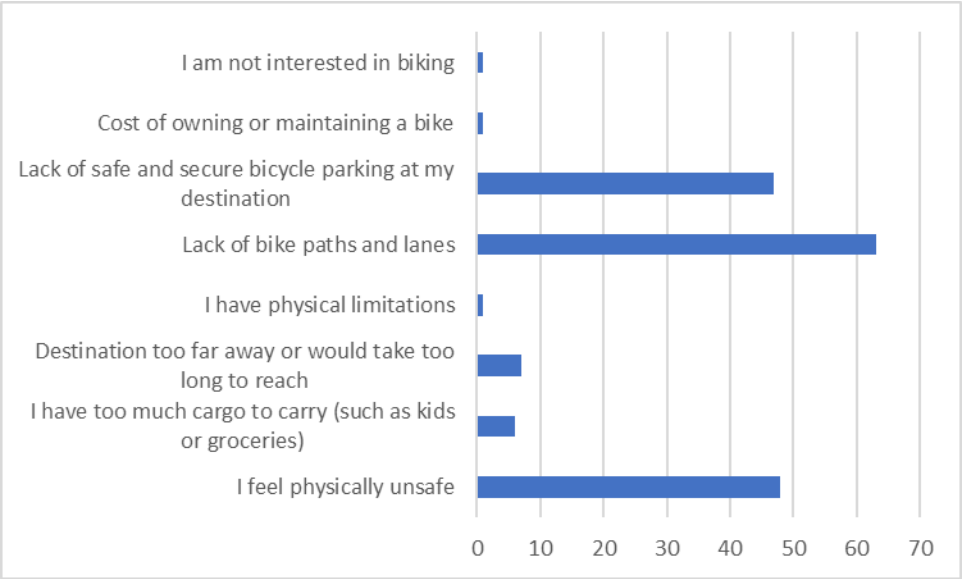
When given the scenario of safe and comfortable bikeways in the city, respondents indicated a willingness to bicycle for retail, social, and errand trips.

In general, what best describes your current level of comfort with biking in Montebello?



Over half of respondents indicated that they are currently uncomfortable bicycling in Montebello.

Which of the following statements best describes what prevents you from biking more frequently?



When asked what prevents them from bicycling more frequently, respondents mostly responded with lack of safe and secure bike parking, lack of bike paths and lanes, and a lack of physical safety.

What destinations are currently challenging for you to access or wish you could access by biking?

Participants were asked which destinations are challenging and/or they wish to access by bicycling. Responses included the following:

- General/other retail and shopping (14 responses)
- Major/main/arterial streets (13 responses)
- Downtown (8 responses)
- Parks (5 responses)
- Metro Atlantic Station (5 responses)
- Blvd Market (5 responses)
- Montebello Town Center/The Shops at Montebello (3 responses)
- Rio Hondo Trail (3 responses)
- Mart of Montebello (3 responses)
- City Hall (3 responses)
- Schools (2 responses)
- Beverly Hospital (2 responses)
- Metrolink Station (2 responses)
- Library (1 responses)
- Golf course (1 response)
- Montebello Plaza (1 response)

Are there any streets that you would like the City to improve with bike lanes or other facilities?

Participants were asked which streets should be improved with bikeways. Responses were as follows:

- Beverly Boulevard (36 responses)
- Whittier Boulevard (27 responses)
- Montebello Boulevard/Greenwood Avenue (17 responses)
- Lincoln Avenue (12 responses)
- Garfield Avenue (10 responses)
- Washington Boulevard (5 responses)
- Olympic Boulevard (3 responses)
- Wilcox Avenue (2 responses)
- Pomona Boulevard (2 responses)
- Via San Delarro (1 response)
- Vail Avenue (1 response)
- Bluff Road (1 response)
- Via Campo (1 response)
- Poplar Avenue (1 response)

Online Map Comments

In addition to the survey questions, respondents were able to use an online map to provide additional location-specific comments. 74 comments were provided on the map, summarized below. Comments are summarized below.

- Beverly Boulevard should be improved with a dedicated bike facility. Currently is uncomfortable/unsafe for bicyclists. This includes providing a better connection to the Rio Hondo Trail, Beverly Hospital, shops/restaurants, City Hall, Montebello Library. (12 responses)
- Slip lanes present safety issues for bicyclists. (6 responses)
- Implement a protected bikeway along Whitter Boulevard, and improve access to Downtown Montebello. Speed is an issue, and could be addressed through traffic calming measures. (6 responses)
- Improve access to the Rio Hondo Trail via roads such as Beverly Boulevard, Bluff Road, Maiden Lane, Lincoln Avenue. (5 responses)
- Implement a bikeway such as protected bike lanes along Lincoln Avenue and improve intersection timing. (5 responses)
- Some speed bumps in the city are ineffective at slowing vehicles down along minor streets (for example, on Findlay Avenue, San Antonio Drive, and Hay Street), including for discouraging cut-through traffic. Additional stop signs are needed on Merle Drive. (3 responses)
- Garfield Avenue has high speeds and parked cars; the City should implement traffic calming and reduce speeds. (3 responses)
- Implement protected and/or green bike lanes along Montebello Boulevard; currently unsafe for bicyclists. (3 responses)
- Improve bike access to Montebello Town Center and the Shops at Montebello (including reduced vehicle speeds) and increase the number of bike racks. (3 responses)
- Improve access to Acuna Park, including crossing Lincoln Avenue. (3 responses)
- At major intersections, make sure traffic lights provide enough time for bikes to cross, and include bike detectors. (2 responses)
- Wilcox Avenue should be improved (e.g., implement protected bike lanes, provide infrastructure to/from Schurr High School. (2 responses)
- Bluff Road should be improved to provide access to the Rio Honda Trail. For example, implement a bike route with sharrows. (2 responses)

- It is currently uncomfortable to bike to the Metrolink Station. A protected bikeway is needed. (2 responses)
- Improve access to Mart of Montebello. (2 responses)
- Provide protected facilities on Greenwood Avenue, and improve access to the future L Line Greenwood Station. (2 responses)
- Improve biking conditions to and around Potrero Heights Park. (2 responses)
- Improve access to Cantwell-Sacred Heart of Mary High School.
- Implement buffered bike lanes on Westmoreland Drive.
- Improve access to the shopping center at Via Camp and Wilcox Avenue.
- Improve access to Montebello City Park.
- Access to Rodriguez Park should be improved via Mines Avenue.
- Improve access to Holifield Library and the community center.

Report for Montebello Bicycle Master Plan

Response Counts

Completion Rate:	**89.3%**		
	Complete		75
	Partial		9

Totals: 84

1. Email address:

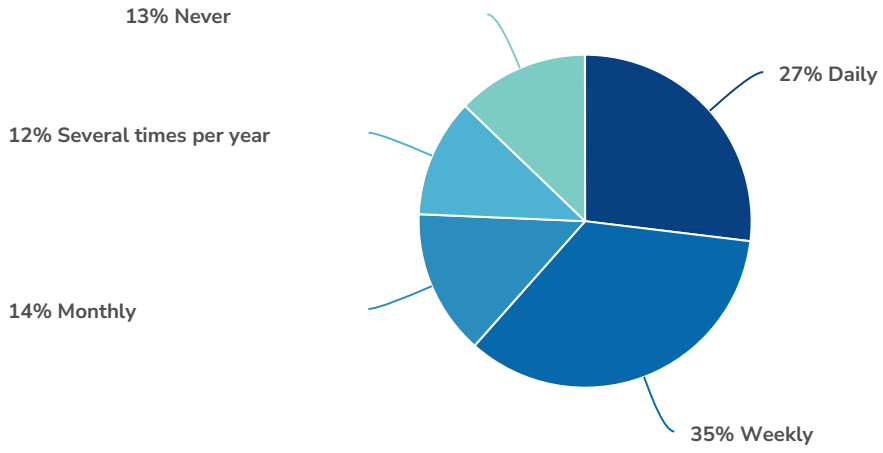
ResponseID	Response
4	sameeralalami@gmail.com
5	raytakosharky@gmail.com
6	Franceisg@allamericansportswearcorp.com
8	James.morales3@gmail.com
10	3moni29@gmail.com
11	Peralta.scarletohara@gmail.com
12	Kcardenas725@gmail.com
13	Gabi.gomez1028@gmail.com
14	vincentlarocca1@gmail.com
15	Ralphmoreno.esms@gmail.com
16	nahiely23@gmail.com
17	vincentlarocca1@gmail.com
18	Salasbrian61@gmail.com
19	Antiguacoffeehouse@yahoo.com
20	Erikamzap88@gmail.com
21	Sct5872@gmail.com
22	Aracelyguerrero15@yahoo.com
23	dlopez2877@gmail.com
24	info@amfconsulting.net
25	randy_peinado77@hotmail.com
26	Malo166@yahoo.com
27	Peralta.scarletohara@gmail.com
28	fpeggy34@gmail.com

ResponseID	Response
29	yolandaanaya@att.net
31	goeligo@gmail.com
33	dgherrera05@gmail.com
34	jas3651CA@msn.com
35	pebbles6253@gmail.com
36	jairo.r.avalos@gmail.com
37	Stefaniar10@hotmail.com
39	delgadomonica@sbcglobal.net
41	billmoreno@gmail.com
43	sicmscratchy@yahoo.com
44	tanyaaaism@gmail.com
45	almaadelacruz17@gmail.com
46	dmadina16@gmail.com
47	dzapata34@gmail.com
49	ericj4k@gmail.com
51	r6rodriguez@gmail.com
52	donsonliu@gmail.com
55	javier.silva711@gmail.com
56	Sdfarfan@gmail.com
57	calcarlos@zoho.com
58	shaynes1776@gmail.com
59	topher@activesgv.org
60	987.matt@gmail.com
61	luisvgutierrez93@gmail.com

ResponseID	Response
62	daniellenzamora@gmail.com
65	mattbnfin@gmail.com
66	Baybluegurl55@yahoo.com
67	carly@activesgv.org
68	Christiannss@icloud.com
69	Gerazo248@gmail.com
70	philiptaylor4545@gmail.com
71	wpasillas@gmail.com
72	echteltyreecumm@gmail.com
73	Futurewarss@gmail.com
75	Asd@gmail.com
76	ango46923@gmail.com
77	ogonnablessing40@gmail.com
78	ealejandra27@yahoo.com
79	BikesInLA@yahoo.com
81	Andthewalrus@gmail.com
82	fpeggy34@gmail.com
83	stevefalcon10@gmail.com
84	charger440@att.net
85	Ericanthonymehra@hotmail.com
87	0028vsmail@gmail.com
89	Mbmaribella@gmail.com
90	mattcterry@.com
91	gilcas2000@yahoo.com

ResponseID	Response
92	Deniseiks@yahoo.com
93	pancakeaddict0@gmail.com
95	manriquez323@gmail.com
96	spurgeon96@gmail.com
97	gonzalezdominic28@gmail.com
98	jas3651CA@msn.com

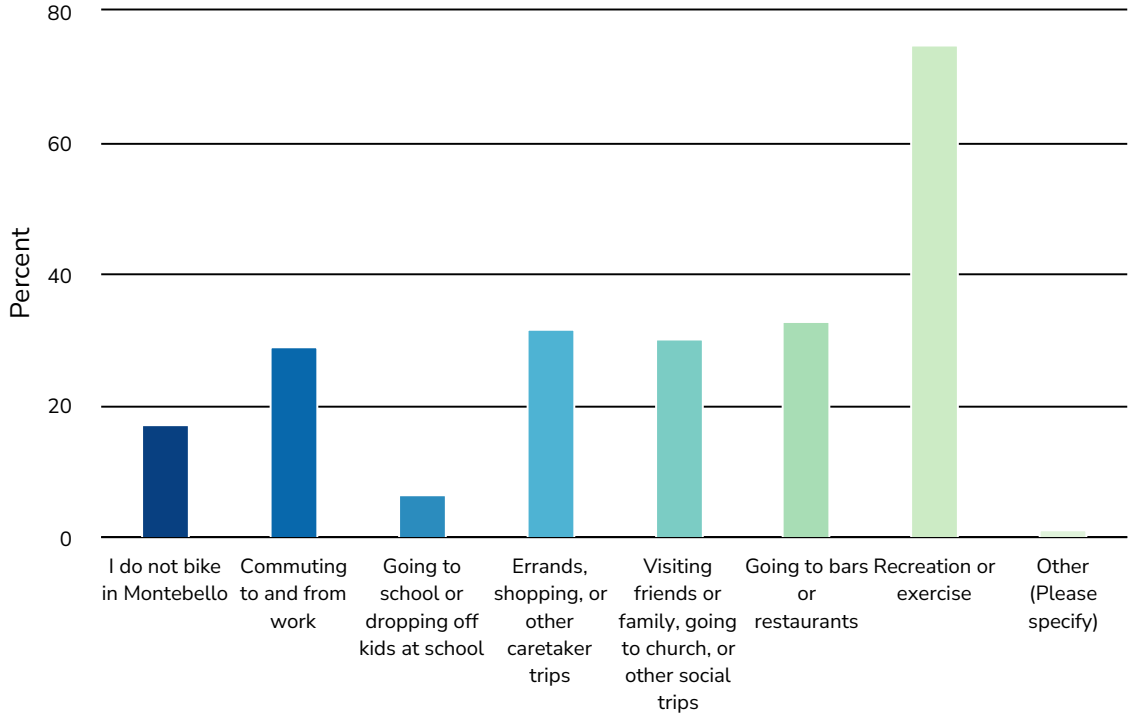
2. How often do you ride a bicycle?



Value	Percent	Responses
Daily	26.9%	21
Weekly	34.6%	27
Monthly	14.1%	11
Several times per year	11.5%	9
Never	12.8%	10

Totals: 78

3. If you do ride, what is the current purpose for most of your bike trips? Select all that apply.



Value	Percent	Responses
I do not bike in Montebello	17.1%	13
Commuting to and from work	28.9%	22
Going to school or dropping off kids at school	6.6%	5
Errands, shopping, or other caretaker trips	31.6%	24
Visiting friends or family, going to church, or other social trips	30.3%	23
Going to bars or restaurants	32.9%	25
Recreation or exercise	75.0%	57
Other (Please specify)	1.3%	1

4. Using the images of bicycle facilities below, where would you feel safe and comfortable riding a bike? Please enter in the box below:

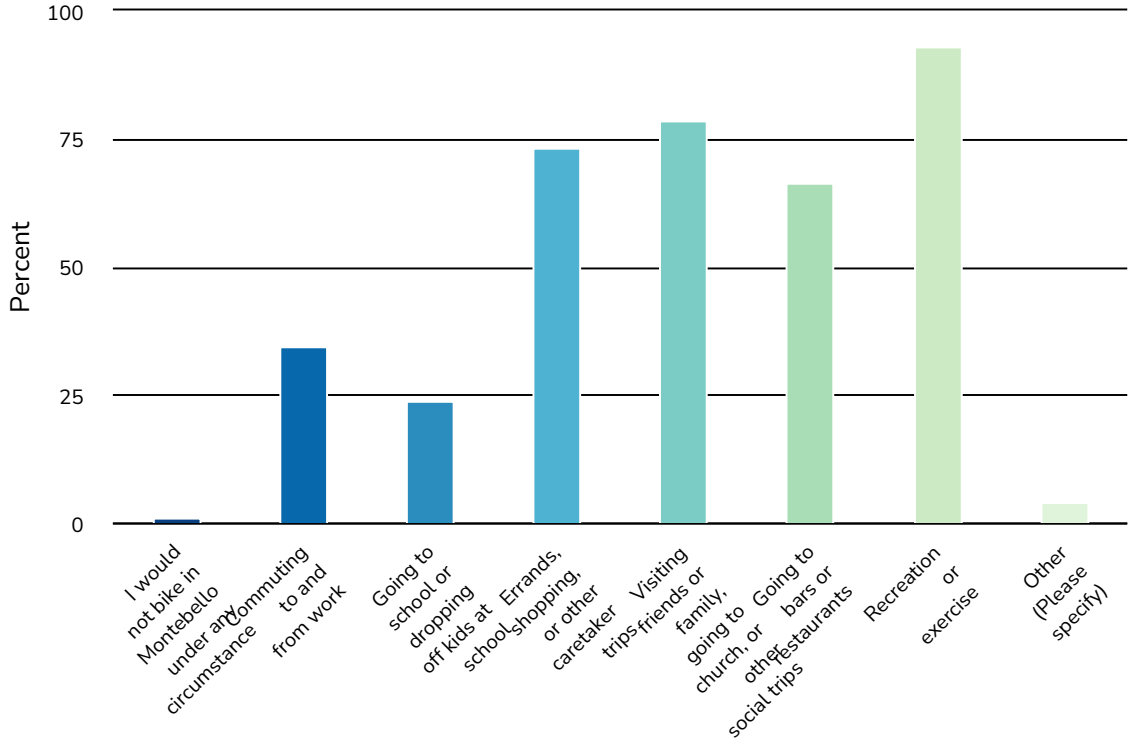
ResponseID	Response
4	A, C.
5	D and E seem the most practical for Montebello
6	B
7	A, B, C
8	A, B and C
10	A, B, C
12	A,B, and C
13	A, B, C, D, E.
14	I would feel safe riding on Street adjacent landscape separated bike paths and parking separated bike lanes
15	A,B,C, E
16	A, B
17	Street-adjacent landscape-separated bike path or parking separated bike lane
19	It's usually very safe and pleasant riding around a 9 block radius near the golf course
20	A&B
21	B and C
23	A, B, C, D
24	(C) Parking or post-separated bike lane
25	B. Street-adjacent landscape-separated bike path
27	A, B, C
28	A B C D
29	A

ResponseID	Response
31	B
32	On B
33	I'm comfortable biking in A-E but especially C.
34	All of these
35	A, B, C
36	A, B, and C, in that order. Protection from cars is what makes me feel safe when biking
37	Street adjacent landscape separated bike path
41	C, A, B
43	ABCE D could feel safe if speed limit 30 & lower
45	F
46	A off street path or trail
47	A & B if they are able to connect me safely to other areas and zones. I feel okay riding in D.
49	A and B are my top choices, C is a last resort.
50	B, C
51	A,B,C
52	A, B, C, D, E
55	B
56	A, B, C
57	A, B, and C.
58	A, B
59	I would feel safe in A, B and C in that order.
60	A,B, & only C IF there's concrete. PLASTIC does NOT make me feel safe
61	I would feel most safe riding on A and B.

ResponseID	Response
62	B. street- adjacent landscape-separated bike path
63	A, B, & C
64	The only safe options are (A) and (B). (C) is only acceptable if its parking separated, post separated is unsafe as most drivers ignore/run over the plastic posts. B is the best/safest option, and the prefferred one.
65	A, B, C
66	C
67	A, B, C
69	C,b,a
70	A B C
71	A, B, E
72	A,B,C
73	(C) parking or post separated bike lane
75	A/b/c
76	I feel most safe and comfortable riding my bike in the environment in pictures A and B
77	The areas in picture A, B, C are the safest and most comfortable to ride a bicycle
78	Painting bike lines
79	In order C B A D E
81	B
82	A B C D E
84	A, B, C,D, E
85	(A. B. C.)Are great. (D E) are not good because drivers are usually looking at their phones.
86	B
87	A B C D E

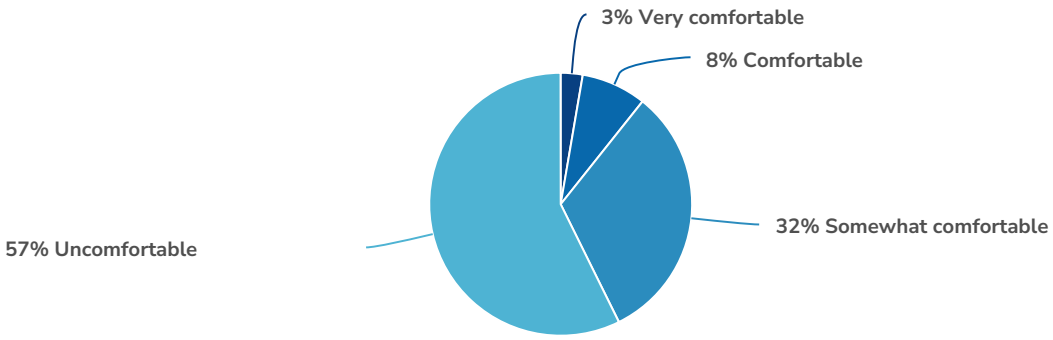
ResponseID	Response
89	B and c
90	A, B and C
91	A,B,C,D
92	B
93	I would feel safe and comfortable riding a bike in the following options: B) Street-adjacent landscape-separated bike path C) Parking or post-separated bike lane E) Bike route on residential street
94	A, B, C, D
95	Only on the Rio Hondo Bike Path and possibly on a painted bike lane
96	Preferably B, but also C
97	A,B, C
98	A, B, C, D, and E. I am an experienced cyclist.

5. If Montebello had a network of biking infrastructure you felt safe and comfortable riding, where would you ride a bike to? Select all that apply.



Value	Percent	Responses
I would not bike in Montebello under any circumstance	1.3%	1
Commuting to and from work	34.7%	26
Going to school or dropping off kids at school	24.0%	18
Errands, shopping, or other caretaker trips	73.3%	55
Visiting friends or family, going to church, or other social trips	78.7%	59
Going to bars or restaurants	66.7%	50
Recreation or exercise	93.3%	70
Other (Please specify)	4.0%	3

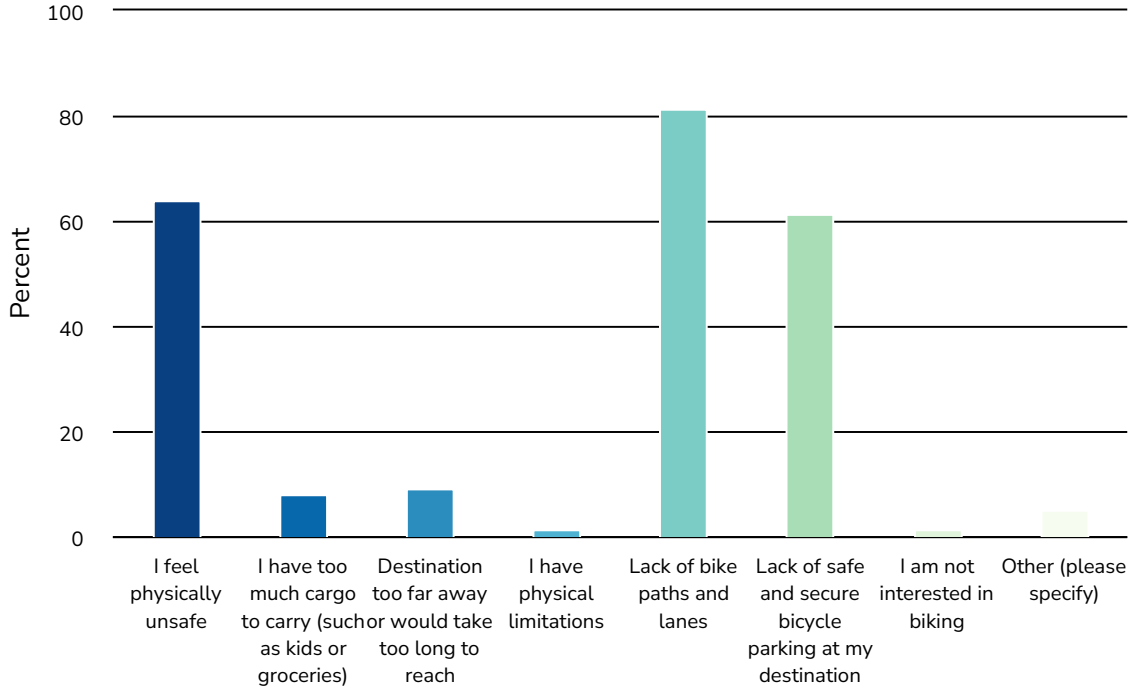
6. In general, which best describes your current level of comfort with biking in Montebello?



Value	Percent	Responses
Very comfortable	2.7%	2
Comfortable	8.0%	6
Somewhat comfortable	32.0%	24
Uncomfortable	57.3%	43

Totals: 75

7. Which of the following statements best describes what prevents you from biking more frequently? Select all that apply:



Value	Percent	Responses
I feel physically unsafe	64.0%	48
I have too much cargo to carry (such as kids or groceries)	8.0%	6
Destination too far away or would take too long to reach	9.3%	7
I have physical limitations	1.3%	1
Lack of bike paths and lanes	81.3%	61
Lack of safe and secure bicycle parking at my destination	61.3%	46
I am not interested in biking	1.3%	1
Other (please specify)	5.3%	4

8. What destinations in Montebello are currently challenging for you to access or wish you could access by biking?

ResponseID	Response
4	Anywhere on the main part of the city.
5	Main streets like Whittier, Beverly blvd and Olympic all have their challenges. Main issue being there is no clear indication of a bicycle lane, cars frequently get to close and do not observe 6ft between their car and someone cycling
6	Montebello blvd, Beverly blvd, whittier blvd.
7	The parks, the "downtown area"
8	Downtown Montebello, Montebello mall, Metro Atlantic station
10	Commercial centers, schools
13	The Montebello Town Center
14	Downtown Montebello on Whittier Blvd, Montebello Mall, Rio hondo bike path, Beverly Hospital, AMC Theaters, Bowlero,
15	Anywhere along Beverly Blvd or Whittier Blvd.
16	montebello public library
19	Not in particular
21	To parks
23	Shopping, restaurants, bars etc. secure bike parking in a high visibility area
24	local shops in Downtown Montebello
25	Most neighborhood streets do not provide easement for bike travel to our many parks.
31	Riding down San Gabriel Avenue towards Lincoln Avenue. Too many homeless in the area.
32	The shopping center where Marshall's is located.
34	Bars and restaurants
35	Downtown Montebello
36	BLVD Market, Tierra Mia Coffee, Vons on Montebello Boulevard

ResponseID	Response
41	Golf course, Downtown LA or Montebello
43	Atlantic Metro station, accessing Rio hondo trail
46	The shopping center off of Beverly and montebello blvd.
47	BLVD Market
49	Costco and Home Depot in Monterey Park. I know that isnt techincally Montebello, but it is a major destination
50	Metro Gold Line Station (getting there from East))
51	Do not feel safe riding along main streets anywhere in Montebello.
52	the shops along Whittier and Beverly. BLVD MRKT, Angry Horse
55	All locations
56	Recreational path, shopping areas, transit stops/ transit hubs.
57	Shopping, parks, restaurants, and bars.
59	places on Whittier and Beverly
60	Most of them. Biking only works if there's a network.
61	N/A
62	Whittier Blvd Market
63	Restaurants/going inside any building. No where to leave bike that feels safe.
64	anything on beverely or whittier is a horror to bike to as those main streets are extremely unsafe for cyclists.
67	Easier access to the closest metro rail station (Atlantic Station)
76	It's too far from work
77	It's inconvenient to go shopping and pick up the kids
78	Bervely Blvd
79	City Hall / DMV / Hospital / Restaurants

ResponseID	Response
81	Anything on Whittier or Beverly Blvd. There is no good way to go East to West in ot through Montebello. BLVD Mkt, Brujeria, all the shops downtown, Broguieres Dairy would all be great by bike but there are sketchy sections to get there.
82	Most restaurants in Montebello
84	Montebello City Hall
85	Vons market. Rio hondo bike path
86	Just riding throughout the city not safe
87	None
89	The metro station on Atlantic. All around MTB
90	Grant Rea Park
91	City hall
92	Shopping centers
93	Montebello/Commerce Metrolink Station
94	Stores and shops on Whittier Blvd
96	All of the businesses by the Garfield exit off the 60 freeway, also the downtown section of Montebello
97	Train station
98	Washington and Whittier Blvds

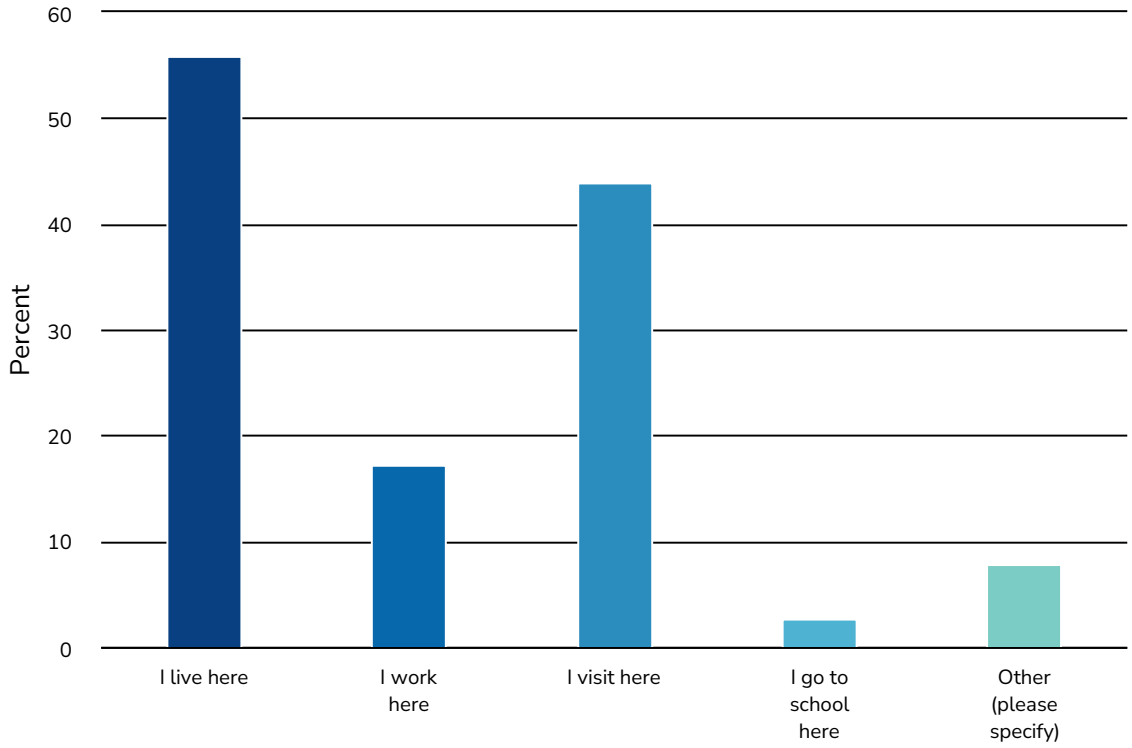
9. Are there any streets that you would like the City to improve with bike lanes or other facilities?

ResponseID	Response
4	Whittier Avenue, Beverly Blvd, most others.
5	Garfield, Beverly blvd, Whittier and Olympic
7	Whittier Blvd, Beverly Blvd
8	Lincoln Blvd between Wilcox and Montebello Blvd, Whittier Blvd, and Beverly Blvd going east to west. Additionally, all of Montebello Blvd
10	Whittier, greenwood, around the downtown area.
13	Beverly Blvd.
14	Montebello Blvd, Whittier Blvd, Beverly Blvd, Garfield Ave, Lincoln Ave, Via San Delarro
15	Beverly Blvd and Whittier Blvd.
16	Greenwood Ave, Montebello Blvd, Whittier Blvd
17	Beverly blvd, Montebello Blvd, Whittier blvd, Lincoln Ave, Garfield Ave, Wilcox Ave, Washington Blvd
19	Residential streets should be of good repair.
20	Would be nice to have a bike path resembling what exists in Whittier (greenway trail)
21	Olympic, Vail , Montebello
23	Beverly Bl from the westside city limits to the eastside city limits needs a road diet and a post parking protected bike lane.
24	Lincoln Ave between Wilcox Ave and Montebello Blvd
25	All major boulevards traveling East and West. Montebello Blvd South of Lincoln Blvd, traveling North and South.
28	Beverly Blvd
31	Yes, Montebello Blvd.
32	Lincoln Ave
34	Whittier and Washington Blvds

ResponseID	Response
35	Montebello Boulevard and Beverly Boulevard
36	Beverly Boulevard, Whittier Boulevard, Montebello Boulevard
41	Whittier blvd
43	Lincoln Blvd, other East West roads.
44	Lincoln Ave by the park cars are always speeding
46	Whittier blvd and Olympic blvd
49	Whitter Blvd and Lincoln Blvd.
50	Whittier Blvd, Beverly Blvd
51	All main streets
52	Whittier, Garfield, Beverly, Lincoln
55	Major streets such as Garfield, Whittier, and Beverly.
56	Beverly Blvd, Whittier Blvd, Garfield, Montebello Blvd, Greenwood,
57	Beverly Blvd or Lincoln Ave, Montebello Blvd, Garfield ave, Whittier, and Bluff Rd.
59	We need a network of protected bike lanes.
60	Literally all of them. If a car should be able to go there so should I on my bike. It's environmentally friend. Car isn't.
61	N/A
62	Whittier Blvd
63	Beverly blvd. Garfield blvd. bike parking.
64	Beverly Blvd, Whittier, Montebello, Wilcox, Washington, Garfield.
67	E. Pomona Blvd, Montebello Blvd., Beverly Blvd., Via Campo
69	Beverly and Whittier
73	Beverly, Whittier
76	Cycle lanes on major arterial roads

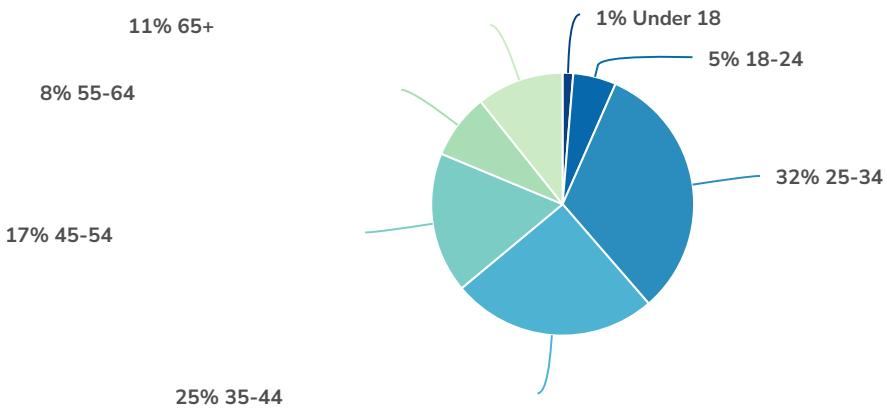
ResponseID	Response
77	Building bike lanes on major roads
78	Bervely
79	Beverly Blvd
81	Beverly could really use bike lines.
82	Beverly Blvd
84	Beverly Blvd
85	Beverly Blvd. Whittier Blvd. Garfield. Mednik.
86	Beverly Blvd montebello Blvd going to mall
87	Beverly
89	Beverly. Pomona. Montebello
90	Beverly and Montebello Blvd.
91	Beverly
92	Whittier blvd, beverly
93	Lincoln Ave (stretch from Wilcox Ave to Montebello Blvd); Beverly Blvd; Whittier Blvd
94	Beverly Blvd, between Montebello Blvd and Poplar Ave, by Beverly Hospital
95	Lincoln, between San Gabriel & La Merced
96	Almost every one, there is a decent bike lane on Gerhart Ave. I believe
97	Montebello Blvd, Beverly Blvd, and whittier Blvd
98	Washington and Whittier Blvds

10. Your relationship with Montebello (select all that apply)



Value	Percent	Responses
I live here	56.0%	42
I work here	17.3%	13
I visit here	44.0%	33
I go to school here	2.7%	2
Other (please specify)	8.0%	6

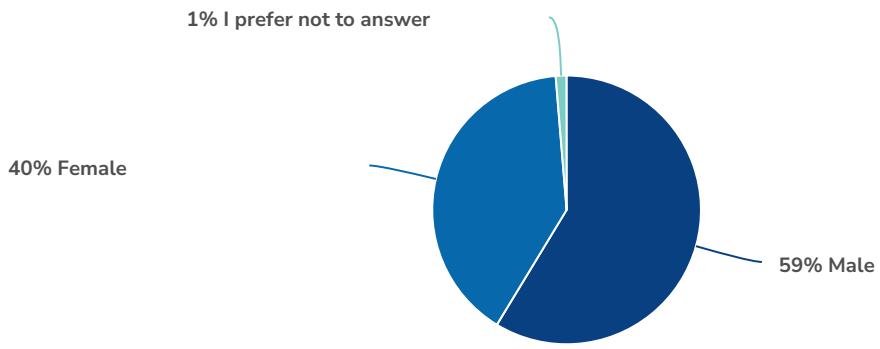
11. Your age



Value	Percent	Responses
Under 18	1.3%	1
18-24	5.3%	4
25-34	32.0%	24
35-44	25.3%	19
45-54	17.3%	13
55-64	8.0%	6
65+	10.7%	8

Totals: 75

12. Your gender



Value	Percent	Responses
Male	58.7%	44
Female	40.0%	30
I prefer not to answer	1.3%	1

Totals: 75

Montebello Bicycle Master Plan

1. 

James Morales | james.morales3@gmail.com | 3109623339, Added July 15 2023

Protected bike lanes between Wilcox and Montebello blvd are needed.

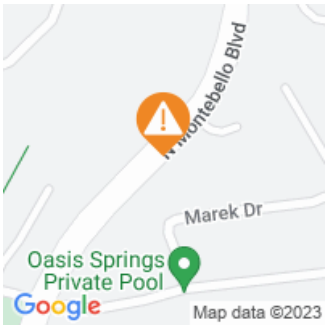
Liked 2 times

2. 

James Morales | james.morales3@gmail.com | 3109623339, Added July 15 2023

Make DTMTB more accessible by bike! Parking is scarce so making it more easily accessible by bike makes sense.

Liked 2 times

3. 

James Morales | james.morales3@gmail.com | 3109623339, Added July 15 2023

Possibly paint the existing bake lanes green making them more visible/safer?

Liked 1 time

4. 

James Morales | james.morales3@gmail.com | 3109623339, Added July 15 2023

Protected bike lanes all along Montebello Blvd would encourage more bike riding within the city and increase use of public transit.

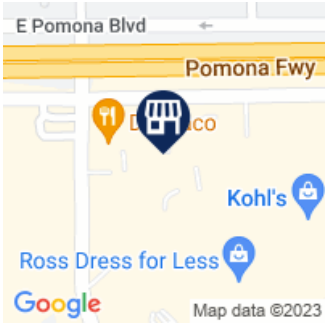
Liked 3 times

5. 

Vincent La Rocca | vincentlarocca1@gmail.com | 6264139598, Added July 19 2023

There should be a protected bike lane here to allow recreational cyclists to connect from the Avenida De La Merced bike lane to the Rio Hondo Bike Lane

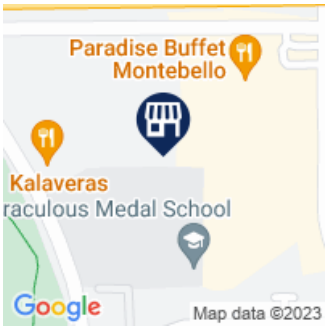
Liked 4 times

6. 

Vincent La Rocca | vincentlarocca1@gmail.com | 6264139598, Added July 19 2023

I would like to bike to the Doctors office and to visit the Bank and Montebello Plaza shops

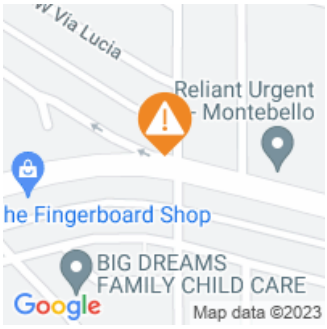
Liked 1 time

7. 

Vincent La Rocca | vincentlarocca1@gmail.com | 6264139598, Added July 19 2023

I would like to bike to Montebello City Park to use the park facilities.

Liked 0 times

8. 

Vincent La Rocca | vincentlarocca1@gmail.com | 6264139598, Added July 19 2023

Vehicles around this curve going eastbound and parked cars act as a blind spot endangering pedestrians and cyclists.

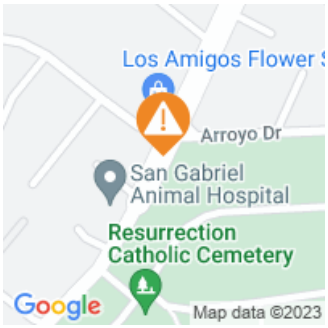
Liked 3 times

9. 

Vincent La Rocca | vincentlarocca1@gmail.com | 6264139598, Added July 19 2023

Unsafe and uncomfortable for pedestrians and cyclists.

Liked 0 times

10. 

Vincent La Rocca | vincentlarocca1@gmail.com | 6264139598, Added July 19 2023

Lots of potholes along Potrero Grande, no sidewalk for pedestrians and no safe way for biking along Potrero Grande and accessing Potrero Heights Park.

Liked 1 time

11. 

Vincent La Rocca | vincentlarocca1@gmail.com | 6264139598, Added July 19 2023

Difficult and uncomfortable to get to the Montebello Metrolink Station by bike

Liked 2 times

12. 

Vincent La Rocca | vincentlarocca1@gmail.com | 6264139598, Added July 19 2023

I would like bike to City Hall and Montebello Library

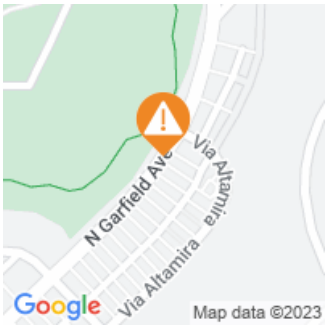
Liked 3 times

13. 

Vincent La Rocca | vincentlarocca1@gmail.com | 6264139598, Added July 19 2023

Would like to bike to Montebello City Park to use its facilities like tennis, pickle ball courts and pool

Liked 2 times

14. 

Vincent La Rocca | vincentlarocca1@gmail.com | 6264139598, Added July 19 2023

Difficult to bike on Garfield Ave due to lots of Parked cars and car traffic at high speeds. Traffic calming needed and bike lane needed.

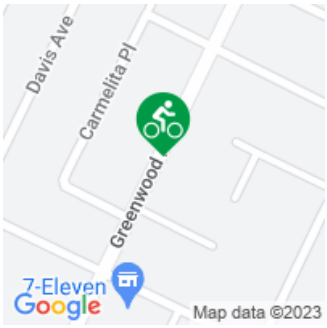
Liked 2 times

15. 

Vincent La Rocca | vincentlarocca1@gmail.com | 6264139598, Added July 19 2023

Chet holifield library and community center for community meetings and park facilities

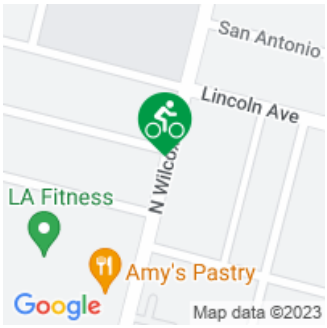
Liked 2 times

16. 

Vincent La Rocca | vincentlarocca1@gmail.com | 6264139598, Added July 19 2023

Protected bike lanes on Greenwood Ave needed for safe travel in South Montebello and safe route to school for Greenwood Elementary Students

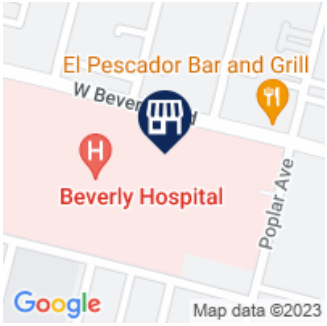
Liked 2 times

17. 

Vincent La Rocca | vincentlarocca1@gmail.com | 6264139598, Added July 19 2023

Bike lane needed on Wilcox ave for students to access Schurr high school and to access Montebello Plaza grocery stores and shops.

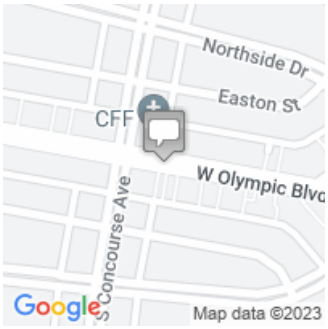
Liked 4 times

18. 

Vincent La Rocca | vincentlarocca1@gmail.com | 6264139598, Added July 19 2023

Bike to Beverly hospital

Liked 2 times

19. 

Sylvia Takeyama | sct5872@gmail.com | 3235165409, Added July 20 2023

I feel it's very dangerous to ride a bike on Olympic, Montebello Boulevard and Vail Street

Liked 1 time

20. 

Armando Medina | info@amfconsulting.net | 3236793802, Added July 20 2023

Safety Concern - Drivers use San Antonio Dr as a shortcut traveling eastbound on Lincoln Ave. Speed bumps have become ineffective as drivers speed between the speed bumps and often speed around the turn from San Antonio into 20th Street.

Liked 0 times

21. 

Armando Medina | info@amfconsulting.net | 3236793802, Added July 20 2023

lack of crosswalks or controlled intersections on Lincoln Ave between Wilcox and Germain Dr. where drivers are able to speed without good sight distance due to the topography of the street. I recommend putting in a round-about at the intersection of Lincoln Ave and 20th Street as a traffic calming measure.

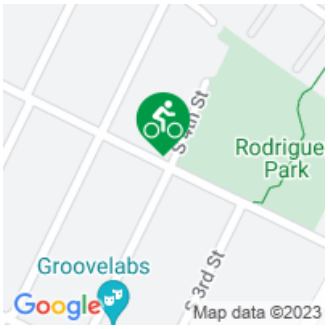
Liked 1 time

22. 

Armando Medina | info@amfconsulting.net | 3236793802, Added July 20 2023

Speeding traffic with two lanes of traffic in each direction. I recommend a parking protected bike lane and the limiting traffic to one lane in each direction.

Liked 1 time

23. 

Randy Peinado | randy_peinado77@hotmail.com | Added July 20 2023

While a Reggie Rodriguez provides plenty of recreational activity for the surrounding neighborhood, there is no way to safely travel to this park by bicycle, scooter, or skates. Additionally, only ONE SIDE of Mines Ave., between Bluff Rd. and Montebello Way, provides a sidewalk to allow for safe pedestrian travel. This is lack of safe passage is only compounded by the speeding traffic as there are no speed bumps. And this traffic grows to a very unsafe level when a train cuts access off at Olympic Blvd.

Liked 4 times

24. 

Randy Peinado | randy_peinado77@hotmail.com | Added July 20 2023

The intersection of Bluff Rd. and W Roosevelt Ave. provides access to the Rio Hondo Bike Path. However, the entirety of Bluff Rd. provides no bike pathway to actually get to the entry point for the bike access. No safe sidewalk exists that leads to the entry way as there are several sections along Bluff Rd where the sidewalk is no longer there.

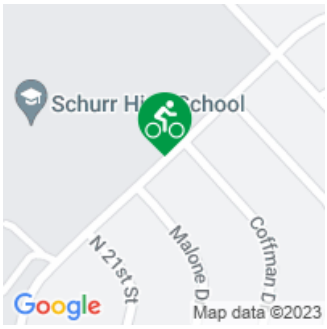
Liked 4 times

25. 

Armando Medina | info@amfconsulting.net | 3236793802, Added July 20 2023

Poorly signalized intersection. Pedestrians need an additional crosswalk leading directly to Westmoreland Dr. as this street serves as a secondary drop off point for students of Schurr HS and is part of the primary network for local running and walking path.

Liked 1 time

26. 

Armando Medina | info@amfconsulting.net | 3236793802, Added July 20 2023

A buffered bike lane is useful on Westmoreland Dr from Wilcox Ave to Vail Ave as this serves as a connection to the shops at Market Plaza

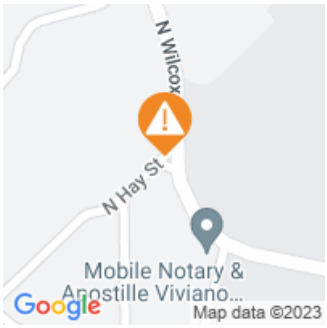
Liked 2 times

27. 

Armando Medina | info@amfconsulting.net | 3236793802, Added July 20 2023

Very narrow sidewalks on both sides of the street with traffic at a high rate of speed. A bollard protected bike lane would be helpful here.

Liked 2 times

28. 

Armando Medina | info@amfconsulting.net | 3236793802, Added July 20 2023

The slip lane at this location does little to protect pedestrians and cyclists at this location. A massing of students often congregates at the pedestrian island in making their way to and from school. I recommend closing the slip lane to prioritize pedestrians/cyclists crossing the street.

Liked 3 times

29. 

Armando Medina | info@amfconsulting.net | 3236793802, Added July 20 2023

A wide roadway does little to protect pedestrians walking/riding to Acuna Park. I recommend putting in a HAWK signal and a midblock crossing.

Liked 3 times

30. 

Armando Medina | info@amfconsulting.net | 3236793802, Added July 20 2023

Need protected bike lanes to reach Costco. Wish we had Costco back in Montebello

Liked 1 time

31. 

Armando Medina | info@amfconsulting.net | 3236793802, Added July 20 2023

Destination I'd like to bike to.

Liked 2 times

32. 

Armando Medina | info@amfconsulting.net | 3236793802, Added July 20 2023

Destination I'd like to bike to.

Liked 2 times

33. 

Armando Medina | info@amfconsulting.net | 3236793802, Added July 20 2023

Destination I'd like to bike to.

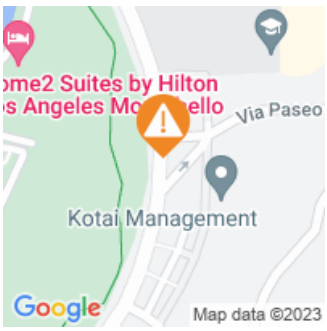
Liked 2 times

34. 

Armando Medina | info@amfconsulting.net | 3236793802, Added July 20 2023

Destination I'd like to bike to.

Liked 1 time

35. 

Kevin Smith | kev3060@gmail.com | Added July 25 2023

The massive slip lane off of Garfield encourages cars to enter into a high density neighborhood at high speeds. This intersection is (unfortunately literally) a death trap. I fear for my life every time I walk in this area.

Liked 1 time

36. 

Kevin Smith | **kev3060@gmail.com** | Added July 25 2023

High speeds along Whittier Blvd create dangerous conditions for pedestrians and bikers. Consider traffic calming devices (bulb outs, raised crosswalks, etc) and street narrowing (lane width narrowing, reducing the number of lanes, etc) in order to slow down traffic along Whittier Blvd. The faster the cars move, the more people will drive by without stopping, the more people will die, and the fewer people will risk their life to visit the establishments here.

Liked 3 times

37. 

Kevin Smith | **kev3060@gmail.com** | Added July 25 2023

Additional bike infrastructure can give students another method of getting to school, reducing car traffic and giving kids some much-needed exercise.

Liked 0 times

38. 

Kevin Smith | **kev3060@gmail.com** | Added July 25 2023

The Montebello Town Square is a key amenity to the city. Decreasing traffic speed, increasing bike racks, and providing safe bike paths to and from this location will help create a more bikable Montebello.

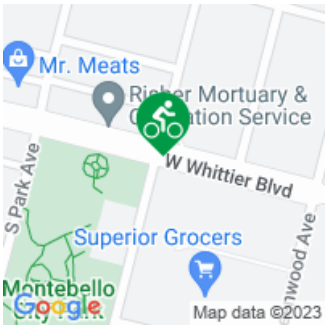
Liked 2 times

39. 

Kevin Smith | **kev3060@gmail.com** | Added July 25 2023

The Shops at Montebello are a key amenity to the city. Decreasing traffic speed, increasing bike racks, and providing safe bike paths to and from this location will help create a more bikable Montebello.

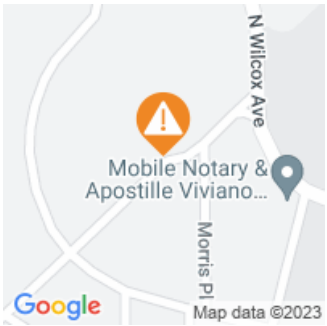
Liked 0 times

40. 

Kevin Smith | **kev3060@gmail.com** | Added July 25 2023

Protected bike lanes along Whittier Blvd are a key step to breathing life into our downtown.

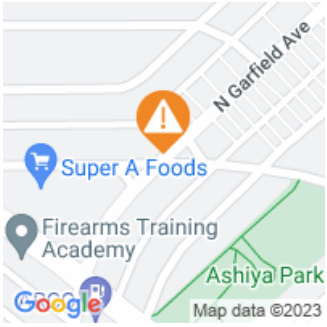
Liked 4 times

41. 

Kevin Smith | **kev3060@gmail.com** | Added July 25 2023

Even with speed bumps, drivers hit incredible speeds going down Hay Street. The design of the street is very forgiving to drivers, indicating that fast speeds are appropriate and safe. Traffic calming devices such as blub outs, raised crosswalks, and lane width reductions (possibly via parking protected bike lanes) should be STRONGLY considered.

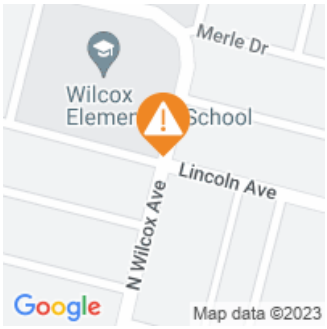
Liked 1 time

42. 

Vincent La Rocca | vincentlarocca1@gmail.com | 6264139598, Added July 26 2023

The traffic light for traveling on Via Acosta at Garfield is extremely fast and does not give enough time for cyclists to cross. There should be a bike loop detector to lengthen the duration of the signal timing. This a safer bike route for cyclists to connect to Via San Delarroo given the lack of safe infrastructure on Beverly Blvd.

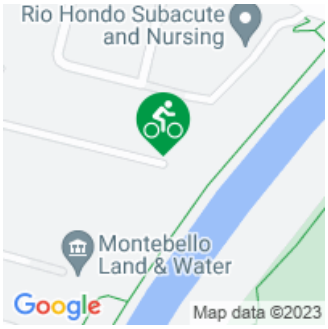
Liked 0 times

43. 

Vincent La Rocca | vincentlarocca1@gmail.com | 6264139598, Added July 26 2023

The traffic light for traveling on Lincoln Ave at Wilcox Ave is extremely fast and does not give enough time for cyclists to cross. There should be a bike detector at the left turn lane and center lane to lengthen the duration of the signal timing. Lincoln is a safer bike route for cyclists given the lack of safe infrastructure on Beverly Blvd.

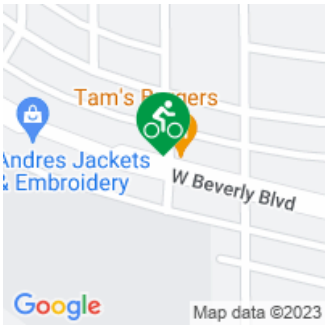
Liked 0 times

44. 

Vincent La Rocca | vincentlarocca1@gmail.com | 6264139598, Added July 26 2023

Maiden lane has the opportunity to be another connection to the Rio Hondo Bike Path offering nearby residents another means of safely entering bike way. There could be collaboration with Montebello Land & Water which might own the property to give through access to cyclists.

Liked 0 times

45. 

Vincent La Rocca | vincentlarocca1@gmail.com | 6264139598, Added July 26 2023

Parking protected bike lanes along Beverly Blvd would be great for safety and reducing car traffic by giving residents a safe option on bike. This infrastructure would also reduce car speeds making making the area more pedestrian friendly and increasing foot traffic to local businesses.

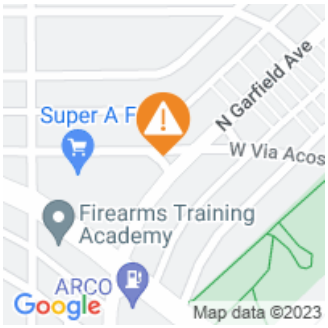
Liked 1 time

46. 

Kevin Smith | kev3060@gmail.com | Added July 26 2023

Slip lanes like this allow drivers to approach intersections with minimal slowdown. This poses a danger for all other users of the intersection (pedestrians, bikers, and public transit users). Slip lanes are rarely useful, and should NEVER be implemented in a neighborhood where pedestrians should be prioritized.

Liked 0 times

47. 

Kevin Smith | kev3060@gmail.com | Added July 26 2023

Slip lanes like this allow drivers to approach intersections with minimal slowdown. This poses a danger for all other users of the intersection (pedestrians, bikers, and public transit users). Slip lanes are rarely useful, and should NEVER be implemented in a neighborhood where pedestrians should be prioritized.

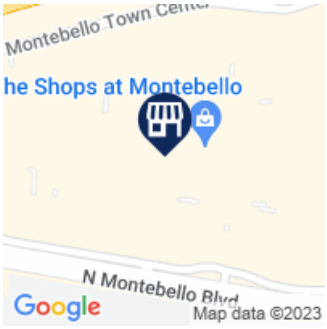
Liked 0 times

48. 

Kevin Smith | **kev3060@gmail.com** | Added July 26 2023

Beverly and Garfield is a key node in the city, and should be built to prioritize people wanting to patronize nearby stores. High speeds in this area are bad enough, but this slip lane make this intersection incredibly dangerous for those walking around the area, looking to patronize local businesses.

Liked 0 times

49. 

Kevin Smith | **kev3060@gmail.com** | Added July 26 2023

Key destination in the city. Lots of shops around here, and it needs to be made more accessible for biking and pedestrian. This can be done by adding bike lanes and slowing down the streets around it, and creating better connections to the rest of the city.

Liked 2 times

50. 

Kevin Smith | **kev3060@gmail.com** | Added July 26 2023

Despite the high speed streets, this area is waiting to become a walkable center to the city. Slower streets with bike lanes can help be a key step in making this dense, street facing commerce come to life.

Liked 2 times

51. 

Added August 01 2023

Supporting local businesses is important, having more bicycle access here will allow us to be able to support them

Liked 0 times

52. 

Added August 01 2023

Love Tierra Mia coffee! It's a great community gathering place that would see a lot more visitors if there was safe biking infrastructure

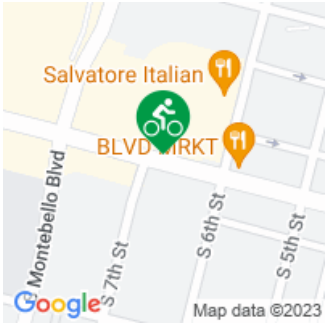
Liked 1 time

53. 

Added August 01 2023

Being able to bike to a grocery store and get food and essentials is important. Lots of people frequent this store and have to make short car trips, wasting gas and money. If there was safe biking infrastructure we could go here easily and use that money for groceries instead

Liked 0 times

54. 

Added August 01 2023

Protected bike lanes on whittier boulevard would bring back so many businesses. Studies show over and over again that having bike lanes increases the number of customers and reduces business vacancies

Liked 1 time

55. 

Added August 01 2023

Fun with friends. I like to go here but would go more if there was safer biking infrastructure

Liked 0 times

56. 

Added August 01 2023

LA Taqueria is opening here soon and me and my friends would visit more often if we felt safe getting there on our bikes

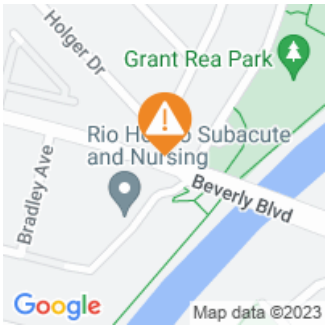
Liked 0 times

57. 

Added August 01 2023

We need a protected bike lane to the Montebello Metrolink station. By doing this we can get more people to ride the train and the bus. Right now it's impossible to get there safely

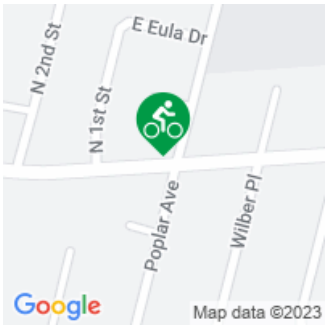
Liked 1 time

58. 

Travis Wong | **sicmscratchy@yahoo.com** | **9164769571,** Added August 09 2023

Rio hondo access from West requires riding on Beverly, which is dangerous.

Liked 1 time

59. 

Donson Liu | **donsonliu@gmail.com** | **(626) 824-6655,** Added August 10 2023

Bike lanes on Lincoln to get to the Rio Hondo Bike Path. City of LA is spending billions to make the LA River usable for bikes while Montebello is letting the already built Rio Hondo Bike Path languish. Hundreds if not thousands of recreational riders would love to eat/shop in Montebello if it were safe to get off the river.

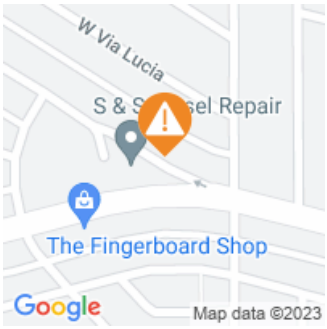
Liked 2 times

60. 

Donson Liu | donsonliu@gmail.com | (626) 824-6655, Added August 10 2023

Bike lanes from Beverly to Rio Hondo River. City of LA is spending billions to make the LA River usable for bikes while Montebello is letting the already built Rio Hondo Bike Path languish. Hundreds if not thousands of recreational riders would love to eat/shop in Montebello if it were safe to get off the river.

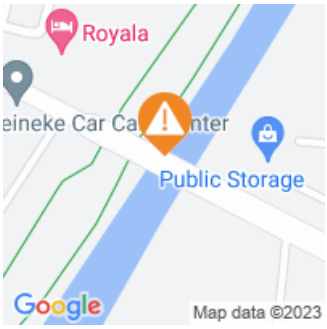
Liked 1 time

61. 

Added August 23 2023

Slip lane on Via Acosta encourages drivers on Beverly Blvd to continue at his speeds in front of homes. There is an existing Stop sign in the Slip lane, however, cars either ignore the stop sign or fail to do a complete stop. This slip lane should be closed making the street only accessible by pedestrians and cyclists trying to access Ashiya park on a slower street than Beverly Blvd. Residents could still access the street via Concourse Ave

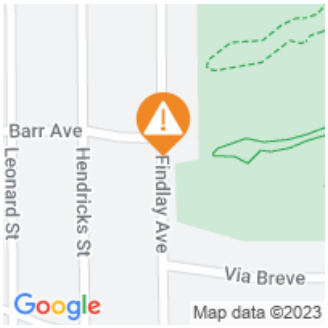
Liked 1 time

62. 

Added August 23 2023

Difficult to cross Whittier Blvd bridge on a bike. Recommend converting Whittier Blvd Bride to one travel lane in each direction and adding a protected 24/7 bus/bike lane in each direction

Liked 1 time

63. 

Added August 23 2023

Some of the Speed humps on Findlay Ave are not large enough to reduce speeding. Dangerous for pedestrians and cyclists crossing at Dewar Ave and at Via San Delarro.

Liked 0 times

64. 

Added August 23 2023

Dangerous to bike or walk on Garfield Ave between Montebello and Monterey Park. Safety improvements and better intersection design are needed. Infrastructure improvements needed to reduce vehicle speeds on Via Campo

Liked 0 times

65. 

Added August 23 2023

Paramount Blvd is wide enough to accommodate protected bike lanes to access Potrero Heights park the Monterey Park Market place and the Shops at Montebello.

Liked 0 times

66. 

Added August 23 2023

Difficult to safely bike to Potrero Heights Park

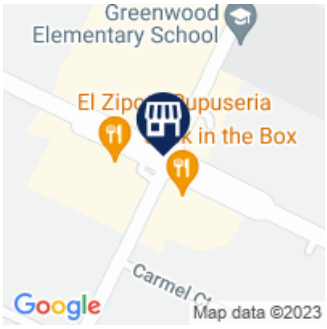
Liked 0 times

67. 

Added August 23 2023

Cantwell sacred heart high school

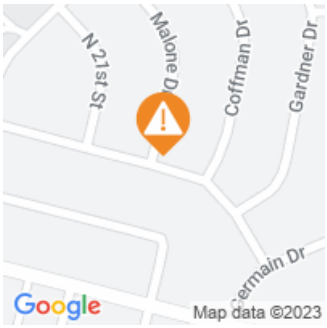
Liked 0 times

68. 

Added August 23 2023

The future Metro rail station

Liked 0 times

69. 

Jonathan | **futurewarss@gmail.com** | **3235339058,** Added August 25 2023

A lot of these intersections on Merle from westmoreland up to germain far don't have stop signs on either directions

Liked 0 times

70. 

Jonathan | **futurewarss@gmail.com** | **3235339058,** Added August 25 2023

Cars overflow from sizzler's parking to Beverly having cyclists to take the full lane almost jumping into the second lane to avoid parked cars. There's never cars parked on Beverly but always here

Liked 1 time

71. 

GILBERT JAUREGUI | **charger440@att.net** | **3235281402,** Added August 26 2023

Dangerous for bikes. No bike lane.

Liked 0 times

72. 

GILBERT JAUREGUI | charger440@att.net | 3235281402, Added August 26 2023

Bike lane needed

Liked 2 times

73. 

GILBERT JAUREGUI | charger440@att.net | 3235281402, Added August 26 2023

Many shops and resturant at this location

Liked 0 times

74. 

GILBERT JAUREGUI | charger440@att.net | 3235281402, Added August 26 2023

Bluff road should have "Sharrows" (share the road) on pavement as per bike route.

Liked 0 times

E

PROJECT VISION, GOALS, AND ACTIONS MEMO



KITTELSON & ASSOCIATES
750 The City Drive, Suite 410
Orange, CA 92868
P 714.468.1997

Technical Memorandum

January 26, 2024 Project# 24761

To: Monica Mercado-Rodriguez – City of Montebello

From: Michael Sahimi and Karen Phan – Kittelson & Associates, Inc.

RE: Montebello Bicycle Master Plan – Project Vision, Goals, and Actions

Kittelson & Associates, Inc. (Kittelson) is helping the City of Montebello (City) prepare their Citywide Bicycle Master Plan (BMP) to improve biking conditions throughout the city. This document outlines Kittelson's recommended framework for the BMP's vision, goals, and actions to help the City implement the recommended network and programs and to help encourage more biking in the City.

This framework was informed by the existing and baseline conditions analysis, community and stakeholder outreach efforts, and a review of recent and ongoing City planning efforts such as the General Plan Update. The vision statement identifies the long-term, aspirational goal for biking in Montebello, supported by the goals and actions to achieve the vision.

VISION

The City of Montebello will increase bicycling by being a place where people of all ages and abilities can conveniently bike to local and regional destinations. The City will provide safe and accessible bicycle facilities and supporting amenities to create a more welcoming and encouraging environment for bicyclists, cultivating a culture of bicycling as part of the City's identity.

GOALS AND ACTIONS

Goal 1.0 Accessibility: Provide comfortable, direct, and convenient bicycle facilities for users of all ages and abilities.

Providing comfortable and convenient bicycle facilities that offer direct pathways to key destinations can allow bicyclists of all ages and abilities to access local and regional destinations within and outside the city. This can help increase the number of bicycle trips taken for work, school, recreation, and shopping.

Actions

- Provide bicycle facilities to and from key local and regional and destinations, and coordinate with adjacent jurisdictions and other agencies to ensure bikeway connectivity and consistency.
- Improve access to the Rio Hondo River Trail by improving trail access points, positioning wayfinding signage between the trail and key destinations in Montebello, and providing bicycle facilities to and from the trail.
- Improve bicycling connectivity to existing and planned transit stations.

- Implement short-term and quick-build solutions at key locations until more permanent solutions are implemented.
- Supplement the provision of bikeways at key destinations with other bicycle-oriented amenities.
- Provide or encourage the provision of secure and convenient bicycle parking at key destinations.
- Design bikeways that acknowledge the needs of bicyclists of all ages and abilities

Goal 2.0 Safety: Improve safety and the perception of safety for bicyclists.

Creating a network of safe bicycle facilities can help reduce the frequency and severity of bicycle-involved crashes and injuries while also encouraging people to bicycle. In addition, facilities should address the perceived lack of safety bicyclists may feel along some corridors or under certain conditions. Methods to address safety can include engineering improvements, enforcement, and education.

Actions

- Develop a bicycling network that consists of low-stress bikeways that meet the needs of bicyclists of all ages and abilities network.
- Improve bicyclists' perception of safety while using Montebello's circulation network with protected bicycle facilities where feasible.
- Implement designs that reduce conflicts between bikes and other modes such as automobiles, pedestrians, and transit vehicles along roads, at intersections, and at local destinations.
- Work with local agencies and organizations to implement safety education programs and campaigns for bicyclists, drivers, and other street users.
- Partner with law enforcement to equitably enforce safety laws for all road users, with an aim of discouraging vehicle speeding.

Goal 3.0 Encouragement: Encourage people to bicycle, increase the visibility of bicycling in the city, and cultivate a culture of bicycling.

Creating an environment that welcomes and encourages people to bicycle can help shift trips away from private automobiles. It can also help foster a sense of local identity, increase the visibility of bicycling in the city, and engrain bicycling as part of Montebello's culture. In addition to education and campaigns, the design of physical improvements can also help achieve this goal and put bicycling at the forefront of the City's identity.

Actions

- Implement a system of bicycle wayfinding that can direct bicyclists to destinations while also increasing awareness of bicycling as a viable mode in Montebello.
- Partner with local agencies and organizations to host workshops and events to encourage bicycling, such as bicycle repair workshops and open street events.
- Utilize the City's resources (such as social media channels) to promote bicycling.

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BICYCLE-ORIENTED WAYFINDING, PARKING, AND E-BIKES MEMO



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Technical Memorandum

January 26, 2024 Project# 24761

To: Monica Mercado-Rodriguez – City of Montebello

From: Dhawal Kataria, AICP and Michael Sahimi, AICP – Kittelson & Associates, Inc.

RE: Montebello Bicycle Master Plan – Bicycle-Oriented Wayfinding, Parking, and E-Bikes

Kittelson & Associates, Inc. (Kittelson) is assisting the City of Montebello (City) in preparing a Bicycle Master Plan (BMP). As part of this effort, the City has expressed interest in establishing bicycle-oriented wayfinding protocols. Kittelson has prepared this memorandum outlining guidance for selecting locations and designing bicycle-oriented wayfinding signage. This memorandum also includes guidance on locating and designing secure bicycle parking at key destinations, and for regulating and planning for electric bikes (e-bikes). This memorandum is organized into the following sections:

- Background
- Bicycle Wayfinding Signage
- Bicycle Parking
- Planning for E-Bikes
- Recommendations and Next Steps

BACKGROUND

Bicycle Wayfinding Signage

A bicycle wayfinding system encompasses both signing and pavement markings that are designed to assist bicyclists in reaching their destinations via preferred bicycle routes and enhance the cycling experience. Typically, signs are installed at critical decision points along bikeways, such as where two or more bikeways intersect or at other strategic locations along the bicycle routes.

A coordinated, thoughtfully designed signage system improves the coherency of a bikeway network. It also provides a greater sense of security and comfort for users by confirming that riders are on the correct route and are aware of how far they will have to travel to reach their destination. On-street bicycle wayfinding signs also provide visual cues to motorists that people on bicycles may be present and they should drive with caution.

A consistent wayfinding system within the City of Montebello will benefit residents and visitors by:

- Providing information about destinations, direction, and distance
- Enhancing users' ability to navigate the bikeway network and find key attractions
- Reinforcing the visual identity of the City
- Promoting community awareness of trails and the bikeway network

There is no state law that requires the local jurisdiction to provide bicycle wayfinding signs. However, provision of bicycle wayfinding signs is considered a good practice and is recommended as part of National Association of City Transportation Officials (NACTO) Bicycle Wayfinding Signs and California Manual on Uniform Traffic Control Devices (CA MUTCD) guidelines.

During the first Montebello Bicycle Master Plan community workshop that occurred on August 10, 2023, participants indicated a desire for more bicycle signage and wayfinding to help navigate the city while also promoting bicycle culture and increasing its visibility.

This memo covers the following topics relevant to developing bicycle wayfinding signage:

- Wayfinding principles and elements
- Types of destinations
- National and state guidance
- Approach taken by the City of Costa Mesa

Bicycle Parking

Bicycle parking is critical because many people's decision to bicycle is affected by security concerns for their property. California state law leaves rules on minimum numbers of bicycle parking spaces to local jurisdiction discretion. Typically, cities establish provisions for both short-term and long-term bicycle parking facilities. Short-term parking caters to brief visitors, while long-term secure bike parking is primarily intended for building tenants such as employees or residents. In 2016, the California Green Building Standards Code (CALGreen) introduced mandatory bike parking requirements for non-residential structures. These regulations offer valuable guidance for determining the recommended minimum combination of short- and long-term secure bike parking spaces in non-residential buildings.

While the City's Municipal Code does not include general minimum bicycle parking requirements for new developments, bicycle racks are required as part of vehicle trip reduction and travel demand measures for non-residential development of 50,000 square feet or more, as follows:

- Bicycle racks or other secure bicycle parking shall be provided to accommodate four bicycles per the first 50,000 square feet of nonresidential development and one bicycle per each additional 50,000 square feet of nonresidential development. Calculations which result in a fraction of .5 or higher shall be rounded up to the nearest whole number. A bicycle parking facility may also be a fully enclosed space or locker accessible only to the owner or operator of the bicycle, which protects the bike from inclement weather. Specific facilities and location (e.g., provision of racks, lockers, or locked room) shall be to the satisfaction of the city.

Short-term bike parking options, such as bike racks, can be found at various key destinations within Montebello including the following City facilities:

- City Hall
- Cathy Hensel Youth Center
- George Hensel Aquatic Center
- Holifield Community Center

Downtown Montebello, which consists of two main roadways (Montebello Boulevard and Whittier Boulevard), is not served by dedicated bicycle facilities although bike racks are provided along the sidewalk on Whittier Boulevard.

During the first community workshop, several participants indicated that a lack of convenient bike parking at local retail destinations discouraged them from bicycling for shopping or dining trips.

This memo covers the following topics relevant to bicycle parking:

- Parking supply requirements
- Short-term bicycle rack types

- Siting and location for short- and long-term parking
- Approach taken by City of Los Angeles

Planning for E-Bikes

With the rising popularity of electric bikes, commonly known as e-bikes, it is crucial for cities to incorporate this new mode into their transportation strategies. As e-bikes become more prevalent, it is important to consider their impact on non-electric bicyclists and the overall cycling network, as well as on pedestrians, drivers, and other users. E-bike riders have a higher risk of being involved in collisions than traditional bicycle riders due to their higher speeds compared to non-electric bicycles; crash severity may also be higher due to traveling at higher speeds.

Outreach participants have indicated a need to address e-bikes in the city, including unsafe riding by people under the age of 18, including children and teenagers which may be novice e-bike users.

This memo covers the following topics relevant to planning for e-bikes:

- Classes of e-bikes
- Factors to consider when planning for e-bikes
- Federal guidance
- Approach taken by City of Irvine

BICYCLE WAYFINDING SIGNAGE

This section provides an overview of the principles of wayfinding, types of signs, major destinations where signs should be located, and guidance on how to place the signs effectively along the roadways.

Wayfinding Principles

There are six core principles to keep in mind when developing a bicycle wayfinding program. These principles aim to guide the placement and design of a wayfinding system in order to create a clear wayfinding experience and achieve a more navigable bicycle network.[1]

1. Connect Places

Effective wayfinding is an extension of the bicycling and walking network and provides a seamless travel experience for non-motorized users. Wayfinding signs typically only allow for a maximum of three destinations per sign. Therefore, there must be an approach for selecting and prioritizing the potential destinations to which bicyclists may want to travel.

Generally, potential destinations for inclusion on signs can be categorized within three levels:

- **Level 1:** Recognizable districts and neighborhoods. These may be city centers; historic, commercial, cultural, or educational districts; or neighborhoods with a distinct and recognizable name and character. Level 1 destinations should be included on signs up to 3–4 miles away.

[1] Alta Planning + Design. Six Wayfinding Design Principles. Retrieved from https://altago.com/wayfinding-design/

- **Level 2:** Specific landmarks or major attractions which generate a high volume of visitors. Landmarks include transit stations, major tourist venues, regional parks, open spaces, and post-secondary educational institutions. Level 2 destinations should be signed up to 2 miles away.
- **Level 3:** Local destinations such as civic buildings, parks, high schools, shopping centers, and healthcare facilities. They typically occur on signs in low- density areas where few other destinations are present or along pathways not connecting higher priority (Level 1 and 2) destinations. Level 3 destinations may be signed up to 1 mile away.

Connectivity also goes beyond physical signage — wayfinding signage elements can create a deeper connection to a place, cultivate a sense of pride by reflecting community values and identity, and support local economic development by encouraging residents and visitors to use services.

2. Promote Active Travel

The presence of wayfinding signs should help to communicate that walking and bicycling to many destinations is possible, helping to reduce physical barriers to using these modes for all types of trips. An effective wayfinding system makes active transportation facilities more visible and helps to increase use of both on-street and off-street facilities. If existing facilities are underutilized, wayfinding improvements are a cost-effective way of increasing use.

3. Maintain Motion

Bicycling and walking require physical effort, and frequent stopping and starting to check directions may lead to frustration and discouragement. Consistent, clear, and visible wayfinding elements allow people walking and bicycling to navigate while maintaining their state of motion. To help users maintain motion, wayfinding information also needs to be presented so that it can be quickly read and easily comprehended. Navigation elements that support bicyclists maintaining motion are discussed below.

Fundamental Navigational Elements

According to the NACTO Urban Bikeway Design Guide, there are three general types of wayfinding signs. 1 presents information on the three primary types of wayfinding signs. These are categorized based on their purpose, which in turn influences their placement along the bicycle routes. Figure 2 (provided later in this memo) illustrates a typical scenario where these signs are strategically positioned near a busy intersection.

Table 1: Types of Signs

Confirmation Signs

Purpose	Information	Placement	Examples
Indicate to bicyclists that they are on a designated bikeway. Make motorists aware of the bicycle route.	Can include destinations and distance/time. Do not include arrows.	Every ¼ to ½ mile on off-street facilities and every 2 to 3 blocks along bicycle facilities, unless another type of sign is used (e.g., within 150 ft of a turn or decision sign). Should be placed soon after turns to confirm destination(s).	

		Pavement markings can also act as confirmation that a bicyclist is on a preferred route.	

Turn Signs

Purpose	Information	Placement	Examples
Indicate where a bikeway turns from one street onto another street. Can be used with pavement markings.	Include destinations and arrows.	Near-side of intersections where bike routes turn (e.g., where the street ceases to be a bicycle route or does not go through). Pavement markings can also indicate the need to turn to the bicyclist.	 

Decision Signs

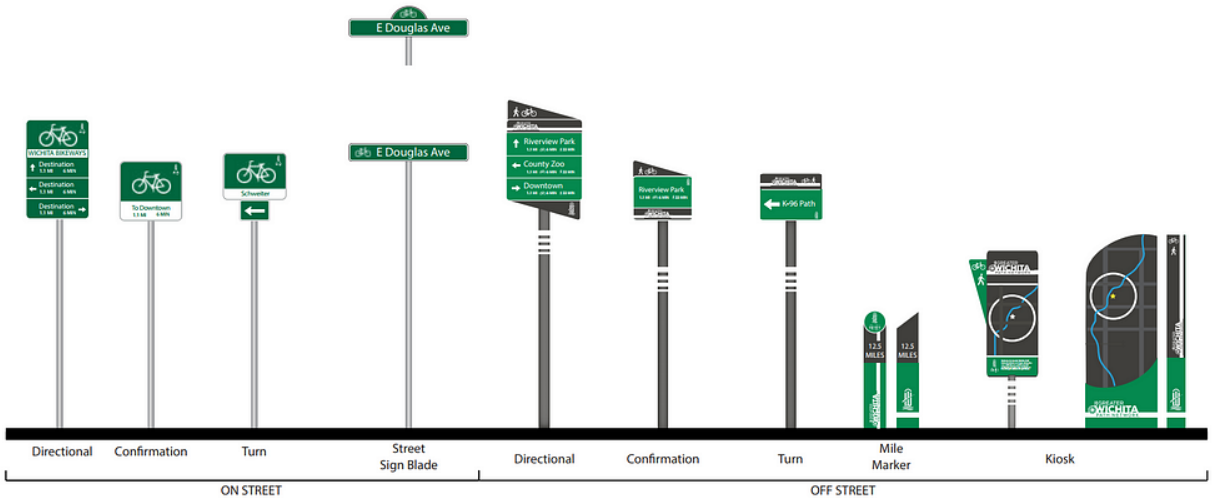
Purpose	Information	Placement	Examples
Mark the junction of two or more bikeways. Inform bicyclists of the designated bike route to access key destinations.	Destinations and arrows, distances, and travel times are optional but recommended.	Near-side of intersections in advance of a junction with another bicycle route. Along a route to indicate a nearby destination.	

SOURCE: NACTO URBAN BIKEWAY DESIGN GUIDE, BIKE ROUTE WAYFINDING SIGNAGE AND MARKINGS SYSTEM

Enhanced Navigational Elements

Other navigational elements can enhance the overall wayfinding system and serve as valuable additions to the fundamental navigational elements, elevating the rider's overall experience. Examples of these enhanced elements include pavement markings, mile markers, and map kiosks. Figure 1 illustrates the comprehensive bicycle wayfinding sign system family, incorporating both fundamental and enhanced wayfinding components.

Figure 1: Types of Wayfinding Signs

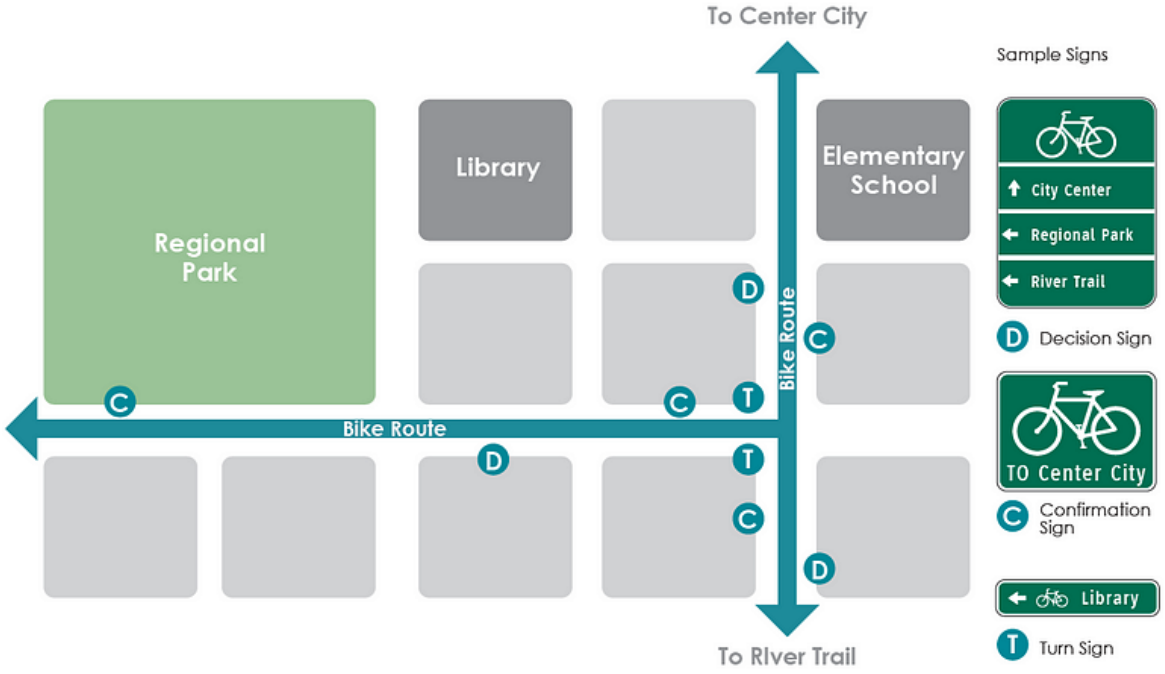


SOURCE: ALTA PLANNING + DESIGN

4. Predictable

Effective wayfinding systems are predictable. When information is predictable, patterns emerge, and users of the network will be able to rely on the system to provide information when they expect it. Predictability also helps users to understand new situations quickly, whether it be navigating a new intersection or travelling to a destination for the first time. A key component of predictability is strategic sign placement that is consistent and logical, illustrated in Figure 2.

Figure 2: Typical Sign Placement



SOURCE: ALTA PLANNING + DESIGN

Users come to trust a predictable wayfinding network, making new journeys easier to attempt and complete. Every time a new trip is completed, users' confidence in the wayfinding network will be sustained or increased.

Predictability should relate to all aspects of wayfinding placement and design (i.e., sign materials, dimensions, colors, forms, and placement). Similarly, maps should employ consistent symbology, fonts, colors, and style. The system should be designed in accordance with local, state, and federal guidelines, ensuring that it can be funded through state and federal sources.

5. Simplify Information

For a wayfinding network to be effective, information needs to be presented clearly and logically. It is important to provide information in manageable amounts. Too much information can be difficult to understand; too little and decision-making becomes impossible.

The placement of signs and the information provided at each placement are also critical. To be successful, wayfinding information must be provided in advance of where major changes occur and confirmed when the maneuver is complete.

6. Accessible

Wayfinding signage should be accessible and be designed to be comprehensible by a wide range of users, including people of all ages and ability levels. As wayfinding systems often relate to accessible routes or pedestrian circulation, it is important to consider technical guidance from the Americans with Disabilities Act (ADA) to implement wayfinding signs and other elements that do not impede travel or create unsafe situations for pedestrians, bicyclists, and/or those with disabilities.

Types of Destinations

A comprehensive citywide bicycle wayfinding system can direct users to a number of different types of destinations, including the following:

- On-street bikeways along local City streets
- Regional bikeways such as the Rio Hondo Bike Path
- Commercial centers such as Downtown Montebello or the various shopping centers in the city
- Public transit centers and stations such as the Montebello/Commerce Metrolink Station and the future L Line Greenwood Station
- K-12 schools
- Civic/community destinations such as City Hall, Hollifield Park Community Center, and the Senior Citizens Center
- Parks and recreation centers such as Montebello City Park and Grant Rea Park
- Hospitals
- Bicycle and pedestrian bridges

As part of the wayfinding system planning, the City can work with local stakeholders and residents to classify a list of destinations for inclusion on the signs based on their relative importance to users throughout the area. Based on this community input, a particular destination's ranking in the hierarchy can be used to determine the physical distance from which the locations are signed. For example, primary destinations (such as Downtown Montebello) may be included on signage up to five miles away. Secondary destinations (such as the Metrolink Station) may be included on signage up to two miles away. Tertiary destinations (such as a local park) are more local in nature and may be included on signage up to one mile away.

State of the Practice Wayfinding Design Guidance

Sources of state of the practice design guidance that the City can utilize when developing a wayfinding program are outlined below.

National Guidance

Figure 3 presents the design guidance from NACTO's Urban Bikeway Design Guide. The design features are grouped into three categories: required, recommended, and optional. For the required features, guidance is sourced from the MUTCD, which is commonly used nationwide. However, in the case of Montebello, California MUTCD will be applicable. This guidance in Figure 3 supplements the information on sign placement, as depicted in Figure 2.

Figure 3: NACTO Bike Route Wayfinding Design Guidance

Design Guidance

Bike Route Wayfinding

Required Features

(1) Follow MUTCD standards (Section 9B.01—Application and Placement of Signs), including mounting height and lateral placement from edge of path or roadway. Additional standards and guidance are found in Section 9B.20—Bicycle Guide Signs.

Recommended Features

(2) Decision signs should be placed in advance of all turns (near side of the intersection) or decision points along the bicycle route.[116]

(3) Decision signs should include destinations, directional arrows, and distance. Travel time required to reach the destination provides bicyclists with additional information and may also be included. It is recommended that a 10 mph bicycle speed be used for travel time calculations.[117]

(4) Place the closest destination to each sign in the top slot. Destinations that are further away can be placed in slots two and three. This allows the nearest destination to "fall off" the sign and subsequent destinations to move up the sign as the bicyclist approaches. For longer routes, show intermediate destinations rather than include all destinations on a single sign.

(5) Turn signs should be placed on the near-side of the intersection to indicate where the bike route turns.[118]

(6) Confirmation signs should be placed every 1/4 to 1/2 mile along off-street bicycle routes or every 2 to 3 blocks along on-street routes, as well as on the far side of major street intersections.

(7) Clearview Hwy font is recommended, as it is commonly used for guide signs in the United States.[119]

Optional Features

(8) Signs may be placed on "feeder" streets between the bicycle route and nearby destinations.

(9) Bicycle route map signs may be periodically placed along bike routes to provide additional wayfinding benefits to users.

(10) Conventional street name signs along bicycle routes may be redesigned to incorporate the street's identity as a bicycle route.

(11) The placement of wayfinding signs may be limited specifically to the designated bicycle network, as other streets may be difficult or dangerous for bicyclists.

(12) Pavement markings may be used to help reinforce routes and directional signage. Pavement markings may be useful where signs are difficult to see (due to vegetation or parked cars) and can help bicyclists navigate difficult turns and provide route reinforcement. Pavement markings may also be a standard component of bicycle routes.

(13) Some wayfinding signage networks, such as those in San Francisco and Denver, utilize a route numbering system. Refer to MUTCD Section 9B.21—Bicycle Route Signs for standards and options. Route numbering systems may not be intuitive for bicyclists without a map or directory.

Pavement Markings

Pavement markings can be installed to help reinforce routes and directional signage and to provide bicyclist positioning and route branding benefits. Under urban conditions, pavement markings may often be more visible than signs to users of the route. Pavement markings may be especially useful where signs are difficult to see (due to vegetation or parked cars). They can also help bicyclists navigate difficult turns. In the United States, Portland OR, Berkeley CA and Minneapolis MN have experimented with pavement markings. Berkeley and Minneapolis have applied a large stencil taking up nearly the entire travel lane designating the street as a 'bicycle boulevard.' In Portland, smaller markings including a small circle and arrow system were initially used; however, since the adoption and wide spread use of the shared lane marking, most bicycle boulevards are being retrofitted with these larger markings. Portland has also applied the shared lane marking as a wayfinding device by turning the chevrons of the marking in the direction of intended travel.

(14) There is no standard color for bicycle wayfinding signage. Section 1A.12 of the MUTCD establishes the general meaning for signage colors. Green is the color used for directional guidance and is the most common color of bicycle wayfinding signage in the US, including those included in the MUTCD. Signed bicycle routes may be partnered with a printed or on-line bicycle route map. Many online services, such as Google, now offer bicycle route mapping that may differ from signed routes. Cities may wish to consider such advancements in technology when planning wayfinding programs.[120]



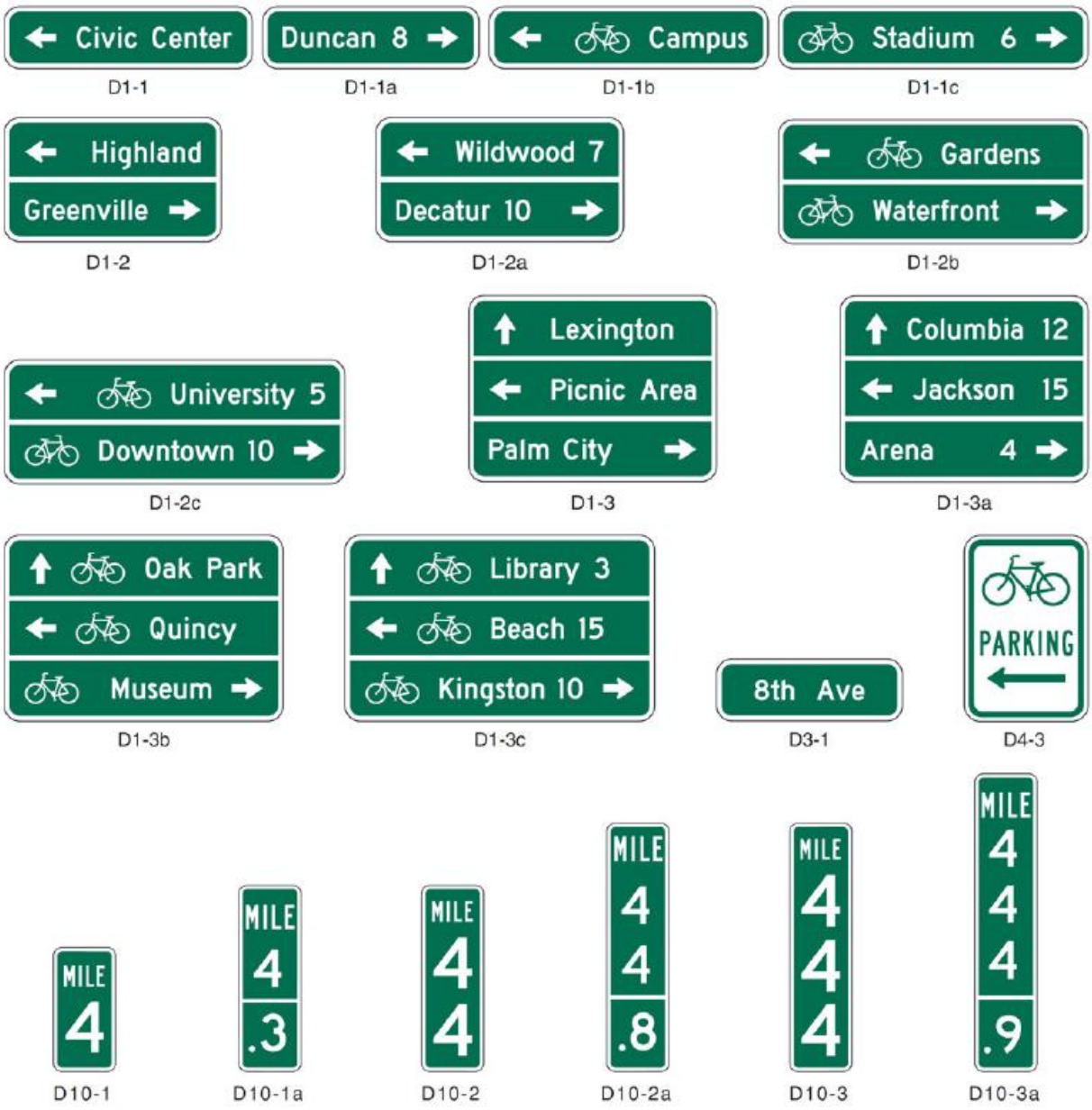
PORTLAND, OR

SOURCE: NACTO URBAN BIKEWAY DESIGN GUIDE, BIKE ROUTE WAYFINDING SIGNAGE AND MARKINGS SYSTEM

State Guidance

Standards and guidance available for bicycle wayfinding signs are provided in the Manual on Uniform Traffic Control Devices (MUTCD) and the California MUTCD. The most commonly used standard signs are provided in Figure 4.

Figure 4a: CA MUTCD Guide Signs and Plaques for Bicycle Facilities



SOURCE: CA MUTCD 2014 REVISION 7

Figure 4b: CA MUTCD Guide Signs and Plaques for Bicycle Facilities



SOURCE: CA MUTCD 2014 REVISION 7

Approach Taken by City of Costa Mesa

The City of Costa Mesa is currently developing a citywide bicycle wayfinding sign program. The City's ongoing wayfinding signage program was selected as an example of a peer City that is currently going through the decision-making and signage design process after having developed a full citywide bike plan, exemplifying the types of processes that must be undertaken before implementing such as system.

The City's wayfinding planning process focuses on addressing the following questions.[2]

- What should the signs look like?
    - Signage Design

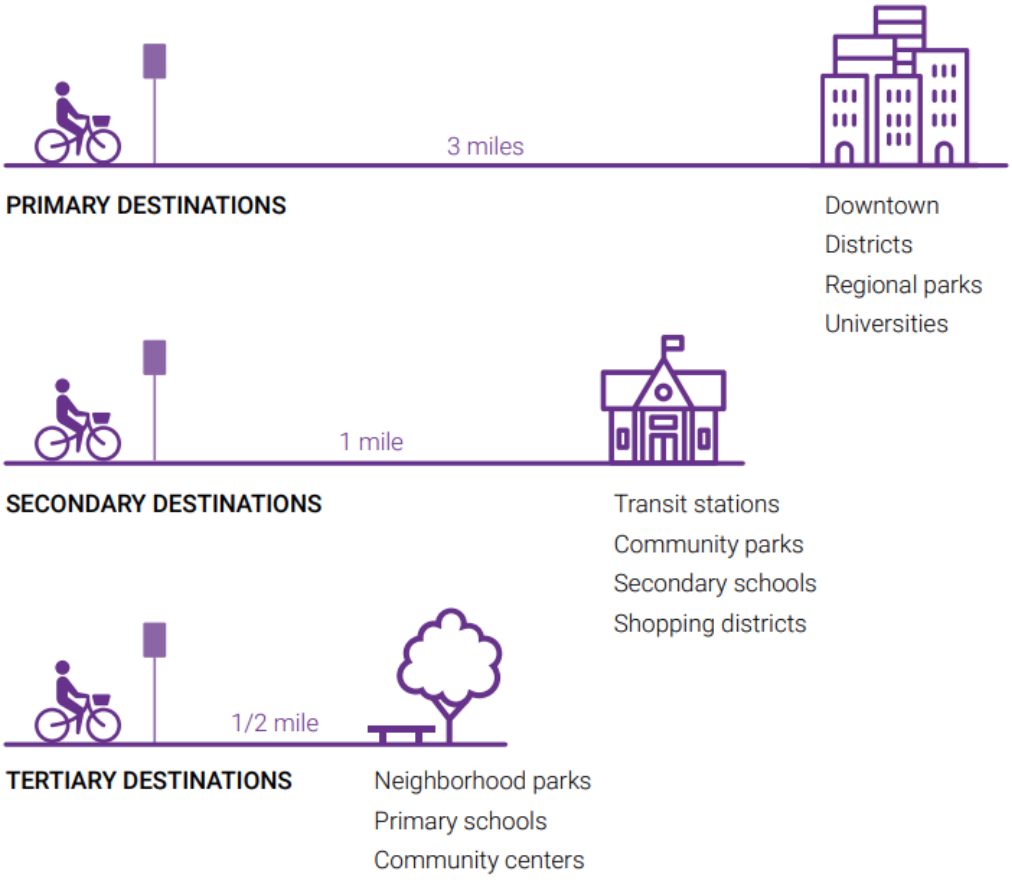
[2] City of Costa Mesa. Bicycle Wayfinding Sign Program. Public Outreach Meeting presentation. March 28, 2023. Retrieved from https://www.costamesaca.gov/home/showpublisheddocument/53892/638157057865800000

  - Branding
  - Fabrication Methods
- What information should be included on the signs?
  - Destination Selection
  - Destination Hierarchy
  - Direction and Distance
- Where should signs be located?
  - Priority Routes
  - Unique Navigational Challenges
  - Sign Placement Best Practices

The City has established a hierarchy of primary, secondary, and tertiary destinations in Costa Mesa to help determine which destinations to include on any given sign, since not all potential destinations that are within distance of a sign would be included. The City's proposed hierarchy of destinations and distances is illustrated in Figure 5. Note, the City's distances for primary, secondary, and tertiary destinations differs from the recommendations above; this deviation is likely due to the City's unique land use and transportation context, which results in a higher density of destinations placed closer together.

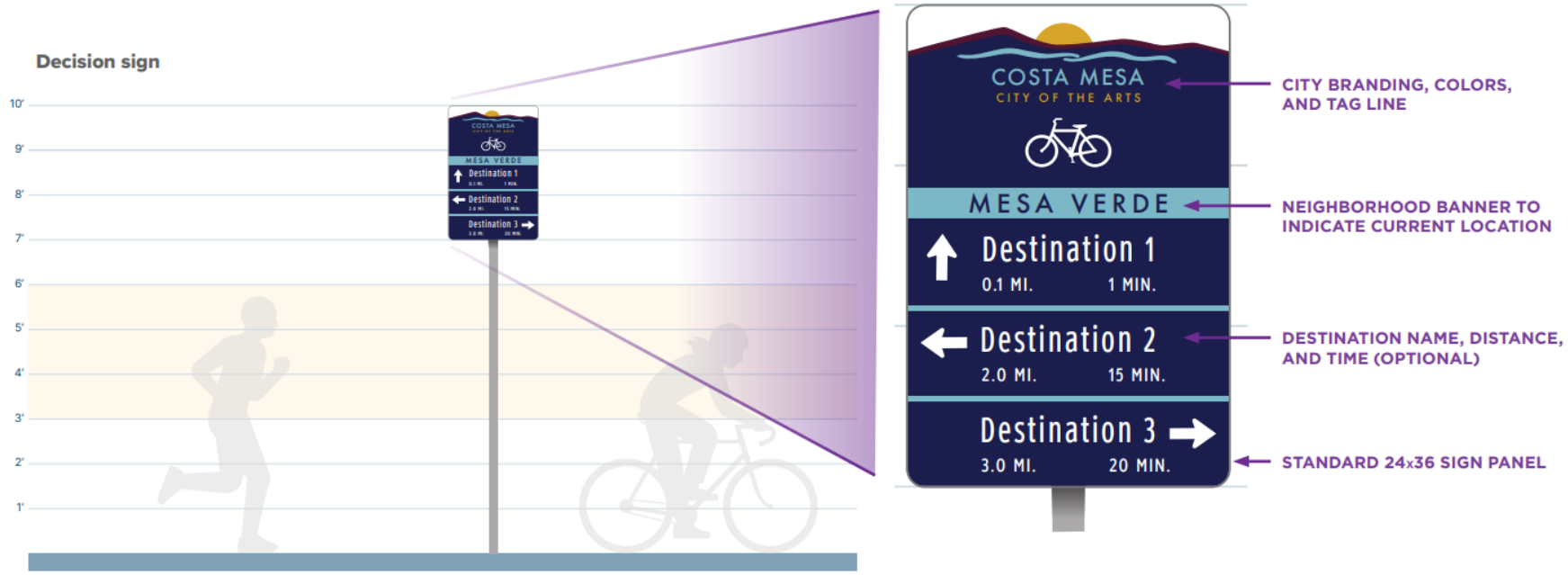
The City aims to include no more than three destinations on each sign. An example of one of their draft decision sign design concepts, including the draft branding, destination and distance hierarchy, and height, is provided in Figure 6.

Figure 5: Costa Mesa Bicycle Wayfinding Destination Hierarchy



SOURCE: COSTA MESA BICYCLE WAYFINDING SIGN PROGRAM, PUBLIC OUTREACH MEETING PRESENTATION

Figure 6: Costa Mesa Draft Sign Concept



SOURCE: COSTA MESA BICYCLE WAYFINDING SIGN PROGRAM, PUBLIC OUTREACH MEETING PRESENTATION

BICYCLE PARKING

Bike parking is a crucial and convenient support system for bicycle transportation. Ensuring its effectiveness requires careful consideration. If bike parking is not more attractive to users than the closest signpost, it may remain unused. Even a small installation error can render a high-quality rack unusable. With the growing variety of bicycle sizes, shapes, and attachments, it is essential for good bike parking to be able to accommodate all types of bikes effectively.

To cater to the diverse needs of cyclists, both short-term and long-term parking solutions are necessary. Short-term parking addresses immediate requirements, such as quick stops for errands or visits to establishments, while long-term parking provides secure options for extended periods (e.g., transit trips or a work day). Long-term parking can also be attractive to users in various situations (e.g., caught in bad weather or owning an expensive bike) due to it being more secure and covered. By understanding and accommodating these needs, Montebello can encourage more individuals to embrace cycling and enhance the overall cycling experience.

The San Gabriel Valley Regional Active Transportation Plan (ATP) suggests that local agencies refer to the Association of Pedestrian and Bicycle Professionals publications, including the Essentials of Bike Parking (2015) and the Bicycle Parking Guidelines, 2nd Edition (2010) for guidance on bicycle parking. APBP provides state of the practice information including short- and long-term site planning, installation, bicycle rack selection, placement/spacing, and example policies and requirements.

Parking Supply Requirements

As discussed earlier in this memo, the City's parking requirements do not include bike parking requirements for residential or non-residential developments, while new non-residential development projects 50,000 square feet or larger must provide four bicycle parking spaces per the first 50,000 square feet of nonresidential development and one bicycle per each additional 50,000 square feet of nonresidential development. There may be opportunities to introduce general bicycle parking requirements for development projects regardless of size and land use type.

The Association of Pedestrian and Bicycle Professionals (APBP) provides sample parking rates that may be suitable for a variety of community contexts and sizes with varying levels of bicycle use, shown in Table 2. The City of Montebello can refer to these rates as a starting point to developing minimum bicycle parking rates for new developments to incorporate into the municipal code, based on local needs and relevant land uses.

Table 2: Short-Term and Long-Term Bicycle Parking Requirements

Type of Activity/Land Use	Long-term Bicycle Parking Requirement	Short-term Bicycle Parking Requirement
Residential		
Single Family Dwelling	No spaces required.	No spaces required.
Multifamily Dwelling		
a) With private garage for each unit	No spaces required.	0.05 spaces for each bedroom. Minimum is 2 spaces.

Type of Activity/Land Use	Long-term Bicycle Parking Requirement	Short-term Bicycle Parking Requirement
b) Without private garage for each unit	0.5 spaces for each bedroom. Minimum is 2 spaces.	0.05 spaces for each bedroom. Minimum is 2 spaces.
c) Senior Housing	0.5 spaces for each bedroom. Minimum is 2 spaces.	0.05 spaces for each bedroom. Minimum is 2 spaces.
Civic: Cultural/Recreational		
Non-assembly cultural (library, government buildings, etc.)	1 space for each 10 employees. Minimum requirement is 2 spaces	1 space for each 10 KSF floor area. Minimum requirement is 2 spaces
Assembly (Church, theaters, stadiums, parks, beaches, etc.)	1 space for each 20 employees. Minimum requirement is 2 spaces	Spaces for 2% of maximum expected daily attendance.
Health care/hospitals	1 space for each 20 employees or one space for each 70 KSF of floor area, whichever is greater. Minimum is 2 spaces.	I space for each 20 KSF of floor area. Minimum is 2 spaces.
Education		
a) Public, parochial, and private day-care centers for 15 or more children	1 space for each 20 employees. Minimum is 2 spaces.	1 space for each 20 students of planned capacity. Minimum is 2 spaces.
b) Public parochial, and private nursery schools, kindergartens, and elementary schools (1-3)	1 space for each 10 employees. Minimum is 2 spaces.	1 space for each 20 students of planned capacity. Minimum is 2 spaces.
c) Public parochial, and elementary (4-6), junior high and high schools	1 space for each 10 employees plus 1 space for each 20 students of planned capacity. Minimum is 2 spaces.	1 space for each 20 students of planned capacity. Minimum is 2 spaces.
d) Colleges and Universities	1 space for each 10 employees plus 1 space for each 10 students of planned capacity; or 1 space for each 20 KSF of floor area, whichever is greater.	1 space for each 10 students of planned capacity. Minimum is 2 spaces.
Rail/bus terminals and stations/airports	Spaces for 5% of projected a.m. peak period daily ridership.	Spaces for 1.5% of projected a.m. peak period daily ridership.
Commercial		
General food sales or groceries	1 space for each 12 KSF of floor area. Minimum requirement is 2 spaces	1 space for each 2 KSF of floor area. Minimum requirement is 2 spaces.
General retail	1 space for each 12 KSF of floor area. Minimum requirement is 2 spaces	1 space for each 5 KSF of floor area. Minimum requirement is 2 spaces.
Office	1 space for each 10 KSF of floor area. Minimum requirement is 2 spaces	1 space for each 20 KSF of floor area. Minimum requirement is 2 spaces.

Type of Activity/Land Use	Long-term Bicycle Parking Requirement	Short-term Bicycle Parking Requirement
Industrial/Manufacturing		
Manufacturing and production	I space for each 15 KSF of floor area. Minimum requirement is 2 spaces.	Number of spaces to be prescribed by the Director of City Planning. Consider minimum of 2 spaces at each public building entrance

SOURCE: APBP BICYCLE PARKING GUIDELINES, 2ND EDITION, 2010
NOTE: KSF = THOUSAND SQUARE FEET

Short-term Bicycle Rack Types

According to APBP, there are generally three categories of short-term bicycle racks:

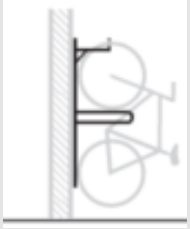
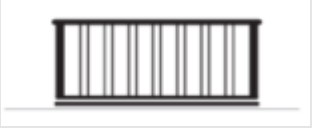
- **Racks for All Applications**: When properly designed and installed, these rack styles typically meet all performance criteria and are appropriate for use in nearly any application.
- **High Density Racks**: These rack styles do not meet all performance criteria but may be appropriate in certain constrained situations. High-density rack systems can maximize the use of limited parking space, but they don't work for all users or bicycles. If installing these racks, reserve additional parking that accommodates bicycles with both wheels on the ground for users who are not able to lift a bicycle or operate a two-tier rack, or for bikes that are not compatible with two-tier or vertical racks.
- **Racks to Avoid**: Because of performance concerns, APBP recommends selecting other racks instead of these.

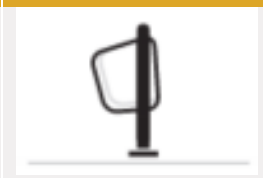
An overview of common rack types is provided in the table below.

Note that APBP's guidance was published in 2015 and is currently undergoing an update to incorporate new bike rack designs and compatibility with other types of bikes such as hand bicycles, folding bicycles, and electric cargo bicycles.

Table 3: Typical Bike Rack Styles

Rack Type	Image	Description
Racks for All Applications		
Inverted U (also called staple or loop)		Common style appropriate for many uses; two points of ground contact. Can be installed in series on rails to create a free-standing parking area in variable quantities. Available in many variations.
Post & Ring		Common style appropriate for many uses; one point of ground contact. Compared to inverted-U racks, these are less prone to unintended perpendicular parking. Products exist for converting unused parking meter posts.

Rack Type	Image	Description
Wheelwell-Secure		Includes an element that cradles one wheel. Design and performance vary by manufacturer; typically contains bikes well, which is desirable for long-term parking and in large-scale installations (e.g., campus); accommodates fewer bicycle types and attachments than the two styles above.
High-Density Racks		
Staggered Wheelwell-Secure		Variation of the wheelwell-secure rack designed to stagger handlebars vertically or horizontally to increase parking density. Reduces usability and limits kinds of bikes accommodated, but contains bikes well and aids in fitting more parking in constrained spaces.
Vertical		Typically used for high-density indoor parking. Not accessible to all users or all bikes, but can be used in combination with on-ground parking to increase overall parking density. Creates safety concerns not inherent to on-ground parking.
Two-Tier		Typically used for high-density indoor parking. Performance varies widely. Models for public use include lift assist for upper-tier parking. Recommend testing before purchasing. Creates safety concerns not inherent to on-ground parking, and requires maintenance for moving parts.
Racks to Avoid		
Wave (also called undulating or serpentine)		Not intuitive or user-friendly; real-world use of this style often falls short of expectations; supports bike frame at only one location when used as intended.
Schoolyard (also called comb or grid)		Does not allow locking of frame and can lead to wheel damage. Inappropriate for most public uses, but useful for temporary attended bike storage at events and in locations with no theft concerns. Sometimes preferred by recreational riders, who may travel without locks and tend to monitor their bikes while parked.

Rack Type	Image	Description
Coat Hanger		This style has a top bar that limits the types of bikes it can accommodate.
Wheelwell		Racks that cradle bicycles with only a wheelwell do not provide suitable security, pose a tripping hazard, and can lead to wheel damage.
Bollard		This style typically does not appropriately support a bike's frame at two separate locations.
Spiral		Despite possible aesthetic appeal, spiral racks have functional downsides related to access, real-world use, and the need to lift a wheel to park.
Swing Arm Secured		These racks are intended to capture a bike's frame and both wheels with a pivoting arm. In practice, they accommodate only limited bike types and have moving parts that create unneeded complications.

SOURCE: APBP ESSENTIALS OF BIKE PARKING, 2015

Ultimately, the appropriate short-term (or long-term) bike parking type should be evaluated and selected based on the performance measures most important to the City and its residents. Examples of key performance criteria for bike racks, which can also be used to assess other types of racks not included in the table above) are provided below:

- **Supports bike upright without putting stress on wheels** – The rack should provide two points of contact with the frame—at least 6" apart horizontally. Or, if a rack cradles a bicycle's wheel, it must also support the frame securely at one point or more. The rack's high point should be at least 32".
- **Accommodates a variety of bicycles and attachments** – The racks recommended above serve nearly all common bike styles and attachments—if installed with proper clearances (more detail is provided in the APBP guidance). Avoid designs and spacing that restrict the length, height, or width of bicycles, attachments, or wheels.
- **Allows locking of frame and at least one wheel with a U-lock** – A closed loop of the rack should allow a single U-lock to capture one wheel and a closed section of the bike frame. Rack tubes with a cross section larger than 2" can complicate the use of smaller U-locks.
- **Provides security and longevity features appropriate for the intended location** – Steel and stainless steel are common and appropriate materials for most general-use racks. Use tamper-resistant mounting hardware in vulnerable locations. The rack finish must be appropriate to the location (more detail is provided in the APBP guidance).
- **Rack use is intuitive** – First-time users should recognize the rack as bicycle parking and should be able to use it as intended without the need for written instructions.

Siting and Location

APBP also provides considerations that should be accounted for when locating and placing both short- and long-term bike parking, as summarized below.

Short-Term Parking

According to APBP, parking for short-term users should be in close proximity to their destination and easy to use. Users generally need the bike rack for up to two hours, when visiting destinations such as businesses and institutions. APBP's considerations for short-term parking site planning are noted below.

- **Location**: Short-term bike parking should be visible from and close to the entrance it serves—50' or less is a good benchmark. Weather-protected parking makes bicycle transportation more viable for daily and year-round use, and it can reduce the motivation for users to bring wet bicycles into buildings. Area lighting is important for any location likely to see use outside of daylight hours.
- **Security**: All racks must be sturdy and well-anchored, but location determines the security of short-term parking as much as any other factor. Users seek out parking that is visible to the public, and they particularly value racks that can be seen from within the destination. Areas with high incidence of bicycle theft may justify specific security features such as specialty racks, tamper-proof mounting techniques, or active surveillance.
- **Quantity**: Many jurisdictions have ordinances governing bike parking quantity. APBP offers complete recommendations for the amount and type of parking required in various contexts (summarized earlier in this memo). In the absence of requirements, it's okay to start small—but bear in mind that perceived demand may be lower than the demand that develops once quality parking appears.

Long-Term Parking

Long-term parking users generally place the most value on security and weather protection, and generally consist of employees, residents, and public transit users. They can leave their bikes parked for several hours at a time. APBP's considerations for long-term parking site planning are noted below.

- **Location**: Appropriate locations for long-term parking vary with context. Long-term parking users are typically willing to trade a degree of convenience for weather protection and increased security. Long-term installations emphasize physical security above public visibility. Signage may be needed for first-time users.
- **Security**: Security is paramount for quality long-term parking. Access to parked bicycles can be limited individually (as with lockers) or in groups (as with locked bike rooms or other secure enclosures). Options for access control include user-supplied locks, keys, smart cards, and other technologies.
- **Quantity**: APBP offers complete recommendations for the amount and type of parking required in various contexts (summarized earlier in this memo).

Approach Taken by City of Los Angeles

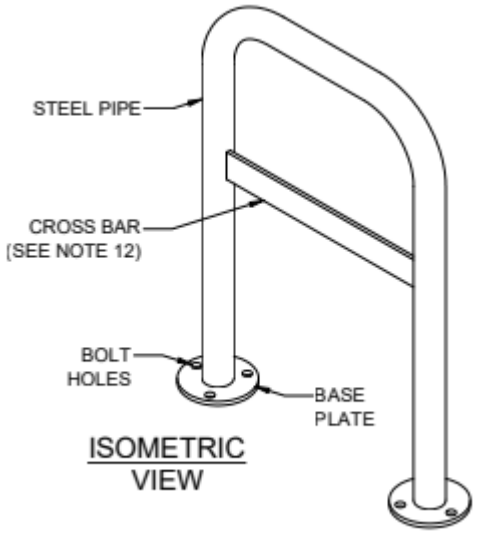
The City of Los Angeles was selected as an example of a local City with the following components that the City of Montebello can look to for a better understanding of increased bike parking supply:

- Bicycle parking ordinance for private residential and non-residential developments
- Bicycle parking standard plan
- Partnering with the community to improve parking at local destinations

The City of Los Angeles requires bicycle parking facilities for new development and additions that increase the floor area of a building. The Bicycle Parking Ordinance includes bicycle parking standards at commercial, industrial, and residential locations.

Figure 7 Standard Bicycle Rack

The City of Los Angeles has a citywide Bicycle Rack Standard Plan (S-671-2) approved by the Bureau of Engineering. The standard plan provides criteria for bicycle rack material quality, bicycle rack installation procedures, and bicycle rack location criteria. These standards apply to bike racks installed in the public right-of-way (sidewalks).[3] Figure 9 shows the isometric view of the standard bicycle rack.



Racks installed on private property and racks installed by other public agencies (such as Metro) on their own property can deviate from these standards. The standard does not preclude the City from installing non-standard racks, but non-standard rack installations may require approval from the City's Bureau of Engineering, special permitting, and site plans.

The City of Los Angeles provides the following list of do's and don'ts of bicycle parking for the self-installation of bike parking on private property:

LADOT's Do's of Bike Parking

- DO place short-term bike parking as close to building entrances as possible to increase security and make travelling by bike convenient.
- DO make bike parking visible to people on bikes, building security, foot traffic, and anyone approaching the building. Placing bike parking at a highly visible location reduces incidents of theft and vandalism and encourages visitors to consider arriving by bike.
- DO provide lighting for areas with bike parking, as needed. Like parking lots for cars, people parking their bikes prefer to do so in a well-lit environment to feel safe and deter theft.
- DO install bike parking that supports the frame of a bike, not just the wheel. Poorly designed bike parking facilities can encourage vandalism and may damage people's bikes.
- DO install bike parking that is compatible with a variety of locks. If someone is unable to lock their bicycle properly using your designated bike parking, it can discourage people from riding their bike and make bikes targets for theft.
- DO make bike parking simple. Bike racks designed for short-term parking should not be too complex to use. Inverted-U racks are simple, relatively vandal- and maintenance-proof, and accommodate a variety of locks.
- DO keep bike parking areas clean. Unkempt bicycle parking, like unkempt parking lots for cars, can make potential users feel uncomfortable or unwilling to park there. Plan to provide regular maintenance.
- DO provide a cover and protection from the elements as necessary. People do not want to sit on a wet bike seat or leave their bike out in the rain to rust.
- DO develop a bike locker rental program that is low-cost and convenient to encourage people to commute on bikes.

[3] City of Los Angeles. Bicycle Rack Standard Plan: https://eng2.lacity.org/techdocs/stdplans/s-600/S-671-2_B-4785%2006-28-19.pdf

LADOT's Don'ts of Bicycle Parking

- DO NOT place short-term bike parking in an inconvenient location or conceal it with screens or landscaping. Hiding bike parking increases chances of theft and vandalism.
- DO NOT post "No Bike Parking" signage. If people are parking their bikes outside of designated bike parking areas, something is wrong with the existing bike parking. Signage can be used to direct people to where bike parking is available.
- DO NOT place bike parking near irrigation systems where bikes can get wet and be damaged.
- DO NOT install bike lockers or other types of bike parking that can be used for anything other than bike storage. Avoid coin-operated lockers, which can create maintenance and operation issues.
- DO NOT install bike parking facilities in locations where they can create tripping hazards for people.

LADOT hosts an online web portal for its Sidewalk Bike Parking Program. LADOT installs bike racks for public, short-term use within the public right-of-way, thus encouraging ridership by providing convenient locations to lock bikes on a short-term basis. Anyone may request a City-installed bike rack by filling out the online form, after which LADOT web- and field-checks the proposed location for sufficient space. Note, this program cannot be used to fulfill code-required bike parking.

PLANNING FOR E-BIKES

With the rising popularity of electric bikes, commonly known as e-bikes, Cities are beginning to incorporate this new mode into their transportation strategies. As e-bikes become more prevalent, it is important to consider their impact on non-electric bicyclists and the overall transportation network.

Classes of Electric Bicycles

Assembly Bill (AB) 1096 and California Vehicle Code (CVC) 312.5 defines e-bikes as a bicycle equipped with fully operable pedals and an electric motor of less than 750 watts. It provides the following classification for policy making and planning.

- **Class 1 Electric Bicycle** refers to an e-bike, other than a class 3 e-bike, equipped with a motor that assists only when the rider is pedaling and ceases to provide assistance when the speed of the bicycle reaches or exceeds 20 miles per hour.
- **Class 2 Electric Bicycle** refers to e-bike equipped with a motor that may be used exclusively to propel the bicycle and is not capable of providing assistance when the speed of the bicycle reaches or exceeds 20 miles per hour.
- **Class 3 Electric Bicycle** refers to e-bike equipped with a motor that provides assistance only when the rider is pedaling; and ceases to provide assistance when the speed of the bicycle reaches or exceeds 28 miles per hour.

Factors to Consider

There are several factors cities should consider when planning for e-bikes.

First, there needs to be adequate infrastructure for e-bikes. This means constructing bike lanes and paths that are safe for e-bikes to use. These bike lanes and paths should be wide enough to accommodate the larger size of e-bikes, and should be clearly marked and well-lit. Additionally, cities can consider implementing bike-sharing systems, which allow riders to rent e-bikes at designated locations and return them to other locations when they are finished.

Second, cities should consider the safety of e-bike riders. This means helping riders obtain helmets and other protective gear as well as making sure that roads are well-maintained and free of debris. Additionally, cities should create implement a network of dedicated bike lanes to reduce the risk of collisions with cars and other motorized vehicles.[4] Education and outreach to all age groups should pair infrastructure improvements. While these issues are not unique to e-bikes, they serve to benefit both e-bike and standard bike users.

In addition to infrastructure, cities may also consider the cost of using e-bikes. This includes the cost of purchasing an e-bike as well as maintenance and repair costs, which may not be accessible for all users. Cities (if they wish to support the use of e-bikes) can potentially address this through local, regional, or statewide programs that offer incentives to encourage riders to purchase and use e-bikes. This could include subsidies, tax credits, or other forms of financial support. Additionally, cities should consider

[4] Jonathan Ciaccio. E-Bike Infrastructure and Urban Planning: Integrating Electric Bikes into Bike-Friendly Cities retrieved from https://corbah.com/blogs/all-posts/e-bike-infrastructure-and-urban-planning-integrating-electric-bikes-into-bike-friendly-cities

incorporating e-bike charging into bike parking facilities in public areas such as parks and other public spaces, to make it easier for riders to charge their bikes.

Speed Management

According to a study published in the online journal *Injury Prevention*, e-bike riders have a higher risk of being involved in collisions than traditional bicyclists due to their high speed. E-scooters can reach up to 15 mph while e-bikes can go as high as 30 mph. Regulations related to the operation and use of Personal Electronic Vehicles (PEVs) is primarily focused on the unit itself and the limits to its operational speed and stopping distance, while the operators of PEVs must comply with local regulations concerning the speed limit and facility on which they permitted to ride in. In the case of low volume bicycle and pedestrian paths and trails, the users are likely to ride the PEVs at higher speeds due to the lack of vehicular traffic. The mixing of this type of traffic with non-motorized bikes, pedestrians, or individuals in wheelchairs may result in collisions. Implementing e-bike speed limits on streets and trails can help reduce the likelihood of collisions and encourage e-bike riders to ride at safe speeds.

Surface treatments, such as speed bumps, are another option for decreasing trail user speeds, yet these features almost always detract from trail users' experiences. Bicyclists prefer a relatively smooth surface and may avoid a trail completely to sidestep these road conditions. Alternatively, gravel and other unpaved surfaces can lower bicyclists' speeds, but they will likely deter some bicyclists from use as well.

Off-Street Path/Trail and Bicycling Etiquette

As an alternative to implementing formalized restrictions on trail users, the City of Portland's Share the Path Campaign emphasizes trail etiquette. Guidelines advising to "use safe speeds at all times" and reminding that "slower traffic has the right of way" stress to faster users that it is their duty to slow down and be mindful of others. This approach allows for more flexibility, and it accommodates the varying traffic of the trail throughout different seasons, times and days. It does not restrict fast riding entirely, but instead allows for higher speeds when the conditions are appropriate.

Federal Guidance

Guidance pertaining to e-bike planning is limited at this time. However, the Federal Highway Administration (FHWA) recently conducted a literature review that examines relevant sources from North America, Europe, and Asia to develop a baseline understanding of e-bikes, their emerging role in the transportation sector, and how they may advance federal transportation goals. The literature review begins with an overview of the legislative and regulatory context surrounding e-bikes in the United States at the national and state levels. It continues by examining existing research on the impacts of e-bikes on eight key topic areas: ridership trends, safety, physical activity and health, accessibility, equity, trail infrastructure and environment, energy and emissions, and freight use cases. Each topic area section also includes a summary of gaps in research and future research needs identified by the project team.

Table 4 present a summary of the literature review findings and research gaps for topic areas that are relevant to Montebello as it develops and implements a BMP.

Table 4: Summary of FHWA Literature Review Findings and Research Gaps

Topic Area	Key Findings	Research Gaps
Safety	■ Research has not found significant differences between the behavior of traditional bicycle riders and e-bike riders. ■ Average speeds for e-bikes are faster than traditional bicycles. However, this may be due to e-bikes having higher uphill speeds. ■ E-bike riders tend to be older and have a higher rate of single-bicycle crashes; men have a higher rate of crashing than women while women have a higher rate of suffering a serious injury.	■ Understanding whether e-bike crash rates are growing faster than e-bike ownership rates or whether the increased number of e-bike crashes is simply the result of increased e-bike ownership. ■ Studying the difference in safety risks between e-bike classifications. ■ Understanding risk factors contributing to battery fire risks.
Ridership Trends	■ E-bikes appeal to new audiences by lowering the barriers of entry to bicycling. ■ E-bike users tend to be older and have higher income and educational attainment than traditional bicycle riders. About 85 percent of e-bike users are male. ■ E-bike users tend to take longer and more frequent trips than riders of traditional bicycles. ■ E-bikes most commonly replace trips taken by traditional bicycles. E-bikes likely lead to a reduction in vehicle miles traveled, but in the U.S., generally do not fully act as a substitute for a car.	■ Examining the mode shift of e-bike users to better understand potential impacts on travel patterns. ■ Understanding the role that the growing number of e-bike incentive programs play in increasing and promoting ridership. ■ Examining the gender discrepancy among riders to determine how to promote greater e-bike use.
Physical Activity and Health	■ E-bikes have a lower threshold for physical exertion than traditional bicycles, but they require enough exertion to meet recommended heart rate intensities for exercise.	■ Better understanding the health effects of riding an e-bike in comparison to other methods of exercise and micromobility modes through longer term observational studies. ■ Understanding the health impacts by demographic, especially for older adults.

Topic Area	Key Findings	Research Gaps
Accessibility	■ E-bikes are commonly used by older adults and people with physical limitations that make riding a traditional bike difficult. ■ People with physical limitations are more likely to use e-bikes for recreation and exercise than for commutes. ■ Design characteristics, including lightweight construction, step-through frame, and tricycle style bikes can help enable the accessibility of e-bikes.	■ Empirical and observational approaches are necessary to confirm survey findings. ■ Investigating strategies to better integrate adaptive e-bikes into bike share fleets, including understanding the needs of users with disabilities and how to design, finance, and operate programs.

SOURCE: FHWA, ELECTRIC BICYCLE (E-BIKE) TRENDS, IMPACTS, AND OPPORTUNITIES: LITERATURE REVIEW SUMMARY, 2023

Approach Taken By City of Irvine

The City of Irvine was selected as an example of a local City that is actively planning for e-bikes through the adoption of an e-bike ordinance to address issues and concerns in the near-term. This serves as an example of the components of a potential ordinance in the City of Montebello.

The City of Irvine observed a sharp increase in e-bike collisions. 34% of bicycle collisions in 2022 involved an e-bike as compared to only 10% in 2021. In an effort to lower the number of bicycle collisions in Irvine via education and enforcement efforts, the City's Public Safety Department proposed the following amendments to the Municipal Code in order to be consistent with the California Vehicle Code (CVC). These amendments are intended to discourage the dangerous bicycle riding behavior that has been identified as common primary collision factors in many of the bicycle collisions in Irvine. The suggested changes are summarized in the below section:

- Update the Municipal Code to include a definition of an e-bike and identify their individual classes.
- Update the definition of a "highway" in order to coincide with the California Vehicle Code.
- Preclude e-bike owners from tampering with or modifying their e-bike to change the speed capability of the bicycle.
- Set a speed limit for e-bikes on the highway (28 mph) and a separate speed limit for all bicyclists and e-bike operators on bike paths and trails in Irvine (20 mph).
- Require all bicycle and e-bike operators to yield the right-of-way to all pedestrians and vehicles when entering a highway from an alley, driveway, bicycle path, or sidewalk.
- Mandate all bicyclists, e-bikes, electric scooters, and electric skateboard operators to travel in the same direction as vehicles are required to be driven upon the roadway, regardless of whether or not the operator is on a highway or in a bike lane. This section would also apply to all sidewalks less than 8 feet in width or wherever posted signs prohibit traveling in the opposite direction as vehicular traffic.
- Require all bicycle and e-bike passengers to have their own separate seat.
- Disallow the operation of e-bikes in the City's designated Open Space Area.
- Remove all bicycle licensing requirements in order to align with California Assembly Bill (AB) 1909.

Note, Public Safety is not suggesting the City Council pass an ordinance disallowing e-bikes on any paved bike path or bike trail.

RECOMMENDATIONS AND NEXT STEPS

Based on this summary memo, recommended next steps for the City of Montebello are outlined below. Recommendations are organized into two categories: Those that should be developed for and incorporated into the final BMP document, and those that should be implemented by the City subsequent to the approval of the BMP.

Bicycle Wayfinding

BMP Recommendations

- Incorporate bike wayfinding placement and design guidance into the BMP to inform the development of a future bike wayfinding program.
- The BMP should identify the types of locations that should be incorporated into a wayfinding program. In addition, the BMP can include identifying preliminary destinations to be considered for the wayfinding program based on public input from the survey and community workshop.
- Research regional, state, and federal grant funding opportunities and requirements related to bicycle wayfinding programs.

Post-BMP Recommendations

- Support the local economy by providing directional and distance information on wayfinding signs for Montebello residents and visitors.
- Formally implement a bike wayfinding program, including initiating a study to design the program.
- Pursue grant funding opportunities to develop a bike wayfinding program.
- Develop City-branded signs with a common unifying theme.
- As bikeways are constructed, strategically place wayfinding signage to enhance their visibility.

Bicycle Parking

BMP Recommendations

- The BMP should identify key destinations in the city that can benefit from the installation of convenient and secure bike parking.
- Incorporate bike parking siting and design guidance into the BMP.
- Include proposed short- and long-term bike parking supply requirements for various and uses, for the City to consider adding to the Municipal Code.
- Provide information and guidance for partnering with local businesses to provide bike parking for businesses along their frontage, in the public right-of-way.
- Research regional, state, and federal grant funding opportunities and requirements related to bicycle parking.

Post-BMP Recommendations

- Formally update the Municipal Code with new bike parking requirements for non-residential and residential development projects.
- Develop a formal program to partner with residents and local retail establishments to identify and provide short-term parking for customers near businesses.
- Pursue grant funding opportunities to install bike parking on City properties or in partnership with businesses.
- Continue to install bike parking at City properties and destinations such as parks and recreation centers.

E-Bikes

BMP Recommendations

- As the proposed bikeway network is being drafted, consider the needs of e-bikes (e.g., bike lane with). Also, aim to reduce conflicts between e-bikes and other modes.
- Include guidance and information on e-bike enforcement and ordinances.
- Include guidance and information for bike safety education campaigns that include an e-bike component, including younger users.
- Research regional, state, and federal grant funding opportunities and requirements for safety education campaigns that can include e-bikes.

Post-BMP Recommendations

- Develop and pass an e-bike ordinance addressing e-bikes on on-street facilities, sidewalks, and off-street paths and trails.
- Conduct education and safety classes and campaigns that incorporate e-bike behavior, including partnering with Montebello Unified School District.
- Monitor research publications, guidance documents, and peer agencies to stay up to date on the status of e-bike planning.

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RECOMMENDED BIKEWAYS, PROGRAMS AND POLICIES MEMOS



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Technical Memorandum

January 26, 2024

Project# 24761

To: Monica Mercado-Rodriguez – City of Montebello

From: Michael Sahimi and Dhawal Kataria – Kittelson & Associates, Inc.

RE: Montebello Bicycle Master Plan – Final Recommended Bikeways

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Kittelson and Associates, Inc. (Kittelson) is assisting the City of Montebello in developing a Bicycle Master Plan (BMP) to improve biking conditions throughout the city. The BMP will include recommended and priority near-term and long-term infrastructure projects to develop a connected citywide bicycle network, improve nonmotorized access to key destinations, increase connectivity across barriers and conflict points, provide bicycling connectivity to public transit, and enhance safety and comfort for people of all ages and abilities who want to bike in the city.

This document outlines the proposed bikeways to be included in the BMP, for City review. This network was developed based on the results of the existing conditions and constraints analysis, feedback obtained through public engagement efforts, and information included as part of the ongoing General Plan Update and other planning efforts.

This memo is organized into the following sections:

- Types of Bikeways
- Existing Bikeways
- Other Planned Bikeways
- Recent and Ongoing Planning Efforts
- Draft Recommended BMP Bikeways
- Next Steps

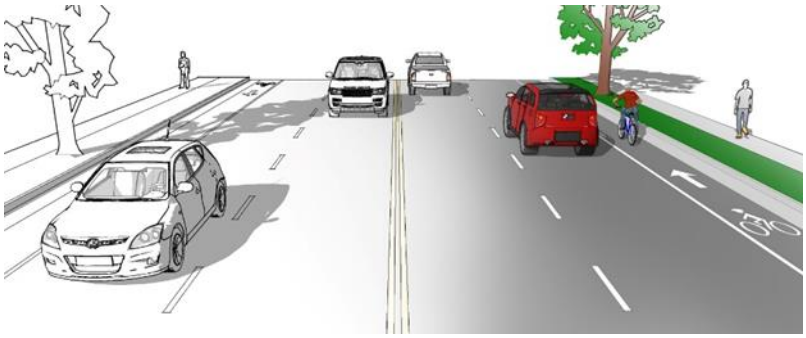
TYPES OF BIKEWAYS

Bikeways are generally categorized into four types, as described and depicted in illustrations below.

- **Class I Bikeway (Bike Path):** Also known as a shared path or multi-use path, a bike path is a paved right-of-way for bicycle travel that is completely separate from any street or highway (e.g., along a creek or channel).



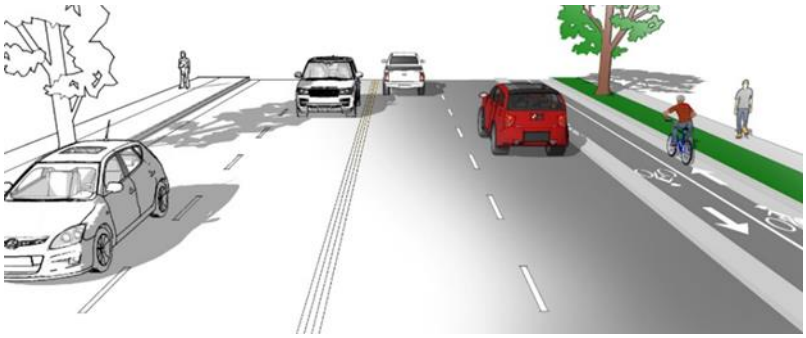
- **Class II Bikeway (Bike Lane):** A striped and stenciled lane for one-way bicycle travel on a street or highway. This facility could include a buffered space between the bike lane and vehicle lane (referred to as a Class IIb buffered bike lane) and the bike lane could be adjacent to on-street parking.



- **Class III Bikeway (Bike Route):** A signed route along a street where the bicyclist shares the right-of-way with motor vehicles. This facility can also be augmented using shared-lane markings (also known as sharrows). An enhanced bike route, known as a Class IIIb bicycle boulevard, can include traffic calming treatments to slow down vehicles.



- **Class IV Bikeway (Separated Bike Lane):** Also known as a cycle track, this is a bikeway for the exclusive use of bicycles including a separation between the bikeway and the through vehicular traffic. The separation may include, but is not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking. A cycle track can be one-way or two-way.

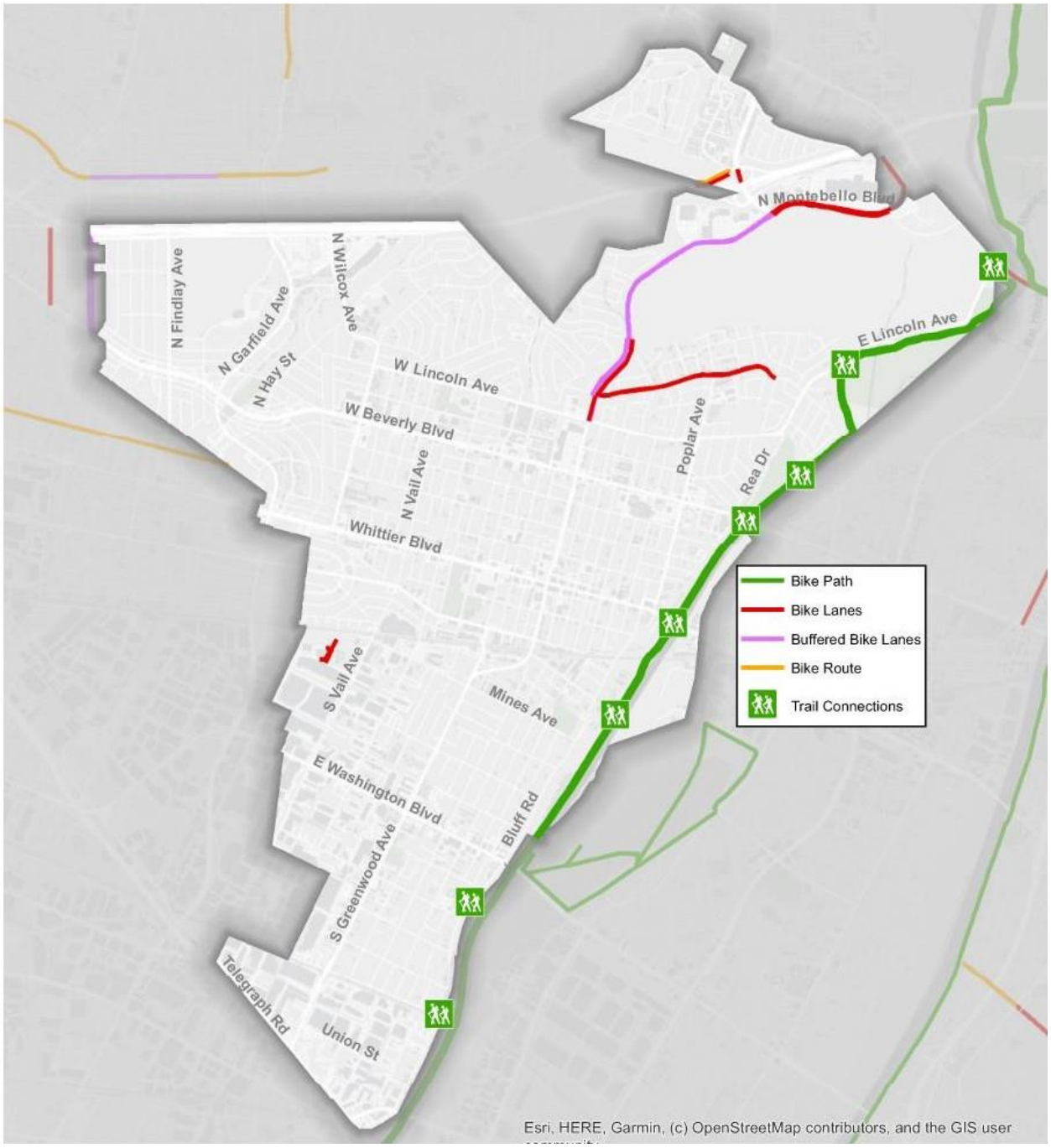


EXISTING BIKEWAYS

Existing bikeways in and around Montebello are shown in Figure 1. Biking facilities in Montebello are limited, with bike lanes and buffered bike lanes only available on certain sections of Avenida De La Merced and Montebello Boulevard. Bike lanes are also partially provided within the Montebello/Commerce Metrolink Station, but they do not connect to Flotilla Street. The Rio Hondo Bike Path, which runs along the Rio Hondo Channel and Whittier Narrows Reservoir, is located on the east side of the city and lacks local bikeways that directly connect major roadways and key destinations to the trail. Similarly, there are no established bicycle connections to other regional bike facilities in neighboring cities.

Existing bikeways around Montebello are also shown in Figure 1, including those just outside and connecting to the City limits. The information in this map is based on the SCAG shapefile of existing and planned bikeways in the region (dated January 2022, and regularly updated based on local agency feedback) and a Google Earth review. As shown in the figure, bikeways are also limited in the areas surrounding the city.

Figure 1: Existing Bikeways



OTHER PLANNED BIKEWAYS

This section includes a review of anticipated changes to the bicycle network within and adjacent to the city, to ensure that recommendations made during the BMP process are compatible with and build upon future baseline conditions.

MONTEBELLO HILLS SPECIFIC PLAN (2015)

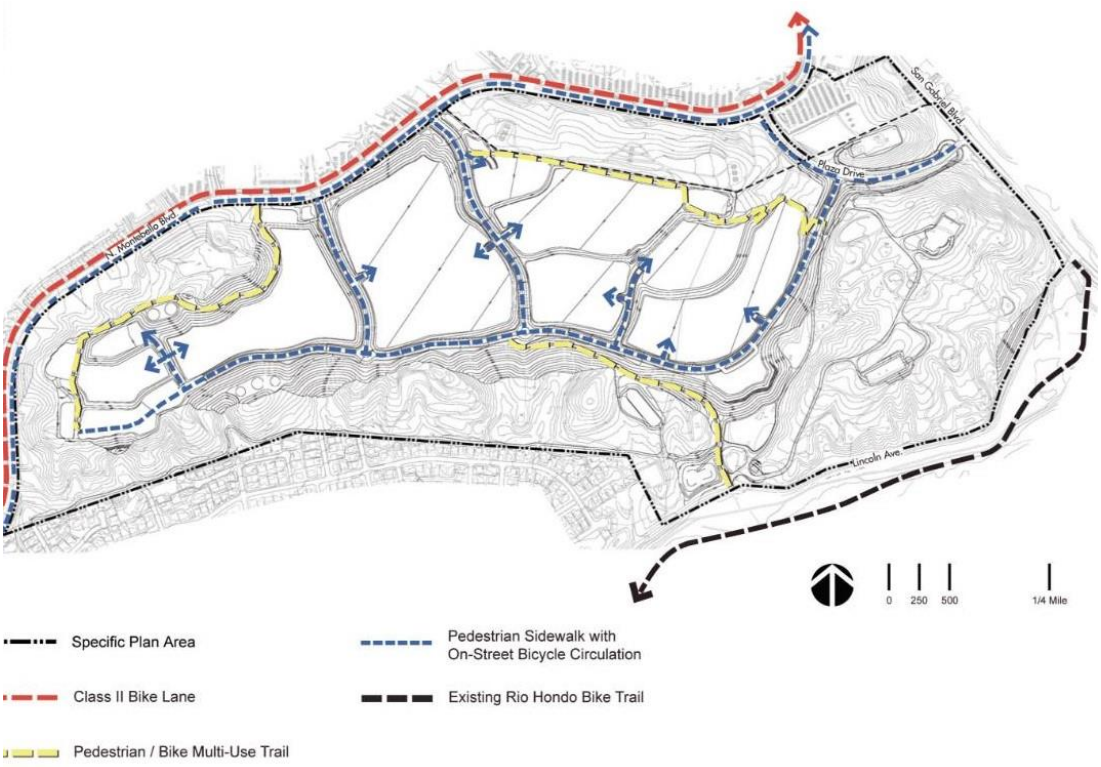
The Montebello Hills Specific Plan was adopted in 2015 to plan for an infill residential development in northern Montebello, south of Montebello Boulevard and southwest of San Gabriel Boulevard, south of State Route 60. The plan ensures that infrastructure and public facilities appropriately serve the community by preserving open space, creating a range of housing options, creating walkable neighborhoods, and providing a variety of transportation options. A master circulation plan is included that outlines existing and proposed roads and improvements, as well as conceptual designs for street cross sections and roundabouts.

The area's bicycle circulation plan is shown in

Figure 2. Bicycle facilities consist of off-street multi-use trails as well as collector streets. While the collector streets would function as Class III bike routes (bicycles sharing the lane with automobiles), the specific plan notes the following:

> *Within the streets of the Specific Plan area, bicycles will share the road with vehicles, as the 8-foot-wide expanded walks are not of a sufficient width to provide dual use with pedestrians. The bicycle circulation system will not be a formally designated Class II or Class III route due to the low volume of anticipated vehicular traffic, however, the collector streets will be wide enough to accommodate two lanes of vehicle travel, parking, and bicyclists.*

Figure 2: Montebello Hills Pedestrian and Bicycle Circulation



MONTEBELLO CAPITAL IMPROVEMENT PROGRAM

The following project is included in the City's Capital Improvement Program (CIP):

- **Garfield Avenue & Via Campo Bus Turnout Lane (CIP 890)**: This project would provide a buffered (hatched paint-separated) bike lane along Garfield Avenue between Via Campo and Via San Clemente only in the southbound direction, with no northbound bike lane.

SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS

SGVCOG is serving as the lead agency for the following project within the City of Montebello:

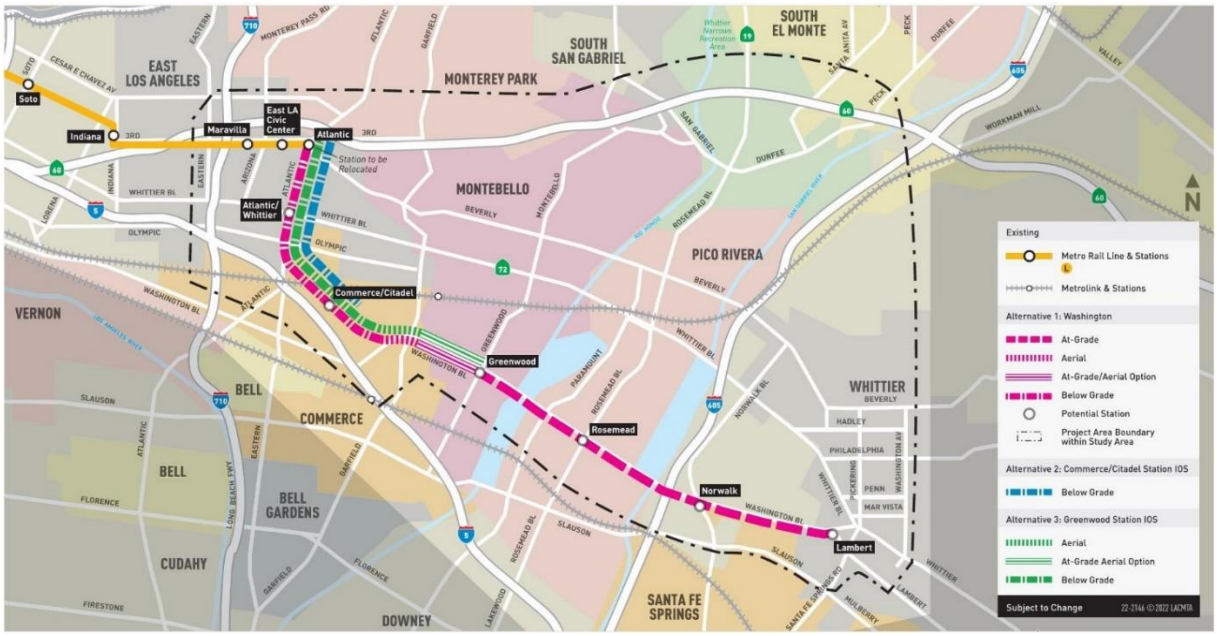
- **Montebello Blvd Grade Separation Project:** This project would provide standard (non-buffered) bike lanes in both directions along Montebello Boulevard, between Mines Avenue and Los Angeles Avenue. The northbound bike lane would end at Los Angeles Avenue, but the southbound bike lane would start slightly north of the Los Angeles Avenue intersection (about halfway between Los Angeles Avenue and Whittier Boulevard).

LA METRO EASTSIDE TRANSIT CORRIDOR PHASE 2 (ONGOING)

The extension of the Metro L (Gold) Line in Los Angeles has been under evaluation by LA Metro. The project map is shown in Figure 3. As shown in the figure, the L line would travel along Washington Boulevard in Montebello, with a station anticipated at the intersection of Greenwood Avenue and Washington Boulevard. The route is anticipated to be at-grade/aerial west of the station, and at-grade east of the station.

Currently, LA Metro's advanced conceptual designs do not include a bikeway along Washington Boulevard. However, the curb-to-curb rights-of-way and lane widths in the current conceptual designs could potentially be modified to include an on-street bikeway. For example, LA Metro could reduce proposed automobile lane widths along Washington Boulevard, which (as currently designed) range from 12 to 15.5 feet.

Figure 3: LA Metro Eastside Transit Corridor Phase 2 Project Alternatives



ADJACENT JURISDICTIONS

Figure 4 illustrates the existing and planned bikeways in Montebello as well as those planned by jurisdictions surrounding the city:

- City of Commerce
- City of Monterey Park
- City of Pico Rivera
- County of Los Angeles

The information in the Figure 4 is based on the SCAG shapefile of existing and planned bikeways, which Kittelson updated as needed to reflect various jurisdictions' bicycle master plans and active transportation plans.

In addition, Pico Rivera provided information on the following planned improvement:

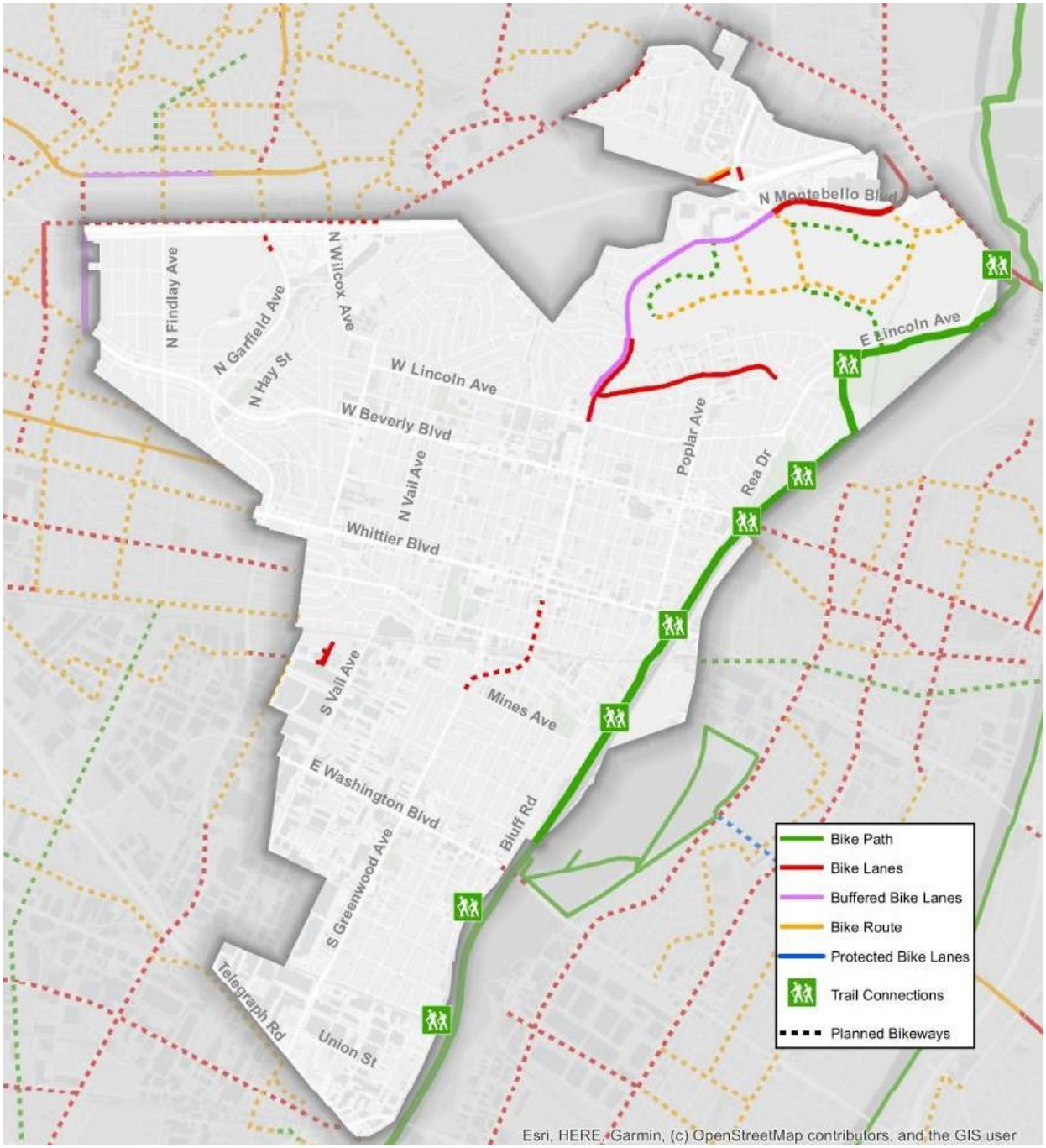
- **Washington Boulevard over Rio Hondo Channel Bridge:** In the interim (before the L Line extension) this project would provide a buffered (hatched paint-separated) bike lane along Washington Boulevard in both directions, from Bluff Road east over the channel. After the L Line extension goes into place, there will be a standard (non-buffered) bike lane in both directions, from Bluff Road east over the bridge. Note, the City of Pico Rivera's plans anticipate that Washington Boulevard east of the bridge will be widened at a later time and would include standard bike lanes. However, the portion east of the bridge is not included as part of this planned project.

The SCAG shapefile included the City of Montebello's Bike Lane Feasibility Study Report (2013); this has been removed from the figure as bikeway recommendations within Montebello are being reviewed as part of this BMP. Kittelson has included planned improvements from the City's Montebello Hills Specific Plan (2015), CIP, and the above-mentioned projects led by SGVCOG and the City of Pico Rivera. In addition, the shapefile includes recommendations from the GCCOG Strategic Transportation Plan Active Transportation Element (2016); Kittelson has excluded these recommendations from the map if they were not included in a specific jurisdiction's adopted plan.

As shown in the Figure 4, several bike lanes and bike routes are proposed on streets that meet Montebello's City limits. In addition, the City of Pico Rivera has proposed a rail-adjacent bike path that connects Montebello south of Whittier Boulevard and east of the Rio Hondo Bike Path.

As Montebello's bike plan is being developed, the City should continue to coordinate with these jurisdictions and strive to plan facilities that provide consistency and comfort for bicyclists crossing City boundaries.

Figure 4: Existing and Planned Bikeways



RECENT AND ONGOING PLANNING EFFORTS

Through previous and ongoing planning efforts, the City of Montebello and other agencies have identified several biking opportunities throughout the city. This information has been utilized as part of this BMP effort to determine opportunities for bikeways along City streets and develop draft BMP recommendations. Note, the planning efforts summarized in this section also include the City's General Plan, which is currently undergoing review. The updated General Plan proposes changes to vehicle capacity and cross-sections on some roadways which were incorporated into the bikeway recommendations developed later in this memo.

BIKE LANE FEASIBILITY STUDY REPORT (2013)

The City of Montebello Bike Lane Feasibility Study evaluated the feasibility of installing various bicycle facilities on key roadways in the city. The study evaluated various roadways to identify candidate routes and the types of facilities most appropriate for each roadway. 16 roadways were selected for evaluation, of which 10 were identified as being feasible for bicycle improvements. Note, for the purposes of this BMP effort, the 2013 study's recommendations are treated as identified opportunities, as opposed to planned improvements by the City. The 2013 report's opportunities are shown in Figure 5

LA METRO ACTIVE TRANSPORTATION STRATEGIC PLAN (2016)

The LA Metro Active Transportation Strategic Plan (ATSP), published in April 2016, aims to enhance access to transit stations and develop a regional network for people who choose to take transit, walk, and/or bike. It serves as a roadmap for local cities and other stakeholders to identify improvements to implement in their communities. The ATSP includes a recommended countywide active transportation network consisting of the regional active transportation network and first/last mile active transportation improvements to over 650 major transit station areas in Los Angeles County. The proposed regional active transportation network within and around Montebello is shown in Figure 6.

GATEWAY CITIES COG STRATEGIC TRANSPORTATION PLAN ACTIVE TRANSPORTATION ELEMENT (2016)

The Gateway Cities Council of Governments (GCCOG) is a joint powers authority representing 27 cities and several unincorporated county areas in southeast Los Angeles County and the Port of Long Beach. It serves as a cooperative agency that enables government agencies and public authorities to work together on issues where jurisdictions overlap.

The GCCOG STP, published in March 2016, is intended to coordinate transportation infrastructure among member agencies, neighboring jurisdictions, and other regional agencies. The STP's recommendations for significant bikeway projects that pass through or along Montebello are shown in Figure 7. Bikeways are recommended along Beverly Boulevard, Garfield Avenue, Flotilla Street, Lincoln Avenue, Mines Avenue, Montebello Boulevard/Montebello Way, and Slauson Avenue.

Figure 5: Bicycle Routes and Facilities (2013 Study)

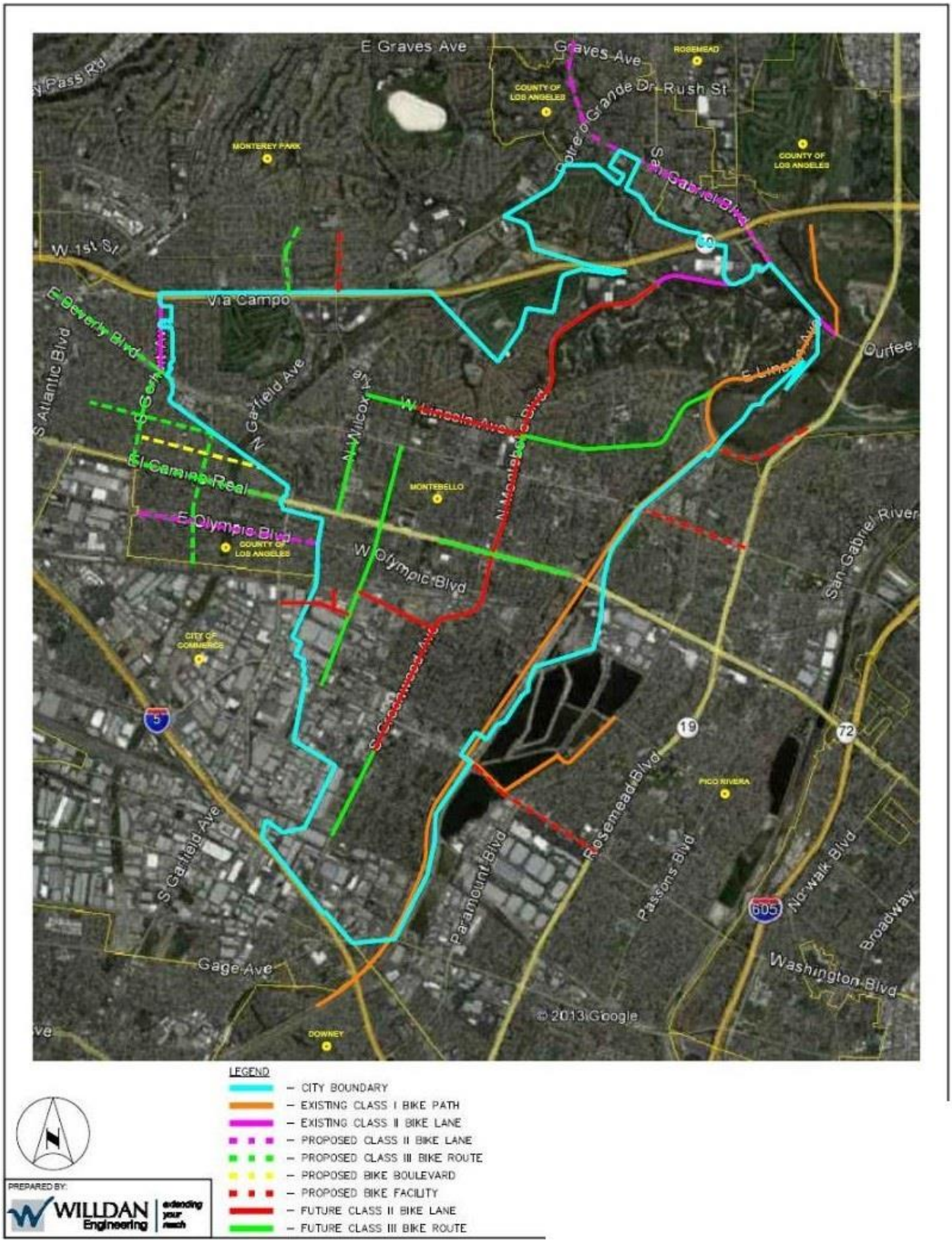


Figure 6: LA Metro ATSP Regional Active Transportation Network (Excerpt)

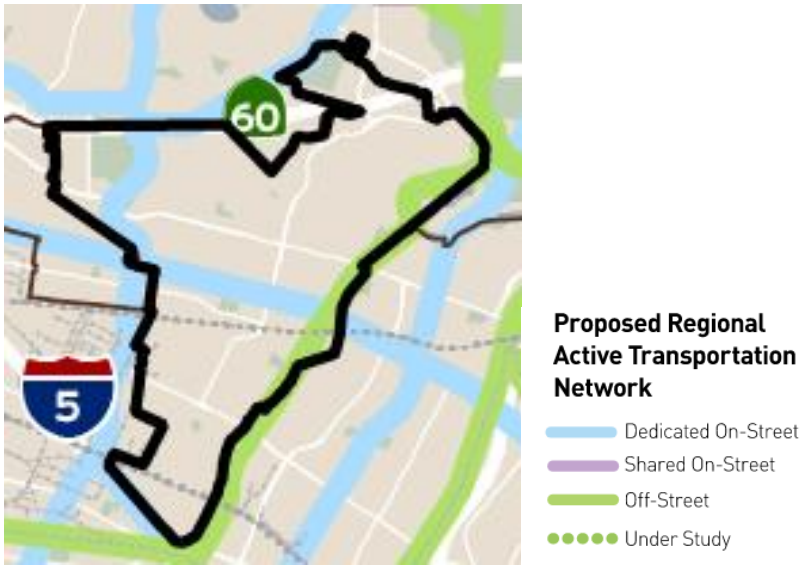
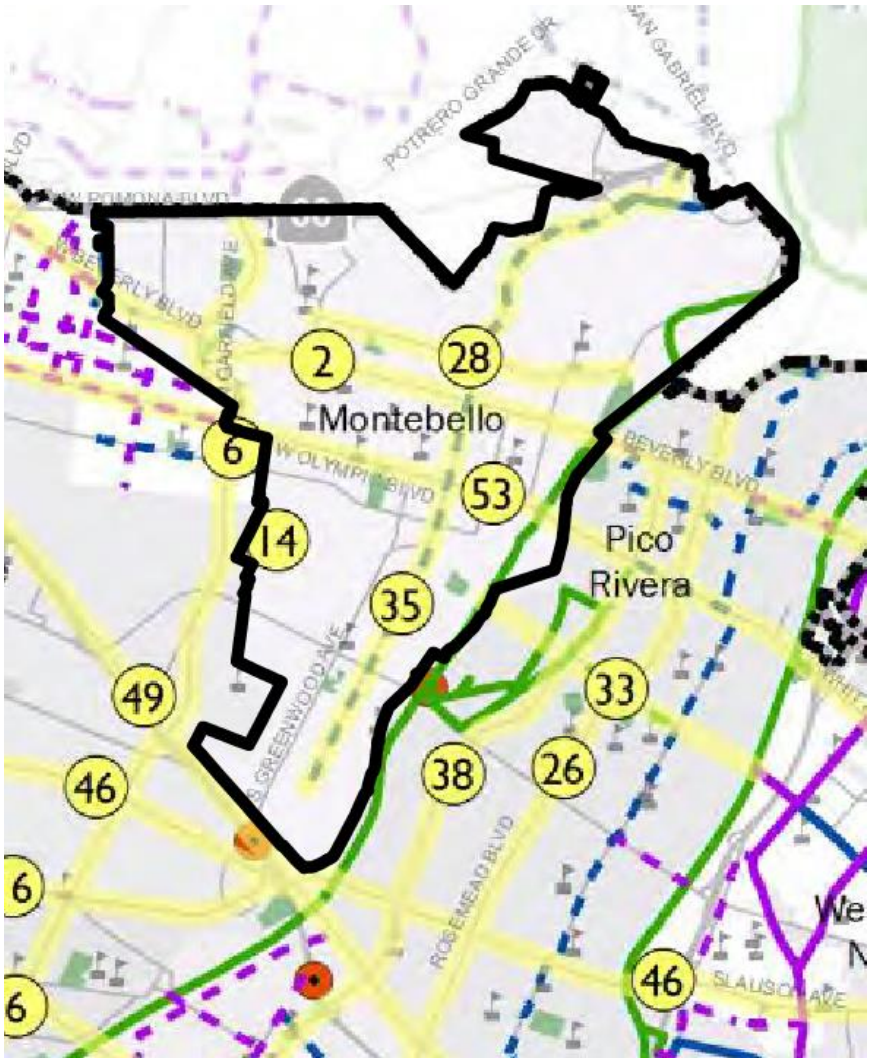


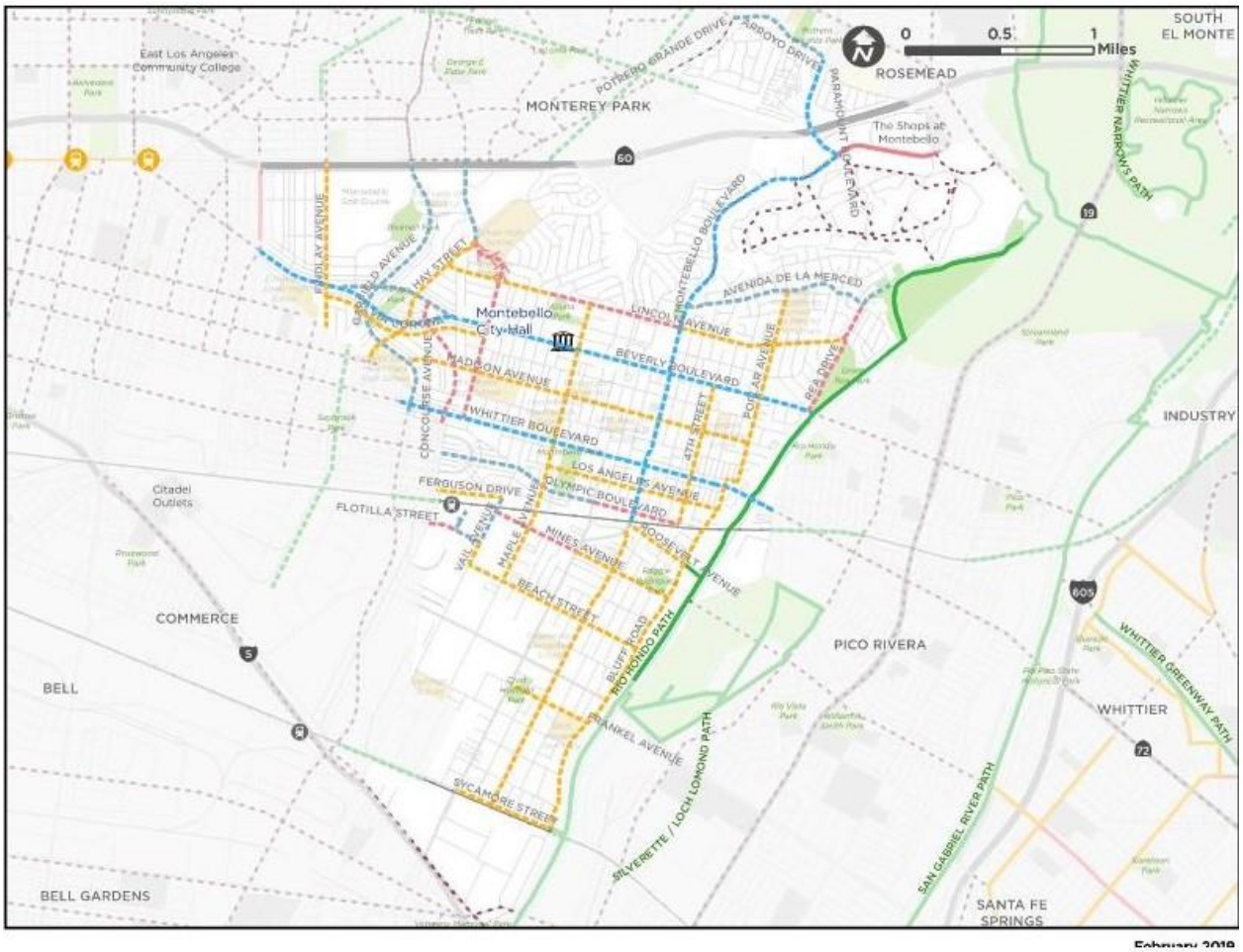
Figure 7: GCCOG STP Regionally Significant Bikeway Projects (Excerpt)



SAN GABRIEL VALLEY COG REGIONAL ATP AND GREENWAY NETWORK STUDY (2019)

The 2019 San Gabriel Valley COG Regional ATP and Greenway Network Study offers recommendations for Cities in the region aimed at constructing an inclusive and comfortable network of bikeway facilities. SGVCOG's recommended buildout bikeway network for Montebello is shown in Figure 8.

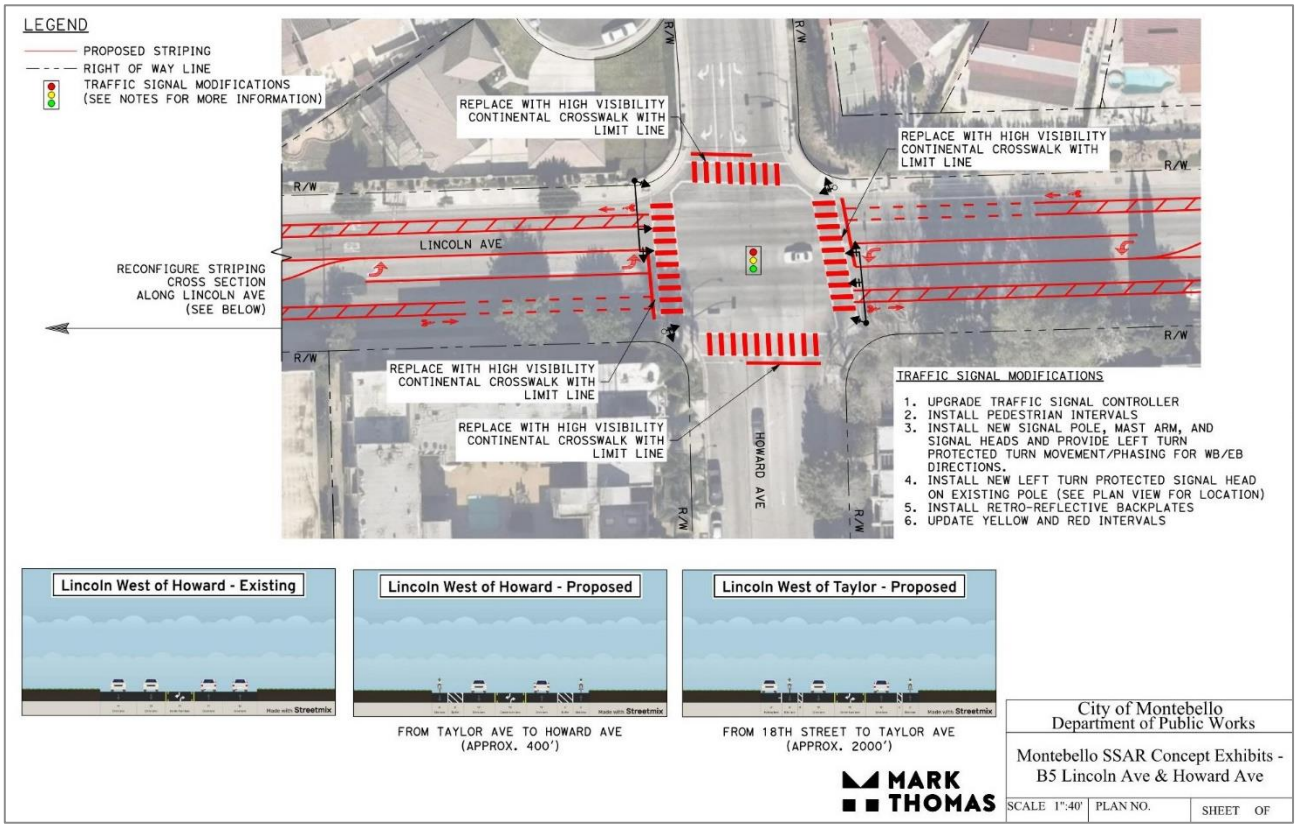
Figure 8: SGVCOG Recommended Buildout Bikeway Network in Montebello



MONTEBELLO SAFE TRAVEL PLAN (2022)

A key emphasis area in the 2022 Montebello Safe Travel Plan for the City to focus on is reducing vehicle conflicts with pedestrians and bicyclists. According to the Safe Travel Plan, the intersection of Lincoln Avenue and Howard Avenue was identified as an intersection with relatively high crash severities appropriate for bicycle facility improvements. Potential countermeasures were identified, including implementing a road diet and separated bike lanes along Lincoln Avenue between 18th Street and Montebello Boulevard, as shown in Figure 9.

Figure 9: Lincoln Avenue and Howard Avenue Concept Exhibit



MONTEBELLO DRAFT GENERAL PLAN (2023)

According to the Draft Montebello General Plan (which is currently undergoing public review), the City can encourage a mode shift away from driving by improving bicycle and pedestrian facilities and conditions. For example, the City has the opportunity to address the lack of bikeways in the city, including the lack of bicycle connections to the Rio Hondo Trail and to bicycle facilities outside the City limits.

Figure 10 shows the General Plan's vision for an integrated network of bikeways that connect the Montebello neighborhoods to employment, recreation, education, and other destinations that meet their daily needs. Comfortable bicycle facilities along the roadways highlighted in this figure can help improve access to local destinations (such as downtown Montebello), improve access to regional destinations such as the Rio Hondo Trail, and facilitate connections to major transit hubs.

Figure 10: General Plan Active Transportation Strategy Map



The General Plan discusses opportunities to implement multimodal improvements along several roadways, including Montebello Boulevard/Greenwood Avenue, Whittier Boulevard, Washington Boulevard, Beverly Boulevard, Garfield Avenue, and Lincoln Avenue. The General Plan's proposed cross-sections are displayed below.

Montebello Boulevard/Greenwood Avenue

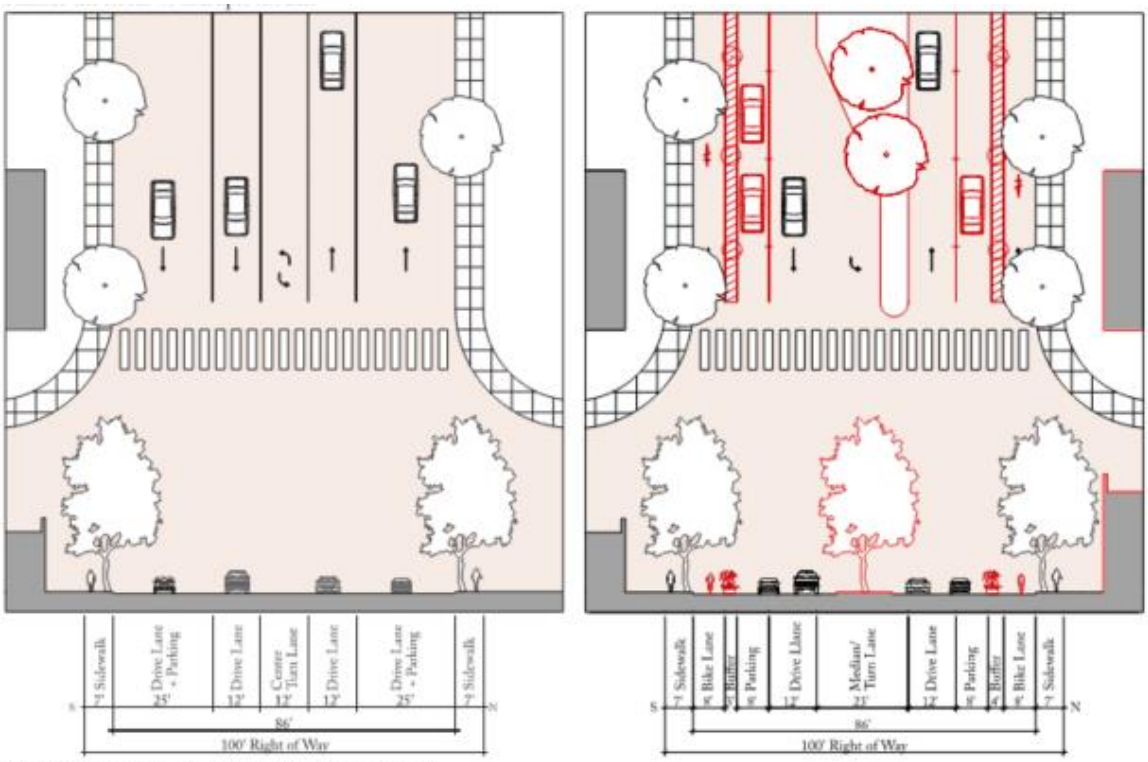


Figure C4.3. Greenwood Avenue at Washington Boulevard

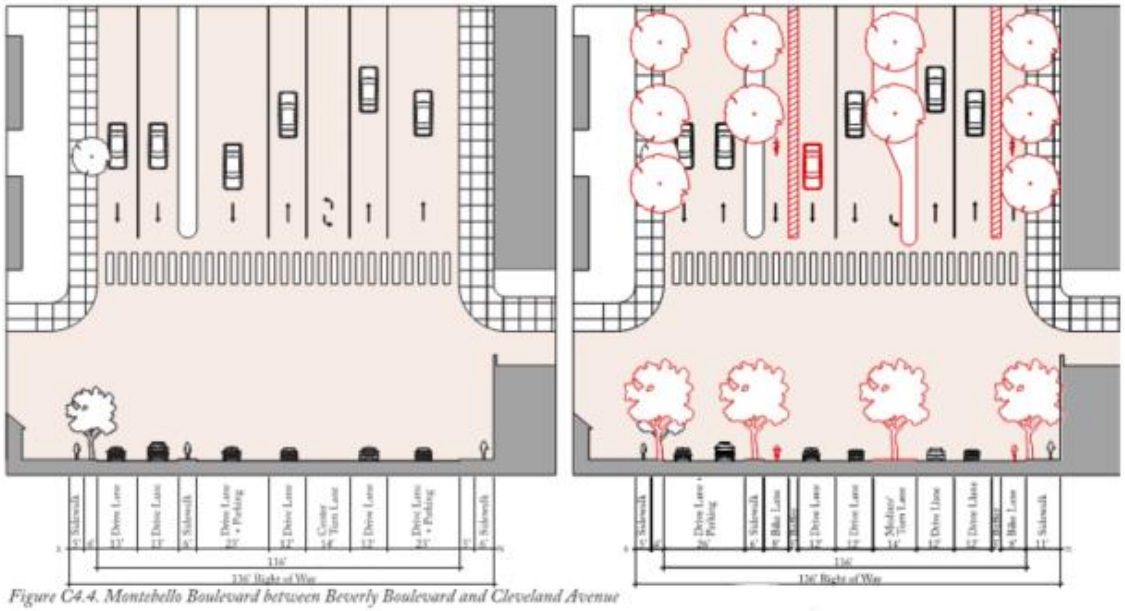


Figure C4.4. Montebello Boulevard between Beverly Boulevard and Cleveland Avenue

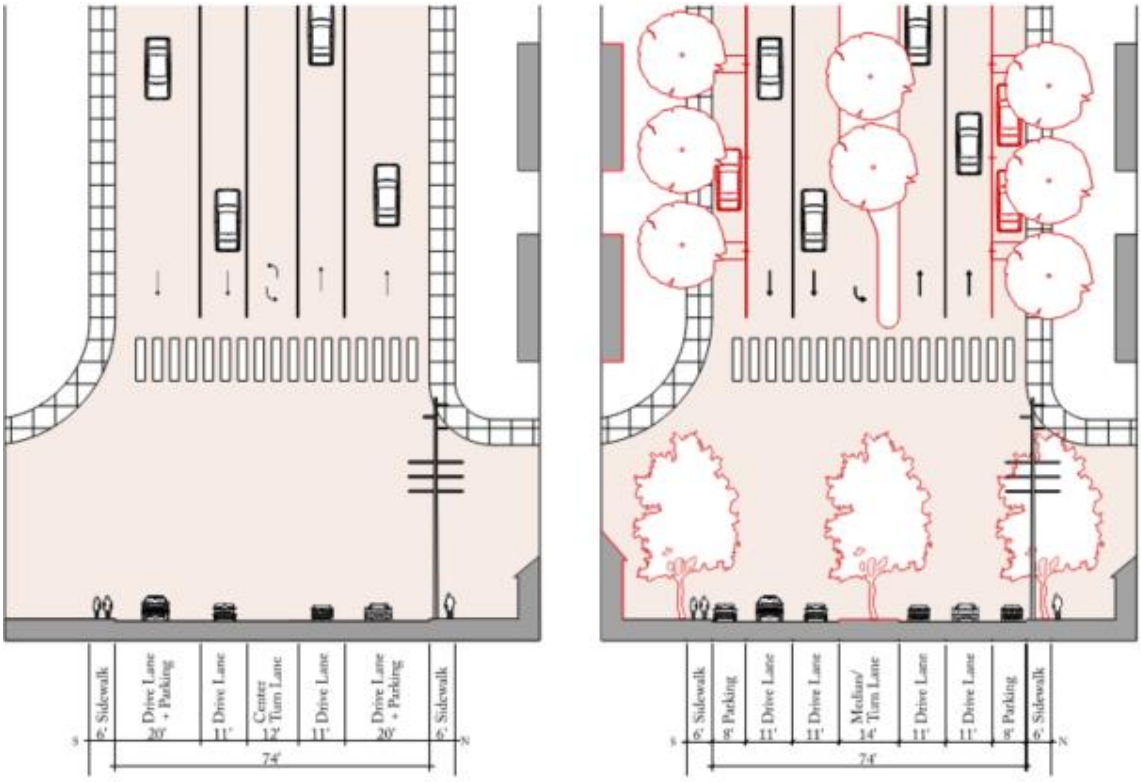


Figure C4.11. Greenwood Avenue -- South of Washington Boulevard

Whittier Boulevard

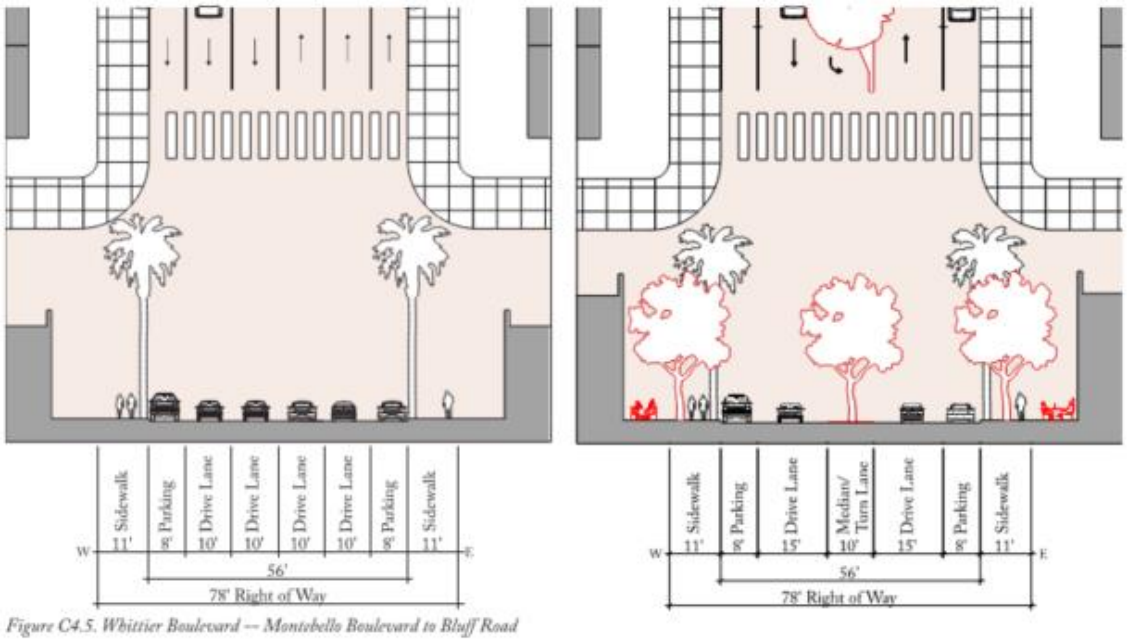


Figure C4.5. Whittier Boulevard -- Montebello Boulevard to Bluff Road

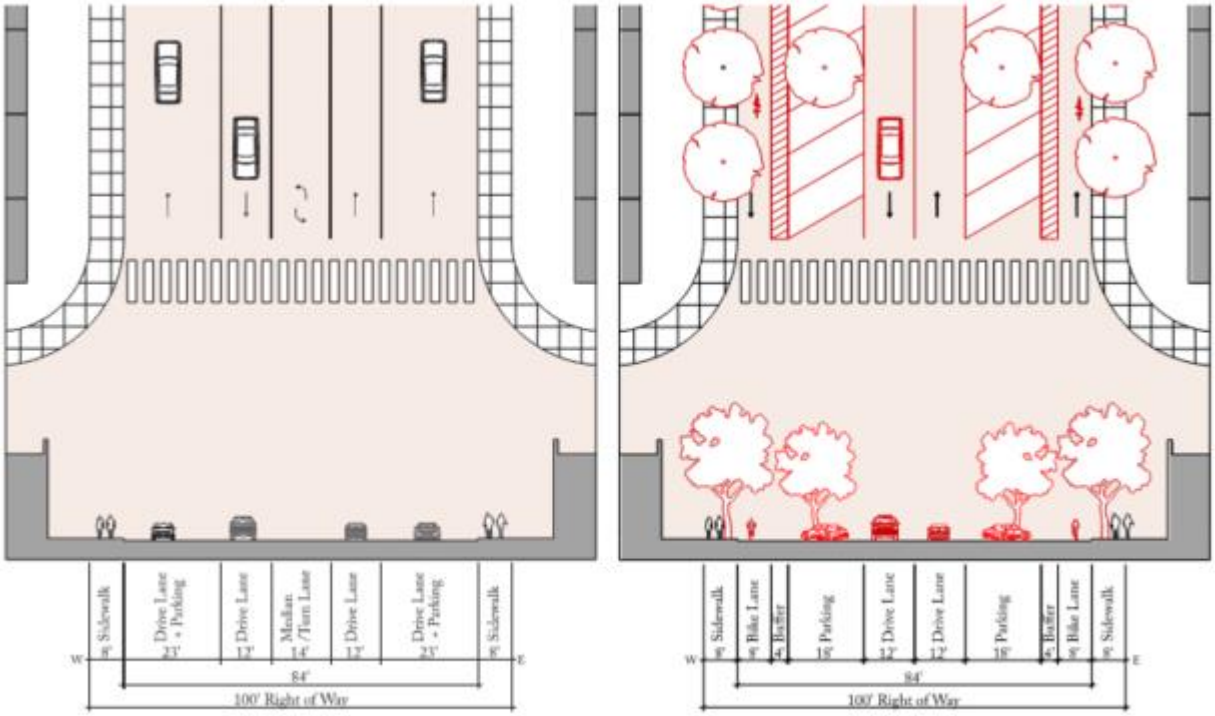


Figure C4.6. Whittier Boulevard — Garfield Avenue to Montebello Boulevard

Washington Boulevard

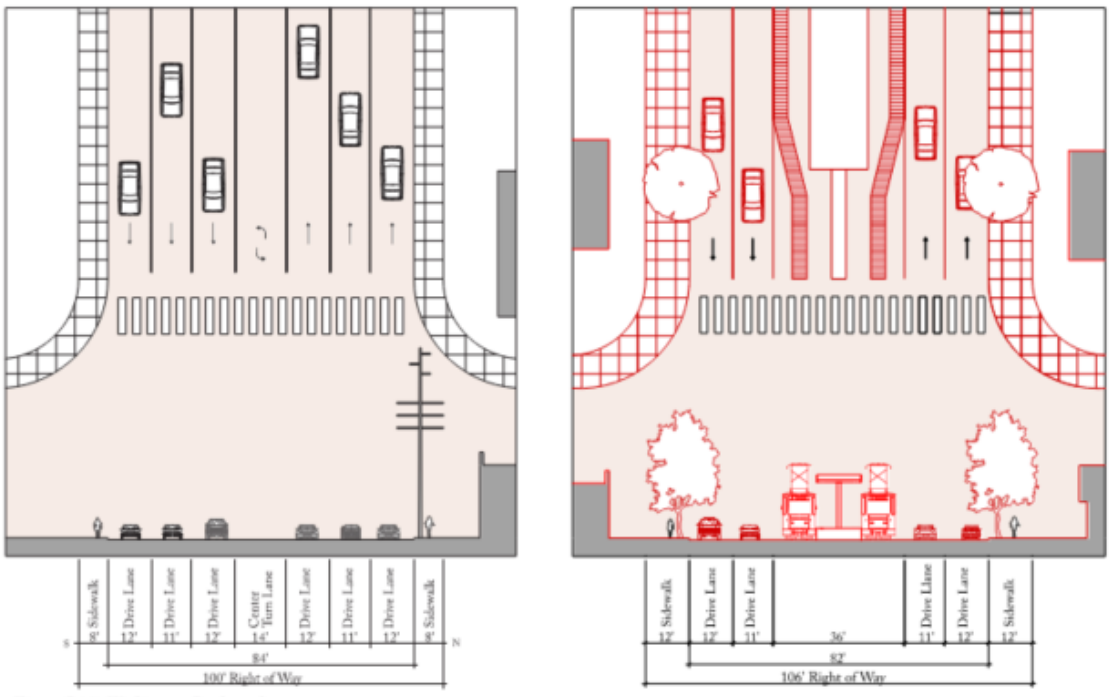


Figure C4.7. Washington Boulevard

Beverly Boulevard

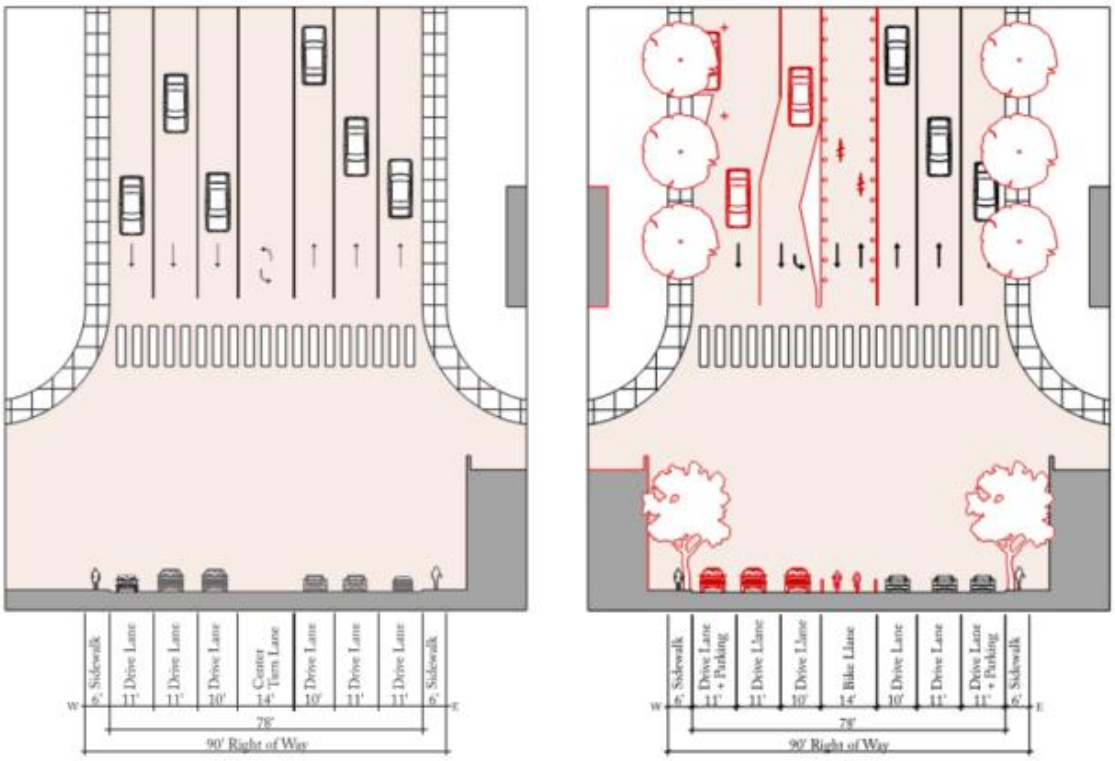


Figure C4.8. Beverly Boulevard at Wilcox Avenue

DRAFT RECOMMENDED BMP BIKEWAYS

The draft recommended BMP bikeways are shown in Figure 11 and detailed in this section. The proposed bikeways have been developed to fit into existing and other planned bikeways within and adjacent to the city. Please note, the bikeways discussed below are not presented in any particular order. Projects will be ranked and prioritized as part of a subsequent step in the BMP development process.

MONTEBELLO BOULEVARD/MONTEBELLO WAY/GREENWOOD AVENUE

Montebello Boulevard travels north-south through Montebello before becoming Montebello Way and then Greenwood Avenue. It provides uninterrupted north-south connectivity through the city and destinations outside the city limits. Currently, there are bike lanes and buffered lanes in both directions between Lincoln Avenue and Montebello Town Center. There is also an incline along that segment of Montebello Boulevard. As part of the Montebello Boulevard Grade Separation Project, SGVCOG is installing Class II bike lanes between Whittier Boulevard and Mines Avenue. A bikeway along this complete corridor would provide north-south bicycle access through the city and to destinations such as multiple retail establishments, the future LA Metro L Line Station, and recreational areas north of the city.

Previously-identified opportunities along this corridor are as follows:

- GCCOG identified an opportunity for Class II bike lanes between Plaza Drive and Mine Avenue.
- SGVCOG identified an opportunity for Class IV separated bike lanes between Paramount Boulevard and Roosevelt Avenue.
- The City's 2013 study identified an opportunity for Class II bike lanes between Paramount Boulevard and Washington Boulevard, and Class II bike lanes and Class III bike routes south of Washington Boulevard.

The City's draft General Plan identifies this corridor between Plaza Drive and Washington Boulevard as part of its vision for an integrated bike network. Its complete streets cross-sections include removing on-street parking and adding Class IV separated bike lanes between Beverly Boulevard and Cleveland Avenue, as well as removing outer vehicle lanes to install separated bike lanes south of Olympic.

The recommended BMP facility along this corridor is to install Class IV separated bike lanes between Plaza Drive and Whittier Boulevard, Class IIb buffered bike lanes between Whittier Boulevard and Mines Avenue, and parking-adjacent Class II bike lanes between Mines Avenue and Date Street. Specific segments of the Montebello Boulevard/Greenwood Avenue corridor are discussed below. Unless otherwise noted, improvements can be implemented without affecting vehicle throughput or parking (e.g., by reducing lane widths).

- **Plaza Drive to Paramount Boulevard** – Install Class IV separated bike lanes. This involves improving the existing Class II bike lanes with physical separation.
- **Paramount Boulevard to Avenida De La Merced** -- Install Class IV separated bike lanes. This involves improving the existing Class II bike lanes and Class IIb buffered bike lanes with physical separation. This requires modifications to the median south of Jefferson Boulevard.
- **Avenida De La Merced to Lincoln Avenue** – Install southbound Class IV separated bike lanes, which would involve removing parking on the west side of the road. The recommended approach for the northbound direction is to leave the existing facility as is (parking adjacent Class II bike lane).
- **Lincoln Avenue to Beverly Boulevard** – Install southbound Class IV separated bike lanes. In the northbound direction, remove parking between Beverly Boulevard and Victoria Avenue to install a

Class IV separated bike lane; north of Victoria Avenue, retain on-street parking and install a Class IIb buffered bike lane.

- **Beverly Boulevard to Cleveland Avenue** – Install Class IV separated bike lanes. This involves removing on-street parking, consistent with the General Plan.
- **Cleveland Avenue to Whittier Boulevard** – Install Class IV separated bike lanes. This involves removing on-street parking.
- **Whittier Boulevard to Mines Avenue** – Install Class IIb buffered bike lanes.
- **Mines Avenue to Washington Boulevard** – Install parking-adjacent Class II bike lanes. This would require a road diet and the addition of a center turn lane.
- **Washington Boulevard to Elm Street** – Install parking-adjacent Class IIb buffered bike lanes. This would require a road diet.

LINCOLN AVENUE

Lincoln Avenue provides east-west access to destinations such as schools, parks, retail, Juan Matias Sanchez Adobe museum, and the Rio Hondo Trail.

Previously-identified opportunities along this street are as follows:

- GCCOG identified an opportunity for Class II bike lanes between Wilcox Avenue and the Rio Hondo Trail.
- SGVCOG identified an opportunity for Class II bike lanes and Class III bike routes.
- The City's 2013 study identified an opportunity for Class II bike lanes and Class III bike routes.
- The City's STP identified an opportunity to remove a travel lane in each direction and install Class IV separated bike lanes between 18th Street and Montebello Boulevard.

The City's draft General Plan identifies this street west of Avenida De La Merced as part of its vision for an integrated bike network. Its complete streets cross-sections include a road diet between 18th Street and Montebello Boulevard to install two-way Class II separated bike lanes.

The recommended BMP facilities along this street for specific segments are discussed below:

- **Via Paseo to 18th Steet** – Install a Class IIIb bike boulevard, which would include traffic calming components. This would also include a short segment along Via Paseo to connect Lincoln Avenue with Wilcox Avenue.
- **18th Street to Montebello Boulevard** – Install Class IV separated bike lanes, which would require a road diet to remove travel lanes (consistent with the General Plan and the STP).
- **Montebello Boulevard to Avenida de la Merced** – Install a Class IIIb bike boulevard, which would include traffic calming components.
- **Avenida de la Merced to Rio Hondo Trail (Dam)** – Install Class IV separated bike lanes. This can be achieved by converting the striped shoulders to separated bike lanes, providing access to the Rio Hondo Trail entrance where there is an incline. This will require coordination with the Army Corp of Engineers.

BEVERLY BOULEVARD

Beverly Boulevard provides east-west access to destinations such as City Hall and the Civic Center, parks, Montebello Barnyard Zoo, Montebello Library, shops, restaurants, and the Rio Hondo Trail.

Previously-identified opportunities along this street are as follows:

- GCCOG identified an opportunity for Class II bike lanes and Class III bike routes.
- SGVCOG identified an opportunity for Class IV separated bike lanes.

The City's draft General Plan identifies this street as part of its vision for an integrated bike network. Its complete streets cross-section west of Montebello Boulevard includes two-way Class IV bike lanes in place of the existing median, with the outer driving/parking lane dropping at major intersection approaches to make space for left-turn pockets.

The recommended BMP facilities along this street for specific segments are discussed below:

- **Gerhart Avenue to Montebello Boulevard** – Install Class IV separated bike lanes. The recommended approach for this BMP is to deviate from the General Plan's center-running Class IV separated bike lanes. The recommended BMP approach is to either remove the outer parking lane to make space for Class IV separated bike lanes, or to remove the center turn lane to implement parking-separated Class IV separated bike lanes. Under the latter approach, parking will need to be dropped at major intersection approaches to transition to left-turn pockets.
- **Montebello Boulevard to Rio Hondo Trail** – Install Class IIb buffered bike lanes. This would require either a road diet to remove the outer travel lanes, or removal of the center turn lane.

WHITTIER BOULEVARD

Whittier Boulevard provides east-west access to destinations such as Downtown Montebello, the Rio Hondo Trail, schools, and Montebello City Park.

Previously-identified opportunities along this street are as follows:

- LA Metro identified an opportunity for regional Class II bike lanes.
- GCCOG identified an opportunity for Class II bike lanes and Class III bike routes.
- SGVCOG identified an opportunity for Class IV separated bike lanes.
- The City's 2013 study identified an opportunity for a Class III bike route east of Montebello Boulevard.

The City's draft General Plan identifies this street as part of its vision for an integrated bike network. Its complete streets cross-section west of Montebello Boulevard includes a road diet and installation of Class IV separated bike lanes. East of Montebello Boulevard within Downtown Montebello, the General Plan includes a road diet but no bike lanes; bicycles would share the 15-foot travel lane in each direction with automobiles.

The recommended BMP facilities along this street for specific segments are discussed below:

- **Garfield Avenue to Montebello Boulevard** – Install parking-separated Class IV separated bike lanes. This would require a road diet consistent with the General Plan.
- **Montebello Boulevard to Bluff Road** – Install a Class II bike route. This would be consistent with the General Plan's vision for this roadway segment and should include its traffic calming components through Downtown Montebello.

OLYMPIC BOULEVARD/ROOSEVELT AVENUE

Olympic Boulevard provides east-west access to destinations such as Montebello City Park, shops and restaurants. It also serves as an alternative route to Whittier Boulevard.

Previously-identified opportunities along this street are as follows:

- SGVCOG identified an opportunity for Class II bike lanes and Class IIb buffered bike lanes.

The City's draft General Plan identifies this street as part of its vision for an integrated bike network.

The recommended BMP facility for Olympic Boulevard between Concourse Avenue and Montebello Boulevard is to install Class IIb buffered bike lanes. This would require a road diet to remove the outer travel lanes in order to retain residential on-street parking and the middle turn lane. In addition, a Class III bike route should be provided along Roosevelt Avenue to connect riders on Olympic Boulevard with the Rio Hondo Trail,

WASHINGTON BOULEVARD

Washington Boulevard provides east-west access to shops, restaurants, and other destinations. The planned LA Metro L Line extension would travel along Washington Boulevard in Montebello, with a station anticipated at the intersection of Greenwood Avenue and Washington Boulevard. Currently, LA Metro's advanced conceptual designs do not include a bikeway along Washington Boulevard.

Class II bike lanes (or another type of dedicated bike facility) can help to improve first/last mile access to the planned station and increase the convenience of using transit. Therefore, it is recommended that the City coordinate with LA Metro to determine the feasibility and inclusion of bike lanes as part of the planned multimodal improvements along this corridor. This includes coordinating with LA Metro to determine if vehicle lanes or other roadway elements can be narrowed or adjusted to include bike lanes in each direction.

WILCOX AVENUE

Wilcox Avenue provides north-south access to destinations such as multiple schools and retail destinations.

Previously-identified opportunities along this street are as follows:

- SGVCOG identified an opportunity for Class II bike lanes and Class IIb buffered bike lanes.
- The City's 2013 study identified an opportunity for a Class III bike route south of Beverly Boulevard.

The City's draft General Plan identifies this street as part of its vision for an integrated bike network.

The recommended BMP facilities along this street for specific segments are discussed below:

- **Via Campo to Beverly Boulevard** – Install Class IIb buffered bike lanes. This requires the removal of vehicle travel lanes while retaining on-street parking.
- **Beverly Boulevard to Whittier Boulevard** – Install parking-adjacent Class II bike lanes.

MINES AVENUE

Mines Avenue provides east-west access through residential neighborhoods to destinations such as parks, the Rio Hondo Trail, and the Metrolink Station, and can serve as an alternative parallel route compared to busier streets such as Whitter Boulevard.

Previously-identified opportunities along this street are as follows:

- SGVCOG identified an opportunity for Class II bike lanes and a Class III bike route.
- The City's 2013 study identified an opportunity for Class II bike lanes.

The City's draft General Plan identifies this street as part of its vision for an integrated bike network.

The recommended BMP facilities along this street for specific segments are discussed below:

- **Vail Avenue to Maple Avenue** – Install Class II bike lanes. This requires the removal of on-street parking.
- **Maple Avenue to Bluff Road** – Install a Class III bike route.

Note, while Maple Avenue is generally a low-speed and low-volume residential street which can be converted to a Class III bike route with shared bicycle and vehicle use of travel lanes, the portion west of Maple Avenue is utilized by industrial uses and trucks, so it can benefit from dedicated bike lanes.

BEACH STREET

Beach Street provides east-west access through residential neighborhoods, connecting to other proposed bikeways and serving as an alternative parallel route to Washington Boulevard, especially as the appropriate bicycle facility along Washington Boulevard still needs to be determined and coordinated with LA Metro.

Previously-identified opportunities along this street are as follows:

- SGVCOG identified an opportunity for a Class III bike route.

The recommended BMP facilities along this street for specific segments are discussed below:

- **Vail Avenue to Maple Avenue** – Install Class II bike lanes. This requires the removal of on-street parking.
- **Maple Avenue to Bluff Road** – Install a Class III bike route.

Note, while Beach Street is generally a low-speed and low-volume residential street which can be converted to a Class III bike route with shared bicycle and vehicle use of travel lanes, the portion west of Maple Avenue is utilized by industrial uses and trucks, so it can benefit from dedicated bike lanes.

POPLAR AVENUE/BLUFF ROAD

As a single uninterrupted corridor, Poplar Avenue and Bluff Road provide continuous north-south access through the city, connecting destinations such as the Rio Hondo Trail, parks, Downtown Montebello, and retail. A bikeway along this complete corridor would provide north-south bicycle access through the city and serve as an alternative to the Montebello Boulevard/Greenwood Avenue corridor.

Previously-identified opportunities along this street are as follows:

- SGVCOG identified an opportunity for a Class III bike route.

The City's draft General Plan identifies Bluff Road south of Whittier Boulevard as part of its vision for an integrated bike network.

The recommended BMP facility for Poplar Avenue/Bluff Road is to install a Class IIIb bike boulevard, which would include traffic calming components. In addition to serving as an alternative route to biking along Montebello Boulevard and Greenwood Avenue, implementing a bike boulevard with traffic calming can help discourage vehicle speeding and cut-through traffic through the City's eastern neighborhoods.

MONTEBELLO BOULEVARD (SOUTHERN SEGMENT)

Montebello Boulevard south of Montebello Way until Sycamore Street provides north-south access through residential areas. A bikeway along this street would provide alternative bicycle access to biking along Greenwood Avenue.

Previously-identified opportunities along this street are as follows:

- GCCOG identified an opportunity for Class II bike lanes and a Class III bike route.
- SGVCOG identified an opportunity for a Class III bike route.

The City's draft General Plan identifies this street north of Frankel Avenue as part of its vision for an integrated bike network.

The recommended BMP facility for Montebello Boulevard south of Montebello Way is to install a Class IIIb bike boulevard, which would include traffic calming components. In addition to serving as an alternative route to biking along Greenwood Avenue, implementing a bike boulevard with traffic calming can help discourage vehicle speeding and cut-through traffic through neighborhoods.

MAPLE AVENUE

Maple Avenue provides between Lincoln Boulevard and Washington Boulevard and provides north-south access through the city and neighborhoods to destinations such as schools, parks, and retail. A bikeway along this street would provide alternative bicycle access to biking along Montebello Boulevard and Greenwood Avenue.

Previously-identified opportunities along this street are as follows:

- SGVCOG identified an opportunity for a Class III bike route.

The City's draft General Plan identifies this street as part of its vision for an integrated bike network.

The recommended BMP facility for Maple Avenue is to install a Class IIIb bike boulevard, which would include traffic calming components. In addition to serving as an alternative route to biking along Montebello Boulevard and Greenwood Avenue, implementing a bike boulevard with traffic calming can help discourage vehicle speeding.

MADISON AVENUE

Madison Avenue provides east-west access through residential neighborhoods to multiple schools. A bikeway along this street would provide alternative bicycle connectivity to biking along busier streets such as Beverly Boulevard and Whittier Boulevard.

Previously-identified opportunities along this street are as follows:

- SGVCOG identified an opportunity for a Class III bike route.

The recommended BMP facility for Madison Avenue is to install a Class IIIb bike boulevard, which would include traffic calming components. In addition to serving as an alternative route to biking along busier streets, implementing a bike boulevard with traffic calming can help discourage vehicle speeding and cut-through traffic through neighborhoods.

HAY STREET/WESTMORELAND DRIVE/VAIL AVENUE

Hay Street provides north-south access to schools as well as to multiple proposed bikeways. SGVCOG identified an opportunity for a Class III bike route along this street. The recommended BMP facility for Hay Street is to install a Class III bike route.

Northeast of Wilcox Avenue, bicycle facilities should be provided along Westmoreland Drive and Vail Drive to provide continuous north-south access in this area of the city, as follows:

- **Westmoreland Drive from Wilcox Avenue to Vail Avenue** – Install a Class III bike route.
- **Vail Avenue north of Westmoreland Drive** – Install Class IIb buffered bike lanes. This would require a road diet to retain existing on-street parking.

VAIL AVENUE

Both SGVCOG and the City's 2013 Study identified opportunities for Class IIb or III bikeways along Vail Avenue. A bikeway along the segment of Vail Avenue between Mines Avenue and Beach Street can help provide a way for bicyclists to access the Metrolink station via proposed bikeways on other streets such as Maple Avenue, Mines Avenue, and Beach Street. Given the industrial uses and accompanying trucks along this street, a bike route or bike boulevard is not recommended. The recommended BMP facility for Vail Avenue between Mines Avenue and Beach Street is to install Class IIb buffered bike lanes, which would require the removal of on-street parking.

REA DRIVE

Rea Drive, which runs between Beverly Boulevard and Lincoln Avenue, provides a connection between other proposed bikeways and provides access to the Rio Hondo Trail, Grant Rea Park, and the Montebello Barnyard Zoo. SGVCOG identified an opportunity for Class II bike lanes along this street, and the City's draft General Plan identifies this street as part of its vision for an integrated bike network. The recommended BMP facility for Rea Drive is to install Class II bike lanes.

FINDLAY AVENUE

Findlay Avenue provides north-south connectivity and can serve as an alternative to biking along Garfield Avenue. SGVCOG identified an opportunity for a Class III bike route along this street. The recommended BMP facility for Findlay Avenue is to install a Class IIIb bike boulevard.

DATE STREET

Date Street travels east-west through residential areas and can serve to connect proposed bikeways along Greenwood Avenue, Montebello Boulevard, and Bluff Road. The recommended BMP facility for Date Street between Greenwood Avenue and Bluff Road is to install a Class III bike route.

FLOTILLA STREET

Currently, there are no bikeways providing access to and from the Montebello/Commerce Metrolink Station. Therefore, to improve access to the station, the recommended BMP facility for Flotilla Street between Yates Avenue and Vail Avenue is to install Class II bike lanes. This would require either removing the outer parking lane to install Class II bike lanes, or remove the center turn lane to implement parking-adjacent Class II bike lanes. Under the latter approach, parking will need to be dropped at major intersection approaches to transition to left-turn pockets.

AVENIDA DE LA MERCED

Currently, there are parking-adjacent Class II bike lanes along Avenida De La Merced between Montebello Boulevard and Sanchez Street. With the network of proposed bikeways outlined in this section, there is a gap in the network along Avenida De La Merced between Sanchez Street and Lincoln Avenue. Therefore, it is recommended that parking adjacent Class II bike lanes be installed along this segment, continuing the same bicycle lane design currently utilized along this street.

ELM STREET

Elm Street travels east-west through residential areas and can serve to connect proposed bikeways along Greenwood Avenue, Montebello Boulevard, and Bluff Road. The recommended BMP facility for Elm Street between Greenwood Avenue and Bluff Road is to install a Class III bike route

GARFIELD AVENUE/VIA ALTAMIRA

Garfield Avenue provides north-south access to destinations such as green spaces and retail.

Previously-identified opportunities along this street are as follows:

- LA Metro identified an opportunity for regional Class II bike lanes.
- GCCOG identified an opportunity for a Class III bike route
- SGVCOG identified an opportunity for Class IIb buffered bike lanes.

Given the constrained curb-to-curb right-of-way along Garfield Avenue, there are opportunities to implement various types of bike facilities to provide north-south bike connectivity in this area, as follows:

- **City-Owned Property** – Incorporate plans for a Class I bike path into the City's vision for the property west of Garfield Avenue. The bike path could run along the northern and eastern edges of the property (along Via Campo and Garfield Avenue, respectively) as shown in Figure 11.
- **Garfield Avenue from Via Campo to Via San Clemente** – Install Class IIb buffered bike lanes in the northbound direction to complement the City's plans for southbound buffered bike lanes along this segment. This requires modifications to on-street parking.
- **Via Altamira from Garfield Avenue to Beverly Boulevard** – Install a Class III bike route.

These proposed facilities will improve access for north-south bicyclists accessing destinations along Garfield Avenue and to the north of Montebello. The bike path on the City property will provide a low-stress off-street facility for bicyclists; the bike route along Via Altamira will bridge the gap between the bike path and bike facilities along Beverly Boulevard. In addition, proving the northbound buffered bike lane to complement the planned southbound buffered bike lane provides a connection between the proposed bike path and Via Campo.

PARAMOUNT BOULEVARD

Paramount Boulevard provides north-south access to retail destinations both within and outside the city, as well as provides access across SR-60.

Previously-identified opportunities along this street are as follows:

- SGVCOG identified an opportunity for Class IV separated bike lanes.

The recommended BMP facility for Paramount Boulevard between Montebello Boulevard and Arroyo Drive is to install Class IV separated bike lanes. This may require an asymmetrical road diet – removal of the third southbound lane north of the freeway, and removal of the third northbound lane south of the freeway. In addition, implementation of separated bike lanes crossing the SR 60 on- and off-ramps will require coordination with Caltrans.

ARROYO DRIVE/POTRERO GRANDE DRIVE

Arroyo Drive and Potrero Grande Drive both run along the northern edge of the city, north of SR-60. These streets connect to existing and planned bikeways outside of Montebello.

Previously-identified opportunities along these streets are as follows:

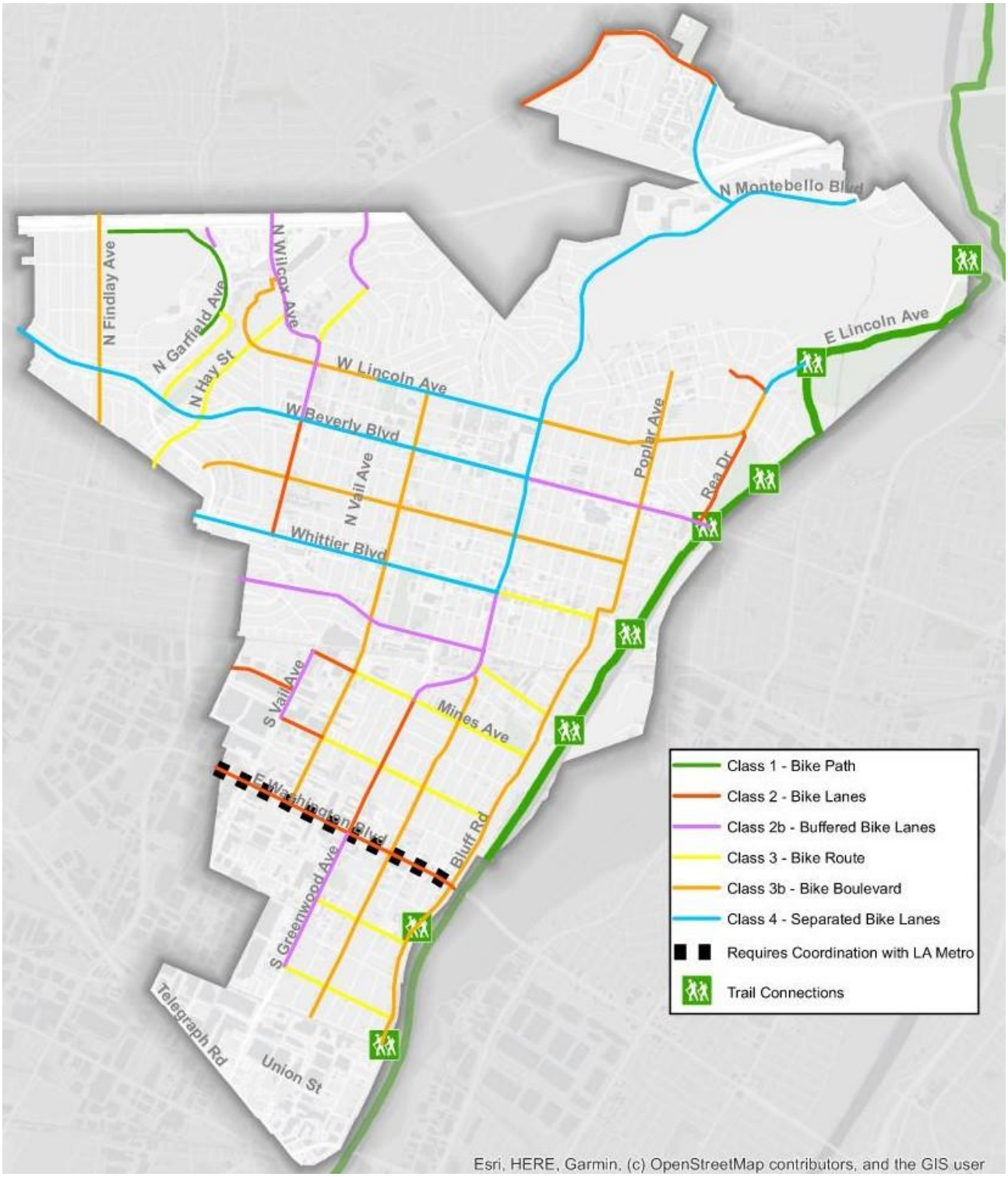
- LA Metro identified an opportunity for regional Class II bike lanes along Potrero Grande Drive.
- SGVCOG identified an opportunity for Class IIb buffered bike lanes along Arroyo Drive.

The recommended BMP facility for both Arroyo Drive and Potrero Grande Drive is to install parking-adjacent Class II bike lanes. Implementation of bike facilities along Arroyo Drive will require coordination with the County of Los Angeles; implementation of bike facilities along Potrero Grande Drive will require coordination with the City of Monterey Park.

NEXT STEPS

The first set of draft bikeways have been shared with City staff and the community; the bikeways presented in this memorandum include updates based on their feedback. Kittelson will develop the subset of priority projects and prepare the Draft BMP.

Figure 11: Draft Recommended Bikeways



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Technical Memorandum

December 1, 2023

Project# 24761

To: Monica Rodriguez – City of Montebello

From: Michael Sahimi and Karen Phan – Kittelson & Associates, Inc.

RE: Montebello Bicycle Master Plan – Recommended Programs and Policies

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Kittelson and Associates, Inc. (Kittelson) is assisting the City of Montebello in developing a Bicycle Master Plan (BMP) to improve bicycling conditions throughout the city. The BMP will include a prioritized set of recommendations for near-term and long-term infrastructure projects to develop a connected citywide bicycle network, improve nonmotorized access to key destinations, increase connectivity across barriers, provide bicycling access to public transit, and enhance safety and comfort for people of all ages and abilities who want to bicycle in the city.

In addition to recommending physical bicycle improvements, the BMP will also include recommended programs and policies that the City can employ to improve bicycling conditions in Montebello (such as education and safety campaigns) as well as allow the City to better implement the BMP's recommended bicycle facilities.

The draft recommended programs and policies matrix is attached to this memo. The recommended programs and policies were developed based on input obtained from the City, partner agencies, stakeholders, and the public, as well as a review of best practices, prior local and regional plans, and existing programs and policies in Montebello. The recommendations are divided into the following categories, each of which consists of several topic areas:

- Infrastructure and Operations
  - Bicycle Facility and Roadway Design
  - Bicycle-Supportive Amenities
- Planning and Evaluation
  - Roadway Network Planning
  - Data Collection and Monitoring
  - Community Participation and Input
- Funding
  - Sustainable Funding Sources
- Implementation
  - Rapid and Interim Facilities
  - Inter-Agency Coordination
- Education and Enforcement
  - Safety and Awareness
  - Equitable Enforcement

After the City's review, the recommended programs and policies will be incorporated into the administrative draft plan. The plan will supplement this matrix with detailed information, guidance, and resources for key programs and policies (for example, a summary of and links to key best design practice documents).

Table 1: Recommended Programs and Policies

Category	Topic Area	Recommended Program or Policy
Infrastructure and Operations	Bicycle Facility and Roadway Design	Follow national and statewide best design practices (such as those documented by NACTO) when designing and implementing dedicated and shared bicycle facilities on City streets.
		Follow national and statewide best practices for designing comfortable and convenient crossing facilities and intersections for bicyclists, including when implementing bicycle routes at unsignalized arterial crossings.
		Implement traffic calming strategies along residential streets to discourage speeding and cut-through traffic, both as part of bicycle routes/boulevards and as standalone improvements.
		Continue to monitor research and guidance pertaining to e-bikes and incorporating their needs when designing bicycle facilities in the city.
		Consult the Montebello Fire Department when designing bicycle facilities, traffic calming, and other roadway treatments to maintain access for emergency vehicles and limit effects on response times.
	Bicycle-Supportive Amenities	Update the City TDM and parking ordinances for new development projects to reflect changes in short and long-term bicycle parking needs for various land uses.
		Continue to provide sufficient and well-designed bicycle parking at city properties best on the most up-to-date best design practices.
		Encourage establishments in the city to provide convenient and accessible bicycle parking; partner with retail establishments to provide convenient bicycle parking on adjacent City right-of-way.
		Continue to monitor research and guidance pertaining to e-bike parking and charging and incorporating their needs into the City's bicycle parking and municipal requirements.
		Develop and implement a citywide bicycle wayfinding program to guide bicyclists to key destinations, and update or expand bicycle wayfinding as new bicycle facilities are implemented.
		Implement bicycle hubs at key destinations such as Downtown Montebello, with bicycle-supportive amenities such as well-lit bicycle parking and bicycle repair stations.
Planning and Evaluation	Roadway Network Planning	Include BMP bicycle facilities and other bicycle improvements in street rehabilitation and modification projects, such as resurfacing, restriping, or lane reconfigurations.
		Utilize metrics such as bicyclist safety and similar performance measures for transportation projects rather than solely vehicular capacity and operations metrics.
		Regularly review ongoing and planned bicycle projects to ensure they contribute to developing a citywide network that comfortably serves bicyclists of all ages and abilities as well as Montebello's disadvantaged communities.
	Data Collection and Monitoring	Conduct an inventory of bicycle parking at City-owned properties and at destinations such as retail centers, which would be updated regularly and mapped on the City's website; monitor usage of bicycle parking at city properties.
		Conduct monitoring and reporting of bicycling levels and bicycle project implementation every other year.
		Monitor and periodically report bicycle collisions and trends in the city; conduct periodic roadway safety assessments of locations with growing traffic and bicycle volumes.
	Community Participation and Input	Consult the community through surveys and community meetings at least every other year to obtain their input on ongoing BMP implementation and biking conditions; use City events and social media as additional opportunities to further gather community input.
Funding	Grant Funding	Continue to monitor federal, state, and regional funding opportunities to augment local funds to implement recommended BMP bicycle facilities; monitor LA Metro, SCAG, Caltrans, and federal grant funding requirements and opportunities for grant assistance and actively pursue grant funding from these agencies.
		Pursue grant funding from SCAG, LA Metro, and other organizations for carrying out open street events and demonstration projects.
		Maintain competitiveness for LA Metro grant assistance and funding and build off of the City's Complete Streets-oriented General Plan by formally adopting a Complete Streets Policy/Ordinance.
	Sustainable Funding Sources	Include BMP projects as part of the City's Capital Improvement Program (CIP).
Implementation	Quick-Build and Interim Facilities	Carry out quick-build network implementation projects and interim bicycle facilities to build out a low-stress bicycle network using lower-cost installation options.
		Implement quick-build traffic calming improvements such as traffic circles on residential streets to reduce bicyclist level of stress and discourage speeding and cut-through traffic.
		Initiate bicycle facility demonstration projects at City events to increase public awareness of how facilities can improve bicycling conditions.
	Inter-Agency Coordination	Collaborate with the County of Los Angeles and the Cities of Commerce, Monterey Park, and Pico Rivera to ensure that bicycle facilities are consistent and transition seamlessly across jurisdictional boundaries.
		Collaborate with Caltrans on implementing bicycle facilities along SR 60 ramps and over/underpasses.
		Collaborate with Montebello Bus Lines, LA Metro, and Metrolink on bicycle improvements to and from transit stops and stations in the city.
		Participate in LA Metro's first/last mile planning efforts for the future L Line station and encourage LA Metro to incorporate a bicycle facility into Washington Boulevard designs.
		Explore partnerships with San Gabriel Valley Council Governments, LA Metro, and adjacent jurisdictions to bring a convenient bikeshare network to the region.

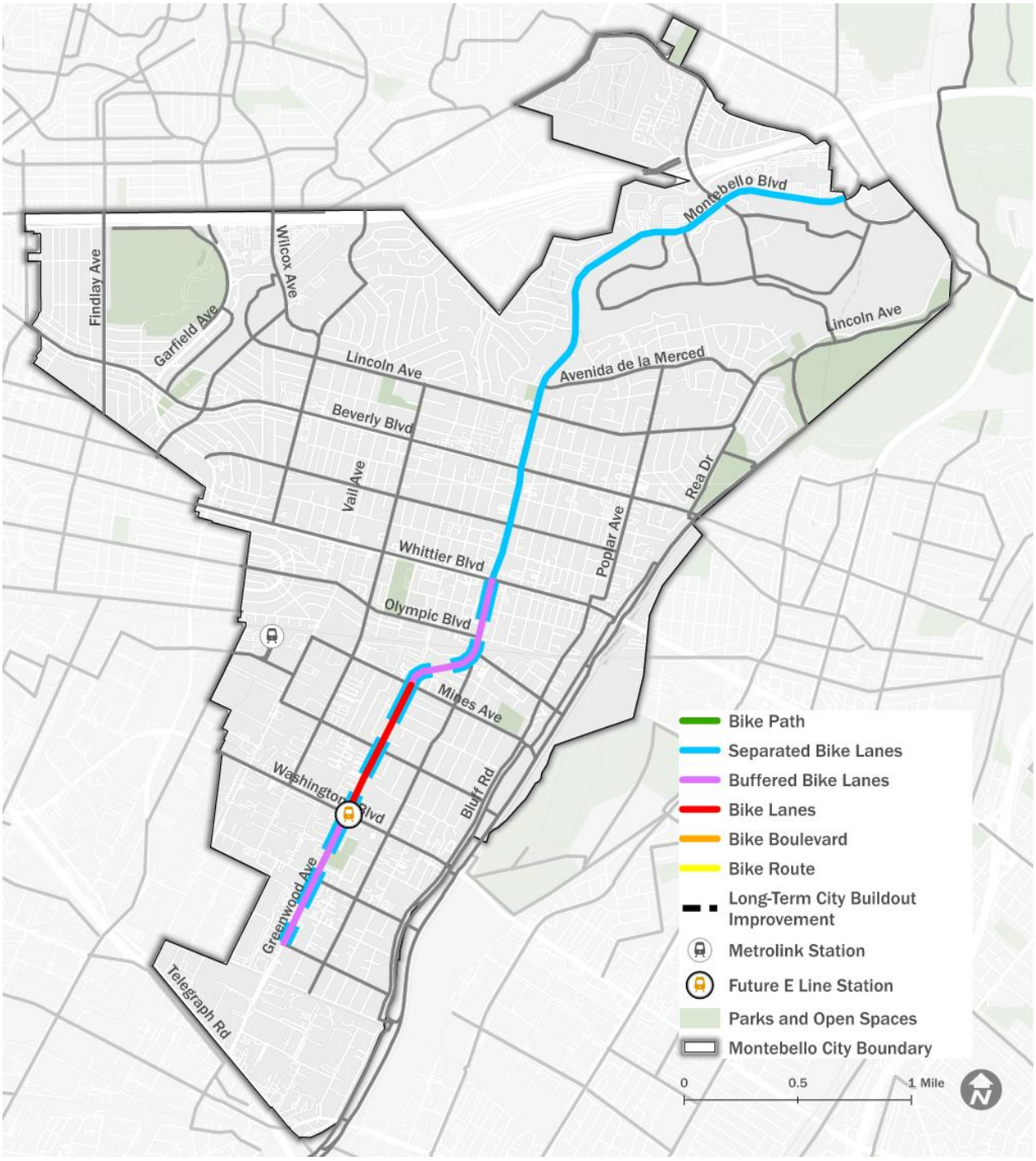
Category	Topic Area	Recommended Program or Policy
Education and Enforcement	Safety and Awareness	Implement a citywide safety education campaign using social and physical media (such as safety campaign materials developed by SCAG) targeting both drivers and bicyclists.
		Partner with Montebello Unified School District to develop and implement school safety campaigns and activities such as walking school buses.
		Partner with Montebello Unified School District to develop a Safe Routes to Schools Plan.
		Partner with community-based organizations to host activities such as open street events and community bicycle rides.
		Partner with local and regional community-based organizations to host bicycle safety classes, bicycle repair classes, and other similar events.
	Equitable Enforcement	Collaborate with Montebello Police Department on targeted enforcement and the use of automated technologies to discourage vehicle speeding on City streets.
		Deprioritize enforcement of bicycling and walking infractions such as sidewalk bicycle riding and jaywalking.
		Develop a citywide e-bike ordinance that outlines how e-bikes can safely navigate the City's transportation network.

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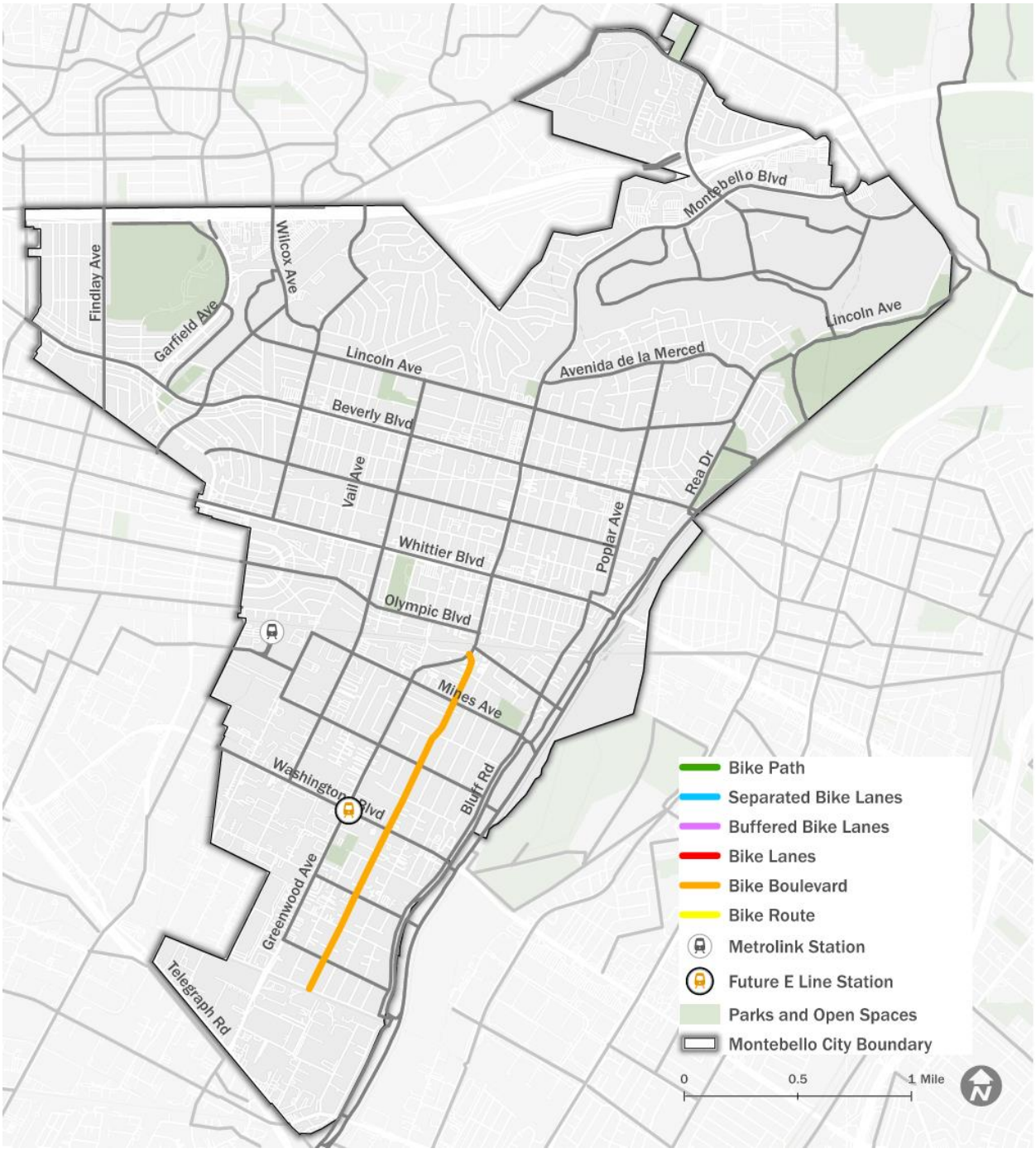
INDIVIDUAL RECOMMENDED BIKEWAY MAPS



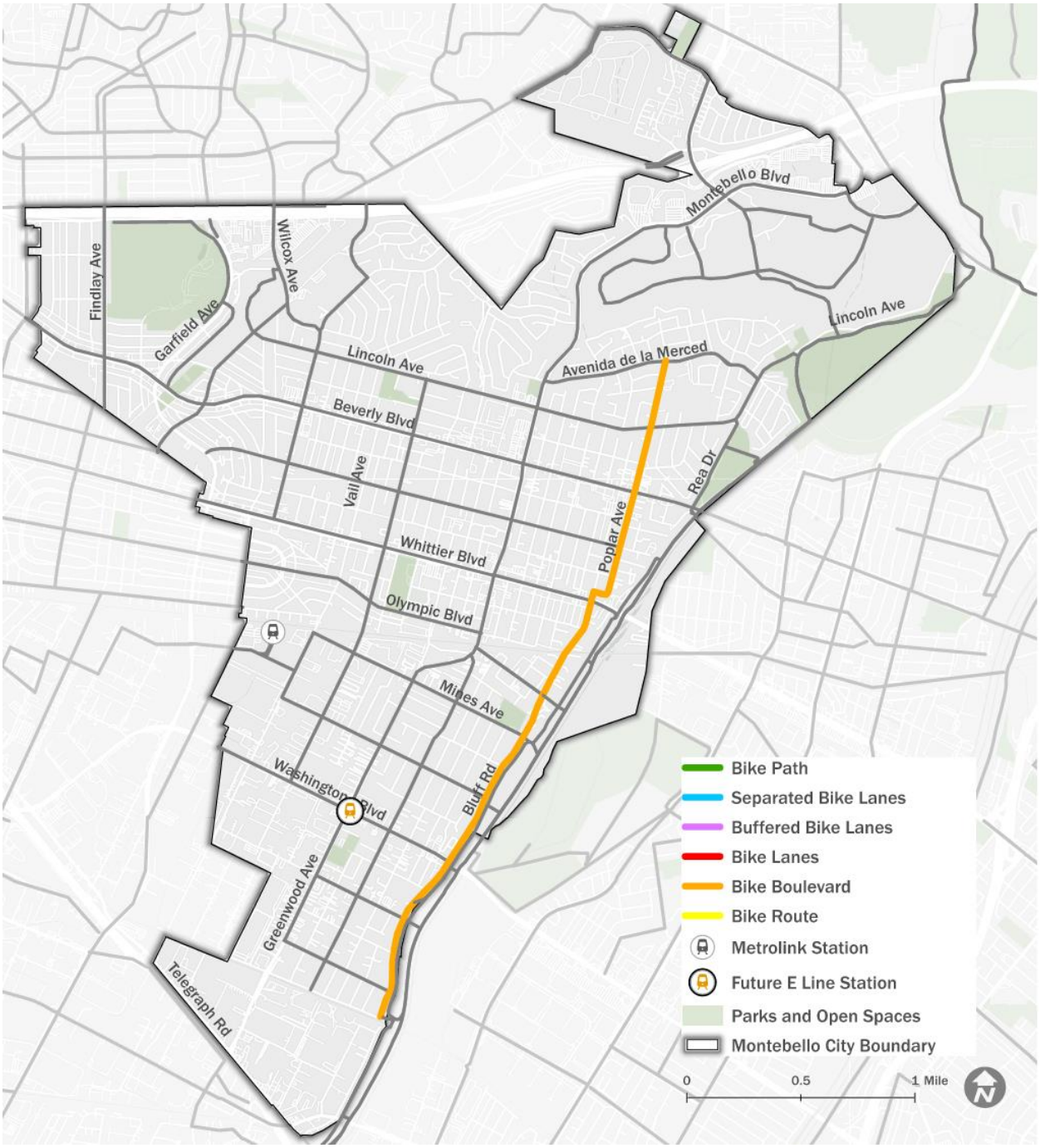
Montebello Boulevard and Greenwood Avenue



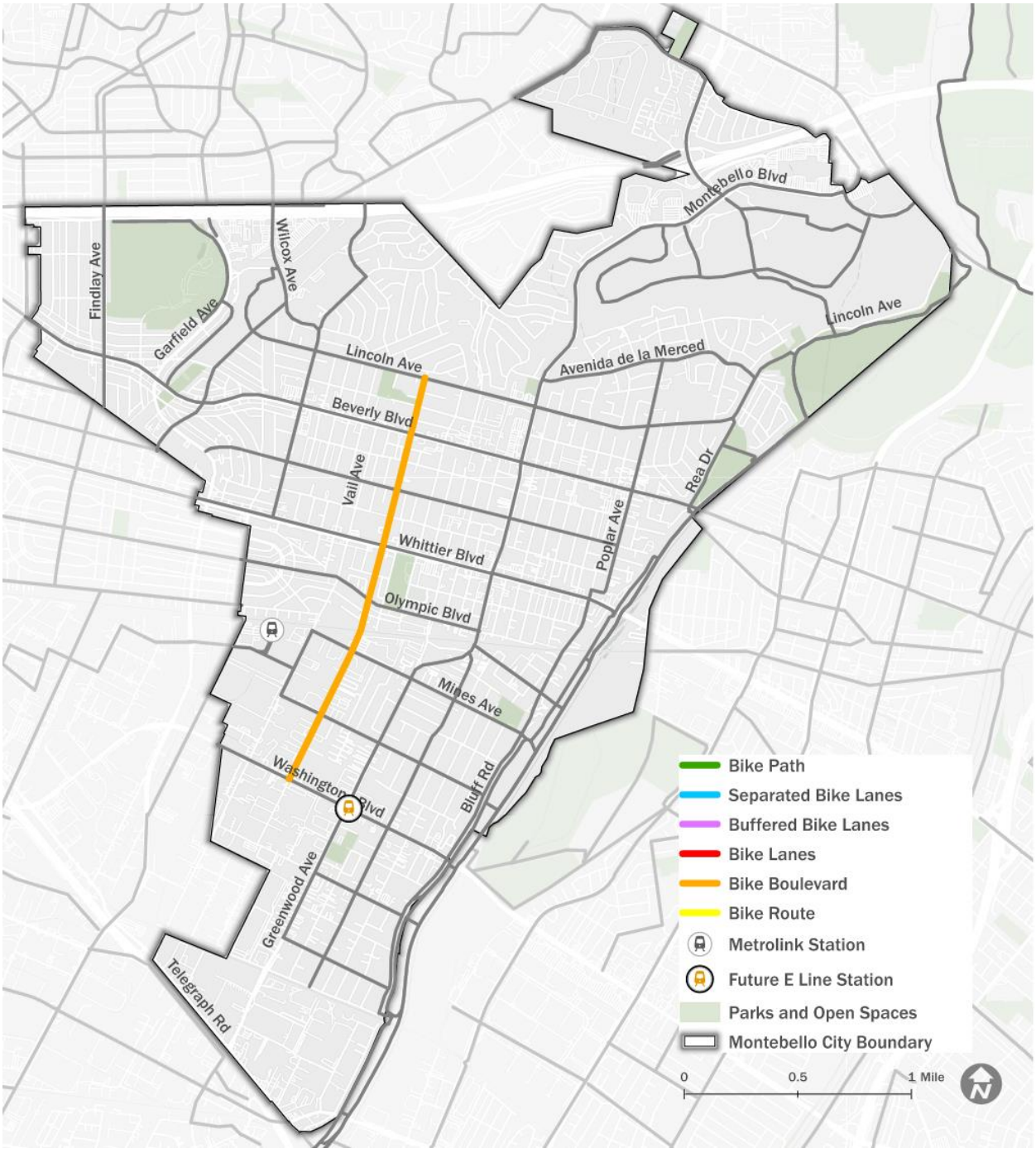
Montebello Boulevard (Southern Segment)



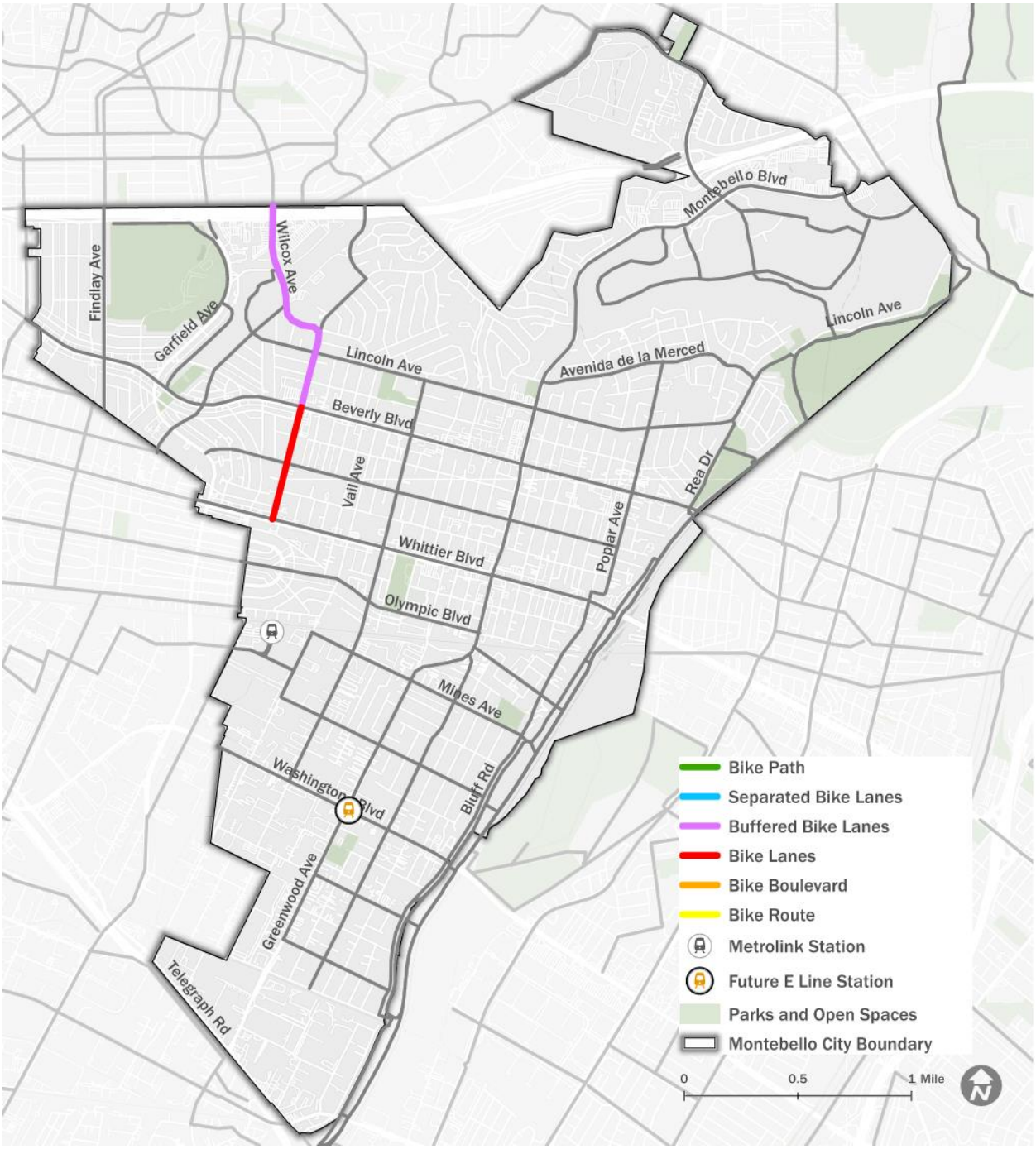
Poplar Avenue and Bluff Road



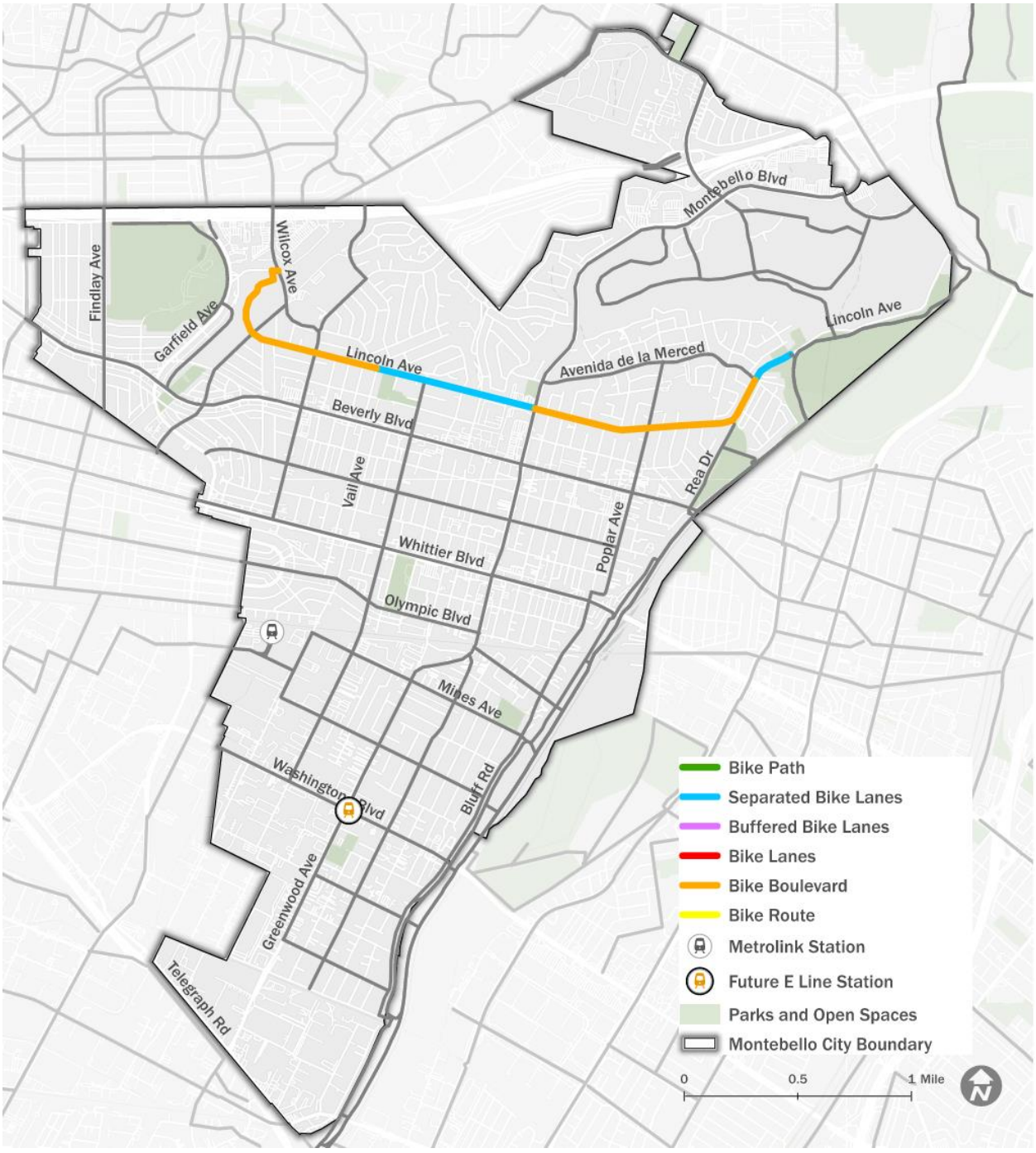
Maple Avenue



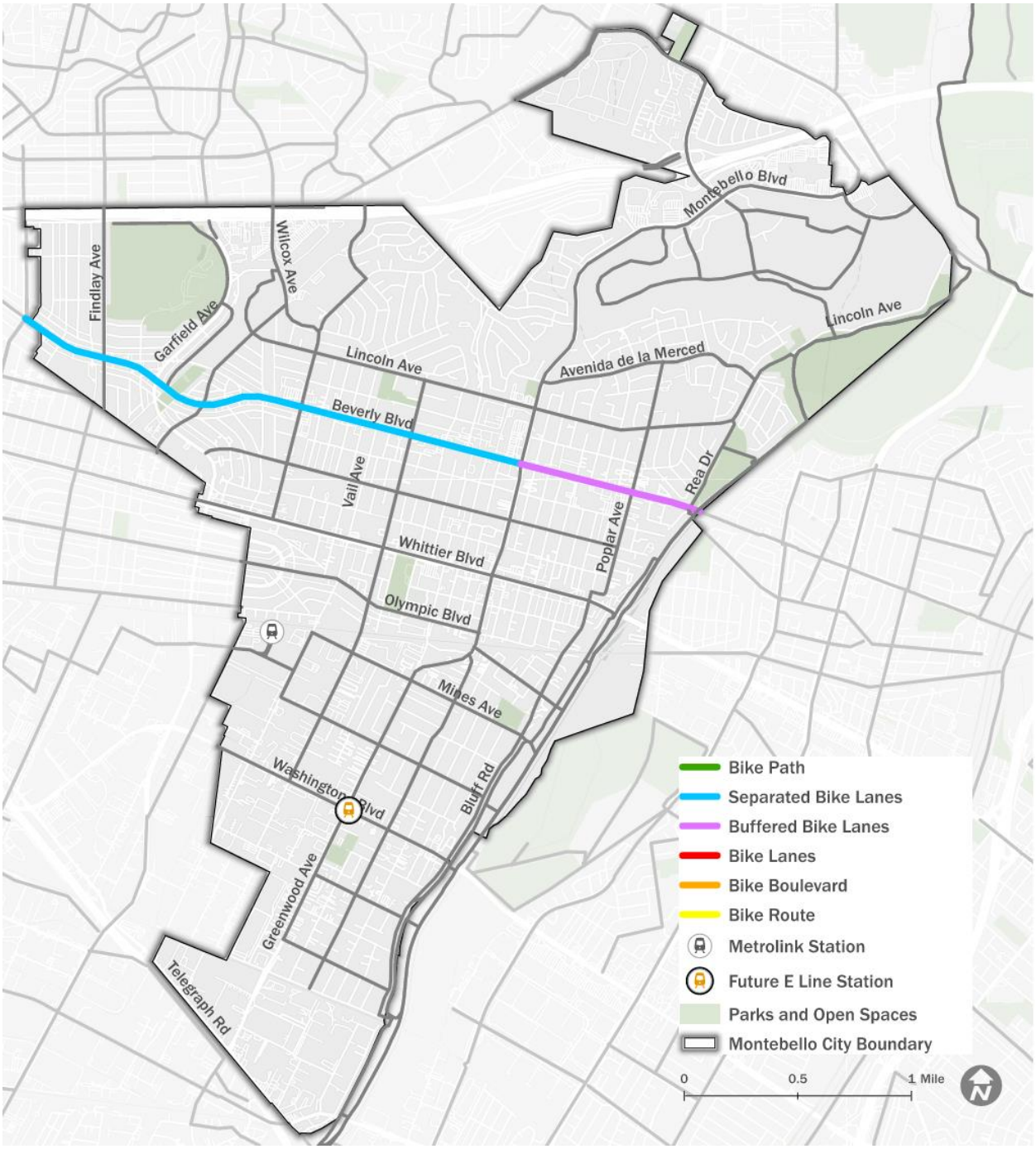
Wilcox Avenue



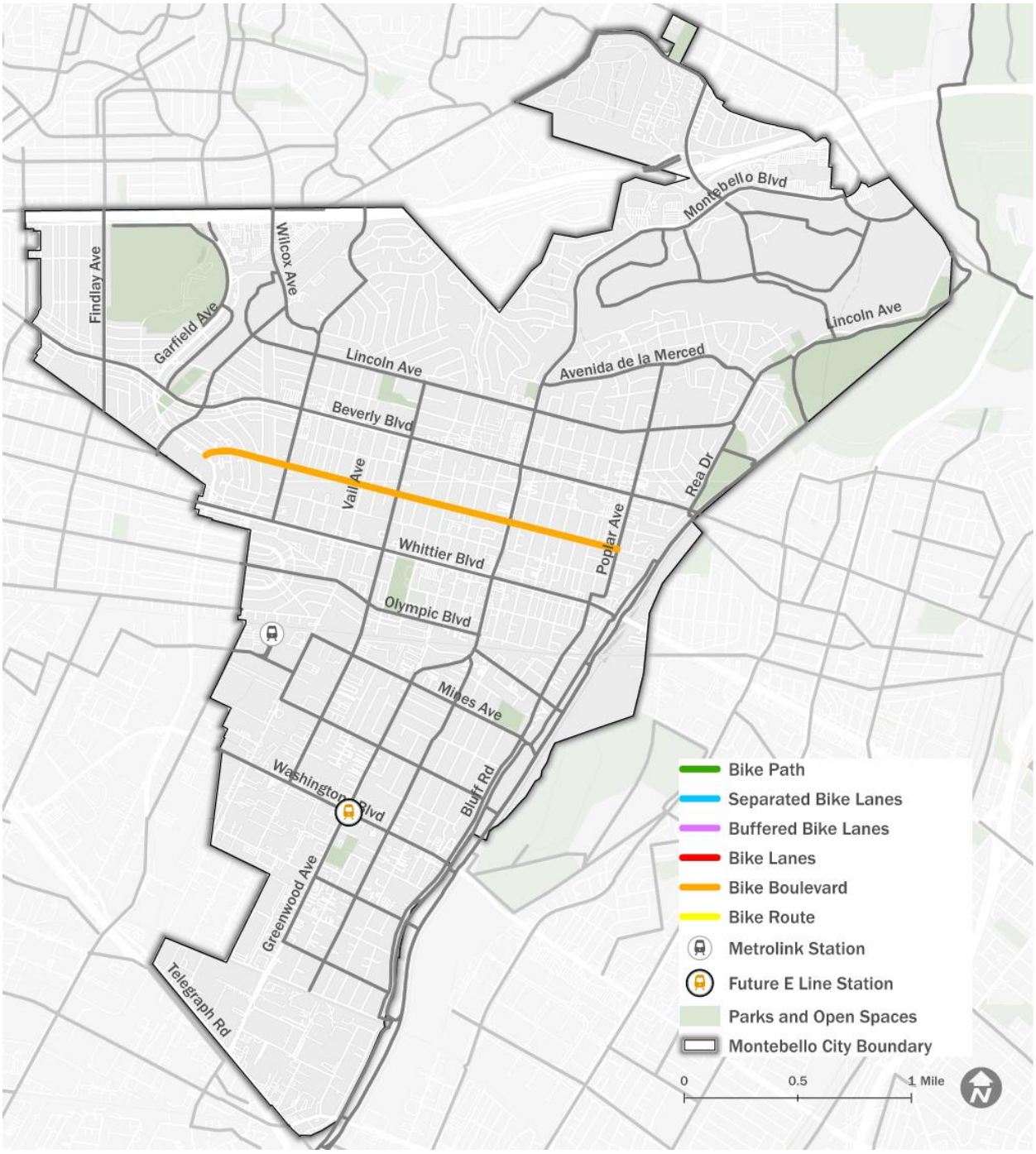
Lincoln Avenue



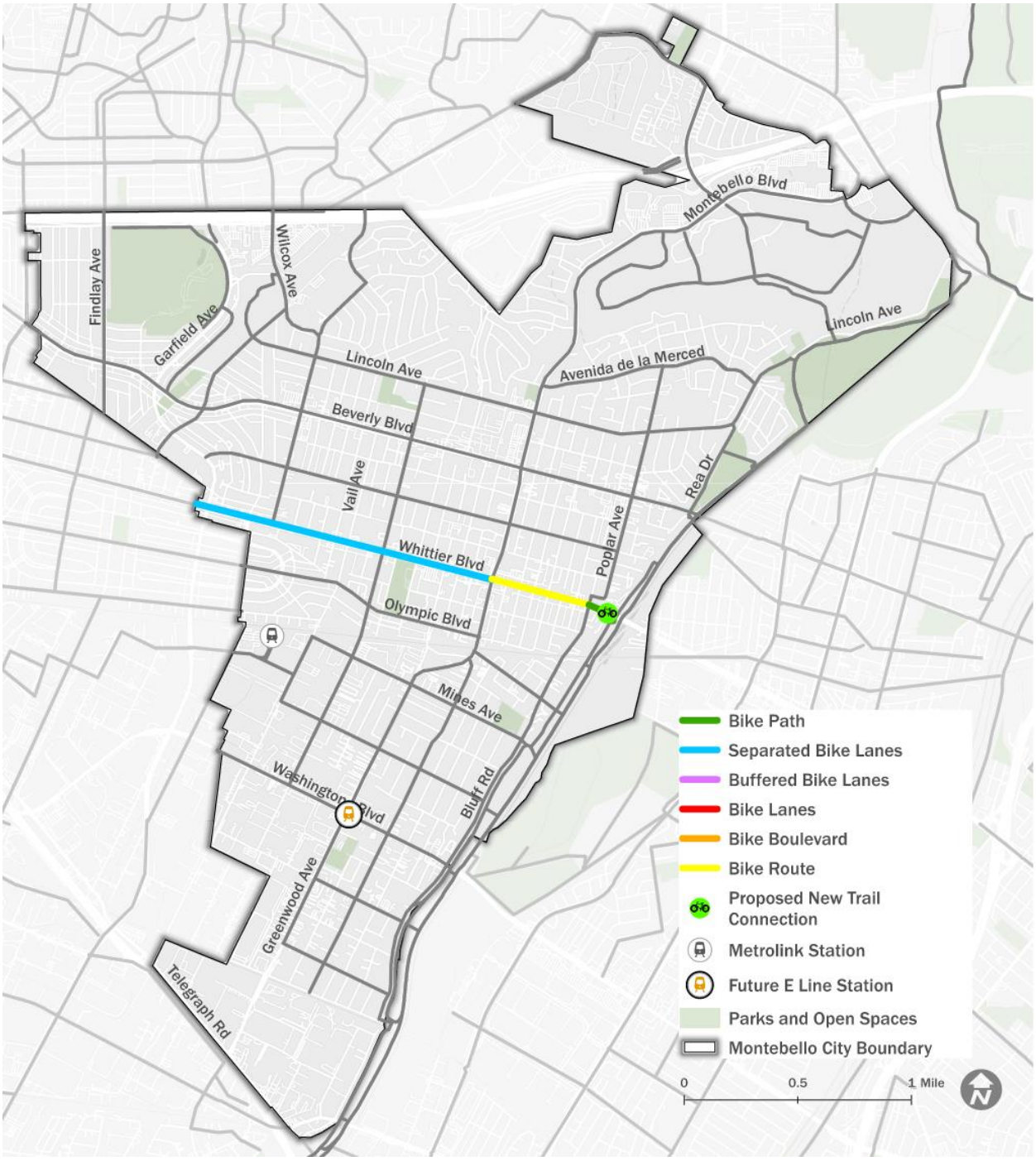
Beverly Boulevard



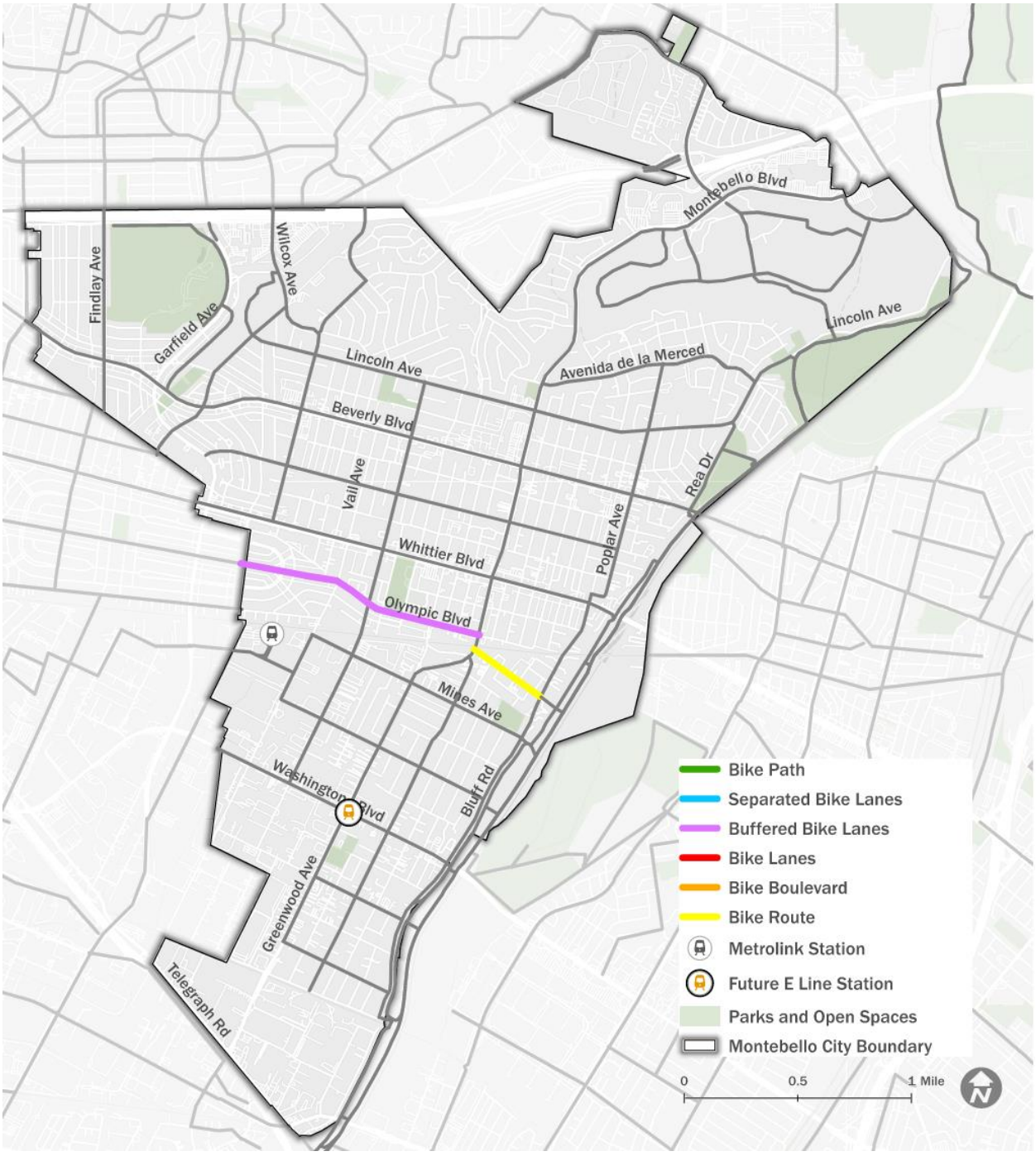
Madison Avenue



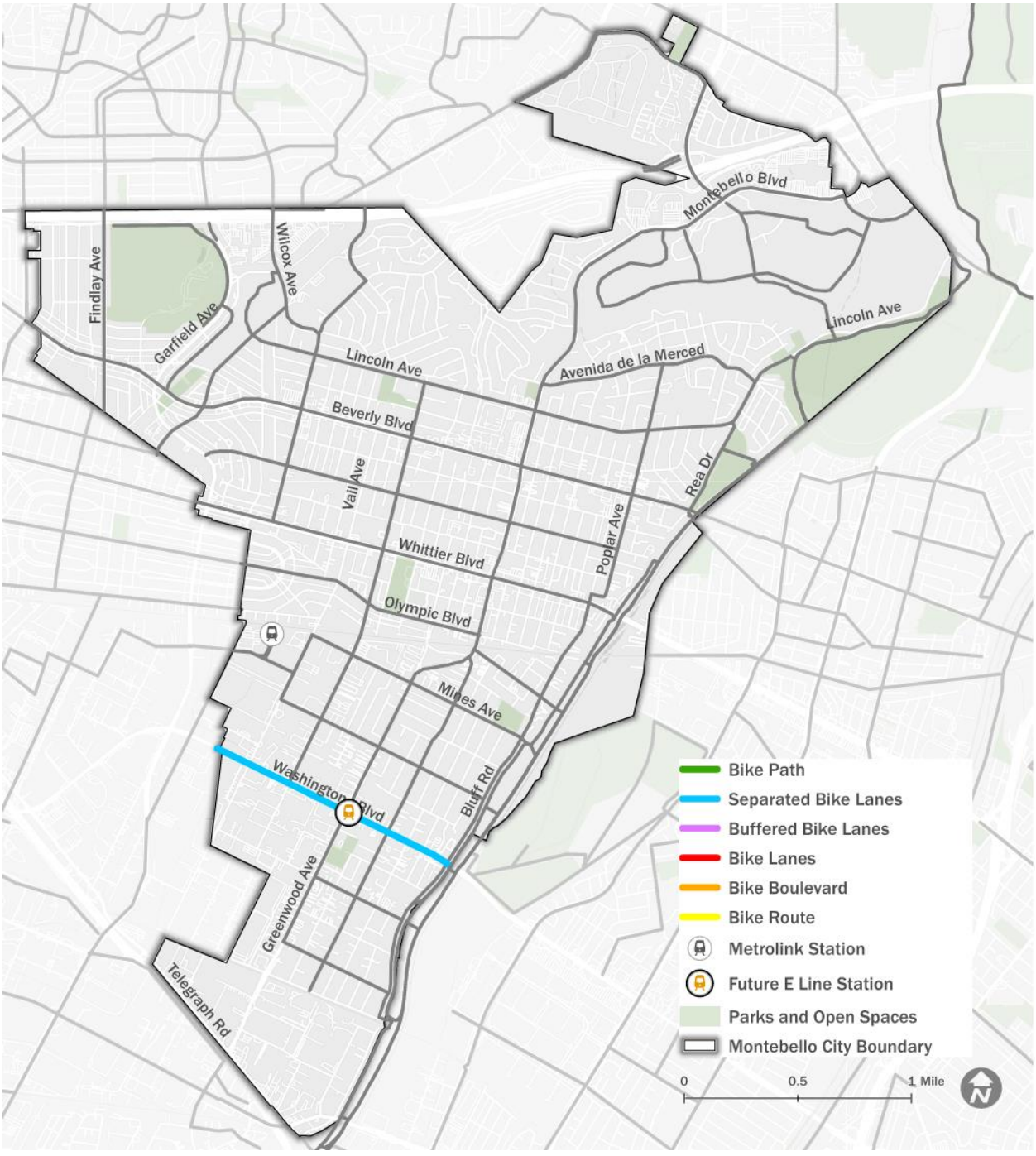
Whittier Boulevard



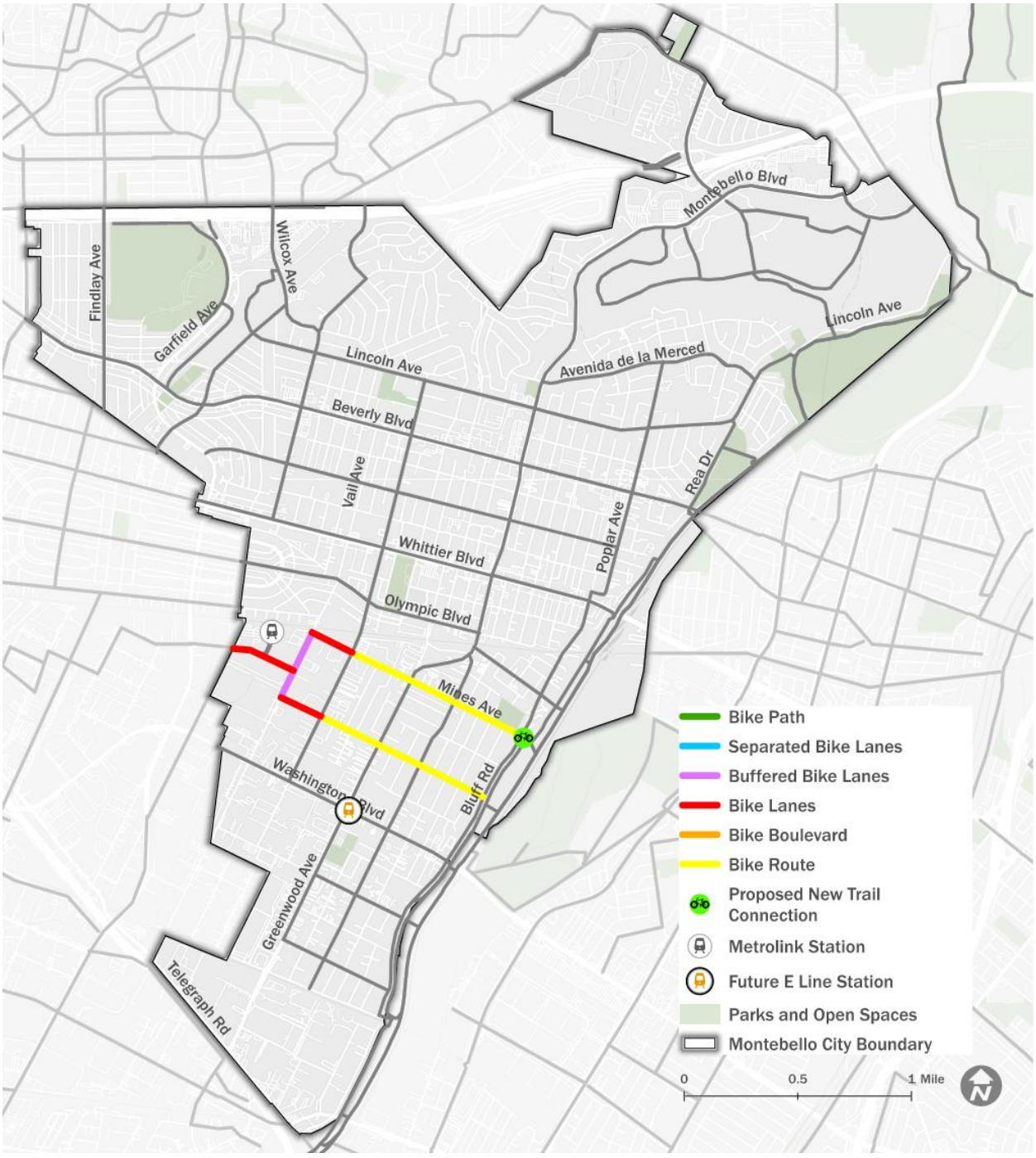
Olympic Boulevard and Roosevelt Avenue



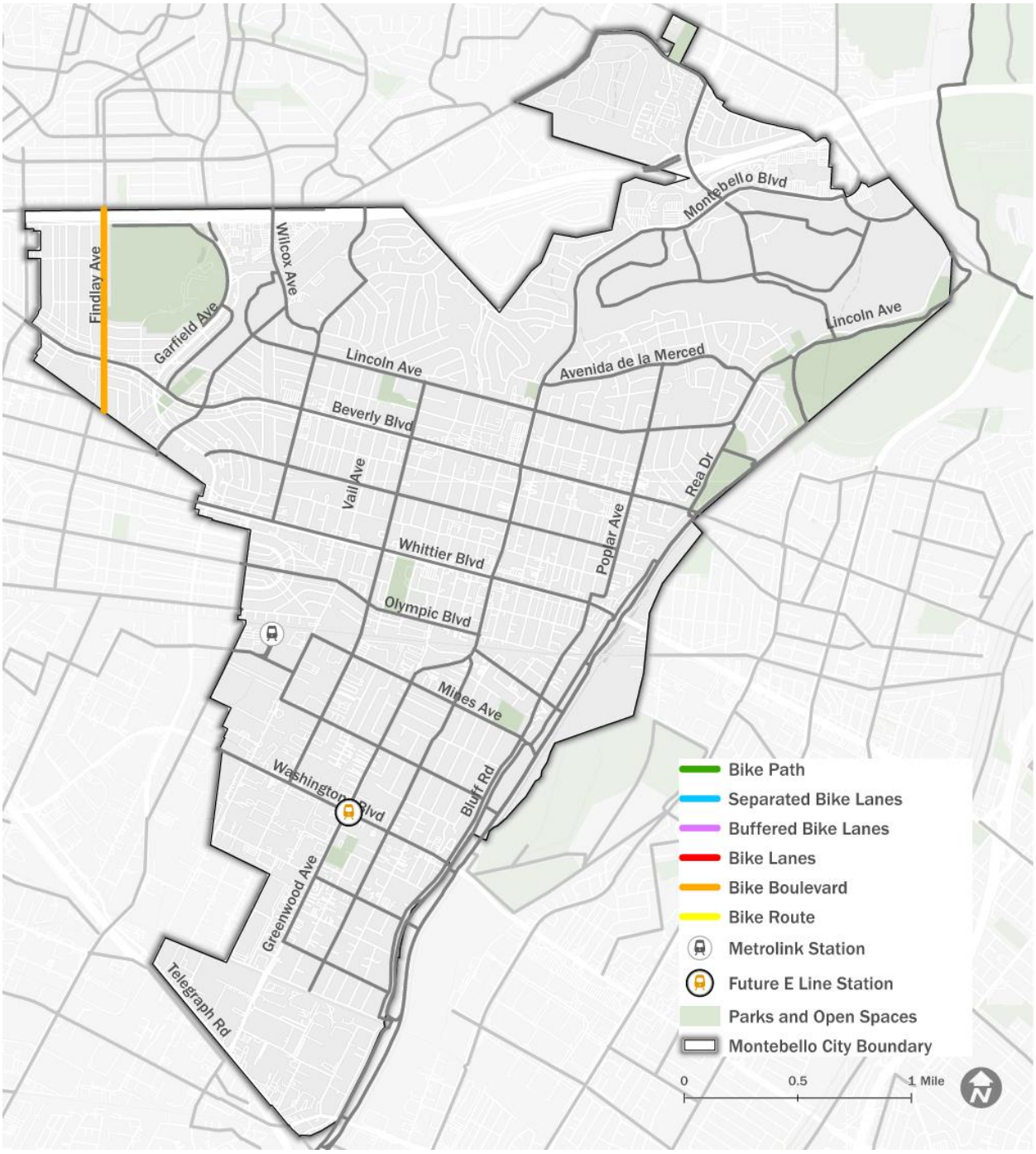
Washington Boulevard



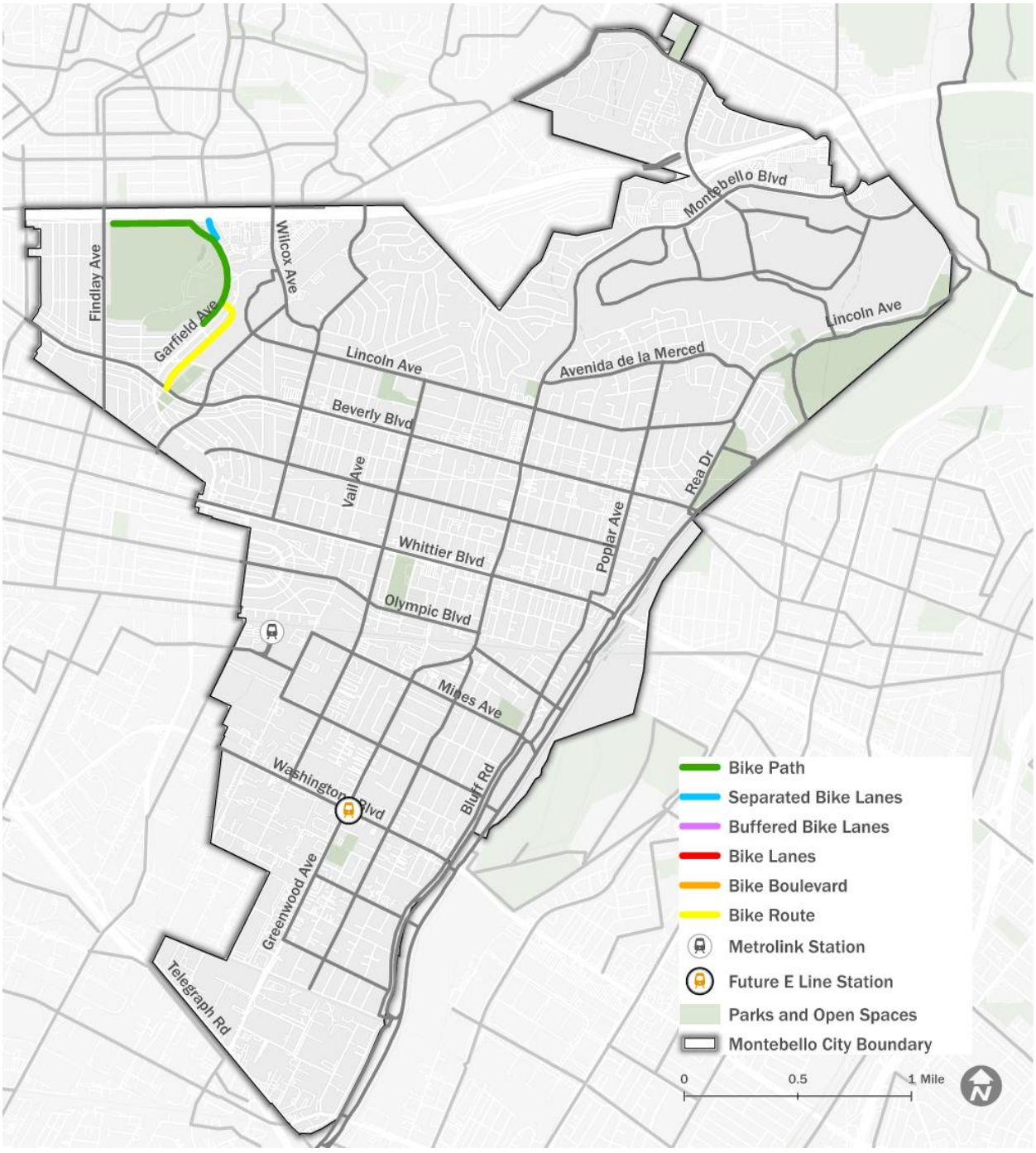
Mines Avenue, Beach Street, Vail Avenue, and Flotilla Street Loop



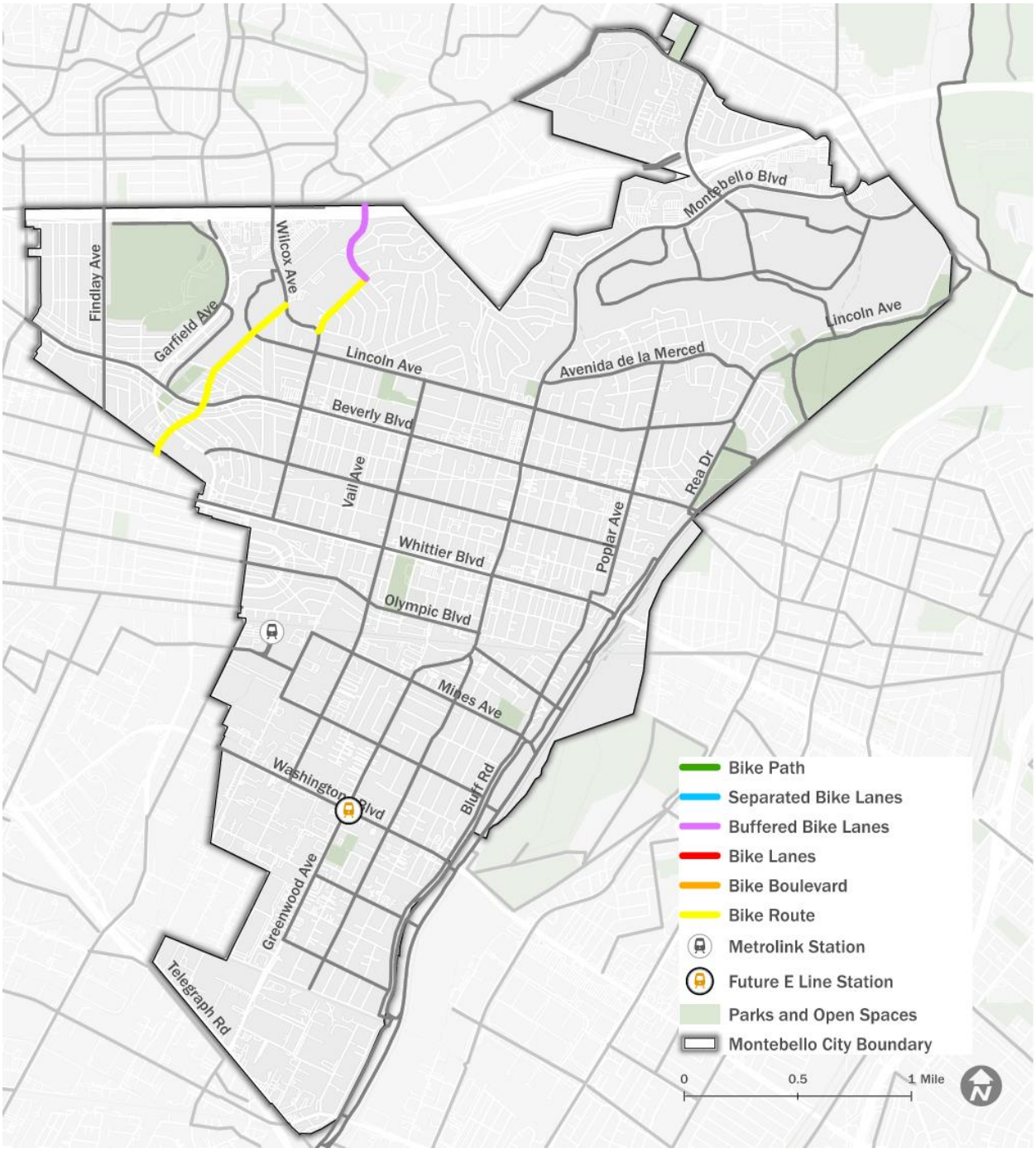
Findlay Avenue



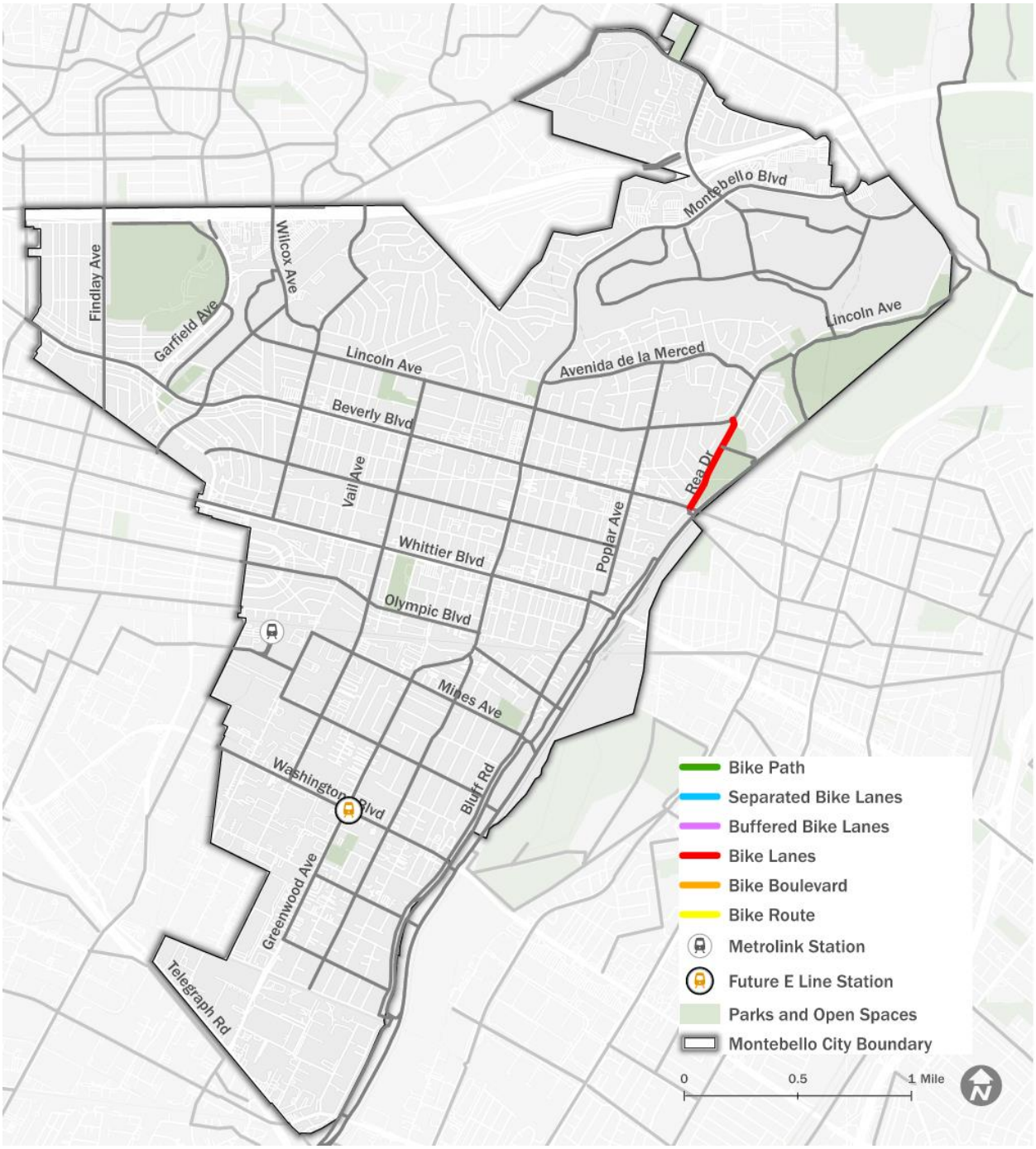
Garfield Avenue and Via Altamira



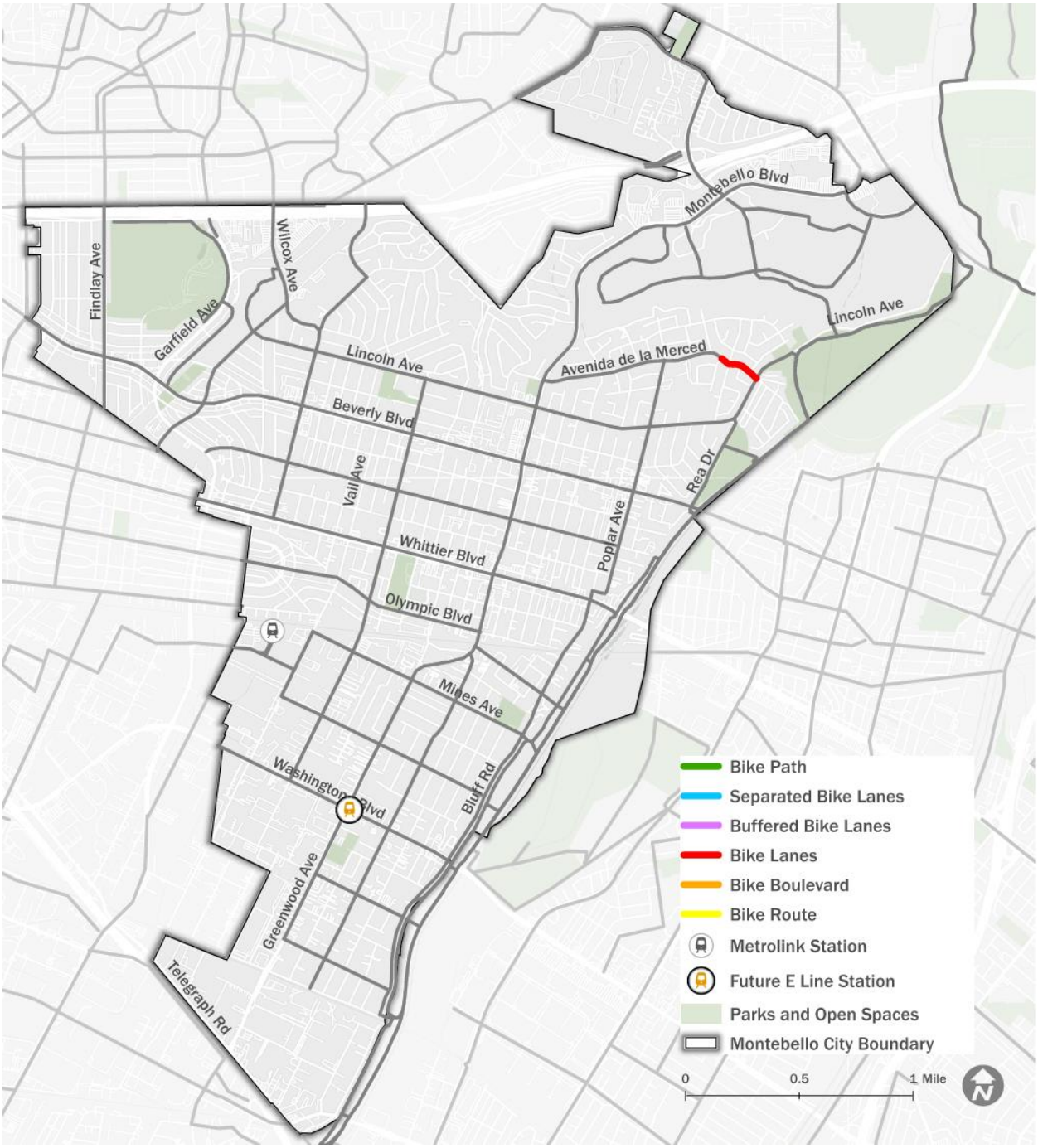
Hay Street, Westmoreland Drive, and Vail Avenue



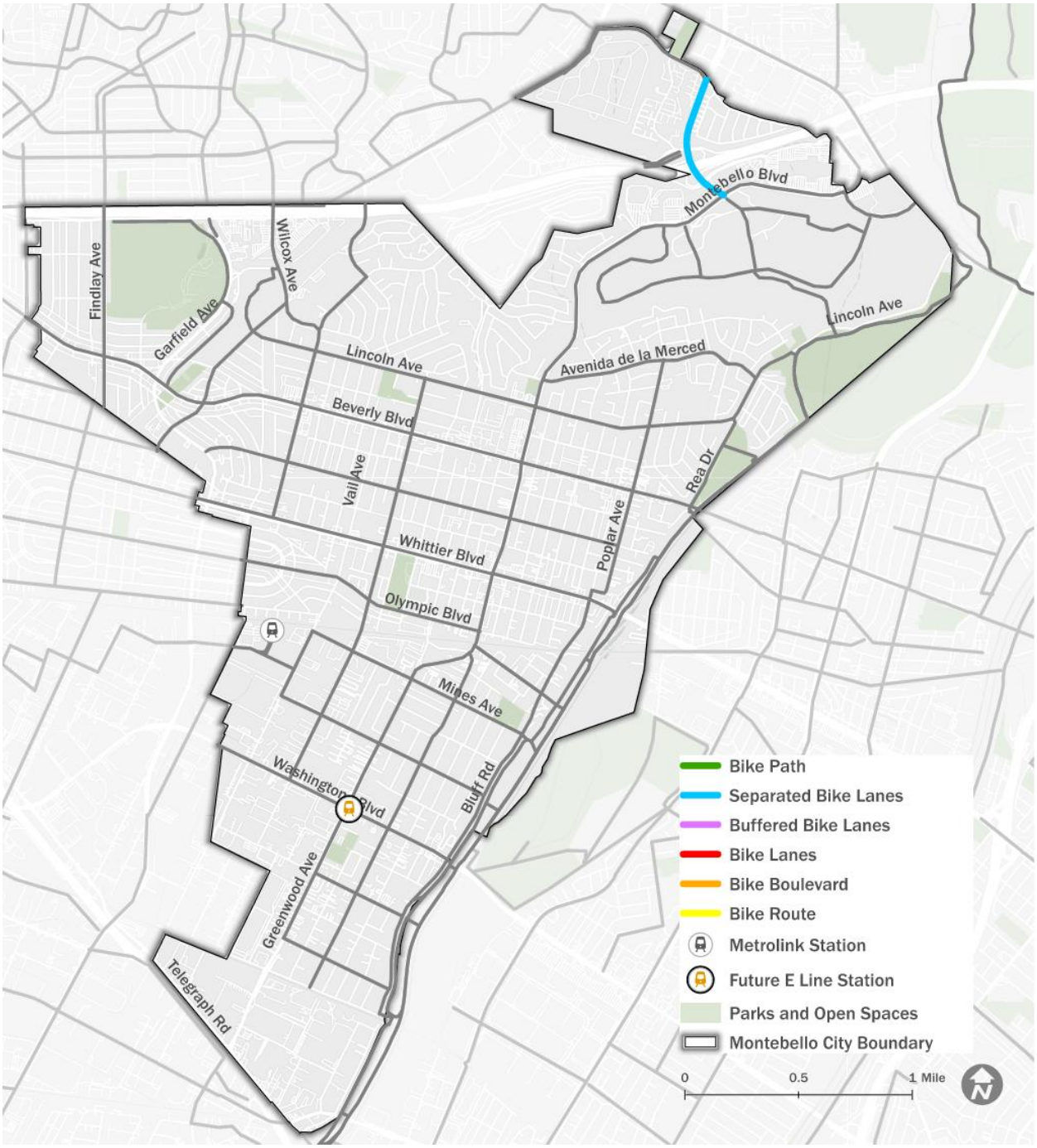
Rea Drive


Montebello Blvd
Findlay Ave
Wilcox Ave
Garfield Ave
Lincoln Ave
Avenida de la Merced
Lincoln Ave
Beverly Blvd
Rea Dr
Vail Ave
Poplar Ave
Whittier Blvd
Olympic Blvd
Mines Ave
Washington Blvd
Bluff Rd
Greenwood Ave
Telegraph Rd
Bike Path
Separated Bike Lanes
Buffered Bike Lanes
Bike Lanes
Bike Boulevard
Bike Route
Metrolink Station
Future E Line Station
Parks and Open Spaces
Montebello City Boundary
0
0.5
1 Mile

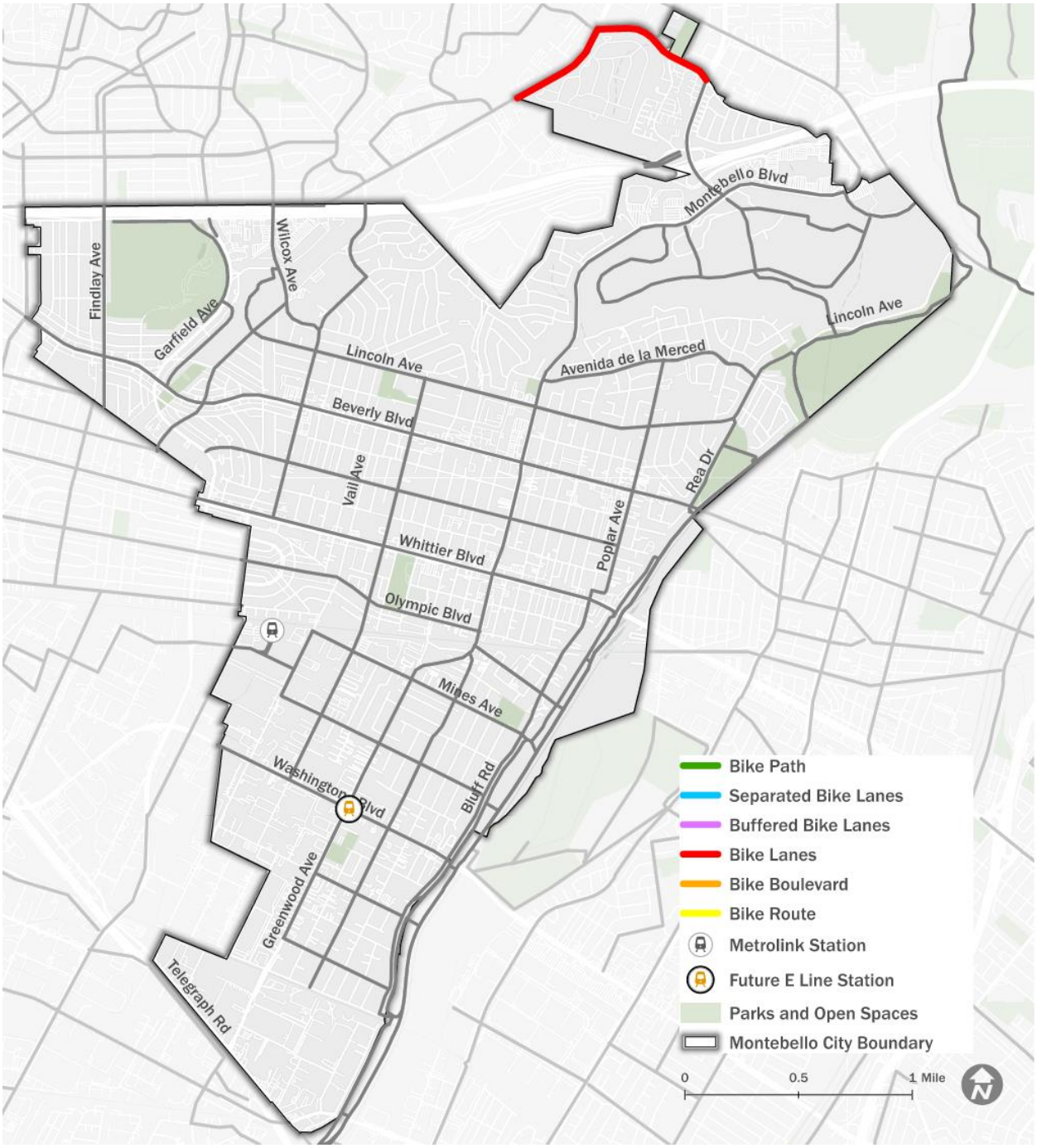
Avenida De La Merced Gap Closure



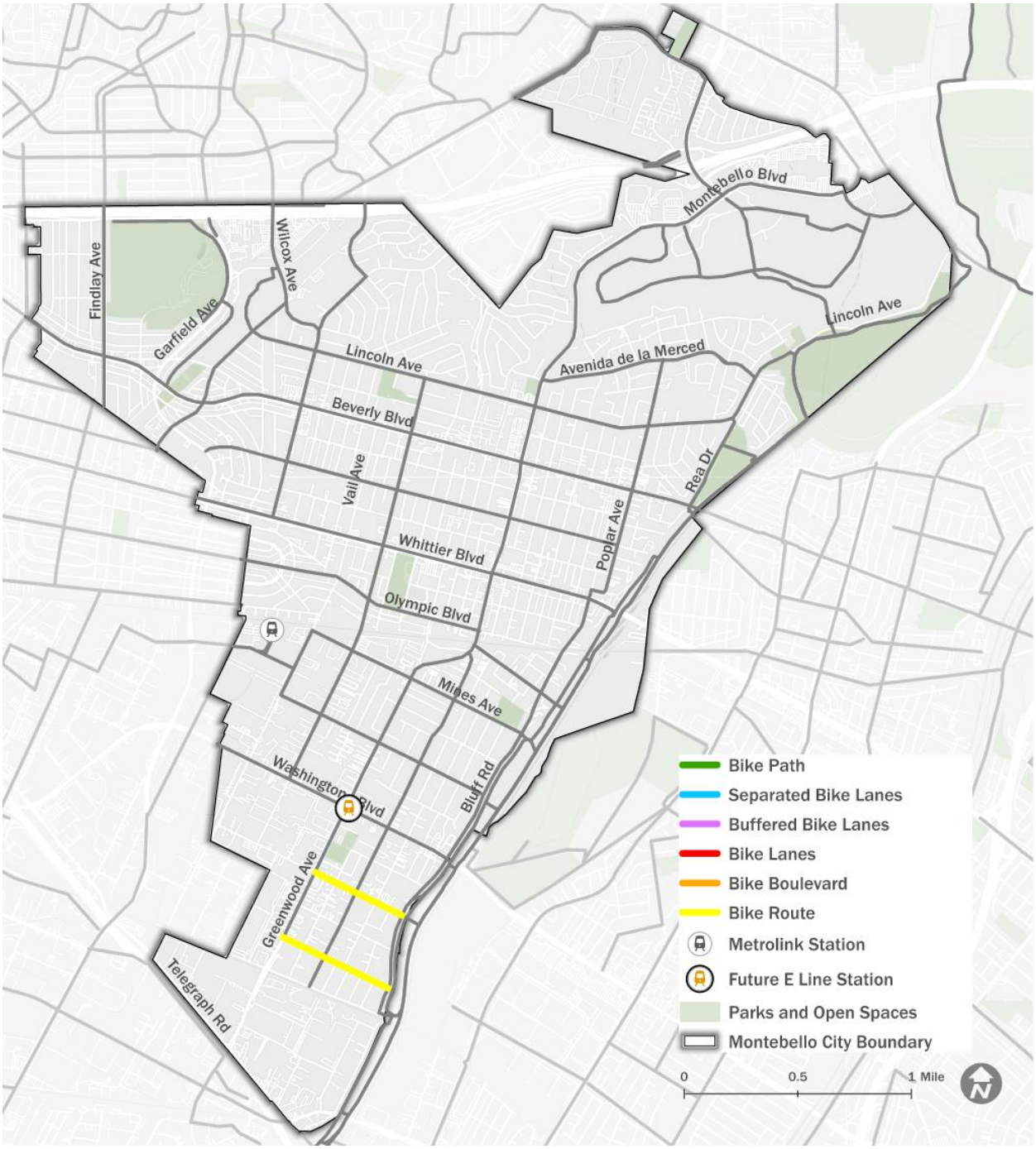
Paramount Boulevard



Arroyo Drive and Potrero Grande Drive



Date Street and Elm Street



APPENDIX

I

PROJECT PRIORITIZATION METHODOLOGY AND RESULTS



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Technical Memorandum

December 22, 2023 Project# 24761

To: Monica Mercado-Rodriguez – City of Montebello

From: Michael Sahimi and Karen Phan – Kittelson & Associates, Inc.

RE: Montebello Bicycle Master Plan – Project Prioritization Methodology

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Kittelson and Associates, Inc. (Kittelson) is assisting the City of Montebello in developing a Bicycle Master Plan (BMP) to improve biking conditions throughout the city. The BMP will include recommended and priority near-term and long-term infrastructure projects to develop a connected citywide bicycle network, improve nonmotorized access to key destinations, increase connectivity across barriers and conflict points, provide bicycling connectivity to public transit, and enhance safety and comfort for people of all ages and abilities who want to bike in the city.

Once the BMP's recommended bikeway network is developed, Kittelson will develop a list of priority projects for the plan. The BMP will include additional funding and implementation information, concept plans, and cost estimates for this subset of priority projects. To aid in this prioritization, the attached table outlines the proposed criteria and metrics that will be used in the prioritization process. The proposed metrics in the attached table have been developed to reflect the BMP's goals and objectives, City priorities, and input received through community outreach.

The draft prioritization methodology includes the following categories and metrics:

- **Connectivity**
  - Connectivity to Rio Hondo River Trail
  - Connectivity to Existing and Future Rail Transit Stations
  - Connectivity to Key Local and Regional Destinations
  - Connectivity to Existing or Planned Bike Facilities
- **Bicyclist Comfort and Safety**
  - Bikeway Design
  - Bicyclist Safety
  - Traffic Calming
- **Multimodal Operations**
  - Effects on Public Transit Buses
  - Effects on Automobiles
- **Other**
  - Access for Disadvantaged Communities
  - Implementation and Right-of-Way Acquisition
  - Cross-Jurisdictional and -Agency Coordination

The attached table also includes the proposed weight to be used in assessing each metric, in order to reflect the BMP's priorities.

Table 1: Recommended Prioritization Metrics

Category	Metric	Measurement/Scale	Why Metric is important	Weight
Connectivity	Connectivity to Rio Hondo River Trail	Low/Medium/High; High - direct connection to the trail, Medium - indirect connection/bikeway covers most but not all of the trip, Low - little to no connection	Community indicated a desire for improved connections to the trail	High
	Connectivity to Existing and Future Rail Transit Stations	Low/Medium/High; High - directly connect or very closely connects, Medium - indirect connection, Low - little to no connection	Community indicated a desire for improved connections to transit	High
	Connectivity to Key Local and Regional Destinations	Low/Medium/High; High – connections to multiple key destinations such as recreation, parks, retail, and schools, Medium – connections to 1-3 destinations, Low – No connections	Community indicated a desire for improved connections to key destinations including schools and Town Square	High
	Connectivity to Existing or Planned Bike Facilities	Low/Medium/High; High – connections to multiple bikeways, Medium – connections to one bike facility, Low – no connections	Connectivity to a larger regional network to improve access to destinations outside the city	Medium
Bicyclist Comfort and Safety	Bikeway Design	Low/Medium/High; High – Class I bike path, or separated bike lanes on any type of road, Medium – buffered bike lanes on arterial road, or a bike route on a residential road, Low – standard bike lanes on arterial	Community indicated preference for more bikeway separation on arterial roads; also cited feeling of being physical unsafe while biking	High
	Bicyclist Safety	Low/Medium/High, based on (a) vehicle speed limits (less than or equal to 30mph, or greater than 30mph), (b) intersection control types along the corridor for conflicting traffic, (c) vehicle volumes (less than or equal to 30k ADT, or greater than 30k ADT), (d) presence of driveways and/or on-street parking	Contributes to perception of safety and comfort	Medium

Category	Metric	Measurement/Scale	Why Metric is important	Weight
	Traffic Calming	Low/Medium/High, based on: High – On-street bike lanes that reduce number of vehicle lanes, or bike route on residential street that includes traffic calming components; Medium – On-street bike lanes that reduce vehicle lane widths; Low – All other bikeways	Vehicle speeding is a commonly cited concern among the community	High
Multimodal Operations	Effects on Public Transit Buses	Negative, neutral, positive scale considering the following: (a) overlap with transit stops, (b) potential conflict points with transit vehicles	Minimizing effects on transit can help improve overall multimodal conditions in the city	Low
	Effects on Automobiles	Y/N; Yes – Vehicle capacity is not affected or volumes are below capacity and removing a travel lane will have minimal impact AND no parking is removed or parking is removed in low-demand areas, No – Lane removal is proposed and may result in unacceptable or worsen traffic operations, or parking is removed in areas with high demand, or vehicular access points are removed	Effects on vehicle capacity and convenience affect feasibility of bikeway projects as well as public and stakeholder support; these effects also affect ease of implementation	Low
Other	Access for Disadvantaged Communities	Y/N; Yes – provides a facility in or improves access for areas of the city south of Beverly Boulevard and east of Wilcox Avenue; No – does not	Several areas of the city qualify as disadvantaged and have lower levels of mobility and access	Medium
	Implementation and Right-of-Way Acquisition	Low/Medium/High; High – No or minimal right-of-way acquisition is required and facility can generally be implemented within the existing roadway curb-to-curb width, Medium – Facility can be implemented within the existing curb-to-curb but may require modifications to medians; Low – substantial right-of-way acquisition is required along the bikeway	Affects feasibility and how easily projects can be implemented	Low

Category	Metric	Measurement/Scale	Why Metric is important	Weight
	Cross-Jurisdictional and -Agency Coordination	Low/Medium/High; High - No or minimal coordination required, Medium - Coordination required with adjacent Cities, Low - Coordination is required with regional agencies such as LA Metro or Caltrans.	Affects feasibility and how easily projects can be implemented	Low

Project ID	Priority Score	Bike Master Plan Projects				Roadway Characteristics		BMP Proposed Facility
		Project Name	Segment	From	To	Existing bike facilities	Other planned bike facilities	Facility Type/Class
1	33.5	MONTEBELLO BOULEVARD/MONTEBELLO WAY/ GREENWOOD AVENUE	Plaza Drive to Paramount Boulevard	Plaza Drive	Paramount Boulevard	Class 2		Class 4
			Paramount Boulevard to Avenida De La Merced	Paramount Boulevard	Avenida De La Merced	Class 2 / 2b		Class 4
			Avenida De La Merced to Lincoln Avenue	Avenida De La Merced	Lincoln Avenue	Class 2		Class 2 (NB) / Class 4 (SB)
			Lincoln Avenue to Victoria Avenue	Lincoln Avenue	Victoria Avenue			Class 2b (NB) / Class 4 (SB)
			Victoria Avenue to Beverly Boulevard	Victoria Avenue	Beverly Boulevard			Class 4
			Beverly Boulevard to Cleveland Avenue	Beverly Boulevard	Cleveland Avenue			Class 4
			Cleveland Avenue to Whittier Boulevard	Cleveland Avenue	Whittier Boulevard			Class 4
			Whittier Boulevard to Mines Avenue	Whittier Boulevard	Mines Avenue		Class 2	Class 2b
			Mines Avenue to Washington Boulevard	Mines Avenue	Washington Boulevard			Class 2
			Washington Boulevard to Elm Street	Washington Boulevard	Elm Street			Class 2b
2	30	MONTEBELLO BOULEVARD	Montebello Way to Sycamore Street	Montebello Way	Sycamore Street			Class 3b
3	41	POPLAR AVENUE/BLUFF ROAD	Avenida De La Merced to N 1st Street	Avenida De La Merced	1St Street			Class 3b
			Poplar Way to Sycamore Street	Poplar Way	Sycamore Street			Class 3b
4	38	MAPLE AVENUE	Lincoln Avenue to Olympic Blvd	Lincoln Avenue	Olympic Blbd			Class 3b
			Olympic Blvd to Washington Blvd	Olympic Blvd	Washington Boulevard			Class 3b
5	31.5	WILCOX AVENUE	Via Campo to Beverly Boulevard	Via Campo	Beverly Boulevard			Class 2b
			Beverly Boulevard to Whittier Boulevard	Beverly Boulevard	Whittier Boulevard			Class 2
6	37.5	LINCOLN AVENUE	Via Paseo to 18th Steet	Via Paseo	18th Street			Class 3b
			18th Street to Montebello Boulevard	18th Street	Montebello Boulevard			Class 4
			Montebello Boulevard to Avenida de la Merced	Montebello Blvd	Avenida De La Merced			Class 3b
			Avenida de la Merced to Rio Hondo Trail (Dam)	Avenida De La Merced	Rio Hondo Trail (Dam)			Class 4
7	35	BEVERLY BOULEVARD	Gerhart Avenue to Montebello Boulevard	Gerhart Avenue	Montebello Boulevard			Class 4
			Montebello Boulevard to Rio Hondo Trail	Montebello Blvd	Rio Hondo Trail			Class 2b
8	29	MADISON AVENUE	Garfield Avenue to Poplar Avenue	Garfield Avenue	Poplar Avenue			Class 3b
9	35	WHITTIER BOULEVARD	Garfield Avenue to Montebello Boulevard	Garfield Avenue	Montebello Boulevard			Class 4
			Montebello Boulevard to Bluff Road	Montebello Blvd	Bluff Road			Class 3
10	37	OLYMPIC BOULEVARD/ ROOSEVELT AVENUE	Concourse Ave to Montebello Boulevard	Concourse Avenue	Montebello Boulevard			Class 2b
			Montebello Boulevard to Bluff Road	Montebello Boulevard	Bluff Road			Class 3
11	26	WASHINGTON BOULEVARD	West City Limits to Rio Hondo Trail	West City Limits	Rio Hondo Trail			Class 2
12	39	MINES AVENUE /VAIL AVENUE/BEACH STREET/FLOTILLA ST	Vail Avenue to Maple Avenue	Vail Avenue	Maple Avenue			Class 2
			Maple Avenue to Bluff Road	Maple Avenue	Bluff Road			Class 3
			Mines Avenue to Beach Street	Mines Avenue	Beach Street			Class 2b
			Vail Avenue to Maple Avenue	Vail Avenue	Maple Avenue			Class 2
			Maple Avenue to Bluff Road	Maple Avenue	Bluff Road			Class 3
			Vail Avenue to Yates Avenue	Vail Avenue	Yates Avenue			Class 2
13	25	FINDLAY AVENUE	Via Campo to City Limits	Via Campo	City Limits			Class 3b
14	27.5	GARFIELD AVENUE/VIA ALTAMIRA	Golf Course Loop (Findlay Avenue to Via San Delarro)	Findlay Avenue	Via San Delarro Street			Class 1
			San Clemente to Via Campo	San Clemente	Via Campo		Class 2b (SB)	Class 2b (NB)
			Garfield Avenue to Beverly Boulevard	Garfield Avenue	Beverly Boulevard			Class 3
15	24	HAY STREET/WESTMORELAND DRIVE/VAIL AVENUE	Garfield Avenue to Wilcox Avenue	Garfield Avenue	Wilcox Avenue			Class 3
			Wilcox Avenue to Vail Avenue	Wilcox Avenue	Vail Avenue			Class 3
			Westmoreland Drive to Via Campo	Westmoreland Drive	Via Campo			Class 2b
16	33	REA DRIVE	Beverly Boulevard and Lincoln Avenue	Beverly Boulevard	Lincoln Avenue			Class 2
17	35	AVENIDA DE LA MERCED	Montebello Blvd to Sanchez Street	Montebello Boulevard	Sanchez Street	Class 2		N/A
			Sanchez Street to Lincoln Avenue	Sanchez Street	Lincoln Avenue			Class 2
18	26	PARAMOUNT BOULEVARD	Montebello Blvd to Arroyo Drive	Montebello Boulevard	Arroyo Drive			Class 4
19	15	ARROYO DRIVE/POTRERO GRANDE DRIVE	Paramount Blvd to Potrero Grande	Paramount Boulevard	Potrero Grande			Class 2
			Arroyo Drive to City Limits	Arroyo Drive	City Limits			Class 2
20	29	DATE STREET	Greenwood Avenue to Bluff Road	Greenwood Avenue	Bluff Road			Class 3
21	29	ELM STREET	Greenwood Avenue to Bluff Road	Greenwood Avenue	Bluff Road			Class 3

Prioritization Analysis Matrix

Project ID	Priority Score	Bike Master Plan Projects				Length		Roadway Characteristics				BMP Proposed Facility	Connectivity								Bicyclist Comfort and Safety			
													Connectivity to Rio Hondo River Trail		Connectivity to Existing and Future Rail Transit Stations		Connectivity to Key Local and Regional Destinations		Connectivity to Existing or Planned Bike Facilities		Bikeway Design		Bicyclist Safety	
		Project Name	Segment	From	To	Ft	Mi	Posted Speed	AADT	Existing bike facilities	Other planned bike facilities	Facility Type/Class	Grade	Reason	Grade	Reason	Grade	Reason	Grade	Reason	Grade	Reason	Grade	Reason
1		MONTEBELLO BOULEVARD/MONTEBELLO WAY/ GREENWOOD AVENUE	Plaza Drive to Paramount Boulevard	Plaza Drive	Paramount Boulevard					Class 2		Class 4	Low	No connection to the trail but will be used for accessesing EW streets that provide direct connections.	High	Connects future station at Washington and Greenwood	High	Connects several schools and retail centers	Medium	Connects one regional facility in the north of the City	High/Medium	Mostly separated bike lanes, with shorter portions of buffered and standard bike lanes	Medium	Higher speed, lower volume
			Paramount Boulevard to Avenida De La Merced	Paramount Boulevard	Avenida De La Merced					Class 2 / 2b		Class 4												
			Avenida De La Merced to Lincoln Avenue	Avenida De La Merced	Lincoln Avenue					Class 2		Class 2 (NB) / Class 4 (SB)												
			Lincoln Avenue to Victoria Avenue	Lincoln Avenue	Victoria Avenue							Class 2b (NB) / Class 4 (SB)												
			Victoria Avenue to Beverly Boulevarc	Victoria Avenue	Beverly Boulevard							Class 4												
			Beverly Boulevard to Cleveland Avenue	Beverly Boulevard	Cleveland Avenue							Class 4												
			Cleveland Avenue to Whittier Boulevarc	Cleveland Avenue	Whittier Boulevard							Class 4												
			Whittier Boulevard to Mines Avenue	Whittier Boulevard	Mines Avenue						Class 2	Class 2b												
			Mines Avenue to Washington Boulevard	Mines Avenue	Washington Boulevard							Class 2												
			Washington Boulevard to Elm Street	Washington Boulevard	Elm Street							Class 2b												
2		MONTEBELLO BOULEVARD	Montebello Way to Sycamore Street	Montebello Way	Sycamore Street							Class 3b	Low	No connection to the trail but will be used for accessesing EW streets that provide direct connections.	Medium	Provides indirect connection for residents along Mines, Beach and Date St.	Low	Limited connections to some retail centers	Low	No connection	Medium	Bike route on residential road	High	Lower speed, lower volume
3		POPLAR AVENUE/BLUFF ROAD	Avenida De La Merced to N 1st Street	Avenida De La Merced	1St Street							Class 3b	High	Direct connection	Medium	Indirect connections to the residents along eastern Beverly and Lincoln Ave	Medium	Connections to school on and near Poplar Ave	Low	No connection	Medium	Bike route on residential road	High	Lower speed, lower volume
			Poplar Way to Sycamore Street	Poplar Way	Sycamore Street							Class 3b												
4		MAPLE AVENUE	Lincoln Avenue to Olympic Blvd	Lincoln Avenue	Olympic Blbd							Class 3b	Low	No direct connection to trail	Medium	Indirect connection	High	Provides connection to schools, parks and some retail	Low	No connection	Medium	Bike route on residential road	High	Lower speed, lower volume
			Olympic Blvd to Washington Blvd	Olympic Blvd	Washington Boulevard							Class 3b												
5		WILCOX AVENUE	Via Campo to Beverly Boulevard	Via Campo	Beverly Boulevard							Class 2b	Low	No direct connection to trail	Low	Provides no connection to the rail station	High	Connects several schools and retail centers	Medium	Provides connection to planned bikeways in Monterey Park	Medium/Low	Buffered bike lanes and bike lanes on arterial road	Medium	Higher speed, lower volume
			Beverly Boulevard to Whittier Boulevard	Beverly Boulevard	Whittier Boulevard							Class 2												
6		LINCOLN AVENUE	Via Paseo to 18th Steet	Via Paseo	18th Street							Class 3b	High	Provides direct connection to the trail	Low	Provides no connection to the rail station	High	Provides connection to schools, parks and some retail	Low	No connection	High/Medium	Separated bike lanes, plus route on residential roads	High	Lower speed, lower volume
			18th Street to Montebello Boulevarc	18th Street	Montebello Boulevard							Class 4												
			Montebello Boulevard to Avenida de la Mercec	Montebello Blvd	Avenida De La Merced							Class 3b												
			Avenida de la Merced to Rio Hondo Trail (Dam)	Avenida De La Merced	Rio Hondo Trail (Dam)							Class 4												
7		BEVERLY BOULEVARD	Gerhart Avenue to Montebello Boulevarc	Gerhart Avenue	Montebello Boulevard							Class 4	High	Provides direct connection to the trail	Low	Provides no connection to the rail station	High	Provides connection to several retail centers	High	Connects regional bike facilities both East and West of Montebello	High	Mostly separated bike lanes	Low	Higher speed, higher volume
			Montebello Boulevard to Rio Hondo Trail	Montebello Blvd	Rio Hondo Trail							Class 2b												
8		MADISON AVENUE	Garfield Avenue to Poplar Avenue	Garfield Avenue	Poplar Avenue							Class 3b	Medium	Provides indirect connection to the trail with a possibility of future direct connection	Low	Provides no connection to the rail station	Medium	Provides direct connections to school and indirect connections to park and retail centers	Low	No connection	Medium	Bike route on residential road	High	Lower speed, lower volume
9		WHITTIER BOULEVARD	Garfield Avenue to Montebello Boulevarc	Garfield Avenue	Montebello Boulevard							Class 4	High	Could provide direct access to trail	Low	Provides no connection to the rail station	High	Provides connection to schools, parks and retail	High	Connects to bikeways to the west and to the east	Medium	Mostly separated bike lane, but bike route through downtown	High	Lower speed, lower volume
			Montebello Boulevard to Bluff Road	Montebello Blvd	Bluff Road							Class 3												
10		OLYMPIC BOULEVARD/ ROOSEVELT AVENUE	Concourse Ave to Montebello Boulevard	Concourse Avenue	Montebello Boulevard							Class 2b	High	Provides direct connection to the trail	Medium	Provides some indirect connection to the routes that lead to existing and planned rail station	Medium	Provides direct connection major park and indirect connection to retail	Medium	Connects to one bikeway to the west	Medium	Buffered bike lanes on arterial, plus route on residential	Medium	Higher speed, lower volume, limited driveways
			Montebello Boulevard to Bluff Road	Montebello Boulevard	Bluff Road							Class 3												
11		WASHINGTON BOULEVARD	West City Limits to Rio Hondo Trail	West City Limits	Rio Hondo Trail							Class 2	Medium	Indirect connect, gets riders close to the trail	High	Provides direct connection to the future rail station	Medium	Provides connection to retail and school	Low	Currently provide no connection to regional network but with the planned station there will be a need for more regional connection	Low	Standard bike lanes on arterial road	Low	Higher speed, higher volume
12		MINES AVENUE /VAIL AVENUE/BEACH STREET/FLOTILLA ST	Vail Avenue to Maple Avenue	Vail Avenue	Maple Avenue							Class 2	High	Could provide direct access to trail	High	Provides direct connection to existing rail station	Medium	Provides some connection to school, retail and park	High	Connects to bikeways to the west and to the east	Medium	Mostly bike route on residential roads	High	Lower speed, lower volume
			Maple Avenue to Bluff Road	Maple Avenue	Bluff Road							Class 3												
			Mines Avenue to Beach Street	Mines Avenue	Beach Street							Class 2b												
			Vail Avenue to Maple Avenue	Vail Avenue	Maple Avenue							Class 2												
			Maple Avenue to Bluff Road	Maple Avenue	Bluff Road							Class 3												
			Vail Avenue to Yates Avenue	Vail Avenue	Yates Avenue							Class 2												
13		FINDLAY AVENUE	Via Campo to City Limits	Via Campo	City Limits							Class 3b	Low	No connection to the trail	Low	No connection to existing or future rail	Low	Provides connection to golf course and school outside City Limit	High	Provides connection to planned bikeways in Monterey Park and East Los Angeles	Medium	Bike route on residential road	High	Lower speed, lower volume
14		GARFIELD AVENUE/VIA ALTAMIRA	Golf Course Loop (Findlay Avenue to Via San Delarro)	Findlay Avenue	Via San Delarro Street							Class 1	Low	No connections to the trail	Low	No connection to existing or future rail	Medium	Provide connection to Golf Course and the parks near Beverly Blvd, plus retail	Low	Provides connections to the streets that would eventually connect to the regional network like Beverly Blvd.	High/Medium	Bike path plus route on residential road	High	Lower speed, lower volume
			San Clemente to Via Campo	San Clemente	Via Campo						Class 2b (SB)	Class 2b (NB)												
			Garfield Avenue to Beverly Boulevard	Garfield Avenue	Beverly Boulevard							Class 3												
15		HAY STREET/WESTMORELAND DRIVE/VAIL AVENUE	Garfield Avenue to Wilcox Avenue	Garfield Avenue	Wilcox Avenue							Class 3	Low	No connections to the trail	Low	No connection to existing or future rail	Medium	Provides connection to couple of schools and parks	Medium	Only one connection to the East Los Angeles	Medium	Bike route and buffered bike lanes on residential road	High	Lower speed, lower volume
			Wilcox Avenue to Vail Avenue	Wilcox Avenue	Vail Avenue							Class 3												
			Westmoreland Drive to Via Campo	Westmoreland Drive	Via Campo							Class 2b												
16		REA DRIVE	Beverly Boulevard and Lincoln Avenue	Beverly Boulevard	Lincoln Avenue							Class 2	Medium	Provides indirect connection to the trail by connecting to Beverly Blvd	Low	No connection to existing or future rail	Low	Connects only one park near Rio Hondo Trail	Low	Connects Beverly Blvd that leads to other regional connection but no direct	High	Bike lanes on residential road	High	Lower speed, lower volume
17		AVENIDA DE LA MERCED	Montebello Blvd to Sanchez Street	Montebello Boulevard	Sanchez Street					Class 2		N/A	Medium	Indirect connect, gets riders close to the trail	Low	No connection to existing or future rail	Medium	Couple of parks and a school	Low	No connection to the regional network	High	Bike lanes on residential road	Medium	Higher speed, lower volume
			Sanchez Street to Lincoln Avenue	Sanchez Street	Lincoln Avenue							Class 2												
18		PARAMOUNT BOULEVARD	Montebello Blvd to Arroyo Drive	Montebello Boulevard	Arroyo Drive							Class 4	Low	No connections to the trail	Low	No connection to existing or future rail	Low	No connection to key destination	Medium	A key connection to South San Gabriel	High	Separated bike lanes	Medium	Higher speed, higher volume, no driveways, limited parking
19		ARROYO DRIVE/POTRERO GRANDE DRIVE	Paramount Blvd to Potrero Grande	Paramount Boulevard	Potrero Grande							Class 2	Low	No connections to the trail	Low	No connection to existing or future rail	Low	There is a school and a park	High	Connect to two other planned network in Monterey Park	Low	Standard bike lanes on arterial road	Medium	Higher speed, lower volume
			Arroyo Drive to City Limits	Arroyo Drive	City Limits							Class 2												
20		DATE STREET	Greenwood Avenue to Bluff Road	Greenwood Avenue	Bluff Road							Class 3	Medium	Provides indirect connection to the trail with a possibility of future direct connection	Medium	Indirect connection	Low	No key destination near route	Low	No connection currently with limited possibility to have future connections	Medium	Bike route on residential road	High	Lower speed, lower volume
21		ELM STREET	Greenwood Avenue to Bluff Road	Greenwood Avenue	Bluff Road							Class 3	Medium	Provides indirect connection to the trail with a possibility of future direct connection	Medium	Indirect connection	Low	No key destination near route	Low	No connection currently with limited possibility to have future connections	Medium	Bike route on residential road	High	Lower speed, lower volume

Traffic Calming		Multimodal Operations				Other					
		Effects on Public Transit Buses		Effects on Automobiles		Access for Disadvantaged Communities		Implementation and Right-of-Way Acquisition		Cross-Jurisdictional and -Agency Coordination	
Grade	Reason	Grade	Reason	Grade	Reason	Grade	Reason	Grade	Reason	Grade	Reason
High	Reduces number of vehicle lanes	Negative	Existing route and bus stops that overlaps with the project but would also provide last mile connection to transit	No	Unacceptable operations and parking	Yes	Connects to most disadvantaged areas	Medium	Requires limited median modification	High	No or minimal coordination required
High	Bike route with traffic calming	Negative	Existing route and bus stops that overlaps with the project but would also provide last mile connection to transit	Yes	No change to vehicle capacity or parking	Yes	Connects to most disadvantaged areas	High	No or limited acquisition required	High	No or minimal coordination required
High	Bike route with traffic calming	Positive	No overlap and will provide last mile connection to bus service on Beverly	Yes	No change to vehicle capacity or parking	Yes	Connects to most disadvantaged areas	High	No or limited acquisition required	High	No or minimal coordination required
High	Bike route with traffic calming	Positive	No overlap and will provide last mile connection to bus service on Beverly and Whittier	Yes	No change to vehicle capacity or parking	Yes	Connects to most disadvantaged areas	High	No or limited acquisition required	High	No or minimal coordination required
High	Reduces number of vehicle lanes	Negative	Existing route and bus stops that overlaps with the project but would also provide last mile connection to transit	No	Will result in unacceptable operations	Yes	Connects to most disadvantaged areas	High	No or limited acquisition required	High	No or minimal coordination required
High	Includes both lane reductions and traffic calming	Positive	No overlap and will provide last mile connection to bus service on Montebello and Wilcox	Yes	Minimal impact on operations and capacity	No	Does not connect to most disadvantaged areas	High	No or limited acquisition required	Medium	Coordination required with ACoE
High	Reduces number of vehicle lanes	Negative	Existing route and bus stops that overlaps with the project but would also provide last mile connection to transit	No	Unacceptable operations and parking	Yes	Connects to most disadvantaged areas	Medium	May require median modification	High	No or minimal coordination required
High	Bike route with traffic calming	Positive	No overlap and will provide last mile connection to bus service on Montebello and Wilcox	Yes	No change to vehicle capacity or parking	Yes	Connects to most disadvantaged areas	High	No or limited acquisition required	High	No or minimal coordination required
High	Reduces number of vehicle lanes	Negative	Existing route and bus stops that overlaps with the project but would also provide last mile connection to transit	No	Will result in unacceptable operations	Yes	Connects to most disadvantaged areas	Medium	Requires median modification; may require some ROW for trail	Medium	Coordination for trail connection
High	Reduces number of vehicle lanes	Positive	No overlap and will provide last mile connection to bus service on Montebello	Yes	Operations will remain acceptable	Yes	Connects to most disadvantaged areas	High	No or limited acquisition required	High	No or minimal coordination required
Medium	Would likely result in narrower lanes or reduced vehicel throughput	Negative	Existing route and bus stops that overlaps with the project but would also provide last mile connection to transit	Yes	No change to vehicle capacity or parking	Yes	Connects to most disadvantaged areas	Medium	Acquisitions may be required	Low	Coordination required with Metro
Low	Majority of project does not have traffic calming	Neutral	Some overlap on Mines Avenue but overall the project will provide connection to the transit	No	Removal of highly-utilized parking	Yes	Connects to most disadvantaged areas	Medium	May require some ROW for trail	Medium	Coordination for trail connection
High	Bike route with traffic calming	Positive	No overlap and will provide last mile connection to bus service on Beverely	Yes	No change to vehicle capacity or parking	No	Does not connect to most disadvantaged areas	High	No or limited acquisition required	High	No or minimal coordination required
Low	No traffic calming	Negative	Existing route and bus stops that overlaps with the project but would also provide last mile connection to transit	Yes	Minor parking removal in low-demand area	No	Does not connect to most disadvantaged areas	High	No or limited acquisition required	High	No or minimal coordination required
High	Reduces number of vehicle lanes	Positive	No overlap and will provide last mile connection to bus service on Beverly	Yes	Minimal impact to operations and capacity	No	Does not connect to most disadvantaged areas	High	No or limited acquisition required	Low	Coordination required with Caltrans
Medium	Reduces lane widths	Neutral		Yes	No change to vehicle capacity or parking	No	Does not connect to most disadvantaged areas	High	No or limited acquisition required	High	No or minimal coordination required
Medium	Reduces lane widths	Positive	No overlap and will provide last mile connection to bus service on Montebello	Yes	No change to vehicle capacity or parking	No	Does not connect to most disadvantaged areas	High	No or limited acquisition required	High	No or minimal coordination required
High	Reduces number of vehicle lanes	Negative	Existing route and bus stops that overlaps with the project but would also provide last mile connection to transit	Yes	Minimal impact to operations and capacity	No	Does not connect to most disadvantaged areas	High	No or limited acquisition required	Low	Coordination required with Caltrans
Medium	Reduces lane widths	Neutral	Some overlap but overall the project will provide connection to the transit	Yes	No change to vehicle capacity or parking	No	Does not connect to most disadvantaged areas	High	No or limited acquisition required	Medium	Coordination required with adjacent cities
Low	No traffic calming	Positive	No overlap and will provide last mile connection to bus service on Greenwood	Yes	No change to vehicle capacity or parking	Yes	Connects to most disadvantaged areas	High	No or limited acquisition required	High	No or minimal coordination required
Low	No traffic calming	Positive	No overlap and will provide last mile connection to bus service on Greenwood	Yes	No change to vehicle capacity or parking	Yes	Connects to most disadvantaged areas	High	No or limited acquisition required	High	No or minimal coordination required

Vehicle Operations Assessment

Project ID	Priority Score	Bike Master Plan Projects				Roadway Characteristics		BMP Proposed Facility	Analysis								Effects on Automobiles	
		Project Name	Segment	From	To	Existing bike facilities	Other planned bike facilities	Facility Type/Class	Road Diet	ADT	Capacity1	VC1	Capacity2	VC2	Parking Removal	Parking Demand	Grade	Reason
1		MONTEBELLO BOULEVARD/MONTEBELLO WAY/ GREENWOOD AVENUE	Plaza Drive to Paramount Boulevard	Plaza Drive	Paramount Boulevard	Class 2		Class 4									No	Unacceptable operations and parking
			Paramount Boulevard to Avenida De La Merced	Paramount Boulevard	Avenida De La Merced	Class 2 / 2b		Class 4										
			Avenida De La Merced to Lincoln Avenue	Avenida De La Merced	Lincoln Avenue	Class 2		Class 2 (NB) / Class 4 (SB)							southbound	low		
			Lincoln Avenue to Victoria Avenue	Lincoln Avenue	Victoria Avenue			Class 2b (NB) / Class 4 (SB)										
			Victoria Avenue to Beverly Boulevard	Victoria Avenue	Beverly Boulevard			Class 4							yes	high		
			Beverly Boulevard to Cleveland Avenue	Beverly Boulevard	Cleveland Avenue			Class 4							yes	low		
			Cleveland Avenue to Whittier Boulevard	Cleveland Avenue	Whittier Boulevard			Class 4							yes	low		
			Whittier Boulevard to Mines Avenue	Whittier Boulevard	Mines Avenue		Class 2	Class 2b										
			Mines Avenue to Washington Boulevard	Mines Avenue	Washington Boulevard			Class 2	+ center lane	19,018	30,000	0.63	20,000	0.95				
			Washington Boulevard to Elm Street	Washington Boulevard	Elm Street			Class 2b	yes	19,972	40,000	0.50	20,000	1.00				
2		MONTEBELLO BOULEVARD	Montebello Way to Sycamore Street	Montebello Way	Sycamore Street			Class 3b									Yes	No change to vehicle capacity or parking
3		POPLAR AVENUE/BLUFF ROAD	Avenida De La Merced to N 1st Street	Avenida De La Merced	1St Street			Class 3b									Yes	No change to vehicle capacity or parking
			Poplar Way to Sycamore Street	Poplar Way	Sycamore Street			Class 3b										
4		MAPLE AVENUE	Lincoln Avenue to Olympic Blvd	Lincoln Avenue	Olympic Blbd			Class 3b									Yes	No change to vehicle capacity or parking
			Olympic Blvd to Washington Blvd	Olympic Blvd	Washington Boulevard			Class 3b										
5		WILCOX AVENUE	Via Campo to Beverly Boulevard	Via Campo	Beverly Boulevard			Class 2b	yes	26,988 / 15,000	30,000 / 40,000	0.90 / 0.38	20,000	1.35 / 0.75			No	Will result in unacceptable operations
			Beverly Boulevard to Whittier Boulevard	Beverly Boulevard	Whittier Boulevard			Class 2										
6		LINCOLN AVENUE	Via Paseo to 18th Steet	Via Paseo	18th Street			Class 3b									Yes	Minimal impact on operations and capacity
			18th Street to Montebello Boulevard	18th Street	Montebello Boulevard			Class 4	yes	10,816	40,000	0.27	20,000	0.54				
			Montebello Boulevard to Avenida de la Merced	Montebello Blvd	Avenida De La Merced			Class 3b										
			Avenida de la Merced to Rio Hondo Trail (Dam)	Avenida De La Merced	Rio Hondo Trail (Dam)			Class 4										
7		BEVERLY BOULEVARD	Gerhart Avenue to Montebello Boulevard	Gerhart Avenue	Montebello Boulevard			Class 4							potentially	high	No	Unacceptable operations and parking
			Montebello Boulevard to Rio Hondo Trail	Montebello Blvd	Rio Hondo Trail			Class 2b	yes	29,654	40,000	0.74	20,000	1.48				
8		MADISON AVENUE	Garfield Avenue to Poplar Avenue	Garfield Avenue	Poplar Avenue			Class 3b									Yes	No change to vehicle capacity or parking
9		WHITTIER BOULEVARD	Garfield Avenue to Montebello Boulevard	Garfield Avenue	Montebello Boulevard			Class 4	yes	22,976	40,000	0.57	20,000	1.15			No	Will result in unacceptable operations
			Montebello Boulevard to Bluff Road	Montebello Blvd	Bluff Road			Class 3										
10		OLYMPIC BOULEVARD/	Concourse Ave to Montebello Boulevard	Concourse Avenue	Montebello Boulevard			Class 2b	yes	18,010	40,000	0.45	20,000	0.90			Yes	Operations will remain acceptable
			Montebello Boulevard to Bluff Road	Montebello Boulevard	Bluff Road			Class 3										
11		WASHINGTON BOULEVARD	West City Limits to Rio Hondo Trail	West City Limits	Rio Hondo Trail			Class 2									Yes	No change to vehicle capacity or parking
12		MINES AVENUE /VAIL AVENUE/BEACH STREET/FLOTILLA ST	Vail Avenue to Maple Avenue	Vail Avenue	Maple Avenue			Class 2							yes	high	No	Removal of highly-utilized parking
			Maple Avenue to Bluff Road	Maple Avenue	Bluff Road			Class 3										
			Mines Avenue to Beach Street	Mines Avenue	Beach Street			Class 2b							yes	high		
			Vail Avenue to Maple Avenue	Vail Avenue	Maple Avenue			Class 2							yes	high		
			Maple Avenue to Bluff Road	Maple Avenue	Bluff Road			Class 3										
			Vail Avenue to Yates Avenue	Vail Avenue	Yates Avenue			Class 2							potentially	high		
13		FINDLAY AVENUE	Via Campo to City Limits	Via Campo	City Limits			Class 3b									Yes	No change to vehicle capacity or parking
14		GARFIELD AVENUE/VIA ALTAMIRA	Golf Course Loop (Findlay Avenue to Via San Delarro)	Findlay Avenue	Via San Delarro Street			Class 1									Yes	Minor parking removal in low-demand area
			San Clemente to Via Campo	San Clemente	Via Campo		Class 2b (SB)	Class 2b (NB)										
			Garfield Avenue to Beverly Boulevard	Garfield Avenue	Beverly Boulevard			Class 3										
15		VAIL STREET/WESTMORELAND DRIVE/VAIL AVENUE	Garfield Avenue to Wilcox Avenue	Garfield Avenue	Wilcox Avenue			Class 3									Yes	Minimal impact to operations and capacity
			Wilcox Avenue to Vail Avenue	Wilcox Avenue	Vail Avenue			Class 3										
			Westmoreland Drive to Via Campo	Westmoreland Drive	Via Campo			Class 2b	yes	7,930	30,000	0.26	15,000	0.53				
16		REA DRIVE	Beverly Boulevard and Lincoln Avenue	Beverly Boulevard	Lincoln Avenue			Class 2									Yes	No change to vehicle capacity or parking
17		AVENIDA DE LA MERCED	Montebello Blvd to Sanchez Street	Montebello Boulevard	Sanchez Street	Class 2		N/A									Yes	No change to vehicle capacity or parking
			Sanchez Street to Lincoln Avenue	Sanchez Street	Lincoln Avenue			Class 2										
18		PARAMOUNT BOULEVARD ARROYO DRIVE/POTRERO	Montebello Blvd to Arroyo Drive	Montebello Boulevard	Arroyo Drive			Class 4	yes	23,031 / 31,158	50,000	0.46 / 0.62	40,000	0.58 / 0.78			Yes	Minimal impact to operations and capacity
19		ARROYO DRIVE/POTRERO GRANDE DRIVE	Paramount Blvd to Potrero Grande	Paramount Boulevard	Potrero Grande			Class 2									Yes	No change to vehicle capacity or parking
			Arroyo Drive to City Limits	Arroyo Drive	City Limits			Class 2										
20		DATE STREET	Greenwood Avenue to Bluff Road	Greenwood Avenue	Bluff Road			Class 3									Yes	No change to vehicle capacity or parking
21		ELM STREET	Greenwood Avenue to Bluff Road	Greenwood Avenue	Bluff Road			Class 3									Yes	No change to vehicle capacity or parking

Safety and Comfort Assessment

Project ID	Priority Score	Bike Master Plan Projects				Roadway Characteristics			BMP Proposed Facility	Analysis					Bicyclist Safety	
		Project Name	Segment	From	To	Posted Speed	Existing bike facilities	Other planned bike facilities	Facility Type/Class	Speed Limit	Intx Ctrl Types	ADT	Driveways	Parking	Grade	Reason
1		MONTEBELLO BOULEVARD/MONTEBELLO WAY/ GREENWOOD AVENUE	Plaza Drive to Paramount Boulevard	Plaza Drive	Paramount Boulevard		Class 2		Class 4	Higher	Traffic Signals	Lower	yes	yes	Medium	Higher speed, lower volume
			Paramount Boulevard to Avenida De La Merced	Paramount Boulevard	Avenida De La Merced		Class 2 / 2b		Class 4							
			Avenida De La Merced to Lincoln Avenue	Avenida De La Merced	Lincoln Avenue		Class 2		Class 2 (NB) / Class 4 (SB)							
			Lincoln Avenue to Victoria Avenue	Lincoln Avenue	Victoria Avenue				Class 2b (NB) / Class 4 (SB)							
			Victoria Avenue to Beverly Boulevard	Victoria Avenue	Beverly Boulevard				Class 4							
			Beverly Boulevard to Cleveland Avenue	Beverly Boulevard	Cleveland Avenue				Class 4							
			Cleveland Avenue to Whittier Boulevard	Cleveland Avenue	Whittier Boulevard				Class 4							
			Whittier Boulevard to Mines Avenue	Whittier Boulevard	Mines Avenue			Class 2	Class 2b							
			Mines Avenue to Washington Boulevard	Mines Avenue	Washington Boulevard				Class 2							
			Washington Boulevard to Elm Street	Washington Boulevard	Elm Street				Class 2b							
2		MONTEBELLO BOULEVARD	Montebello Way to Sycamore Street	Montebello Way	Sycamore Street				Class 3b	Lower	Stop Signs, Traffic Signals	Lower	yes	yes	High	Lower speed, lower volume
3		POPLAR AVENUE/BLUFF	Avenida De La Merced to N 1st Street	Avenida De La Merced	1St Street				Class 3b	Lower	Stop Signs, Traffic Signals	Lower	yes	yes	High	Lower speed, lower volume
			Poplar Way to Sycamore Street	Poplar Way	Sycamore Street				Class 3b							
4		MAPLE AVENUE	Lincoln Avenue to Olympic Blvd	Lincoln Avenue	Olympic Blbd				Class 3b	Lower	Stop Signs, Traffic Signals	Lower	yes	yes	High	Lower speed, lower volume
			Olympic Blvd to Washington Blvd	Olympic Blvd	Washington Boulevard				Class 3b							
5		WILCOX AVENUE	Via Campo to Beverly Boulevard	Via Campo	Beverly Boulevard				Class 2b	Higher	Traffic Signals	Lower	yes	yes	Medium	Higher speed, lower volume
			Beverly Boulevard to Whittier Boulevard	Beverly Boulevard	Whittier Boulevard				Class 2							
6		LINCOLN AVENUE	Via Paseo to 18th Steet	Via Paseo	18th Street				Class 3b	Lower	Stop Signs, Traffic Signals	Lower	yes	yes	High	Lower speed, lower volume
			18th Street to Montebello Boulevard	18th Street	Montebello Boulevard				Class 4							
			Montebello Boulevard to Avenida de la Merced	Montebello Blvd	Avenida De La Merced				Class 3b							
			Avenida de la Merced to Rio Hondo Trail (Dam)	Avenida De La Merced	Rio Hondo Trail (Dam)				Class 4							
7		BEVERLY BOULEVARD	Gerhart Avenue to Montebello Boulevard	Gerhart Avenue	Montebello Boulevard				Class 4	Higher	Traffic Signals	Higher	yes	yes	Low	Higher speed, higher volume
			Montebello Boulevard to Rio Hondo Trail	Montebello Blvd	Rio Hondo Trail				Class 2b							
8		MADISON AVENUE	Garfield Avenue to Poplar Avenue	Garfield Avenue	Poplar Avenue				Class 3b	Lower	Stop Signs, Traffic Signals	Lower	yes	yes	High	Lower speed, lower volume
9		WHITTIER BOULEVARD	Garfield Avenue to Montebello Boulevard	Garfield Avenue	Montebello Boulevard				Class 4	Lower	Traffic Signals	Lower	yes	no	High	Lower speed, lower volume
			Montebello Boulevard to Bluff Road	Montebello Blvd	Bluff Road				Class 3							
10		OLYMPIC BOULEVARD/ ROOSEVELT AVENUE	Concourse Ave to Montebello Boulevard	Concourse Avenue	Montebello Boulevard				Class 2b	Higher	Stop Signs, Traffic Signals	Lower	limited	yes	Medium	Higher speed, lower volume, limited driveways
			Montebello Boulevard to Bluff Road	Montebello Boulevard	Bluff Road				Class 3							
11		WASHINGTON BOULEVARD	West City Limits to Rio Hondo Trail	West City Limits	Rio Hondo Trail				Class 2	Higher	Traffic Signals	Higher	yes	no	Low	Higher speed, higher volume
12		MINES AVENUE /VAIL AVENUE/BEACH STREET/FLOTILLA ST	Vail Avenue to Maple Avenue	Vail Avenue	Maple Avenue				Class 2	Lower	Some uncontrolled	Lower	yes	yes	High	Lower speed, lower volume
			Maple Avenue to Bluff Road	Maple Avenue	Bluff Road				Class 3							
			Mines Avenue to Beach Street	Mines Avenue	Beach Street				Class 2b							
			Vail Avenue to Maple Avenue	Vail Avenue	Maple Avenue				Class 2							
			Maple Avenue to Bluff Road	Maple Avenue	Bluff Road				Class 3							
			Vail Avenue to Yates Avenue	Vail Avenue	Yates Avenue				Class 2							
13		FINDLAY AVENUE	Via Campo to City Limits	Via Campo	City Limits				Class 3b	Lower	Stop Signs, Traffic Signals	Lower	yes	yes	High	Lower speed, lower volume
14		GARFIELD AVENUE/VIA ALTAMIRA	Golf Course Loop (Findlay Avenue to Via San Delarro)	Findlay Avenue	Via San Delarro Street				Class 1	Lower	Some uncontrolled	Lower	limited	yes	High	Lower speed, lower volume
			San Clemente to Via Campo	San Clemente	Via Campo			Class 2b (SB)	Class 2b (NB)							
			Garfield Avenue to Beverly Boulevard	Garfield Avenue	Beverly Boulevard				Class 3							
15		HAY STREET/WESTMORELAND DRIVE/VAIL AVENUE	Garfield Avenue to Wilcox Avenue	Garfield Avenue	Wilcox Avenue				Class 3	Lower	Stop Signs, Traffic Signals	Lower	limited	yes	High	Lower speed, lower volume
			Wilcox Avenue to Vail Avenue	Wilcox Avenue	Vail Avenue				Class 3							
			Westmoreland Drive to Via Campo	Westmoreland Drive	Via Campo				Class 2b							
16		REA DRIVE	Beverly Boulevard and Lincoln Avenue	Beverly Boulevard	Lincoln Avenue				Class 2	Lower	n/a	Lower	limited	limited	High	Lower speed, lower volume
17		AVENIDA DE LA MERCED	Montebello Blvd to Sanchez Street	Montebello Boulevard	Sanchez Street		Class 2		N/A	Higher	Stop Signs	Lower	yes	yes	Medium	Higher speed, lower volume
			Sanchez Street to Lincoln Avenue	Sanchez Street	Lincoln Avenue				Class 2							
18		PARAMOUNT BOULEVARD ARROYO DRIVE/POTRERO	Montebello Blvd to Arroyo Drive	Montebello Boulevard	Arroyo Drive				Class 4	Higher	Traffic Signals	Higher	no	limited	Medium	Higher speed, higher volume, no driveways, limited parking
19		ARROYO DRIVE/POTRERO	Paramount Blvd to Potrero Grande	Paramount Boulevard	Potrero Grande				Class 2	Higher	Stop Signs, Traffic Signals	Lower	yes	yes	Medium	Higher speed, lower volume
			Arroyo Drive to City Limits	Arroyo Drive	City Limits				Class 2							
20		DATE STREET	Greenwood Avenue to Bluff Road	Greenwood Avenue	Bluff Road				Class 3	Lower	Stop Signs	Lower	yes	yes	High	Lower speed, lower volume
21		ELM STREET	Greenwood Avenue to Bluff Road	Greenwood Avenue	Bluff Road				Class 3	Lower	Stop Signs	Lower	yes	yes	High	Lower speed, lower volume

Scoring

Project ID	Bike Master Plan Projects	Connectivity												Bicyclist Comfort and Safety									Multimodal Operations						Other									Supplemental				
		Connectivity to Rio Hondo River Trail			Connectivity to Existing and Future Rail Transit Stations			Connectivity to Key Local and Regional Destinations			Connectivity to Existing or Planned Bike Facilities			Bikeway Design			Bicyclist Safety			Traffic Calming			Effects on Public Transit Buses			Effects on Automobiles			Access for Disadvantaged Communities			Implementation and Right-of-Way Acquisition			Cross-Jurisdictional and -Agency Coordination			Complete Priority Network				
	Project Name	Grade	Score	Weighted	Grade	Score	Weighted	Grade	Score	Weighted	Grade	Score	Weighted	Grade	Score	Weighted	Grade	Score	Weighted	Grade	Score	Weighted	Grade	Score	Weighted	Grade	Score	Weighted	Grade	Score	Weighted	Grade	Score	Weighted	Grade	Score	Weighted	Grade	Score	Weighted	Score	Weighted Score
01	Montebello Blvd/Montebello Way/Greenwood Ave	Low	0	0	High	2	6	High	2	6	Medium	1	2	High/Med	1.5	5	Medium	1	2	High	2	6	Negative	0	0	No	0	0	Yes	2	4	Medium	1	1	High	2	2	Neutral	0	0	15	34
02	Montebello Blvd (South)	Low	0	0	Medium	1	3	Low	0	0	Low	2	4	Medium	1	3	High	2	4	High	2	6	Negative	0	0	Yes	2	2	Yes	2	4	High	2	2	High	2	2	Neutral	0	0	16	30
03	Poplar Ave/Bluff Rd	High	2	6	Medium	1	3	Medium	1	3	Low	2	4	Medium	1	3	High	2	4	High	2	6	Positive	2	2	Yes	2	2	Yes	2	4	High	2	2	High	2	2	Neutral	0	0	21	41
04	Maple Ave	Low	0	0	Medium	1	3	High	2	6	Low	2	4	Medium	1	3	High	2	4	High	2	6	Positive	2	2	Yes	2	2	Yes	2	4	High	2	2	High	2	2	Neutral	0	0	20	38
05	Wilcox Ave	Low	0	0	Low	0	0	High	2	6	Medium	1	2	Medium/L	0.5	2	Medium	1	2	High	2	6	Negative	0	0	No	0	0	Yes	2	4	High	2	2	High	2	2	Yes	2	6	15	32
06	Lincoln Ave	High	2	6	Low	0	0	High	2	6	Low	2	4	High/Med	1.5	5	High	2	4	High	2	6	Positive	2	2	Yes	2	2	No	0	0	High	2	2	Medium	1	1	Neutral	0	0	19	38
07	Beverly Blvd	High	2	6	Low	0	0	High	2	6	High	2	4	High	2	6	Low	0	0	High	2	6	Negative	0	0	No	0	0	Yes	2	4	Medium	1	1	High	2	2	Neutral	0	0	15	35
08	Madison Ave	Medium	1	3	Low	0	0	Medium	1	3	Low	2	4	Medium	1	3	High	2	4	High	2	6	Positive	2	2	Yes	2	2	Yes	2	4	High	2	2	High	2	2	No	-2	-6	17	29
09	Whitter Blvd	High	2	6	Low	0	0	High	2	6	High	2	4	Medium	1	3	High	2	4	High	2	6	Negative	0	0	No	0	0	Yes	2	4	Medium	1	1	Medium	1	1	Neutral	0	0	15	35
10	Olympic Blvd/Roosevelt Ave	High	2	6	Medium	1	3	Medium	1	3	Medium	1	2	Medium	1	3	Medium	1	2	High	2	6	Positive	2	2	Yes	2	2	Yes	2	4	High	2	2	High	2	2	Neutral	0	0	19	37
11	Washington Blvd	Medium	1	3	High	2	6	Medium	1	3	Low	2	4	Low	0	0	Low	0	0	Medium	1	3	Negative	0	0	Yes	2	2	Yes	2	4	Medium	1	1	Low	0	0	Neutral	0	0	12	26
12	Mines Ave/Vail Ave/Beach St/Flotilla St	High	2	6	High	2	6	Medium	1	3	High	2	4	Medium	1	3	High	2	4	Low	0	0	Neutral	1	1	No	0	0	Yes	2	4	Medium	1	1	Medium	1	1	Yes	2	6	17	39
13	Findlay Ave	Low	0	0	Low	0	0	Low	0	0	High	2	4	Medium	1	3	High	2	4	High	2	6	Positive	2	2	Yes	2	2	No	0	0	High	2	2	High	2	2	Neutral	0	0	15	25
14	Garfield Ave/Via Altamira	Low	0	0	Low	2	6	Medium	1	3	Low	2	4	High/Med	1.5	5	High	2	4	Low	0	0	Negative	0	0	Yes	2	2	No	0	0	High	2	2	High	2	2	Neutral	0	0	15	28
15	Hay St/Westmoreland Dr/Vail Ave	Low	0	0	Low	0	0	Medium	1	3	Medium	1	2	Medium	1	3	High	2	4	High	2	6	Positive	2	2	Yes	2	2	No	0	0	High	2	2	Low	0	0	Neutral	0	0	13	24
16	Rea Dr	Medium	1	3	Low	2	6	Low	0	0	Low	2	4	High	2	6	High	2	4	Medium	1	3	Neutral	1	1	Yes	2	2	No	0	0	High	2	2	High	2	2	Neutral	0	0	17	33
17	Ave de la Merced	Medium	1	3	Low	2	6	Medium	1	3	Low	2	4	High	2	6	Medium	1	2	Medium	1	3	Positive	2	2	Yes	2	2	No	0	0	High	2	2	High	2	2	Neutral	0	0	18	35
18	Paramount Blvd	Low	0	0	Low	0	0	Low	2	6	Medium	1	2	High	2	6	Medium	1	2	High	2	6	Negative	0	0	Yes	2	2	No	0	0	High	2	2	Low	0	0	Neutral	0	0	12	26
19	Arroyo Dr/Potrero Grande Dr	Low	0	0	Low	0	0	Low	0	0	High	2	4	Low	0	0	Medium	1	2	Medium	1	3	Neutral	1	1	Yes	2	2	No	0	0	High	2	2	Medium	1	1	Neutral	0	0	10	15
20	Date St	Medium	1	3	Medium	1	3	Low	0	0	Low	2	4	Medium	1	3	High	2	4	Low	0	0	Positive	2	2	Yes	2	2	Yes	2	4	High	2	2	High	2	2	Neutral	0	0	17	29
21	Elm St	Medium	1	3	Medium	1	3	Low	0	0	Low	2	4	Medium	1	3	High	2	4	Low	0	0	Positive	2	2	Yes	2	2	Yes	2	4	High	2	2	High	2	2	Neutral	0	0	17	29
		Weight:	High	3	Weight:	High	3	Weight:	High	3	Weight:	Mediun	2	Weight:	High	3	Weight:	Mediun	2	Weight:	High	3	Weight:	Low	1	Weight:	Low	1	Weight:	Mediun	2	Weight:	Low	1	Weight:	Low	1	Weight:	High	3		

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PRIORITY PROJECT USER, VMT REDUCTION, AND GHG REDUCTION ESTIMATES



California Air Resources Board
Benefits Calculator Tool for the
Affordable Housing and Sustainable Communities Program

California Climate Investments

Note to Applicants

A step-by-step **user guide**, including a **project example**, is available at:
https://ww2.arb.ca.gov/sites/default/files/auction-proceeds/sgc_ahsc_userguide_121423.pdf

Active Transportation Inputs

Enter project-specific information below if you wish to estimate the benefits of new walkways and new or upgraded bicycle facilities.

								VMT and Emission Reductions						
Active Transportation Project Type	Name or Location	First Year Operational	One-way Facility Length (miles)	Average Daily Traffic (trips/day)	University Town with Population < 250,000?	Key Destinations within 0.25 Mile	Key Destinations within 0.50 Mile	Passenger VMT Reductions (miles)	GHG Emission Reductions ($MTCO_2e$)	Local ROG Emission Reductions (lbs)	Local NO_x Emission Reductions (lbs)	Local $PM_{2.5}$ Emission Reductions (lbs)	Local Diesel PM_{10} Emission Reductions (lbs)	Fossil Fuel Use Reductions (gal)
Class II to Class IV Conversion	Montebello/Greenwoo	2024	> 2 miles	28,532	No	4	7	270,398						
Class IV Separated Bikeway	Montebello/Greenwoo	2024	> 2 miles	24,889	No	5	7	672,675						
Class II Bike Lane	Montebello/Greenwoo	2024	> 2 miles	19,962	No	7	7	512,025						
Bicycle Boulevard	Lincoln Ave	2024	> 2 miles	10,500	No	7	7	147,798						
Class IV Separated Bikeway	Lincoln Ave	2024	> 2 miles	10,500	No	7	7	494,802						
Class II Bike Lane	Wilcox	2024	> 1 and ≤ 2 miles	14,067	No	7	7	316,508						
Bicycle Boulevard	Maple Avenue	2024	> 1 and ≤ 2 miles	8,625	No	7	7	105,337						
Bicycle Boulevard	Poplar Avenue/Bluff Ro	2024	> 2 miles	5,500	No	7	7	77,418						
Class IV Separated Bikeway	Beverly Blvd	2024	> 2 miles	29,702	No	7	7	1,008,591						
Class II Bike Lane	Beverly Blvd	2024	> 2 miles	30,000	No	4	7	526,500						
Class II Bike Lane	Avenida de la Merced	2024	≤ 1 mile	10,500	No	4	7	184,275						
Class IV Separated Bikeway	Whittier Blvd	2024	> 1 and ≤ 2 miles	23,866	No	7	7	826,957						
Bicycle Boulevard	Whittier Blvd	2024	> 1 and ≤ 2 miles	23,560	No	5	7	195,077						
Class I Bike Path	Whittier Blvd	2024	> 1 and ≤ 2 miles	26,945	No	2	7	722,018						
Class II Bike Lane	Rea Drive	2024	≤ 1 mile	3,000	No	3	5	39,150						

California Air Resources Board
Benefits Calculator Tool for the
Affordable Housing and Sustainable Communities Program

California Climate Investments

Note to Applicants

A step-by-step **user guide**, including a **project example**, is available at:
https://ww2.arb.ca.gov/sites/default/files/auction-proceeds/sgc_ahsc_userguide_121423.pdf

Active Transportation Inputs

Enter project-specific information below if you wish to estimate the benefits of new walkways and new or upgraded bicycle facilities.

								VMT and Emission Reductions						
Active Transportation Project Type	Name or Location	First Year Operational	One-way Facility Length (miles)	Average Daily Traffic (trips/day)	University Town with Population < 250,000?	Key Destinations within 0.25 Mile	Key Destinations within 0.50 Mile	Passenger VMT Reductions (miles)	GHG Emission Reductions ($MTCO_2e$)	Local ROG Emission Reductions (lbs)	Local NO_x Emission Reductions (lbs)	Local $PM_{2.5}$ Emission Reductions (lbs)	Local Diesel PM_{10} Emission Reductions (lbs)	Fossil Fuel Use Reductions (gal)
Class II Bike Lane	Olympic	2024	> 1 and ≤ 2 miles	17,485	No	5	7	314,730						
Bicycle Boulevard	Olympic	2024	> 1 and ≤ 2 miles	10,500	No	1	3	73,899						
Class II Bike Lane	Mines	2024	> 2 miles	4,875	No	5	7	127,238						
Bicycle Boulevard	Mines	2024	> 2 miles	3,000	No	5	7	36,018						
Class I Bike Path	Mines	2024	> 2 miles	3,000	No	5	7	160,776						

Weighted Average VMT Reduction Calculations								
Active Transportation Project Type	**Project**	**Total Project Length**	**Specific Facility Length**	**Passenger VMT Reduction (miles)**	**Existing ADT**	**Weighted VMT Reduction**	**Weighted VMT Reduction for Project**	**Rounded**
Class II to Class IV Conversion	Montebello/Greenwood	4.53	1.83	270,398	28,532	109,234		
Class IV Separated Bikeway	Montebello/Greenwood	4.53	0.77	672,675	24,889	114,340		
Class II Bike Lane	Montebello/Greenwood	4.53	1.93	512,025	19,962	218,148	441,721	442,000
Bicycle Boulevard	Lincoln	2.93	2.00	147,798	10,500	100,886		
Class IV Separated Bikeway	Lincoln	2.93	0.93	494,802	10,500	157,053	257,939	258,000
Class II Bike Lane	Wilcox	1.50	1.50	316,508	14,067	316,508	316,508	317,000
Bicycle Boulevard	Maple	1.87	1.87	105,337	8,625	105,337	105,337	105,000
Bicycle Boulevard	Poplar Avenue/Bluff Road	3.22	3.22	77,418	5,500	77,418	77,418	77,000
Class IV Separated Bikeway	Beverly	3.05	2.29	1,008,591	29,702	757,270		
Class II Bike Lane	Beverly	3.05	0.76	526,500	30,000	131,193	888,463	888,000
Class II Bike Lane	Avenida de la Merced	0.14	0.14	184,275	10,500	184,275	184,275	184,000
Class IV Separated Bikeway	Whittier	1.91	1.35	826,957	23,866	584,498		
Bicycle Boulevard	Whittier	1.91	0.44	195,077	23,560	44,939		
Class I Bike Path	Whittier	1.91	0.12	722,018	26,945	45,362	674,800	675,000
Class II Bike Lane	Rea	0.42	0.42	39,150	3,000	39,150	39,150	39,000
Class II Bike Lane	Olympic	1.47	1.09	314,730	17,485	233,371		
Bicycle Boulevard	Olympic	1.47	0.38	73,899	10,500	19,103	252,474	252,000
Class II Bike Lane	Mines/Beach/Vail/Flotilla	2.81	1.09	127,238	4,875	49,355		
Bicycle Boulevard	Mines/Beach/Vail/Flotilla	2.81	1.67	36,018	3,000	21,406		
Class I Bike Path	Mines/Beach/Vail/Flotilla	2.81	0.05	160,776	3,000	2,861	73,622	74,000
						Total:	3,311,707	3,311,000

GHG and User Calculations			
Project	**Average annual VMT reduced**	**Lifetime GHG emission reduction [a]**	**Average weekday daily users [b]**
Poplar/Bluff	77,418	31	150
Mines/Beach/Vail/Flotilla	73,622	29	140
Maple	105,337	42	200
Lincoln	257,939	103	500
Olympic	252,474	101	490
Beverly	888,463	354	1,730
Whittier	674,800	269	1,310
Avenida de la Merced	184,275	74	360
Montebello/Greenwood	441,721	176	860
Rea	39,150	16	80
Wilcox	316,508	126	620

Notes:

[a] Assumes approximately 2,506.5 MTCO2e lifetime emissions per annual VMT.

[b] Assumes 200 weekdays per year and 1.8 miles per trip.

K

EXAMPLE CROSS-SECTIONS AND CONCEPTS



Figure 1: Montebello Boulevard Separated Bike Lanes Cross Section

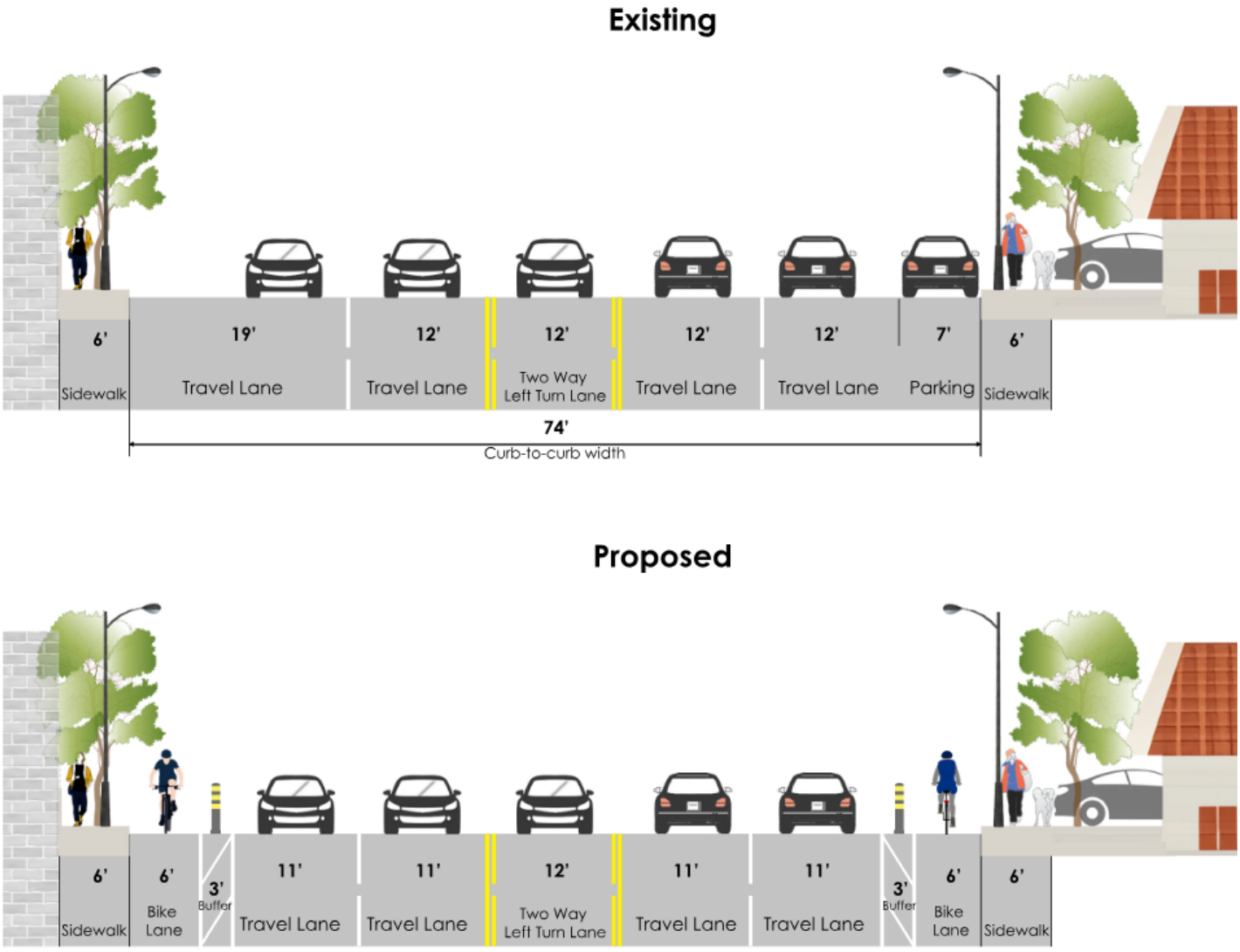


Figure 2: Wilcox Avenue Bike Lanes Cross Section

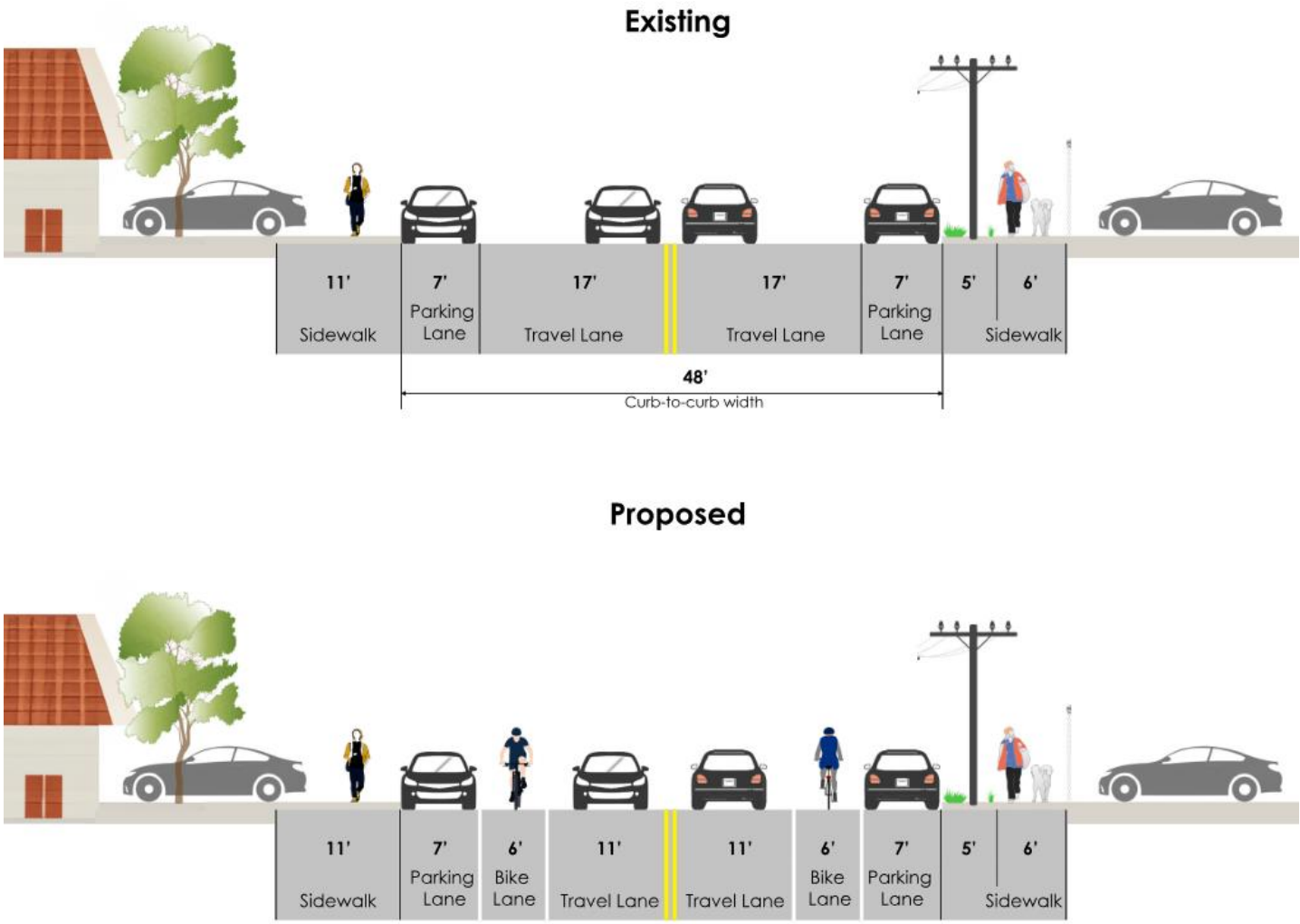
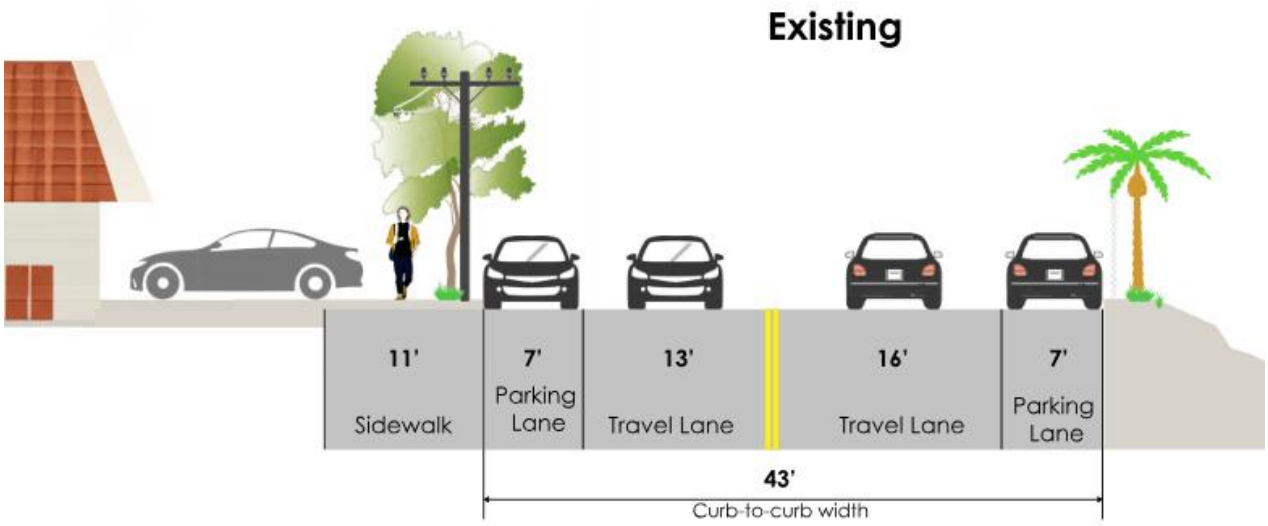


Figure 3: Bluff Road Bike Boulevard Cross Section



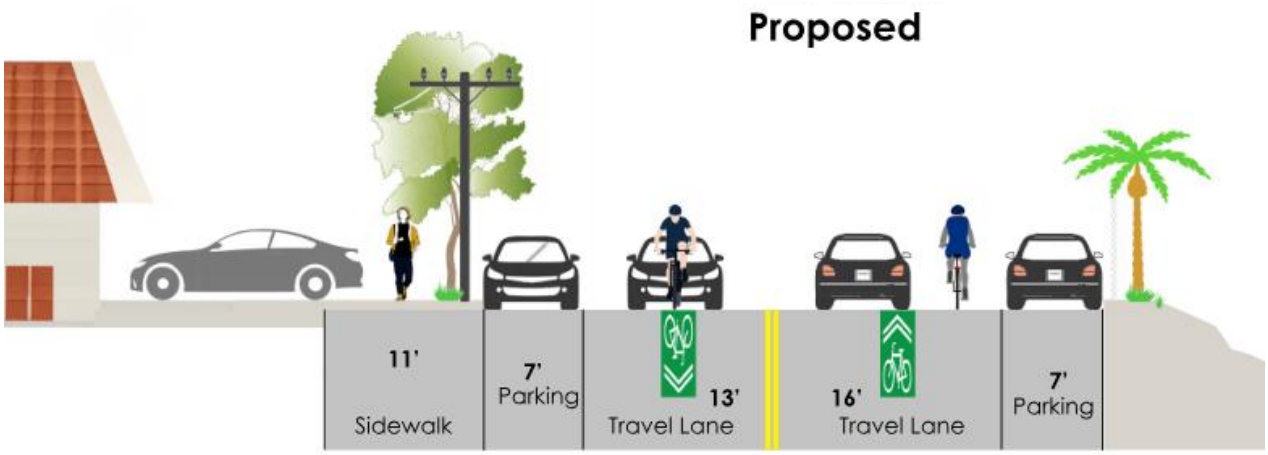


Figure 4: Greenwood Avenue Buffered Bike Lanes Cross Section

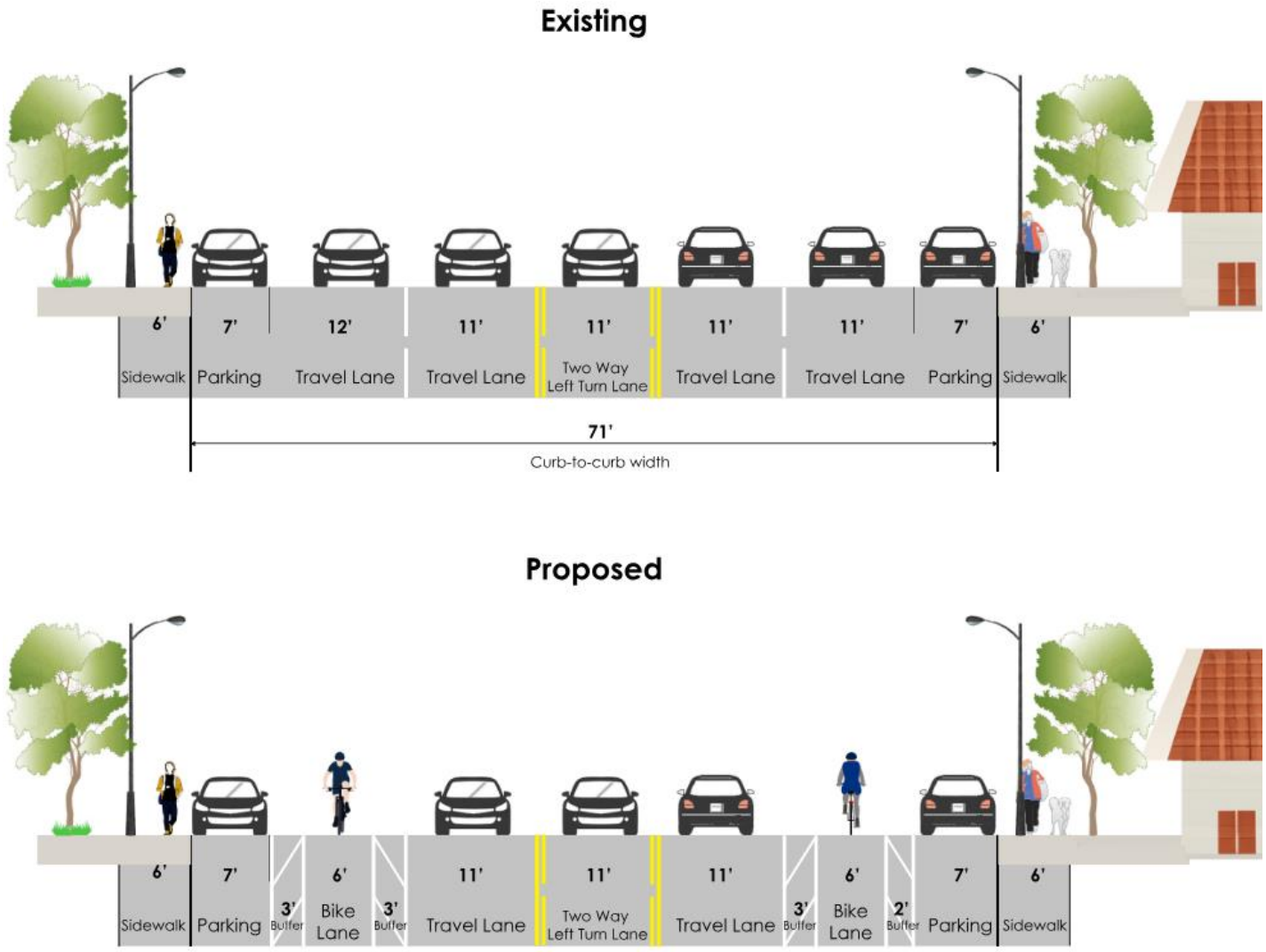


Figure 5: Lincoln Avenue/Rio Hondo Bike Trail Connection Concept



Figure 6: Montebello Boulevard/Beverly Boulevard Intersection Separated Bike Lanes Concept



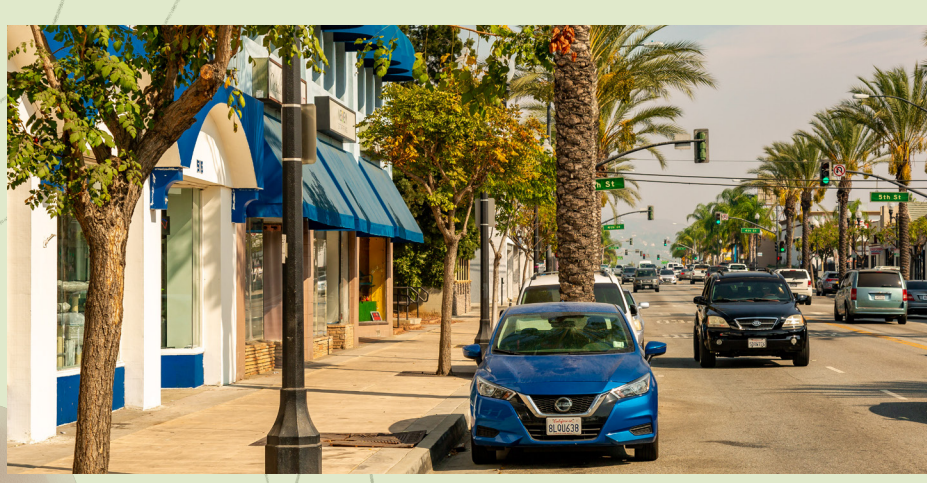
Figure 7: Lincoln Boulevard Separated Bike Lanes/Bike Boulevard Transition Concept



Figure 8: Bluff Road/Mines Avenue/Rio Hondo Bike Trail Intersection Concept



Downtown Montebello Specific Plan







City Council

Mayor	Scarlet Peralta
Mayor Pro Tem	Salvador Melendez
Council Member	Angie Jimenez
Council Member	Georgina Tamayo
Council Member	David N. Torres
City Manager	Raul Alvarez
Assistant City Manager	Arlene Salazar

Planning Commission

Chair	Victor Cuevas
Commissioner	Alicia Morales
Commissioner	Natalia Lomeli
Commissioner	Joellann Valdez
Commissioner	Armando Medina

Principal Staff

Planning & Community Development Director	Joseph Palombi
Planning & Community Development Assistant Director	Matthew Ramos
Economic Development Manager	Jose A. Gardea
Housing Manager	Rosemary Perich
Assistant Planner	Daniel Ruiz
Assistant Planner	Emilie Fernandez
Assistant Planner	Grace Hayashi
Senior Administrative Assistant	Alexis Huerta

Housing Task Force (HTF)

Gateway Cities COG	Melani Smith
San Gabriel Valley COG	Alexander Fung
Community Housing Expert	Veronica Rodriguez-Cabrera, LCSW
Montebello Chamber of Commerce	Adriana Dugan
Former Planning Commission Chair	Alexandra Briseno
Former Planning Commission Vice Chair	Marlene Ramirez

Consultants

Rangwala Associates

in association with

Moule & Polyzoides

Rincon

Pro Forma Advisors LLC

Urban3

Kittelson

MetroQuest

... and thanks to numerous members of City Staff & Montebello residents & businesses













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IMPLEMENTATION

Partners, timeframes, and funding sources.



A Introduction

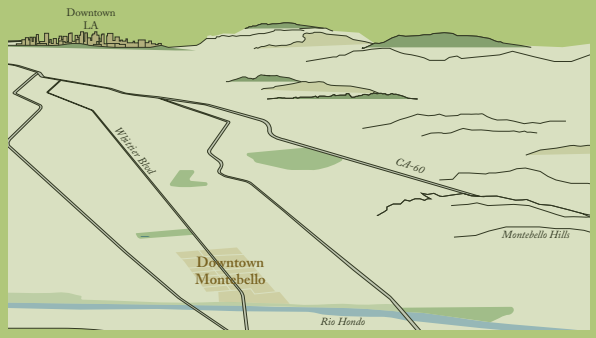
Siting & Context

Downtown Montebello is the physical and historic center of the City that provides a wide array of shopping, dining, working, living, entertainment and cultural opportunities within a short walking distance. Whittier Boulevard is the city's historic main street that links Montebello to downtown Los Angeles.

The larger downtown area is bounded by the City Park to the west and the Rio Hondo Channel to the east, with a walkable core area around the Montebello Boulevard intersection.

The Downtown area is predominantly developed with low-scale commercial buildings that are oriented toward the boulevard and were built between the early- and mid-twentieth century. These buildings are largely flush with the street and have a strong pedestrian orientation. Moving past the boulevard and toward the north and south edges of the Downtown Area, development largely consists of one- and two-story residential buildings. Downtown contains a series of unique residential, commercial, and mixed-use neighborhoods. The many gaps in Downtown's streetscapes that have sat empty as parking lots are increasingly being filled by urban development, while many existing buildings have been adaptively reused.

The car has long played a pivotal role in shaping the physical context of Downtown Montebello. Its key thoroughfare - Whittier Boulevard - was once a major state highway connecting Downtown Los Angeles with Orange County and San Diego prior to the construction of modern-day freeways. The enduring influence of the car is expressed in the scale and orientation of buildings along the boulevard.



Origins

Early Development

Much of the earliest development within Montebello was concentrated in the blocks in and around the Downtown Area, as this was where the community originated at the turn of the twentieth century.

Through the late nineteenth century, the Downtown Area – like all of Montebello – was entirely undeveloped aside from a handful of sheep and cattle ranches.

In 1885, much of what now is now Montebello and East Los Angeles was sold to a consortium of Los Angeles businessmen including banker Isaias Hellman and wholesale grocer Harris Newmark. The businessmen purchased the land from the estate of Alessandro Repetto, an Italian American sheep rancher, for $60,000, or approximately $12 per acre. Approximately 1,200 acres of the Repetto land was given to Newmark and his nephew, Kaspare Cohn. Interested in developing the land, Newmark and Cohn enlisted the help of noted hydraulic engineer William Mulholland to build a water system that would bring much-needed irrigation to the area.

MONTEBELLO Land and Water Company
Established 1900

Completion of the water system circa 1899 rendered the area suitable for development. Newmark, Cohn, Mulholland, and their associates incorporated the Montebello Land and Water Company in 1900. It was at the behest of Mulholland that the name "Montebello" was bestowed upon the new tract, invoking the Italian word for "beautiful hill" and referencing the hills that framed its northern boundary.

Most of the Downtown Area fell within the boundaries an early town site that was originally known as Newmark. Bounded by Cleveland Avenue (north), Los Angeles Avenue (south), First Street (east), and Fifth Street (west), Newmark encompassed 40 acres of Newmark and Cohn's land, and included 192 parcels of roughly equal size that were marketed as ideal sites for new suburban houses. The town was bisected by Whittier Avenue (now Boulevard), then the main road between Los Angeles and Whittier (and later a major state highway). Consistent with prevailing patterns of development at the time, streets, blocks, and lots comprising the town were oriented around a standard orthogonal grid. The rest of the tract was subdivided into five- and ten-parcels that were marketed as sites for agriculture.

Shortly after the town's inception, the name Newmark was scrubbed from the local vernacular. The decision to re-name the town allegedly came at the behest of Mulholland, who told Newmark – who was of Jewish lineage – that "no one would buy lots in a town if they thought it was Jewish." Both the town and its agricultural environs were therefore referred to as Montebello.

The town (and thus, the Downtown Area) witnessed its earliest development during the 1900s and 1910s. Though Montebello lacked good transportation infrastructure at the time – "its development has been retarded because of its poor roadway connections," noted the Los Angeles Times in 1907 – it nonetheless began to develop as agriculture took root in the vicinity. In the very early twentieth century, a smattering of small, modest houses were built on parcels within the town, generally on blocks to the north and south of its main street, Whittier Boulevard.



Security Trust and Savings Bank, Whittier Boulevard, ca. 1924.

A business district comprising small stores and the town's first public buildings emerged along Whittier Boulevard, sowing the seeds of what eventually evolved into a thriving downtown. Montebello's first public building – a schoolhouse – was constructed in 1902 at Whittier Boulevard and Cedar Street (now Montebello Boulevard). By late 1902 a store and post office were in operation nearby. A large new high school opened in 1909 (located slightly outside the Downtown Area), and by the early 1910s a bustling business district had emerged along Whittier Boulevard, the epicenter being near the intersection of Whittier and Fifth Street. An anchor of the business district was the Montebello State Bank, a two-story brick edifice that was constructed in 1912.



Montebello Oil Fields

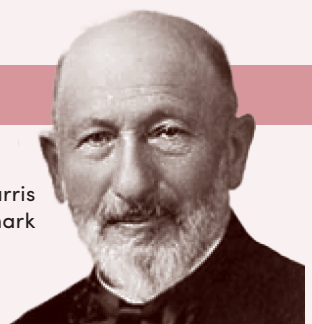
Circa 1917, the Standard Oil Company discovered underground oil reserves in the



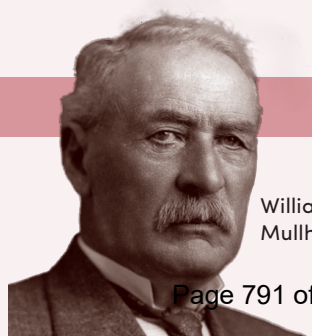
1885 Sheep & Cattle Ranches

1885 Newmark enlists Mullholland to bring irrigation to the area

1800



Harris Newmark



William Mullholland



hills north of Montebello, on land that had once been part of Rancho La Merced and by this time was owned by the locally prominent Baldwin and Temple families. The discovery of oil was a boon to Montebello. Along with agriculture, oil production became one of the community's foremost economic engines, ushering in a significant wave of new development that paved the way for its eventual incorporation in 1920. The city continued to be concentrated in and around the original town site, with Whittier Boulevard functioning as a linear anchor.

Growth, Maturation, and the Influence of the Automobile

The advent of the personal automobile, and a network of roads and highway connecting key destinations, played an important role in development patterns within the Downtown Area by the 1920s and ushered in a new chapter of growth for the Downtown Area.

Once a luxury item out of reach to the average consumer, the personal car had become much more widely available by the 1920s, as advances in mass production allowed for cars to be produced in mass quantities and rendered them more affordable. As cars became more commonplace, state officials directed resources toward the construction of roads and highways. One such highway – billed as Highway 101 in 1926 – connected Los Angeles and San Diego via a somewhat circuitous route that passed through a number of communities in Southeast Los Angeles and Orange counties. Whittier Boulevard was designated part of Highway 101 and passed directly through the main commercial district of Montebello.



By the 1920s, Whittier Boulevard in Montebello was peppered with businesses that catered to the motoring public. In addition to grocers, butchers, barbers, sundries, banks, and other typical businesses, the boulevard featured a variety of commercial uses – motels, strip malls with ample on-site parking, and businesses with bold, eye-catching forms and signage – that were oriented to the car and were deliberately designed to attract the attention of passersby. Sanborn fire insurance maps dated 1926 show that within the Downtown Area, both sides of Whittier Boulevard were flanked by a variety of businesses including garages, repair shops, service stations, and other auto-oriented enterprises.

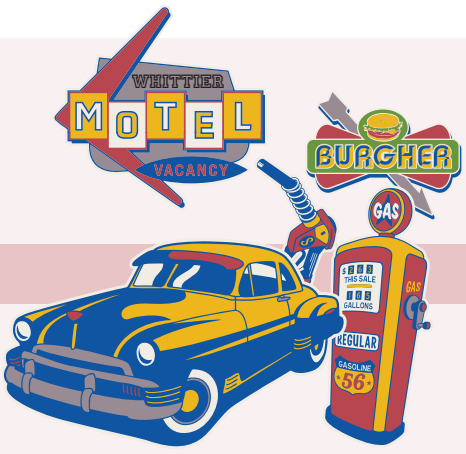
Reflecting its emergent role as an important commercial artery, Whittier Boulevard was enhanced with ornamental streetlights and other improvements. Reporting on development in Montebello, the Los Angeles Times remarked that "there are twenty miles of improved streets, and a splendid ornamental lighting system graces eight blocks of the business district."



In 1927, a large new fraternal lodge operated by the Independent Order of Odd Fellows opened at the corner of Whittier Boulevard and 10th Street (the building is currently used as a dance hall).

In addition to itinerant motorists, Whittier Boulevard was an important node of activity for those who lived in Montebello and became the center of public life among area residents. In 1937, architect S. Charles Lee converted an existing commercial building into a motion picture venue called the Vogue Theatre, which became a popular destination and an anchor of the Whittier Boulevard business district

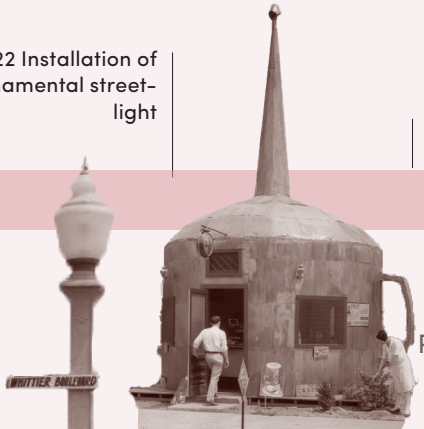




1900

1917 Oil discovered in Montebello

1922 Installation of ornamental streetlight



1928 Diner Shaped like an oil can

(located at 712 W. Whittier Boulevard, the building is extant, but is no longer used as a theater).

The Downtown Area – and specifically Whittier Boulevard – continued to serve as the commercial and institutional hub of Montebello through the 1930s and '40s and into the early post-World War II period.

Post-World War II Development

Like many communities in Southern California, Montebello witnessed an unprecedented wave of growth after World War II, transforming it from an agricultural community peppered with oil fields into a sprawling postwar suburb. Rapid development in the postwar period is typically attributed to a variety of factors including a heightened demand for new and housing, particularly among military veterans who had recently returned from World War II; federal policies and programs that promoted homeownership and the mass construction of detached, single-family dwellings; proliferation of the car and rapid expansion of a regional network of roads and highways; and pent-up consumer demand.

Freeway construction hastened patterns of suburbanization in the area. Ground was broken on the Santa Ana Freeway/ Interstate 5 through the communities of southeast Los Angeles County in the mid-1940s. Interstate 5 was completed in segments between 1947 and 1956, and reached as far south as Montebello in 1953. The Pomona Freeway/SR-60 was constructed between the mid- and late-1960s.

The construction of freeways significantly improved connectivity across the Southern California region. It also affected commercial development patterns by diverting traffic away from established downtown business districts, which had long thrived on passing motorists. The completion of Interstate 5 in particular affected Montebello and other communities that were located along the alignment of Highway 101 – which was decommissioned upon the construction of freeways. Downtown Montebello continued to cater to the local populace but was no longer traversed by a steady stream of commuters.

As the trajectory of residential development in Montebello moved away from the downtown core and into more peripheral suburban areas, so too did businesses and institutions. In the 1960s, most of the city's local institutions were moved from Whittier Boulevard to a new civic center on Beverly Boulevard. Businesses also followed suit, moving into suburban shopping centers that were located in closer proximity to new housing tracts. Notably, in the 1980s a new regional shopping mall was built along the Pomona Freeway/ SR-60, which unequivocally shifted the locus of commercial activity away from the city's established business district along Whittier Boulevard and into more suburban settings.

Postwar suburbanization took its toll on the Study Area, as new commercial and institutional development patterns eclipsed the downtown commercial core as the preeminent business district of Montebello. However, it did not render the area totally obsolete. In the second half of the twentieth century, this stretch of Whittier Boulevard became the domain of small, locally owned, mom-and-pop businesses– many of which were housed within existing commercial buildings dating to the decades prior to World War II. Reflective of changing demographics in Montebello, many of these businesses were (and continue to be) owned by those of Mexican American descent. A large development project within the Study Area was approved by the City Council in November 2021 and entails a large mixed-use complex on the south side of Whittier Boulevard between 5th and 6th streets. If built as approved, the complex would contain 132 dwelling units and 10,100-square feet of commercial space within multiple multi-story buildings. It would be by far the largest development in this area of Montebello, and backers of the project posit that it would have a transformative effect on the area.



The 132 potential housing units will include 61 very low income units, 33 low income units, 13 moderate income units and 25 above moderate income units. To assist with supportive services for the victims of domestic violence residential population, Cesar Chavez Foundation will partner with the Downtown Women's Center.





1937 Vogue Theatre on Whittier Boulevard

1953Interstate 5 opens

1960s (mid-late) California State Route 60 opens

Downtown Architecture



















Downtown Montebello contains a range of architectural styles that collectively define its built environment. Since Whittier Boulevard once served as a major state highway connecting Montebello with Downtown Los Angeles, many of the styles represented along the boulevard include architectural features that were intended to draw the attention of passing motorists. A summary of each style is included below.

Beaux Arts: The Beaux Arts style sought to improve urban environments through monumental buildings and civic beautification projects. Common features include a formal presence, symmetrical massing, flat roofs with cornices, brick and terra cotta exteriors, and Classical details. Examples include a handful of early commercial and institutional buildings that are generally sited along the Whittier Boulevard corridor. Most examples of the Beaux Arts style in Montebello have been altered.

Moderne: Moderne architecture was popular in the 1930s and '40s. Its aesthetic evinced a sense of modernity through the use of aerodynamic building forms and new materials like stainless steel, enamel, and glass blocks. Common features include flat roofs, curved walls, projecting pylons, horizontal moldings (called "speedlines"), and steel windows with bezeled surrounds. Most examples consist of commercial buildings on Whittier Boulevard, though there are some institutional and industrial buildings rendered in the style.

Mid-Century Modern: The term "Mid-Century Modern" is used to describe the various iterations of Modern architecture that matured in the post-World War II period. Common features include simple building forms, flat roofs, stucco wall cladding used in combination of brick, stone, or concrete block; metal windows; and a lack of excessive ornament. The style was popular in the post-World War II period, between the late 1940s and '70s. Examples can be found throughout the Downtown area.

Contemporary: Housing in the Downtown area built in the late 1970s and beyond is best classified as "contemporary" in style. Contemporary houses are typically located in large housing tracts and adhere to one of several standardized plans, though they exhibit some variation in façade details to provide a semblance of variety. These details often incorporate elements of historical architectural styles.

Commercial and institutional buildings in Downtown Montebello that date to the late 1970s and beyond are best classified as "contemporary." These contemporary-styled buildings are typically simple in form, are clad in economical materials like stucco, and have large on-site parking lots and signage that cater to motorists. Sometimes – but not always – these contemporary buildings include some loose references to past architectural styles. Most examples of the style are located along Downtown's major vehicular corridors and are expressed in the form of strip malls and other commercial and institutional developments.

Fiscal Health

The total assessed value of real property in the City of Montebello exceeded $7 billion in 2021. Downtown value of real property is 171 million.

In 2021, property tax revenue represented over 23% of the City's General Fund– making the property tax the second largest source of revenue for the City. This revenue is used to fund important public services that support the quality of life for Montebello residents and business owners– including police and fire services, public works, community development and parks and recreation.

The City of Montebello's incorporated land area is roughly 5,300 acres. The Downtown area is roughly 2% of total taxable area. Certain types of land uses produce more in public revenue (i.e. property tax) than they consume in land area— referred to as 'highly productive land uses', while others consume more in public services (i.e. infrastructure) than they produce in public revenue– referred to as 'minimally productive land uses'. Since the Downtown area is build out and has a finite land area– an important strategy to support long-term financial health is to promote redevelopment of highly productive land uses that generate public revenue.

For example, in 2021 the average single family residential home in the City carried an assessed value of roughly $2.1 million dollars for every acre of land consumed. The average four-unit multi-family building carried an assessed value of $3.5 million. New multi-family residential developments like Rio Walk, Montebello Collection, and Jade Place topped out at over $13.5 million in assessed value for every acre of land consumed. Therefore, multi-family residential style developments provide greater value to public revenue, while consuming less of the finite land area of the City.

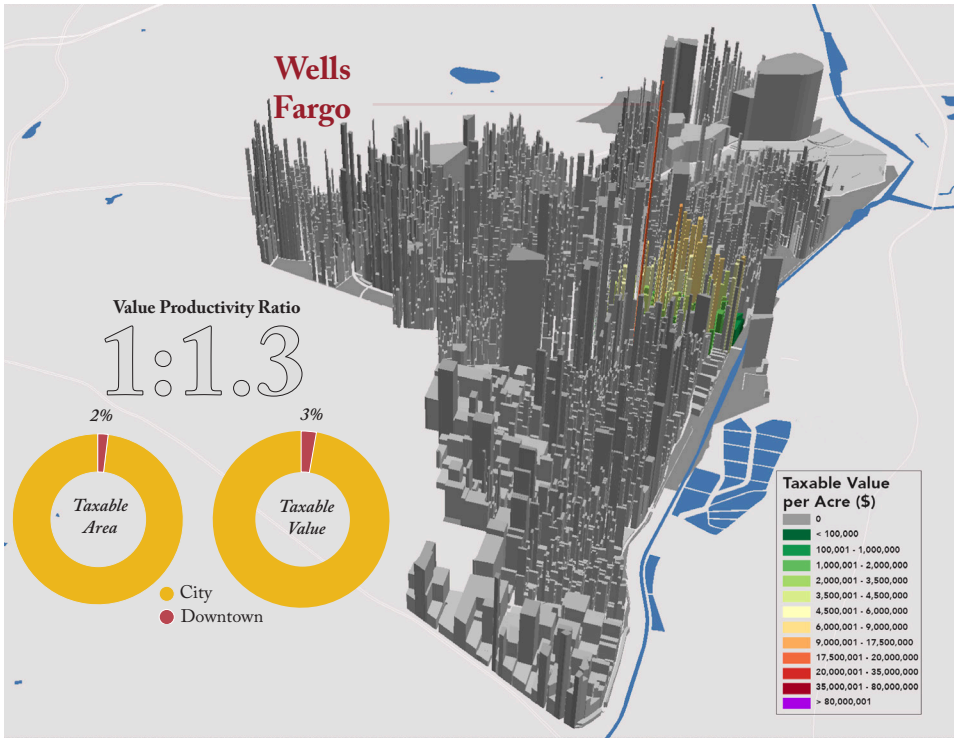


Figure A.1. Downtown Montebello is 2% of the entire taxable land area in the City and represents 3% of the total taxable value in the City. Wells Fargo in the Downtown Area is the most productive building in the City.

The most productive buildings in Montebello are in the downtown area. For example: the Well Fargo building in the downtown area has taxable value of $18 million per acre. Smaller parcels with modest two to three-storey buildings in the Downtown area are worth much more in value per acre than any large stores within the city with large parking lots.

Property taxes tend to be the primary source of funding for many public services—like public safety, parks and recreation, trash collection, libraries, etc. Where we place our efforts in planning, designing, and building Montebello is going to affect its basic functionalities in a multitude of ways, property taxes only being one. Mixed-use buildings within a walkable Downtown Montebello has a far greater potential to build wealth within the community than large, single-use buildings.



Wells Fargo Value per Acre: $18,042,213.



Fantasy & Glamorous Decorations Value per Acre: $7,294,547.



Shops at Montebello Value per Acre: $5,370,549.

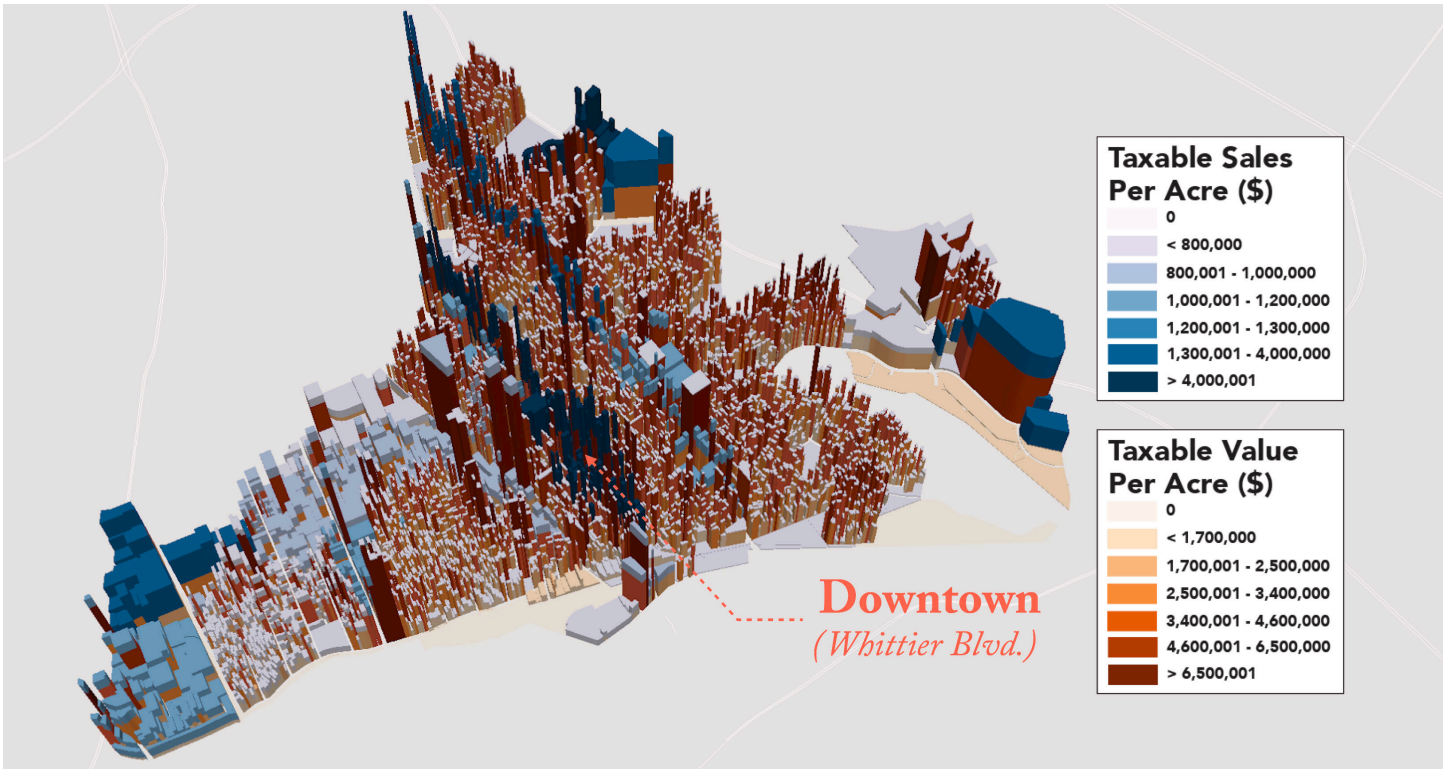


Figure A.2. Productivity model showing property tax and sales tax per acre. Whittier Boulevard corridor in the Downtown area is the most productive area in Montebello.

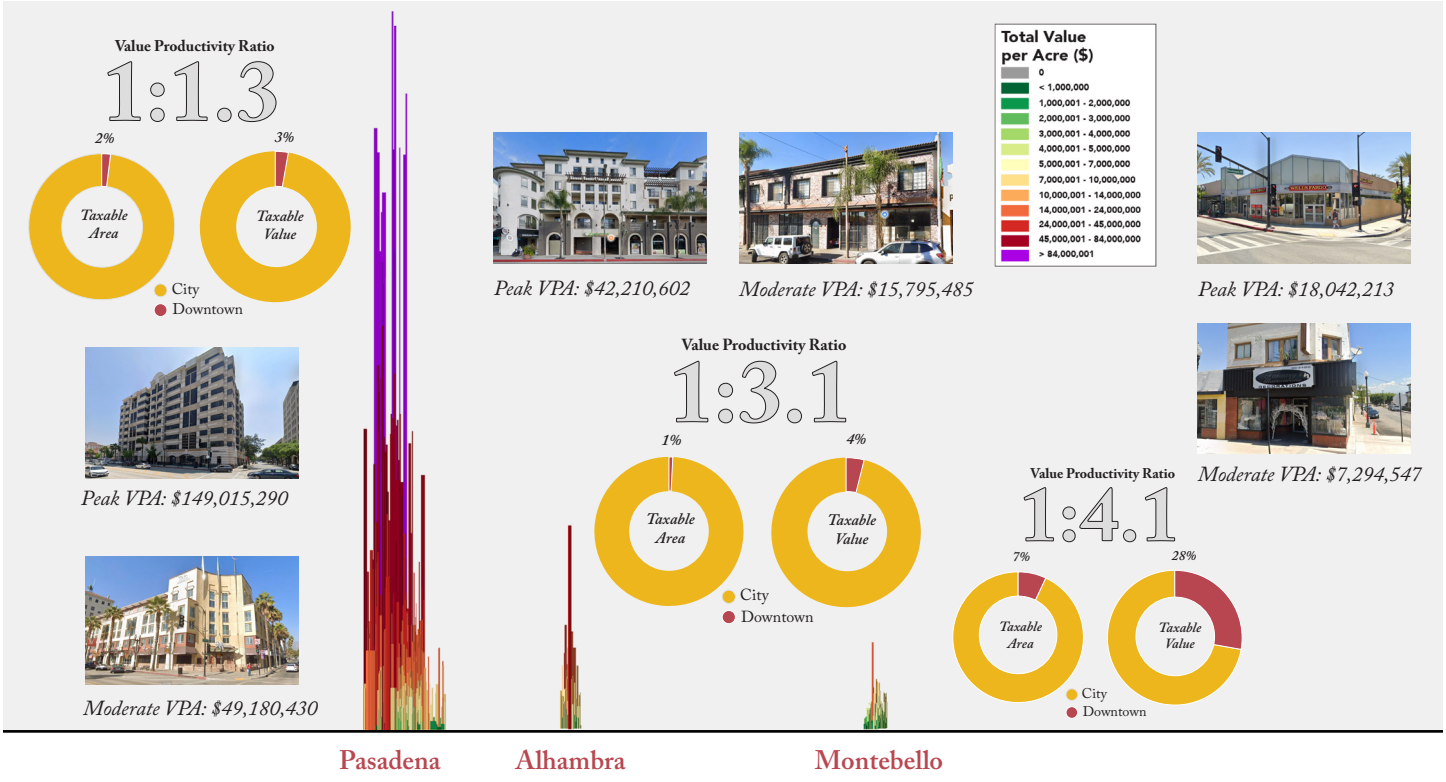


Figure A.3. Compartively, Pasadena and Alhambra Downtowns use their land more productively than Montebello. This suggests that Montebello land use patterns in the downtown area has potential to support far more fiscally productive development.



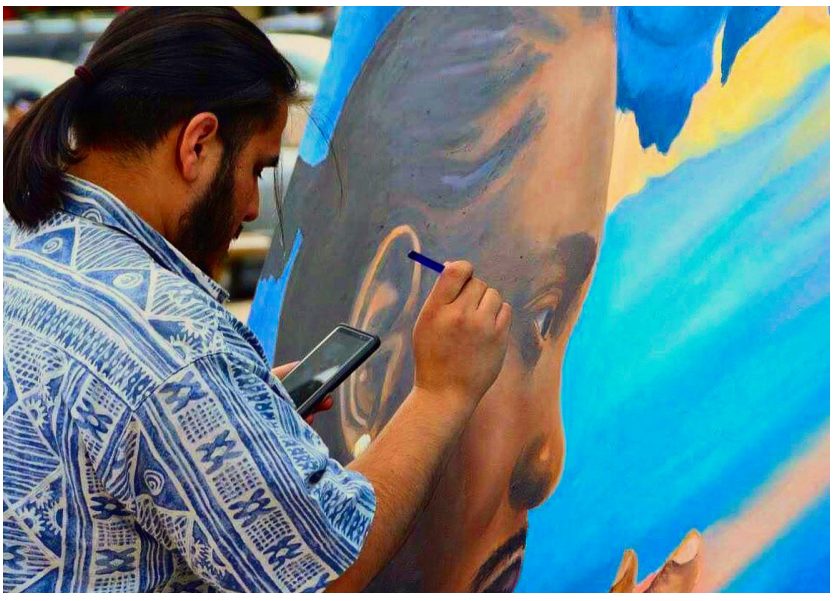
Parade on Whittier Boulevard features live performances, food, games, and art and craft vendors.



Creative Downtown

Downtown Montebello showcases the diverse multicultural population with numerous arts and cultural activities throughout the year. The City's creative industries and businesses that serve the region are all unique features of the Downtown Montebello arts and cultural environment.





Montebello ArtFest features a unique blend of local art, music, and food.

Getting Around Montebello

The Downtown Area has been blessed with a nearly perfect grid of streets. The grid is perhaps the most flexible and resilient in operation and the delivery of mobility solutions regardless of speed and technology. The Downtown's network has a tremendous capacity to not only move cars and trucks efficiently, but also transit, bicyclists, scooters, pedestrians, and whatever other technology is on the horizon.





Streets

Montebello Boulevard is a north-south Major Roadway that runs from Greenwood Avenue north to Montebello Town Center near SR-60. Montebello Boulevard generally has two travel lanes in each direction with a varied posted speed limit of 25 mph to 40 mph. A two-way center left-turn lane is present for much of the corridor, with raised medians present at several intersections.

Whittier Boulevard is an east-west Major Roadway that runs through the center of the City, stretching from the Los Angeles River in the west to Whittier and La Habra in the east. Within Montebello, Whittier Boulevard has two travel lanes in each direction with a posted speed limit of 30 mph. East of Greenwood Avenue, the road narrows as it enters downtown Montebello.

No bicycle facilities are provided on either streets.



Walkable

Downtown is largely walkable. A large senior population residing in the downtown area benefits from a walkable downtown. The City has made streetscape improvements with landscaping and lighting to encourage walking.

Over the years, automobile oriented development has impacted safety while reducing the comfort associated walkability. Large parking areas in the front, driveway cuts, blank walls associated with such development compromise the walking experience downtown. Recently entitled projects offer the promise of enhancing safety and comfort while the street level human scale detailing adds visual interest.

The downtown area includes wide sidewalks which are buffered by palm trees (which provide limited shade) and parallel on-street parking. Curb extensions (often consisting of trees planted within the parking lane) and high-visibility ladder crosswalks aid in crossing the four lanes of traffic; however, the crossings at 7th Street, 6th Street, and 3rd Street are uncontrolled.

Parking: In Downtown Montebello, on-street parking is free but with some time restrictions. At locations with higher activity levels, there have been observations of localized parking demand exceeding the available supply during peak periods (e.g., lunchtime, weekday evenings, and weekends). During these periods, visitors to these downtown businesses often utilize on-street parking on- street parking to the north and south of Whittier Boulevard. To support the downtown area, the City operates a public parking area at Newmark Mall with 2-hour time limits. Additionally, several shopping centers within the Downtown Area provide off-street parking and are typically restricted to employees or customers of the center.

Transit

In the Downtown area, Line 10 on Whittier Boulevard provides east-west service between East Los Angeles College and Whittwood Town Center. The route already operates with high service frequency, carries the most passengers, and has strong on-time performance.

Line 20 is an average ridership route with high on-time performance. Ridership is highest in downtown Montebello.

DIAL-A-TAXI In addition to the fixed-route system, Montebello Bus Lines offers a Dial-A-Taxi service for Montebello residents ages 62 and older and/or with a disability. Qualifying residents may apply through a paper application and a physician's form submitted to the city. Dial-A-Taxi service provides transportation within the City of Montebello for any trip purpose and within a larger service area for medical trips only. Dial-A-Taxi service is available 24 hours per day and 7 days per week, including holidays.

MONTEBELLO LINK MBL offers a contracted service known as Montebello Link that provides feeder service to Metrolink commuter rail service. Montebello Link is a semi-fixed-route service that uses a reservation-based system to provide flexible service between the Montebello Metrolink Station and employment centers in Bell, Commerce, Montebello, and Monterey Park.

Montebello Bus Lines' (MBL) expansive service area supports regional connectivity by providing transfer opportunities with nine transit providers. MBL connects to various modes including local bus, express bus, light rail, and commuter rail.

Purpose

The Downtown Montebello Specific Plan is an integrated plan that implements the community driven vision, direction, and policy guidance set in the Montebello General Plan.

The Downtown Montebello Specific Plan will guide decisions to achieve a future that is responsive to community needs and desires; far-sighted and pragmatic in grappling with trends; resilient to respond to future shocks and stresses; and system-based, bridging the practice gaps within different fields, departments, or organizations.

The Downtown Montebello Specific Plan establishes the City's long-range vision and serves the following purposes:

- Sets forth the principles, goals, policies, and actions to help achieve the community vision, establishing the basis for evaluating choices and making near- and long-term decisions;
- Defines integrated strategies for environmental stewardship, economic development, placemaking, housing, mobility, resilience, health, safety, recreation, and culture to help achieve the community's vision; and
- Prioritizes actions to advance on-going implementation.

Implementation: The Downtown Montebello Specific Plan guides the City Council and Planning Commission's decisions to shape Downtown's built environment through zoning and subdivision regulations, and other land development decisions; coordinated review of changes in public rights-of-way, facilities, or utilities; and capital improvements. Other plans, including other Departments' operating and capital improvement budget, provide more detailed guidance on these decisions.

Maintenance and Update of the Downtown Montebello Specific Plan: It is not possible to forecast with certainty all possible situations that may arise over the 2045 planning horizon. Therefore, the City Council should periodically review the implementation of this Specific Plan. The Planning Department is responsible for maintaining the information in this Specific Plan and its Implementation Program in between periodic updates.

Relationships to Other Plans

Montebello General Plan: As the Downtown Montebello Specific Plan and the General Plan were prepared and adopted simultaneously, the two documents are entirely consistent with each other.

Zoning Ordinance Consistency: To ensure consistency between the Downtown Montebello Specific Plan and the Montebello Zoning Code and Map, the Zoning Code and Map will be amended concurrent with the adoption of this Plan. Where land use regulations and/or development standards of the Montebello Zoning Code are inconsistent with this Specific Plan, the standards and regulations of the Downtown Montebello Specific Plan shall prevail. Any issue not specifically covered in the Specific Plan shall be subject to the regulations in the Zoning Code and/ or Municipal Code. Interpretations may be made by the Planning and Community Development Director if not specifically covered in the City's existing regulations.

Sustainable Communities Strategy (SCS): Senate Bill 375, requires each metropolitan planning organization to prepare a SCS that includes the most recent planning assumptions from local general plans. The Southern California Association of Government (SCAG) has developed a SCS that seeks to integrate land use and transportation strategies to meet emissions reduction targets. City of Montebello acknowledges the need to address issues within its control that contribute to greenhouse gas emissions. As such Downtown Montebello Specific Plan includes policies to guide the City's actions and to comply with the requirements of AB 32, SB 375 and SCS.



Process

The Downtown Montebello Specific Plan was developed in conjunction with the General Plan Update. This allowed a wider dialogue about linkages and the role of downtown within the larger city framework. The planning process for Downtown Montebello, which began in September 2020, was designed around extensive, thoughtful input from the local community. The process to develop the Downtown Montebello Specific Plan together with the General Plan update consisted of eight steps spanning a period of 36 months.

Team Organization

The project team consisted of an executive team and eight topical focus groups.

Executive Team: The Executive Team included City Management, Project Manager, and Department heads from the City staff and the consulting team. The key responsibility was to review schedule and budget, logistical planning, and to facilitate the process. The Executive Team discussed and finalized work program objectives, project team member roles, civic engagement strategy, and identified a list of focus group members. By including decision makers and department heads throughout the entire process, the City has underscored the importance and role of the Downtown Montebello Specific Plan throughout all aspects of City Management, budgeting, and operations, and created stronger internal coordination.

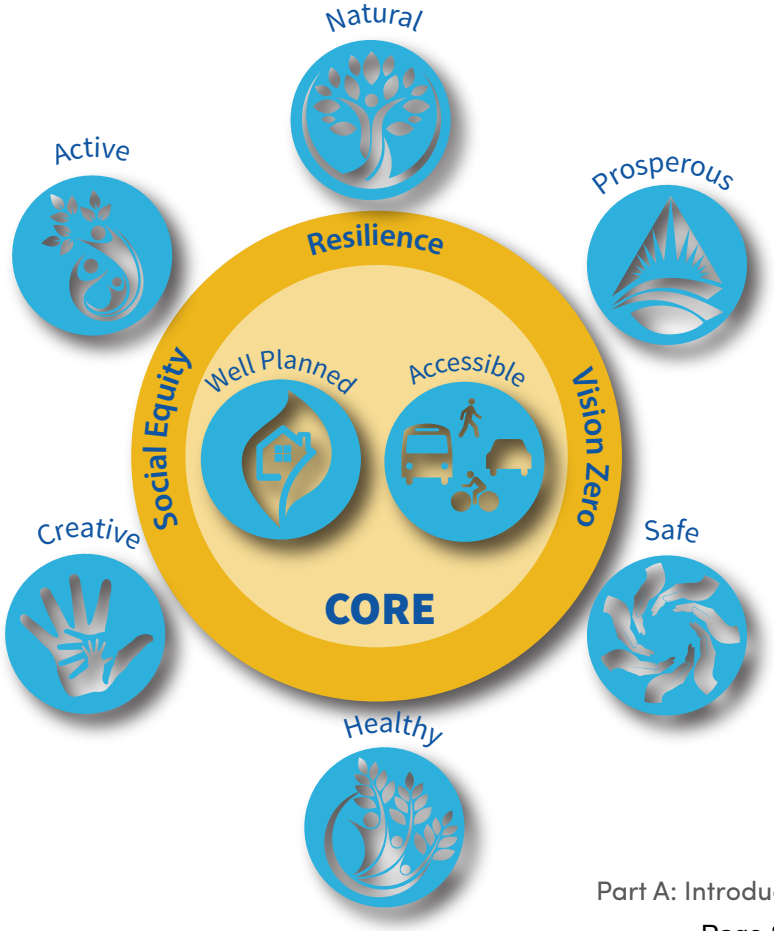
Focus Groups: Eight Focus Groups supported the process for developing policy options for the public to consider and actions to implement the public's vision. The Focus Groups included members of the consulting team, City staff, civic leaders, and local volunteers with interest or expertise in each focus group topic.

The Well-Planned and Accessible focus groups formed the CORE focus group that considered Montebello's approach to growth and preservation, incorporating perspectives from the other six groups. The CORE group developed and assessed alternate land use, circulation, and infrastructure scenarios. The Focus Groups' work occurred in three phases:

Driving Forces: (Spring 2021): The Focus Groups identified key issues, needs, opportunities, trends and outside forces shaping Montebello's future.

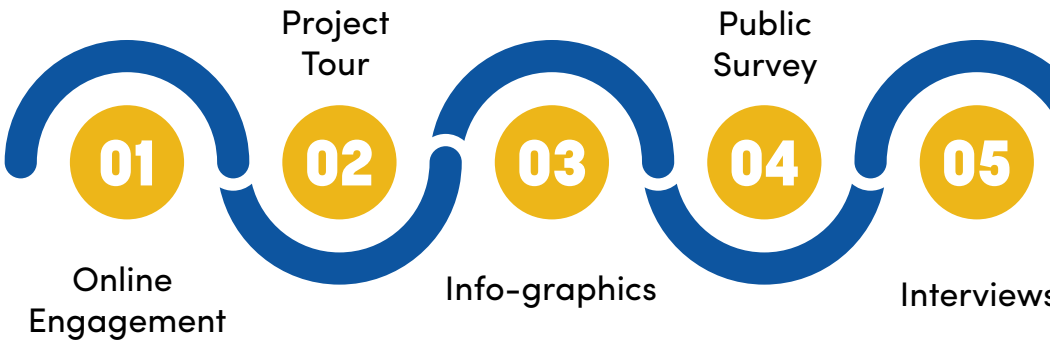
Scenarios (Summer 2021): The Focus Groups developed and assessed alternate land use and transportation scenarios for the City, specifically for the aging commercial corridors and centers.

Policies and actions (Spring 2022). The Focus Groups created a preferred scenario and refined their goals and policies based on the public's review. They recommended a set of immediate, short and long term concrete actions to begin implementing the policies.



Civic Engagement





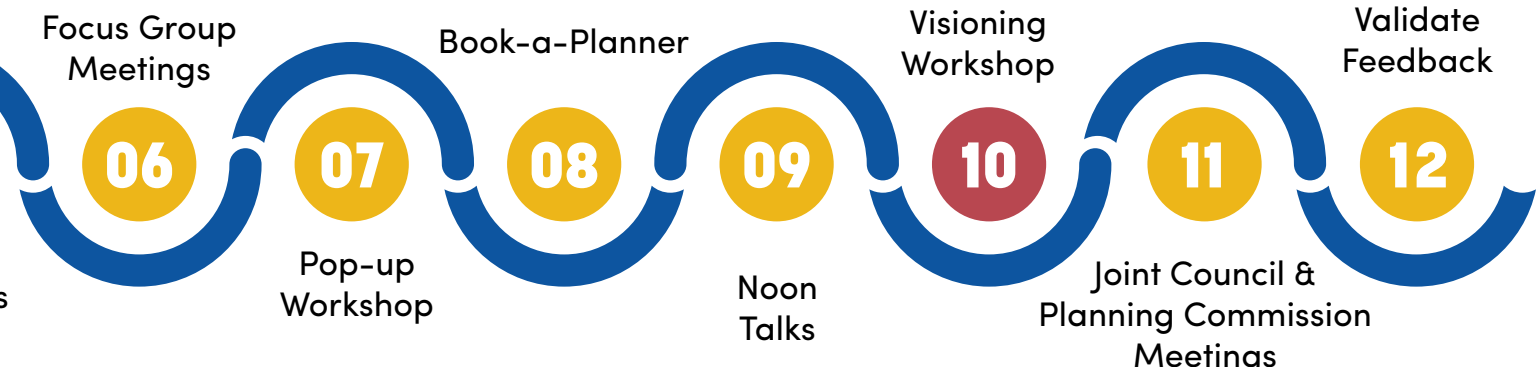
The Downtown Montebello Specific Plan was developed in conjunction with the General Plan update. The public engagement process included new and trusted techniques to encourage a diverse group of citizens to contribute to the Downtown Montebello Specific plan, including a four-day visioning charrette, over 10 Focus Group meetings, a robust online presence to help guide the process. The Speaker Series during the charrette brought national experts to provide perspective, present alternatives, and stimulate community dialogue.

Opportunities to participate included large public meetings to small stakeholder roundtables, surveys, project web page updates, social media engagement, email notifications, and Facebook posts. Each method encouraged the public to learn and convey their opinions on what was important for the city to consider over the next two decades.





Civic Engagement Strategies







Downtown Montebello Specific Plan Format

The document is organized into four parts.

Part A features existing conditions in the Downtown Area and the planning process.

Part B features the shared community vision for Downtown Montebello.

Part C includes measurable policies and actions to accomplish the community vision. Policies establish basic courses of action for the Planning Commission and City Council to follow in working to achieve the goals, by directly guiding the response of elected and appointed officials to development proposals and related community actions. Actions are specific steps the City must undertake to implement the policies.

Each policy has been additionally reviewed with three lenses: Resilience, Social Equity, and Vision Zero.

The Downtown Montebello Specific Plan is designed to be implemented over the next 20 years by residents, business and property owners, non-profit organizations, community groups, city and county agencies, and elected and appointed officials.

Part D of the Downtown Montebello Specific Plan identifies necessary actions, and includes details on their timing, responsibility, approximate cost, potential funding source(s) and status.



B Vision

Downtown Montebello will restore and leverage its natural, built, and social assets to build resilient prosperity with a focus on quality of place as a key competitive advantage.

Downtown Montebello will collaborate with stakeholders to stimulate investment and interest in downtown, connect resources and steward initiatives that allow commerce and culture to thrive. Montebello Downtown will to create great places and equitable urban experiences. It will provide a framework where people are empowered to do great things, and enrich their lives.

Walkable and mixed-use development in the downtown area produces far more revenue per acre than larger format big box and malls with large areas dedicated to parking. Besides retail and restaurants, small-scale and local manufacturing businesses can fill storefronts on Whittier Boulevard and attract foot traffic. Successful local small-scale manufacturing businesses help people feel valued and help sustain the values and cultural practices of the existing residents and businesses.

The city is committed to preserving and adding to the existing supply of affordable and supportive housing. Recently entitled projects in the downtown area will increase housing that will further charge activation of the downtown core.

Proximity to daily necessities within a reasonable pedestrian journey will create streets that are active and adjacent to porous, inviting, buildings that are buffered from vehicles.

By introducing more organic and less ordered spaces, opportunities for discovery in the city can be enjoyed along the Rio Hondo Channel. Downtown will strive to become a multimodal environment, offering variety of public spaces that can pivot to a variety of uses. With modest incremental investment in streets and open spaces, a connective tissue will weave together current and proposed assets, community park, Downtown core area, and the Rio Hondo channel. A distinct and equitable downtown will emerge within a landscape that takes advantage of Montebello's mild climate with parklets, bicycle lanes, and passive and active outdoor recreation.

Strategic mobility hubs throughout Downtown area will offer more choices to move around. Enhanced walking, biking, and public transit together with shared micro-mobility solutions like scooters and e-bikes, individuals can become less reliant on private automobiles. Enhanced connections, facilities, and amenities will interconnect localized mobility choices with the broader regional transit that will further connect Montebello to the rest of the Los Angeles Metroplex and provide access to even more people.

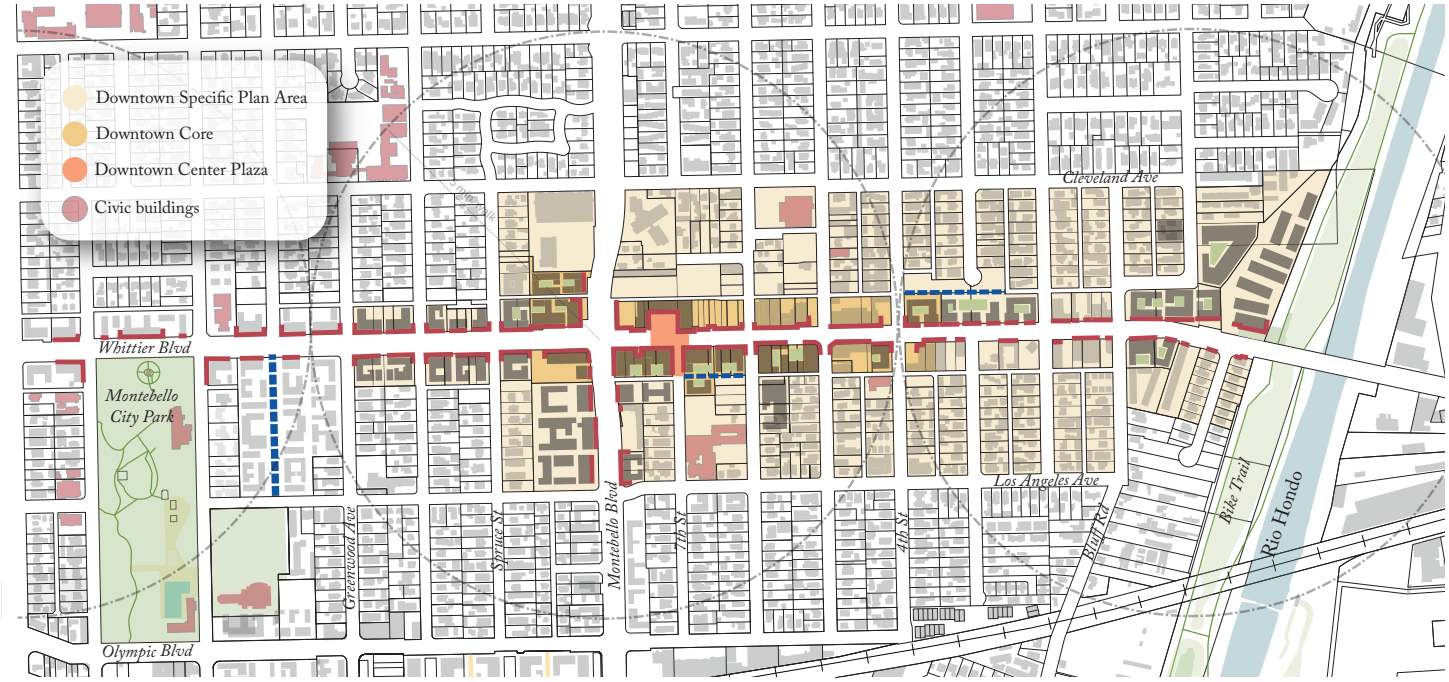


Figure B.1. Key concept map.

The larger Downtown area spans three distinctive walkable neighborhoods along Whittier Boulevard:

1. A vibrant downtown core, with a proposed distinctive square for gathering and events and people friendly streetscape. The successful Boulevard Market and recent entitled 132 units walkable and mixed-use development will spark renewed energy in the core. The City owns many parcels in the core and can leverage a significant place-maker in the downtown area.

2. On the western edge, the Montebello City Park is the center of the neighborhood and the larger community for a variety of active and passive recreation activities with playgrounds, senior center, gymnasium and youth center, an outdoor pool, tennis courts, skate park & amphitheater. The Montebello City Park also hosts a variety of cultural events and festivals throughout the year. The frontage along Whittier Boulevard, particularly the parcels facing the park and the large Superior Grocers parking lot offer future redevelopment opportunities.

3. On the eastern edge, the Rio Hondo Channel connects many neighborhoods in Montebello and is part of the visionary Emerald Necklace — a 17-mile loop of river-adjacent bike- and greenways, which connects 10 cities and nearly 500,000 residents. A new stepped sculpture park will link the downtown to the Rio Hondo Channel. Redevelopment of key parcels along Whittier Boulevard and unique streetscape improvements will create a signature entry to the Downtown and the City.

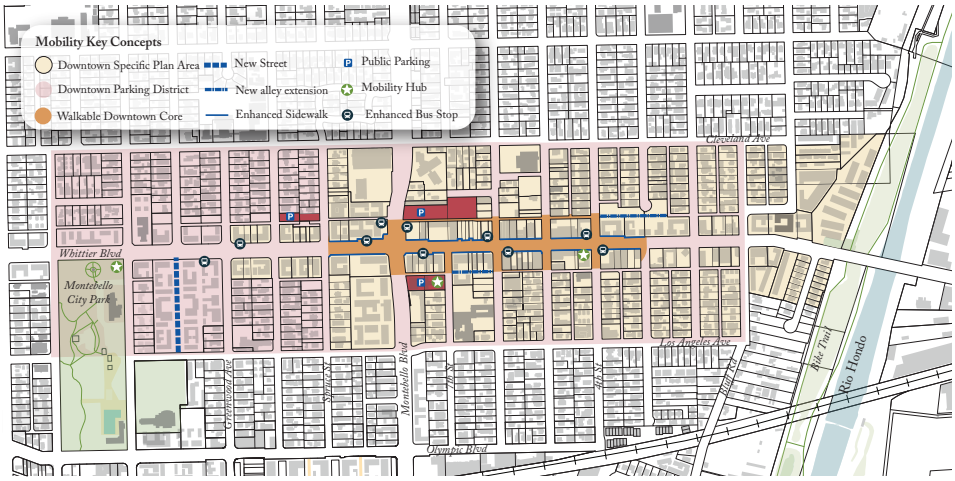


Figure B.2. Key mobility concept map.

Mobility

Walking and biking is the preferred mode of getting around within the downtown area. Downtown Montebello will restore and reconnect the downtown street grid through new street segments and retrofit existing streets to create safe, pedestrian- and storefront-oriented, bikeable streets.

Strategically located mobility hubs at key downtown locations will allow switches between different transportation services, including shared and micro-mobility, in a seamless manner.

In the downtown area, a park-once approach will allow visitors to park at one parking facility and walk, ride, or take transit between destinations instead of driving and re-parking. This decreases vehicle trips, congestion, delays to transit, and conflicts with pedestrian activity.

focus



each focus in this symbiotic system is made stronger by its relationship to other focuses.



Figure B.3. Illustrative Plan.

The Downtown vision includes physical, programmatic, and organizational recommendations to reimagine the future of downtown. The vision is organized under three interrelated focuses:

1. People-based
2. Place-making
3. Prosperous

1. PEOPLE-BASED

The heart and soul of the Downtown area are the people coming together for collaboration, commerce, entertainment, and comfort. Downtown is where we come to understand Montebello's shared purpose and values that in turn inspire us to belong and do great things. The Vision is to reinvent the downtown area as a people-centric, more vibrant, healthy and culturally rich space. The people-centric approach provides an integrated focus on the wholistic experience of downtown and explores the relationships between design, processes, spaces and people.

The Plan seeks to preserve, restore if necessary, and leverage unique existing assets in the downtown, while attracting new and distinctive assets that enhance or emphasize people's lives.

Public spaces in the downtown will be a curated canvas that cultivates a new wave of place-based art. Murals to installations to sculptures will attract people to downtown spaces and share, celebrate, and contribute to the cultural and aesthetic quality of the neighborhood.





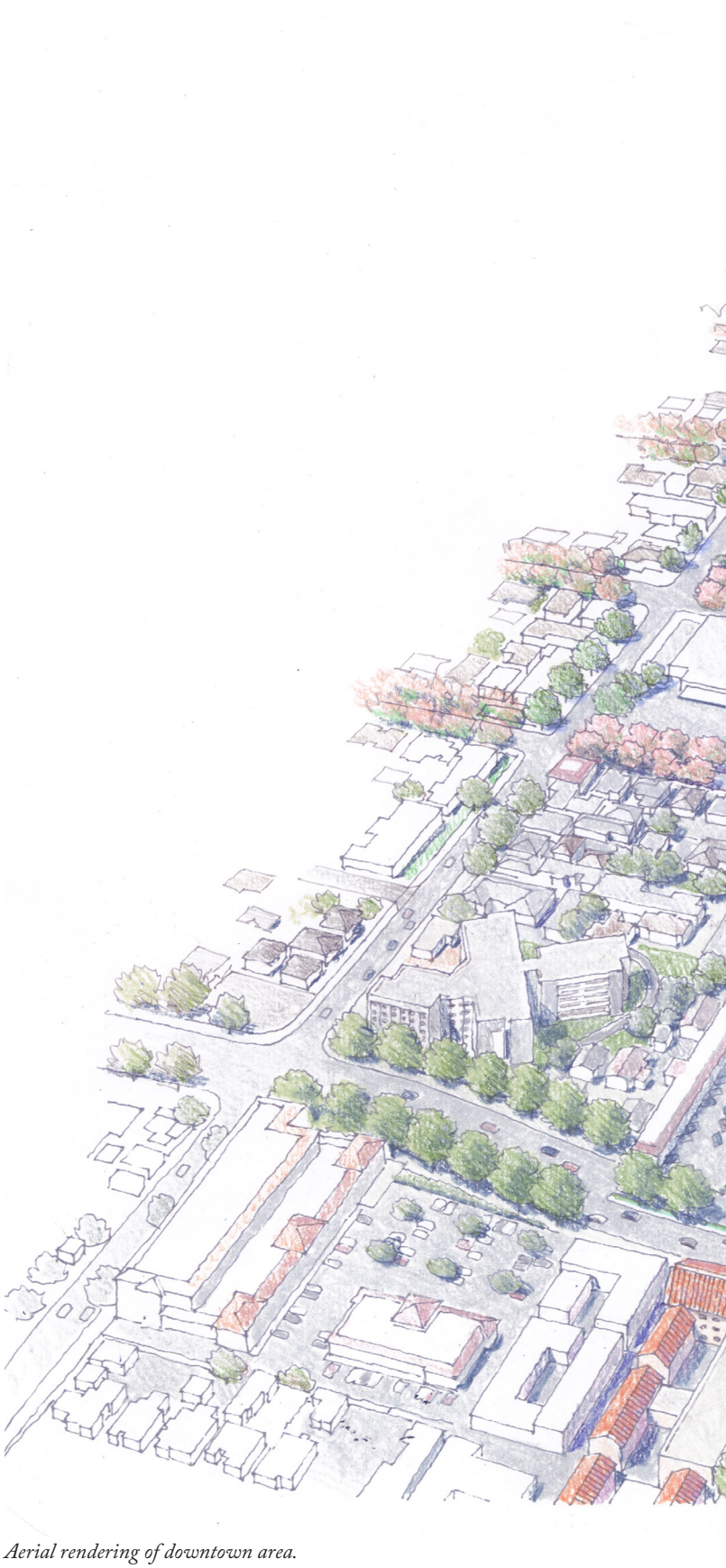
Rendering of downtown core.

2. PLACE-MAKING

Placemaking is a people-centric approach to the planning, design and management of public spaces. The public spaces include downtown streets, parks, Rio Hondo Channel, and public frontages of buildings.

The Vision capitalizes on existing assets, community desires, and the latent potential of downtown with the intention of creating public spaces that promote people's health, happiness, and well-being. Public space as a system (a network of spaces) delivers exponential benefits. In a network approach, infrastructure and landscape become an inextricable green infrastructure recommended by the Montebello General Plan.

Good access is fundamental for people to reap the numerous social, health, cultural, environmental and economic benefit of the downtown area. Access may be delivered in many ways but the most humane is pedestrian access. Key to this is the design of a public space network that is safe, comfortable, and enjoyable, where walking is done by choice. Recognizing the existing assets of the downtown area, the vision is centered on converging phased public and private investments and activating public streets and open spaces.



Aerial rendering of downtown area.



A. Green Infrastructure

The Montebello General Plan identifies an integrated and connected Green Infrastructure (GI) system that will draw people to the Rio Hondo Channel and create a green network that connects neighborhoods, parks, schools, and other amenities within the City. The Downtown Montebello Specific Plan seeks to weave together the Downtown plaza, parks, open spaces, green streets and paths to the revitalized Rio Hondo Channel to the east and the Montebello City Park to the west. The GI components are:

Major corridors: Maximize shade trees to increase pedestrian activity and calming roadway speeds.

Neighborhood Streets: Flowering shade tree districts that encourages neighborhood identity and connections.

Downtown: Establish Downtown as a pedestrian friendly area with wide sidewalks, shaded street trees, street art, and iconic plazas. Allow for street closures for various events, holiday festivities, farmers market, lively arts and entertainment.

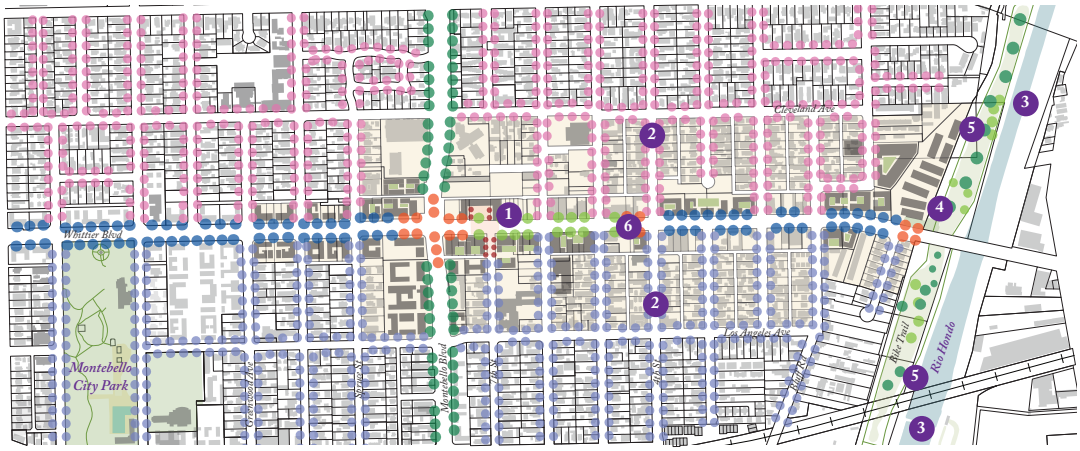
Trail Systems: Increase linkages to the Rio Hondo trail. Encourage urban pedestrian trails within neighborhoods connecting open space and other points of interest.



1 *Downtown Pedestrian Core. The Specific Plan proposes to narrow Whittier Boulevard from 4 lanes to 2, widen sidewalks, and add two urban plazas. Cross streets are proposed to enhanced by promoting flex parking or parklets from Whittier Boulevard to the alleys.*

City Center Plaza: Just east of the intersection of Montebello Boulevard on Whittier Boulevard is the proposed City Center Plaza. The plaza will be a gateway to the central core of the downtown. The plaza arrival will be accented by a mix of strong vertical Italian Cypress trees and Date Palms at the intersection of Montebello and Whittier Boulevards. The plaza open space will be carved in the urban building fabric to be used for community events, celebrations and social gatherings. The plaza paving flows across Whittier Boulevard to Seventh Street Paseo tying together the downtown neighborhoods with easy access to public parking to the north and south. Existing alleys can serve as alternate vehicular routes for those special events when the City chooses to close the Downtown Core for major block party events and celebrations. Vase form trees line the central core of the district that allows for storefront and signage visibility, while providing a shaded canopy above. Special lighting within the core and plaza can be added on festive occasions.









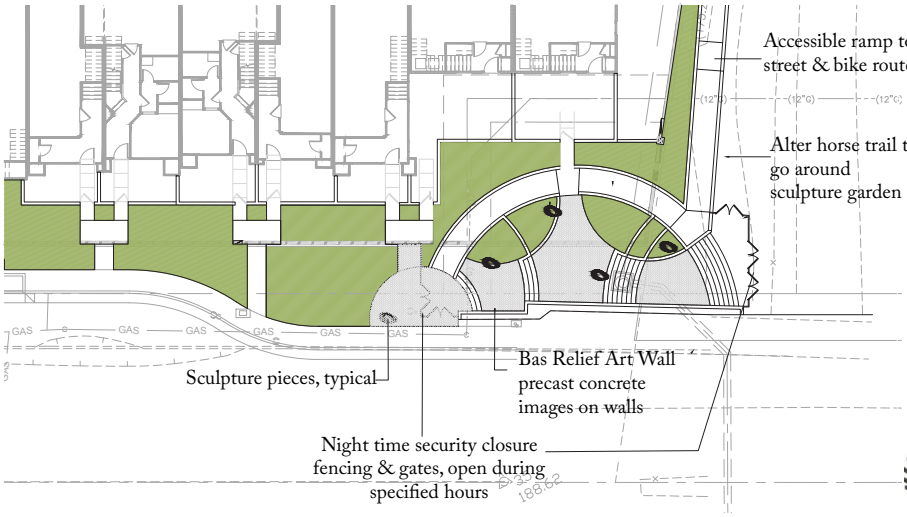




2 *Street trees provide human scale, shade, character, and encourage neighborhood identity.*



5 *Rio Hondo trail system with enhanced pedestrian and bicycling connectors to neighborhoods.*



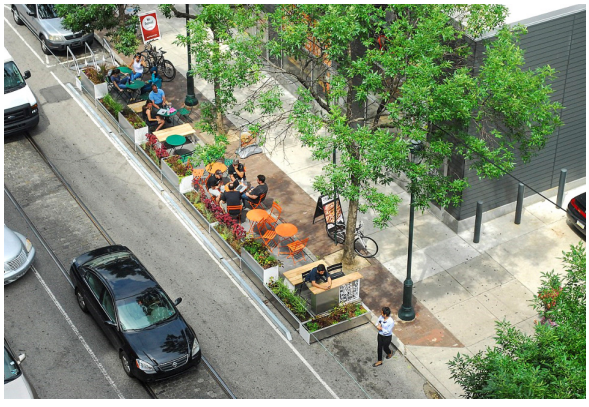
4 *Steps and ramps within a sculpture park setting link downtown to the Rio Hondo Channel.*



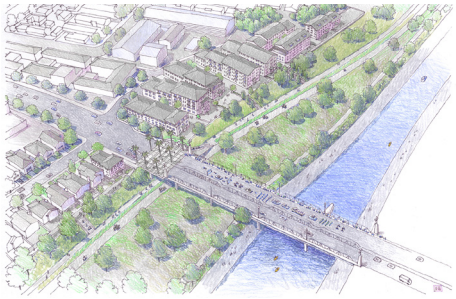




4 *Stairs, ramps, and public art in the Sculpture Park leading to the Rio Hondo Channel.*



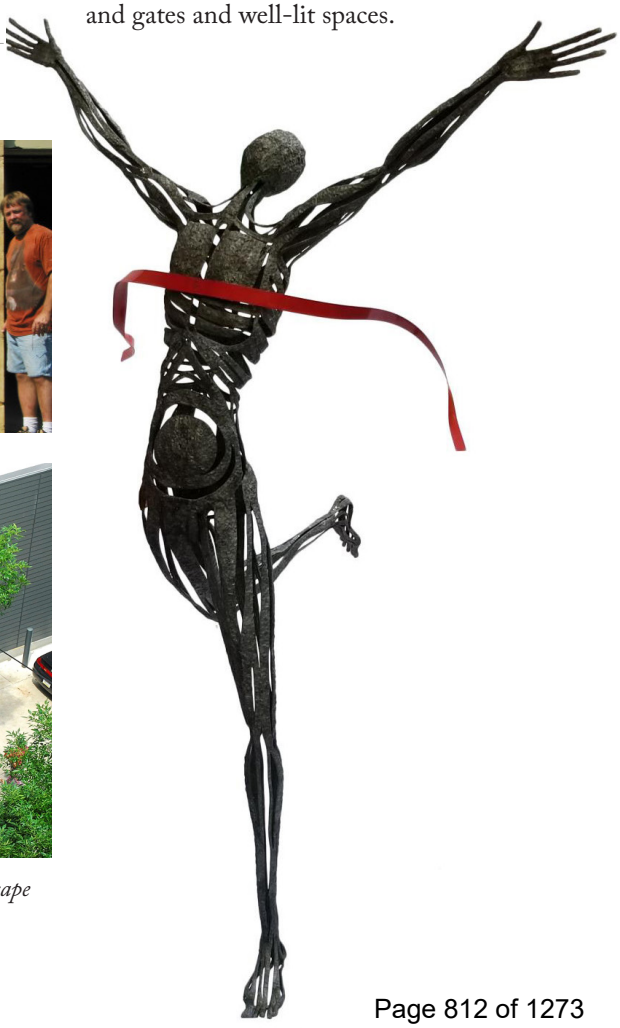
6 *Parklets on Whittier Boulevard introduce new streetscape features such as seating, planting, bicycle parking, or elements of play.*



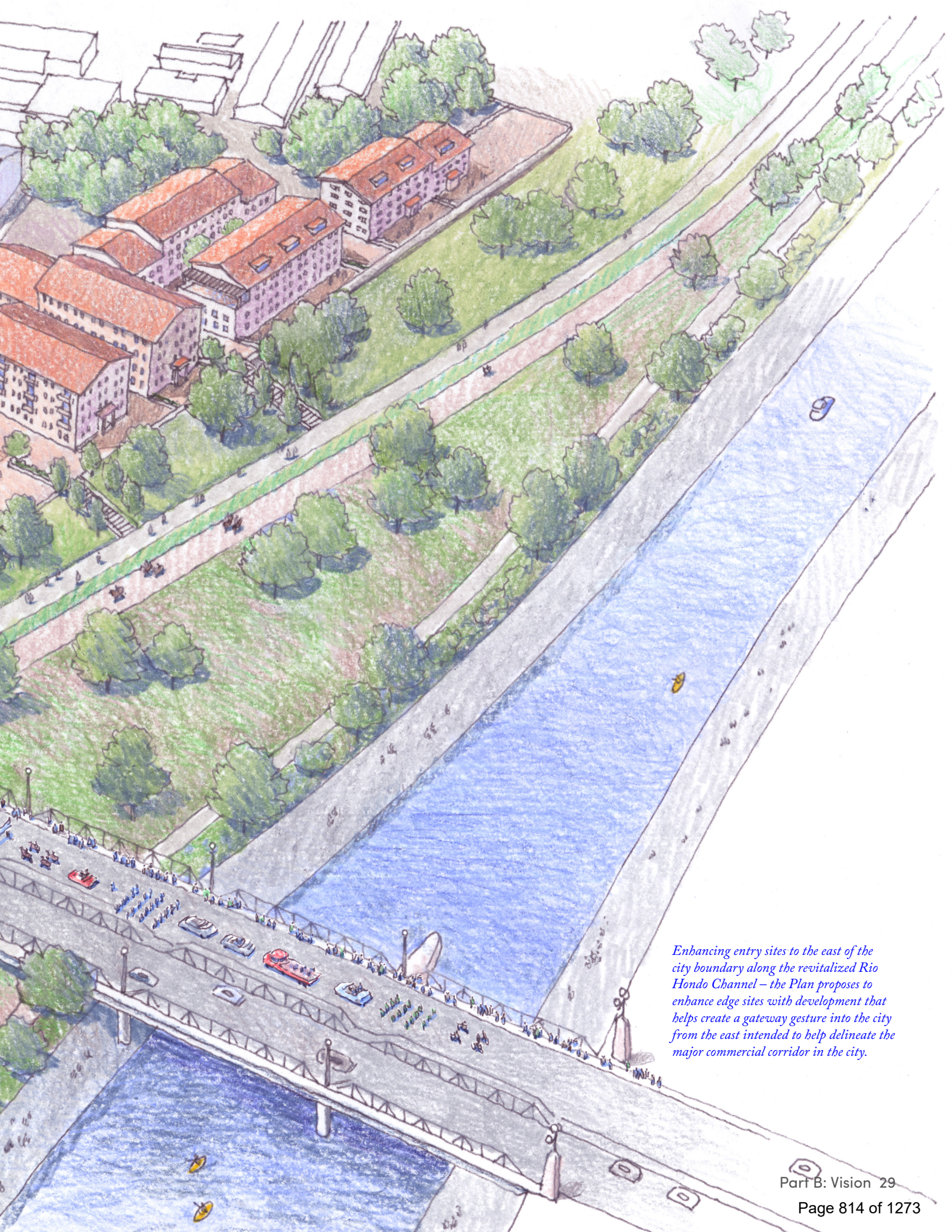
3 *Revitalized Rio Hondo Channel.*

Located adjacent to the Whittier Boulevard Bridge crossing of the Rio Hondo this connecting space brings accessibility of the downtown to the water amenity. Gentle curving ramps and stairs meander thru the space that is envisioned to have community works of art accenting the river walk connector experience.

Bridge abutments are cladded with bas relief art works and sculptures and other environmental art elements are dotted along the walk. The connecter park space reinforces the daily commuter entry arrival into Montebello from the east. California Sycamore trees meander through the lush native riparian plantings of the connector walk and ramps. The space is secured at night with decorative functional art fences and gates and well-lit spaces.







Enhancing entry sites to the east of the city boundary along the revitalized Rio Hondo Channel – the Plan proposes to enhance edge sites with development that helps create a gateway gesture into the city from the east intended to help delineate the major commercial corridor in the city.

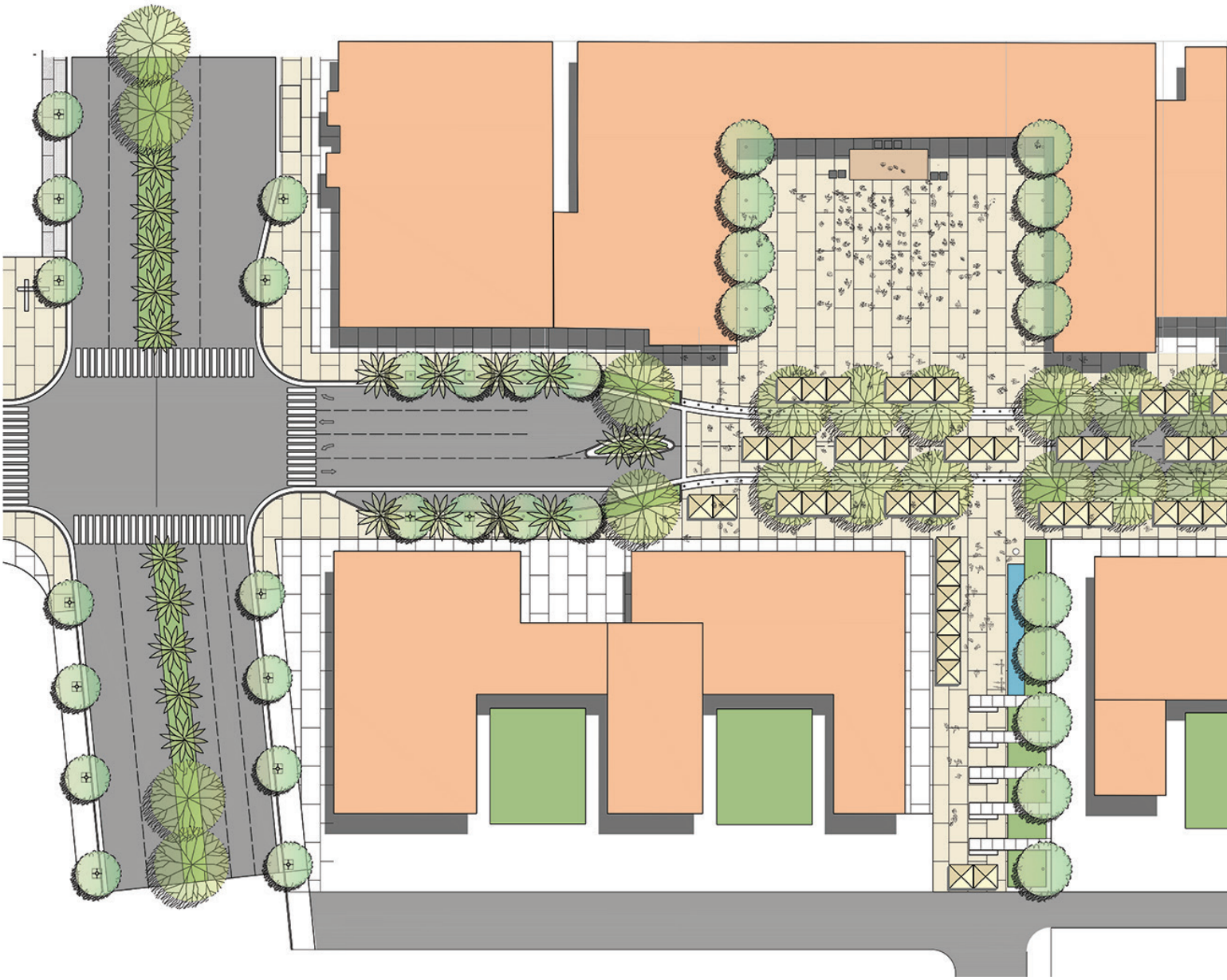
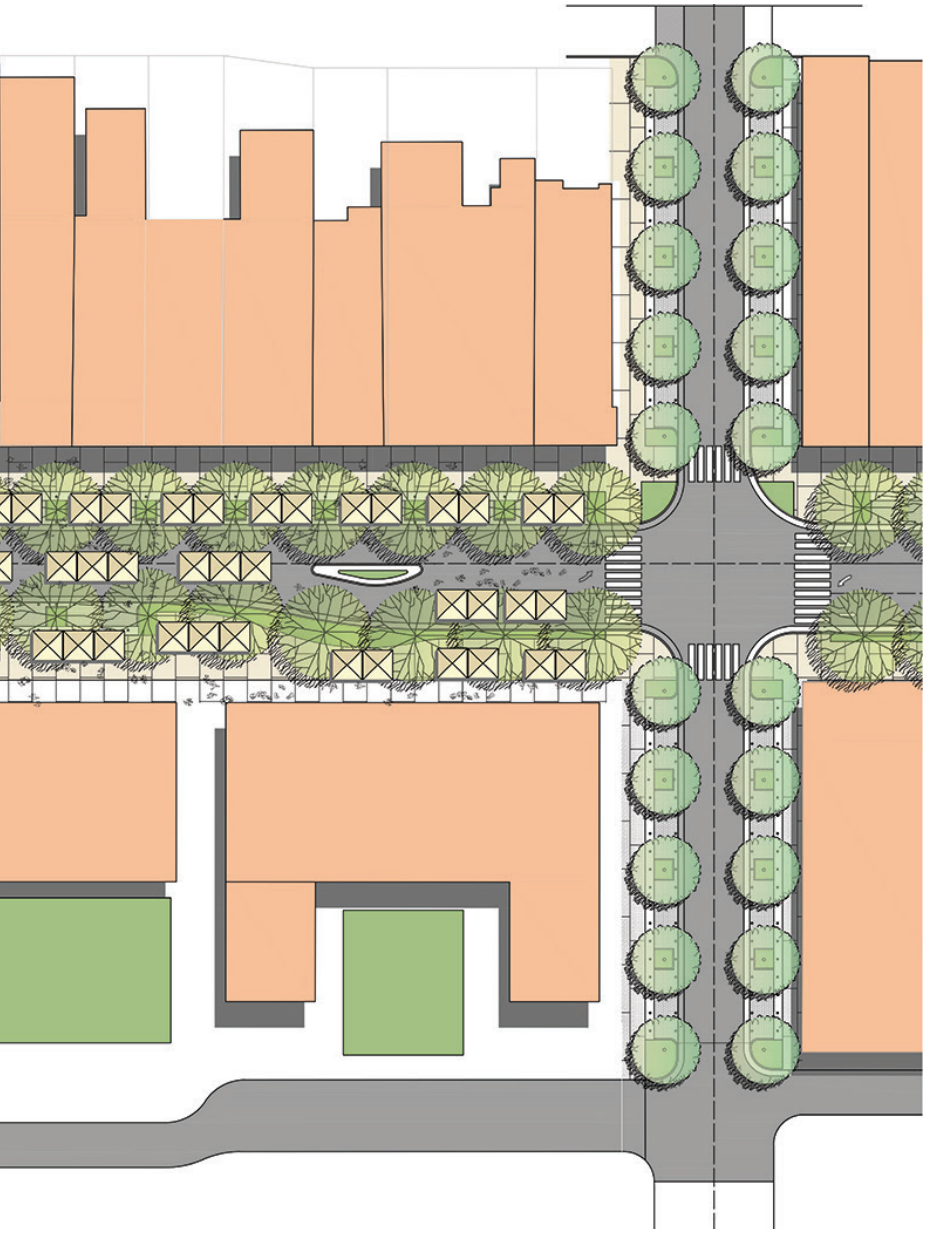


Figure B.4. Temporary Street Fair along Whittier Boulevard.



Figure B.5. Temporary public event at the urban plaza.

Enhancing Whittier Boulevard – The historic Main Street along Whittier Boulevard east of 11th Street has the makings of a memorable downtown. The Downtown Montebello Specific Plan developed in conjunction with the General Plan proposes to enhance the street through selective market supported infill development with two and three-story buildings that will augment the character and quality of the street as well as activate the street giving new energy to the area through unique, local, and high-quality experience-based retail opportunities.











The mid-block large, urban plaza will magnify the downtown's energy and activity, and also provide rest and relaxation in an urban context.

The paved surface of the plaza would extend into the street and along seventh street drawing people into the plaza while slowing down the traffic to create a safe and comfortable pedestrian priority zone in the downtown area.

Three-story building along Whittier Boulevard with a four-story building element towards the rear provide spatial enclosure and intensity and variety of land uses necessary to activate the plaza. Arcade on the ground level can provide shade and sheltered space for outdoor cafes.

The shape, design, and proportion of the plaza is ideal for hosting large and small community gatherings, celebrations, and events.

C. Great Streets

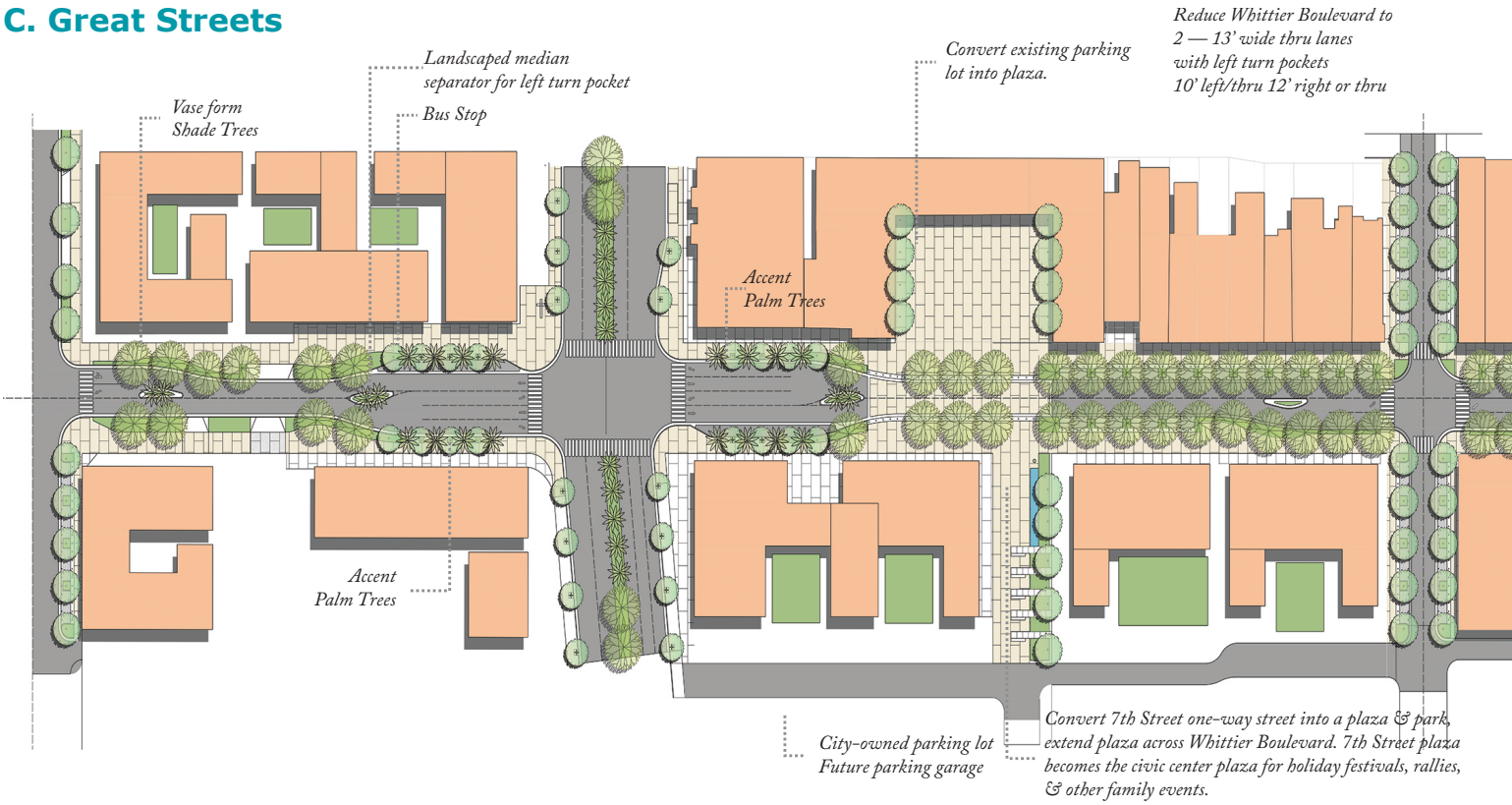


Figure B.6. Whittier Boulevard streetscape improvements.

The General Plan recommends enhancing the City's principal streets as part of an open space and development scaffold. The grid of streets are the city's most ubiquitous public space. This vision proposes the enhancement of the city's main north-south and east-west arterials. These enhancements will include streetscape improvements with landscape and appropriate navigation to make these streets identifiable routes within the overall city grid. These landscaped streets along with new proposed parks, and plazas will create a large open space scaffold around which development will be planned and designed.



Figure B.7. Whittier Boulevard, gateway location.

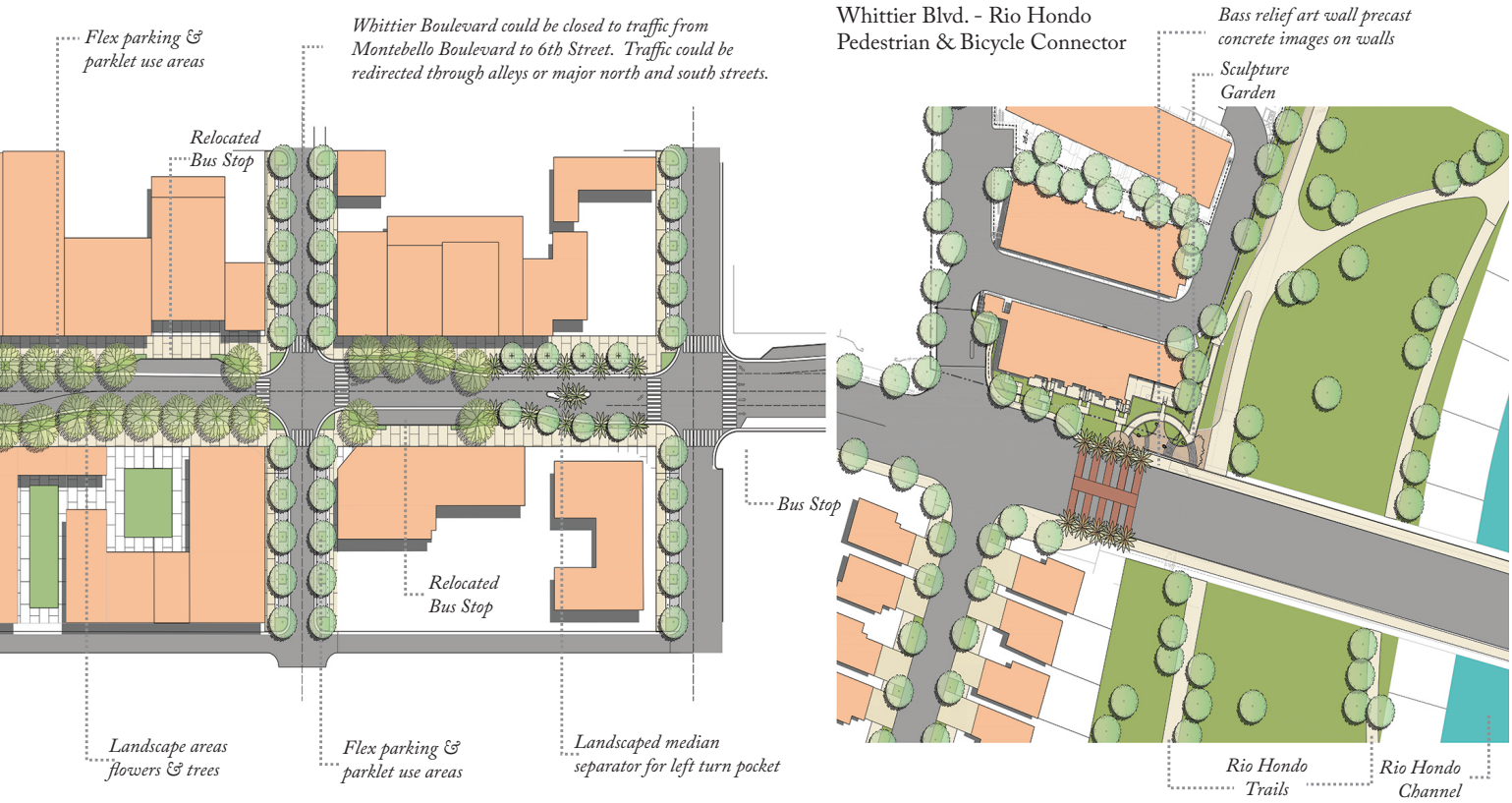


Figure B.9. Whittier Boulevard, west of Spruce Street.



Figure B.8. Whittier Boulevard, within the Downtown Core area.

Whittier Boulevard — The historic core of the City. The General Plan recommends two larger activity anchors at either end of the downtown: 1) on the western edge, new mixed-use development anchored by a public plaza closer to Montebello Boulevard; 2) and on the eastern edge, a new mixed-use development with a sculpture park that links downtown to the Rio Hondo Trail system. The two anchors are connected by continuous row of smaller existing and new infill buildings along the way. West of Montebello Boulevard, new mixed-use infill on Whittier Boulevard could generate new housing and also help connect the Main Street environment westward as public realm of comparable quality, with a different character and use based on various residential development typologies.



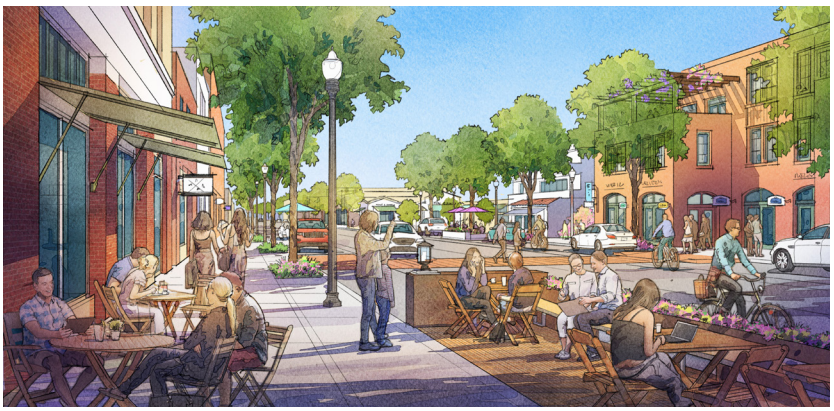


Figure B.10. Parklet illustration.



Figure B.11. Montebello Boulevard, north of Whittier Boulevard.

Montebello Boulevard — This plan proposes new infill along North Montebello between Washington Boulevard and Whittier Boulevard as means to connect the historic main street and new transit-district. This portion of the street could be designed to be bicycle-friendly and walkable to accord a seamless connection between the two east-west streets.

"The street is the river of life of the city, the place where we come together, the pathway to the center." —William H. Whyte

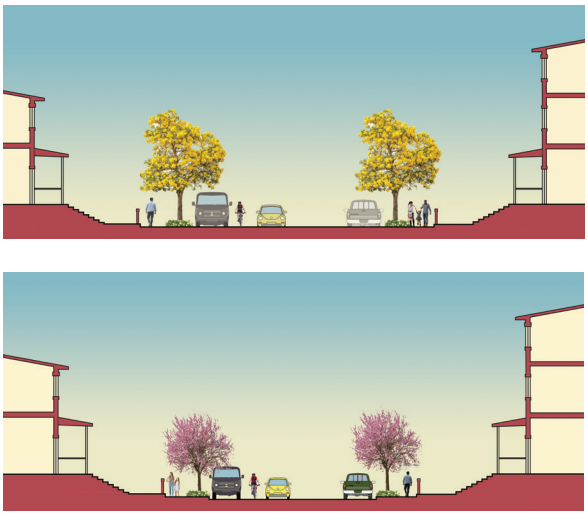


Figure B.12. Typical Residential Streets.

Residential Streets — *Flowering street trees harken back to the Montebello's moniker as the "City of Flowers" while encouraging neighborhood identity.*

D. More Choices for Getting Around



The City of Montebello's vision is to provide safe and convenient multimodal travel options for residents, employees, and visitors of all ages and abilities. The City's aspirational transportation network is one that encourages users to switch from driving alone to other modes such as walking, biking, riding transit, carpooling, and taking rideshare. It is also a network that manages the City's resources in balance with its land use context and built environment. By providing a multimodal network of complete streets, the City can shift the current driving-dominant mode split towards alternative modes that can bring about public and environmental health benefits.

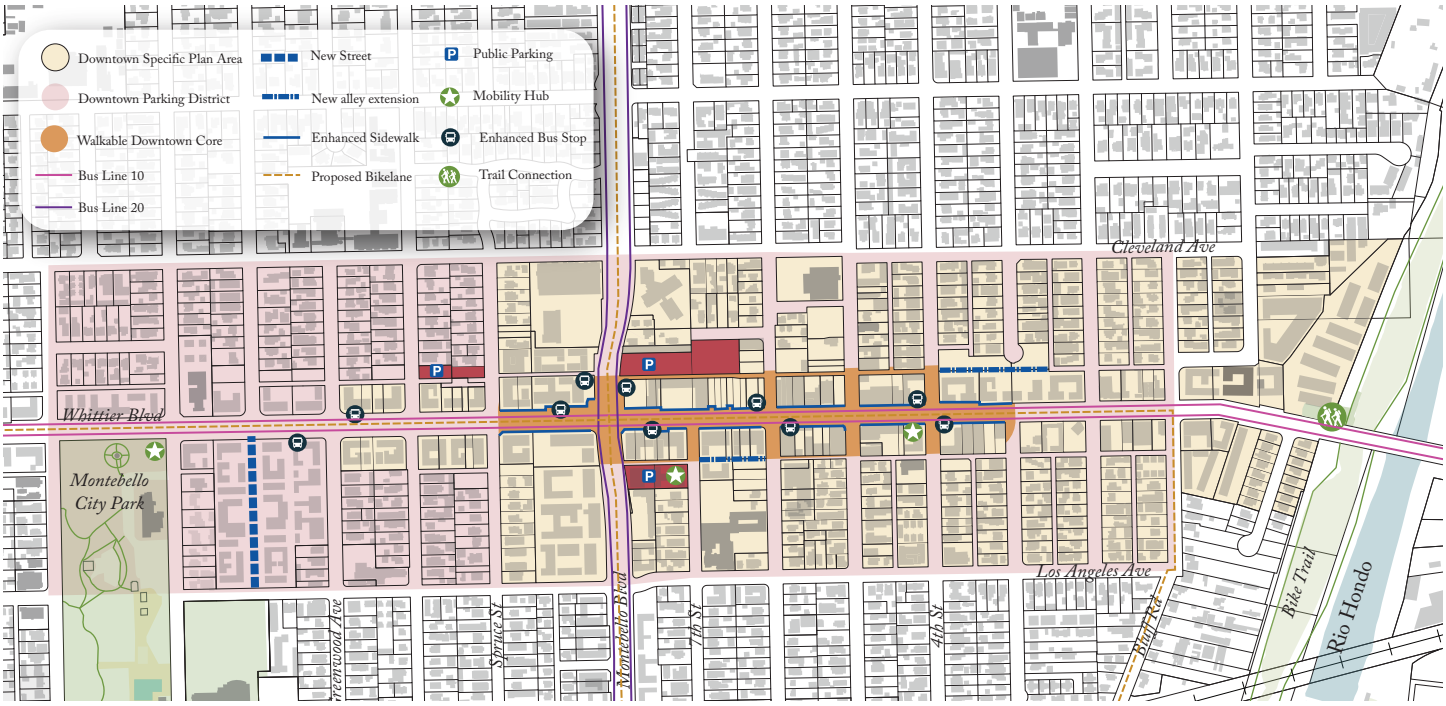


Figure B.13. Mobility vision.

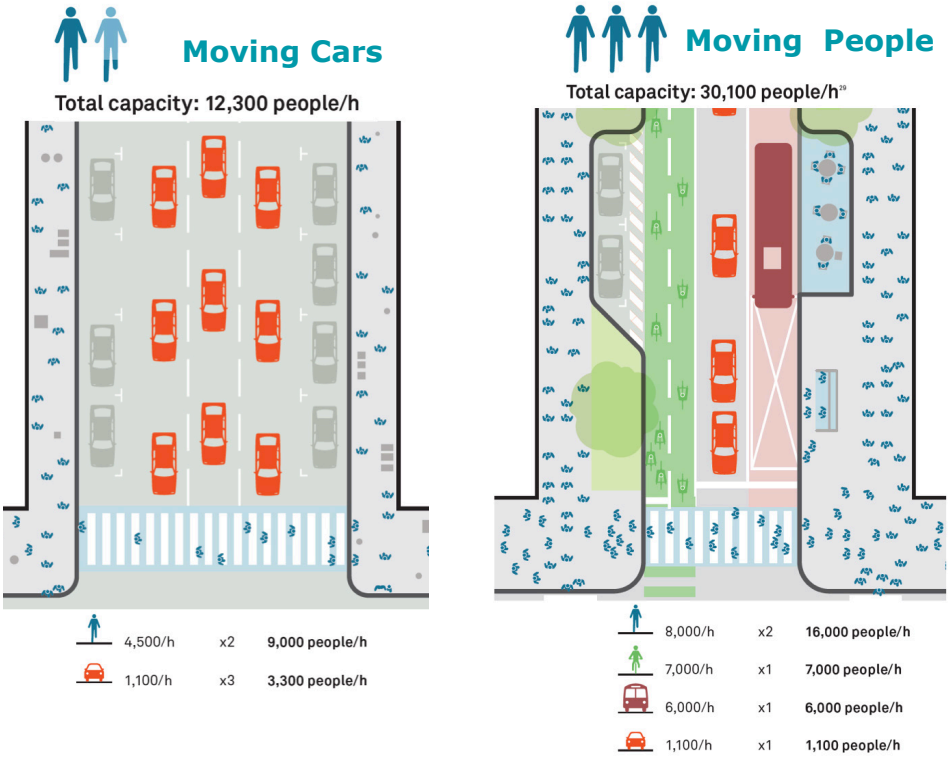


Figure B.14. Prioritize moving people over cars. Downtown Streets will invite people to walk, bike, scoot, and take reliable, high-frequency public transit.

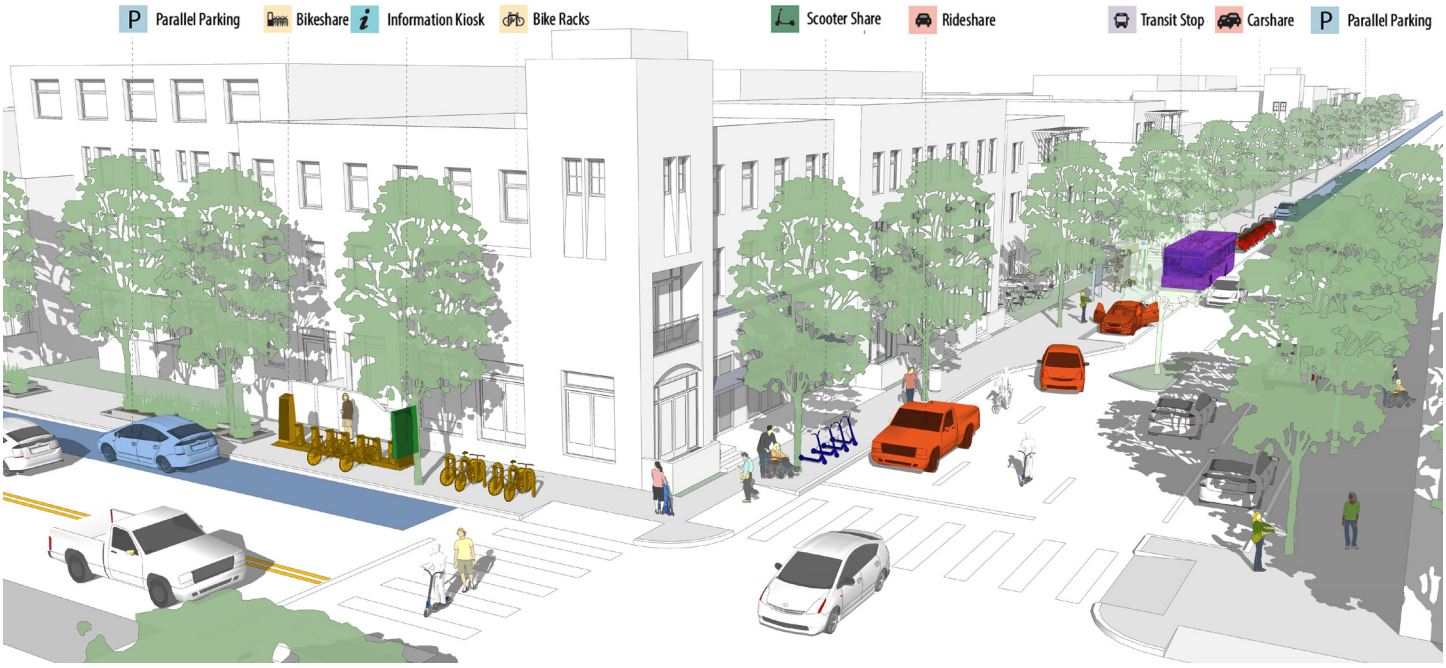


Figure B.15. Mobility Hub at Whittier Boulevard and 4th Street would provide mobility options to residents, employees, and visitors in the Downtown Area and provide connectivity to transit. As shown in the mobility hub illustration, improvements could include providing bus shelters, informational signage, bike parking, and designated loading/unloading curb-space for TNCs.

Montebello will enhance different transport options to get around by focusing on mobility strategies that revolve around the movement of people with sustainable and environmentally friendly modes of transportation. Partially shifting private vehicles to other transport modes like cycling, public- and shared transport has several benefits like improving public health and is an essential step towards improving air quality. This can also be economically beneficial as traffic congestion holds back our economy through lost time and productivity.

To facilitate this shift from private vehicles, Montebello will invest in and prioritize convenient, efficient, affordable, and appealing alternative forms of transport infrastructure and ensure multi-modal network connectivity.

Comfortable bicycle facilities along these roadways can help improve access to local destinations (such as downtown Montebello), improve access to regional destinations such as the Rio Honda Trail, and facilitate connections to major transit hubs.

The General Plan encourages walkable urban development around transit hubs and corridors. Shaping a more walkable Montebello involves redesigning the space to reduce car dominance and marks the pedestrian re-appropriation of the street in portions of downtown and the corridors. Space for pedestrians, bikes, and transit created by right-sizing the travel lanes for projected vehicular capacity fosters new opportunities for unprecedented urban transformation. Shade trees on major corridors and residential streets with accessible wide sidewalks, enhanced crosswalks, and where feasible reduced number of travel lanes will facilitate walking connections to open space, parks, schools, and other destinations.

Montebello will improve walking/biking access to transit, address gaps in connectivity between transit and destinations through local shuttles, demand responsive services such as Uber or Lyft with appropriate management of curb space for ride-share providers. The Montebello Moves Study will review existing transit services and propose service improvements to improve efficiency and accommodate future growth.

3. PROSPEROUS

Historically, Whittier Boulevard has been Montebello's Main Street where the wealth of the community has accumulated over generations. Even today, the small and local businesses in walkable downtown support local business activity, generate greater tax revenue per acre and offer a higher return on investment than any auto-oriented development elsewhere in the City. Downtown Montebello is also economically significant because of their incredibly high return on public investment. Investment in people-oriented places downtown creates lasting value that will continue to benefit local residents and businesses for decades and even centuries to come.

Adding more building and less parking drives productivity up fastest. As building is added, and downtown grows, multiple factors can continue to boast functionality, private wealth growth, and public productivity:

a. Design and construction for more people (over cars) enables much more land to be used for productive buildings.

b. Mixing of uses on multiple floors improves productivity (value per acre), supports local businesses and makes downtown an enjoyable and safe place for walking.

c. Additional housing types can also improve affordability.

What is productive growth?

Assessing how much a property owner owes in property tax depends largely on the building with little value placed on the land beneath as compared to the building itself. Therefore, if a developer constructs a cheaper building, they actually benefit by lower tax value. The result is that the City loses, both in terms of the property tax it collects and the long-term legacy of cheap single-use buildings.

Large-format suburban pattern of buildings surrounded by acres of parking generate less revenue per acre than a smaller infill mix-use building in a walkable setting. This urban infill pattern of productive growth that is fiscally prodcutive and produces mixed-use and walkable urbanism is desirable in Montebello's downtown and corridors and the newly planned neighborhoods.

Prioratize Productive Growth

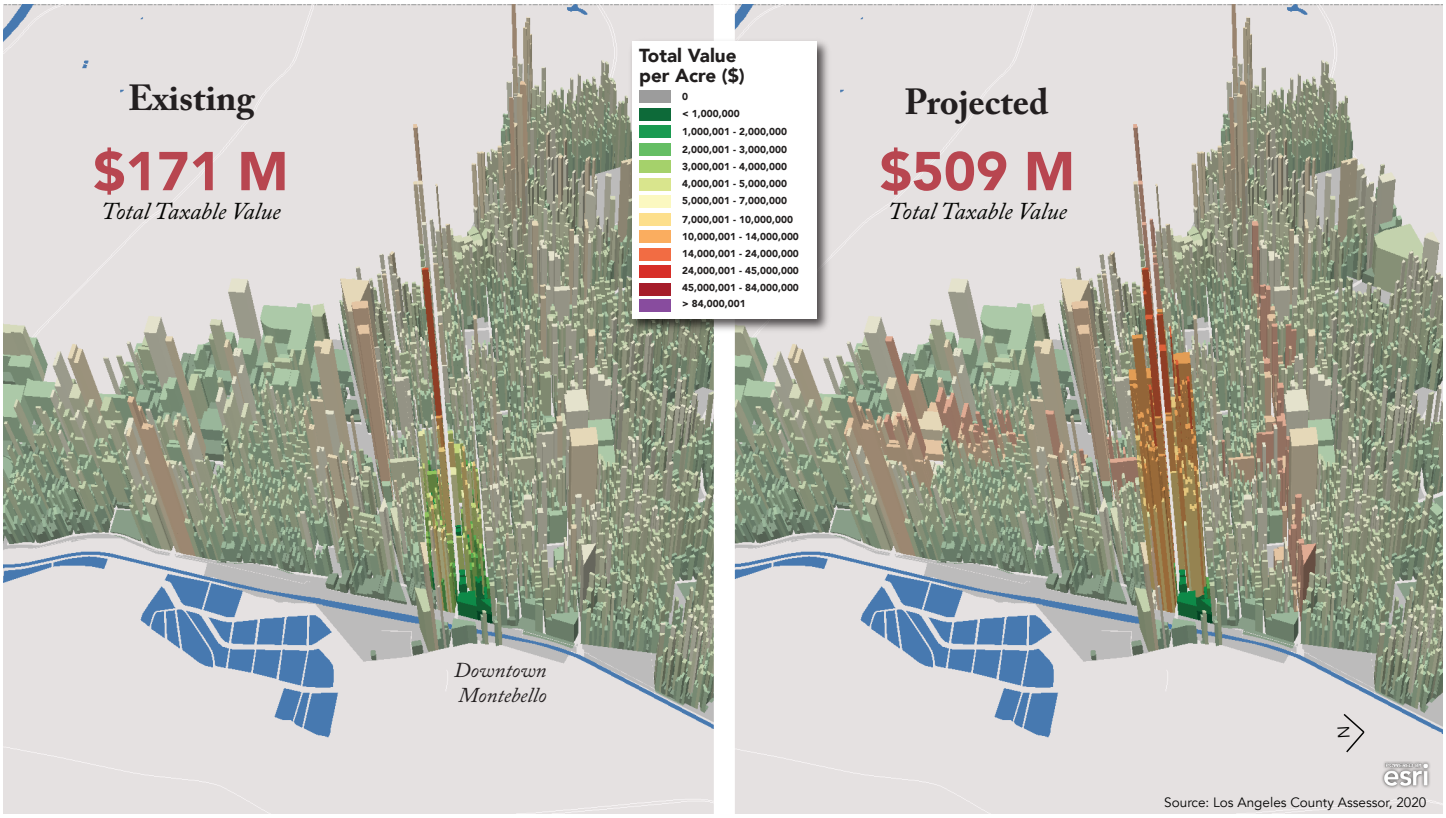


Figure B.16. Productive and contextual infill growth proposed in the Downtown Montebello Specific Plan has the potential to tripple the total taxable value of downtown area.

The General Plan envisions a Montebello that supports and encourages highly productive and efficient land use development as a path towards long-term financial sustainability. By reinforcing the productivity of downtown, the total assessed value of taxable property will increase and will generate additional public revenue. With the expanded property tax revenue, Montebello will be financially capable of making investments that improve the quality of life for the City's residents, business owners and visitors. The housing priorities and opportunities identified in this plan have the potential to not only increase the stock of available housing, but to do so in ways that generate sustainable public wealth. By prioritizing a diverse portfolio of residential developments, including multi-family and mixed-use opportunities, the short and long term housing priorities will be good stewards of the finite resource of available land in the City. Specifically, the short-term housing objectives have the potential to add between $1-3 billion in additional taxable value to the City. Collectively, the short-, mid-, and long-term objectives could add an additional $5.7 billion to the property tax base for the City. Infill development along downtown corridors has the potential to tripple the total taxable value in the downtown area from $171 million to $509 million.



Figure B.17. Coordinated and phased public and private improvements.

Downtown is build out and the opportunities are limited to smaller infill redevelopment opportunities. This smaller infill scale is more contextual with existing development. The infill scale also lowers the barrier to entry and provides a competitive advantage to small local developers.

The preferred approach is to prioritize the funding and development of public realm improvements in areas where private development is proposed. Public funding for public realm improvements could be combined with areawide/private sector funding as might be provided through an assessment district in the area (e.g.: Enhanced Infrastructure Financing District, Business Improvement District, Community Finance District, or Community Benefit District).

The public realm projects are prioritized based on their ability to kick-start or facilitate orderly implementation of the overall vision. These include short-term improvements and programs that require a short timeline and a small budget, but builds momentum, partnership, and trust to do bigger and longer term projects. Periodic evaluation must occur on a regular basis with adjustments made to keep the vision fresh and relevant.

A. Public Projects

Enhance Whittier Boulevard

1a Reduce Whittier Boulevard to two 13 foot though Lanes with left turn pockets of 10 feet.

1b Flex parking and parklet use areas. Due to street crown and sidewalk slope make parking areas flush with sidewalks. Provide warning band and moveable bollards. Move bollards for merchant or restaurant use to increase sidewalk use.

1c Landscape areas flowers and trees.

- Vase form shade trees; and
- Accent palm trees at entry to downtown

Enhance Whittier Boulevard with paving and new streetscape within the downtown core:

1di
- From half a block west of Montebello Boulevard to half a block east of 4th Street; and

1dii
- The intersection of Whittier Boulevard and Montebello Boulevard.

1e Enhance Whittier Boulevard from 3rd Street to Rio Hondo Channel with new streetscape.

1f Introduce new street from Whittier Boulevard to Los Angeles Avenue.

Downtown Center Plaza

2 Terminate 7th Street into a plaza and park and extend the plaza across the street. 7th Street Plaza becomes the City Center Plaza for holiday festivals, rallies, and other events. During events Whittier Boulevard could be closed to traffic from Montebello to 6th Street and traffic could be redirected through alleys or major streets north and south.



B. Public-Private Projects

- **B1** Develop city identified parcels on Whittier Boulevard.
- **B2** Develop mixed use with street retail on Whittier Boulevard from Montebello Boulevard to 3rd Streeet for a half block.
- **B3** Develop special sites on Whittier Boulevard at gateway locations.
- **B4** Develop mixed use with street retail on Whittier Boulevard from Montebello Boulevard to Spruce Street for half a block.
- **B5** Develop mixed use on Whittier Boulevard from Spruce Street to Taylor Avenue.
- **B6** New infill on corridor from Whittier Boulevard to Los Angeles Avenue.
- **B7** Develop special sites on Whittier Boulevard around park.
- **B8** Develop mixed use on Whittier Boulevard from Park Avenue to Maple Avenue for a half block.
- **B9** Develop mixed use on Whittier Boulevard from 4th Street to Rio Hondo Channel.

Lean and Local Urbanism

Majority of Downtown Montebello businesses are small with fewer than 20 employees. The small and local businesses return majority of their revenue to the local community as compared to larger nationally owned enterprises. The Downtown Montebello Specific Plan represents Montebello preference to retain and grow small, locally owned enterprises that build cultural, social, built, and financial capital. The locally generated, or "place-based," and sustains assets at home. The finer grain aids good urbanism, walkability, housing affordability, and stronger tax base by contributing significantly more property and sales tax, while keeping wealth local. Small scale infill development allows more people to participate in building their homes and businesses that leads to inclusive community building and shared prosperity, while avoiding displacement and dramatic changes to established community character. Unleashing the power of small projects and small actors enables community-driven growth and revitalization, with residents and business owners not only participating in but also leading and benefitting from the efforts.


MONTEBELLO
BOULEVARD
City of
MONTEBELLO
CALIFORNIA
James
Santana
Montebello Unified School Board

C Goals & Policies

The Downtown Specific Plan consolidates the interrelated eight General Plan elements into three focuses for the Downtown area:

1. People-based,
2. Place-based, and
3. Prosperous.

This section features policies and actions for these three focuses.

Policies describe context & rationale of desired outcomes. Policies are focused & specific.

Actions are specific proactive steps to achieve the goals. They are the critical link between long-range planning & current-decision making.



1. PEOPLE-BASED

A. Inviting People



1) Walkable

People react to cues in the environment. If a space is designed for people — if it's welcoming, safe and comfortable — they will walk. If a place is designed for cars, people will drive if they can. Walkability is an intuitive and core measure of Downtown success and resiliency. Walkability emerges from the mix and density of land uses, the placement and orientation of buildings, the safety and quality of streets, the accessibility of transit, and the design and interconnection of parks and open spaces. Strong edge conditions also support walkability as they provide interactivity, visual interest, and series of destinations along an axial path.

Policies and Actions

P1.1 Make walking safe, comfortable, and enjoyable.

A1.1a Create a fine-grained pedestrian circulation within Downtown. VZ SE R

Provide links across large blocks, and way-finding signage. Wide sidewalks with streetscape elements like trees, lighting, street furniture and public art are the connective tissue that links all Downtown assets.

A1.1b Orient buildings to streets and open spaces. VZ SE R

Buildings should be placed right at the edges of streets and public spaces, rather than being set back behind parking lots or expanses of landscaping. These built edges provide a sense of definition to streets and other spaces, which helps makes the environment more legible and coherent. Place parking behind or below buildings.

A1.1c Organize land uses along Whittier Boulevard and Montebello Boulevard to support public activity. VZ SE R

The way uses are arranged along major pedestrian routes has a huge impact on the level of activity, vitality, security and identity of Downtown. Active uses such as retail, restaurant, lobbies and event spaces should be placed strategically along pedestrian routes to engage the public and should be designed for transparency and interest.

A1.1d Adopt form-based codes within the Downtown area to facilitate a rich public realm and enable high-value walkable development. VZ SE R

2) Human-Scale Design

For Downtown to be inviting to people, the walking experience must be also be interesting. Human scale environment means making sure that the built environment of streets, buildings, and open spaces that we interact with every day are of a size and shape that is reasonable for an average person to use. People experience the built environment at the scale of their own bodies in space. Buildings should meet and engage people at that scale, with awnings, façade elements, lighting, signage and other features along sidewalks. Building forms can be broken down or subdivided visually to lighten the sense of mass. Even very large buildings can meet the human scale in a gracious and accommodating manner.

One of Downtown's most precious attributes is the pedestrian-friendly character of its public realm and the human scale of its buildings. People-oriented environment is achieved by providing access to buildings and courtyards directly from the street through appropriate frontages and prominent entries.

Building frontages, when continuously arrayed, provide a continuity of fabric that gives distinctive character to the street, while also contributing to the specific form of each building. They are the means of access into buildings and consequently visually reinforce their human scale.

Policies and Actions

P1.2 Address the human scale with building and landscape details.

A1.1a Adopt form-based codes within the Downtown area to facilitate human scale built environment. VZ SE R

New buildings should relate to the Public Realm through architectural frontage types that provide direct access into them and a transition between their private realm and the public realm of the street. A new residential building's formal rooms (living room, dining room, etc.) should help establish its human scale to the street by being placed to face the street.

A1.1b Avoid blank walls. SE R

If blank walls cannot be avoided, then they should be detailed, painted, or landscaped in a manner that renders the walls attractive to pedestrians.

VZ Vision Zero SE Social Equity R Resilience

3) Safe

Downtown Montebello is a safe area with low property and violent crime rate. However, personal and community safety and security in Downtown area is a complex issue. The perception of safety or danger does not always relate directly to the actual incidence of crime. We feel comfortable and confident using areas where there is good visibility and effective lighting, where we can be seen and heard by other people. Thoughtful design, good management, and involvement from downtown merchants and residents is an important instrument in enhancing sense of well being and making places more user-friendly, easy to understand, and secure. The key design principles that promote personal safety and property security are:

a) Natural Surveillance

The objective is to provide surveillance opportunities from buildings and public streets to discourage anti-social activity. For example: shopfront windows, balconies, entries, allow building occupants and passersby to observe on-site and street activities for the purpose of informal informal surveillance. Mix uses, particularly at street level, add vitality at different times of the day and night.

Policies and Actions

P1.3 **Reduce opportunities for criminal activity through physical design standards, recreation opportunities, educational programs, and counseling services.**

A1.3a For new infill development and major rehabilitation, incorporate natural surveillance principles and best practices into development codes and review processes. SE R

A1.3b Amend the development codes to require building designs that promote safety by providing active street frontages. SE R

b) Pedestrian and Bicycle Safety

We should protect our most vulnerable road users, including children, older adults, and people walking and bicycling. Wide multi-lane streets with larger block lengths in the Downtown area result in streets that are both difficult to cross and easier to speed on. The Downtown Vision calls for pedestrian and bicycle safety enhancements for Downtown streets. Mid-block crossings on Whittier Boulevard help break the longer block lengths and encourage pedestrian activity along and across the street. A clear and safe alley system could encourage exploration of the Downtown area, and more enjoyable routes, while allowing a finer grain network that is more comfortable for pedestrians.

Policies and Actions

P1.4 **Downtown Montebello envisions safe streets designed for people.**

A network of safe and slow speed streets in the Downtown area will serve pedestrians, transit users, and cyclists, while allowing vehicular access.

A1.4 Carry out the safety enhancements recommend by the Downtown Vision for Whittier Boulevard and Montebello Boulevard. VZ SE R

c) Lighting

To overcome issues such as safety, navigation and visibility – light installations can effectively be used to welcome people in dark public spaces. Improving street lighting can reduce the prevalence and incidence of crime. Besides street lamps, lighting can be mounted on buildings and where appropriate light the facade, or can be integrated into bollards, feature lights, and streetscape elements. Lighting levels should be achieved by increasing the number of lights, not the height or wattage. Rather than be everywhere, lighting levels respond to the context. In downtown area, street lights should be frequent and support nighttime activity. In residential areas, lighting can be limited with well-lit intersections. Light streaming from storefront windows can make a significant contribution to the feeling of security at night. Mixed-uses along downtown streets, particularly upper level housing as a crime prevention strategy, increases the feeling of safety. Along Whittier Boulevard, upper-floor housing provides "eyes on the street" that follow what is going on in the street and deter crime.

Policies and Actions

P1.5 **Employ a range of contextual lighting options to promote safety and security on downtown streets.**

A1.5a Identify downtown public streets and open spaces that are poorly lit and install context sensitive street lights. VZ SE R

A1.5b Install string lights in alleys that provide connections to destinations. VZ SE R

A1.5c Require new development to demonstrate on a lighting plan appropriate level of direct and indirect lighting in the public and private realm. VZ SE R

VZ Vision Zero SE Social Equity R Resilience

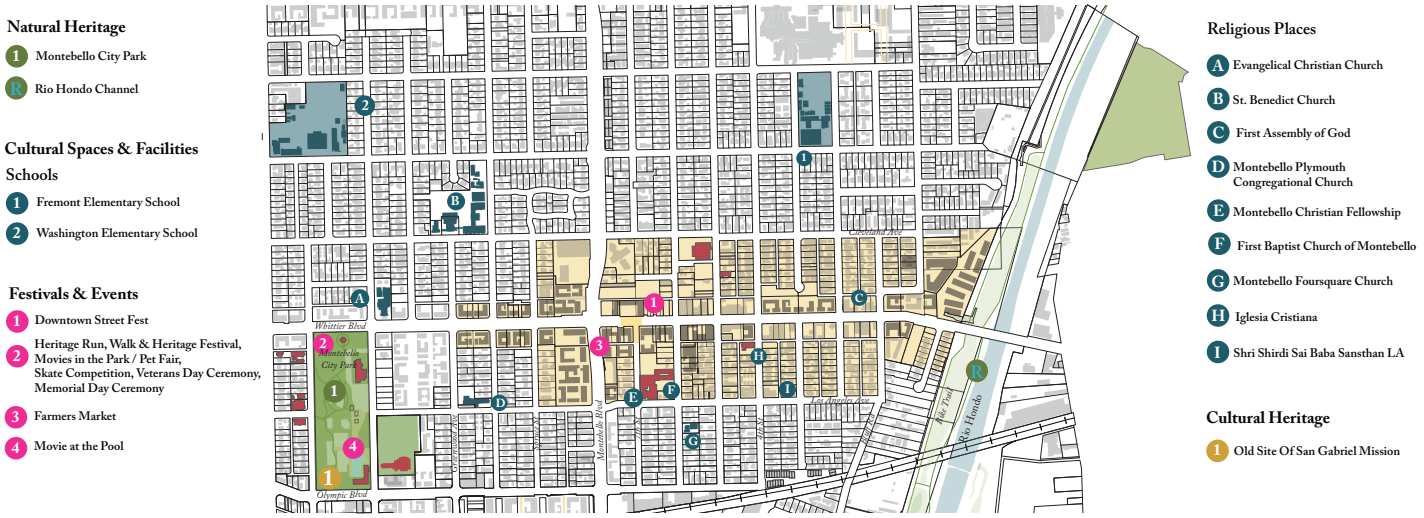


Figure C.1. Downtown Creative Assets Map

B. Inspiring People

1) Arts and Cultural Programming

Art and cultural experiences cultivate a rich quality of life in Downtown Montebello. Many cultural assets, events, and activities take place in Downtown area, which spotlights art, culture, and entertainment for Montebello. It is an area where residents and tourists can experience the unique character of Montebello.

Downtown has an opportunity to celebrate existing cultural resources, as well as expand existing uses and activities and add new ones to make Downtown an attractive destination with a sense of place.

The Vision is to weave art and culture into the fabric of everyday life in Downtown through the growth and expansion of cultural institutions and by nurturing creative and artistic expression in the public realm. The Vision focuses on authenticity and a desire to nurture Montebello's unique identity. Part of this emphasis on authenticity includes a comprehensive approach to culture, one that weaves together the broad fabric of the community – artists, architecture, culture, history, and the environment. Through implementation of policies that support the preservation of Montebello's local heritage while encouraging artistic development, the City is actively pursuing the integration of art, architecture, culture and history to restore and enhance the unique identity of Downtown. Downtown is a signature cultural space for people to gather and reflects the best of what Montebello has to offer. The high quality urban design is achieved through vibrant civic open spaces, streets that support people activity, and architecturally significant buildings.

2) Public Art

Integrate high-quality, unique public art throughout Downtown to highlight Montebello's eclectic culture. Encourage public art that is sensitive to its context and contributes to Downtown's identity.

Streets as Canvas — Art is incorporated into the fabric of the street by using wider sections of a sidewalk as performance space. Temporary art element could be installed along a blank wall of a building or vacant lot fence. The sidewalks along Whittier Boulevard and Montebello Boulevard are all sites for continuous art interventions, whether temporary, permanent, or rotating.

Downtown Central Plaza — The proposed Central Plaza in the Downtown Core provides a fertile canvas for public art.

Parklets — A series of parklets are proposed to be distributed throughout Whittier Boulevard. The Parklet could be a venue for public art. Rotating public art installations could be designed by local artists.

Sculpture Garden and the Rio Hondo Corridor —The sculpture garden links the Downtown area to the Rio Hondo Corridor. The steps and ramps can host a range of sculptures with bas relief art wall precast concrete images on the walls.

Gateway Elements — Gateway elements would establish a sense of arrival into Downtown. "Gateway" elements could include streetscape features, public art, and landmark buildings. Installations should be scaled for both pedestrians and drivers, and incorporate maintenance considerations and be resistant to vandalism.

Policies and Actions

P1.6 **Downtown will be re-established as the entertainment and cultural heart of the city by creating a central space in Downtown for community gathering, supported by complementary uses and activities.**

A1.6a Activate the proposed Central Plaza and Sculpture Garden with arts and cultural programming and events. SE

A1.6b Enhance existing, and introduce new activities and events that will lead to greater activation and use of public spaces by people of all ages and abilities. SE R

P1.7 **Creative businesses have places to work, live, gather, and promote their art in Downtown.**

A1.7a Work to ensure Montebello's creative sector has adequate and inviting spaces to create, sell their products, and network. SE R

A1.7b Develop and market spaces for artists including studios, affordable housing, and live/work studios. SE R

A1.7c Establish an arts incubator/accelerator spaces to provide office space, management assistance, technology, and access to funding opportunities. SE R

P1.8 **Facilitate use of vacant retail space by arts and cultural groups.**

A1.8a Facilitate artists' temporary and opportunistic use of such spaces and venues as vacant walls, storefronts, empty buildings, open spaces, etc. SE R

A1.8b Provide building owners with tax incentives, grants, loans, and streamlined permitting process to renovate buildings that can be used as live/work spaces by artists. SE R

A1.8c Work with the owners and the developers to put a variety of pop-up art events, exhibits, performances, and temporary retail in their empty spaces will enliven the street. SE R

P1.9 **Integrate public art into the development review and capital improvement program.**

A1.9 Embed artists in planning projects and initiatives in City agencies, such as Public Works, and the Planning and Community Development Departments. SE

C. Supporting People

1) Increase Food Quality and Security

Food is as essential to health and well-being. People choose among foods that are readily available. Information about nutrition helps residents make healthier food choices. The Downtown area has access to several grocery stores located on Whittier Boulevard and Montebello Boulevard. Every Thursday evening, the Famers Market gives all people access to fresh fruits and vegetables.

Policies and Actions

P1.10 **Support efforts to expand access to affordable and nutritious food for all people in Montebello.**

A1.10a Encourage the use of vacant lots for community gardens. SE R

A1.10b Encourage new building construction to incorporate green roofs, and encourage conversions of existing roof space to green roofs. R

P1.11 **Encourage local food production, processing, and distribution to the greatest extent possible.**

A1.11a Continue to support farmers' market, fresh food stands, community gardens, community kitchens, and other collaborative initiatives to provide healthy foods, promote food security, and build community. SE R

A1.11b Encourage restaurants to serve locally sourced foods and provide nutritional information. Support businesses that offer healthy foods. SE R

P1.12 **Avoid a concentration of unhealthy food providers within the Downtown area.**

A1.12a Ban drive-through food outlets within Downtown area. SE R

A1.12b Restrict approvals of new liquor stores or retailers that sell alcohol for off-site consumption. SE R

SE Social Equity R Resilience

A. Network of Parks and Open Spaces

1) Access to Nature

Trees produce oxygen, provide shade and cooling, encourage walking, filter out air pollution, slow traffic, absorb rainwater and noise, improve property value and reduce people's stress levels.

Whittier Boulevard redesign includes a tree-lined intimate Main Street with commercial buildings and parklets. Montebello Boulevard is re-designed as grand tree lined north-south arterial. The adjacent neighborhood streets will be planted with flowering trees consistent with Montebello's historic "City of Flowers" moniker.

Improving the urban forest and significantly increasing tree canopy in Downtown will require years of investment in infrastructure improvements and many new trees. Once adequate soil volumes are in place, and coordinated with private development and smart stormwater management strategies, the Downtown urban forest will be a sustainable amenity that delivers numerous social, environmental and economic benefits for generations to come.

Recently planted trees, including drought tolerant species, are dependent upon supplemental irrigation until established, typically for two to three years. The method and amount that is applied may vary depending upon soil composition, heat, wind, planted in turf or ground cover, periods of abnormal rainfall or in poorly drained soils. A water audit should be performed to set watering patterns and timing to minimize waste.

The proposed Property-based Business Improvement District (PBID) could provides funds for planting and maintaining street trees in the Downtown area.

Policies and Actions

P2.1 Preserve, manage, and grow the Downtown tree canopy.

A2.1a Preserve the existing Downtown canopy with continued maintenance and protection against tree removal. (R)

A2.1b Replace the dead, diseased, declining, or poorly structured, street trees. (R)

A2.1c Plant at a minimum 50 new trees annually on Downtown streets and parks. (R)

A2.1d Craft appropriate incentives that encourage property owners to add green infrastructure on private property, including trees, living walls and green roofs. (R)

A2.1e Require smart irrigation controls for newly planted trees that adequately water the trees without wasting water. (R)

A2.1f Require new development to plant street trees along the property frontages. (R)

A2.1g Support BID as a funding source for maintaining trees in the Downtown area. (R)

2) Social and Inclusive Public Spaces

Downtown's public streets and parks will be places for everyone to enjoy.

Policies and Actions

P2.2 Downtown will provide a variety of opportunity for gathering and physical activity.

A2.2a Create a new central plaza in the Downtown Core that is programmatically different from City Park, with supporting retail, civic, and cultural uses and activities. (SE) (R)

A2.2b Introduce additional public spaces, such as pocket parks, plazas, and parklets on public land. (SE) (R)

A2.2c Encourage private developers to contribute to the improvement of the existing public realm, or to provide new publicly accessible spaces in their development projects. (SE) (R)

A2.2d Incorporate universal design principles in the public realm, encouraging its use by people of all ages and abilities. (SE) (R)

A2.2e Design streets to be places for social interaction in addition to mobility, acting as venues for special events and activities. (SE) (R)

(SE) Social Equity (R) Resilience

B. Distinctive

Downtown has many of the physical attributes considered necessary to make a destination successful: an advantageous location, great access by car, bus. and rail, a diverse population, good climate; and a walkable downtown that has considerable small town charm, with eclectic architecture and independent stores. Downtown has tremendous potential to develop as a major regional destination. It needs a distinct identity and a mix of uses that would give it a competitive edge over other downtowns in the region and attract visitors from the greater Los Angeles area.

1) Contextual

Downtown has an opportunity to establish a hierarchy and a visual order through the form-based design of buildings and streetscapes.

The built form, character, and development patterns in Downtown will evolve and improve, reinforcing its unique character through architecture, landscape and streetscape design. Downtown will comprise of walkable neighborhoods, each with a distinct function and physical character; with the intensity of uses and activity increasing from the periphery of Downtown to the core.

Policies and Actions

P2.3 Enhance Downtown's character with compact and walkable infill development.

Introduce new buildings and renovate existing buildings in a manner that preserves and promotes Downtown's walkable urbanism of interconnected streets lined by pedestrian-friendly buildings that engage, frame, and activate the street.

Ensure that new buildings fit into their existing context in a way that contributes to Downtown's architectural and cultural traditions. This entails relating well to the public realm as well as to neighboring private and public buildings.

New buildings over two stories in height should respect adjacent buildings by responding to their massing, scale, and need for light, natural ventilation, and views.

A2.3a The building and public realm standards will reflect the intended use, intensity, and eclectic character of Downtown's different neighborhoods. SE R

A2.3b Adopt clear and precise form-baed standards for the Downtown neighborhoods. R

A2.3c Target façade-improvement incentives in walkable-development focus areas. R

2) Mixed-use, Integrated, and Inclusive

Benefits of additional housing in Downtown are many, including higher levels of safety, with more people present at all times of the day, and a more stable economy, due to a larger and more diverse consumer base. This a valuable opportunity for the City to add more housing in a prime location to help meet local and regional housing needs and affordability goals.

Policies and Actions

P2.4 Promote quality Downtown housing that serves a broad spectrum of households.

A2.4a Invite development proposals on publicly owned sites under public/quasi-public control, per defined plan goals. SE R

A2.4b Activate street-level storefronts with visually interesting active uses. SE R

A2.4c Manage retail tenant mix with a targeted retail recruitment program. SE R

SE Social Equity R Resilience

C. Moving People

Downtown has the required foundation for a sustainable transportation system, including a well-connected street grid, and local bus services. Most daily needs in Downtown can be met without a car — walking, cycling, and transit are preferred modes of travel. The Specific Plan will build on these strengths by prioritizing pedestrians, transit and cyclists, and enact measures that will give employees, residents, and visitors better transportation and parking choices.

A well-connected transportation network reduces network distances traveled to reach destinations and increases alternative options for traveling. A multimodal network increases physical activity and access to opportunities that includes jobs, housing, education, recreation, and healthcare.

1) Transit

Montebello Bus Lines' (MBL) provides transportation services to Downtown Montebello. Downtown is served by 10-Whittier Boulevard bus line that operates east-west along Whittier Boulevard, and the 20-San Gabriel bus line that operates north-south on Montebello Boulevard. Montebello Dial-A-Taxi (DAT) provides transportation services for seniors over 62 in age and qualified disabled residents of any age and their attendants. The service utilizes vehicles equipped with wheelchair lifts upon request at the time of scheduling. DAT provides transportation service within Montebello and medical trips within the designated DAT boundary service area. MBL is also responsible for the operation of "Montebello LINK,"which offers curb-to-curb shuttle service to and from the Montebello Metrolink Station and employment centers in neighboring cities.

While bus services provide their services on fixed routes, most people rely on other modes to reach bus stops. This may include walking, biking, micro-transit, etc. Mobility hubs provide seamless connections to and between different mobility services. The options range from a small bus shelter, bike parking, Transportation Network Company (Uber, Lyft, and Zipcar) drop-offend pick up spaces, bike share,, micro-transit, bike-share, etc. In Downtown Montebello, identifying key connections to bus stops and policies that would support implementation of mobility hubs will provide better access to transit services for the community. Potential hub locations include near the intersections of Whittier Blvd and 4th St, Whittier Blvd and Montebello Blvd (potentially in combination with a future parking garage at the Parking District site), and Whittier Boulevard and Taylor Ave near Montebello City Park.

Policies and Actions

P2.5 Improve transit service and similar modes to make Downtown travel accessible and comfortable for people of all ages and abilities.

A2.5a Create well-designed mobility hubs for a high-quality user experience. VZ SE R

Mobility Hub Design: Encourage high-quality architecture and public realms that are sensitive to the surrounding built context and Downtown vision.

Wayfinding: Create well-designed mobility hubs that are easy to navigate through, complemented by clear wayfinding.

A2.5b Establish seamless integration of modes at the mobility hub. VZ SE R

Transfers: Create clear, direct, and short transfers between different modes and routes.

Pedestrian and Bicycle Access: Create safe pedestrian and bicycle access to mobility hubs from major destinations.

Parking: Provide secure commuter parking, bicycle parking and locker options at station entrances.

A2.5c Establish amenities and support services for all modes. VZ SE R

Transit Amenities: Enhance transit amenities for safe and comfortable access to transit including waiting area, seating, landscaping, lighting, shade and rain cover, trash receptacles, passenger loading zones, complimentary Wi-Fi, daily schedule information, and real-time transit arrival alerts.

Pedestrian Amenities: Enhance pedestrian amenities to and from transit and other services by providing wide sidewalks, landscaping, pedestrian scale lighting, enhanced paving, high visibility crosswalks, and other urban design improvements.

Bicycle Amenities: Enhance bicycle amenities to and from transit and other services by providing bikeway facilities, landscaping, bicycle parking, bike share, etc.

Motorized Infrastructure: Consider enhancing infrastructure for motorized services including dedicated transit lanes, car share, EV charging stations, smart parking, on-demand rideshare, flexible curb space, etc.

VZ Vision Zero SE Social Equity R Resilience

2) Walking and Biking

A clear hierarchy of streets will balance vehicular traffic with the needs of pedestrians and cyclists, prioritizing different modes based on the physical context. The ability to walk among destinations within the Downtown area will be improved, facilitating walking as a replacement for driving short distances. In addition to wider sidewalks and bulb-outs at intersections, improvements such buffers and pedestrian-scale lighting will be incorporated into the streetscape. To improve the connectivity along the corridor, crosswalks can feature decorative paving or treatments, dedicated pedestrian signals or other safety elements.

Policies and Actions

P2.6 Redesign Whittier Boulevard in the Downtown Core to prioritize pedestrian safety and comfort.

A2.6 Reduce Whittier Boulevard to two lanes of traffic in the Downtown Core with wider sidewalks, pavers, street trees, and parklets. VZ SE R

P2.7 Connect Whittier Boulevard to the Rio Hondo Channel.

A2.7a Provide an outdoor sculpture garden with ramps and steps to the Rio Hondo Channel. R

A2.7b Encourage new development with frontage along the channel to provide links to the Rio Hondo Channel. R

P2.8 Reconnect streets and alleys to form a network.

Frequent and densely interconnected pedestrian routes are fundamental to walkability, shortening both actual and perceived distances. This can be accomplished by making downtown blocks smaller or by providing access through blocks via publicly accessible alleys, pathways or paseos coupled with frequent crosswalks.

A2.8 When superblocks are redeveloped, new streets and alleys can reconnect the mobility network, while keeping the blocks smaller. VZ SE R

Smaller blocks with frequent intersection are safer for walking, offering more choices to vary path between destinations.

Alleys are the capillaries of Downtown's circulation system — the smallest unit, where movement is the slowest and exchange the highest. Beyond the utility of loading, parking and rear access, alleys subdivide blocks into shorter segments, providing shortcuts and frequent route choices.Alleys provide connectivity throughout downtown and to adjacent neighborhoods. Super-block development over the years have clipped the network of alleys. When these superblocks are redevelopment, the alley should be reconnected back into the network.

VZ Vision Zero SE Social Equity R Resilience

3) Parking

Downtown parking options include on-street parallel parking, and public and private parking lots. These parking options are strategically located throughout the Downtown Area to provide convenient access to the various amenities providing opportunities for the community to park only once and enjoy the Downtown area on foot. The park once approach will decrease vehicle trips, which would result in less congestion, delays to transit, and conflicts with pedestrian activity.

The City current owns and operates three off-street parking lots that could be used for this program:

- Approximately 52-space lot north of Whittier Boulevard between 10th Street and Spruce Street
- Approximately 69-space lot south of Whittier Boulevard between Montebello Boulevard and 7th Street (Parking District 2)
- Approximately 135-space lot north of Whittier Boulevard between Montebello Boulevard and 6th Street (Newmark Mall)

The park once approach would be supported by a parking management plan, which could include elements such as:

- **Shared Parking:** Current and future parking facilities shared between uses. For instance, private parking at a bank could be used overnight by nearby residents.
- **Off-Site Parking:** New developments are able to build parking facilities away from the downtown for the use of their residents, employees and/or visitors.
- **In-Lieu Parking:** New developments are able to pay into a city-operated fund that is used to construct new parking facilities in the area.

In combination, these plan elements would help reduce the amount of parking that needs to be supplied within the Downtown.

The boundaries of the parking management plan and the Park Once district would generally extend one block to the north and south of Whittier Boulevard (Cleveland Avenue to the north and Los Angeles Avenue to the south) for the width of the Downtown area.

In the future, if parking demand increases due to new development or the supply of parking is reduced due to the redevelopment of private or public parking lots, the City can construct a multi-level parking garage on one or more of the off-street parking lots. In addition, it may be possible for these new garages to be multi-use with ground-floor retail and/or residential uses on the top or along the sides. Given its location and potential for redevelopment, the Parking District 2 lot would likely be the first parking facility to be upgraded.

Along both Whittier Boulevard and the north/south cross-streets within the Downtown area, on-street parking is typically provided. This parking is unmetered and generally have two-hour time limits. With the plan, these on-street curb parking spaces will be dedicated to short-term parking (such as with 30-minute limits along major commercial areas), with long-term parking accommodated at the City-owned off-street parking facilities. Limiting the on-street spaces to short-term parking would increase turnover and optimize the usage of the spaces. In addition, limiting the number of on-street parking spaces and establishing short time limits can affect how people travel: walking, biking and riding transit can be a more efficient than circling and looking for available parking.

4) Loading/Deliveries

To accommodate rideshare services and to minimize the potential for double-parking, portions of the curbside space will be designated as passenger loading zones. At these locations, drop-off and pick-up activities will be allowed. Passenger loading zones will be provided throughout the Downtown corridor, including locations near major destinations.

In addition, deliveries to the adjacent businesses and residential uses may occur from the street; these could be accommodated within designated delivery spaces or could be shared during off-peak hours with the passenger loading zones. It should be noted that larger deliveries (such as move-in/move-out activities for residential units or daily grocery store deliveries) should be accommodated within off-street facilities to minimize the potential for double-parking along Whittier Boulevard and the side streets.

Policies and Actions

P2.9 Public parking facilities will be managed and operated to serve Downtown.

A2.9a Require new development to prepare a Parking Management Plan. R

A Parking Management Plan will ensure efficient sharing of parking between land uses with different parking peak demand times.

A2.9b Short-term improvements, such as better lighting, cleaning, signage, and landscaping, should be considered in City-operated lots. R

A2.9c Suitable incentives for converting underused private parking into shared public parking should be considered. R

The City can require the parking facility to be made available to the public (at some or all hours) as a condition of approval of a new development or change of use. Incentives can include the City taking on the liability insurance, maintenance, operation, and enforcement.

P2.10 Develop a system of incentives and regulations for new development to improve mobility choices and reduce parking demand.

A2.10 Require new development to develop a Transportation Demand Management (TDM) Plan. VZ SE R

TDM Plan will include incentives, programs, outreach, education, and marketing and communications methods to shift travel behavior and trips in ways that optimize the use of existing infrastructure.

P2.11 Manage curb space effectively for different users.

A2.11a Prioritize curb space for reliable transit and safe bicycling infrastructure first, followed by other important uses of the curb like deliveries, passenger pick-ups, green stormwater infrastructure, and small public spaces—including short term parking. VZ SE R

A2.11b Curb parking should be managed with the objective of ensuring that curb parking is well-used but readily available, by achieving a target occupancy range of approximately 65 to 85 percent on each block. R

In the short term, time limits can help manage curb parking. In the longer term, performance based prices for curb parking can be explored for the Downtown area.

VZ Vision Zero SE Social Equity R Resilience

3. PROSPEROUS

This section lays out specific economic development initiatives to deploy in the Downtown area. This section aligns with the 20-year timeframe of the Montebello General Plan and seeks to complement the Specific Plan with initiatives to help bring a unique, and coherent identity to the Downtown area.

Downtown Montebello offers a range of services and amenities to serve the needs and wants of both residents and visitors alike. Downtown can be a vibrant community for entrepreneurs, local businesses, culinary venues, residential and office space, and cultural and arts enterprises. There is opportunity to fill in some of the amenity gaps by attracting new business to locate through incentive programs, marketing tactics, and support for catalysts, incubators and testing grounds. The three driving focus for Downtown's economic development strategy are: local, productive, and resilient.

A. Local

1) Promote Local Business Development

Existing Downtown businesses provide jobs, revenue and services that add value to the local and regional economy.

Policies and Actions

P3.1 Continue to nurture small, independently-owned businesses.

A3.1a Engage with the Chamber of Commerce or future Downtown BID (if implemented) to better connect local entrepreneurs with US Small Business Administration loans and other Federal or State assistance programs. (R)

The Montebello Chamber of Commerce already offers a number of services for potential small business owners. Facilitating access to other funding assistance programs can help to build the City's retail tax base while ensuring that home-grown entrepreneurship may be nurtured within City limits.

A3.1b Engage with successful Farmers' Markets tenants in locating them in retail space in Downtown Montebello. (R)

The City can engage the broker community to help the most popular vendors to find permanent storefronts within Downtown Montebello. This will enhance the retail mix of Specific Plan Area while strengthening the retail tax base of the City.

P3.2 Retain existing and attract small, unique, and locally-owned entrepreneurial and creative businesses that reinforce Downtown's identity.

The potential to create a brick and mortar or virtual incubator space where small scale manufacturing, which is unique and authentic to Montebello, should be fostered and encouraged. These entrepreneurial activities would be driven by leveraging the talents of existing residents. The entrepreneurship program can combine goals of equity while furthering other goals, such as adaptive reuse. The vacant space created by temporary or permanent retail and office vacancies occurring as a result of COVID-19 offers opportunities for new businesses to develop.

A3.2a Establish an incubator space to grow local start-up businesses in target industries. (SE) (R)

The City can establish an incubator space for businesses in targeted industries to help cement the Downtown's relationship along these industries' pipelines. The City should take care to consider how it may want to acquire and establish space for an incubator – for instance, it could negotiate community benefits with large scale developers to provide funding (or physical space) for the incubator. Alternatively, it could purchase its own site for the incubator, or launch it in partnership with an existing property owner, before scaling up. The City should also consider how it can ensure space for local start-ups in the incubator, through (for instance) preferential selection to local businesses, or hosting events tailored to local business outreach.

A3.2b Develop a Tenant Mix Incentive Program based on business gap analysis to incent specific business types to locate within the Downtown area. (SE) (R)

To entice a diverse and creative array of retail to activate vacant tenant spaces, the City can offer access to a variety of incentives. These may include (but are not limited to) discounted licensing taxes, waived business fees, or fast-tracked permitting. While they may require additional partnerships, the City could also provide extra business support and technical assistance, or discounted space at the Downtown incubator (once established).

A3.2c Allow temporary retail, pop-up shops, culinary space and cultural enterprise to test the market. (SE) (R)

Build upon examples such as BLVD MRKT and create a plan to promote and support future retail that helps improve the attractiveness of the area. This can be accomplished by promoting retail uses that encourage pedestrian oriented activities as well as retail uses that enhance the sense of place characteristics of a traditional downtown area. Attracting a new or potentially relocating existing businesses, potential locally-owned, small-scale, ethnic and/or quick-service restaurants, comparable to other smaller downtown areas, would add to the overall vibrancy of the downtown area and keep economic benefits in the local community.

(SE) Social Equity (R) Resilience

P3.3 Promote higher levels of foot traffic with activities and events.

A3.3a Encourage property owners to collaborate on new "pop-up" events to make use of vacant storefronts or parcels and to generate greater interest in Downtown as a unique retail destination. SE R

Pop-up events will bring more activity in the area while demonstrating the viability of the area for additional retail and businesses. The strategy should include food trucks and seasonal festivals or other temporary uses in vacant spaces such as temporary art exhibitions or eating and drinking experiences.

A3.3b Create a coordinated calendar of events for different organizations to allow for combined marketing of events. SE R

Greater coordination in marketing of existing events will allow for more consistent messaging, while strengthening the brand of Downtown Montebello. Greater coordination could also foster more collaboration between event organizers and local businesses. For example, to complement already scheduled movie or concert nights at Montebello City Park, businesses could offer extended hours or pre-event specials, which could potentially boost attendance and attract a wider audience, setting the area apart as a singularly compelling destination in the region.

B. Productive

Walkable urban environment produces more wealth (net revenue per acre from land) than auto-oriented development and is more fiscally resilient.

1) Encourage Mixed-Use Development

While keeping the existing character of the downtown, encourage the addition of higher density residential development (single or mixed use) that will add to the vitality of the Downtown Specific Plan area. Housing development should be done in an intentional way, that doesn't displace current businesses, on select sites that will increase the overall activity of the area.

Policies and Actions

P3.4 Encourage mixed-use infill and compact development.

Vacant or underutilized sites that currently detract from the Downtown's pedestrian environment by breaking with retail frontages and provide no or little street activation, and do not fully capitalize on the City's fiscal opportunity.

Introduce new infill buildings and renovate existing buildings in a manner that preserves and enhances Downtown's walkable urbanism of interconnected streets lined by buildings that engage, frame, and activate the street. The infill building design should respect the existing small and fine-grain context and enrich the public realm.

A3.4a Engage the development community and property owners to promote infill development on underutilized sites that increase the productive value per acre in the Downtown area. R

A3.4b Ensure that new infill development is not a fiscal burden to the City. R

A3.4c Remove regulatory and procedural barriers to fiscally productive land uses and good design. R

A3.4d Amend development standards to allow more intensive uses while being respectful to the contextual setting. R

A3.4e Support and facilitate reinvestment through streamlined regulatory processes. R

A3.4f Explore incentives such as unbundling parking from housing costs to stimulate the production of more housing units. SE R

A3.4g Encourage diversity in housing sizes and types to cater to diverse income groups. SE R

SE Social Equity R Resilience

C. Resilient

1) Property-based Business Improvement District (PBID)

PBIDs are a self-imposed, self-governed financing mechanism used to provide revenue for improvements and activities, such as safety, maintenance, economic vitality and image enhancements, that are in addition to those provided by local government. Local business investments via a self-imposed tax can help ensure their role in the downtown vision and commitment to future improvements. The enhanced services provided by the PBID, relate directly to the priorities identified by Downtown stakeholders and will enhance the Downtown experience for property owners, businesses, residents, employees, and visitors.

Policies and Actions

P3.5 Gauge participation in a Property-based Business Improvement District (PBID) to provide high-quality district services.

Local investment in minor and major District improvements, via the establishment of a Business Improvement District, can go a long way in supporting public funding and initiatives in the area. However, to assure support for such a self-imposed tax, local landowners must have an active role in its visioning and be committed to making the investment work.

A3.5a Build a coalition of Downtown property owners to coordinate with the Downtown vision. (R)

Without first rallying a set of landowning stakeholders behind a unified vision for the district, a PBID is not likely to succeed.

A3.5b Establish the Property-based Business Improvement District (PBID) for Downtown. (R)

P3.6 Explore un-tapped opportunities for value capture and revenue generation.

A3.6a Use developer agreements to support the Downtown's public realm improvement goals. (R)

New development projects in the Downtown Area should be leveraged to further public realm improvement goals through the use of developer agreements. Such agreements provide certainty to the developer that development standard will remain fixed for a particular site, while contracting the developer to provide benefits to the City, such as infrastructure improvements, public open space, or other public realm improvements.

A3.6b Fortify the City's existing Development Impact Fee regime. (R)

To most effectively leverage the positive impact of new development, the City must develop a rational nexus between desired public realm improvements and the scale of development that City will allow. Given the relatively high performance of real estate in the City, the City should consider significantly increasing the fees levied on new development.

(SE) Social Equity (R) Resilience

D Code

4.0 INTRODUCTION

The Code will facilitate orderly implementation of the Downtown Vision.

Downtown Montebello provides a range of living, working, and recreational options to suit diverse needs. The form and character of the different human habitats is conceived as a geography of diverse place types such as districts, neighborhoods, and corridors.

The Downtown is built out with commercial and residential areas. Some of the vacant and underutilized sites in the Downtown area offers the greatest potential for preserving commercial development and attracting new growth.

Community preferences and directions throughout the visioning process guide the coding of the built environment — from a broad, citywide scale, to a detailed scale of individual downtown neighborhoods, blocks, buildings and physical character, consistent with the history and desired future of the place.

Many of the downtown improvements will be carried out by the private sector. Providing clear and precise standards promotes objectivity and allows for a streamlined development review process.

This section outlines a number of plans, regulations, processes, and incentives that will be applied in implementing the Downtown Montebello Specific Plan.

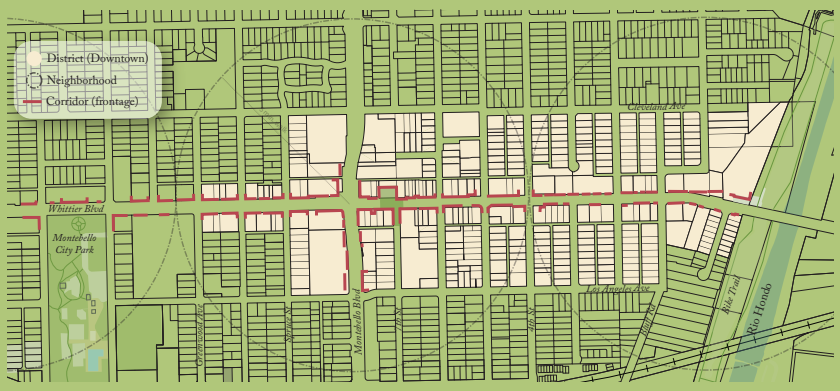


Figure D.1: Downtown Montebello Urban Form Concept.

Form-Based Code

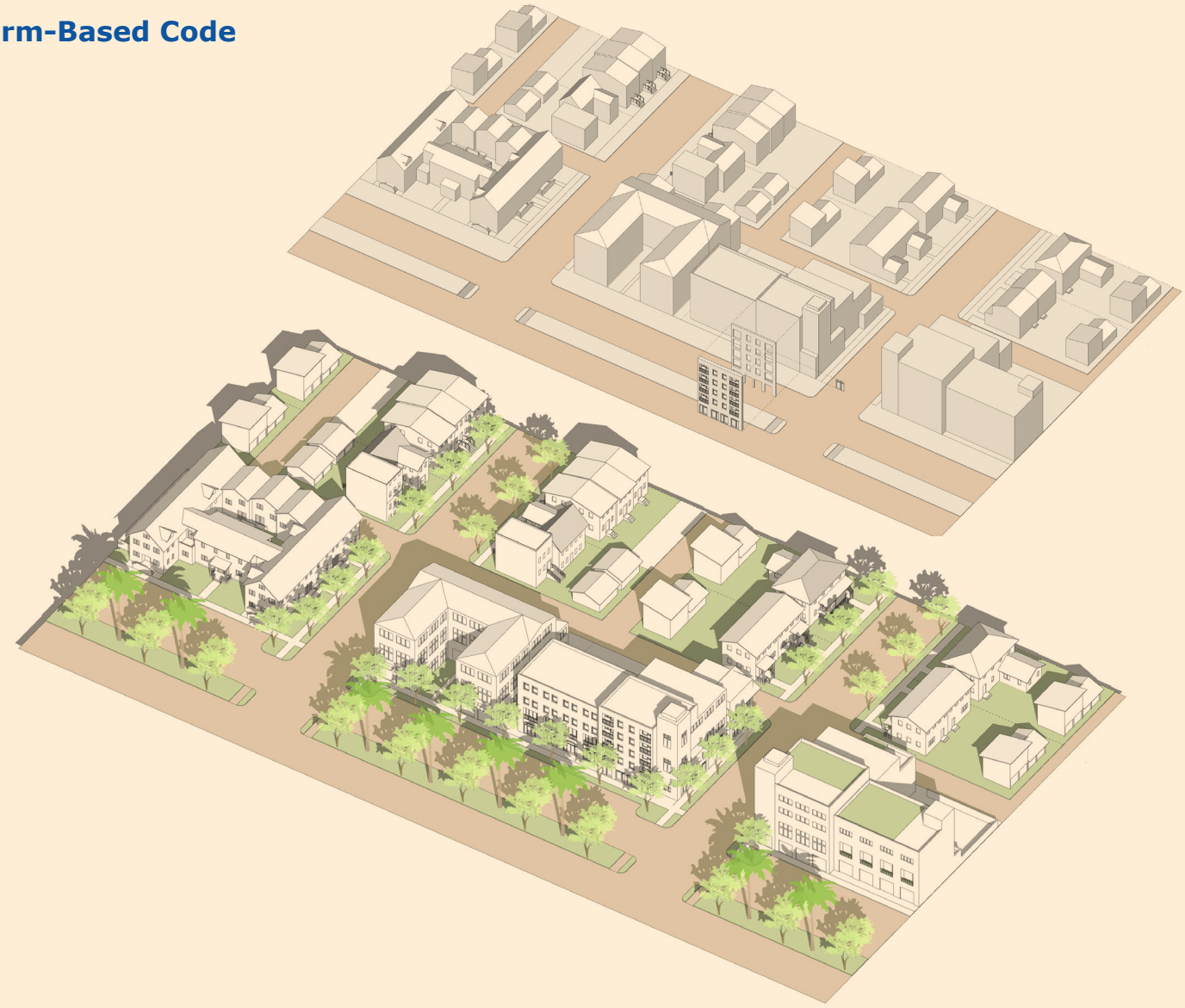


Figure D.2: The standards are carefully calibrated for varying context offering a rich public realm and a variety of living and working environments.

The Downtown Montebello Code is a form-based code (FBC). FBCs are an alternative to conventional zoning regulations. FBCs are purposeful place-based regulations with an increased focus on the design of the public realm: the public space defined by the exterior of buildings and the surrounding streets and open space.

FBCs are used to protect and preserve stable areas from incompatible development and to attract appropriate (re) development to transform areas at risk. This FBC reinforces the historical form patterns with the use of streets, frontages, buildings, and open spaces that are appropriate for Downtown Montebello context.

A key difference between conventional use-based and FBCs is that FBCs do not determine entitlements through FAR or floor units per acre. The conventional density controls have failed to produce diversity in living and working arrangements in a contextual manner. Overly restrictive use and density regulations are common barriers to small-scale development.

The focus of this code is on the few but critically important urban standards that shape the public realm. These include design of streets and open spaces, setback, building height, building frontage at street level, parking, and access.

The properties in Downtown Montebello are build-out. The vision for Downtown Montebello calls for incremental and contextual infill development.

The regulations in this code focus on creating a unifying public realm and is intended to be lean and less regulatory on the private side. The Downtown Montebello area is distinctively different than neighboring downtown or residential areas. The area will develop incrementally and more organically.

This code intentionally encourages improvisation and innovative infill development that creates a rhythmic patterns of existing and new buildings unified by a distinctive, vibrant, and walkable public realm.

4.1 PURPOSE AND APPLICATION

4.1A Purpose

1.1A Intent

The Development Code implements the Downtown Montebello Specific Plan's Vision, Goals and Policies. This Development Code is intended to facilitate the continuing evolution of the Plan Area into a place where:

1. A mixture of land uses including shops, workplaces, and residences are within walking distance of one another and produce an urban form that is inviting, comfortable, safe, and ecologically resilient;

2. Streets and open spaces promote vibrant, safe, healthy, and prosperous place; and

3. New infill and remodeled buildings work together with existing buildings to define the pedestrian-oriented space of the public streets within the Specific Plan area, and are harmonious with each other and the desired character of the Specific Plan area.

1.1.B Relationship to the Montebello General Plan

The Downtown Montebello Specific Plan Code is consistent with the Montebello General Plan currently in effect, as required by Government Code 65000, et seq., California Statute. The Downtown Montebello Specific Plan Code implements the General Plan's community supported goal to 'direct new growth to downtown, corridor, and neighborhoods in need of reinvestment where viable infrastructure is already in place."

1.1.C Relationship to the Municipal Code

Title 17, Chapter 17.040.110 of the Montebello Municipal Code (MMC) shall be referred to as the "Downtown Code." The Dowtown Code provides all requirements for development and land use activity within the boundaries identified in Figure D.3. Except as specifically referenced within the Downtown Code, the Montebello Municipal Code requirements in place prior to the adoption of the Downtown Code are hereby replaced by Chapter 17.040.110.



Figure D.3: Downtown Boundary Map.

4.1B Use and Applicability

1.2A Use of Downtown Code

The Downtown Code shall be administered by the Montebello City Council, hereafter referred to as the "Council;" the Planning Commission, hereafter referred to as the "Commission;" the City Planner; and the Montebello Planning Division, hereafter referred to as the "Planning Division."

1. **Responsibility for Administration:** The Planning Division shall be the primary body responsible for administering the Downtown Code subject to the provisions of Title 17.

1.2.B Applicability to Municipal Code

Property, including structures, land uses and physical improvements such as signs, landscaping, and lighting within the boundaries of the Downtown Code (Figure D.3) shall comply with all applicable requirements of the Downtown Code as follows:

1. **Zoning District(s) Requirements:** All property subject to the Downtown Code shall comply with the relevant requirements of the applicable zoning district(s).

2. **Conflicting Requirements:** Where a requirement exists for the same topic, in both the Downtown Code and other sections of the Montebello Municipal Code, the requirement of the Downtown Code shall prevail unless otherwise specified.

1.2.B 3. Permit Approval Requirements: Each structure and land use shall be constructed, reconstructed, enlarged, altered, or replaced in compliance with the following requirements:

a. **Allowable Use:** The land use must be allowed in the zoning district where the site is located (see Table D.3).

b. **Permit and Approval Requirements:** Any and all permits or other approvals required by the Downtown Code shall be obtained before the issuance of any required grading, building, or other construction permit, and before the proposed structure is constructed and land use established or otherwise put in operation.

c. **Development Standards and Conditions of Approval:** Each land use and structure shall comply with the applicable development standards of the Downtown Code for the zoning district in which the site is located.

4 Improvements, Modifications, or Expansions of Sites or Structures

a. **Improvements to Conforming Structures or Sites:** Applicants that involve an improvement to a conforming site, an existing conforming structure(s), or a modification/expansion of an existing conforming structure(s), sign(s) are subject to the applicable requirements of the Downtown Code.

b. **Improvements to Non-Conforming Structures or Sites:** Applicants that involve an improvement to a non-conforming site, an existing non-conforming structure(s), or a modification/expansion of an existing non-conforming structure(s), or sign(s) shall comply with the applicable requirements of Section 1.2C.

c. **Civic Buildings:** Applications that involve a civic building as defined by the Downtown Code shall comply with Section 1.2B.7.

5 Modification or Subdivision of Existing Parcel(s): Applications involving the modification of an existing parcel or the subdivision of an existing parcel shall comply with the applicable requirements of the applicable zoning district(s) and Section 4.3 Public Realm (Subdivision, Streets, and Block Standards).

6 Approved Entitlements: Entitlements approved prior to the adoption of the Downtown Code that have yet to be constructed are not subject to the Downtown Code. The entitlement(s) may not be extended beyond the four-year approval period and upon expiration, the owner must demonstrate substantial completion in constructing the approved structure(s) or the property shall then comply with the Downtown Code. Substantial completion means at least 90% completion of the approved structure(s) as determined by the Building Official.

1.2.B 7 Civic Buildings: Applications involving the modification or construction of a building for civic purposes as defined in Section 10.0 "Glossary," shall comply with the following:

a. Section 4.4 Development Standards and Section 4.5 Frontage Standards are not required of civic buildings.

b. All other sections of the Downtown Code apply.

1.2.C Non-conforming Lots, Uses, and Structures

1 Intent: The regulations of this section are intended to:

a Recognize the interests of property owners in continuing to use their property for uses that were lawfully established.

b. Promote maintenance, reuse, and rehabilitation of existing buildings.

c. Place reasonable limits on nonconformities that have the potential to adversely affect adjacent properties.

2 Non-conforming Lots: Lots which are non-conforming as to lot area or lot width may be adjusted or subdivided provided the resulting re-configuration brings the non-conforming lot into, or closer to conformity with the requirements of current applicable regulations.

3 Non-conforming Use: Non-conforming uses are those that were legally established but that are not currently listed as permitted or conditionally permitted in the zoning district in which they are located or those that currently require a conditional use permit but at the time of their initiation did not require a conditional use permit. The following provisions shall apply to legal Non-conforming uses:

a. No Non-conforming use shall be expanded or moved in whole or part to any portion of the lot or parcel upon which it is located or other structure other than that occupied by such use at the time it was established.

b. No Non-conforming use shall be changed to a different Non-conforming use.

c. If a Non-conforming use is discontinued or abandoned for a continuous period of 180 days or more, such use shall be deemed to have lost its Non-conforming status and shall not be reestablished.

4 **Non-conforming Structures:**

a. **Additions:** A Non-conforming building or other structure may be added to, provided that an addition of 50% or more of the floor area existing as of the adoption of this Downtown Code shall trigger compliance with all Downtown Code provisions for the portion of the building or structure comprising the addition.

b. **Repairs and Maintenance:** General non-structural repairs and normal maintenance necessary to keep a nonconformity in sound condition are permitted. Structural repairs to a legal non-conforming structure may be authorized by the Building Official if it is determined that said repairs are necessary to protect the health and safety of the occupants, public at-large, or adjacent property and the cost does not exceed 50% of the replacement cost of the legal non-conforming structure. Structural improvements required to strengthen unreinforced masonry structures in compliance with seismic safety standards shall be permitted without replacement cost limitations.

c. **Replacement of Non-conforming Structures:** Any non-conforming structure that is involuntarily damaged by fire or other catastrophic event may be restored or reconstructed to its original condition provided that the cost of such restoration/reconstruction does not exceed 50% of the replacement value of the structure and that the restoration shall commence within one year from the date the damage occurred.

4.2 Zones and Regulating Plan

4.2A Zoning Districts and Overlays

4.2A.1 Purpose and Establishment of Zoning Districts and Overlays

This section establishes the zoning districts and overlays to implement the Downtown Montebello Specific Plan for property and rights-of-way within the Downtown Code boundaries. Property and rights-of-way subject to the Downtown Code shall be divided into the following zones and overlays, which shall be applied to all property as shown on Figure D.4.

4.2A.2 Zoning Districts and Overlays

The Downtown Code is consistent with the Montebello General Plan currently in effect, as required by Government Code 65000, et seq., California Statute. The Downtown Code implements the General Plan's community supported goal to direct majority of the new infill growth to downtown in a contextual manner.

4.2B Regulating Plan

4.2B.1 Purpose and Establishment of Regulating Plan

This section establishes the regulating plan, Figure D.4, as the map that identifies and implements the various intentions and principles of the Downtown Plan. Table D.1 defines the zoning districts, overlays and standards for site development, design and land use through the following:

a **Zoning Districts:** Each zoning district is allocated standards in the following areas:

- Building Placement
- Allowed Development Standards
- Allowed Frontage Types
- Building Height and Size
- Allowed Encroachments into Required Yards
- Parking Placement and Site Access
- Required Parking
- Allowed Land Uses

b **Shopfront Frontage Overlay:** This overlay requires buildings to have shopfront frontage and a minimum floor-to-ceiling height. This requirement is to accommodate ground floor live-work, commercial, retail or other such non-residential activity on streets where the vision expects active, pedestrian-oriented streetscapes.

c **Spatial Enclosure Frontage:** Spatial enclosure is the three dimensional alignment of facades with one another in a coherent manner so as to define the public realm and create a sense of place. The spatial enclosure also projects the unique geometry of the streets and traffic flow vertically around the uniquely shaped parcels thereby promoting safe driving. This overlay requires the frontages of the parcels to be lined with building facades to shape and enclose the streets or open spaces.

d **Regulating Plan Diagram:** Each zoning district and overlay established by the Downtown Code is identified on Figure D.4 to show the boundaries of each zoning districts, overlay, and the parcels within each boundary. Figure D.4 is established as the zoning atlas for all property within the Downtown Code boundaries.

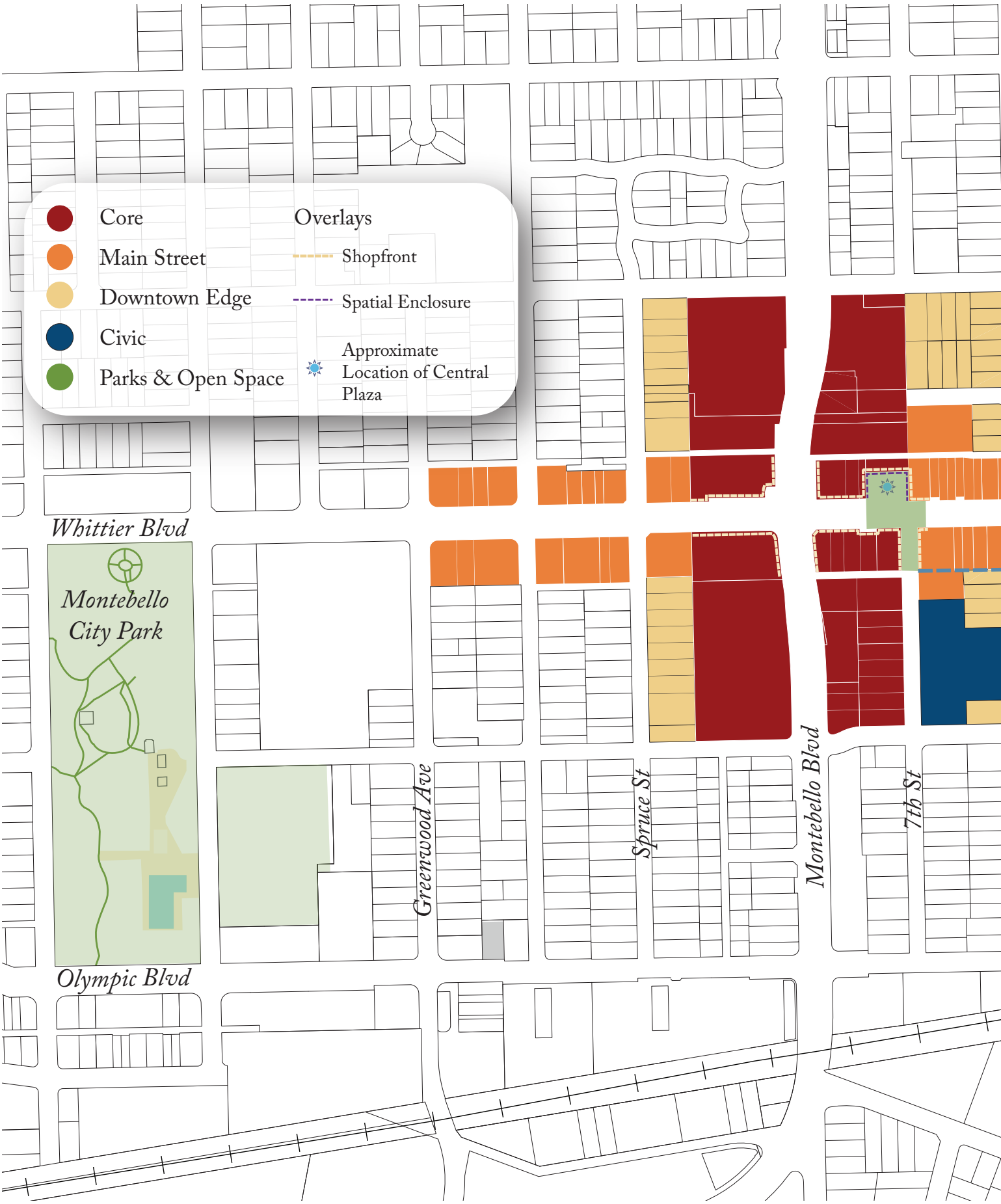
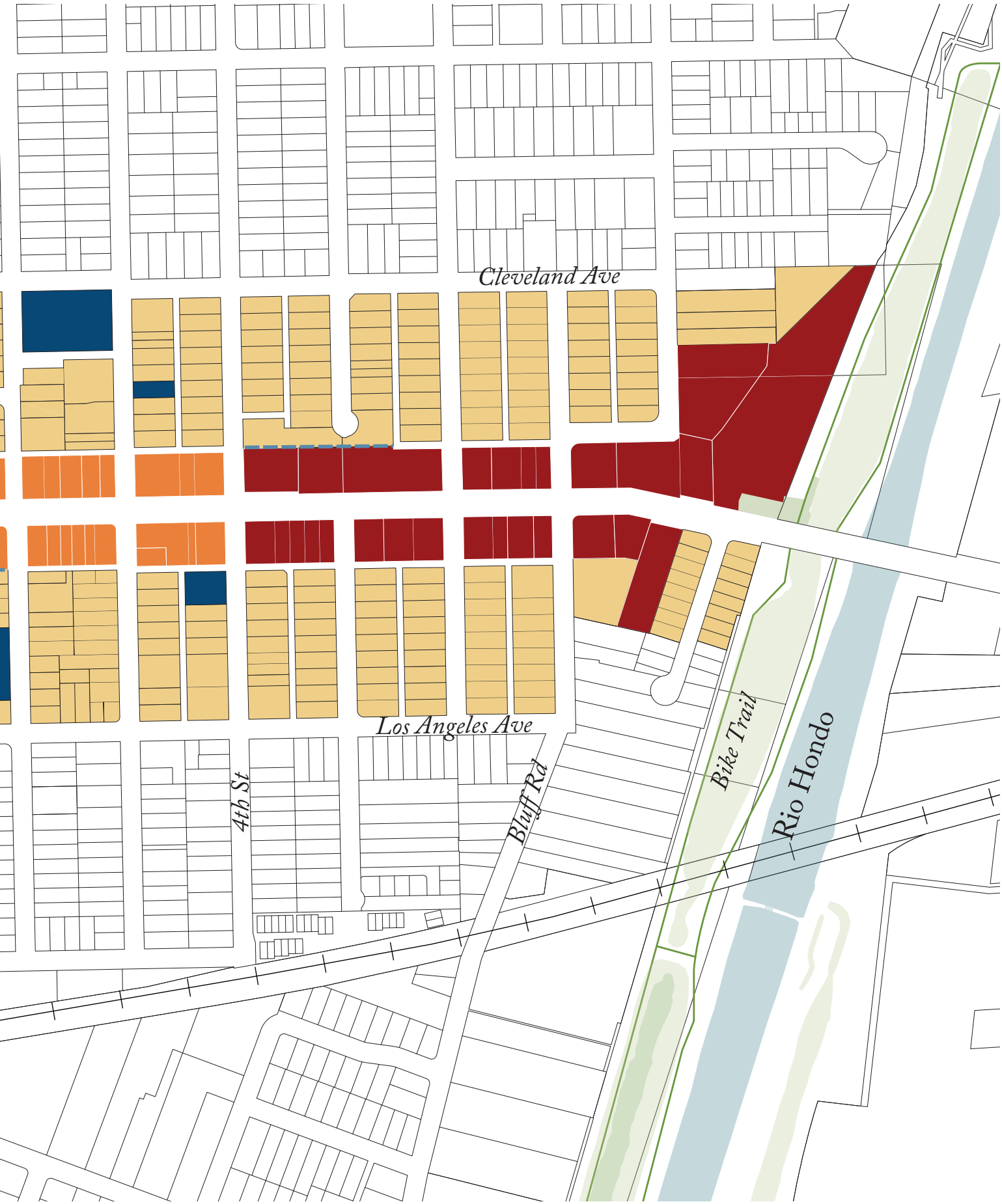


Figure D.4: Regulating Plan.


Cleveland Ave
Los Angeles Ave
4th St
Bluff Rd
Bike Trail
Rio Hondo

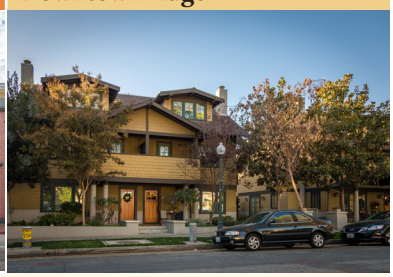
Zoning District	Downtown Core	Main Street	Downtown Edge
Intent			
Desired Form	New buildings are block scale, four stories (up to 45 feet) with provision for five stories element (up to 55 feet), buildings close to property line, and active ground floor commercial activities on key intersections.	New buildings are block scale, up to 3 stories (up to 35 feet) with provision for four stories element (up to 45 feet), buildings close to property line, and active ground floor commercial activities on Whittier Boulevard.	New buildings are house scale up to 2 stories (up to 25 feet) with provision for three stories element (up to 35 feet), buildings close to property line.
Streetscape and Public Realm Improvements	Active streetscapes on Whittier Boulevard and Montebello Boulevard provide continuity with adjacent areas. Commercial frontages such as shopfronts, arcades, or galleries; wide sidewalks; and street trees encourage interesting, safe, and comfortable walking environment.	Whittier Boulevard is envisioned to be configured as a grand tree-lined main street with active frontages, wide sidewalks, slower traffic on 2 travel lanes in the Core area, and parklets and on-street parking on both sides. Mobility hubs facilitate transit, bicycle, and other options to get around downtown.	Active streetscape providing continuity with adjacent areas. Flowering trees give distinctive character to the neighborhoods. Residential frontages and street trees encourage interesting, safe, and comfortable walking environment.
Parking	Parking consists of on-site spaces located either behind buildings or in above- or underground parking structure. On-street public parking spaces are provided. Parking ratios are lower due to available transit and shared parking options.	Parking consists of on-site spaces located either behind buildings or in above- or underground parking structure. On-street public parking spaces are provided. Parking ratios are lower due to available transit and shared parking options.	Parking consists of on-site spaces located either behind buildings or in above- or underground parking structures. On-street public parking spaces are provided.
General Use	Buildings are occupied with ground floor retail, cultural, entertainment, and office activity. Upper floors and the floor area behind shopfronts is flexible for a wide variety of office, lodging, or housing uses.	Buildings are occupied with ground floor commercial, retail, office, and entertainment activity. Upper floors and the floor area behind shopfronts is flexible for a wide variety of office, lodging, and housing uses.	Buildings are occupied with residential uses with live-work uses if desired.

Table D.1: Zoning District Characteristics.

4.3 Public Realm

4.3A Blocks

4.3A.1 Purpose

The design of blocks influence the type of street network, building types, and the quality of urban space. Smaller blocks produce more intersections, therefore more human scale buildings, greater public realm and superior street network system. All blocks shall be designed per the applicable requirements identified in Table D.2 to ensure that new and modified blocks result in walkable, interconnected streetscapes aligned by appropriately scaled buildings.

4.3A.2 Applicability

The standards shall apply to all new or modified blocks in the Downtown area.

4.3A.3 Streetscape Standards

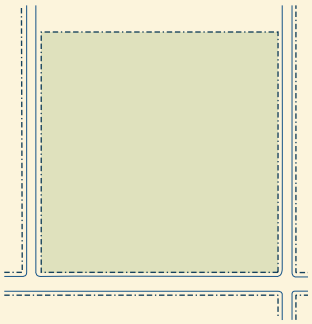
a New or modified blocks shall front a street (public or private).

b New or modified blocks shall be subdivided to generate individual lots for buildings or open space as required by the applicable zoning district(s) and overlay(s) and in compliance with Section 4.4 Development Standards.

c New or modified blocks may be designed in a variety of shapes. Individual block faces and the total block perimeter shall follow the standards established in the Table D.2 below.

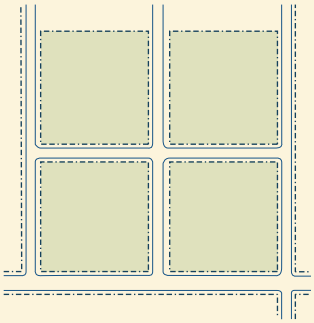
Zone	Face Length	Perimeter Length
Core	400 ft. max.	1,600 ft. max.
Corridor	600 ft. max.	1,800 ft. max.
Neighborhood	600 ft. max.	2,000 ft. max.

Table D.2: Block standards.



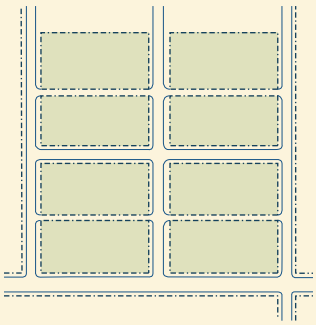
Step 1: Existing Site

Sites that are 4 acres or larger in size or existing blocks with 700 feet of frontage on any side shall be subdivided further to create additional blocks per the requirements of Table 4.2.



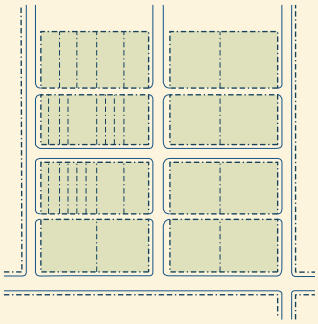
Step 2: Introduce Streets

Sites being subdivided into additional blocks shall introduce streets as allowed in the applicable zoning district(s) and comply with the applicable block-size requirements of Table 4.2.



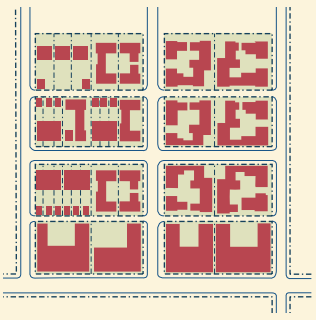
Step 3: Introduce Alleys

Access to new blocks and their individual lots is allowed primarily by alley or, side street, with a certain portion of lots allowed to access the lot via the primary street. The intent of limiting access to the rear or side of lots is to maintain the continuity of the streetscape without interruptions such as driveway access.



Step 4: Introduce Lots

Lots are introduced on each block to correspond with the selected building type(s) allowed by each zoning district.



Step 5: Introduce Projects

Each lot is to receive no more than one main building. The main building is then designed per the requirements of the applicable zoning district along with the allowed frontages and arranged to suit the particular organization of buildings desired for the block.

4.3B Streets

4.3B.1 Intent

The key to transforming the Downtown into walkable area is the introduction of an interconnected street network with streets that are sized appropriately for intended volume and safe traffic speeds. The principal characteristics and strategies of this kind of network are:

a. Interconnected streets that serve all modes of travel, including walking, biking, taking transit, or driving.

b. A diversity of context based street types, each designed according to the adjacent building intensities and uses and each with its own unique character.

c. Streets that accommodate two-way traffic, facilitating navigation and safe traffic speeds, while eliminating traffic-related fatalities.

d. On-street parking that provides convenient parking in front of businesses and residences, reduces the amount of required off-street parking, provides a barrier between vehicles in the travel lane and pedestrians on sidewalks, and provide a presence on the street that helps calm vehicular speeds.

e. Approrpiate lane widths, tight curb radii, and narrow street crossings that calm traffic and provide a more comfortable and safe environment for pedestrians, cyclists, and automobiles.

f. Ample sidewalks, crosswalks, street trees, and generous streetscapes that provide shady, comfortable, and inviting places for pedestrians to walk, while defining the Montebello Downtown's unique and memorable sense of place.

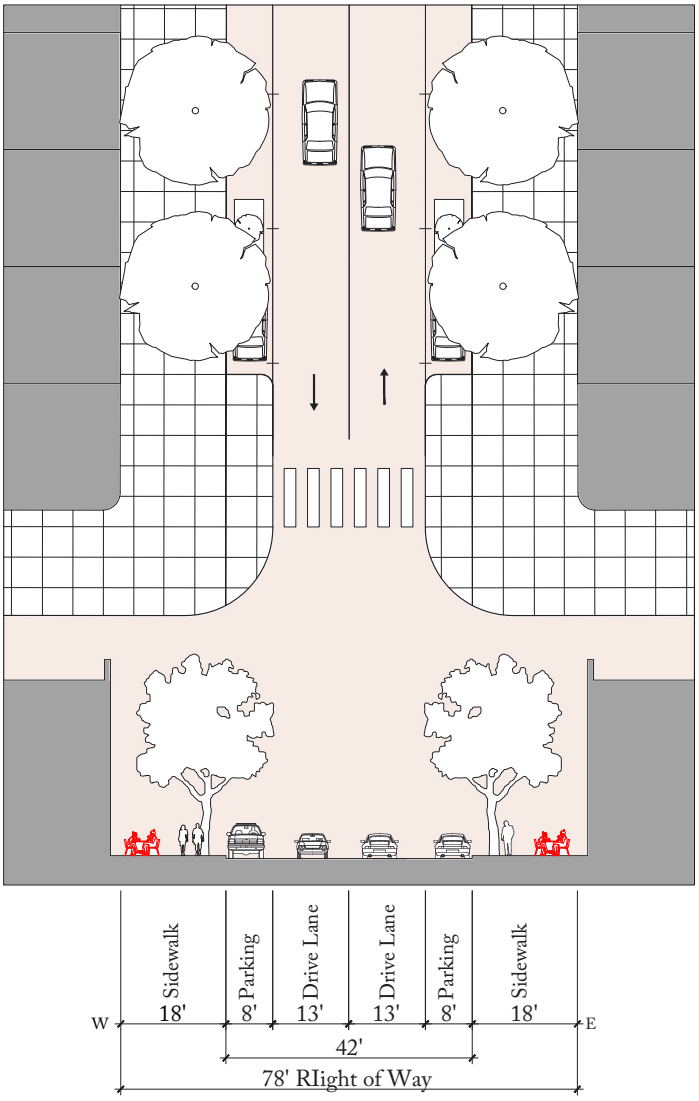
g. Streets that result in a reduced quantity and improved quality of stormwater runoff, and a diminished heat island effect.

h. Energy-efficient, pedestrian-oriented lighting that generates an inviting and safe environment for pedestrians, cyclists, and commerce.

4.3B.2 Applicability

a. The standards in this section apply to all new streets and to the substantial improvement of an entire block length of an existing street, subject to the review and approval of Public Works Director.

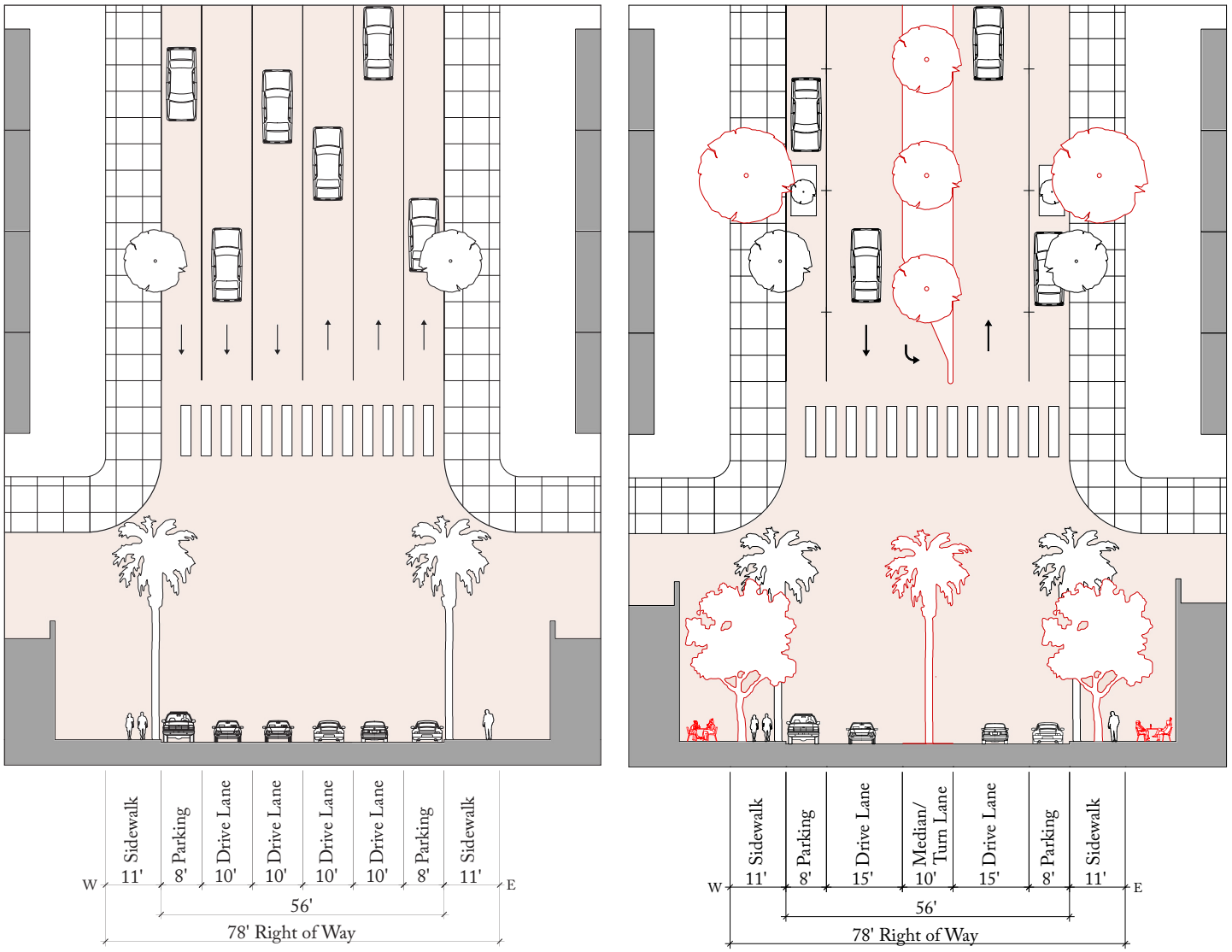
b. Figure D.5 shows the proposed street and block network applied to the entire Plan Area. Additionally, Figure D.10 shows specific landscape characteristics for each street, differentiating it from other streets within the Plan Area, and contributing to the richness of the Downtown area's sense of place.



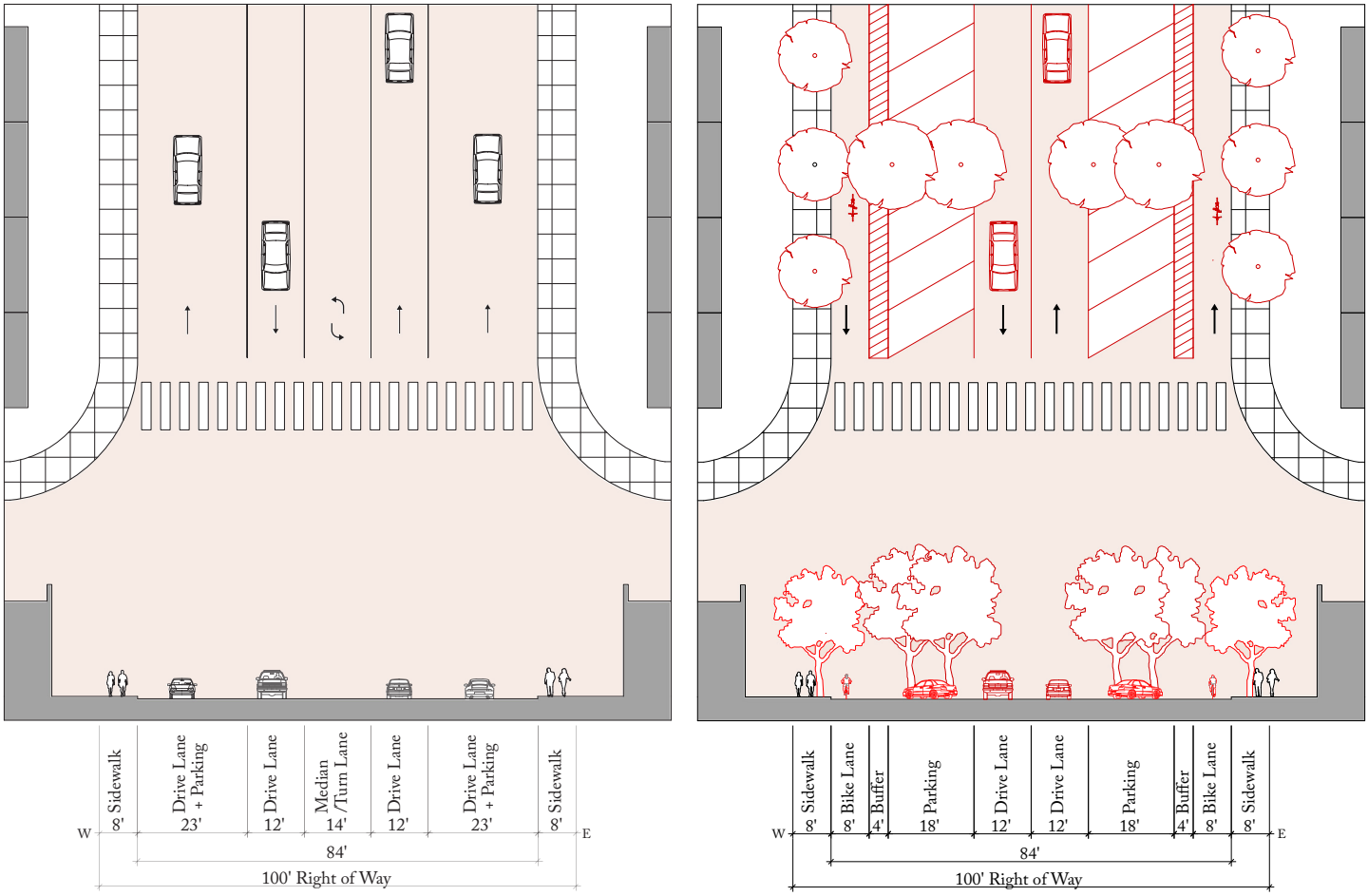
1 *Figure D.6. Proposed Whittier Boulevard within the Downtown Core.*



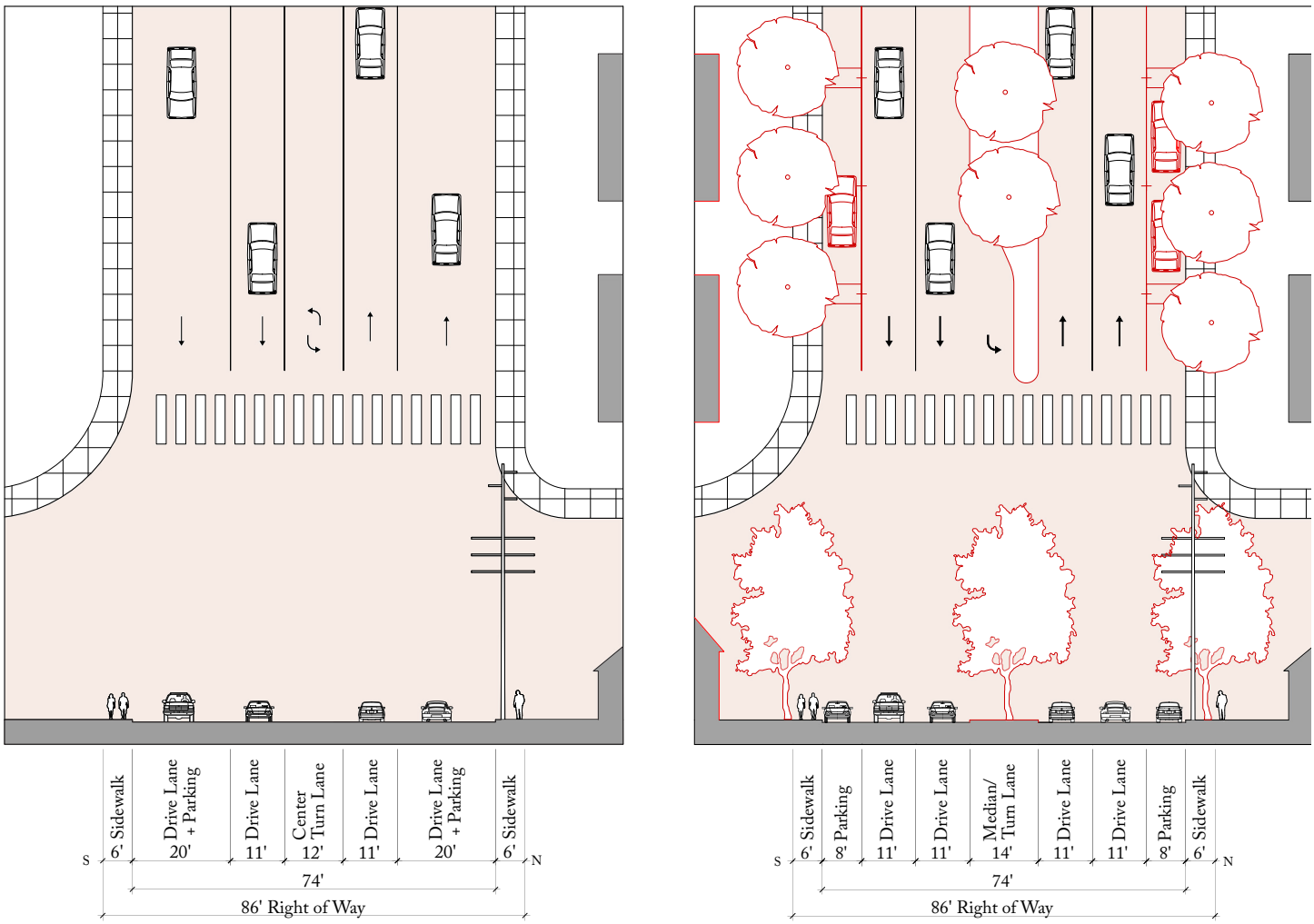
Figure D.5. Proposed street and block network.



2 *Figure D.7. Existing (left) and Proposed (right) Whittier Boulevard, Gateway Locations to the Downtown Core.*



3 *Figure D.8. Existing (left) and Proposed (right) Whittier Boulevard, West of Spruce Street.*



4 *Figure D.9. Existing (left) and Proposed (right) Montebello Boulevard north of Whittier Boulevard.*

4.3C Street Trees

4.3C.1 Intent



The intent of Street Trees is to provide a comfortable, rich pedestrian experience with shade, planted edges in the public right of way, and increase environmental performance with low impact development strategies that absorb and clean urban runoff.

The Street Tree Master Plan (see Figure D.10) locates specific tree species amongst the public realm's street network, open spaces, and greenways. Tree species are chosen for each type of thoroughfare and open spaces to support its unique aesthetic character, spatial quality, and environmental value. Tree selection considerations included the tree's shape, color, seasonal change, scent, size at maturity, drought tolerance, and resilience.

The numerous qualitative benefits from selecting a diverse street tree palette include shade for pedestrians walking along the sidewalk, a visual rhythm to reduce driving speeds along vehicular streets, and overall balance of the built environment. A street tree's environmental benefits include cooling the immediate area, local air quality improvement through carbon sequestration, and stormwater management which contribute toward pedestrian friendly urban character of Downtown Montebello.

The street tree species shown in Figure D.10 (Street Tree Master Plan) are conceptual and may be adjusted subject to Public Works Director and/or Planning and Community Development Director approval.

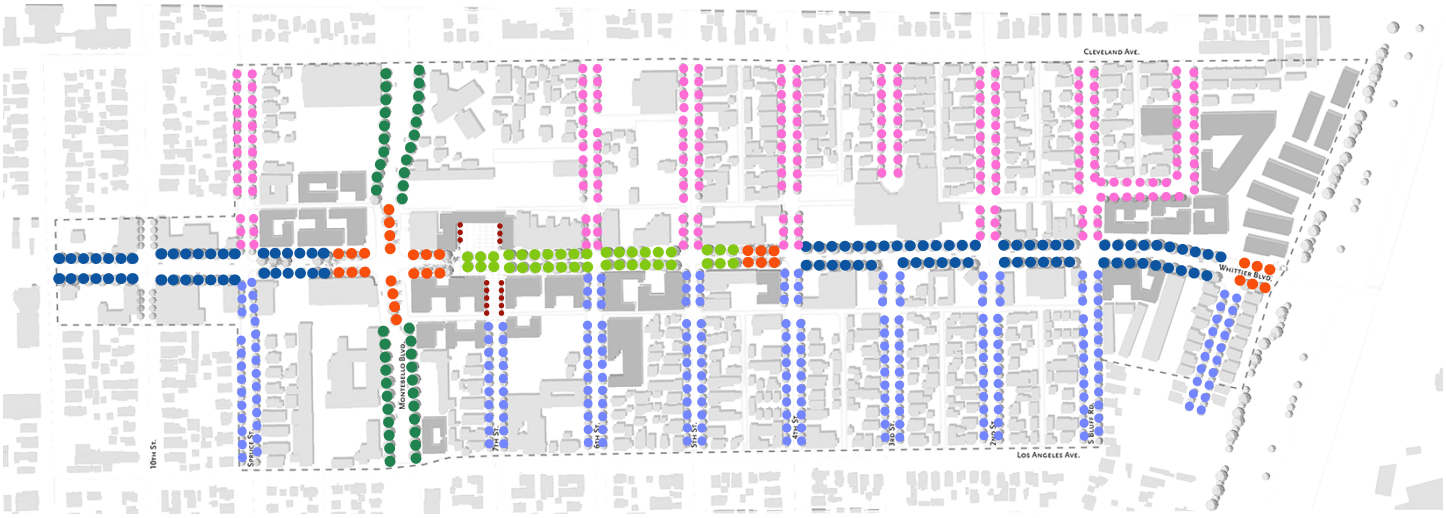


Figure D.10. Street Tree Master Plan.

Whittier Boulevard

Platanus acerfolia
London Plane Tree
30-35 ft on center
Downtown Core

Zelkova serrata 'Green Vase'
Japanese Zelkova
30-35 ft on center
Entry Accent

Phoenix dactylifera
Date Palm
30-35 ft on center
Alternating with Cupressus sempervirens
Italian Cypress

Montebello Boulevard

Magnolia grandiflora
Southern Magnolia
30-35 ft on center
Alternates:
Quercus agrifolia
Coast Live Oak
30-35 ft on center

Pinus torreyana
Torrey Pine

Downtown Plaza

Pyrus calleryana
(Chanticleer)
Chanticleer Pear'
Alternates
Ginkgo biloba (Sky Tower)
Sky Tower Ginkgo Tree

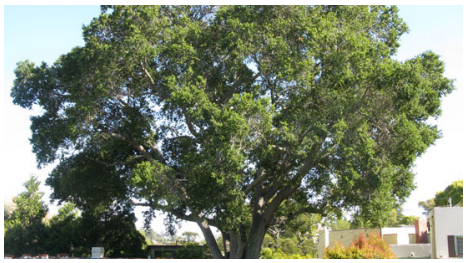
Liriodendron tulipifera
(Fastigatum)
Columnar Tulip Tree

Residential Streets South of Whittier Boulevard, Blue/Purple Flowering Trees

Bauhinia Spp
Orchid Tree
Calodendron capense
Cape Chestnut Tree
Chilopsis linearis
Desert Willow
Jacaranda mimosifolia
Jacaranda
Robina ambigua
(Purple Robe)
Purple Robe Locust

Residential Streets North of Whittier Boulevard, Red/Pink Flowering Trees

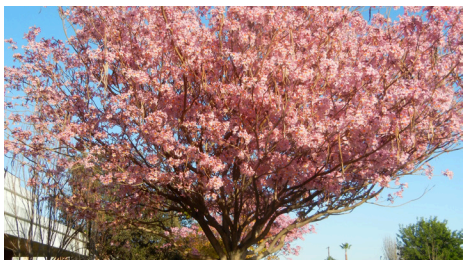
Cercis canadensis
Eastern Redbud
Chitalpa x tashkentensis
(Pink Dawn)
Pink Dawn Chitalpa
Chilopsis linearis
Desert Willow
Eucalyptus ficifolia
Red Flowering Gum
Erythrina coralloides
Naked Coral Tree
Handroanthus heptaphyllus
Pink Trumpet Tree
Koelreuteria bipinnata
Chinese Flame Tree
Tabebuia impetiginosa
Pink Trumpet Tree



Quercus Agrifolia



Robinia Purple Rose



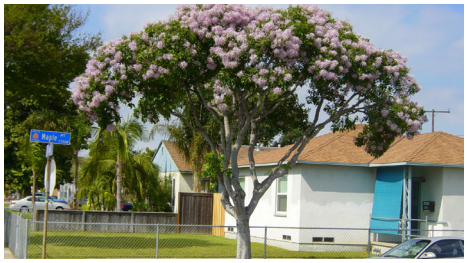
Tabebuia Impetginosa



Zelkova Serrata



Bauhinia Spp



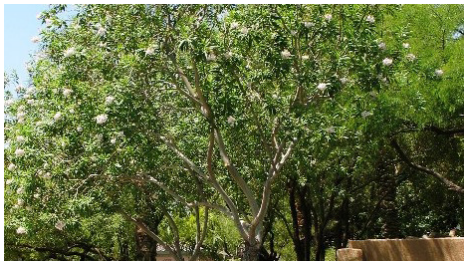
Calodendron Capense



Chilopsis Linearis



Cercis Canadensis



Chitalpa Tashkentensis



Cupressus Sempervirens



Erythrina Coralloides



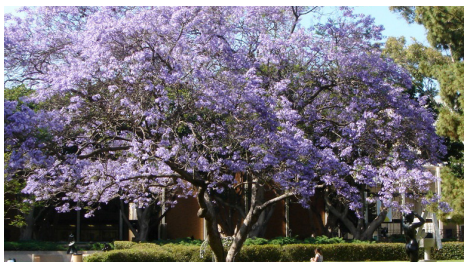
Eucalyptus Ficifolia



Gingko Biloba 'Sky Tower'



Handroanthus Heptaphyllus



Jacaranda Mimosifolia



Liriodendron Tulipifera 'Fastigatum'



Koelreuteria Panniculata



Magnolia Grandiflora



Phoenix Dactylifera



Pinus Torreyana



Platanus Acerfolia



Pryus Calleryana Spp

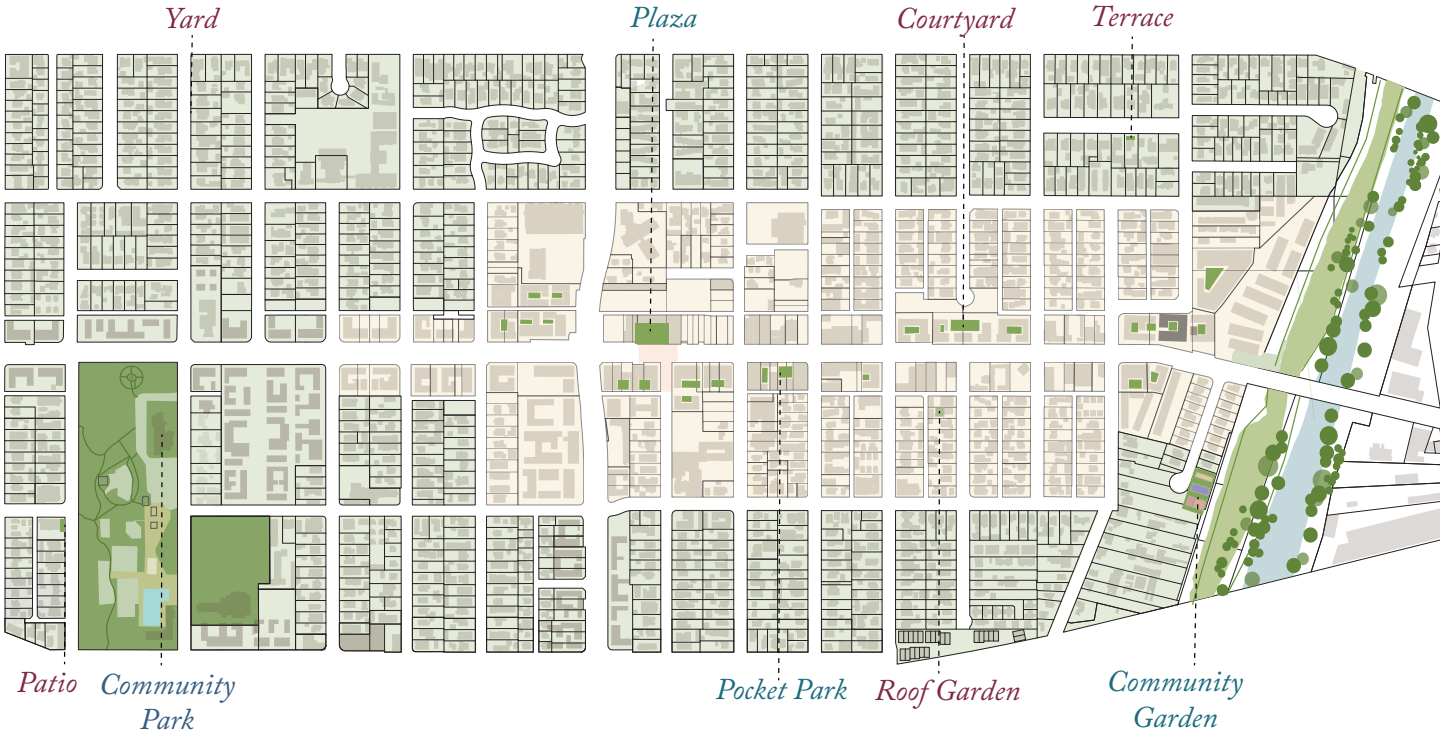


Figure D.11. Range of Public Parks and Open Spaces.





4.3D Parks and Open Space

4.3D.1 Intent

This section establishes a range of open spaces specified based on location and characteristics such as size, landscaping, access, and frontage conditions needed to implement the intended form and character for Downtown. The Downtown Specific Plan vision seeks to establish a seamless weave of public and private open spaces at the regional, neighborhood, block, lot, and building level. The Development Standards include private open space requirements for different building types.



The intent of this section is to:

a. To improve quality of life, instill civic pride, and sense of community.

b. Provide places for diverse people to meet and interact thereby increasing social capital of the neighborhood.

c. Increase property values and helps attract and retain knowledge workers and businesses.



d. Provide venues for many arts and cultural programs which also promotes tourism.

e. Through informal play and shared experiences with peers, open spaces inspire children to explore, discover, learn and become better stewards of the about natural environment.



f. Promote walking, biking, and other physical activities essential for fitness and well being and to reduce diabetes, and heart and mental illness.



g. Reduces the urban heat island effect. Trees in parks and open spaces sequester carbon and other pollutants from the area.

4.3D.2 Applicability

The standards shall apply to all new or modified blocks in the Downtown area. Additional Public Open Spaces can be integrated into this section as they are approved by the City.











I Rio Hondo Channel Greenway

a Description

The Greenway is a linear open space intended to provide extensive opportunities for recreation. The Greenway corridor would connect many neighborhoods, existing parks, schools, and other regional parks and open spaces along the Rio Hondo Channel. It would also connect the wildlife habitat and reducing the heat island effect.

b Standards

i **Size:** The greenway would be variable width and span the entire city. The greenway is part of a regional trail network.

ii **Design:**

a) The landscape along the greenway shall consist of unobstructed lawns, planting beds, naturalistically arranged trees. Hardscape is minimal in the form of access pathway and peripheral connections.

b) Pedestrian amenities such as benches, picnic tables, drinking fountains, excercise equipment, bike racks and playground equipment may be located at appropriate intervals along the greenway.

II Central Plaza

a Description

Plaza is an urban public space that serves as a public gathering place or a place for celebratory events.

b Standards

i Size: 0.25 acre to 0.5 acre

ii Design:

a) Plazas are highly visible located at the intersection of important streets and enclosed by active building frontages.

b) Plazas are hardscape with little or no vegetation, usually requiring minimal maintenance.

c) Amenities may include pergolas, flexible gathering and event spaces, benches, chairs, tables (movable recommended), bike racks, and public art.

d) Infrastructure for special events, including water, power, and data, should be designed into the layout of select plazas.









IV Rio Hondo Connector Park

a Description

This park connects the Downtown area to the Rio Hondo Channel. The connecter park space reinforces the daily commuter entry arrival into Montebello from the east.

b Standards

i **Size:** Variable linear space.

ii **Location:** Located adjacent to the Whittier Blvd Bridge crossing of the Rio Hondo this connecting space brings accessibility of the downtown to the river amenity.

iii **Design:**

a) Gentle curving ramps and stairs meander thru the space that is envisioned to have community works of art accenting the river walk connector experience.

b) Bridge abutments are cladded with bas relief art works and sculptures and other environmental art elements are dotted along the walk.

c) California Sycamore trees meander through the lush native riparian plantings of the connector walk and ramps.

d) The space is secured at night with decorative functional art fences and gates and well-lit spaces.

V Parklet

a Description

A parklet is a sidewalk extension into parking spaces that provides more space and amenities for people using the street.

b Standards

i **Size:** Variable linear space that includes one or more on-street parking spaces.

ii **Location:** Parklets must be located at least one parking space away from an intersection or street corner.

iii **Design:**

a) Parklets are permitted on streets with speed limits of 25 mph or less.

b) Parklets must include a platform/deck that is flush with the sidewalk, unless the parklet is designed to be terraced. Parklets must end at the sidewalk and parklet furniture, heaters, and landscaping may not spill onto sidewalk.

c) Stable and sturdy traffic barriers must be installed on all three sides open to the roadway traffic. The barrier must have a minimum height of 36 inches and maximum height of 42 inches.

d) To allow for water flow, parklets must provide a drainage channel that is a minimum of 3 inches tall and 2 feet wide, along the entire length of the parklet, adjacent to the curb.

e) Parklets design and construction will be subject to Public Works approval. The design must be flexible to allow for any roadway or utility maintenance. Public Works has the right to close a parklet from use to perform maintenance work on adjacent infrastructure.





IV Pocket Park

a Description

Pocket parks are urban open spaces on a small-scale and provide a safe and inviting environment for surrounding community members. They also meet a variety of needs and functions, including: small event space, play areas for children, spaces for relaxing or meeting friends, taking lunch breaks, etc.

b Standards

i **Size:** Up to 0.25 acre

ii **Design:**

a) The parks shall be accessible by both foot and bike.

b) Pocket parks shall strive to accommodate as many different users as possible, prioritizing the needs of surrounding neighborhoods. Pocket parks may include seating, play or fitness equipment, open lawn space, dog runs, community gardens, ecological/educational displays, and community bulletin boards.

c) Pocket parks may be designed to serve as stormwater retention and infiltration areas.











VI Paseos

a Description

Paseos are pedestrian-only pathways that make the block porous, and provide opportunities to create unique public spaces.

b Standards

i **Size:** Variable linear space

ii **Design:**

a) Paseos create short cuts through long blocks, and may connect interior courtyards to street frontages.

b) Use native plants to provide new bird and insect habitats, strengthening Montebello's urban ecosystems. Edible paseo gardens can also be planted, incorporating herbs and vegetables. The simplest solutions are potted plant gardens and window boxes.

c) Well-lit paseos discourage crime, encourage pedestrians, and can introduce artful elements. Adding softer lights, creating spaces with lighting, and playing with lighting temperature can bring new life and atmosphere to an alley.

d) Amenities may include pergolas, flexible gathering and event spaces, benches, chairs, tables (movable recommended), bike racks, and public art.

e) Paseoes need to ensure emergency and maintenance vehicle access as appropriate.





VII Private Open Spaces

a Lot Level

Each building type shall prescribe private open space. For example the open space for single dwelling is provided in yards, courtyard buildings includes courts, and flex buildings and tower may provide terraces.

b Within the building

In urban areas where private yard is not an option, balconies, patios, and roof garden allow residents access to open space, area for small-scale cultivation, recreation, and entertaining.

4.4 Development Standards

4.4A Purpose and Intent

This section establishes standards to ensure that development within the Downtown area promotes a safe, comfortable, and interesting walkable environment along the street by:

- Placing the buildings in the front and locating the parking behind the building;
- Providing access to adequate public and private parks and open space; and
- Providing contextual building scale and mass, and pedestrian access and visibility that establish a human scale to the street.

4.4B Applicability

All proposed buildings and related improvements shall be designed in compliance with the development standards of this Section for the applicable zone, except for public and institutional buildings, which because of their unique disposition and application are not required to comply with these requirements.

4.4C Average Building Height

Building within the Downtown Core, Main Street, and Downtown Edge zones may exceed the maximum allowed base building height by one story for up to 30% of the building footprint area provided an equal amount of building footprint area is one story shorter than the maximum allowed base building height (see Figure D.12).

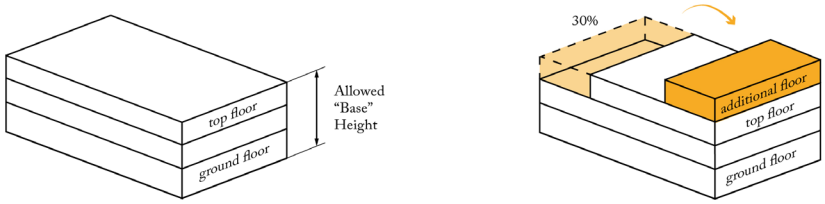
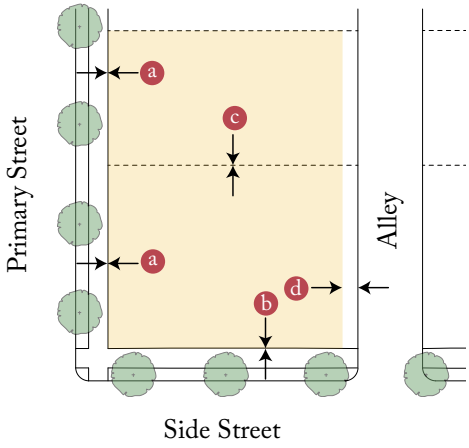
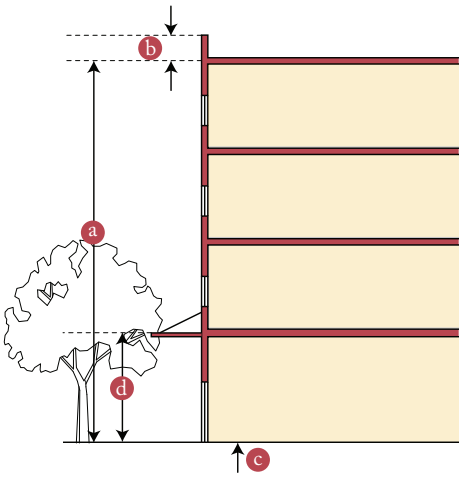


Figure D.12. Average Building Height.



1 Setbacks

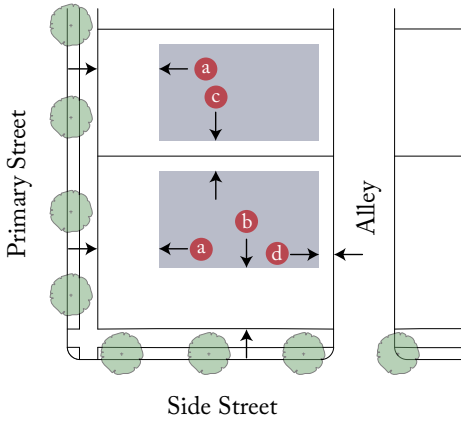
a	Primary Street Setback		
	i	Ground Floor non-residential	0 ft. min./5 ft. max.
	ii	Ground Floor residential	5 ft. min./10 ft. max.
b	Side Street Setback		
	i	Ground Floor non-residential	0 ft. min./5 ft. max.
	ii	Ground Floor residential and upper floors	5 ft. min./10 ft. max.
c	Side Yard Setback		
	i	Non-residential	0 ft.
	ii	Residential	8 ft. min.
d	Rear Setback		
	i	With Alley	5 ft. min.
	ii	Without Alley	15 ft. min.



2 Heights

a	Top of plate height	4 stories/ 45 ft. max. •
b	Parapet height	4 ft. max.
	Pitch roof above top of building plate	Allowed
c	Ground Floor above grade	
i	Non-residential	0 ft.
ii	Residential	3.5 ft. min.
d	Ground story floor to floor height	
i	Non-residential	15 ft. min.
ii	Residential	12 ft. min.

• Up to 30% of the building footprint area may be five (5) stories/55 ft. to top of plate, provided an equal amount of building footprint area is no taller than three (3) stories/35 ft. to top of plate (see Figure 4.9).



3 Parking Placement

On-site parking shall be located as indicated below and shown in the diagram on the right:

a	Primary Street Setback		
	i	Podium/Suface	20 ft. min.
	ii	Subterranean	0 ft.
b	Side Street Setback		
	i	Podium/Suface	20 ft. min.
	ii	Subterranean	0 ft.
c	Side Yard Setback		
	i	Podium/Suface	5 ft. min.
	ii	Subterranean	0 ft.
d	Rear Setback		
	i	Podium/Suface	5 ft. min.
	ii	Subterranean	0 ft.

4 Signs

Allowed Signage Types. A maximum of two of the below sign types are allowed per business. Signs may encroach into Primary Street and Side Street rights-of-way as measured from the building facade as identified below.

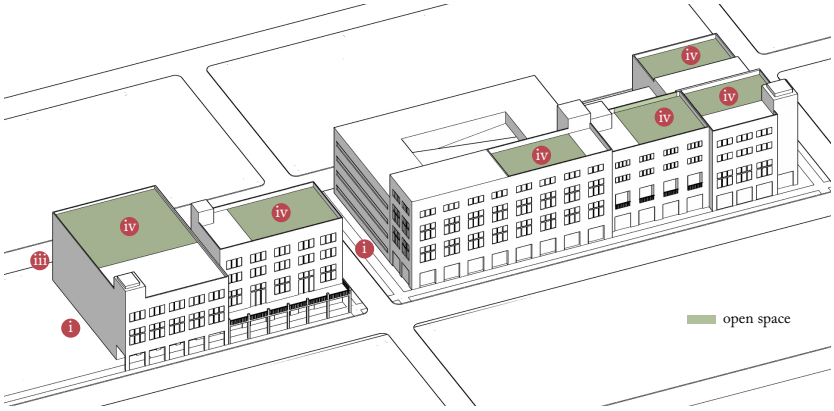
	Sign Type	Encroachment
a	Awning Canopy	Within 2 ft. of curb
b	Window Sign	0 ft.
c	Projecting Sign	3 ft.
d	Wall	Sign Thickness
e	Directory/Building ID Sign	Sign Thickness

5 On-site Open Space

a One (1) or more of the Open Space Types listed below shall be provided on each lot and must be accommodated behind the Primary Street setback line.

	Open Space type	Minimum Area	Minimum Dimensions
i	Side Garden	15% of total lot area	20 ft. by 20 ft.
ii	Courtyard		
iii	Back yard		
iv	Roof deck		

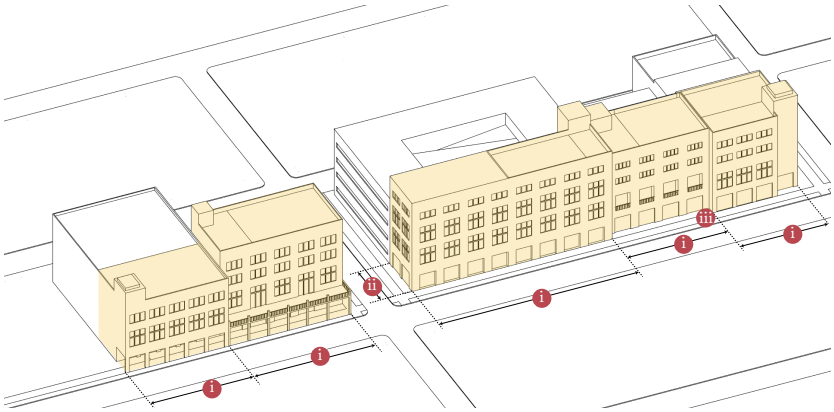
b Residential projects without a back yard shall provide for each residential unit a private open space in the form of a balcony, door yard, or yard. Private open space shall have a minimum area of 40 square feet with a minimum width of 5 feet.



6 Building Size and Separation

a Buildings shall be designed according to the following building length and building separation standards:

i	Building lenght along Primary Street	150 ft. max
ii	Building lenght along Side Street	100 ft. max
iii	Building separation along Primary Street	0 ft.



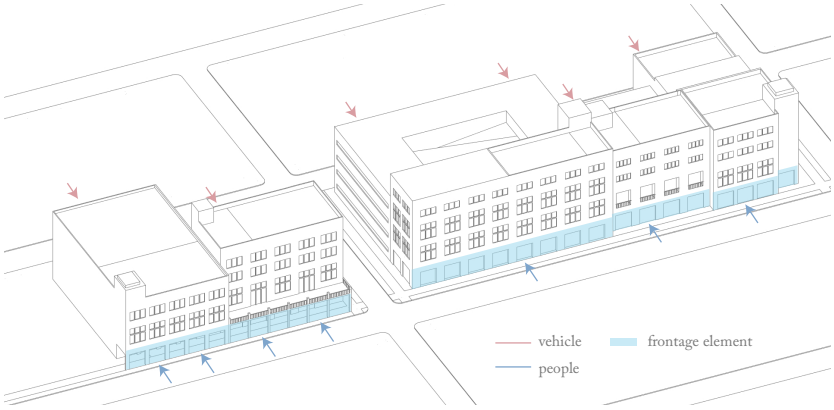
7 Frontage Elements, Encroachments. and Access

a Required Frontage Elements: Street- and Court-facing building facades shall provide at least one (1) of the frontage elements listed below. These Frontage Elements may encroach into the Primary Street and Side Street setbacks as identified below.

i	Arcade, Gallery	To R.O.W. line
ii	Shop-front	0 ft.
iii	Stoop	5 ft.
iv	Door yard	To R.O.W. line

b Optional Frontage Elements. The following elements may be provided on all Street- and Courtyard-facing facades, and may encroach into in the Primary Street and Side Street setbacks or right-of-way as identified below.

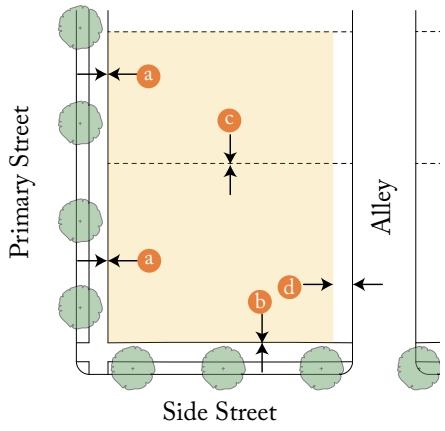
i	Balcony	3 ft. into R.O.W. or setback
ii	Bay Window	
iii	Awning, Canopy	Within 2 ft. of curb

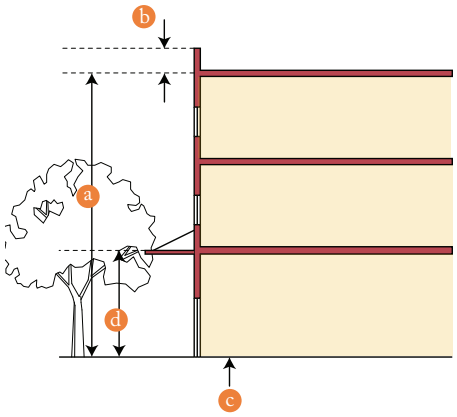


c i Pedestrian Access: All ground floors shall be accessed directly from the sidewalk either directly to each unit or commercial space through an appropriate frontage element, lobby, or open space, such as a court. Upper floor uses may be accessed through an exterior or interior stair, or lobby.

ii Vehicular Access: Parking shall be accessed from an alley. Where an alley is not present, parking/service areas may be accessed from primary street. Driveways shall be located as close to side property line as possible. Parking/service areas for corner lots shall be accessed from side street.

4.4E Main Street





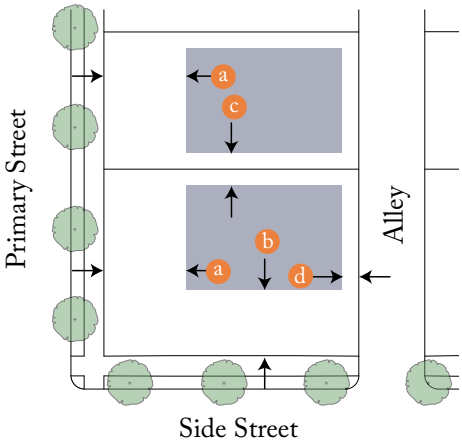
1 Setbacks

a	Primary Street Setback		
	i	Ground Floor non-residential	0 ft. min./5 ft. max.
	ii	Ground Floor residential	10 ft. min./15 ft. max.
b	Side Street Setback		
	i	Ground Floor non-residential	0 ft. min./5 ft. max.
	ii	Ground Floor residential and upper floors	10 ft. min./15 ft. max.
c	Side Yard Setback		
	i	Non-residential	0 ft.
	ii	Residential	8 ft. min.
d	Rear Setback		
	i	With Alley	5 ft. min.
	ii	Without Alley	15 ft. min.

2 Heights

a	Top of plate height	Average 3 stories/ 35 ft. max. •
b	Parapet height	4 ft. max.
	Pitch roof above top of building plate	Allowed
c	Ground Floor above grade	
i	Non-residential	0 ft.
ii	Residential	3.5 ft. min.
d	Ground story floor to floor height	
i	Non-residential	15 ft. min.
ii	Residential	12 ft. min.

• Up to 30% of the building footprint area may be four (4) stories/45 ft. to top of plate, provided an equal amount of building footprint area is no taller than two (2) stories/25 ft. to top of plate (see Figure 4.9).



3 Parking Placement

On-site parking shall be located as indicated below and shown in the diagram on the right:

a	Primary Street Setback		
	i	Podium/Suface	25 ft. min.
	ii	Subterranean	0 ft.
b	Side Street Setback		
	i	Podium/Suface	20 ft. min.
	ii	Subterranean	0 ft.
c	Side Yard Setback		
	i	Podium/Suface	5 ft. min.
	ii	Subterranean	0 ft.
d	Rear Setback		
	i	Podium/Suface	5 ft. min.
	ii	Subterranean	0 ft.

4 Signs

Allowed Signage Types. A maximum of two of the below sign types are allowed per business. Signs may encroach into Primary Street and Side Street rights-of-way as measured from the building facade as identified below.

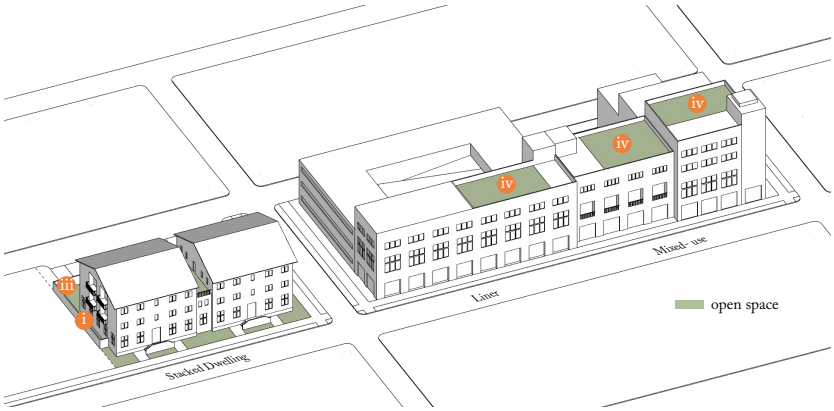
	Sign Type	Encroachment
a	Porch Sign	0 ft.
b	Yard Sign	0 ft.
c	Awning Canopy	Within 2 ft. of curb
d	Window Sign	0 ft.
e	Projecting Sign	3 ft.
f	Wall	Sign Thickness
g	Directory	Sign Thickness

5 On-site Open Space

a One (1) or more of the Open Space Types listed below shall be provided on each lot and must be accommodated behind the Primary Street setback line.

Open Space type	Minimum Area	Minimum Dimensions
i Side Garden	15% of total lot area	20 ft. by 20 ft.
ii Courtyard		
iii Back yard		
iv Roof deck		

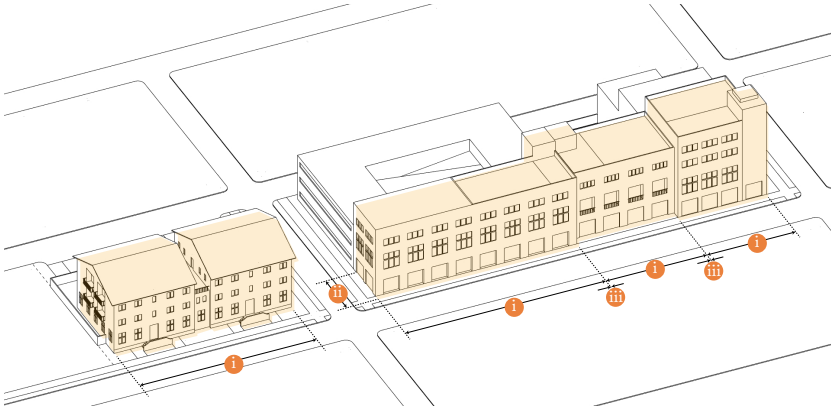
b Residential projects without a back yard shall provide for each residential unit a private open space in the form of a balcony, door yard, or yard. Private open space shall have a minimum area of 40 square feet with a minimum width of 5 feet.



6 Building Size and Separation

a Buildings shall be designed according to the following building length and building separation standards:

i Building lenght along Primary Street	280 ft. max
ii Building lenght along Side Street	120 ft. max
iii Building separation along Primary Street	15 ft.



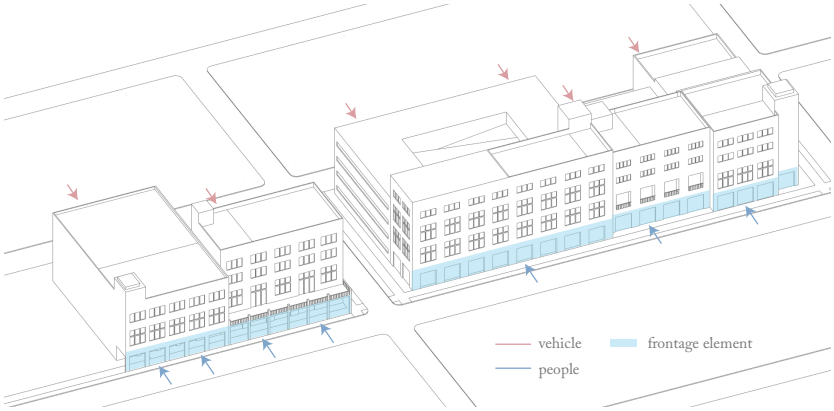
7 Frontage Elements, Encroachments. and Access

a Required Frontage Elements: Street- and Court-facing building facades shall provide at least one (1) of the frontage elements listed below. These Frontage Elements may encroach into the Primary Street and Side Street setbacks as identified below.

i Arcade, Gallery	To R.O.W. line
ii Shopfront	n/a
iii Stoop	5 ft.
iv Door yard	To R.O.W. line

b Optional Frontage Elements. The following elements may be provided on all Street- and Courtyard-facing facades, and may encroach into in the Primary Street and Side Street setbacks or right-of-way as identified below.

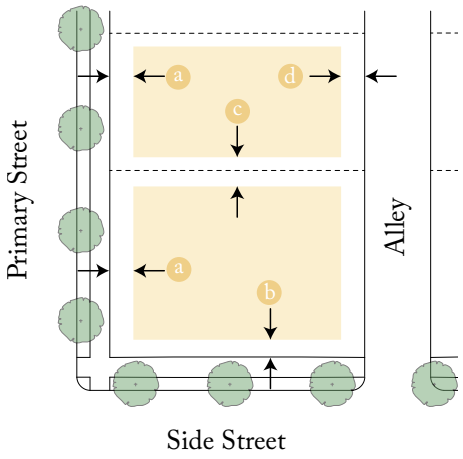
i Balcony	3 ft. into R.O.W. or setback
ii Bay Window	
iii Awning, Canopy	Within 2 ft. of curb



c i Pedestrian Access: All ground floors shall be accessed directly from the sidewalk either directly to each unit or commercial space through an appropriate frontage element, lobby, or open space, such as a court. Upper floor uses may be accessed through an exterior or interior stair, or lobby.

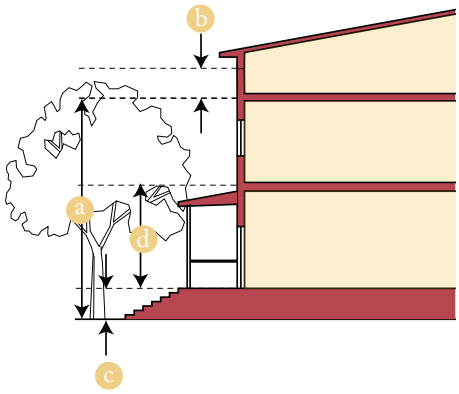
ii Vehicular Access: Parking shall be accessed from an alley. Where an alley is not present, parking/service areas may be accessed from primary street. Driveways shall be located as close to side property line as possible. Parking/service areas for corner lots shall be accessed from side street.

4.4F Downtown Edge



1 Setbacks

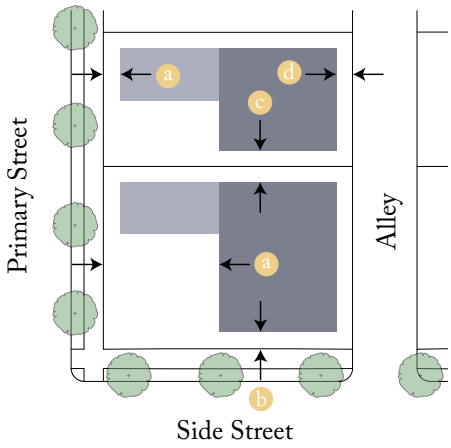
a	Primary Street Setback		
	i	Ground Floor non-residential	10 ft. min./25 ft. max.
	ii	Ground Floor residential	10 ft. min./25 ft. max.
b	Side Street Setback		
	i	Ground Floor non-residential	5 ft. min.
	ii	Ground Floor residential and upper floors	10 ft. min.
c	Side Yard Setback		
	i	Non-residential	5 ft. min.
	ii	Residential	5 ft. min.
d	Rear Setback		
	i	With Alley	10 ft. min.
	ii	Without Alley	15 ft. min.



2 Heights

a	Top of plate height	Average 2 stories/ 25 ft. max. •
b	Parapet height	4 ft. max.
	Pitch roof above top of building plate	Allowed
c	Ground Floor above grade	
	i Non-residential	0 ft.
	ii Residential	3.5 ft. min.
d	Ground story floor to floor height	
	i Non-residential	12 ft. min.
	ii Residential	10 ft. min.

• Up to 30% of the building footprint area may be three (3) stories/35 ft. to top of plate, provided an equal amount of building footprint area is no taller than one (1) stories/15 ft. to top of plate (see Figure 4.9).



3 Parking Placement

On-site parking shall be located as indicated below and shown in the diagram on the right:

a	Primary Street Setback		
	i	Suface	5 ft. min. for 34% max. of lot width; 50% of lot depth for remaining 66% of lot width; parking prohibited on corners.
	ii	Podium	50% of lot depth
	iii	Subterranean	10 ft. min.
b	Side Street Setback		
	i	Suface	5 ft. min.
	ii	Podium	25 ft. min.
	iii	Subterranean	5 ft. min.
c	Side Yard Setback		
	i	Suface	5 ft. min.
	ii	Podium	15 ft. min.
	iIi	Subterranean	5 ft. min.
d	Rear Setback		
	i	Suface	5 ft. min.
	ii	Podium	20 ft. min.
	iii	Subterranean	5 ft. min.

4 Signs

Allowed Signage Types. A maximum of two of the below sign types are allowed per business. Signs may encroach into Primary Street and Side Street rights-of-way as measured from the building facade as identified below.

	Sign Type	Encroachment
a	Porch Sign	5 ft. in conjunction with Porch or Stoop
b	Yard Sign	Within 3 ft. of R.O.W.
c	Awning Canopy	To R.O.W. in conjunction with Awning

5 On-site Open Space

a One (1) or more of the Open Space Types listed below shall be provided on each lot and must be accommodated behind the Primary Street setback line.

	Open Space type	Minimum Area	Minimum Dimensions
i	Side Garden	15% of total lot area	20 ft. by 20 ft.
ii	Courtyard		
iii	Back yard		

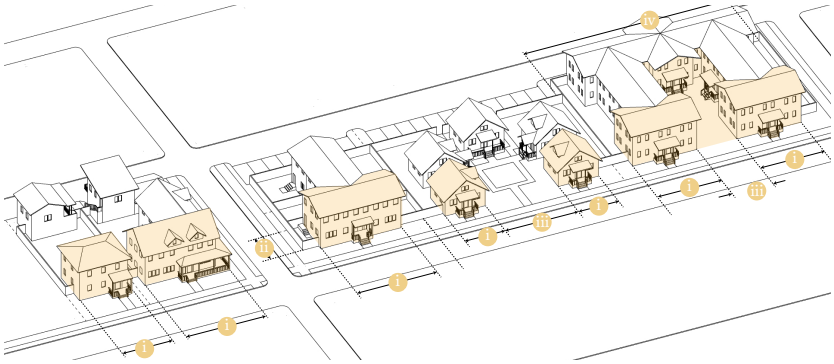
b Residential projects without a back yard shall provide for each residential unit a private open space in the form of a balcony, door yard, or yard. Private open space shall have a minimum area of 40 square feet with a minimum width of 5 feet.



6 Building Size and Separation

a Buildings shall be designed according to the following building length and building separation standards:

i	Building lenght along Primary Street	60 ft. max.
ii	Building lenght along Side Street	75 ft. max.
iii	Building separation must extend entire lot depth or width or lead to Courtyard.	15 ft. min.
iv	Building length along rear property line.	150 ft. max.



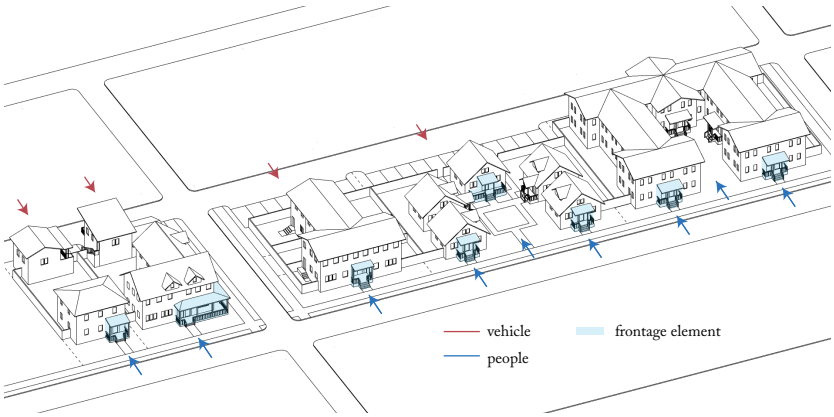
7 Frontage Elements, Encroachments. and Access

a Required Frontage Elements: Street- and Court-facing building facades shall provide at least one (1) of the frontage elements listed below. These Frontage Elements may encroach into the Primary Street and Side Street setbacks as identified below.

i	Shop-front	n/a
ii	Stoop	5 ft. max.
iii	Door yard	To R.O.W. line
iv	Porch	5 ft. max.
i	Front yard	n/a

b Optional Frontage Elements. The following elements may be provided on all Street- and Court-yard-facing facades, and may encroach into in the Primary Street and Side Street setbacks or right-of-way as identified below.

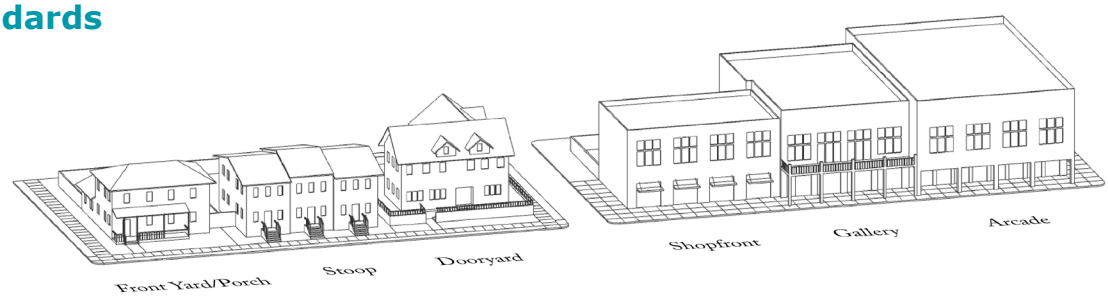
i	Balcony	3 ft. max.
ii	Bay Window	
iii	Awning, Canopy	To R.O.W. line



c i Pedestrian Access: All ground floors shall be accessed directly from the sidewalk either directly to each unit or commercial space through an appropriate frontage element, lobby, or open space, such as a court. Upper floor uses may be accessed through an exterior or interior stair, or lobby.

ii Vehicular Access: Parking shall be accessed from an alley. Where an alley is not present, parking/service areas may be accessed from primary street. Driveways shall be located as close to side property line as possible. Parking/service areas for corner lots shall be accessed from side street.

4.5 Frontage Standards





Front Yard



Porch



Stoop



Dooryard (residential)



Dooryard (non-residential)



Shopfront



Gallery



Arcade



Balcony



Bay Window



Awning



Canopy

4.5A Purpose and Intent

This Section establishes standards to ensure proposed development promotes a walkable environment along the street through the provision of street-facing windows, entries, and appropriately designed frontages; and commercial ground floors that support pedestrian activity through maximum ground floor transparency. Frontages consist of the street facade of the building(s), including any projecting elements, and any landscape, hardscape, walls, and fences between the building facade and the back of sidewalk. They provide a transition between the public environment of the street and the semi-private and private environments of the building interior. They also signal the location of the building entrance and provide a semi-public space within which neighbors and visitors can interact.

4.5B Applicability

The requirements of this Section apply to all new buildings within the Downtown area.

4.5C Frontage Types

This Section identifies the frontage types allowed within the Downtown area, and for each type provides a description and design standards to ensure that proposed development is consistent with this Specific Plan's goals for building form, character, and quality. Frontage types are divided into two categories, Required (Porch, Stoop, Dooryard, Shopfront, Gallery, and Arcade) and Optional (Balcony, Bay Window, Awning, Canopy). The provisions of this Section work in combination with the underlying Zone as identified on the Regulating Plan. Refer to Sections 4.4D, 4.4E. and 4.4F for required and optional frontage types within each zone and allowed encroachments into the setback or right-of- way.

4.5Di Front Yard

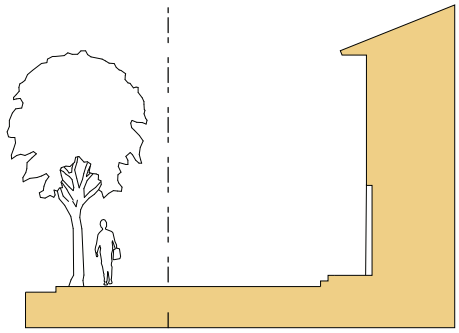
a) **Description:** The area between the building facade and the property line. Front Yards may be visually continuous with adjacent yards with a common landscape, or enclosed by a low fence, wall, or hedge. On sloping sites, front yards may be raised above the level of the adjacent sidewalk and supported by a low retaining wall at the property line with steps providing access between the sidewalk and the yard. Porches, stoops, balconies, and bay windows may encroach into Front Yards.

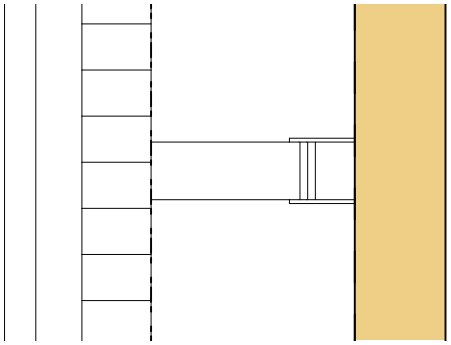
b) **Design Standards**

i) Front yards and continuous planters between the curb and sidewalk along the primary and side streets shall be landscaped.

ii) Paved areas shall be limited to walks and driveways, where present.

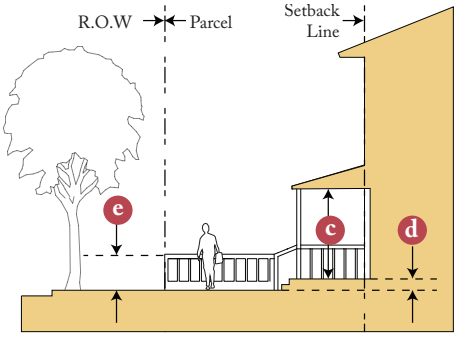
iii) Fences defining the front yard shall not exceed four (4) feet as measured from the adjacent sidewalk.

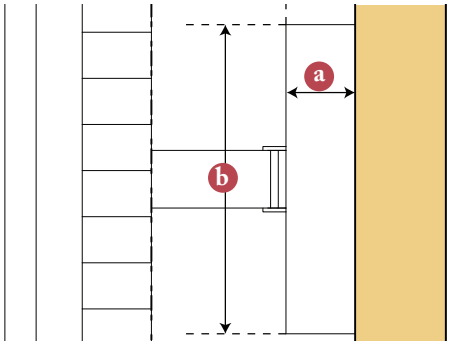
















4.5Dii Porch

a) **Description:** A roofed, unenclosed room attached to the exterior of a building that provides a physical transition between the sidewalk and the building. Porches may be provided on buildings that are set back from the Primary and/or Side Street property lines and may encroach into the front yard and side street yard.

b) **Design Standards**

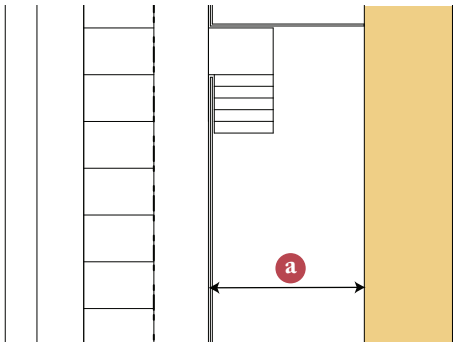
i) Porches may be enclosed with insect screens if recessed from the exterior wall plane and if visibility is maintained from the sidewalk.

ii) Porches shall be designed according to the following dimensional requirements:

	Dimensions	Min.	Max.
a	Depth (clear)	6 ft.	-
b	Width (clear)	12 ft.	-
c	Height: ceiling (clear)	8 ft.	12 ft.
d	Height: floor above grade	12 in.	3 ft.
e	Height: fence or hedge	-	3 ft.

4.5Diii Dooryard

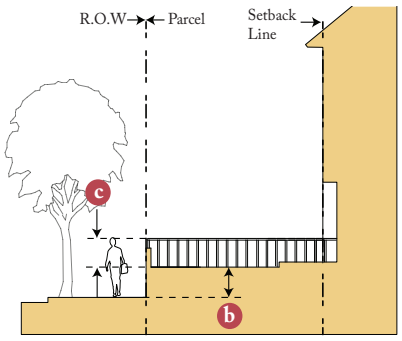
a) **Description:** An elevated or at-grade garden or terrace that is located in the front yard setback and that is enclosed by a low wall located at or near the property line. For elevated Dooryards, access from the sidewalk to the Dooryard is via a stair or ramp. The Dooryard can accommodate a variety of activities, ranging from dining patios for commercial uses to patios for residential uses. In addition, the interior building spaces are separated from the adjacent sidewalk by the depth of the Dooryard and in the case of raised Dooryards, by the terrace height.



b) **Design Standards**

i) Walls and/or fences shall be consistent with the architectural style of the building in their design, materials, and finishes.

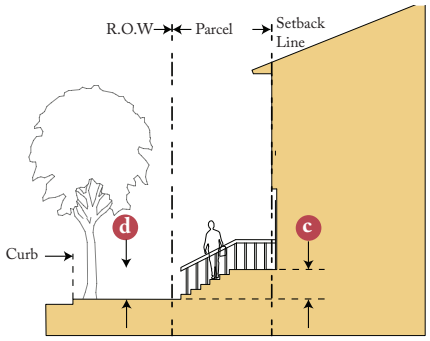
ii) Dooryards shall be designed according to the following dimensional requirements:

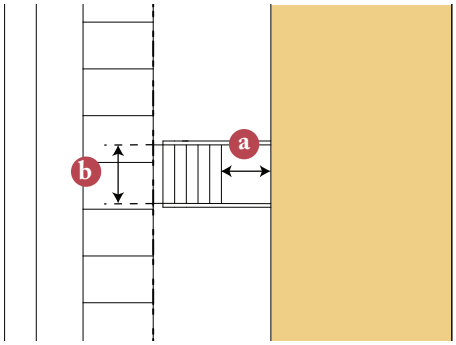


Dimensions	Min.	Max.
a Depth (clear)	7 ft.	-
b Height above grade	0 ft.	3 ft.
c Fence or railings may extend to height required by building code.	-	-













4.5Div Stoop

a) **Description:** A stair and landing leading directly from the sidewalk to a building entrance. The ground floor of the building is typically raised to provide increased privacy for the rooms facing the public street. Accordingly, stoops are ideal frontage types for ground floor housing that is near the street.

b) **Design Standards**

i) The exterior stairs may be perpendicular or parallel to the adjacent sidewalk. The landing may be covered or uncovered. Landscaping shall be placed on the sides of the stoop.

ii) Stoops shall be designed according to the following dimensional requirements:

	Dimensions	Min.	Max.
a	Depth: Landing (clear)	4 ft.	10 ft.
b	Width (clear)	4 ft.	10 ft.
c	Height: floor above grade	12 in.	3 ft.
d	Height: Fence or hedge	-	3 ft.

4.5Dv Shopfront

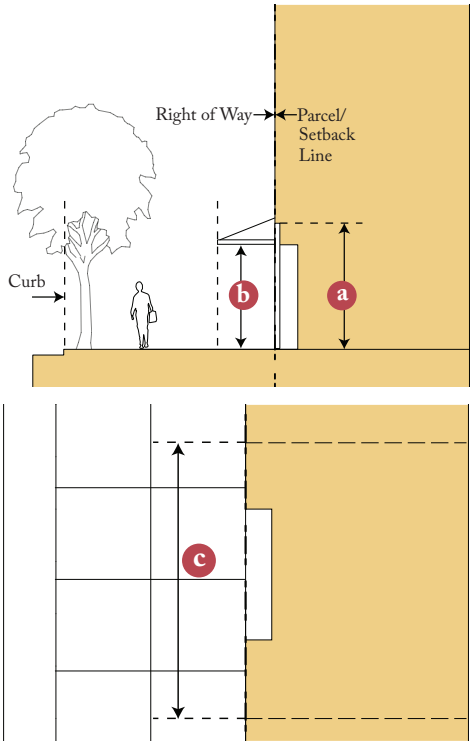
a) **Description:** Shopfronts are large openings in a building facade that are enclosed with large transparent windows and doors that provide direct, at-grade access to ground floor commercial/retail uses. The basic required architectural elements of shopfronts include large windows, doors with glass, transom windows, and a solid base (bulkhead). Optional elements include awnings, canopies, signage, lighting, and cornices.

b) **Design Standards**

i) Storefront glass shall be clear without reflective coating or dark tinting. Lightly tinted glazing less than 15%, low emissivity, solar) is acceptable.

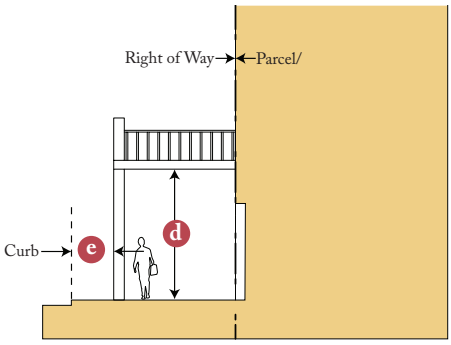
ii) Shopfront shall be designed according to the following dimensional requirements:

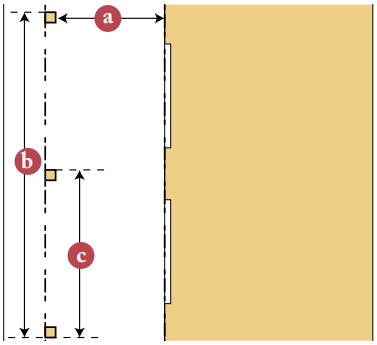
Dimensions	Min.	Max.
a Height (clear)	10 ft.	16 ft.
b Distance to bottom of awning	8 ft.	10 ft.
c Width of storefront bay(s)	10 ft.	15 ft.
Glass area % of ground floor wall	70	90















4.5Dvi Gallery

a) **Description:** Galleries are facades with ground floor colonnades that support a cantilevered shed roof or a deck that covers the sidewalk. Galleries contain ground floor storefronts, making them ideal for retail use. Railing on top of the gallery is only required if the gallery roof is accessible as a deck.

b) **Design Standards**

i) Along primary frontages, the Gallery columns shall correspond to Shopfront openings. Galleries shall be a minimum of two (2) bays wide.

ii) Galleries shall be designed according to the following dimensional requirements:

Dimensions	Min.	Max.
a Depth (clear)	10 ft.	16 ft.
b Width (clear)	20 ft.	80 ft.
c Width: single bay (clear)	10 ft.	16 ft.
d Height (clear)	12 ft.	16 ft.
e Distance from face of curb (clear)	2 ft.	-

4.5Dvii Arcade

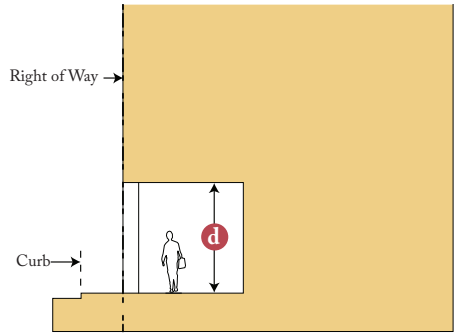
a) **Description:** Arcades are facades with a ground floor colonnade that supports the upper stories of the building, or for one-story buildings, the roof. Arcades contain ground-floor shopfronts, making them ideal for retail or restaurant use, as the arcade shelters the pedestrian while shading the storefront glass, preventing glare that might obscure views of merchandise.

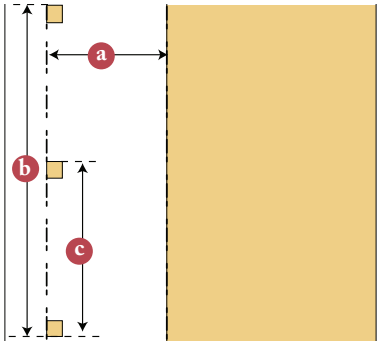
b) **Design Standards**

i) Along primary frontages, the Arcade shall correspond to Shopfront openings. Arcades shall be a minimum of two (2) bays wide.

ii) Arcades shall be designed according to the following dimensional requirements:

	Dimensions	Min.	Max.
a	Depth (clear)	10 ft.	16 ft.
b	Width (clear)	20 ft.	80 ft.
c	Width: single bay (clear)	10 ft.	16 ft.
d	Height (clear)	12 ft.	16 ft.
e	Distance from face of curb (clear)	2 ft.	-





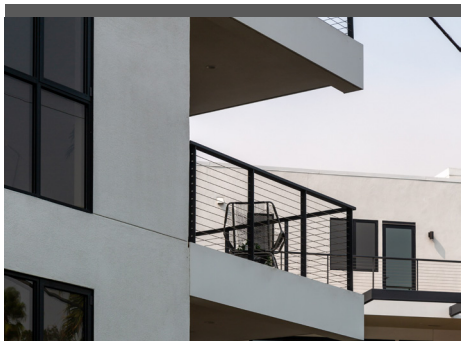












4.5Dviii Balcony

a) **Description:** A platform enclosed by a wall or balustrade on the outside of a building, with access from an upper-floor door.

b) **Design Standards**

i) Balcony design character, palette of materials, and approach to detailing shall be consistent and compatible with the building's style.

ii) Balconies of traditionally styled buildings shall have visible supports in the form of projecting beams or braces. Balcony railings on traditional buildings shall be made of wood, wrought iron, steel bar or tube faithfully simulating true wrought iron. Balconies on modern styled buildings may simply project. Modern buildings may also use galvanized or painted steel, aluminium, and cable railing components. Vinyl substitutes shall be avoided.

4.5Dix Bay Window

a) **Description:** A large window or series of windows projecting from the outer wall of a building and forming a recess within.

b) **Design Standards**

i) Bay windows shall be a maximum of ten (10) feet wide and shall have a height that is equal to or greater than their width.

ii) Bay windows shall be placed a minimum of two (2) feet from any building corner and a minimum of three (3) from any other bay window.

iii) Bay windows shall consist of at least 75% transparent fenestration.

















4.5Dx Awning

a) **Description:** A cloth cover fastened to a building or structure and supported by a frame that is used to protect pedestrians from the sun or rain.

b) **Design Standards**

i) Awnings shall be of a simple shed form, made of code-compliant fire-resistant canvas or materials of similar appearance; materials which are shiny, stiff, and synthetic shall be avoided.

ii) Each awning shall correspond to a storefront.

iii) Upper floor awnings may be provided. Each individual awning shall cover no more than one Shopfront or window opening. Signage is not permitted on upper floor awnings.

iv) Awnings shall be positioned so that signage is not obstructed.

v) Awning color(s) and pattern(s) shall be coordinated with the overall design of the building. As appropriate awning colors may vary between adjacent businesses.

vi) Internally illuminated and backlit awnings and any associated light diffusers are prohibited.

4.5Dxi Canopy

a) **Description:** A flat, metal awning that extends perpendicular from the building and parallel to the sidewalk. The canopy's frame is connected to the wall and spanned by a variety of materials, including metal lattice, glass, and metal slats.

b) **Design Standards**

i) Canopies shall be of a simple form, made of metal and/or glass.

ii) Canopies shall be supported either from below by metal brackets, or from above by rods, wires, or chains that affix to the wall.

iii) Canopies may extend across multiple storefronts.

iv) Upper floor awnings may be provided. Each individual canopy shall cover no more than one window opening. Signage is not permitted on upper floor canopies.

v) Canopies shall be positioned so that signage is not obstructed.

vi) Canopies shall be coordinated with the overall design of the building; all canopies on a single building shall be consistent in their design, color, and material.









4.6 Land Uses

4.6A Allowable Land Uses

A parcel or building within the specific plan area shall be occupied by only the land uses allowed by Table D.3 within the zones specified within the Regulating Plan. Land uses are defined in Section 4.10B.ii (Glossary).

a Use not listed. When a use is not specifically listed in Table D.3, the Planning and Community Development Director or his/her designee, shall have the authority to determine whether the proposed use is permitted based on the finding that the use is similar to, and no more detrimental than, those permitted in the zone. Uses not listed, or otherwise determined by the Planning and Community Development Director or his/her designee to be permitted, are prohibited.

4.6.B Permit Requirements

a Permitted subject to compliance with all applicable provisions of this Development Code, and a Site Plan in compliance with Zoning Code Title 17. These are shown as "P" uses in the tables;

b Allowed subject to the approval of a Conditional Use Permit in compliance with Zoning Code Chapter 17.70, and shown as "CUP" uses in the tables; and

c Not allowed in particular zones, and shown as a "—" in the tables.

		Downtown Core	Main Street	Downtown Edge
1	**Commerce, Manufacturing, Processing**			
	Artisan/craft manufacturing, commercial kitchen printing and publishing	P	P	—
	Research and Development	P	P	—
	Warehouse and Distribution	—	—	—
	Personal storage facility	—	—	—
	Makers Space	P	P	P
2	**Retail**			
	Supermarket, home improvement center	P	P	—
	Neighborhood market, pharmacy	P	P	P
	Restaurants	P	P	P
	Retail businesses	P	P	P
	Retail Pop-Ups	P	P	P
	Restaurant with dancing, live entertainment, craft brewery and winery (including retail sales), nightclub	CUP	CUP	CUP
	Medical Marijuana cultivation, manufacturing, sales, delivery, and distribution	—	—	—
3	**Services**			
	Personal Services: Personal Services, such as barber and beauty shops, dry cleaning pick-up stores, home electronics and small appliance repair, nail shops - manicure, pedicure, and tailors	P	P	P
	Personal Services (restricted): Banquet facility/catering, accessory massage (licensed, therapeutic, and in conjunction with primary businesses such as day spa, beauty salon, barber shop or similar uses) and tanning salons	CUP	CUP	CUP
	Professional Services: Includes professional offices for banks, commercial art and design, counseling services, scientific and research organizations, media post production and news services, urgent care clinic, and medical clinic (doctor, dentist)	P	P	P
4	**Accessory Commercial Uses**			
	Drive-through facility	—	—	—
	Incidental entertainment	P	P	—

Table D.3. Land Use Table

		Downtown-Core	Main Street	Downtown Edge
	Outdoor cafe (Dining)	P	P	P
	Outdoor display	CUP	CUP	CUP
	Outdoor storage	—	CUP	—
5	**Automobile Related**			
	Vehicle Sales and associated vehicle service and parts	—	CUP	—
	Vehicle parts, maintenance, or repair, detailing, painting, service stations	—	—	—
	Drive-through establishments including car wash	—	—	—
6	**Utility, Transportation**			
	Mobility hub	P	P	P
	Parking facility (public or commercial)	P	P	—
	Utility Facilities and Infrastructure	—	CUP	CUP
	Wireless telecommunication facility	CUP	CUP	CUP
7	**Residential Uses**			
	Dwelling, single-family attached	—	—	P
	Dwelling, multi-family	P	P	P
	Live/work Unit	P	P	P
	Transitional housing	P	P	P
	Emergency shelter	—	—	—
	Lodging: Hotel, B&B inn	CUP	CUP	—
8	**Accessory Residential Uses**			
	Accessory dwelling unit	P	P	P
	Home occupation	P	P	P
9	**Recreation, Education, Public Assembly**			
	Museums, art galleries, and libraries	P	P	P
	Athletic club/gymnasium, religious facility, and recreational centers	CUP	CUP	CUP
	Open Space	P	P	P
	Studios for arts, dance, music, martial arts	P	P	P
	Health/fitness facility	CUP	CUP	CUP
	Community garden	—	P	P
	School, public	P	P	P
	School, private (trade schools, colleges)	CUP	CUP	CUP
	Theater, cinema, performing arts, outdoor community events	CUP	CUP	CUP
	Art lounges or theaters with alcohol sales	CUP	CUP	—
	Recreation, entertainment uses	CUP	CUP	—
	Bowling allies, billiards parlors, indoor racquetball/pickleball courts.	CUP	CUP	—
	Farmers market, certified	P	P	P
10	**Other Uses**			
	Alcohol sales (on-and off-sale outlets)	CUP	CUP	CUP
	Vending machine (regular and reverse)	P	P	P
	Secondhand stores	—	—	—
	Day care center — child	CUP	CUP	CUP

Key to Table

P	Permitted
CUP	Conditional Use Permit
—	Not Permitted

Table D.3. Land Use Table

4.7 Signs

4.7A Sign Standards

4.7A.1 Purpose

These sign regulations are intended to appropriately limit the placement, type, size, and number of signs allowed within the Downtown area, and to require the proper maintenance of signs. The purposes of these limitations and requirements are to:

a Avoid traffic safety hazards to motorists, bicyclists, and pedestrians, caused by visual distractions and obstructions;

b Promote the aesthetic and environmental values of the community by providing for signs that do not impair the attractiveness of Downtown as a place to live, work, and shop; and

c Provide for signs as an effective channel of communication, while ensuring that signs are aesthetically designed and proportioned in relation to adjacent structures and the structures to which they are attached.

4.7A.2 Applicability

a Section 4.7 applies to all signage within the Downtown Code boundaries except for the following which are subject to the requirements of Chapter 17.62 of the Municipal Code:

1. Real estate signs, special event signs, directional signs; and

2. Billboard or other off-premise sign regulated by Chapter 17.62.105 of the Municipal Code, and any sign located in the public right-of-way and installed or maintained by the City or by any other public entity having legal authority to maintain signs.

b Applicability to sign content. The provisions of this Section do not regulate the message content of a sign (sign copy), regardless of whether the message content is commercial or noncommercial.

c Sign permit requirements. Installation of signs shall require approval of a sign permit:

1. Wall, window, awning/canopy, and sidewalk signs shall be processed ministerially by the Planning and Community Development Director; and

2. All other sign types shall be subject to Chapter 17.62 of the Municipal Code.



4.7B Sign Types

Each proposed sign or existing sign to be modified shall be designed as one of the signage types allowed for the zoning district as identified in Table 4.4

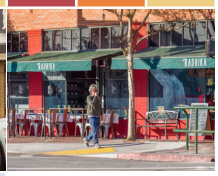
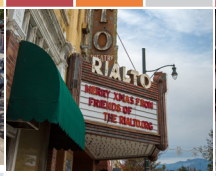
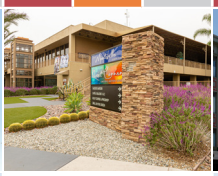
Wall			Window			Awning/Canopy		
Core	Main Street	Edge	Core	Main Street	Edge	Core	Main Street	Edge
								
A sign that is painted or applied directly to the wall, typically above the shopfront or more creatively as approved by the City. This type consists of a single externally illuminated panel or individual letters including a logo and does not include cabinet signs. This type of sign is intended for viewing from across the street and along the sidewalk.			A sign that is painted or applied directly to the storefront window(s) and/or door(s). This type consists of individual letters, including a logo with allowances for contrasting background. This type of sign is intended for viewing from across the street and at close range.			A sign that is integral to the awning or canopy above a shopfront. This type of sign may be located either on the valence face of the awning that faces the street or on the valence perpendicular to the building. Also included is a feature area on the main panel. For canopies, this type of sign is located on top of and along the front edge of the canopy. This type of sign is intended for viewing at close range.		

Table D.4. Sign Types



Sidewalk			Marquee		Projecting		Monument		Roof		Pole	
Core	Main Street	Edge	Core	Main Street	Core	Main Street	Core	Main Street	Core	Main Street	Core	Main Street
												
A two-sided, non-illuminated, portable sign that is placed outside of the shopfront on the adjacent sidewalk for viewing at close range. The sidewalk sign is intended for use by restaurants, cafes, other food-oriented businesses, theaters and other such activities.			A vertically-oriented two- to three-sided sign that projects from the facade over a sidewalk, public open space or other public right-of-way and may project above the building's parapet. This type of sign is intended for viewing along the sidewalk and down the street from the adjacent block.		A two-sided sign that projects over a sidewalk (public or private) or open space (public or private). This type of sign is intended for viewing at close range.		A sign that is located within front and side yards where the building is setback substantially from the sidewalk and the sign is to be viewed from a distance along the street. **Wall-integral:** Occurs as part of site-defining landscape, in the form of a low wall that may include a gateway that encloses outdoor dining or open space. **Freestanding:** Occurs as a freestanding sign subject to location and size limitations aimed at scale and compatibility with pedestrian frontages.		A sign that is for use on block-scale buildings at least 3 stories in height such as hotels, conference centers, and certain civic building. This type of sign is intended for viewing from a distance to help emphasize the identity and presence of a particular area as a whole and therefore, the signage is allowed to be more inventive.		A vertically-oriented sign that is detached from the main building, located along the primary frontage within the front setback, consisting of a structural support with the sign mounted at the top. This type of sign is for use on property that has a certain amount of street frontage and if intended for viewing from a distance to identify a business set back and not readily visible from the street.	









4.7B1 Wall Sign

1	Description A sign that is painted or applied directly to the wall, typically above the shopfront or more creatively as approved by the City. This type consists of a single externally illuminated panel or individual letters including a logo and does not include cabinet signs. This type of sign is intended for viewing from across the street and along the sidewalk.		
2	Size	Height	24 in. max.
		Width (as % of facade width)	60%
		Features (allowed beyond sign area)	6 ft. max.
3	Design Standard a. Maximum of 1 wall sign per storefront bay along frontage of building; b. Multi-story buildings qualify for a building identification sign located on the uppermost story; c. Maximum thickness of sign as measured from the wall shall not exceed 4 inches; d. Minimum of 24 inches between sign and any opening or edge of the building facade; e. Minimum of 12 inches between sign and an eave or parapet; and f. If illuminated, individual letters required and shall be either internally illuminated or externally illuminated with decorative lamps mounted to maintain visual integrity of the sign.		

4.7B2 Window Sign

1	Description A sign that is painted or applied directly to the storefront window(s) and/or door(s). This type consists of individual letters, including a logo with allowances for contrasting background. This type of sign is intended for viewing from across the street and at close range.		
2	Size	Height	18 in. max.
		Width (as % of storefront width)	40%
		Features (allowed beyond sign area)	2 ft. max.
3	Design Standard a. Maximum of 1 window sign per storefront; b. Minimum of 75% of window sign shall be independent of contrasting background; c. Sign inside the shop-space is not allowed within 4 feet of the window; and d. Storefront width is measured between walls or columns of at least 8 inches in width.		

4.7B3 Awning/Canopy Sign

1	Description A sign that is integral to the awning or canopy above a shopfront. This sign may be located either on the valence face of the awning facing the street or on the valence perpendicular to the building. Also included is a feature area on the main panel. For canopies, this type of sign is located on top of and along the front edge of the canopy. This type of sign is intended for viewing at close range.		
2	Size	Height awning valance	6 in. min.; 12 in max.
		Height canopy valance	2 ft. max.
		Width (as % of awning/canopy width)	75%
		Features (logo) for awning main panel	2 sq.ft.
		Feature (beyond canopy sign area)	3 sq.ft.
		Encroachment	within 2 ft. of curb
3	Design Standard a. Maximum of 1 sign per awning / canopy; b. Each awning / canopy shall correspond to a storefront; c. The main panel of awnings shall only be used for a logo feature and shall not be for additional signage area; d. Internal illumination of awning(s) is prohibited; e. Canopy sign may extend up to 24 inches above the top of the canopy; and f. Encroachment permit required.		









4.7B4 Sidewalk Sign

1	Description A two-sided, non-illuminated, portable sign that is placed outside of the shopfront on the adjacent sidewalk for viewing at close range. The sidewalk sign is intended for use by restaurants, cafes, other food- oriented businesses, theaters and other such activities.		
2	Size	Height	18 in. min.; 3 ft. max.
		Width	18 in. min.; 2 ft. max.
		Thickness on each side	4 in. max.
		Horizontal clearance from adjacent curb	18 in. max.
3	Design Standard a. Maximum of 1 sign per business with a minimum distance of 25 feet from the nearest sidewalk sign; b. Sign shall be vertically oriented and have no more than 2 sides; c. Sign shall be placed as close as possible to the business storefront/edge of outdoor seating or along the street edge of the adjacent sidewalk; d. Encroachment permit required within the r.ow. Adequate pedestrian access shall be maintained; and e. Materials shall not include vinyl or plastic. Lighting shall be from ambient sources.		

4.7B5 Marquee Sign

1	Description A vertically-oriented two- to three-sided sign that projects from the facade over a side-walk, public open space or other public right-of-way and may project above the building's parapet. This type of sign is intended for viewing along the sidewalk and down the street from the adjacent block.		
2	Size	Height single-story building	max. 35% of facade height
		Height multi-story building	max. 75% of facade height
		Height above eave or parapet	10 ft. max
		Width of each sign face (up to 3 max.)	20 ft. max
		Distance from wall	18 in.
		Thickness	4 in. max.
		Feature (allowed beyond sign area)	6 sq. ft.
		Encroachment	within 3 ft. of curb
3	Design Standard a. Maximum of 1 marquee sign per build-ing; b. Sign shall be vertically-oriented and placed within the top half of single-story buildings and on the upper floor(s) of multi-story buildings; and c. Encroachment permit required.		

4.7B6 Projecting Sign

1	Description A two-sided sign that projects over a side-walk (public or private) or open space (public or private). This type of sign is intended for viewing at close range.		
2	Size	Height	2 ft. max.
		Width	3 ft. max.
		Thickness	3 in. max.
		Feature (allowed-beyond sign area)	1.5 sq.ft.
		Vertical clearance from sidewalk	8 ft. min.
		Encroachment	within 3 ft. of curb
3	Design Standard a. Maximum of 1 projecting sign per busi-ness along frontage; b. If illuminated, shall not be internally illuminated cabinet sign; c. Supporting hardware such as brackets shall be architecturally compatible with the building facade; d. Not allowed under an awning or horizontally within 10 feet of another projecting sign; and e. Encroachment permit required.		







4.7B7 Monument Sign

1	Description A sign within front and side yards where the building is setback from the sidewalk and the sign is to be viewed from a distance along the street. Wall-integral: Occurs as part of site-defining landscape, in the form of a low wall that may include a gateway that encloses outdoor dining or open space. Freestanding: Occurs as a freestanding sign subject to location and size limitations aimed at scale and compatibility with pedestrian frontages.		
2	Size	Height of wall or freestanding panel	3 ft. min. 5 ft. max.
		Height of sign area	18 in. max.
		Width (freestanding)	2 ft. min., 7 ft. max.
		Thickness	18 in.
		Feature (allowed beyond sign area)	2 sq. ft.
		Distance from adjacent curb	5 ft. min.
		Encrochment into setbacks	within 3 ft. of property line
3	Design Standard a. Wall-integral: Maximum 1 sign may be placed at each end of the wall if there is at least 50 feet between each sign; b. Freestanding: Maximum of 1 sign and minimum of 75 feet horizontal separation from another monument sign; c. Not allowed in any required visibility area, right-of- way, or private street; d. Colors and materials shall match the building style and details; and e. Lighting shall be from external or ambient sources.		

4.7B8 Roof Sign

1	Description A sign that is for use on block-scale buildings at least 3 stories in height such as hotels, conference centers, and certain civic building. This type of sign is intended for viewing from a distance to help emphasize the identity and presence of a particular area as a whole and therefore, the signage is allowed to be more inventive.		
2	Size	Height	7 ft. min., 15 ft. max. max.
		Length	10 ft. min., 30 ft. max.
		Thickness	18 in. max.
		Features (allowed beyond sign area)	25 sq.ft. max.
3	Design Standard a. Maximum of 1 roof sign per building; b. Minimum building height of 3 stories and minimum site frontage along primary street of 150 feet; c. Signs shall not encroach into right-of-way or private street; d. If illuminated, external illumination required and shall be mounted to maintain visual integrity of the sign; and e. Supporting hardware such as brackets shall be architecturally compatible with the main building.		

4.7B9 Pole Sign

1	Description A vertically-oriented sign that is detached from the main building, located along the primary frontage within the front setback, consisting of a structural support with the sign mounted at the top. This type of sign is for use on property that has a certain amount of street frontage and is intended for viewing from a distance to identify a business set back and not readily visible from the street.		
2	Size	Height to top of the sign	25 ft. max.
		Width of sign	15 ft. max.
		Height of sign area	10 ft. max.
		Thickness	12 in. max.
		Feature (allowedbeyond sign area)	25 sq.ft.
		Distance from r.o.w.	min. 2 ft.
3	Design Standard a. Maximum of 1 pole sign per site; b. If illuminated, illumination shall maintain visual integrity of the sign; and c. Supporting hardware such as brackets shall be architecturally compatible with the architectural style of the main building.		

4.8 Other Development Standards

4.8A Parking Design

4.8A.1 Applicability

a Parking required. Every use, including change or expansion of a use, or structure, shall have appropriately maintained parking and loading spaces or areas in compliance with the regulations identified in this section.

b Number of parking spaces

i **Off-Street Parking Spaces.** Off-street parking spaces shall be provided for each land use per the below standards:

a) Residential: 1 space per unit (minimum).

b) Residential Guest: 1 space for every 4 units (minimum)

c) Lodging: 1 space per room (minimum).

d) Live/Work: 1 space per unit under 1500 s.f.; if unit is greater than 1500 sq. ft.: 1 space for every 400 gross s.f.

e) Office, Retail, Civic: 1 space per 300 gross s.f. of building area.

f) Restaurants, Cafes, or similar: 1 space per 200 gross s.f. of building area.

c On-Street Parking

i On-street parking located along the development's frontage may be counted towards fulfilling the minimum number of spaces for the commercial component within the development up to twenty-five percent (25%) of the minimum required number of off-street parking spaces.

ii In no case shall on-street parking be used for meeting minimum residential parking requirements within a mixed-use development.

iii Where street parking spaces are counted toward meeting required on-site parking as allowed by this section, all such on street spaces must remain available for common use and not be exclusively assigned or reserved to any individual use.

4.8A.2 Parking Reduction Requirements

a Shared Parking

Shared parking may be utilized as an effort to promote an overall reduction in parking. The amount of off-street parking required for a mixed use development may be reduced up to fifteen (15) percent as determined by the Planning and Community Development Director and approved by the Planning Commission when it can be demonstrated through a Parking Demand Study that sufficient parking is or can be met by the subject uses through a shared parking arrangement. Said study should explain the parking demands of the land uses within the development and how business practices or hours of operation impact the demand for parking at different times of the day.

b Waiver of Parking

Any project site where it can be demonstrated that the land use thereon will not utilize the required number of parking spaces due to the nature of the specific land use, or the manner in which the specific land use is conducted, the number of parking spaces required may be reduced pursuant to the following:

i Approval Required. A parking reduction based upon low parking demand may be allowed upon the approval of a Low Demand Parking Reduction Agreement by the City.

ii Alternate Parking Plan. In approving a parking reduction, the City may require the preparation of an Alternate Off-Street Parking Plan, which demonstrates that additional parking spaces can be provided on-site, as necessary, to accommodate future land use changes or intensifications in land use. Furthermore, a restrictive covenant that runs with the land may be required by the City, which restricts the use of the subject property for the duration of the parking reduction.

iii Low Demand Parking Reduction Agreement. A Low Demand Parking Reduction Agreement by and between the City, the applicant, and all other affected property owners, shall be executed and recorded with the County Recorder, which, at a minimum, shall:

a) provide confirmation that the parking supply proposed will be adequate during periods of maximum demand,

b) confirm that the parking demand is provided within a reasonable walking distance to the use it serves, and

c) identify parking management strategies that are necessary to ensure the availability of the necessary number of parking spaces for the duration of the current use and future users of the project site. The Low Demand Parking Reduction Agreement shall be subject to City Attorney review and approval as to form and content.

iv Parking Analysis. The City may require the applicant to submit a parking analysis, prepared by a person/firm experienced in preparing such analyses, to assist the City in determining the appropriate reduction.

4.8A.3 Parking Design and Development Standards

Required parking areas shall be designed and constructed as follows. The standards of this Section may be modified by the review authority where it determines that alternative parking designs and standards will more appropriately relate to the operating characteristics of the proposed development or new land use, while being equally effective in providing parking areas that are safe, convenient, use land efficiently, and are aesthetically attractive.

a Access to Parking

i Within the Specific Plan area, no new parking shall be placed between a building and a street, except where allowed adjacent to a side street in the residential zone.

ii Parking, including parking garages, shall be accessed from an alley or secondary frontage when possible. The opening of a parking lot or garage on a frontage shall not exceed two lanes in width.

b Tandem Parking. Tandem parking may be allowed at the discretion of the City:

i Non-Residential Uses.

a) The use of tandem parking for non-residential uses shall require that the operator of the parking facility provide a valet or attendant at all times that the parking is accessible to users, except where the City determines that the nature of the use and its operation will not require attended parking.

b) Tandem parking shall be a maximum of two (2) parking spaces in depth.

c) Vehicle movements necessary to move cars parked in a tandem configuration shall not take place on any public street.

ii Residential Development. Tandem parking is allowed within multi-family projects and the residential component of mixed-use projects subject to the following standards:

a) Up to thirty (30) percent of the total required off-street parking spaces may be provided in a tandem configuration. The maximum number of spaces permitted in a tandem configuration refers to the total individual spaces, not the total number of tandem spaces. For example, if twenty (20) total residential spaces are required, three (3) tandem space with two (2) cars in the tandem space for a total of six (6) individual spaces may be provided.

b) Tandem parking shall be a maximum of two (2) parking spaces in depth.

c) Both tandem spaces shall be assigned to the same dwelling unit.

d) Vehicle movements necessary to move cars parked in a tandem configuration shall not take place on any public street.

e) Guest parking spaces shall not be provided in a tandem configuration.

f) When tandem parking spaces are used in private garages or other parking facilities with more than two (2) parking spaces, they shall be assigned and marked for resident use.

c Disabled Parking Spaces. Parking spaces for the disabled shall be provided in compliance with the requirements of State Law (California Administrative Code [Title 24, Part 2, Chapters 2B71]. Disabled spaces required by this Section shall count toward fulfilling off-street parking requirements.

d Loading Spaces

i A minimum of one (1) off-street loading space shall be provided for every non-residential or mixed use building over 3,000 sq.ft. in gross area.

ii Loading spaces shall be generally located at the rear of a building or along the alley when present in a fashion that allows for adequate maneuvering, loading, or unloading of vehicles without interfering with the orderly movement of traffic or pedestrians on the street.

iii Off-street loading spaces may be striped "loading zone" by the City of Montebello as approved by the Planning and Community Development Director.

e Parking space and lot dimensions. Parking lots and stalls shall be designed with the following minimum dimensions.

Angle of Parking	Length of Parking Stall	Width of Parking Stall	Aisle Width
60⁰ or less (one-way)	18 ft	8.5 ft or 9 ft	18 ft
90⁰ (one-way)			
90⁰ (two-way)	18 ft	8.5 ft or 9 ft	24 ft
90⁰ (tandem)	36 ft	9 ft	24 ft

f Landscaping. Parking areas shall be landscaped in compliance with the following requirements.

i Surface parking areas shall be planted with shade trees at a minimum ratio of one tree for every four spaces in an orchard planting arrangement.

ii Parking areas adjacent to a street or sidewalk shall be screened with landscaping and a decorative wall between 36 and 48 inches in height as approved by the review authority.

g Lighting. Parking lot lighting shall comply with the following requirements:

i Outdoor light fixtures shall be limited to a maximum height of 15 feet or the height of the nearest building, whichever is less.

ii Lighting shall be energy-efficient, and shielded or recessed. Each light fixture shall be directed downward and away from adjoining properties and public rights-of-way.



h Surfacing. The City desires to reduce stormwater run-off and water pollution, and to allow for the replenishment of groundwater. For parking areas, the goal is to reduce the amount of run-off generating surface area. Therefore, permeable surfaces for parking and maneuvering areas are encouraged. Acceptable permeable surfaces include:

i Pervious pavers (products such as Unipaver, Eco-stone and SF Rima or an approved equivalent).

ii Gravel, bark or grass when reinforced to provide adequate load-bearing (including geotechnical structures such as Invisible Structures' Grasspave and Gravelpave products, or an approved equivalent).

iii Other permeable surfaces may be approved by the Public Works Director.

i Passenger Loading and Unloading Zones. On-street, curb-side passenger loading and unloading zones, including for transit network companies (such as Uber and Lyft) are permitted as approved by the Planning and Community Development Director.

4.8B Solid Waste Standards

4.8B.1 Purpose

A successful solid waste collection and removal strategy will include appropriate accommodations for the collection, storage, access, and removal of solid waste and recyclable materials from the project site. Early planning to meet this requirement is essential to avoid major redesign of the project during later design phases and to ensure compliance with the standards and requirements of this Section.

4.8B.2 Location, Access and Design Criteria

The location of all solid waste collection and/or storage spaces shall meet the following requirements:

a To the extent possible, collection/storage locations shall be accessed from an alley. Where an alley is not present, collection/storage locations may be accessed from the street. Collection/storage locations for corner lots shall be accessed from the Side Street.

b The collection/storage space shall be located to minimize visual, noise, and odor impacts to adjacent building occupants both on the subject lot and on adjacent lots.

c Outdoor trash enclosures or collection rooms within a structure shall not be located on a street-facing facade of the structure. Outdoor trash enclosures shall not be located between the building faced and the street.

d The design of outdoor trash enclosures and exterior facing elements of a collection/storage area attached to, or within a building/structure, shall complement the architectural features of the building or development that they serve. The incorporation of landscaping around trash enclosures is encouraged as part of a successful design. All outdoor trash enclosures shall include a solid roof to minimize or prevent spilled or trash contaminants from entering the stormwater system.

e The property owner or manager shall maintain both the interior spaces and surrounding exterior areas and keep them clean and free of graffiti, trash, residue, debris, and leaks.

4.8C GHG Emissions Reductions Standards

The following design features shall be incorporated for all new development:

a. Gas or propane fireplaces shall not be allowed in residential development.
b. All residential development will provide outdoor electrical outlets to accommodate the use of electric landscape equipment.
c. New development shall install at least one electric vehicle charging station on the specific project site, or through coordination with the City in other public parking areas within the City.

4.8D Other Municipal Code Standards

All other requirements of the Municipal Code not specifically provided in the Downtown Montebello Specific Plan apply including, but not limited to, screening (i.e. rooftop mechanical equipment), trash enclosures, the installation of underground utilities.



4.8E Landscape and Outdoor Lighting Standards

4.8E.1 Landscape Materials: Context appropriate landscaping shall be provided for each project and designed to achieve an attractive "urban" landscape setting. Landscaping is also instrumental in creating and delineating public and private spaces. Appropriate landscaping will depend on factors such as the setbacks, shape, size, and orientation of the building.

a Proposed developments shall incorporate site amenities such as linear planting beds or seat walls, street furniture, enhanced paving surfaces, public art, lighting, etc, where appropriate. These features should be architecturally compatible with the styles, materials and colors of the principal building on the lot and those in the immediate area.

b Plant species should be selected based on their suitability for an urban environment, for their cleanliness, and for their ability to survive in a healthy state despite constrained growing conditions. Ease of maintenance should also be considered.

c The majority of plant materials shall consist of drought tolerant and/or native plants with minimum water requirements.

d The use of canopy trees for shading and cooling is encouraged where appropriate, particularly in publicly accessible open spaces and plazas, to mitigate the urban heat island effect. Where canopy trees are used, site design should provide sufficiently sized tree pits or planting beds and appropriate planting medium to provide for healthy tree growth.

e Decorative water features shall use re-circulating water and, where available, shall use recycled water.

4.8E.2 Sustainable Storm Water Management: The intent of this Downtown Specific Plan is to create an urban walkable community. When fully implemented, the development of the Downtown planning area will result in an urban setting characterized by commercial, residential, and mixed use buildings, and structured or underground parking on sites with minimal to no landscape areas available at grade. In some cases, buildings could approach 100 percent coverage of the site. As part of the development review process, developers and their landscape architects will need to focus on tailoring each project to provide stormwater treatment facilities that are functional and visually attractive and that avoid the use of surface infiltration basins, which are not conducive to an urban setting. In preparing mandated Water Quality Management Plans (WQMPs) the following design guidelines shall be considered and implemented to the greatest extent possible:

a Consider the range of BMP alternatives for drainage, infiltration, and stormwater quality for the site, including drainage from roofs, plazas, courts, and any surface parking areas.

b Utilize Low Impact Development (LID) design principles and practices to address infiltration of runoff through the use of:

i Pervious surfaces in lieu of impermeable surfaces in plazas, courtyards, and surface parking areas where technically feasible. Acceptable pervious surfaces include: landscaping; pervious pavers including pervious interlocking pavers and permeable concrete; etc.; as approved by the Planning and Community Development Director and Public Works Director.

ii Landscaped areas integrated into the drainage design where runoff can be directed into planters with subsurface features to further enhance storage or towards permeable surfaces where technically feasible. Amended soils shall be utilized where technically feasible to enhance infiltration, to provide water quality improvement, and to maintain healthy plant life.

c Surface infiltration basins are not allowed, unless:

i They are accommodated within an active or passive park or open space that can be closed during flood events.

ii They are not visible from a street or public open space and they are in addition to the required on-site open space.

4.8E.3 Site Lighting

a Site lighting should be shielded by permanent attachments to light fixtures so that light sources are not visible from a public way and to prevent off-site glare.

4.9 Administration

4.9A Review Authority

The standards and other requirements of this Development Code shall be administered and enforced by the Planning Division of the Montebello Planning and Community Development Department, the Planning Commission, and City Council in the same manner as the provisions of the City's Zoning Code.

a Chapter 17.74 of the Municipal Code specifies standards for Site Plan Review application. The following types of applications shall be reviewed and acted upon by the identified body or individual:

i. Ministerial Applications: The Planning and Community Development Director review shall be the Review Authority for ministerial applications as listed in Table 4.5.

ii. Discretionary Applications: Discretionary application shall be reviewed as listed in Table D.5.

4.9.B Minor Deviations

a A Minor Deviation permits a design solution that is not consistent with a specific provision of this Development Code, but is justified by its ability to fulfill this Specific Plan's intent while not compromising its vision and intent.

b All development standards within this Development Code may deviate up to a maximum of ten percent (10%).

c Minor Deviations are subject to Planning and Community Development Director review prior to Planning Commission consideration.

4.9.C Compatibility and Architectural Review

For the purposes of maintaining consistency with this Specific Plan; establishing a high standard of architectural quality and design variety; and maintaining compatibility with adjoining properties, all development applications within the Downtown Specific Plan area will be subject to an external peer review. Such a review will be conducted by an architect, urban designer, or planner in private practice, as chosen by the review authority (City). The review authority shall establish fees and procedures for such review.

	Planning and Community Development Director	Planning Commission	City Council
Ministerial			
Zoning clearance	Approve		
Outdoor dining in r.o.w.	Approve		
Outdoor display	Approve		
Discretionary			
Site plan (Design Review)	Final Decision	Review Appeal	Review Appeal
Conditional use permit (CUP)		Final Decision	Review Appeal
Zoning change		Recommend	Final Decision
Subdivision		Final Decision	
Variance		Final Decision	Review Appeal
Specific Plan Amendment		Recommend	Final Decision

Table D.5 Review Authority.

4.9DTreatment of Potential Historic Resource

a Prior to completion of the Historic Resource Survey, applications for all demolition permit and development proposals involving structures over 50 years in age will include a historic, technical assessment or "Phase I" prepared by a City-designated historic professional.

b Upon reviewing a "Phase I" historic assessment, the Planning and Community Development Director may request additional documentation in the form of a Phase II study.

c Planning and Community Development Department staff shall evaluate the Phase I and/or Phase II to determine whether the application involves a Historic Resource as defined by CEQA.

d If the Director determines a potential Historic Resource is present, but not formally designated as a landmark or already on a State or Federal register, the development proposal shall be reviewed by the Planning Commission for compliance with the Secretary of the Interior's Standards and Guidelines for the Treatment of Historic Properties.

4.10 Glossary

4.10A Purpose

This Section provides definitions of terms and phrases used in this Development Code that are technical or specialized, or that may not reflect common usage. If any of the definitions in this Section conflict with definitions in the Zoning Code or other provisions of the Municipal Code, these definitions shall control for the purposes of this Development Code. If a word is not defined in this Section, or in other provisions of the Montebello Municipal Code, the Planning and Community Development Director shall determine the correct definition.

4.10B Definitions of Specialized Terms and Phrases

As used in this Development Code, each of the following terms and phrases shall have the meaning ascribed to them in this Section, unless the context in which they are used clearly requires otherwise.

4.10Bi Definitions of General Terms

Access, Building — The physical point(s) and type of pedestrian access to a building from the public sidewalk. Also see building access.

Access, Site — The physical point(s) of vehicular access from a street or other right-of-way to a site.

Access, Lot — The physical point(s) of access to an individual lot for vehicles and pedestrians from a street, other right-of-way or sidewalk.

Accessory Structure — A subordinate building such as garages, carports, storage sheds, shelters, pools or similar structures, the use of which is incidental to that of the main building (residential, commercial, or industrial) on the same lot and/or building site.

Alley — A low capacity thoroughfare with one shared lane and no parking lanes, designed and intended for service and/or secondary access purposes.

Block — All property fronting on one side of a street between intersecting and intercepting streets, or between a street and a right-of-way, end of an existing cul-de-sac, or city boundary.

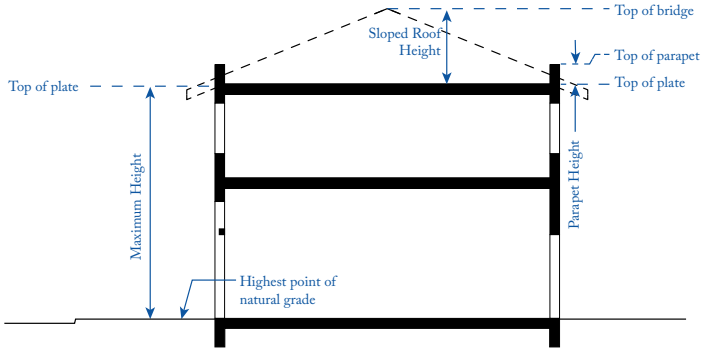
Block-scale Building — The physical appearance when a building by its physical length and overall size is massed and organized to be larger than a house in its footprint.

Building Access — Buildings are accessed in either of two ways: walk-up or point access.

Walk-up access means when an individual suite or dwelling is accessed by the pedestrian directly from a public sidewalk or private open space directly accessed by the public sidewalk. House-scale buildings are accessed only by walk-up access.

Point access means when individual suites or dwellings are accessed by the pedestrian through a common lobby. Block-scale buildings are accessed by either walk-up or point-access, or through a combination of the two.

Building Accessory — Building(s) which are in support of the main building on the lot and subject to the building placement standards for accessory buildings.



Building Height — The vertical extent of a building measured in stories to the eave of the highest story, not including a raised basement or a habitable attic. Height limits do not apply to masts, belfries, clock towers, chimney flues, and similar structures. Building height shall be measured from the average grade of the fronting thoroughfare.

Building Type — A structure defined by the combination of configuration, placement and function.

- Mixed-Use Block. A building designed for occupancy by retail, service, and/ or office uses on the ground floor, with upper floors also configured for service, office, and/or residential uses as allowed by each zone's use requirements. The upper floor may be accessed directly from the street via a stair or through a street-level lobby.
- Court. A group of attached dwelling units arranged to share one or more common courtyards, with pedestrian visitor access taken from the courtyard, Front Street, and/or Side Street. The courtyard is intended to be a semi-public outdoor area that is visible from and accessed from the Primary Street. Courtyard buildings may accommodate housing as well as ground floor commercial uses in either a live-work configuration or as commercial/ retail space that directly faces the Primary Street, if and as allowed by the zone.
- Liner. A building that conceals a larger building such as a public garage, theater, or "big box" store that is designed for occupancy by retail, service, and/or office uses on the ground floor, with upper floors also configured for those uses or for residences.

Building Type (continued)	• Rowhouse. Two or more detached two- or three-story dwellings arrayed side by side with zero lot line side setbacks. The building is located at the front of the lot, with the garage at the rear of the lot, separated from the primary building by a rear yard. An integrated housing unit and working space, occupied and utilized by a single household in a structure, either single-family or multi-family, that has been designed or structurally modified to accommodate joint residential occupancy and work activity. • Stacked Dwelling. A building comprised typically of single-floor dwellings usually accessed from a central lobby that provides access to individual units via corridors. Ground floor dwellings facing the street may additionally take direct access via stoops or semi-private dooryards. • Flex Shed. A building designed for occupancy by light manufacturing, workshop, and warehouse uses. • Live-work. An integrated housing unit and work space, occupied and utilized by a single household in a structure, either single family or multi-family, that has been designed to accommodate ground floor work uses and ground floor and/or upper floor residential uses. • Quad/Triplex/Duplex. Duplexes, triplexes, and quadplexes are multiple dwelling forms that are architecturally presented as large single family houses. Each dwelling unit is accessed directly from the street. • Single-family residence. A structure occupied by one primary residence that also accommodates commercial uses as allowed. • Carriage House. A Carriage House is an attached or detached residence, also known as an accessory dwelling, which provides complete independent living facilities and which is located or established on the same lot on which a single-family residence is located. Such dwellings may contain permanent provisions for living, sleeping, eating, cooking, and sanitation.
Civic	The term defining not-for-profit organizations dedicated to the arts, culture, education, government, transit and municipal parking facilities.
Civic Building	A structure operated by governmental or not-for-profit organizations and limited to civic uses.
Civic Space	An outdoor area dedicated for civic activities.
Courtyard	An unroofed area that is completely or partially enclosed by walls or buildings.
Driveway	A vehicular lane within a lot, or shared between two lots, usually leading to a garage, other parking or loading area.
Encroachment	Any architectural feature or structural element, such as a fence, garden wall, porch, stoop, balcony, bay window, terrace or deck, that breaks the plane of a vertical or horizontal regulatory limit extending into a setback, beyond the build-to-line, into the public frontage, or above a height limit.
Frontage	A strip or extent of land abutting a thoroughfare, civic space or other public right-of-way. a. Frontage, Private. The area between the building facade and the shared lot line between the public right-of-way and the lot. b. Frontage, Public. The area between the curb of the vehicular lanes and the edge of the right-of-way.
House-scale	The physical appearance when a building is massed and organized similar to a single-family house.
Infill	A site developed within existing urban fabric, balancing, completing and/or repairing the surrounding area.
Lot	A parcel of real property shown on a plat recorded in the office of the county recorder.
Massing	The overall shape or arrangement of the bulk or volume of buildings and structures.
Overlay	The method for addressing additional topics such as certain types of commercial frontage.
Parapet	A low wall along the edge of a roof or the portion of a wall that extends above the roof line.
Parkway (planting strip)	The landscaped area between the sidewalk and the curb which is reserved for trees which are intended to shade the sidewalk and provide spatial definition to the streetscape.

Paseo	A public place or path designed for walking that is often within a block, between buildings or along the edge of a public open space.
Pedestrian Shed	An area centered on a major destination. Its size is limited by an average distance that may be traversed at an easy walking pace in a given amount of time from its center to its edge. Pedestrian sheds are useful for planning walkable areas.
Podium	A continuous projecting base or pedestal under a building.
Setback	The area of a lot measured from a lot line to a building facade or elevation that must be maintained clear of permanent structures excepting galleries, fences, garden walls, arcades, porches, stoops, balconies, bay windows, terraces and decks (that align with the first floor level) which are permitted to encroach into the setback.
Setback line, front yard (frontage zone).	The line which defines the depth of the required front yard for the lot to generate and support the intended public realm of the zoning district.
Setback line, rear yard or side yard.	The line which defines the width or depth of the required rear or side yard. Said setback line shall be parallel with the property line, removed therefrom by the perpendicular distance prescribed for the yard in the zoning district.
Story	A habitable level within a building from finished floor to finished ceiling.
Non-conforming Buildings	A building or portion thereof which was lawful when established but which does not conform to subsequently established zoning or zoning regulations.
Non-conforming Use	A land use lawful when established but which does not conform to subsequently established zoning regulations.
Yard	The area between the Buildable Area on a lot and a lot line. a. Yard, Front. The area between the Buildable Area on a lot and the front lot line. b. Yard, Side. The area bounded by the Building Area on a lot, a side lot line, the front lot line and the rear lot line. c. Yard, Rear. The area between the Buildable Area on a lot and the rear lot line.

4.10B.ii Definitions Of Land Use Terms

Art Gallery	A building or space, accessible to all, for the display or production of art from or for a public or private art collection typically having public or private ownership. Art galleries may have some limited restrictions in place.
Auto Service Station	Retail sale, from the premises, of vehicle fuel which may include the incidental sale of other petroleum products, tires, batteries, and replacement items, and the incidental minor repairs and lubricating services.
Bank/Financial Services	Financial institutions, including, but not limited to: banks and trust companies, credit agencies, holding (but not primarily operating) companies, lending and thrift institutions, other investment companies, securities/commodity contract brokers and dealers, security and commodity exchanges, and vehicle finance (equity) leasing agencies. Does not include check-cashing stores.
Civic Building	A building that is operated by not-for-profit organizations dedicated to arts, culture, education, recreation, government, transit, and municipal parking.
Cultural Institution	A nonprofit institution engaged primarily in the performing arts or in the display or preservation of objects of interest in the arts or sciences that are open to the public on a regular basis. This classification includes performing arts centers for theater, dance and events, museums, art galleries, and libraries.
Day Care Center	Any child day care facility, licensed by the State of California, other than a family day care home, and includes infant care centers, preschools, and extended day care facilities.
Display, Outdoor	Refers to the use of outdoor space in which goods are placed outside a building for display or sale purposes, and in conjunction with permanent commercial uses located inside adjacent buildings.
Drive-through Services	Facilities where food or other products may be purchased or services may be obtained by motorists without leaving their vehicles. Examples of drive-through sales facilities include fast-food restaurants, drive-through coffee, photo stores, pharmacies, bank teller windows and ATMs, dry cleaners, etc., but do not include gas station or other vehicle services.
Dwelling	A room or group of internally connected rooms that have sleeping, cooking, eating, and sanitation facilities, but not more than one kitchen, which constitute an independent housekeeping unit, occupied by or intended for one household on a long-term basis.
Dwelling Accessory	An auxiliary dwelling unit located within an accessory structure of a primary dwelling on the lot. Includes, but is not limited to dwelling units in guest houses, pool houses and carriage houses, above or beside a garage.

Fitness Studio	Establishments offering individual or small group physical exercises and health-related fitness activities, including, but not limited to, yoga, meditation, pilates, aerobics, martial arts, and self-defense training in facilities under 25,000 square feet.
Group Homes	A dwelling in which persons reside in a group occupancy setting, but not including a hotel, motel, fraternity, sorority, rooming and/or boarding house. Residents of a facility may also receive medical treatment in addition to any non-medical supportive services in a residential or congregate care setting, as opposed to a hospital.
Health/Fitness Facility	Establishments offering participant sports within an enclosed building. Typical uses include health or fitness clubs larger than 25,000 square feet, indoor ice- or roller-skating rinks, indoor skate parks, indoor batting cages, and other recreational sports or fitness activities not expressly listed within "Table D.3. Land Use Table."
Home Occupation	Residential premises used for the transaction of business or the supply of professional services. Home occupation shall be limited to the following: agent, architect, artist, broker, consultant, draftsman, dressmaker, engineer, interior decorator, lawyer, notary public, teacher, and other similar occupations, as determined by the Director. No external employees are allowed.
Home Office	Residential premises used for the transaction of business or the supply of professional services which employ up to three external employees. Home office shall be limited to: agent, architect, artist, broker, consultant, draftsman, dressmaker, engineer, interior decorator, lawyer, notary public, teacher, and other similar occupations, as determined by the Director.
Hotel, Motel	Establishments containing six or more rooms or suites for temporary rental and which may include incidental food, drink, and other sales and services intended for the convenience of guests.
Maker Space	A makerspace is a collaborative workspace inside a public or private facility for making, learning, exploring and sharing that could utilize high tech equipment and tools to limited or no equipment and tools. These spaces are open to kids, adults, and entrepreneurs and have a variety of maker equipment including 3D printers, laser cutters, CNC machines, hand tools, audio-visual equipment, soldering irons and sewing machines. A makerspace, however, doesn't need to include all or any of these machines to be considered a makerspace. One of the primary goals of the makerspace is to allow for the creative expression of tangible objects and activities.
Medical Services, Clinic	A facility other than a hospital where medical, mental health, surgical and other personal health services are provided on an outpatient basis. Examples of these uses include: medical offices with five or more licensed practitioners and/or medical specialties, outpatient care facilities, urgent care facilities, other allied health services. These facilities may also include incidental medical laboratories. Counseling services by other than medical doctors or psychiatrists are included under "Offices - Professional."
Medical Services, Doctor's Office	A facility other than a hospital where medical, dental, mental health, surgical, and/or other personal health care services are provided on an outpatient basis, and that accommodates no more than four licensed primary practitioners (for example, chiropractors, medical doctors, psychiatrists, etc., other than nursing staff) within an individual office suite. A facility with five or more licensed practitioners is instead classified under "Medical Services – Clinic, Urgent Care." Counseling services by other than medical doctors or psychiatrists are included under "Office – Professional."
Meeting Facility	Consisting of group gatherings conducted indoors. Typical uses include churches, synagogues, mosques, temples, bingo halls, private clubs, fraternal, philanthropic and charitable organizations, and lodges. Does not include theaters.
Neighborhood market/convenience store	A neighborhood serving retail store of 5,000 square feet or less in gross floor area, which carries a range of merchandise oriented to daily convenience shopping needs.
Offices —Professional	Office-type facilities occupied by businesses that provide professional services, or are engaged in the production of intellectual property. Examples of these uses include: accounting, advertising agencies, attorneys, commercial art and design services, counseling services, urgent care clinic, and medical clinic, scientific and research organizations, financial management and investment counseling, literary and talent agencies, management and public relations services, media postproduction services, news services, and photography studios.
Parking Facility, Public or Private	Parking lots or structures operated by the City or a private entity, providing parking either for free or for a fee. Does not include towing impound and storage facilities.
Personal Services	Establishments providing non-medical services for the enhancement of personal appearances, cleaning, alteration, or reconditioning of garments and accessories, and similar non-business related or non-professional services. Typical uses include reducing salons, barber shops, tailors, shoe repair shops, self-service laundries, and dry cleaning shops, but exclude uses classified under the Office and Trade School.

Personal Services (Restricted)	Personal services that may tend to have adverse effects upon surrounding areas and which may need to be dispersed to minimize their adverse impacts. Examples of these uses include: bail-bonds, check cashing stores, massage (licensed, therapeutic, non-sexual), pawnshops, spas and hot tubs for hourly rental, tattoo and body piercing services, and tanning salons.
Production, Artisan	Establishments primarily engaged in on-site production of goods by hand manufacturing, involving the use of hand tools and small-scale equipment.
Restaurants	A commercial establishment where food is prepared for and served to the customer, for consumption on or off the premises. It shall be operated as a bona fide eating place that maintains approved and permitted suitable kitchen facilities within the establishment, thereby making actual and substantial sales of meals. A restaurant may provide entertainment for the customer by performers of the arts (music, dance, comedy, readings, etc.), and differs from a Night Club in that it does not provide floor space for customer dancing and dancing is prohibited. A restaurant differs from a Tavern because it must prepare and serve food at all times during business hours and the sale of alcoholic beverages is secondary to the sale of food. As allowed by the Downtown Code, a restaurant may operate on the sidewalk or open space adjacent to the main building in which the restaurant is located.
Retail	Stores and shops engaged in the sale of goods and merchandise such as antiques or collectibles, art galleries, art supplies, including framing services, bicycles, books, magazines, and newspapers, cameras and photographic supplies, clothing, shoes, and accessories, department stores, drug stores and pharmacies, dry goods, fabrics and sewing supplies, florists and houseplant stores, hobby materials, jewelry, luggage and leather goods, musical instruments, parts and accessories, orthopedic supplies, small wares, specialty shops, sporting goods and equipment, stationery, thirft shop (second hand store), toys and games, variety stores, videos, DVDs, records, CDs, including rental stores.
Retail Pop-Up	A retail shop or store that is deliberately temporary in providing a lease for a limited period to achieve a particular retail goal and is typically set up in areas with high foot traffic such as busy streets, malls, and city centers.
School	Elementary, Middle, Secondary. A public or private academic educational institution, including elementary (kindergarten through 6th grade), middle and junior high schools (7th and 8th grades), secondary and high schools (9th through 12th grades), and facilities that provide any combination of those levels. May include any of these schools that also provide room and board.
School — Business, Trade Schools, Colleges	A school that provides education and/or training, including tutoring, or vocational training, in limited subjects. Examples of these schools include art school, ballet and other dance school, business, secretarial, and vocational school, computers and electronics school, drama school, driver education school, establishments providing courses by mail, language school, martial arts, music school, professional school (law, medicine, etc.), seminaries/religious ministry training facility.
Studio — Art, Dance, Martial Arts, Music (School)	Small scale facilities, typically accommodating no more than two groups of students at a time, in no more than two instructional spaces. Examples of these facilities are individual and group instruction and training in the arts; production rehearsal; photography, and the processing of photographs produced only by users of the studio facilities; martial arts training studios; gymnastics instruction, and aerobics and gymnastics studios with no other fitness facilities or equipment. Larger facilities are included under the definition of "Schools. Business, Trade Schools, Colleges."
Supermarket	A grocery market having 15,000 or more square feet of floor area devoted principally to the sale of food.
Taverns	An establishment whose primary business is the sale of alcoholic beverages to customers for consumption on the premises. This does not include on-site manufacturing of alcoholic beverages. While a Tavern may have facilities for performers of the arts (music, comedy, etc.) for the entertainment of the customer, it differs from a Night Club in that customer dancing is prohibited. A Tavern differs from a Restaurant in that it is not required to prepare and serve food.


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E Implementation

The Downtown Montebello Specific Plan vision, guiding principles, policies, actions, and development code will drive: budget priorities; capital investments; and operational decisions.

Downtown Montebello Specific Plan Consistency in Implementation: The Downtown Montebello Specific Plan serves as a tool to align City decisions and actions with the General Plan and community's vision for the Downtown area. The Downtown Montebello Specific Plan will be implemented through municipal policy decisions, ordinances and regulations, and future actions that are consistent with the Downtown Plan.

Conformance with the Downtown Montebello Specific Plan will be assessed for public and private investment items placed on the agenda before the City Council and Planning Commission. This Section describes the steps and actions to implement the Downtown Montebello Specific Plan based on collaboration with community members, City decision makers, and City Staff. The Downtown Montebello Specific Plan guides decision-making, therefore it must be updated periodically and provide accountability for implementing it over time.

Forge a Healthy Private/Public Partnership: The City will need to develop robust partnerships with Downtown businesses, residents and other public agencies to fully implement the vision outlined for Downtown Montebello. The City can combine its efforts with private sector efforts to improve public service delivery, manage public sector assets, or leverage private sector investment. By expanding the role of the private sector, the City can use its technical, management, and financial resources in creative ways to achieve objectives of the Downtown Montebello Specific Plan. These partnerships will be crucial to ensuring the most important actions are being implemented, and the most pressing community needs are being addressed.

Most actions include one or more City Departments. In some cases, however, the action is entirely within the private or non-profit sector. The Lead for an action item represents the agency or partner most likely to take a leadership role in the measure. The leadership may shift to a new department depending on circumstances needed for the issue, and resources available at the time.

Establish Business Improvement Districts: One of the leading ways the private/public process is implemented is through business improvement districts (BID). The BID is the quasi-government for the downtown, the "keeper of the flame" of the downtown vision and strategy. A downtown BID is funded by property owners who voluntarily increase their property taxes to pay for BID functions. The BID's operational role is usually (1) increasing the perceived and actual safety of downtown; (2) making the place cleaner; (3) creating festivals and events to encourage suburbanites to come downtown, and; (4) improving downtown's image. The BID acts as downtown's management team—ensuring its many complex elements work together to create a safe, attractive, unique, and well-functioning place.

Time frames: The Downtown Montebello Specific Plan is designed to be implemented over the next 20 years (2024—2044) by residents, business and property owners, non-profit organizations, community groups, city and county agencies, and elected and appointed officials. Some actions are straightforward and relatively easy to achieve, others will demand significant investment of time and resources and will require steadfast commitment on numerous levels.

Each action includes a time frame, within which the action should be carried out. These are intended to provide a general sense of how long it will take to implement the action.

Ongoing	Some actions require continuous monitoring or effort. These are identified as ongoing actions.
Immediate	Begin work immediately.
Short term	Begin work within 1 to 4 years.
Mid term	Begin work within 4 to 8 years.
Long term	Begin work within 8 to 10 years.

At the time of adoption, the time frames set in the Downtown Montebello Specific Plan and the city's approved Capital Improvement Program may not be in complete agreement. Over time, a stronger link should be established so that the two documents are synchronized and eventually are in full agreement.

Periodic Progress Report and Updates: Periodically a monitoring report will be prepared and presented to the Montebello Planning Commission and City Council. This report will review the progress made in implementing the Downtown Montebello Specific Plan. This is a vital part of keeping the Downtown Montebello Specific Plan implementation process open, transparent, and responsive. The public will be kept up to date as implementation actions are completed over time, i.e., checking off completed actions and reprioritizing remaining actions, reporting back to elected and/or appointed officials regarding progress, and periodically updating the plan. Providing regular updates on implementation actions and opportunities to participate in implementation activities are ways to engage the community on an ongoing basis.

Funding and Resources: Given the constrained fiscal environment and competing priorities under that are typical of local governments, identifying funding, staffing, and other resources are critically important for successful implementation. It is particularly important to establish their availability for short-term actions that generate momentum for further progress. However, financial feasibility should not constrain the ambition and potential of the Downtown Montebello Specific Plan to realize the community vision and goals. The strong plan with a compelling vision can be used to secure grants, philanthropic funding, leverage resources from external partners, and attract private investment.

Some actions may not be feasible in the short term, but could have a high impact if resources become available in the future.

The cost estimates are identified into three categories:

- Actions primarily involving internal staff time with limited outside funding required ($);
- Actions requiring outside consulting services or relatively minor ($100,000 to $1 million) investment in infrastructure or project development ($$);
- Actions requiring significant investment in infrastructure or project development ($$$).

Potential funding sources are identified for each action item.

FUNDING SOURCES

To carry out the actions recommended in this Plan, a variety of Federal, State, regional, local, and private funding sources have been identified:

FEDERAL

Community Development Block Grant
This fund accounts for activities of the Community Development Block Grant received from the U.S. Department of Housing and Urban Development, including monies received from this agency as part of the federal stimulus program.

Low Income Housing Tax Credit

The Low Income Housing Tax Credit (Housing Credit) is designed to encourage private sector investment in the new construction, acquisition, and rehabilitation of rental housing affordable to low-income households. The Housing Credit offers a dollar-for-dollar reduction in a taxpayer's income tax liability in return for making a long-term investment in affordable rental housing. State agencies award Housing Credits to developers, who then sell the Credits to private investors in exchange for funding for the construction and rehabilitation of affordable housing. The 4% tax credit (30% subsidy) is for the acquisition of existing buildings for rehabilitation and new construction financed by tax-exempt bonds. The 9% tax credit (70% subsidy) is usually for new construction and substantial rehabilitation without federal subsidies.

National Endowment for the Arts Grants for Arts Projects

The NEA Grants fund institutions whose projects are vehicles for any of the following: the portfolio of American Art is expanded, Americans throughout the nation experience art, and Americans of all ages acquire knowledge or skills in the arts, and American communities are strengthened through the arts.

Highway Safety Improvement Program

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land.

STATE

Enhanced Infrastructure Financing District (EIFD)

An EIFD is a governmental entity established by a city that carries out a plan within a defined area (boundaries of which do not need to be contiguous) to construct, improve and rehabilitate infrastructure; construct housing, libraries, and parks; remediate brownfields, etc.

Active Transportation Program (ATP)

ATP taps both state and federal funds for bike and pedestrian projects across California. The program allows cities to compete for grants to build bicycle/pedestrian paths, install bike racks, and other projects or programs that make walking or biking easier, safer and more convenient.

Caltrans Transportation Planning Grant

The Caltrans Sustainable Transportation Planning Grants seek to fund projects that ensure consideration of sustainability, preservation, mobility, safety, innovation, economy, health, and equity in transportation planning.

California Strategic Growth Council (CSGC)

The CSGC provides grants to cities to promote sustainable community planning and natural resource conservation. The grant program supports development, adoption, and implementation of various planning elements in three focus areas: Local Sustainable Planning, Regional SB 375 Plus, and Regional Planning Activities with Multiple Partners.

California Arts Council (CAC)

CAC offers grants as well as provides a great resource to search for other grants by applicant type and field.

Proposition 68

Authorizes $4 billion in general obligation bonds for: creation and rehabilitation of state and local parks, natural resources protection projects, climate adaptation projects, water quality and supply projects, and flood protection.

Proposition 41

Authorizes $600 million in general obligation bonds for affordable multifamily supportive housing to relieve homelessness, affordable transitional housing, affordable rental housing, or related facilities for veterans and their families.

Highway Users Tax Account (HUTA)

The HUTA, also known as the Gas Tax, can be used for any street or road purpose including new construction, bikeways, curbs, landscaping, signs, signals etc.

REGIONAL

Prop A

The Proposition A requires that Local Return (LR) funds be used exclusively to benefit public transit. Expenditures related to fixed route and paratransit services, Transportation Demand Management, Transportation Systems Management and fare subsidy programs that exclusively benefit transit are all eligible uses of Proposition A LR funds. Proposition A LR funds may also be traded with other Jurisdictions in exchange for general or other funds.

Prop C

The Proposition C directs that Local Return funds also be used to benefit public transit, and provides an expanded list of eligible project expenditures including Congestion Management Programs, bikeways and bike lanes, street improvements supporting public transit service, and Pavement Management System projects.

Measure M

Measure M was approved by the voters of Los Angeles County in 2016 to improve

transportation and ease traffic congestion consistent with the LosAngeles County The Measure M Ordinance specifies that Local Retrun funds be used exclusively for transportation purposes.

Measure R

Measure R is a half-cent sales tax increase to fund mass transit projects in the county like new light rail lines,

Measure W

Los Angeles County Stormwater Fee

Transportation Development Act Article 3 Fund

Transportation Development Act Article 3 (TDA 3) provides funding annually for bicycle and pedestrian projects.

AQMD Program

The AB 2766 Motor Vehicle Subvention Program is a funding source for cities to encourage the development of measures or projects that result in the reduction of motor vehicle emissions. Projects include alternate fuels/electric vehicles, vehicle emissions abatement, land use strategies that encourage people to walk, bike or use public transit, traffic management, transportation demand management, effective bike expenditures, PM reduction strategies, and public education.

SCAG Sustainable Planning Grant

The Southern California Association of Government (SCAG) offers direct funding of innovative planning initiatives for member cities through the Sustainability Planning Grants program. The Sustainability Planning Grants Program provides direct technical assistance to SCAG member jurisdictions to complete planning and policy efforts that enable implementation of the regional Sustainable Communities Strategy. Grants are available in the following three categories:

Integrated Land Use – Sustainable Land Use Planning, Transit Oriented Development (TOD) and Land Use & Transportation Integration;

Active Transportation – Bicycle, Pedestrian and Safe Routes to School Plans;

Green Region – Natural Resource Plans, Climate Action Plans (CAPs) and Green House Gas (GHG) Reduction programs.

Local

Capital Improvement Program (CIP)

The CIP identifies all of the major projects to be undertaken to improve facilities and infrastructure within the city. During the fiscal year, a separate CIP document that reflects the current year program and proposes a program of prioritized projects for the next four to five years is prepared. City Departments submit all proposed projects in the foreseeable future, along with their best cost-estimate. The request includes the year a project will commence, any funding sources that may be available with either future sources or ones which might have been previously designated, justification for the project, and on-going costs expected to occur after the project has been completed. The CIP budget team then compiles the information and presents a draft CIP program to the City Council. Projects are prioritized, based on City Council and staff input.

General Fund

The General Fund is the City's largest single fund type used to account for basic City services such as police, fire, public works, parks and recreation, community development, information technology, and general administration. The two major sources of revenue are property and sales taxes. For the 2023-2024 budget, the breakdown is as follows:

Total Revenue [$XX,XXX,XXX.]

Sales Tax [$XX,XXX,XXX] or [XX%] of the total.

Property Tax [$XX,XXX,XXX] or [XX%] of the total.

Property Business Improvement District

A Property and Business Improvement District (PBID) is a mechanism of funding improvements through assessments to businesses and real property within the established PBID boundaries. Under the Property and Business Improvement District Law of 1994, revenues from PBID assessments may be used to fund capital improvements and maintenance costs for projects such as parking facilities, street furniture, public restrooms, art, parks, street and streetscape enhancements, and plazas. A PBID formation petition, which is initiated by property owners, requires the signature of more than 50 percent of the property owners, weighted by assessment liability.

Park Dedication Fees

The City receives fees from developers to fund recreation facilities. These funds are used for qualified recreational purposes throughout the City.

Various Grant Funds

Various Federal, State, and regional grant programs distribute funding for public improvements. Because grant programs are typically competitive, grant funds are an unpredictable funding source.

Developer Contributions

Development Impact Fee

The City charges one-time impact fees on new private development to offset the cost of improving or expanding City facilities to accommodate the project. Impact fees are used to help fund the construction or expansion of needed capital improvements.

Development Agreements

Development agreements are contracts negotiated between project proponents and public agencies that govern the land uses that may be allowed in a particular project. Development agreements provide a developer with assurances for a specified length of time that the proposed project may proceed as originally approved, and not be affected by future changes in land use regulations. In exchange for this assurance, the landowner/developer may agree to public improvements, land dedications, or in-lieu fees, as negotiated with the City, as a condition of the agreement.

Community Facilities District

The Mello-Roos Community Facilities Act of 1982 allows any county, city, special district, school district, or joint powers authority to establish a Mello-Roos Community Facilities District (a "CFD") which allows for financing of public improvements and services. The services and improvements that Mello-Roos CFD can finance include streets, sewer systems and other basic infrastructure, police and fire protection, ambulance services, schools, parks, libraries, museums, and other cultural facilities. By law, the CFD is also entitled to recover expenses needed to form the CFD and administer the annual special taxes and bonded debt.

1. People-based

	Policies/Actions	Time-frame	Responsible Party Lead / Other Partners	Cost	Funding Source
Walkable					
P1.1	**Make walking safe, comfortable, and enjoyable.**				
A1.1a	Create a fine-grained pedestrian circulation within Downtown. VZ SE R	Mid-term	PCD, PW / Developer	$	General Fund, Developer
A1.1b	Orient buildings to streets and open spaces. VZ SE R	On-going	PCD / Developer	$	General Fund, Developer
A1.1c	Organize land uses along Whittier Boulevard and Montebello Boulevard to support public activity. VZ SE R	On-going	PCD / Developer	$	General Fund, Developer
A1.1d	Adopt form-based codes within the Downtown area to facilitate a rich public realm and enable high-value walkable development. VZ SE R	Immediate	PCD / Consultant	$$	General Fund, Grants
Human-Scale Design					
P1.2	**Address the human scale with building and landscape details.**				
A1.2a	Adopt form-based codes within the Downtown area to facilitate human scale built environment. VZ SE R	Immediate	PCD / Consultant	$$	General Fund, Grants
A1.2b	Avoid blank walls. SE R	On-going	PD	$	General Fund
Safe					
P1.3	**Reduce opportunities for criminal activity through physical design standards, recreation opportunities, educational programs, and counseling services.**				
A1.3a	For new infill development and major rehabilitation, incorporate natural surveillance principles and best practices into development codes and review processes. SE R	Immediate	PCD / Consultant	$	General Fund, Grants
A1.3b	Amend the development codes to require building designs that promote safety by providing active street frontages. SE R	Immediate	PCD / Consultant	$	General Fund
P1.4	**Downtown Montebello envisions safe streets designed for people.**				
A1.4	Carry out the safety enhancements recommend by the Downtown Vision for Whittier Boulevard and Montebello Boulevard. VZ SE R	Mid-term	PD, PW / Consultant	$$	Developer, Grants, CIP
P1.5	**Employ a range of contextual lighting options to promote safety and security on downtown streets.**				
A1.5a	Identify downtown public streets and open spaces that are poorly lit and install context sensitive street lights. VZ SE R	On-going	PD, PW / Businesses	$	Businesses, General Fund
A1.5b	Install string lights in alleys that provide connections to destinations. VZ SE R	Long-term	PD, PW	$	Businesses, Grants
A1.5c	Require new development to demonstrate on a lighting plan appropriate level of direct and indirect lighting in the public and private realm. VZ SE R	On-going	PD / Businesses	$	Developer
Arts, Cultural Programming, and Public Art					
P1.6	**Downtown will be re-established as the entertainment and cultural heart of the city by creating a central space in Downtown for community gathering, supported by complementary uses and activities.**				
A1.6a	Activate the proposed Central Plaza and Sculpture Garden with arts and cultural programming and events. SE	Mid-term	PCD, RCS / PW	$$	General Funds, Grants
A1.6b	Enhance existing, and introduce new activities and events that will lead to greater activation and use of public spaces by people of all ages and abilities. SE R	Long-term	RCS / PCD	$$	Grants, General Funds

	Policies/Actions	Time-frame	Responsible Party Lead / Other Partners	Cost	Funding Source
P1.7	**Creative businesses have places to work, live, gather, and promote their art in Downtown.**				
A1.7a	Work to ensure Montebello's creative sector has adequate and inviting spaces to create, sell their products, and network. SE R	On-going	PCD	$	Grants, General Funds
A1.7b	Develop and market spaces for artists including studios, affordable housing, and live/work studios. SE R	Short-term	PCD	$$	Grants, General Funds
A1.7c	Establish an arts incubator/accelerator spaces to provide office space, management assistance, technology, and access to funding opportunities. SE R	Short-term	PCD CM, RCS, MBL, Consultant	$$	Grants, General Funds
P1.8	**Facilitate use of vacant retail space by arts and cultural groups.**				
A1.8a	Facilitate artists' temporary and opportunistic use of such spaces and venues as vacant walls, storefronts, empty buildings, open spaces, etc. SE R	On-going	PCD Businesses	$	Grants, General Funds
A1.8b	Provide building owners with tax incentives, grants, loans, and streamlined permitting process to renovate buildings that can be used as live/work spaces by artists. SE R	On-going	PCD	$$	Grants, General Funds
A1.8c	Work with the owners and the developers to put a variety of pop-up art events, exhibits, performances, and temporary retail in their empty spaces will enliven the street. SE R	On-going	PCD	$$	Grants, General Funds
P1.9	**Integrate public art into the development review and capital improvement program.**				
A1.9	Embed artists in planning projects and initiatives in City agencies, such as Public Works, and the Planning and Community Development Departments. SE	On-going	PCD PW	$	General Funds

Increase Food Quality and Security

P1.10	**Support efforts to expand access to affordable and nutritious food for all people in Montebello.**				
A1.10a	Encourage the use of vacant lots for community gardens. SE R	On-going	RCS PD	$	Grants, General Fund
A1.10b	Encourage new building construction to incorporate green roofs, and encourage conversions of existing roof space to green roofs. R	On-going	PD Developer	$	General Fund
P1.11	**Encourage local food production, processing, and distribution to the greatest extent possible.**				
A1.11a	Continue to support farmers' market, fresh food stands, community gardens, community kitchens, and other collaborative initiatives to provide healthy foods, promote food security, and build community. SE R	On-going	RCS	$	Grants, General Fund
A1.11b	Encourage restaurants to serve locally sourced foods and provide nutritional information. Support businesses that offer healthy foods. SE R	On-going	PCD	$	Grants, General Fund
P1.12	**Avoid a concentration of unhealthy food providers within the Downtown area.**				
A1.12a	Ban drive-through food outlets within Downtown area. SE R	Short-term	PD	$	General Funds
A1.12b	Restrict approvals of new liquor stores or retailers that sell alcohol for off-site consumption. SE R	Short-term	PD	$	General Funds

2. Place-based

	Policies/Actions	Time-frame	Responsible Party Lead / Other Partners	Cost	Funding Source
Acces to Nature					
P2.1	**Preserve, manage, and grow the Downtown tree canopy.**				
A2.1a	Preserve the existing Downtown canopy with continued maintenance and protection against tree removal. (R)	On-going	PW / PD	$	General Funds
A2.1b	Replace the dead, diseased, declining, or poorly structured, street trees. (R)	On-going	PW	$$	CIP, General Funds
A2.1c	Plant at a minimum 50 new trees annually on Downtown streets and parks. (R)	On-going	PW	$$	Grants, General Fund, Developer
A2.1d	Craft appropriate incentives that encourage property owners to add green infra-structure on private property, including trees, living walls and green roofs. (R)	Short-term	PD / Developer	$	Developer, General Fund
A2.1e	Require smart irrigation controls for newly planted trees that adequately water the trees without wasting water. (R)	On-going	PD, PW / Developer	$$	CIP, General Fund, Developer
A2.1f	Require new development to plant street trees along the property frontages. (R)	On-going	Developer / PD	$	Developer
A2.1g	Support BID as a funding source for maintaining trees in the Downtown area. (R)	Mid-term	PCD, MCC, Consultant	$$	Grants, General Fund
Social and Inclusive Public Spaces					
P2.2	**Downtown will provide a variety of opportunity for gathering and physical activity.**				
A2.2a	Create a new central plaza in the Downtown Core that is programmatically different from City Park, with supporting retail, civic, and cultural uses and activities. (SE) (R)	Mid-Term	PD / RCS, Businesses, MCC	$$	Grants, General Fund
A2.2b	Introduce additional public spaces, such as pocket parks, plazas, and parklets on public land. (SE) (R)	Mid-Term	PD / RCS, PW	$$	CIP, General Fund, Grants
A2.2c	Encourage private developers to contribute to the improvement of the existing public realm, or to provide new publicly accessible spaces in their development projects. (SE) (R)	On-going	PD / Developer	$$	Grants, General Fund
A2.2d	Incorporate universal design principles in the public realm, encouraging its use by people of all ages and abilities. (SE) (R)	On-going	PD / RCS	$$	Grants, General Fund
A2.2e	Design streets to be places for social interaction in addition to mobility, acting as venues for special events and activities. (SE) (R)	On-going	PD / PW, MBL, MFD, MPD	$$	Grants, General Fund
Contextual					
P2.3	**Enhance Downtown's character with compact and walkable infill development.**				
A2.3a	The building and public realm standards will reflect the intended use, intensity, and eclectic character of Downtown's different neighborhoods. (SE) (R)	On-going	PD	$	General Fund
A2.3b	Adopt clear and precise form-baed standards for the Downtown neighborhoods. (R)	On-going	PD / Consultant	$$	Grants, General Fund
A2.3c	Target façade-improvement incentives in walkable-development focus areas. (R)	On-going	PD / Developer	$$	General Funds, Developer
Mixed-use, Integrated, and Inclusive					
P2.4	**Promote quality Downtown housing that serves a broad spectrum of households.**				
A2.4a	Invite development proposals on publicly owned sites under public/quasi-public control, per defined plan goals. (SE) (R)	On-going	EDD / PD	$	Grants, General Fund
A2.4b	Activate street-level storefronts with visually interesting active uses. (SE) (R)	On-going	EDD / PD	$	General Fund
A2.4c	Manage retail tenant mix with a targeted retail recruitment program. (SE) (R)	On-going	EDD / PD	$	General Fund

	Policies/Actions	Time-frame	Responsible Party Lead / Other Partners	Cost	Funding Source
Transit					
P2.5	**Improve transit service and similar modes to make Downtown travel accessible and comfortable for people of all ages and abilities.**				
A2.5a	Create well-designed mobility hubs for a high-quality user experience. VZ SE R	Short-term	MBL PCD, PW	$$	Grants, General Fund
A2.5b	Establish seamless integration of modes at the mobility hub. VZ SE R	Short-term	MBL PCD, PW	$$	Grants, General Fund
A2.5c	Establish amenities and support services for all modes. VZ SE R	Short-term	MBL PCD, PW	$$	Grants, General Fund
Walking and Biking					
P2.6	**Redesign Whittier Boulevard in the Downtown Core to prioritize pedestrian safety and comfort.**				
A2.6	Reduce Whittier Boulevard to two lanes of traffic in the Downtown Core with wider sidewalks, pavers, street trees, and parklets. VZ SE R	Mid-term	PCD, PW MBL	$$$	Grants, ATP, General Fund
P2.7	**Connect Whittier Boulevard to the Rio Hondo Channel.**				
A2.7a	Provide an outdoor sculpture garden with ramps and steps to the Rio Hondo Channel. R	Mid-term	PCD	$$	Grants, General Fund
A2.7b	Encourage new development with frontage along the channel to provide links to the Rio Hondo Channel. R	Mid-term	PCD	$$	Grants, General Fund
P2.8	**Reconnect streets and alleys to form a network.**				
A2.8	When superblocks are redeveloped, new streets and alleys can reconnect the mobility network, while keeping the blocks smaller. VZ SE R	Mid-term	PCD PW	$$	Grants, ATP, General Fund
Parking					
P2.9	**Public parking facilities will be managed and operated to serve Downtown.**				
A2.9a	Require new development to prepare a Parking Management Plan. R	On-going	PD Developer	$	Developer, General Fund
A2.9b	Short-term improvements, such as better lighting, cleaning, signage, and land-scaping, should be considered in City-operated lots. R	On-going	PD Developer	$	Developer, General Fund
A2.9c	Suitable incentives for converting underused private parking into shared public parking should be considered. R	On-going	PD Developer	$	Developer, General Fund
P2.10	**Develop a system of incentives and regulations for new development to improve mobility choices and reduce parking demand.**				
A2.10	Require new development to develop a Transportation Demand Management (TDM) Plan. VZ SE R	On-going	PD Developer	$	Developer, General Fund
P2.11	**Manage curb space effectively for different users.**				
A2.11a	Prioritize curb space for reliable transit and safe bicycling infrastructure first, followed by other important uses of the curb like deliveries, passenger pick-ups, green stormwater infrastructure, and small public spaces—including short term parking. VZ SE R	On-going	PD PW, MBL	$$	Grants, General Fund
A2.11b	Curb parking should be managed with the objective of ensuring that curb parking is well-used but readily available, by achieving a target occupancy range of approximately 65 to 85 percent on each block. R	On-going	PD PW, MBL	$$	Grants, General Fund

VZ Vision Zero SE Social Equity R Resilience

	Policies/Actions	Time-frame	Responsible Party Lead / Other Partners	Cost	Funding Source
Promote Local Business Development					
P3.1	**Continue to nurture small, independently-owned businesses.**				
A3.1a	Engage with the Chamber of Commerce or future Downtown BID to better connect local entrepreneurs with US Small Business Administration loans and other Federal or State assistance programs. (R)	On-going	EDD / MCC	$$	SBA, Grants, General Fund
A3.1b	Engage with successful Farmers' Markets tenants in locating them in retail space in Downtown Montebello. (R)	On-going	PCD / RCS	$	Grants, General Fund
P3.2	**Retain existing and attract small, unique, and locally-owned entrepreneurial and creative businesses that reinforce Downtown's identity.**				
A3.2a	Establish an incubator space to grow local start-up businesses in target industries. (SE) (R)	Short-Term	PCD	$$	EIFD, Grants
A3.2b	Develop a Tenant Mix Incentive Program based on business gap analysis to incent specific business types to locate within the Downtown area. (SE) (R)	Short-Term	PCD / Consultant	$$	General Fund
A3.2c	Allow temporary retail, pop-up shops, culinary space and cultural enterprise to test the market. (SE) (R)	On-going	PCD / MCC	$	General Fund
P3.3	**Promote higher levels of foot traffic with activities and events.**				
A3.3a	Encourage property owners to collaborate on new "pop-up" events to make use of vacant storefronts or parcels and to generate greater interest in Downtown as a unique retail destination. (SE) (R)	On-going	PCD / MCC	$$	Grants, General Fund
A3.3b	Create a coordinated calendar of events for different organizations to allow for combined marketing of events. (SE) (R)	Short-Term	PCD / RCS, PW, MFD, MPD	$$	General Fund
Encourage Mixed-Use Development					
P3.4	**Encourage mixed-use infill and compact development.**				
A3.4a	Engage the development community and property owners to promote infill development on underutilized sites that increase the productive value per acre in the Downtown area. (R)	On-going	PCD / Developer	$$	Grants, Developer, General Fund
A3.4b	Ensure that new infill development is not a fiscal burden to the City. (R)	On-going	PCD	$	General Fund
A3.4c	Remove regulatory and procedural barriers to fiscally productive land uses and good design. (R)	Immediate	PCD	$	Grants
A3.4d	Amend development standards to allow more intensive uses while being respectful to the contextual setting. (R)	Immediate	PCD	$	General Fund
A3.4e	Support and facilitate reinvestment through streamlined regulatory processes. (R)	Immediate	PCD	$	General Fund
A3.4f	Explore incentives such as unbundling parking from housing costs to stimulate the production of more housing units. (SE) (R)	On-going	PCD	$	General Fund
A3.4g	Encourage diversity in housing sizes and types to cater to diverse income groups. (SE) (R)	On-going	PCD	$	General Fund

	Policies/Actions	Time-frame	Responsible Party Lead / Other Partners	Cost	Funding Source
Property-based Business Improvement District (PBID)					
P3.5	**Gauge participation in a Property-based Business Improvement District (PBID) to provide high-quality district services.**				
A3.5a	Build a coalition of Downtown property owners to coordinate with the Downtown vision. (R)	On-going	EDD	$	General Fund
A3.5b	Establish the Property-based Business Improvement District (PBID) for Downtown. (R)	Mid-term	EDD PD	$$	Grants, General Fund
P3.6	**Explore un-tapped opportunities for value capture and revenue generation.**				
A3.6a	Use developer agreements to support the Downtown's public realm improvement goals. (R)	Short-term	PCD	$$	General Fund
A3.6b	Fortify the City's existing Development Impact Fee regime. (R)	On-going	PCD	$	General Fund

ACE	Army Corps of Engineers
MCC	Montebello Chamber of Commerce
EDD	Economic Development Division
FO	Food Organizations
HD	Health Department
LAEOWDD	County LA Department of Economic Opportunity Workforce Development Division
MBL	Montebello Bus Lines
MFD	Montebello Fire Department
MSD	Montebello School District
PAIT	Public Affairs and Information Technology
MPD	Montebello Police Department
PCD	Planning and Community Development
PD	Planning Division
PW	Public Works
RCS	Parks and Community Services
RMC	Rivers and Mountains Conservancy
SBA	US Small Business Administration
SCAQMD	South Coast Air Quality Management District
SD	LA County Sanitation District
WP	Water Purveyors

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CITY OF
montebello

Downtown Specific Plan

City of Montebello General Plan Update and Downtown Montebello Specific Plan

Final Environmental Impact Report

State Clearinghouse Number: 2023050665

prepared by

City of Montebello
Planning and Community Development Department, Planning Division
1600 West Beverly Boulevard
Montebello, California 90640
Contact: Joseph Palombi, Director

prepared with the assistance of

Rincon Consultants, Inc.
250 East 1st Street, Suite 1400
Los Angeles, California 90012

February 2024

RINCON CONSULTANTS, INC. SINCE 1994

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Appendix A Mitigation Monitoring and Reporting Program

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1 Introduction

1.1 Final EIR Contents

This Final Environmental Impact Report (Final EIR) has been prepared by the City of Montebello, Planning and Community Development Department, Planning Division (City) to evaluate the potential environmental impacts of the proposed City of Montebello General Plan Update and Downtown Montebello Specific Plan Project ("proposed Project").

As prescribed by the California Environmental Quality Act (CEQA) *Guidelines* Sections 15088 and 15132, the lead agency, the City, is required to evaluate comments on environmental issues received from persons who have reviewed the Draft EIR and to prepare written responses to those comments. This document, together with the Draft EIR (incorporated by reference) comprise the Final EIR for the proposed Project. This Final EIR includes individual responses to each comment letter received during the public review period for the Draft EIR. In accordance with CEQA *Guidelines* Section 15088(c), the written responses describe the disposition of significant environmental issues raised.

The City has provided a good faith effort to respond to all significant environmental issues raised by the comments. The Final EIR also includes amendments to the Draft EIR consisting of changes arising from responses to certain comment letters, as well as minor clarifications, corrections, or revisions to the Draft EIR. The Final EIR includes the following contents:

- Chapter 1: Introduction
- Chapter 2: Responses to Comments on the Draft EIR, which also includes a list of all commenters and public comment letters
- Chapter 3: Amendments to the Draft EIR
- Appendix A: Mitigation Monitoring and Reporting Program (MMRP). This is the only appendix to the Final EIR. The appendices to the Draft EIR were released for public review with the Draft EIR and did not require any revisions based on the Final EIR

1.2 Draft EIR Public Review Process

1.2.1 Notice of Preparation and Project Scoping

Pursuant to CEQA Guidelines Section 15082, the City filed a Notice of Preparation (NOP) with the State Clearinghouse in the Office of Planning and Research (State Clearinghouse No. 2023050665) as an indication that an EIR would be prepared. The City's Planning and Community Development Department published the NOP for this Draft EIR on May 25, 2023 for a 50-day public review period that ran from May 25, 2023 to July 13, 2023. The NOP was distributed to trustee agencies, responsible agencies, and other interested parties to request information and concerns relative to the potential environmental impacts of the proposed Project.

Information, data, and observations addressing comments from these letters were included throughout the Draft EIR where relevant. The NOP and NOP comment letters received are included in Appendix A of the Draft EIR. A public Scoping Meeting was held in the Montebello City Council Chambers at Montebello City Hall on June 13, 2023 to provide early consultation for the public to

express their concerns about the proposed Project and to acquire information and make recommendations on issues to be addressed in the Draft EIR, including the scope of impacts, alternatives, and potential mitigation. The Draft EIR was circulated for public review for a period of 45 days, from December 4, 2023 to January 17, 2024.

1.2.2 Public Review of the Draft EIR

A Draft Environmental Impact Report (Draft EIR) was prepared for the proposed Project. The City filed a Notice of Completion (NOC) with the Governor's Office of Planning and Research to begin the 45-day public review period (Public Resources Code [PRC] Section 21161) for the Draft EIR, which began on December 4, 2023 and ended on January 17, 2024. A Notice of Availability (NOA) of the Draft EIR was published on December 4, 2023. The Draft EIR was made available on the project website (https://planmontebello.com), the City's CEQA documents website (https://www.montebelloca.gov/departments/planning_community_development/planning_division/ceqa_documents), and at the following locations:

- City of Montebello Planning and Community Development Department, Planning Division 1600 West Beverly Boulevard Montebello, CA 90640
- Chet Holifield Public Library, 1060 S. Greenwood Avenue, Montebello, CA 90640
- Montebello Library, 1550 W. Beverly Boulevard, Montebello, CA 90640
- Montebello Senior Center – City Park, 1301 W. Whittier Boulevard, Montebello, CA 90640

As a result of these notification efforts, written and verbal comments on the content of the Draft EIR were received from four State and local agencies and one organization. Chapter 2, *Responses to Comments on the Draft EIR*, identifies these commenting parties, their respective comments, and responses to these comments. None of the comments received, or the responses provided, constitute "significant new information" by CEQA standards (CEQA Guidelines CCR Section 15088.5).

1.3 EIR Certification Process and Project Approval

Before adopting a proposed project, the lead agency is required to certify that the EIR has been completed in compliance with CEQA, that the decision-making body reviewed and considered the information in the EIR, and that the EIR reflects the independent judgment of the lead agency.

Upon certification of an EIR, the lead agency makes a decision on the project analyzed in the EIR. A lead agency may: (a) disapprove a project because of its significant environmental effects; (b) require changes to a project to reduce or avoid significant environmental effects; or (c) approve a project despite its significant environmental effects, if the proper findings and statement of overriding considerations are adopted (CEQA Guidelines Sections 15042 and 15043).

In approving a project, for each significant impact of the project identified in the EIR, the lead or responsible agency must find, based on substantial evidence, that either: (a) the project has been changed to avoid or substantially reduce the magnitude of the impact; (b) changes to the project are within another agency's jurisdiction and such changes have or should be adopted; or (c) specific economic, social, or other considerations make the mitigation measures or project alternatives infeasible (CEQA Guidelines Section 15091). Per PRC Section 21061.1, feasible means capable of being accomplished in a successful manner within a reasonable period of time, taking into account, economic, environmental, legal, social, and technological factors.

If an agency approves a project with unavoidable significant environmental effects, it must prepare a written Statement of Overriding Considerations that sets forth the specific social, economic, or other reasons supporting the agency's decision and explains why the project's benefits outweigh the significant environmental effects (CEQA Guidelines Section 15093).

When an agency makes findings on significant effects identified in the EIR, it must adopt a reporting or monitoring program for mitigation measures that were adopted or made conditions of project approval to mitigate significant effects (CEQA Guidelines Section 15091[d]).

1.4 Draft EIR Recirculation Not Required

CEQA Guidelines Section 15088.5 requires Draft EIR recirculation when comments on the Draft EIR or responses thereto identify "significant new information." Significant new information is defined as including:

1. A new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented
2. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance
3. A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project, but the project's proponents decline to adopt it
4. The draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded

The comments, responses, and Draft EIR amendments presented in this document do not constitute such "significant new information;" instead, they clarify, amplify, or make insignificant modifications to the Draft EIR. For example, none of the comments, responses, and Draft EIR amendments disclose new or substantially more severe significant environmental effects of the proposed Project, or new feasible mitigation measures or alternatives considerably different than those analyzed in the Draft EIR that would clearly lessen the proposed Project's significant effects.

1.5 Summary of the Proposed Project

The proposed Project includes an update of the City of Montebello General Plan and adoption of a new Montebello Downtown Specific Plan, as well as other related actions. The actions that make up the proposed Project are described below.

The proposed Project includes a comprehensive update of the City's General Plan. The General Plan is Montebello's blueprint for meeting the community's long-term vision for the future. The proposed General Plan Update provides comprehensive policies for the entire City relating to land use/community design, mobility, quality of life, resources, services and infrastructure, and health and safety. The Planning Area for the proposed Project includes all land within Montebello's City Limits. The proposed Project does not involve any annexation of lands or adjustments to the City's Sphere of Influence (SOI). If any annexations are pursued in the future, they would require approval from the Los Angeles County Local Agency Formation Commission.

As part of the proposed Project, the General Plan has been reorganized and reformatted, with updated goals and policies that reflect the community's vision of Montebello that the proposed General Plan Update seeks to achieve. The General Plan Land Use Map has also been updated.

The proposed General Plan Update includes eight chapters:

- Our Natural Community
- Our Prosperous Community
- Our Well Planned Community
- Our Accessible Community
- Our Healthy Community
- Our Safe Community
- Our Active Community
- Our Creative Community

The proposed General Plan Update includes an update of the City's Housing Element (6th Cycle, 2021-2029), which was adopted by the City Council in June 2022 and subsequently certified by HCD on July 11, 2022. While an Initial Study/Negative Declaration (IS-ND) was prepared and adopted concurrently with the Housing Element, the 6th Cycle Housing Element is a component of the proposed General Plan Update and is also analyzed in the EIR. All proposed population and housing growth relative to the 6th Cycle Housing Element and the rest of the proposed Project is accounted for and analyzed in the EIR.

The proposed Downtown Montebello Specific Plan has been developed concurrently with the proposed General Plan Update. These documents are intended to enhance the public right-of-way through selective market supported infill development that includes, among other things, two and three-story buildings that will augment the character and quality of the street as well as activate the street, giving new energy to the area through unique, local, and high-quality experience-based retail opportunities.

2 Responses to Comments on the Draft EIR

This chapter includes comments received during the circulation of the Draft Environmental Impact Report prepared for the City of Montebello General Plan Update and Downtown Montebello Specific Plan (the proposed Project).

The Draft EIR was circulated for a 45-day public review period that began on December 4, 2023 and ended on January 17, 2024. The City of Montebello received five comment letters on the Draft EIR. The commenters and the page number on which each commenter's letter appears are listed below.

Letter No.	and Commenter	Page No.
1	Andrew Salas, Chairman, Gabrieleno Band of Mission Indians – Kizh Nation	2-2
2	Frances Duong, Acting LDR/CEQA Branch Chief, Department of Transportation	2-4
3	Constantin Raether, Associate Environmental Planner, California Governor's Office of Emergency Services	2-7
4	Tamara Purvis, Associate Environmental Planner, Department of Toxic Substances Control	2-9
5	Curtis M. Welty, PG, Associate Oil and Engineer, California Department of Conservation Geologic Energy Management Division	2-14

The comment letters and responses follow. The comment letters have been numbered sequentially and each separate issue raised by the commenter, if more than one, has been assigned a number. The responses to each comment identify first the number of the comment letter, and then the number assigned to each issue (Response 1.1, for example, indicates that the response is for the first issue raised in comment letter 1).

Where a comment resulted in a change to the Draft EIR text, a notation is made in the response indicating that the text is revised. Changes in text are signified by strikeouts (~~strikeouts~~) where text is removed and by underlined font (underlined font) where text is added. These text changes are also shown in Chapter 3, *Amendments to the Draft EIR* of this Final EIR, as are changes not substantively affecting the contents of the EIR such as typographical errors (typos).

Letter 1

GABRIELENO BAND OF MISSION INDIANS - KIZH NATION
Historically known as The San Gabriel Band of Mission Indians recognized by the State of California as the aboriginal tribe of the Los Angeles basin

December 7,2023

Project Name: City of Montebello General Plan Update and Downtown Montebello Specific Plan

Thank you for your letter dated December 4,2023. Regarding the project above. This is to concur that we agree with the General Plan, Specific Plan . However, our Tribal government would like to request consultation for all future projects within this location.

Andrew Salas, Chairman
Gabrieleno Band of Mission Indians – Kizh Nation

Andrew Salas, Chairman | Nadine Salas, Vice-Chairman | Dr. Christina Swindall Martinez, secretary
Albert Perez, treasurer I | Martha Gonzalez Lemos, treasurer II | Richard Gradias, Chairman of the council of Elders

PO Box 393 Covina, CA 91723 www.gabrielenoindians@yahoo.com gabrielenoindians@yahoo.com

2-2

Letter 1

COMMENTER: Andrew Salas, Chairman, Gabrieleno Band of Mission Indians – Kizh Nation

DATE: December 7, 2023

The commenter states that they agree with the "General Plan, Specific Plan" (the proposed Project) but their Tribal government would like to "request consultation for all future projects within this location." The City will consider this request, but because this comment does not directly address the EIR no further response is required in this Final EIR.

DEPARTMENT OF TRANSPORTATION
DISTRICT 7
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 266-3574
FAX (213) 897-1337
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life

January 5, 2023

Joseph Palombi,
Planning and Community Development Director
City of Montebello
1600 West Beverly Boulevard
Montebello, CA 90640

RE: City of Montebello General Plan Update and Downtown Montebello Specific Plan – Draft EIR (DEIR)
SCH #2023050665
GTS #07-LA-2023-04394
Vic. LA Multiple

Dear Joseph Palombi,

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The City of Montebello General Plan Update and Downtown Montebello Specific Plan DEIR includes various chapters that discuss important elements relating to the well-being, prosperity, and vibrancy of Montebello. One aspect of the General Plan Update is prioritizing multi-mobility, where the community will be encouraged to drive less and walk, bike, ride transit, rideshare or carpool more.

After reviewing the DEIR, Caltrans has the following comments:

Caltrans supports the policies stated in the Our Accessible Community chapter. The policies encompass Transportation Demand Management (TDM) strategies such as promoting public transit, carpooling and ridesharing, active transportation, etc. for all ages and abilities. As mentioned in our NOP comment letter, these elements can help the City of Montebello General Plan Update and Downtown Montebello Specific Plan in fulfilling its objectives as well as other regional agency's targets, like Caltrans. 2-1

Additionally, Caltrans encourages the Specific Plan's vision for introducing strategic mobility hubs throughout downtown to offer more active transportation options and reduce 2-2

automobile dependence. When located at key multimodal transfer points, Mobility Hubs can serve as focal points for local micro mobility and wayfinding networks, with amenities such as: transit and bike route information; bike repair stations; shade; and pedestrian-scaled lighting and wayfinding. We look forward to discussing plans with the City to provide safe pedestrian crossings and other facilities at freeway ramps to prioritize the safety of all users. 2-2

Caltrans acknowledges the importance of the other General Plan chapters and its concurrence with Our Accessible Community. The policies within the safety, active and health chapters are vital to the success of Our Accessible Community's policies and Caltrans looks forward to their implementation. 2-3

If you have any questions, please contact project coordinator Anthony Higgins, at anthony.higgins@dot.ca.gov and refer to GTS #07-LA-2023-04394.

Sincerely,

Frances Duong

Frances Duong
Acting LDR/CEQA Branch Chief

email: State Clearinghouse

Letter 2

COMMENTER: Frances Duong, Acting LDR/CEQA Branch Chief, California Department of Transportation (Caltrans)

DATE: January 5, 2024

The commenter thanks the City for including them in the environmental review process, briefly summarizes the proposed Project and its relationship to mobility, then makes the following comments:

Response 2.1

The commenter states that Caltrans supports the policies stated in the *Our Accessible Community* chapter of the proposed General Plan Update. The commenter notes the policies encompass Transportation Demand Management (TDM) strategies such as promoting public transit, carpooling and ridesharing, active transportation, etc. for all ages and abilities. They also state that these strategies can help the City achieve the objectives of the proposed Project and the targets of other regional agencies such as Caltrans. The City appreciates Caltrans' support of these *Our Accessible Community* policies. Because this comment does not directly address the EIR, no further response is required in this Final EIR.

Response 2.2

The commenter states that Caltrans encourages the proposed Specific Plan's vision for introducing strategic mobility hubs throughout downtown to offer more active transportation options and reduce automobile dependence. The commenter notes that mobility hubs can serve as focal points for local micro mobility and wayfinding networks and include amenities such as transit and bike route information, bike repair stations, shade, and pedestrian scaled lighting and wayfinding. They then state that they look forward to discussing plans with the City to prioritize providing safe facilities for all users. The City appreciates Caltrans' support of the mobility vision of the proposed Downtown Montebello Specific Plan. Because this comment does not directly address the EIR, no further response is required.

Response 2.3

The commenter states that Caltrans acknowledges the importance of the other General Plan chapters. They then note that the policies within the "safety, active and health chapters" are vital to the success of the policies in the *Our Accessible Community* chapter, and that they look forward to their implementation. Because this comment does not directly address the EIR, no further response is required.

Letter 3

From: Raether, Constantin@CalOES <Constantin.Raether@CalOES.ca.gov>
Sent: Monday, January 8, 2024 10:53 AM
To: jpalombi@Montebelloca.gov
Cc: LaMar-Haas, Victoria@CalOES; CalOES Mitigation Planning; Boemecke, Wendy@CalOES; Greg Martin
Subject: [EXT] City of Montebello General Plan Update

CAUTION: This email originated from outside of Rincon Consultants. Be cautious before clicking on any links, or opening any attachments, until you are confident that the content is safe .

Good morning

The California Governor's Office of Emergency Services (Cal OES) Local Hazard Mitigation Planning Team has taken the time to review the proposed updates/changes to your General Plan. Government Code 65302(g)(8) states "before preparing or revising its Safety Element, each city and county shall consult…. the Office of Emergency Services for the purpose of including information known by and available to the department."

The Cal OES Local Hazard Mitigation Planning Team reviews and compares your current Safety Element hazards against those listed in the most recent Federal Emergency Management Agency (FEMA) approved City of Montebello Local Hazard Mitigation Plan (LHMP).

Our office has reviewed your proposed Safety Element and found no substantive changes to your hazard profiles when compared against the most recent FEMA approved City of Montebello LHMP. Our office has no further comments at this time.

Should you need further assistance or have questions please email our team at mitigationplanning@caloes.ca.gov.

Regards

Constantin Raether, Associate Environmental Planner
Local Mitigation Planning | Recovery Directorate
California Governor's Office of Emergency Services

Cal OES
GOVERNOR'S OFFICE
OF EMERGENCY SERVICES

Office: (916) 328-7778
Cell: (916) 715-9408
www.caloes.ca.gov/HMGP

Letter 3

COMMENTER: Constantin Raether, Associate Environmental Planner, California Governor's Office of Emergency Services

DATE: January 8, 2024

The commenter states that the California Governor's Office of Emergency Services (Cal OES) has reviewed the proposed "Safety Element" (apparently referring to the "Our Safe Community" chapter of the proposed General Plan Update) and "found no substantive changes to your hazard profiles" when compared against the most recent FEMA approved City of Montebello Local Hazard Mitigation Plan (LHMP). The commenter then states that they have no further comments at this time. The City appreciates Cal OES's comments. Because this comment does not directly address the EIR, no further response is required.

Department of Toxic Substances Control

Yana Garcia
Secretary for
Environmental Protection

Meredith Williams, Ph.D., Director
8800 Cal Center Drive
Sacramento, California 95826-3200

Gavin Newsom
Governor

SENT VIA ELECTRONIC MAIL

January 9. 2024

Joseph Palombi
Planning and Community Development Director
City of Montebello
1600 West Beverly Boulevard
Montebello, CA 90640
jpalombi@Montebelloca.gov

RE: DRAFT EIR (DEIR) FOR THE CITY OF MONTEBELLO GENERAL PLAN UPDATE AND DOWNTOWN MONTEBELLO SPECIFIC PLAN, DATED DECEMBER 4, 2023 STATE CLEARINGHOUSE # 2023050665

Dear Joseph Palombi,

The Department of Toxic Substances Control (DTSC) received a DEIR for the City of Montebello General Plan Update and Downtown Montebello Specific Plan (Project). The proposed Project includes a comprehensive update of the City's General Plan. The City's General Plan currently has twelve elements: Circulation, Conservation, Land Use, Noise, Open Space, Parks and Recreation, Population, Redevelopment, Safety, Scenic Highways, Seismic Safety, and Housing Element. The proposed Project includes an update of the City's Housing Element (6th Cycle, 2021-2029), which was adopted by the City Council in June 2022 and subsequently certified by HCD on July 11, 2022. While an Initial Study/Negative Declaration (IS-ND) was prepared and adopted concurrently with the Housing Element, the 6th Cycle Housing Element is a component of the General Plan and is also analyzed in the EIR. The Downtown

Montebello Specific Plan is a component of the proposed General Plan Update and focuses on Downtown Montebello.

DTSC has identified that this project may affect multiple active and nonactive mitigation and clean-up sites within the project boundaries therefore, based on our project review, we request the consideration of the following comments:

1. The proposed project encompasses multiple active and nonactive mitigation and clean-up sites where DTSC has conducted oversight that may be impacted as a result of this project. This may restrict what construction activities are permissible in the proposed project areas in order to avoid any impacts to human health and the environment. 4-1
2. Due to the broad scope of the project, DTSC is unable to determine all of the locations of the proposed project site, whether they are listed as having documented contamination, land use restrictions, or whether there is the potential for the project site to be included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. DTSC recommends providing further information on the project site and areas that may fall under DTSC's oversight within the DEIR. Please review the City of Montebello project area in Envirostor; DTSC's public-facing database. 4-2

DTSC believes the City of Montebello must address these comments to determine if any significant impacts under the California Environmental Quality Act (CEQA) will occur and, if necessary, avoid significant impacts under CEQA. DTSC recommends the department connect with our unit if any hazardous waste projects managed or overseen by DTSC are discovered. 4-3

DTSC appreciates the opportunity to comment on the City of Montebello General Plan Update and Downtown Montebello Specific Plan. Thank you for your assistance in protecting California's people and environment from the harmful effects of toxic substances. If you have any questions or would like any clarification on DTSC's comments, please respond to this letter or via email for additional guidance.

Sincerely,



Tamara Purvis
Associate Environmental Planner
HWMP - Permitting Division – CEQA Unit
Department of Toxic Substances Control
Tamara.Purvis@dtsc.ca.gov

cc: (via email)

Governor's Office of Planning and
Research State Clearinghouse
State.Clearinghouse@opr.ca.gov

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Greg Martin
Senior Planner / Project Manager
Rincon Consultants, Inc.
gmartin@rinconconsultants.com

Letter 4

COMMENTER: Tamara Purvis, Associate Environmental Planner, Department of Toxic Substances Control

DATE: January 9, 2024

The commenter states that the Department of Toxic Substances Control (DTSC), received a DEIR for the General Plan Update and summarizes the contents of the General Plan Elements, and then makes the following comments:

Response 4.1

The commenter states that the proposed Project may affect multiple active and nonactive mitigation and clean-up sites "within the project boundaries" (the Plan Area) and the proposed Project encompasses multiple active and nonactive mitigation and clean-up sites where DTSC has conducted oversight that may be impacted as a result of the proposed Project. They then state that "This may restrict what construction activities are permissible in the proposed project areas in order to avoid any impacts to human health and the environment."

As described in Chapter 2, *Project Description*, of the Draft EIR, the proposed General Plan Update would guide the general distribution, location, and extent of the various land uses in the Plan Area. The proposed Project does not include specific projects that include construction activities that would have the potential to impact DTSC site, human health, or the environment. The commenter's comments related to potential future construction activities and their relationship to DTSC oversight clean-up sites are addressed in the responses below.

Response 4.2

The commenter states that, due to the broad scope of the proposed Project, they are unable to "determine all of the locations of the proposed project site" and whether they are listed as having documented contamination or land use restrictions, or whether there is the potential for "the project site" to be included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. The commenter then recommends "providing further information on the project site and areas that may fall under DTSC's oversight within the DEIR," and asks the City to review the City of Montebello project area in EnviroStor; DTSC's public-facing database.

Sites included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 are present in the Plan Area and could be subject to development under the proposed Project. Such sites are described on pages 4.9-19 through 4.9-22 in Section 4.9, *Hazards and Hazardous Materials*, of the Draft EIR. Development at these sites could create a hazard to the public or the environment, but implementation of state and local regulations and General Plan Update policies would address this issue and this impact would be less than significant. These sites are also listed in Table 4.9-1 in Section 4.9, *Hazards and Hazardous Materials* of the Draft EIR (including sites found in a database search of DTSC's EnviroStor database), but only DTSC Active Sites are shown in this table. To provide further information in the EIR for areas that may fall under DTSC's oversight, Table 4.9-1 in Chapter 4.9, *Hazards and Hazardous Materials* of the EIR has been updated in the Final EIR to include all DTSC sites in the Plan Area, as follows:

Table 4.9-1 DTSC ~~Active~~ Sites in the Montebello

Site Name	Site Location	DTSC Site Type	Status
Metro Heights	1400 North Montebello Boulevard	Voluntary Cleanup	Active
Georgia Pacific Corporation	760 South Vail Ave	Corrective Action	Active
Burke Concrete	1625 Washington Boulevard	Voluntary Cleanup	No Further Action
Chapin Road Landfill	All properties on Chapin and Bluff Roads	Evaluation	Inactive - Action Required
Grow Group	760 South Vail Ave	Non-Operating	Undergoing Closure
Lilly Industries, Inc./Montebello	901 West Union Street	Refer: Other Agency	Tiered Permit
Mines and Maple School Site	Mines/Maple	School Investigation	No Further Action
Myers Electric Products, Inc.	1130 S. Vail Avenue	Tiered Permit	Refer: Other Agency
Royal Dry Cleaners	2600 West Beverly Boulevard.	Evaluation	Refer: 1248 Local Agency

Source: DTSC 202~~34~~

Response 4.3

The commenter concludes that DTSC believes the City of Montebello must address these comments to determine if any significant impacts under CEQA will occur and, if necessary, avoid significant impacts under CEQA; recommends that the City connect with DTSC if any hazardous waste projects managed or overseen by DTSC are discovered; and thanks the City for the opportunity to comment on the opportunity to comment on the Draft EIR.

DTSC's comments have been addressed in Responses 4.1 and 4.2. The City will inform DTSC if it becomes aware of the discovery of any hazardous waste projects managed or overseen by DTSC.

California
Department of Conservation
Geologic Energy Management Division

Gavin Newsom, Governor
David Shabazian, Director

January 17, 2024

VIA EMAIL

Joseph Palombi, Planning and Community Development Director
City of Montebello
1600 West Beverly Blvd.
Montebello, CA 90640
Email: jpalombi@montebelloca.gov

Dear Mr. Palombi:

CITY OF MONTEBELLO GENERAL PLAN UPDATE AND DOWNTOWN MONTEBELLO SPECIFIC PLAN DRAFT EIR CITY OF MONTEBELLO SCH: NO. 2023050665

The Department of Conservation's Geologic Energy Management Division (Division) has reviewed the above-referenced project for impacts with Division jurisdictional authority. The Division supervises the drilling, maintenance, and plugging and abandonment of oil, gas, and geothermal wells in California. The Division offers the following comments for your consideration.

The project area is in Los Angeles County and much of the northern half of the City is within the Montebello oil field. Division mapping shows hundreds of active, idle, or abandoned oil and gas wells within the area covered by the DEIR. Division information can be found at: www.conservation.ca.gov. Individual well records are also available on the Division's web site, or by emailing CalGEMSouthern@conservation.ca.gov.

The scope and content of information that is germane to the Division's responsibility are contained in Section 3000 et seq. of the Public Resources Code, and administrative regulations under Title 14, Division 2, Chapters 2, 3 and 4 of the California Code of Regulations.

5-1

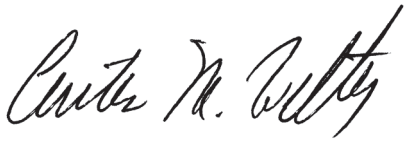
If any wells, including any plugged, abandoned or unrecorded wells, are damaged or uncovered during excavation, grading or other project operations, remedial plugging operations may be required. If such damage or discovery occurs, the Division's district office must be contacted to obtain information on the requirements and approval to perform remedial operations.

The possibility for future problems from oil and gas wells that have been plugged and abandoned, or reabandoned, to the Division's current specifications are remote. However, the Division recommends that a diligent effort be made to avoid building over any plugged and abandoned well.

5-2

Questions regarding the Division's Construction Site Well Review Program can be addressed to the local Division's office in Long Beach by emailing CalGEMSouthern@conservation.ca.gov or by calling (562) 637-4400.

Sincerely,



Curtis M. Welty, PG
Associate Oil and Gas Engineer

cc: Governor's Office of Planning and Research, State Clearinghouse Unit
Email: state.clearinghouse@opr.ca.gov

Office of Legislative and Regulatory Affairs
Email: OLRA@conservation.ca.gov

Jan Perez, CalGEM CEQA Unit
Email: Jan.Perez@conservation.ca.gov

Environmental CEQA File

Letter 5

COMMENTER: Curtis M. Welty, PG, Associate Oil and Engineer, California Department of Conservation Geologic Energy Management Division

DATE: January 17, 2024

The commenter states that the Department of Conservation's Geologic Energy Management Division (CalGEM) has reviewed the proposed Project. The commenter summarizes the Division's responsibilities in California, then makes the following comments on the Draft EIR:

Response 5.1

The commenter states that the project is in Los Angeles County and much of the northern half of the City is within the Montebello oil field. They then state that their mapping shows active, idle, or abandoned oil and gas wells within the area covered by the Draft EIR and provide references to support this statement. The commenter lists the sections of the State Public Resources Code and Code of Regulations germane to their responsibility, then states that "if any wells, including any plugged, abandoned or unrecorded wells, are damaged or uncovered during excavation, remedial plugging operations may be required. If such damage or discovery occurs, the Division's district office must be contacted to obtain information on the requirements and approval to perform remedial operations."

As described in Chapter 2, *Project Description*, of the Draft EIR, the proposed General Plan Update would guide the general distribution, location, and extent of the various land uses in the Plan Area. The proposed Project does not include specific projects that include construction activities that would have the potential to affect oil and gas wells. The issue of plugged, abandoned, and unrecorded wells is discussed on pages 4.9-8 through 4.9-9 of the Draft EIR, and the presence of "numerous plugged oil and gas wells" in the Plan Area is acknowledged at the top of page 4.9-9.

The State Division of Oil, Gas, and Geothermal Resources' (DOGGR's) construction site well review program is explained on pages 4.9-13 through 4.9-14, including the statutory responsibilities of property owners, developers, or local permitting agencies to consult with DOGGR when development occurs near an oil or gas well. Because DOGGR has been renamed the Geologic Energy Management Division (CalGEM), the following text in the first paragraph on page 4.9-9 of the Draft EIR has been revised as follows in the Final EIR to reflect this:

> According to the Well Finder search tool hosted by the California Department of Conservation's Geologic Energy Management Division (CalGEM, which was formerly named the ~~California Department of Conservation's~~ Division of Oil, Gas, and Geothermal Resources ~~(DOGGR~~), a majority of the City of Montebello lies over an oil and gas field (~~Geologic Energy Management Division [~~CalGEM~~]~~ 2023). There are numerous plugged oil and gas wells located within, and within 1,000 feet of, the City of Montebello (CalGEM 2023).

Additionally, the beginning of the *Construction Site Well Review Program* section on page 4.9-13 of the Draft EIR has been revised in the Final EIR as follows to reflect this change:

> CalGEM ~~Division of Oil, Gas, and Geothermal Resources (DOGGR)~~ oversees the drilling, operation, maintenance, and plugging and abandonment of oil, natural gas, and geothermal wells throughout California.

Subsequent occurrences of the "DOGGR" acronym in this section of the EIR have been replaced in the Final EIR with "CalGEM." These text changes are shown in Chapter 2, *Amendments to the Draft EIR* of the Final EIR.

The City of Montebello will comply with all regulations, including those of CalGEM, applicable to active, idle, or abandoned oil and gas wells when future development occurs near any such well. To reflect this, the following language has been added to the end of impact discussion HAZ-3 in the Final EIR:

> *Wells*
>
> Section 4.9.1, *Environmental Setting* acknowledges the presence of numerous plugged oil and gas wells located within, and within 1,000 feet of, the City of Montebello, and Section 4.9.2, *Regulatory Framework* discusses relevant state agencies and regulations applicable to wells, including plugged, abandoned, or unrecorded wells that could be damaged or uncovered during excavation for future construction projects carried out under the proposed Project. As required by these regulations, the City will contact CalGEM to obtain information on the requirements and approval to perform remedial operations if it becomes aware that any such damage or discovery has occurred as part of future development carried out under the proposed Project.

Response 5.2

The commentor concludes that the possibility for future problems from oil and gas wells are remote but recommends that an effort be made to avoid building over any abandoned well. While the City appreciates this comment and will continue to work with CalGEM and all other applicable agencies and parties to avoid building over any abandoned well, this comment does not relate to the contents of the Draft EIR beyond the commenter's previous comments in this letter, which have already been addressed in the response above and no further response is required.

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3 Amendments to the Draft EIR

The following pages provide a summary record of all proposed text amendments to the Draft EIR. Most amendments are the result of comments received during the public review period, and directly respond to those comments, or correction of typographical errors within the Draft EIR. These amendments serve as clarifications and amplifications on the content of the Draft EIR. None of the changes would warrant recirculation of the EIR pursuant to CEQA Guidelines Section 15088.5. The amendments serve to clarify and strengthen the content of the EIR, but do not introduce significant new information.

Changes in text are signified by strikeouts (~~strikeouts~~) where text is removed and by underlined font (underline font) where text is added. The page number cited is the page number in the Draft EIR.

Executive Summary

Page ES-5 through ES-6:

- **No Project (Current General Plan).** The "No Project" Alternative involves continued implementation of the City's current General Plan, which was adopted in 1999.[1] The No Project Alternative assumes that the City's existing General Plan policies would continue to facilitate development in accordance with existing land use designations. The overall amount of growth anticipated to occur under the City's current General Plan is less than what could be facilitated under the proposed Project. ~~Plan.~~ The proposed Project increases allowed density in areas including the Downtown Montebello Specific Plan Area and transportation corridors and as a result increases capacity for residential and commercial development. The proposed Project would allow for an increase in the amount of development overall in the Plan Area because it allows increased residential and commercial development in these key focus areas. Therefore, it also increases the Plan Area's total potential population and amount of commercial development compared to the current General Plan. Under the current General Plan, the Plan Area's population would not be expected to reach the SCAG forecast of 67,800 by 2045, while under the proposed Project future residential growth is predicted to increase the Plan Area's ~~City's~~ total population to 113,338. SCAG forecasts for population, households, and employment in Montebello through the year 2045 are shown in Table 4.14-4 of Section 4.14, *Population and Housing* of this EIR.

[1] The City also considered a "no growth" alternative, but rejected it as infeasible for the reasons discussed in Section 6.3 of this EIR.

Page ES-20 to ES-26 (portions not relevant to revisions excluded):

Impact	Mitigation Measure	Significance After Mitigation
Cultural Resources		
Impact CUL-1: Development carried out under the proposed Project may cause a substantial adverse change in the significance of historical resources that have already been identified or may be identified in the Plan Area. This impact would be significant and unavoidable.		Implementation of Mitigation Measure CUL-1 would reduce impacts to historical resources by identifying and evaluating significant historical resources and managing relocation, rehabilitation, or alteration in compliance with the Standards as applicable. However, even with implementation of this mitigation measure, historical resources could still be materially impaired by future development ~~that~~ carried out under the proposed Project. While HABS-like documentation would reduce these impacts to the greatest extent feasible in cases where compliance with the Standards or avoidance is not possible, legal precedent has established that such a measure cannot mitigate impacts to a level of less than significant because the loss of historical fabric cannot be readily compensated for by commemorative mitigation.[2] Therefore, impacts would be significant and unavoidable.
Impact CUL-2: Development carried out under the proposed Project may cause a substantial adverse change in the significance of archaeological resources that may be present in the Plan Area, including those that qualify as historical resources. This impact would be significant but mitigable.	**MM-CUL-6 Phase III Data Recovery** Should the results of the Phase II site evaluation (Mitigation Measure CUL-5) yield resources that meet CRHR significance standards and if the resource cannot be avoided by project construction in accordance with CUL-4, the project applicant shall ensure that all feasible recommendations for mitigation of archaeological impacts are incorporated into the final design and approved by the City of Montebello prior to construction, through the development of a Phase III Data Recovery report (~~p~~Phase III) program. **MM-CU~~I~~L-8 Unanticipated Discovery of Archaeological Resources**	

[2] League For Protection of Oakland's Architectural and Historic Resources, Plaintiff and Appellant, v. City of Oakland et al., Montgomery Ward & Co., Inc., et al. No. A074348. First District, Division One. Feb 10, 1997.

Section 4.5, Cultural Resources

Page 4.5-14:

Significance After Mitigation

Implementation of Mitigation Measure CUL-1 would reduce impacts to historical resources by identifying and evaluating significant historical resources and managing relocation, rehabilitation, or alteration in compliance with the Standards as applicable. However, even with implementation of this mitigation measure, historical resources could still be materially impaired by future development ~~that~~ carried out under the proposed Project.

Page 4.5-17:

IMPACT CUL-3 THE DISCOVERY OF HUMAN REMAINS IS ALWAYS A POSSIBILITY DURING GROUND-DISTURBING ACTIVITIES. GROUND DISTURBANCE ASSOCIATED WITH DEVELOPMENT CARRIED OUT UNDER THE PROPOSED PROJECT MAY DISTURB OR DAMAGE KNOWN OR UNKNOWN HUMAN REMAINS. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT WITH ADHERENCE TO EXISTING REGULATIONS.

Section 4.6, Energy

Page 4.6-7:

In 1996, the USEPA joined with the Energy Department to expand the program, which now also includes certifying commercial and industrial buildings as well as homes (Energy Star 2023~~USEPA 2021~~).

Page 4.6-8:

The most recent assessment, the *2021 Integrated Energy Policy Report*, highlights the implementation of California's innovative policies and the role they have played in establishing a clean energy economy and provides more detail on several key energy policies, including decarbonizing buildings, increasing energy efficiency savings, and integrating more renewable energy into the electricity system (CEC 2022c~~d~~).

Section 4.9, Hazards and Hazardous Materials

Page 4.9-4:

Existing Hazardous Materials Sites

A database search conducted in ~~August~~ January ~~2023~~ 2024 through the DTSC EnviroStor Hazardous Waste and Substances Site List website (DTSC ~~2023~~2024) found ~~two~~ nine ~~active~~ sites in Montebello, two of which have active statuses. ~~These two~~ The DTSC EnviroStor Hazardous Waste and Substances sites are listed in Table 4.9-1. There are six open sites listed by the SWRCB's Geotracker database in the Plan Area. These six sites are listed in Table 4.9-2. One of these sites is listed by the USEPA under the Superfund Amendments and Reauthorization Act (SARA), Title III as shown in Table 4.9-3 (USEPA 2023b).

Page 4.9-6:

Table 4.9-1 DTSC ~~Active~~ Sites in the Montebello

Site Name	Site Location	DTSC Site Type	Status
Metro Heights	1400 North Montebello Boulevard	Voluntary Cleanup	Active
Georgia Pacific Corporation	760 South Vail Ave	Corrective Action	Active
Burke Concrete	1625 Washington Boulevard	Voluntary Cleanup	No Further Action
Chapin Road Landfill	All properties on Chapin and Bluff Roads	Evaluation	Inactive - Action Required
Grow Group	760 South Vail Ave	Non-Operating	Undergoing Closure
Lilly Industries, Inc./Montebello	901 West Union Street	Refer: Other Agency	Tiered Permit
Mines and Maple School Site	Mines/Maple	School Investigation	No Further Action
Myers Electric Products, Inc.	1130 S. Vail Avenue	Tiered Permit	Refer: Other Agency
Royal Dry Cleaners	2600 West Beverly Boulevard.	Evaluation	Refer: 1248 Local Agency

Source: DTSC 202~~34~~

Page 4.9-9:

According to the Well Finder search tool hosted by the California Department of Conservation's Geologic Energy Management Division (CalGEM, which was formerly named the ~~California Department of Conservation's~~ Division of Oil, Gas, and Geothermal Resources ~~(DOGGR~~), a majority of the City of Montebello lies over an oil and gas field (~~Geologic Energy Management Division [~~CalGEM~~]~~ 2023). There are numerous plugged oil and gas wells located within, and within 1,000 feet of, the City of Montebello (CalGEM 2023).

Page 4.9-13 through 4.9-14:

Construction Site Well Review Program

CalGEM ~~Division of Oil, Gas, and Geothermal Resources (DOGGR)~~ oversees the drilling, operation, maintenance, and plugging and abandonment of oil, natural gas, and geothermal wells throughout California. The regulatory program emphasizes the wise development of oil, natural gas, and geothermal resources in the state through sound engineering practices that protect the environment, prevent pollution, and ensure public safety. ~~DOGGR~~ CalGEM is charged with implementing Public Resources Code (PRC) Section 3208.1. As a result, ~~DOGGR~~ CalGEM developed the Construction Site Well Review program to assist local permitting agencies in identifying and reviewing the status of oil or gas wells located near or beneath proposed structures. Before issuing building or grading permits, local permitting agencies review and implement ~~DOGGR~~ CalGEM's preconstruction well requirements.

The Construction Site Well Review Program provides important information on the current status of all known wells located on a development site property, and it provides other important information when development occurs near oil or gas wells. ~~DOGGR~~ CalGEM provides this information in an advisory role, so that responsible decisions can be made by the property owner, developer, and local permitting agency when development occurs near oil or gas wells. According to PRC Section 3208.1, if any property owner, developer, or local permitting agency either fails to obtain an opinion from CalGEM, ~~DOGGR,~~ or fails to follow the advice of CalGEM

~~DOGGR~~ when development occurs near an oil or gas well, then the owner of the property on which the well is located may be responsible for abandonment costs should a future problem arise with the well.

Page 4.9-22 (near end of impact discussion HAZ-3):

Wells

Section 4.9.1, *Environmental Setting* acknowledges the presence of numerous plugged oil and gas wells located within, and within 1,000 feet of, the City of Montebello, and Section 4.9.2, *Regulatory Framework* discusses relevant state agencies and regulations applicable to wells, including plugged, abandoned, or unrecorded wells that could be damaged or uncovered during excavation for future construction projects carried out under the proposed Project. As required by these regulations, the City will contact CalGEM to obtain information on the requirements and approval to perform remedial operations if it becomes aware that any such damage or discovery has occurred as part of future development carried out under the proposed Project.

Chapter 6, Alternatives

Page 6-4:

The "No Project" Alternative involves continued implementation of the City's current General Plan, which was adopted in 1973. The No Project Alternative assumes that the City's existing General Plan policies would continue to facilitate development in accordance with existing land use designations. The overall amount of growth anticipated to occur under the City's current General Plan is less than what could be facilitated under the proposed Project. ~~Plan.~~ The proposed Project increases allowed density in areas including the Downtown Montebello Specific Plan Area and transportation corridors and as a result increases capacity for residential and commercial development. The proposed Project would allow for an increase in the amount of development overall in the Plan Area because it allows increased residential and commercial development in these key focus areas. Therefore, it also increases the Plan Area's total potential population and amount of commercial development compared to the current General Plan. Under the current General Plan, the Plan Area's population would not be expected to reach the SCAG forecast of 67,800 by 2045, while under the proposed Project future residential growth is predicted to increase the Plan Area's ~~City's~~ total population to 113,338. SCAG forecasts for population, households, and employment in Montebello through the year 2045 are shown in Table 4.14-4 of Section 4.14, *Population and Housing* of this EIR.

Page 6-6:

The No Project Alternative would potentially increase impacts to historic resources compared to the proposed Project. ~~General Plan Update.~~ As discussed in Chapter 4.5 *Cultural Resources*, the proposed Project does not call for substantial changes to established residential neighborhoods and includes specific policies aimed at preserving historic resources. The No Project Alternative would not include these policies and mitigation measures and would, therefore, be more likely than the proposed Project to lead to or allow the loss of, or negative effects on, historic resources in such areas. The No Project Alternative would therefore have potentially greater impacts to historical resources, and cultural resources in general, than the proposed Project.

Page 6-9:

m. Noise

The No Project Alternative would result in less development than the proposed General Plan Update. Therefore, less construction and associated construction noise and vibration would occur under this alternative, particularly in the identified development areas and housing opportunity sites for the proposed Project, and there would be less of an increase in operational noise sources. However, construction noise and increased operational noise under this alternative might be spread more widely across the Plan Area. Also, while this alternative would result in less development, the City's current General Plan has fewer operational noise reduction policies and restrictions than the proposed Project. Furthermore, mitigation measures NOI-1 and NOI-2 requiring actions to reduce construction noise and vibration would not be included in this alternative. Therefore, noise impacts under the No Project Alternative would be greater than under the proposed Project.

Page 6-13:

c. Air Quality

As with the proposed Project, impacts to Air Quality would be significant and unavoidable. As discussed in Impacts AQ-1 through AQ-4 in Chapter 4.3 *Air Quality* of this EIR, individual developments projects carried out under the proposed Project would generate construction and operational related emissions that could conflict with or obstruct implementation of the SCAQMD's Air Quality Management Plan, result in a cumulatively considerable net increase of criteria pollutants, and result in adverse impacts to local air quality, all of which may create significant and unavoidable impacts. While the Reduced Growth Alternative's individual project emissions haves the potential to create all the same significant and unavoidable air quality impacts, there would less overall development in the Plan Area under this alternative and this alternative would have less construction and operational emissions than the proposed Project. However, because the Reduced Growth Alternative would result in less development in the identified focus areas and more dispersed development, VMT per capita would not be reduced to the same degree as under the proposed Project, thereby potentially increasing vehicular emissions. Overall, this alternative's air quality impacts would be less in some respects and greater in others than those of the proposed Project, but similar overall.

Page 6-18:

6.4 Environmentally Superior Alternative

CEQA requires the identification of the environmentally superior alternative among the options studied. When the "No Project" alternative is determined to be environmentally superior, CEQA also requires identification of the environmentally superior alternative among the development options.

As shown in Table 6-2,the Reduced Growth Alternative would, overall, be environmentally superior to the proposed Project. When the two alternatives are compared to each other and the proposed Project, the Reduced Growth Alternative would be environmentally superior because apart from greater impacts to Land Use and Planning and Transportation, it would have reduced or similar environmental impacts compared to the proposed Project, while the No Project Alternative would result in greater impacts to Biological Resources, Cultural Resources,

Energy, Hazards and Hazardous Materials, Noise, Transportation, Tribal Cultural Resources, and Utilities and Service Systems; with reduced impacts in Air Quality, Hydrology and Water Quality, and Population and Housing.

Chapter 7, References

Page 7-13:

California Department of Toxic Substances Control (DTSC). 2024~~3~~. EnviroStor. https://www.envirostor.dtsc.ca.gov/public/ (accessed January 2024~~August 2023~~).

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Appendix A

Mitigation Monitoring and Reporting Program

Mitigation Monitoring and Reporting Program

CEQA requires that a reporting or monitoring program be adopted for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment (California Public Resources Code Section 21081.6). This mitigation monitoring and reporting program is intended to track and ensure compliance with adopted mitigation measures during the project implementation phase. For each mitigation measure recommended in the Final Environmental Impact Report (Final EIR), specifications are made herein that identify the action required, the monitoring that must occur, and the agency or department responsible for oversight.

The proposed project to which these mitigation measures apply is the City of Montebello General Plan Update and Downtown Montebello Specific Plan (the proposed Project), which includes the following components:

- A comprehensive update of the City of Montebello's General Plan, reorganizing and formatting the Plan to include the following eight chapters: Our Natural Community, Our Prosperous Community, Our Well Planned Community, Our Accessible Community, Our Healthy Community, Our Safe Community, Our Active Community, and Our Creative Community
- The proposed General Plan Update includes an update of the City's Housing Element (6th Cycle, 2021-2029), which was adopted by the City Council in June 2022 and subsequently certified by HCD on July 11, 2022. While an Initial Study/Negative Declaration (IS-ND) was prepared and adopted concurrently with the Housing Element, the 6th Cycle Housing Element is a component of the proposed General Plan Update and is also analyzed in the EIR
- The Downtown Montebello Specific Plan, which focuses on Downtown Montebello and is intended to enhance the public right-of-way through selective market supported infill development that includes, among other things, multi-story buildings that will augment the character and quality of the street as well as activate uses in the immediate area, giving new energy to the downtown corridor through unique, local, and high-quality experience-based retail opportunities

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
Air Quality							
AQ-1- Tier 4 and Alternatively Fueled Equipment							
Prior to issuance of grading permits, the Chief Building Official in coordination with the City Engineer or designee shall confirm that the grading plan, building plans, and specifications stipulate that the following measures shall be implemented: ▪ All mobile off-road equipment (wheeled or tracked) used during construction activities shall meet the USEPA Tier 4 final standards. Tier 4 certification can be for the original equipment or equipment that is retrofitted to meet the Tier 4 Final standards. ▪ Alternative Fuel (natural gas, propane, electric, etc.) construction equipment shall be incorporated where available. These requirements shall be incorporated into the contract agreement with the construction contractor. A copy of the equipment's certification or model year specifications shall be available upon request for all equipment on-site. ▪ Electricity shall be supplied to the site from the existing power grid to support the electric construction equipment. If connection to the grid is determined to be infeasible for portions of the project, a non-diesel fueled generator shall be used. ▪ The construction contractor shall water the site two times per day during demolition activities. ▪ The project shall comply with the CARB Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than five minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation; compliance with these would minimize emissions of TACs during construction.	Confirm that the actions required under this mitigation measure are implemented for construction activities carried out under the proposed Project	Prior to issuance of grading permits	Once	City of Montebello Chief Building Official in coordination with the City Engineer or designee			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
AQ-2: Architectural Coating							
Prior to issuance of building permits, the Chief Building Official in coordination with the City Engineer or designee shall confirm that building plans and specifications stipulate that all architectural coating phases shall implement low/zero VOC coating unless project specific modeling determines higher VOC content coatings result in VOC emissions below the 75 lbs./day.	Confirm that the actions required under this mitigation measure are implemented for individual projects under the proposed Project where unmitigated VOC impacts exceed regulatory thresholds.	Prior to granting building permits	Once	City of Montebello Chief Building Official in coordination with the City Engineer or designee			
AQ-3: Hearth							
Prior to issuance of building permits, the Chief Building Official in coordination with the City Engineer or designee shall confirm that the building plans stipulate that all multi-family residential developments shall not incorporate wood or natural gas fireplaces. Electric fireplaces are allowable under this mitigation measure.	During plan check, confirm that all multi-family residential projects do not include wood or natural gas fireplace on the project plans.	Prior to granting building permits	Once	City of Montebello Chief Building Official in coordination with the City Engineer or designee			
AQ-4: Air Quality Assessment							
Individual developments carried out under the proposed Project shall do the following: ▪ **Discretionary Projects:** Discretionary projects shall complete the analysis described in the Non-Discretionary Projects bullet below, consistent with CEQA requirements. Impacts shall be reduced below regulatory thresholds or to the furthest extent possible. ▪ **Non-Discretionary Projects:** The following types of non-discretionary projects shall require an air quality technical assessment and incorporate measures such that impacts are reduced to below regulatory thresholds or to the furthest extent possible: ▫ Projects where sensitive receptors are less than 1,000 feet from the project boundary	▪ **Discretionary Projects:** Confirm that discretionary projects have completed the analysis described in the Non-Discretionary Projects bullet below, consistent with CEQA requirements, and that methods to reduce the environmental impacts of each discretionary project below regulatory thresholds or to the furthest extent possible are identified in the analysis. ▪ **Non-Discretionary Projects:** Confirm that non-discretionary projects subject to this mitigation measure have completed an air quality technical assessment and incorporated measures such that impacts are reduced to below regulatory thresholds or to the furthest extent possible.	Prior to project approval	Once	City of Montebello Chief Building Official in coordination with the City Engineer or designee			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
▫ Construction with use of substantial (more than two pieces) heavy construction equipment use ▫ Projects with construction period lasting longer than 2 months of heavy equipment use							
Biological Resources							
BIO-1 Project-specific Biological Resources Assessment							
For projects that require vegetation removal, ground disturbance of unpaved areas, parking or staging of equipment or material on unpaved areas, access routes on unpaved areas, or rehabilitation or construction staging within 300 feet of unpaved areas (except for landscaped developed areas) that contain or have the potential to support special-status species, open space, sensitive natural communities, or suitable habitat to support special-status species, the following shall apply: Prior to the issuance of a development permit, a qualified biologist shall be retained by the project applicant to conduct a site-specific biological resources reconnaissance survey of the site. The biological resources assessment shall characterize the biological resources present on the project site and evaluate the presence or absence of sensitive species and habitats. The biological resources assessment will aid in determining the project's potential direct, indirect, and cumulative biological impacts, as well as specific avoidance measures necessary to offset those impacts. If the biologist determines that special-status plant species may occur, focused surveys for special-status plants shall be completed in accordance with *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities* (CDFW, March 20, 2018, or its successor) and *Guidelines for Conducting and Reporting Botanical Inventories for Federally*	1. Confirm that, for projects subject to this mitigation measure, that a biological resources reconnaissance survey has been prepared by a qualified biologist, consistent with the requirements of this mitigation measure. 2. If the biologist determines that special-status plant species may occur or the project site has suitable habitat for special-status wildlife, confirm that focused surveys have been prepared consistent with the requirements of this mitigation measure. 3. If it is determined that biological resources may be impacted by a project, confirm that any necessary mitigation measures identified in the biological resources assessment are carried out, consistent with the requirements of this mitigation measure. 4. If ESA and/or CESA listed species or wildlife movement corridors are identified by the biological resources assessment confirm that consultation with the appropriate agencies, as required under this mitigation measure, takes place.	1. Prior to issuance of development permits 2. Prior to issuance of development permits 3. Prior to granting grading permits and, if necessary, during construction 4. Prior to issuing a development permit	1. Once 2. Once 3. Once prior to granting grading permits and periodic-ally during construction 4. Once	City of Montebello Planning & Community Development Department			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
Listed, Proposed and Candidate Plants (USFWS, September 23, 1996; or its successor). If it is determined that the project site has suitable habitat for special-status wildlife, focused surveys shall be conducted to determine presence/absence including species-specific surveys in accordance with CDFW or USFWS protocols for sensitive, state or federally listed species, respectively, that may occur. If the biologist determines that sensitive habitats and/or regulated aquatic resources may be present, additional focused studies to further assess and delineate the habitat (such as a formal jurisdictional determination for wetlands and waters) shall be conducted. A report shall be prepared that identifies 1) approximate population size and distribution of any sensitive plant or animal species, 2) any sensitive habitats or sensitive natural communities (such as wetlands or riparian areas), and 3) any potential impacts of the project on wildlife corridors. Off-site areas that may be directly or indirectly affected by the individual project shall also be surveyed. The report shall include site location, literature sources, methodology, timing of surveys, vegetation map, site photographs, and descriptions of on-site biological resources (e.g., observed and detected species, as well as an analysis of those species with the potential to occur on-site). The biological resources assessment report and surveys shall be conducted by a qualified biologist, and any special status species surveys shall be conducted according to standard methods of surveying for the species as appropriate. If sensitive species and/or habitat are absent from the individual project site and adjacent lands potentially affected by the individual project, a written report substantiating such shall be submitted to the City Planning Division prior to issuance of a grading permit, and the							

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
project may proceed without any further biological investigation. If it is determined that a special-status species and/or habitats may be impacted by a project, the biological report shall identify additional mitigation measures such as avoidance, minimization, restoration, or compensation to reduce impacts to a less that significant level prior to issuance of a development permit from the City or performing any ground disturbance activities (e.g., geotechnical boring or vegetation removal). In the case of ESA and/or CESA listed species, consultation with USFWS and/or CDFW shall occur prior to issuance of a development permit from the City or performing any ground disturbance activities, to determine measures to address impacts such as avoidance, minimization, restoration, or compensation. In the case of regulated aquatic resources, the USACE, CDFW, and RWQCB will be consulted regarding their respective jurisdictions and any necessary permits obtained prior to issuance of a development permit from the City.							
BIO-2 Pre-Construction Bird Surveys and Nest Avoidance							
For construction activities initiated during the bird nesting season (February 1 through August 31) involving removal of trees, vegetation or other nesting bird habitat, including abandoned structures and other man-made features, a pre-construction nesting bird survey shall be conducted no more than three days prior to initiation of ground disturbance and vegetation removal activities. The nesting bird pre-construction survey shall be conducted on foot and shall include a 300-foot buffer around the construction site. The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in and around the Plan Area (i.e., qualified biologist). If nests are found, an avoidance buffer shall be determined by a qualified biologist dependent upon the species, the location of the nest, the proposed	1. Confirm that a pre-construction nesting bird survey has been prepared by a qualified biologist, consistent with the requirements of this mitigation measure 2. If the nests are found, confirm that the requirements of this mitigation measure are enacted on the construction site 3. Confirm that a report summarizing the pre-construction survey(s) prepared by a qualified biologist has been submitted to the City	1. Prior to construction activities carried out from February 1 through August 31 2. Whenever nests are found 3. Prior to commencement of construction activities	1. Once 2. Once per find 3. Once	City of Montebello Planning & Community Development Department			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
work activity, and existing disturbances associated with land uses within and outside of the site. The avoidance buffer shall be demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means to demarcate the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground disturbing activities shall occur within the buffer until the biologist has confirmed that breeding/ nesting is completed, and the young have fledged the nest. Encroachment into the buffer shall occur only at the discretion of the qualified biologist on the basis that the encroachment will not be detrimental to an active nest. A report summarizing the pre-construction survey(s) shall be prepared by a qualified biologist and shall be submitted to the City prior to the commencement of construction activities. Site plans shall include a statement acknowledging compliance with the federal MBTA and CFGC that includes avoidance of active bird nests and identification of Best Management Practices to avoid impacts to active nests, including checking for nests prior to construction activities during February 1 to August 31 and what to do if an active nest is found so that the nest is not inadvertently impacted during grading or construction activities.	4. Confirm that project site plans include a statement acknowledging compliance with the federal MBTA and CFGC	4. Prior to granting building and grading permits	4. Once				

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
Cultural Resources							
CUL-1 Historical Resources							
A historical resources evaluation (HRE) shall be prepared for any discretionary project carried out under the proposed Project involving the demolition or physical alteration of any building, structure, object, or other built environment feature that is 45 years of age or older. The evaluation shall be prepared by a qualified architectural historian or historian who meets the Secretary of the Interior's (SOI) Professional Qualifications Standards (PQS) in architectural history or history (National Park Service 1983). The qualified architectural historian or historian shall conduct an intensive-level evaluation in accordance with the guidelines and best practices promulgated by the California Office of Historic Preservation to identify any potential historical resources within the proposed development site. All properties 45 years of age or older shall be evaluated within their historic context and documented in a report meeting California Office of Historic Preservation guidelines. All evaluated properties shall be documented on California Department of Parks and Recreation Series 523 Forms. HREs shall be submitted to the City for review and concurrence. If the property is already listed in the NRHP or CRHR, the HRE described above shall not be required. If a property is found to not qualify as a historical resource, no additional work relating to historical resources shall be required. If historical resources are identified within a proposed development site, efforts shall be made to the greatest extent feasible to ensure that impacts are mitigated. As applicable, efforts shall be made to the greatest extent feasible to ensure that the alteration of the resource is undertaken in a manner consistent with the Secretary of the Interior's Standards for the	1. Confirm that a historic resources evaluation has been prepared by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualifications Standards (PQS) in architectural history or history, consistent with the requirements of this mitigation measure. 2. If historical resources are identified within the project area of a proposed development, confirm that efforts are made, to the extent feasible, to ensure that impacts are mitigated, consistent with the requirements of this mitigation measure. 3. If historical resources are identified within a proposed development site, confirm that efforts have been made to the greatest extent feasible to ensure that impacts are mitigated, and that the relocation, rehabilitation, or alteration of the resource is consistent with the Secretary of the Interior's Standards for the Treatments of Historic Properties (Standards) and the requirements of this mitigation measure. 4. If significant historical resources are identified on a development site and compliance with the Standards and or avoidance is not possible, confirm that appropriate site-specific mitigation measures are	1. Prior to construction and grading activities 2. Prior to construction and grading activities 3. Prior to construction and grading activities 4. Prior to construction and grading activities	1. Once 2. Once 3. Once 4. Once	City of Montebello Planning & Community Development Department			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
Treatment of Historic Properties (Standards). In accordance with CEQA, a project that has been determined to conform with the Standards generally would not cause a significant adverse direct or indirect impact to historical resources (14 CCR § 15126.4(b)(1)). Application of the Standards shall be overseen by a qualified architectural historian or historic architect meeting the PQS. In conjunction with any development application that may affect the historical resource, a report identifying and specifying the treatment of character-defining features and construction activities shall be prepared by a historian or architectural historian meeting the PQS in history or architectural history and provided to the City for review and concurrence. As applicable, the report shall demonstrate how the project complies with the Standards and be submitted to the City for review and approval prior to the issuance of any permits.	established and undertaken, consistent with the requirements of this mitigation measure.						
If significant historical resources are identified on a development site and compliance with the Standards and or avoidance is not possible, appropriate site-specific mitigation measures shall be established and undertaken. Mitigation measures may include documentation of the historical resource in the form of a Historic American Building Survey (HABS)-like report. The report shall comply with the Secretary of the Interior's Standards for Architectural and Engineering Documentation and shall generally follow the HABS Level III requirements, including digital photographic recordation, detailed historic narrative report, and compilation of historical research. The documentation shall be completed by a qualified architectural historian or historian who meets the SOI PQS and submitted to the City of Montebello, Planning & Community Development Department, Planning Division prior to issuance of any permits for							

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
demolition or alteration of the historical resource.							
CUL-2 Phase 1 Archaeological Resources Study							
For any discretionary project carried out the proposed Project, a Phase I Archaeological Resources Study (Phase I) shall be prepared if the project will involve ground disturbance (unless the project site is within soils that can be reliably demonstrated as being non-native or artificial fill). If a project would solely involve the refurbishment of an existing building and no ground disturbance would occur, this measure would not be required. The study shall be performed by a qualified professional meeting the Secretary of the Interior's (SOI's) Professional Qualification Standards (PQS) for archaeology (National Park Service 1983). Methods shall include a pedestrian survey of the project site and sufficient background research and field sampling to determine whether archaeological resources may be present. Archival research shall include a records search of the South Central Coastal Information Center no more than two years old and a Sacred Lands File search with the Native American Heritage Commission. The Phase I technical report documenting the study shall include recommendations that must be implemented prior to and/or during construction to avoid or reduce impacts on archaeological resources. The Phase I shall be submitted to the City of Montebello, Planning & Community Development Department, Building and Safety Division for review and approval prior to the issuance of any grading or construction permits. Recommendations in the Phase I shall be made Conditions of Approval and shall be implemented throughout all ground disturbance activities.	1. If any project carried out under the General Plan Update will involve any ground disturbance (unless the project site is within soils that can be reliably demonstrated as being non-native or artificial fill) confirm that a Phase I cultural resources study consistent with the requirements of this mitigation measure has been performed by a qualified professional meeting the Secretary of the Interior's (SOI's) Professional Qualification Standards (PQS) for archaeology (National Park Service 1983), and review and approve this study. 2. Make all recommendations of the Phase I technical report Conditions of Approval of the project. 3. Confirm that all Conditions of Approval are carried out throughout all ground disturbance activities.	1. Prior to issuance of construction and grading permits 2. Prior to issuance of construction and grading permits 3. During ground disturbance activities	1. Once 2. Once 3. Periodically	City of Montebello Planning & Community Development Department, Building and Safety Division			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
CUL-3 Extended Phase 1 Testing							
For any projects proposed within 100 feet of a known archaeological site and/or in areas identified as sensitive by a Phase I [Mitigation Measure CUL-2], the project applicant shall retain a qualified archaeologist to conduct an Extended Phase I (XPI) study to determine the presence/absence and extent of archaeological resources on the project site. XPI testing should comprise a series of shovel test pits and/or hand augured units and/or mechanical trenching to establish the boundaries of archaeological site(s) on the project site. If the boundaries of the archaeological site are already well understood from previous archaeological work, an XPI will not be required. If the archaeological resource(s) of concern are Native American in origin, the qualified archaeologist shall confer with local California Native American tribe(s). All archaeological excavation shall be conducted by a qualified archaeologist(s) under the direction of a principal investigator meeting the SOI's PQS for archaeology (National Park Service 1983). If an XPI report is prepared, it shall be submitted to the Planning & Community Development Department, Building and Safety Planning Division for review and approval prior to the issuance of any grading or construction permits. Recommendations contained therein shall be implemented for all ground disturbance activities.	1. Confirm that an XPI study has been done by a qualified archaeologist retained by the project applicant if required under this mitigation measure, and review and approve the XPI. 2. Confirm that all recommendations of the XPI are carried out throughout all ground disturbance activities.	1. Prior to issuance of construction and grading permits 2. During ground disturbance activities	1. Once 2. Periodically	City of Montebello Planning & Community Development Department			
CUL-4 Archaeological Site Avoidance							
Any identified archaeological sites (determined after implementing mitigation measures CUL-2 and/or CUL-3) shall be avoided by project-related construction activities, where feasible. A barrier (temporary fencing) and flagging shall be placed between the work location and any resources within 60 feet of a work location to minimize the potential for inadvertent impacts.	1. Confirm that the avoidance measures described in this mitigation measure, when applicable, are being carried out during project-related construction activities.	1. During construction and grading activities	1. Periodically	City of Montebello Planning & Community Development Department, Building and Safety Division			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
CUL-5 Phase II Site Evaluation							
If the results of any Phase I and/or XPI (mitigation measures CUL-2 and/or CUL-3) indicate the presence of archaeological resources that cannot be avoided by the project (Mitigation Measure CUL-4) and that have not been adequately evaluated for the National Register of Historic Places or California Register of Historical Resources (CRHR) listing at the project site, the qualified archaeologist shall conduct a Phase II investigation (Phase II) to determine if intact deposits remain and if they may be eligible for the CRHR or qualify as unique archaeological resources. If the archaeological resource(s) of concern are Native American in origin, the qualified archaeologist shall confer with local California Native American tribe(s).	1. If the results of any Phase I and/or XPI (mitigation measures CUL-2 and/or CUL-3) indicate the presence of archaeological resources that cannot be avoided by the project (Mitigation Measure CUL-4) and that have not been adequately evaluated for the NRHP or CRHR listing at the project site, confirm that a Phase II cultural resources study consistent with the requirements of this mitigation measure has been performed by a qualified professional meeting the Secretary of the Interior's (SOI's) Professional Qualification Standards (PQS) for archaeology (National Park Service 1983), and review and approve this study.	1. Prior to issuance of construction and grading permits	1. Once	1. City of Montebello Planning & Community Development Department			
The Phase II evaluation shall include any necessary archival research to identify significant historical associations and mapping of surface artifacts, collection of functionally or temporally diagnostic tools and debris, and excavation of a sample of the cultural deposit. The sample excavation will characterize the nature of the sites, define the artifact and feature contents, determine horizontal and vertical boundaries, and retrieve representative samples of artifacts and other remains.	2. Make all recommendations of the Phase II technical report Conditions of Approval of the project.	2. Prior to issuance of construction and grading permits	2. Once	2. City of Montebello Planning & Community Development Department			
	3. Confirm that all Conditions of Approval are carried out throughout all ground disturbance activities.	3. During ground disturbance activities	3. Periodically	3. City of Montebello Planning Department, Building and Safety Division			
If the archeologist and, if applicable, a Native American monitor (see Mitigation Measure TCR-1 [Section 4.17, *Tribal Cultural Resources]*) or other interested tribal representative determine it is appropriate, cultural materials collected from the site shall be processed and analyzed in a laboratory according to standard archaeological procedures. The age of the materials shall be determined using radiocarbon dating and/or other appropriate procedures; lithic artifacts, faunal remains, and other cultural materials shall be identified and analyzed according to current professional standards. The significance of the sites shall be evaluated							

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
according to the criteria of the CRHR. The results of the investigations shall be presented in a technical report following the standards of the California Office of Historic Preservation publication "Archaeological Resource Management Reports: Recommended Content and Format (1990 or latest edition)." The report shall be submitted to the City of Montebello for review and approval prior to the issuance of any grading or construction permits. Recommendations in the Phase II shall be implemented for all ground disturbance activities.							
CUL-6 Phase III Data Recovery							
Should the results of the Phase II site evaluation (Mitigation Measure CUL-5) yield resources that meet CRHR significance standards and if the resource cannot be avoided by project construction in accordance with CUL-4, the project applicant shall ensure that all feasible recommendations for mitigation of archaeological impacts are incorporated into the final design and approved by the City of Montebello prior to construction, through the development of a Phase III Data Recovery report (Phase III) program. Any necessary Phase III data recovery excavation, conducted to exhaust the data potential of significant archaeological sites, shall be carried out by a qualified archaeologist meeting the SOI PQS for archaeology according to a research design reviewed and approved by the City of Montebello prepared in advance of fieldwork and using appropriate archaeological field and laboratory methods consistent with the California Office of Historic Preservation Planning Bulletin 5 (1991), *Guidelines for Archaeological Research Design*, or the latest edition thereof. If the archaeological resource(s) of concern are Native American in origin, the qualified archaeologist shall confer with local California Native American tribe(s). If applicable, a Native American monitor shall be present.	1. Confirm that any reports found to be necessary under the requirements of this mitigation measure have been submitted to, and reviewed and approved by, the City of Montebello prior to issuance of any grading or construction permit. 2. If the reports required under this mitigation measure identify archaeological resources of concern that are also Native American in origin, confirm that the qualified archaeologist required under this mitigation measure has conferred with local California Native American tribe(s). 3. Confirm that all feasible recommendations of the reports required under this mitigation measure have been incorporated into the final design of the project and approved by the City of Montebello	1. Prior to issuance of construction and grading permits 2. Prior to issuance of construction and grading permits 3. Prior to issuance of construction and grading permits	1. Once 2. Once 3. Once	City of Montebello Planning & Community Development Department			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
As applicable, the final Phase III Data Recovery reports shall be submitted to the City of Montebello, Planning & Community Development Department, Building and Safety Division prior to issuance of any grading or construction permit. Recommendations contained therein shall be implemented throughout all ground disturbance activities.	4. Confirm that all feasible recommendations of the reports required under this mitigation measure (including, if applicable, presence during construction of a Native American monitor) are carried out as described in this mitigation measure.	4. During all ground disturbance activities	4. Periodically				
CUL-7 Cultural Resources Monitoring							
If recommended by Phase I, XPI, Phase II, or Phase III studies [mitigation measures CUL-2, CUL-3, CUL-5, and/or CUL-6], the project applicant shall retain a qualified archaeologist to monitor project-related, ground-disturbing activities, subject to review and approval by the City of Montebello Planning & Community Development Department, Building and Safety Division. If archaeological resources are encountered during ground-disturbing activities, mitigation measures CUL-4 through CUL-6 shall be implemented, as appropriate.	1. Confirm that, if required by this mitigation measure, the project applicant has retained a qualified archaeologist to monitor project-related, ground-disturbing activities and approve the use of this monitor.	1. Prior to project-related, ground-disturbing activities	1. Once	City of Montebello Planning & Community Development Department, Building and Safety Division			
	2. If archaeological resources are encountered during ground-disturbing activities, confirm that mitigation measures CUL-4 through CUL-6 are implemented, as appropriate.	2. During construction and grading activities	2. Periodically				
CUL-8 Unanticipated Discovery of Archaeological Resource							
If archaeological resources are encountered during ground-disturbing activities, work within 60 feet shall be halted and the project archaeologist meeting the SOI's PQS for archaeology shall immediately evaluate the find. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for CRHR eligibility. If the discovery proves to be significant under CEQA and cannot be avoided by the project, additional work may be warranted, such as data recovery excavation, to mitigate any significant impacts to historical resources. Any reports required to document and/or evaluate unanticipated discoveries shall be submitted to the City of Montebello Planning & Community Development Department, Building and Safety Division for review and approval. Recommendations contained therein shall be	1. Review and approve any reports submitted to the City under the requirements of this mitigation measure.	1. Prior to issuance of construction and grading permits	1. Once	City of Montebello Planning & Community Development Department, Building and Safety Division			
	2. Confirm that recommendations contained in any reports submitted to the City under the requirements of this mitigation measure are implemented.	2. Throughout the remainder of ground disturbance activities	2. Periodically				

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
implemented throughout the remainder of ground disturbance activities.							
Noise							
NOI-1 Measures to Reduce Construction Noise							
To minimize noise during construction, the City of Montebello shall require construction contractors to implement the following measures for construction activities conducted within the City. Construction plans submitted to the City shall include construction noise analysis and identify these measures on demolition, grading, and construction plans submitted to the City. The City of Montebello Building Division shall verify that grading, demolition, and/or construction plans submitted to the City include these notations prior to issuance of demolition, grading and/or building permits. ▪ **Mufflers.** During excavation and grading construction phases, all construction equipment, fixed or mobile, shall be operated with closed engine doors and shall be equipped with properly operating and maintained mufflers consistent with manufacturers' standards. ▪ **Stationary Equipment.** All stationary construction equipment shall be placed so that emitted noise is directed away from the nearest sensitive receivers. ▪ **Equipment Staging Areas.** Equipment staging shall be located in areas that will create the greatest distance feasible between construction-related noise sources and noise-sensitive receivers. ▪ **Smart Back-up Alarms.** Mobile construction equipment shall have smart back-up alarms that automatically adjust the sound level of the alarm in response to ambient noise levels. Alternatively, back-up alarms shall be disabled and replaced with human spotters to ensure safety when mobile construction equipment is moving in the reverse	Confirm that construction plans submitted to the City include construction noise analysis and that the construction noise reduction measures identified in this mitigation measure are included on demolition, grading, and construction plans submitted to, and reviewed and approved by, the City of Montebello.	Prior to issuance of demolition, grading, and/or building permits	Once	City of Montebello Planning & Community Development Department			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
direction in compliance with applicable safety laws and regulations. ▪ **Electrically Powered Tools and Facilities.** Electrical power shall be used to run air compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities, where feasible. ▪ **Noise Disturbance Coordinator.** The project applicant shall designate a "noise disturbance coordinator" responsible for responding to any local complaints about construction noise. The disturbance coordinator shall determine the cause of any noise complaint and shall require that reasonable measures be implemented to correct the problem. A telephone number for the disturbance coordinator and the City shall be posted at the construction site. ▪ **Temporary Noise Barriers.** Erect temporary noise barriers, where feasible, when construction noise is predicted to exceed the acceptable standards (e.g., 80 dBA Leq at residential receivers, schools or other sensitive receptors during the daytime) or when the anticipated construction duration is greater than is typical (e.g., two years or greater) and there are sensitive receptors within 500 feet of the construction site. Temporary noise barriers shall be constructed with solid materials (e.g., wood) with a density of at least 1.5 pounds per square foot with no gaps from the ground to the top of the barrier. If a sound blanket is used, barriers shall be constructed with solid material with a density of at least 1 pound per square foot with no gaps from the ground to the top of the barrier and be lined on the construction side with acoustical blanket, curtain or equivalent absorptive material rated sound transmission class (STC) 32 or higher.							

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
MM-NOI-2 Measures to Reduce Construction Vibration							
To reduce potential construction vibration impacts, the City of Montebello shall require the following: Prior to issuance of a building permit for a project requiring pile driving during construction within 135 feet of fragile structures such as historical resources, 100 feet of non-engineered timber and masonry buildings (e.g., most residential buildings), or within 75 feet of engineered concrete and masonry (no plaster); a vibratory roller within 40 feet of fragile historical resources or 25 feet of any other structure; or a dozer or other large earthmoving equipment within 20 feet for a fragile historical structure or 15 feet of any other structure, the project applicant shall prepare a groundborne noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these construction activities. This noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed FTA architectural damage thresholds (e.g., 0.12 in/sec PPV for fragile or historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses such as drilling piles as opposed to pile driving, static rollers as opposed to vibratory rollers, and lower horsepower earthmoving equipment shall be used. If necessary, construction vibration monitoring shall be conducted to ensure FTA vibration thresholds are not exceeded.	1. For projects to which this mitigation measure applies, review and approve any required groundborne noise and vibration analysis. 2. For projects to which this mitigation measure applies, confirm that any actions required by the noise and vibration analysis are implemented for project construction activities.	1. Prior to construction 2. During construction	1. Once 2. Periodically	City of Montebello Planning & Community Development Department			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
Tribal Cultural Resources							
TCR-1 Unanticipated Discovery of Tribal Cultural Resources							
If archaeological resources of Native American origin are identified during implementation of projects carried out under the proposed Project, ground-disturbing activities within 50 feet of the find shall be temporarily suspended or redirected until an archaeologist has evaluated the nature and significance of the find as a cultural resource and an appropriate local Native American representative is consulted. If the City, in consultation with traditionally and culturally affiliated Native American group(s), determines the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in consultation with traditionally and culturally affiliated Native American group(s). The mitigation plan shall include measures to ensure the find is treated in a manner that respectfully retains, to the degree feasible, the qualities that render the resource of significance to the local Native American group(s). Examples of appropriate mitigation for tribal cultural resources include, but are not limited to, avoidance, protecting the cultural character and integrity of the resource, protecting traditional use of the resource, protecting the confidentiality of the resource, or heritage recovery.	1. Upon the discovery of any archaeological resources of Native American origin, confirm construction is temporarily suspended within 50 feet of the find until an archaeologist has evaluated the nature and significance of the find as a cultural resource and an appropriate local Native American representative is consulted. 2. If applicable, confirm that the mitigation plan required under this mitigation measure has been completed 3. If applicable, confirm that any avoidance measures described in the mitigation plan, are implemented	1. Upon the discovery of any archaeological resources of Native American origin 2. Prior to resumption of construction within 50 feet of the find 3. Throughout construction and grading activities after the discovery of any tribal cultural resource	1. Once for each occurrence 2. Once 3. Periodically	City of Montebello Planning & Community Development Department			

City of Montebello General Plan Update and Downtown Montebello Specific Plan

Findings of Fact and Statement of Overriding Considerations

prepared by

City of Montebello
Planning and Community Development Department, Planning Division
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1. Introduction

A Draft Environmental Impact Report (DEIR) was prepared for the City of Montebello General Plan Update and Downtown Montebello Specific Plan (the proposed Project), made available for public review on December 4, 2023, and was distributed to local and State agencies. Copies of the Notice of Availability of the Draft EIR were mailed to a list of interested parties, groups, and public agencies. The Draft EIR and an announcement of its availability were posted electronically on the proposed Project website at https://www.montebelloca.gov/planning and at the following locations:

- City of Montebello Planning and Community Development Department, Planning Division 1600 West Beverly Boulevard Montebello, CA 90640
- Chet Holifield Public Library, 1060 S. Greenwood Avenue, Montebello, CA 90640
- Montebello Library, 1550 W. Beverly Boulevard, Montebello, CA 90640
- Montebello Senior Center – City Park, 1301 W. Whittier Boulevard, Montebello, CA 90640

The public review period for the Draft EIR ran from Monday December 4, 2023, to Wednesday January 17, 2024. The public was encouraged to submit comments to Joseph Palombi, Director of Planning and Community Development, via email no later than 5:00 p.m. on January 17, 2024.

After close of the Draft EIR public review and comment period, the City prepared a Final EIR consisting of responses to comments and changes to the Draft EIR. The City plans to bring the Final EIR before the City of Montebello Planning Commission at a public hearing on March 5, 2024, at which the Planning Commission is expected to make a recommendation regarding the EIR and approval of the proposed Project to the Montebello City Council, which in turn is expected to decide on the certification of the Final EIR and approval of the proposed Project at a public hearing April 10, 2024.

The Findings of Fact (Findings) and Statement of Overriding Considerations (SOC) presented herein address the environmental effects associated with the proposed Project that are described and analyzed within the Final EIR, reflect the Council's determinations about feasible mitigation measures, and the adequacy of the Final EIR. These Findings have been made pursuant to the California Environmental Quality Act (CEQA; California Public Resources Code Section 21000 et seq.), specifically Public Resources code Section 21081 and 21081.6, as well as the CEQA Guidelines (14 CCR 15000 et seq.) Sections 15091 and 15093.

Public Resources Code Section 21081 and CEQA Guidelines Section 15091 require that the City of Montebello (City), as the Lead Agency for the proposed Project, prepare written findings for any identified significant environmental effects along with a brief explanation of the rationale for each finding. Specific findings under CEQA Guidelines Section 15091(a) are:

(1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects as identified in the Final EIR.

(2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

(3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

Furthermore, in accordance with Public Resources Code Section 21081 and CEQA Guidelines Section 15093, whenever a project's significant effects cannot be mitigated to below a level of significance, the City as the decision-making agency is required to balance, as applicable, the benefits of the project against its unavoidable environmental risks when determining whether to approve the project. If the benefits of a project outweigh the unavoidable adverse environmental effects, the adverse effects may be considered "acceptable," in which case the lead agency must adopt a formal statement of overriding considerations.

The Final EIR identified potentially significant environmental effects that could result from the proposed Project but could be reduced to a less than significant level through implementation of mitigation measures. Those effects were related to biological resources (impacts related to special status species, particularly nesting birds and their habitat), cultural resources (impacts on archaeological resources), noise (impacts related to project construction vibration), and tribal cultural resources (impacts to unidentified tribal cultural resources). The Final EIR also identified potentially significant environmental effects that could result from the proposed Project that could not be reduced to a less than significant level through implementation of mitigation measures. These potentially significant and unavoidable effects were related to air quality (impacts related to construction and operational emissions), cultural resources (impacts on historical resources), and noise (impacts related to construction noise). Thus, a statement of overriding considerations is required.

2. Project Description

The proposed Project includes an update of the City of Montebello General Plan and adoption of a new Montebello Downtown Specific Plan, as well as other related actions. The actions that make up the proposed Project are described below.

The proposed Project includes a comprehensive update of the City's General Plan. The General Plan is Montebello's blueprint for meeting the community's long-term vision for the future. The proposed General Plan Update provides comprehensive policies for the entire City relating to land use/community design, mobility, quality of life, resources, services and infrastructure, and health and safety. The Planning Area for the proposed Project includes the land within Montebello's City Limits. The proposed Project does not involve any annexation of lands or adjustments to the City's Sphere of Influence (SOI). If any annexations are pursued in the future, they would require approval from the Los Angeles County Local Agency Formation Commission.

As part of the proposed Project, the General Plan has been reorganized and reformatted, with updated goals and policies that reflect the community's vision of Montebello that the proposed General Plan Update seeks to achieve. The General Plan Land Use Map has also been updated.

The proposed General Plan Update includes eight chapters:

- Our Natural Community
- Our Prosperous Community
- Our Well Planned Community
- Our Accessible Community
- Our Healthy Community
- Our Safe Community
- Our Active Community
- Our Creative Community

The proposed General Plan Update includes an update of the City's Housing Element (6th Cycle, 2021-2029), which was adopted by the City Council in June 2022 and subsequently certified by HCD on July 11, 2022. While an Initial Study/Negative Declaration (IS-ND) was prepared and adopted concurrently with the Housing Element, the 6th Cycle Housing Element is a component of the proposed General Plan Update and is also analyzed in the EIR. All proposed population and housing growth relative to the 6th Cycle Housing Element and the rest of the proposed Project is accounted for and analyzed in the EIR.

The proposed Downtown Montebello Specific Plan has been developed concurrently with the proposed General Plan Update. These documents are intended to enhance the public right-of-way through selective market supported infill development that includes, among other things, two and three-story buildings that will augment the character and quality of the street as well as activate the street, giving new energy to the area through unique, local, and high-quality experience-based retail opportunities.

3. Project Objectives

Based on input from the community, the General Plan Update includes the overarching purposes listed below to guide General Plan Update policies and City decision-making. These overarching purposes also serve as the objectives of the proposed Project. The overarching purpose/objective is a vision statement that provides general direction for each chapter of the proposed General Plan Update.

- **Our Natural Community.** Promote clean air and clean water, prevent urban heat islands, reduce stormwater runoff, and promote greener neighborhoods and nature-based recreation.
- **Our Prosperous Community.** Attract and retain jobs within growth industries; nurture small entrepreneurial businesses; redevelop underutilized properties along key corridors and districts; and build the City's fiscal capacity.
- **Our Well Planned Community.** Conserve and enhance stable areas, promote contextual infill, and direct new growth to downtown, commercial districts, and corridors.
- **Our Accessible Community.** Provide safe and convenient multimodal travel options for residents, employees, and visitors of all ages and abilities through creative reimagining of the City's transportation facilities.
- **Our Healthy Community.** Promote preventative health and well-being for all through inclusive approaches where healthy habits are encouraged.
- **Our Safe Community.** Focus on holistic, equitable, and preventive public safety measures, increase awareness, and be prepared for natural or human-caused hazards.

- **Our Active Community.** Create environments that incorporate physical activity into daily activity that support health, wellness, and social connections, and provide children and adults a range of high-quality recreational opportunities.
- **Our Creative Community.** Nurture and promote arts and cultural activities, organizations, and events and give them more visibility and prominence in the region.

4. Findings of Fact

Having received, reviewed, and considered the information in the Final EIR for the proposed Project, as well as the supporting administrative record, the City of Montebello makes findings pursuant to, and in accordance with, Sections 21081, 21081.5, and 21081.6 of the Public Resources Code.

4.1 Environmental Effects Found Not to be Significant

Through the scoping process for the proposed Project, and the environmental analysis contained within the Final EIR, it was determined that the proposed Project would not result in potentially significant effects on the environment with respect to aesthetics, agricultural and forestry resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, transportation, utilities and service systems, and wildfire. No further findings are required for these subject areas.

4.2 Findings for Significant but Mitigated Effects

The following findings are hereby made by the City of Montebello Council for the significant but mitigable environmental effects identified in the EIR related to biological resources (impacts related to special status species, particularly nesting birds and their habitat), cultural resources (impacts on archaeological resources), noise (impacts related to project construction vibration), and tribal cultural resources (impacts to unidentified tribal cultural resources).

4.2.1 Biological Resources

Impact BIO-1

The Plan Area is largely urbanized, and the proposed Project would prioritize development on infill sites that have been previously developed and/or disturbed. Nevertheless, reasonably foreseeable development carried out under the proposed Project could potentially adversely impact special-status species or their habitat. Local special-status species and nesting birds are expected to occur within the Plan Area during potential construction periods and may be affected by construction activity. Impacts would be less than significant with adherence to goals and policies from the proposed General Plan Update and Mitigation Measures BIO-1 and BIO-2.

Finding

Changes or alterations have been required in, or incorporated into, the proposed Project which avoid or substantially lessen the significant environmental effects as identified in the Final EIR. (*Section 15091(a)(1)*). Implementation of Mitigation Measures BIO-1 and BIO-2 would reduce potential impacts to special-status species, locally important species, sensitive habitats, and nesting birds to less than significant levels.

Facts in Support of Finding

Implementation of the proposed General Plan Update's goals and policies would ensure that projects carried out under the proposed Project would be completed in accordance with protecting and preserving special status species and their habitats. While these goals and policies generally aim at protecting special-status species, if vegetation and trees are to be trimmed or removed during project construction or if construction would occur near trees and vegetation, nesting birds could be impacted. Mitigation Measure BIO-1 requires a project-specific biological resources assessment for projects that require vegetation removal, ground disturbance of unpaved areas, parking or staging of equipment or material on unpaved areas, access routes on unpaved areas, or rehabilitation or construction staging within 300 feet of unpaved areas (except for landscaped developed areas) that contain or have the potential to support special-status species, open space, sensitive natural communities, or suitable habitat to support special-status species. Mitigation Measure BIO-1 also requires actions to protect special-status species if the biological resources assessment determines that any are present and may be impacted by a project. Mitigation Measure BIO-2 requires pre-construction bird surveys and nest avoidance for construction activities initiated during the bird nesting season (February 1 through August 31) involving removal of trees, vegetation, or other nesting bird habitat, including abandoned structures and other man-made features. With implementation of the proposed General Plan Update's goals and policies, Mitigation Measure BIO-1, and Mitigation Measure BIO-2, potential impacts to special-status species and sensitive habitat would be reduced to a less than significant level.

Mitigation Measures

Pursuant to CEQA Guidelines Section 15091, the following mitigation measures have been included in a mitigation monitoring and reporting program (MMRP) that is to be adopted concurrently with these findings.

BIO-1 Project-specific Biological Resources Assessment

For projects that require vegetation removal, ground disturbance of unpaved areas, parking or staging of equipment or material on unpaved areas, access routes on unpaved areas, or rehabilitation or construction staging within 300 feet of unpaved areas (except for landscaped developed areas) that contain or have the potential to support special-status species, open space, sensitive natural communities, or suitable habitat to support special-status species, the following shall apply:

Prior to the issuance of a development permit, a qualified biologist shall be retained by the project applicant to conduct a site-specific biological resources reconnaissance survey of the site. The biological resources assessment shall characterize the biological resources present on the project site and evaluate the presence or absence of sensitive species and habitats. The biological resources assessment will aid in determining the project's potential direct, indirect, and cumulative biological impacts, as well as specific avoidance measures necessary to offset those impacts.

If the biologist determines that special-status plant species may occur, focused surveys for special-status plants shall be completed in accordance with *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities* (CDFW, March 20, 2018, or its successor) and *Guidelines for Conducting and Reporting Botanical Inventories for Federally Listed, Proposed and Candidate Plants* (USFWS, September 23, 1996; or its successor). If it is determined that the project site has suitable habitat for special-status wildlife, focused surveys shall be conducted to determine presence/absence including species-specific surveys in accordance

with CDFW or USFWS protocols for sensitive, state or federally listed species, respectively, that may occur. If the biologist determines that sensitive habitats and/or regulated aquatic resources may be present, additional focused studies to further assess and delineate the habitat (such as a formal jurisdictional determination for wetlands and waters) shall be conducted.

A report shall be prepared that identifies 1) approximate population size and distribution of any sensitive plant or animal species, 2) any sensitive habitats or sensitive natural communities (such as wetlands or riparian areas), and 3) any potential impacts of the project on wildlife corridors. Off-site areas that may be directly or indirectly affected by the individual project shall also be surveyed. The report shall include site location, literature sources, methodology, timing of surveys, vegetation map, site photographs, and descriptions of on-site biological resources (e.g., observed and detected species, as well as an analysis of those species with the potential to occur on-site). The biological resources assessment report and surveys shall be conducted by a qualified biologist, and any special status species surveys shall be conducted according to standard methods of surveying for the species as appropriate.

If sensitive species and/or habitat are absent from the individual project site and adjacent lands potentially affected by the individual project, a written report substantiating such shall be submitted to the City Planning Division prior to issuance of a grading permit, and the project may proceed without any further biological investigation.

If it is determined that a special-status species and/or habitats may be impacted by a project, the biological report shall identify additional mitigation measures such as avoidance, minimization, restoration, or compensation to reduce impacts to a less that significant level prior to issuance of a development permit from the City or performing any ground disturbance activities (e.g., geotechnical boring or vegetation removal). In the case of ESA and/or CESA listed species, consultation with USFWS and/or CDFW shall occur prior to issuance of a development permit from the City or performing any ground disturbance activities, to determine measures to address impacts such as avoidance, minimization, restoration, or compensation. In the case of regulated aquatic resources, the USACE, CDFW, and RWQCB will be consulted regarding their respective jurisdictions and any necessary permits obtained prior to issuance of a development permit from the City.

BIO-2 Pre-Construction Bird Surveys and Nest Avoidance

For construction activities initiated during the bird nesting season (February 1 through August 31) involving removal of trees, vegetation or other nesting bird habitat, including abandoned structures and other man-made features, a pre-construction nesting bird survey shall be conducted no more than three days prior to initiation of ground disturbance and vegetation removal activities. The nesting bird pre-construction survey shall be conducted on foot and shall include a 300-foot buffer around the construction site. The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in and around the Plan Area (i.e., qualified biologist). If nests are found, an avoidance buffer shall be determined by a qualified biologist dependent upon the species, the location of the nest, the proposed work activity, and existing disturbances associated with land uses within and outside of the site. The avoidance buffer shall be demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means to demarcate the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground disturbing activities shall occur within the buffer until the biologist has confirmed that breeding/nesting is completed, and the young have fledged the nest. Encroachment into the buffer shall occur only at the discretion of the qualified biologist on the basis that the encroachment will not be detrimental

to an active nest. A report summarizing the pre-construction survey(s) shall be prepared by a qualified biologist and shall be submitted to the City prior to the commencement of construction activities.

Site plans shall include a statement acknowledging compliance with the federal MBTA and CFGC that includes avoidance of active bird nests and identification of Best Management Practices to avoid impacts to active nests, including checking for nests prior to construction activities during February 1 to August 31 and what to do if an active nest is found so that the nest is not inadvertently impacted during grading or construction activities.

4.2.2 Cultural Resources

Impact CUL-2

Development carried out under the proposed Project may cause a substantial adverse change in the significance of archaeological resources that may be present in the Plan Area, including those that qualify as historical resources. This impact would be significant but mitigable.

Finding

Changes or alterations have been required in, or incorporated into, the proposed Project which avoid or substantially lessen the significant environmental effects as identified in the Final EIR. (*Section 15091(a)(1)*). Implementation of mitigation measures CUL-2 through CUL-8 would reduce impacts to archaeological resources to less than significant levels by ensuring the avoidance of archeological resources to the extent feasible, or by identifying, evaluating, and conducting data recovery of archaeological resources that may be impacted by future projects in a timely manner.

Facts in Support of Finding

Ground-disturbing activities associated with development carried out under the proposed Project have the potential to damage or destroy archaeological resources that may be present on or below the ground surface, particularly in areas not studied in a cultural resources investigation or when excavation depths exceed those attained previously for past development. Neither the proposed General Plan Update nor the proposed Downtown Montebello Specific Plan contain goals, policies, or implementation programs related to archaeological resources. Consequently, damage to or destruction of known or previously unknown archaeological resources could occur because of the proposed Project. Therefore, mitigation measures are required to reduce this potential impact to a less than significant level.

Mitigation Measures

Pursuant to CEQA Guidelines Section 15091, the following mitigation measures have been included in a MMRP that is to be adopted concurrently with these findings.

CUL-2 Phase I Archaeological Resources Study

For any discretionary project carried out the proposed Project, a Phase I Archaeological Resources Study (Phase I) shall be prepared if the project will involve ground disturbance (unless the project site is within soils that can be reliably demonstrated as being non-native or artificial fill). If a project would solely involve the refurbishment of an existing building and no ground disturbance would occur, this measure would not be required. The study shall be performed by a qualified professional

meeting the Secretary of the Interior's (SOI's) Professional Qualification Standards (PQS) for archaeology (National Park Service 1983). Methods shall include a pedestrian survey of the project site and sufficient background research and field sampling to determine whether archaeological resources may be present. Archival research shall include a records search of the South Central Coastal Information Center no more than two years old and a Sacred Lands File search with the Native American Heritage Commission. The Phase I technical report documenting the study shall include recommendations that must be implemented prior to and/or during construction to avoid or reduce impacts on archaeological resources. The Phase I shall be submitted to the City of Montebello, Planning & Community Development Department, Building and Safety Division for review and approval prior to the issuance of any grading or construction permits. Recommendations in the Phase I shall be made Conditions of Approval and shall be implemented throughout all ground disturbance activities.

CUL-3 Extended Phase I Testing

For any projects proposed within 100 feet of a known archaeological site and/or in areas identified as sensitive by a Phase I [Mitigation Measure CUL-2], the project applicant shall retain a qualified archaeologist to conduct an Extended Phase I (XPI) study to determine the presence/absence and extent of archaeological resources on the project site. XPI testing should comprise a series of shovel test pits and/or hand augured units and/or mechanical trenching to establish the boundaries of archaeological site(s) on the project site. If the boundaries of the archaeological site are already well understood from previous archaeological work, an XPI will not be required. If the archaeological resource(s) of concern are Native American in origin, the qualified archaeologist shall confer with local California Native American tribe(s).

All archaeological excavation shall be conducted by a qualified archaeologist(s) under the direction of a principal investigator meeting the SOI's PQS for archaeology (National Park Service 1983). If an XPI report is prepared, it shall be submitted to the Planning & Community Development Department, Building and Safety Planning Division for review and approval prior to the issuance of any grading or construction permits. Recommendations contained therein shall be implemented for all ground disturbance activities.

CUL-4 Archaeological Site Avoidance

Any identified archaeological sites (determined after implementing mitigation measures CUL-2 and/or CUL-3) shall be avoided by project-related construction activities, where feasible. A barrier (temporary fencing) and flagging shall be placed between the work location and any resources within 60 feet of a work location to minimize the potential for inadvertent impacts.

CUL-5 Phase II Site Evaluation

If the results of any Phase I and/or XPI (mitigation measures CUL-2 and/or CUL-3) indicate the presence of archaeological resources that cannot be avoided by the project (Mitigation Measure CUL-4) and that have not been adequately evaluated for the National Register of Historic Places or California Register of Historical Resources (CRHR) listing at the project site, the qualified archaeologist shall conduct a Phase II investigation (Phase II) to determine if intact deposits remain and if they may be eligible for the CRHR or qualify as unique archaeological resources. If the archaeological resource(s) of concern are Native American in origin, the qualified archaeologist shall confer with local California Native American tribe(s).

The Phase II evaluation shall include any necessary archival research to identify significant historical associations and mapping of surface artifacts, collection of functionally or temporally diagnostic tools and debris, and excavation of a sample of the cultural deposit. The sample excavation will characterize the nature of the sites, define the artifact and feature contents, determine horizontal and vertical boundaries, and retrieve representative samples of artifacts and other remains.

If the archeologist and, if applicable, a Native American monitor (see Mitigation Measure TCR-1 [Section 4.17, *Tribal Cultural Resources]*) or other interested tribal representative determine it is appropriate, cultural materials collected from the site shall be processed and analyzed in a laboratory according to standard archaeological procedures. The age of the materials shall be determined using radiocarbon dating and/or other appropriate procedures; lithic artifacts, faunal remains, and other cultural materials shall be identified and analyzed according to current professional standards. The significance of the sites shall be evaluated according to the criteria of the CRHR. The results of the investigations shall be presented in a technical report following the standards of the California Office of Historic Preservation publication "Archaeological Resource Management Reports: Recommended Content and Format (1990 or latest edition)." The report shall be submitted to the City of Montebello for review and approval prior to the issuance of any grading or construction permits. Recommendations in the Phase II shall be implemented for all ground disturbance activities.

CUL-6 Phase III Data Recovery

Should the results of the Phase II site evaluation (Mitigation Measure CUL-5) yield resources that meet CRHR significance standards and if the resource cannot be avoided by project construction in accordance with CUL-4, the project applicant shall ensure that all feasible recommendations for mitigation of archaeological impacts are incorporated into the final design and approved by the City of Montebello prior to construction, through the development of a Phase III Data Recovery report (Phase III) program. Any necessary Phase III data recovery excavation, conducted to exhaust the data potential of significant archaeological sites, shall be carried out by a qualified archaeologist meeting the SOI PQS for archaeology according to a research design reviewed and approved by the City of Montebello prepared in advance of fieldwork and using appropriate archaeological field and laboratory methods consistent with the California Office of Historic Preservation Planning Bulletin 5 (1991), *Guidelines for Archaeological Research Design*, or the latest edition thereof. If the archaeological resource(s) of concern are Native American in origin, the qualified archaeologist shall confer with local California Native American tribe(s). If applicable, a Native American monitor shall be present.

As applicable, the final Phase III Data Recovery reports shall be submitted to the City of Montebello, Planning & Community Development Department, Building and Safety Division prior to issuance of any grading or construction permit. Recommendations contained therein shall be implemented throughout all ground disturbance activities.

CUL-7 Cultural Resources Monitoring

If recommended by Phase I, XPI, Phase II, or Phase III studies [mitigation measures CUL-2, CUL-3, CUL-5, and/or CUL-6], the project applicant shall retain a qualified archaeologist to monitor project-related, ground-disturbing activities, subject to review and approval by the City of Montebello Planning & Community Development Department, Building and Safety Division. If archaeological resources are encountered during ground-disturbing activities, mitigation measures CUL-4 through CUL-6 shall be implemented, as appropriate.

CUL-8 Unanticipated Discovery of Archaeological Resources

If archaeological resources are encountered during ground-disturbing activities, work within 60 feet shall be halted and the project archaeologist meeting the SOI's PQS for archaeology shall immediately evaluate the find. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for CRHR eligibility. If the discovery proves to be significant under CEQA and cannot be avoided by the project, additional work may be warranted, such as data recovery excavation, to mitigate any significant impacts to historical resources. Any reports required to document and/or evaluate unanticipated discoveries shall be submitted to the City of Montebello Planning & Community Development Department, Building and Safety Division for review and approval. Recommendations contained therein shall be implemented throughout the remainder of ground disturbance activities.

4.2.3 Noise

Impact N-2

Construction of individual projects carried out under the proposed Project would temporarily generate groundborne vibration, potentially affecting nearby land uses. Operation of development carried out under the proposed Project would not result in substantial groundborne vibration. This impact would be less than significant with mitigation.

Finding

Changes or alterations have been required in, or incorporated into, the proposed Project which avoid or substantially lessen the significant environmental effects as identified in the Final EIR. (*Section 15091(a)(1)*). With implementation of Mitigation Measure NOI-2, construction vibration impacts would be reduced to less than significant levels.

Facts in Support of Finding

Construction activities known to generate excessive groundborne vibration, such as use of pile driving equipment and vibratory rollers, could be conducted by projects carried out under the proposed Project, potentially resulting in annoyance to nearby human receptors or damage to historic structures. Because construction vibration levels may exceed FTA vibration levels for preventing architectural building damage, impacts would be potentially significant.

Implementation of Policy 5.5, Action 5.5a, and Action 5.5b of the proposed General Plan Update would reduce construction groundborne vibration impacts of the proposed Project, and Mitigation Measure NOI-2 provides more detail on how this policy and these actions should be carried out to help reduce construction groundborne vibration impacts in the Plan Area. Together, implementation of this policy, these actions, and this mitigation measure would reduce this impact to a less than significant level.

Mitigation Measures

Pursuant to CEQA Guidelines Section 15091, the following mitigation measures have been included in a MMRP that is to be adopted concurrently with these findings.

NOI-2 Measures to Reduce Construction Vibration

To reduce potential construction vibration impacts, the City of Montebello shall require the following:

Prior to issuance of a building permit for a project requiring pile driving during construction within 135 feet of fragile structures such as historical resources, 100 feet of non-engineered timber and masonry buildings (e.g., most residential buildings), or within 75 feet of engineered concrete and masonry (no plaster); a vibratory roller within 40 feet of fragile historical resources or 25 feet of any other structure; or a dozer or other large earthmoving equipment within 20 feet for a fragile historical structure or 15 feet of any other structure, the project applicant shall prepare a groundborne noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these construction activities. This noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed FTA architectural damage thresholds (e.g., 0.12 in/sec PPV for fragile or historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses such as drilling piles as opposed to pile driving, static rollers as opposed to vibratory rollers, and lower horsepower earthmoving equipment shall be used. If necessary, construction vibration monitoring shall be conducted to ensure FTA vibration thresholds are not exceeded.

4.2.4 Tribal Cultural Resources

Impact TCR-1

Development carried out under the proposed Project has the potential to impact unidentified tribal cultural resources because the presence of, and potential effects on, such resources cannot be determined before excavation associated with such development occurs. Impacts on tribal cultural resources would be potentially significant but mitigable.

Finding

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects as identified in the Final EIR. (*Section 15091(a)(1)*). Implementation of mitigation measures CUL-2 through CUL-8, and TCR-1, would reduce impacts to archaeological and tribal cultural resources to less than significant levels by ensuring the avoidance of archeological and tribal cultural resources to the extent feasible, or by identifying, evaluating, and conducting data recovery of archaeological and tribal cultural resources that may be impacted by future projects in a timely manner.

Facts in Support of Finding

Effects on tribal cultural resources (TCRs) can only be known once a specific project has been proposed because the effects are highly dependent on both the individual project site conditions and the characteristics of the proposed activity. New TCRs may be identified or established during implementation of the proposed Project, which is expected to occur over many years. Thus, as specific projects that would be carried out under the proposed Project are proposed, the City will be required to consult with the tribes that are listed on its AB 52 consultation list to determine if any TCRs may be impacted by specific projects. Similarly, if the specific project requires a General Plan Amendment, the City must also consult under SB 18 to determine if any TCRs may be impacted by

the specific project. Neither the proposed General Plan Update nor the proposed Downtown Montebello Specific Plan contain any goals or policies that pertain specifically to the protection of tribal cultural resources. Therefore, if TCRs are identified during AB 52 or SB 18 consultation for future projects, impacts to any such TCRs would be potentially significant unless mitigation is incorporated. Therefore, Mitigation Measure TCR-1 is required to reduce this impact to a less than significant level.

Mitigation Measures

Pursuant to CEQA Guidelines Section 15091, the following mitigation measures have been included in a MMRP that is to be adopted concurrently with these findings.

TCR-1 Unanticipated Discovery of Tribal Cultural Resources

If archaeological resources of Native American origin are identified during implementation of projects carried out under the proposed Project, ground-disturbing activities within 50 feet of the find shall be temporarily suspended or redirected until an archaeologist has evaluated the nature and significance of the find as a cultural resource and an appropriate local Native American representative is consulted. If the City, in consultation with traditionally and culturally affiliated Native American group(s), determines the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in consultation with traditionally and culturally affiliated Native American group(s). The mitigation plan shall include measures to ensure the find is treated in a manner that respectfully retains, to the degree feasible, the qualities that render the resource of significance to the local Native American group(s). Examples of appropriate mitigation for tribal cultural resources include, but are not limited to, avoidance, protecting the cultural character and integrity of the resource, protecting traditional use of the resource, protecting the confidentiality of the resource, or heritage recovery.

4.3 Findings for Significant and Unavoidable Effects

Public Resources Code 21081and 21081.5, and CEQA Guidelines Section 15093, require that the City of Montebello balance the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental effects when determining to approve a project. And if specific economic, legal, social, technological, or other benefits outweigh the unavoidable adverse environmental effects, the adverse effects may be considered “acceptable.”

A project’s environmental impacts are “cumulatively considerable” if the “incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects” (CEQA Guidelines Section 15065[a][3]). Significant and unavoidable impacts associated with air quality (impacts related to construction and operational emissions), cultural resources (impacts on historical resources), and noise (impacts related to construction noise) were identified for the proposed Project. The following findings and statement of overriding considerations are intended to provide a basis for approval consistent with the anticipated recommendation for approval from the City of Montebello Planning Commission.

4.3.1 Air Quality

Impact AQ-1

Individual development projects carried out under the proposed Project would generate construction and operational-related emissions. Such emissions may conflict with or obstruct implementation of SCAQMD's Air Quality Management Plan. Implementation of policies in the proposed General Plan Update, compliance with existing regulations, and implementation of mitigation would reduce construction and operational emissions, but not always to a less than significant level. This impact would be significant and unavoidable.

Finding

Implementation of Mitigation Measures AQ-1 through AQ-4 would reduce air quality impacts and therefore contribute to reductions in regional air quality pollution consistent with the goals of the AQMP. However, given the unknown specifics of each future project carried out under the proposed Project, there is the potential that even with these measures, operational impacts would remain significant. This potential environmental effect is therefore significant and unavoidable.

Facts in Support of Finding

Individual development projects carried out under the proposed Project would generate construction and operational emissions. While construction emissions would be temporary and it is not out of the ordinary to have such impacts associated with virtually any construction activity, both construction and operational emissions may conflict with or obstruct the implementation of the South Coast Air Quality Management District's (SCAQMD's) Air Quality Management Plan. Implementation of General Plan Update policies, compliance with existing regulations, and implementation of mitigation would reduce construction- and operational emissions, but not necessarily to a less than significant level. Additionally, population growth associated with the proposed Project would exceed SCAG population growth forecasts, and the proposed Project would therefore be inconsistent with the underlying assumptions of the emissions forecasts contained in the Air Quality Management Plan. There are no feasible mitigation measures that can be implemented to reduce growth under the proposed Project and maintain the nature of the proposed Project.

Mitigation Measures

AQ-1 Tier 4 and Alternatively Fueled Equipment

Prior to issuance of grading permits, the Chief Building Official in coordination with the City Engineer or designee shall confirm that the grading plan, building plans, and specifications stipulate that the following measures shall be implemented:

- All mobile off-road equipment (wheeled or tracked) used during construction activities shall meet the USEPA Tier 4 final standards. Tier 4 certification can be for the original equipment or equipment that is retrofitted to meet the Tier 4 Final standards.
- Alternative Fuel (natural gas, propane, electric, etc.) construction equipment shall be incorporated where available. These requirements shall be incorporated into the contract agreement with the construction contractor. A copy of the equipment's certification or model year specifications shall be available upon request for all equipment on-site.

- Electricity shall be supplied to the site from the existing power grid to support the electric construction equipment. If connection to the grid is determined to be infeasible for portions of the project, a non-diesel fueled generator shall be used.
- The construction contractor shall water the site two times per day during demolition activities.
- The project shall comply with the CARB Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than five minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation; compliance with these would minimize emissions of TACs during construction.

AQ-2 Architectural Coating

Prior to issuance of building permits, the City Engineer and the Chief Building Official shall confirm that building plans and specifications stipulate that all architectural coating phases shall implement low/zero VOC coating unless project specific modeling determines higher VOC content coatings result in VOC emissions below the 75 lbs./day.

AQ-3 Hearth

Prior to issuance of building permits, the City Engineer and the Chief Building Official shall confirm that the building plans stipulate that all multi-family residential developments shall not incorporate wood or natural gas fireplaces. Electric fireplaces are allowable under this mitigation measure.

AQ-4 Air Quality Assessment

Individual developments carried out under the proposed Project shall do the following:

- **Discretionary Projects:** Discretionary projects shall complete the analysis described in the Non-Discretionary Projects bullet below, consistent with CEQA requirements. Impacts shall be reduced below regulatory thresholds or to the furthest extent possible.
- **Non-Discretionary Projects:** The following types of non-discretionary projects shall require an air quality technical assessment and incorporate measures such that impacts are reduced to below regulatory thresholds or to the furthest extent possible
  - Projects where sensitive receptors are less than 1,000 feet from the project boundary
  - Construction with use of substantial (more than two pieces) heavy construction equipment use
  - Projects with construction period lasting longer than 2 months of heavy equipment use

Impact AQ-2

Individual development projects carried out under the proposed Project would generate construction and operational-related emissions. Such emissions may result in adverse impacts to regional air quality. Implementation of policies in the proposed General Plan Update, compliance with existing regulations, and implementation of mitigation would reduce construction and operational emissions, but not always to a less than significant level. This impact would be significant and unavoidable.

Finding

With incorporation of policies of the proposed General Plan Update, regulatory requirements, and Mitigation Measure AQ-3, the proposed Project's growth emissions would still exceed the SCAQMD regional thresholds. In addition, given the unknown specifics of each individual project, there is the potential that even with these measures, operational and construction emissions may still exceed applicable levels of significance. This potential environmental effect is therefore significant and unavoidable.

Facts in Support of Finding

With incorporation of Mitigation Measures AQ-1 through AQ-3, emissions from construction activities could be reduced to less than significant levels for individual projects implemented under the proposed Project. As part of Mitigation Measure AQ-2, individual projects shall implement low/zero VOC coating unless project specific modeling shows higher VOC coating would emit emissions below 75 lbs./day. Adherence to applicable policies of the proposed General Plan Update, SCAQMD rules, and feasible mitigation would reduce potential construction-related impacts to the greatest extent possible. However, given the unknown specifics of each individual project, there is the potential that even with these measures, construction impacts would remain significant and unavoidable.

Mitigation Measures

AQ-1 Tier 4 and Alternatively Fueled Equipment

Prior to issuance of grading permits, the Chief Building Official in coordination with the City Engineer or designee shall confirm that the grading plan, building plans, and specifications stipulate that the following measures shall be implemented:

- All mobile off-road equipment (wheeled or tracked) used during construction activities shall meet the USEPA Tier 4 final standards. Tier 4 certification can be for the original equipment or equipment that is retrofitted to meet the Tier 4 Final standards.
- Alternative Fuel (natural gas, propane, electric, etc.) construction equipment shall be incorporated where available. These requirements shall be incorporated into the contract agreement with the construction contractor. A copy of the equipment's certification or model year specifications shall be available upon request for all equipment on-site.
- Electricity shall be supplied to the site from the existing power grid to support the electric construction equipment. If connection to the grid is determined to be infeasible for portions of the project, a non-diesel fueled generator shall be used.
- The construction contractor shall water the site two times per day during demolition activities.
- The project shall comply with the CARB Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than five minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation; compliance with these would minimize emissions of TACs during construction.

AQ-2 Architectural Coating

Prior to issuance of building permits, the City Engineer and the Chief Building Official shall confirm that building plans and specifications stipulate that all architectural coating phases shall implement low/zero VOC coating unless project specific modeling determines higher VOC content coatings result in VOC emissions below the 75 lbs./day.

AQ-3 Hearth

Prior to issuance of building permits, the City Engineer and the Chief Building Official shall confirm that the building plans stipulate that all multi-family residential developments shall not incorporate wood or natural gas fireplaces. Electric fireplaces are allowable under this mitigation measure.

Impact AQ-3

Individual development projects carried out under the proposed Project would generate construction- and operational-related emissions. Such emissions may result in adverse impacts to local air quality. Implementation of policies of the proposed General Plan Update, compliance with existing regulations, and implementation of mitigation would reduce construction and operational emissions, but not always to a less than significant level. This impact would be significant and unavoidable.

Finding

Implementation of mitigation measures identified in the Final EIR would reduce operational and construction emissions, but not always below applicable levels of significance. This potential environmental effect is therefore significant and unavoidable.

Facts in Support of Finding

With implementation of mitigation measures AQ-1 and AQ-4, which require Tier 4 or alternative fueled equipment, and emissions analysis of discretionary and non-discretionary projects, exhaust and fugitive dust emissions of PM_{10} and $PM_{2.5}$ would be reduced from that of a standard construction fleet and standard dust management practice. Reducing exhaust PM_{10} and $PM_{2.5}$ reduces DPM emissions from the operation of diesel construction equipment. Reducing DPM reduces cancer risk and non-carcinogenic risk to nearby sensitive receptors to less than significant levels. With implementation of Mitigation Measure AQ-3, which requires all new multi-family development to not incorporate wood or natural gas fireplaces, operational emissions of PM_{10}, $PM_{2.5}$, $NO_{x,}$ and CO would also be reduced. In addition, under Mitigation Measure AQ-4, individual projects would be required to conduct an air quality technical assessment and provide project-specific mitigation to reduce PM_{10} and $PM_{2.5}$ construction impacts to a less than significant level.

As shown in Table 4.3-12 of the Final EIR (reproduced below as Table 1 of these Findings), with implementation of Mitigation Measure AQ-3, PM_{10} and $PM_{2.5}$ emissions could be reduced to below regulatory thresholds and therefore would be less than significant. However, given the unknown specifics of each individual project, there is the potential that even with these measures, operational impacts would be significant and unavoidable.

Table 1 Mitigated Localized Operational Emissions

	Estimated Emissions (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Residential	3.8	65	<1	<1
SCAQMD Thresholds	95.6	1,480	4	1.6
Exceed Thresholds?	No	No	No	No

Mitigation Measures

AQ-1 Tier 4 and Alternatively Fueled Equipment

Prior to issuance of grading permits, the Chief Building Official in coordination with the City Engineer or designee shall confirm that the grading plan, building plans, and specifications stipulate that the following measures shall be implemented:

- All mobile off-road equipment (wheeled or tracked) used during construction activities shall meet the USEPA Tier 4 final standards. Tier 4 certification can be for the original equipment or equipment that is retrofitted to meet the Tier 4 Final standards.
- Alternative Fuel (natural gas, propane, electric, etc.) construction equipment shall be incorporated where available. These requirements shall be incorporated into the contract agreement with the construction contractor. A copy of the equipment's certification or model year specifications shall be available upon request for all equipment on-site.
- Electricity shall be supplied to the site from the existing power grid to support the electric construction equipment. If connection to the grid is determined to be infeasible for portions of the project, a non-diesel fueled generator shall be used.
- The construction contractor shall water the site two times per day during demolition activities.
- The project shall comply with the CARB Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than five minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation; compliance with these would minimize emissions of TACs during construction.

AQ-3 Hearth

Prior to issuance of building permits, the City Engineer and the Chief Building Official shall confirm that the building plans stipulate that all multi-family residential developments shall not incorporate wood or natural gas fireplaces. Electric fireplaces are allowable under this mitigation measure.

AQ-4 Air Quality Assessment

Individual developments carried out under the proposed Project shall do the following:

- **Discretionary Projects:** Discretionary projects shall complete the analysis described in the Non-Discretionary Projects bullet below, consistent with CEQA requirements. Impacts shall be reduced below regulatory thresholds or to the furthest extent possible.

- **Non-Discretionary Projects:** The following types of non-discretionary projects shall require an air quality technical assessment and incorporate measures such that impacts are reduced to below regulatory thresholds or to the furthest extent possible
  - Projects where sensitive receptors are less than 1,000 feet from the project boundary
  - Construction with use of substantial (more than two pieces) heavy construction equipment use
  - Projects with construction period lasting longer than 2 months of heavy equipment use

4.3.2 Cultural Resources

Impact CUL-1

Development carried out under the proposed Project may cause a substantial adverse change in the significance of historical resources that have already been identified or may be identified in the Plan Area. This impact would be significant and unavoidable.

Finding

Implementation of Mitigation Measure CUL-1 would reduce impacts to historical resources by identifying and evaluating significant historical resources and managing relocation, rehabilitation, or alteration in compliance with the Standards as applicable. However, even with implementation of this mitigation measure, historical resources could still be materially impaired by future development carried out under the proposed Project. Therefore, this potential environmental effect is therefore significant and unavoidable.

Facts in Support of Finding

Implementation of Mitigation Measure CUL-1 would reduce impacts to historical resources by identifying and evaluating significant historical resources and managing relocation, rehabilitation, or alteration in compliance with the Standards as applicable. However, even with implementation of this mitigation measure, historical resources could still be materially impaired by future development carried out under the proposed Project. While HABS documentation would reduce these impacts to the greatest extent feasible in cases where compliance with the Standards or avoidance is not possible, legal precedent[1] has established that such a measure cannot mitigate impacts to a less than significant level because the loss of historical fabric cannot be readily compensated for by commemorative mitigation. Therefore, impacts would be significant and unavoidable.

Mitigation Measures

CUL-1 Historical Resources

A historical resources evaluation (HRE) shall be prepared for any discretionary project carried out under the proposed Project involving the demolition or physical alteration of any building, structure, object, or other built environment feature that is 45 years of age or older. The evaluation shall be prepared by a qualified architectural historian or historian who meets the Secretary of the Interior's (SOI) Professional Qualifications Standards (PQS) in architectural history or history (National Park

[1] League For Protection of Oakland's Architectural and Historic Resources, Plaintiff and Appellant, v. City of Oakland et al., Montgomery Ward & Co., Inc., et al. No. A074348. First District, Division One. Feb 10, 1997.

Service 1983). The qualified architectural historian or historian shall conduct an intensive-level evaluation in accordance with the guidelines and best practices promulgated by the California Office of Historic Preservation to identify any potential historical resources within the proposed development site. All properties 45 years of age or older shall be evaluated within their historic context and documented in a report meeting California Office of Historic Preservation guidelines. All evaluated properties shall be documented on California Department of Parks and Recreation Series 523 Forms. HREs shall be submitted to the City for review and concurrence. If the property is already listed in the NRHP or CRHR, the HRE described above shall not be required.

If a property is found to not qualify as a historical resource, no additional work relating to historical resources shall be required. If historical resources are identified within a proposed development site, efforts shall be made to the greatest extent feasible to ensure that impacts are mitigated. As applicable, efforts shall be made to the greatest extent feasible to ensure that the alteration of the resource is undertaken in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (Standards). In accordance with CEQA, a project that has been determined to conform with the Standards generally would not cause a significant adverse direct or indirect impact to historical resources (14 CCR § 15126.4(b)(1)). Application of the Standards shall be overseen by a qualified architectural historian or historic architect meeting the PQS. In conjunction with any development application that may affect the historical resource, a report identifying and specifying the treatment of character-defining features and construction activities shall be prepared by a historian or architectural historian meeting the PQS in history or architectural history and provided to the City for review and concurrence. As applicable, the report shall demonstrate how the project complies with the Standards and be submitted to the City for review and approval prior to the issuance of any permits.

If significant historical resources are identified on a development site and compliance with the Standards and or avoidance is not possible, appropriate site-specific mitigation measures shall be established and undertaken. Mitigation measures may include documentation of the historical resource in the form of a Historic American Building Survey (HABS)-like report. The report shall comply with the Secretary of the Interior's Standards for Architectural and Engineering Documentation and shall generally follow the HABS Level III requirements, including digital photographic recordation, detailed historic narrative report, and compilation of historical research. The documentation shall be completed by a qualified architectural historian or historian who meets the SOI PQS and submitted to the City of Montebello, Planning & Community Development Department, Planning Division prior to issuance of any permits for demolition or alteration of the historical resource.

4.3.3 Noise

Impact N-1

Construction of individual projects carried out under the proposed Project would temporarily increase noise levels, potentially affecting nearby noise-sensitive land uses. Development carried out under the proposed Project would also introduce new noise sources and contribute to increases in operational noise. Implementation of Mitigation Measure NOI-1 and the continued regulation of noise, consistent with the City Code and implementation of policies from the proposed General Plan Update would minimize disturbance to adjacent land uses. Stationary operational and mobile noise would not exceed standards. However, construction noise impacts would be significant and unavoidable even with mitigation.

Finding

Implementation of Mitigation Measure NOI-1, as well as implementation of policies and actions in the proposed General Plan Update, would reduce potential impacts from noise during construction and operation by reducing noise source impacts and creating sound barriers where required/necessary, but not to a less than significant level. This potential environmental effect is therefore significant and unavoidable.

Facts in Support of Finding

Implementation of Policy 5.5, Action 5.5a, and Action 5.5b would reduce construction noise impacts associated with future discretionary projects carried out under the proposed Project, and Mitigation Measure NOI-1 provides more detail on how this policy and these actions should be carried out to help reduce construction noise impacts. However, as exact details of future project-specific construction activities are unknown at this time, construction noise could still exceed the daytime significance threshold or potentially need to occur during the more sensitive nighttime hours for concrete pours or pumps that need to run overnight for water resources projects. Consequently, implementation of Policy 5.5, Action 5.5a, and Action 5.5b and Mitigation Measure NOI-1, while it would reduce construction noise impacts, would not ensure that construction noise impacts would be reduced to below the significance threshold of 80 dBA L_{eq} during the daytime at residential uses and other sensitive receptors in all cases. Therefore, the proposed Project's construction noise impacts would remain significant and unavoidable. It should be noted that the identification of this program-level impact does not preclude the finding of less-than-significant impacts for subsequent projects analyzed at the project level.

Mitigation Measures

NOI-1 Measures to Reduce Construction Noise

To minimize noise during construction, the City of Montebello shall require construction contractors to implement the following measures for construction activities conducted within the City. Construction plans submitted to the City shall include construction noise analysis and identify these measures on demolition, grading, and construction plans submitted to the City. The City of Montebello Building Division shall verify that grading, demolition, and/or construction plans submitted to the City include these notations prior to issuance of demolition, grading and/or building permits.

- **Mufflers.** During excavation and grading construction phases, all construction equipment, fixed or mobile, shall be operated with closed engine doors and shall be equipped with properly operating and maintained mufflers consistent with manufacturers' standards.
- **Stationary Equipment.** All stationary construction equipment shall be placed so that emitted noise is directed away from the nearest sensitive receivers.
- **Equipment Staging Areas.** Equipment staging shall be located in areas that will create the greatest distance feasible between construction-related noise sources and noise-sensitive receivers.
- **Smart Back-up Alarms.** Mobile construction equipment shall have smart back-up alarms that automatically adjust the sound level of the alarm in response to ambient noise levels. Alternatively, back-up alarms shall be disabled and replaced with human spotters to ensure

safety when mobile construction equipment is moving in the reverse direction in compliance with applicable safety laws and regulations.

- **Electrically Powered Tools and Facilities.** Electrical power shall be used to run air compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities, where feasible.
- **Noise Disturbance Coordinator.** The project applicant shall designate a "noise disturbance coordinator" responsible for responding to any local complaints about construction noise. The disturbance coordinator shall determine the cause of any noise complaint and shall require that reasonable measures be implemented to correct the problem. A telephone number for the disturbance coordinator and the City shall be posted at the construction site.
- **Temporary Noise Barriers.** Erect temporary noise barriers, where feasible, when construction noise is predicted to exceed the acceptable standards (e.g., 80 dBA Leq at residential receivers, schools or other sensitive receptors during the daytime) or when the anticipated construction duration is greater than is typical (e.g., two years or greater) and there are sensitive receptors within 500 feet of the construction site. Temporary noise barriers shall be constructed with solid materials (e.g., wood) with a density of at least 1.5 pounds per square foot with no gaps from the ground to the top of the barrier. If a sound blanket is used, barriers shall be constructed with solid material with a density of at least 1 pound per square foot with no gaps from the ground to the top of the barrier and be lined on the construction side with acoustical blanket, curtain or equivalent absorptive material rated sound transmission class (STC) 32 or higher.

5. Project Alternatives

Section 15126.6 of the CEQA Guidelines states the following:

> "An EIR shall describe a reasonable range of alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason."

Specific economic, legal, social, technological, mobility, or other considerations, make infeasible the mitigation measures or project alternatives identified in the Final EIR.

Where the City of Montebello has determined that, even after the adoption of all feasible mitigation measures the project would still cause one or more significant environmental impacts that cannot be avoided or lessened to below a level of significance, the City of Montebello must determine if there is a project alternative that is both environmentally superior and feasible. An alternative may be "infeasible" if it fails to achieve the most basic project objectives identified within the EIR. Furthermore, "feasibility" under CEQA encompasses the desirability of the project "based on a reasonable balancing of the relevant economic, environmental, social, and technological factors" of a project (*City of Del Mar, supra,* 133 Cal.App.3d at p. 417; see also *Sequoyah Hills, supra,* 23 Cal.Ap.4th at p. 715).

The Final EIR determined that the project would have significant and unavoidable impacts associated with air quality (impacts related to construction and operational emissions), cultural resources (impacts to historic resources), and noise (impacts related to construction noise). The alternatives analyzed in the Final EIR and described below are therefore discussed below in terms of their potential ability to avoid or reduce these impacts.

5.1 Alternative 1: No Project

The "No Project" Alternative involves continued implementation of the City's current General Plan, which was adopted in 1973. The No Project Alternative assumes that the City's existing General Plan policies would continue to facilitate development in accordance with existing land use designations. The overall amount of growth anticipated to occur under the City's current General Plan is less than what could be facilitated under the proposed Project. The proposed Project increases allowed density in areas including the Downtown Montebello Specific Plan Area and transportation corridors and as a result increases capacity for residential and commercial development. The proposed Project would allow for an increase in the amount of development overall in the Plan Area because it allows increased residential and commercial development in these key focus areas. Therefore, it also increases the Plan Area's total potential population and amount of commercial development compared to the current General Plan. Under the current General Plan, the Plan Area's population would not be expected to reach the SCAG forecast of 67,800 by 2045, while under the proposed Project future residential growth is predicted to increase the Plan Area's total population to 113,338. SCAG forecasts for population, households, and employment in Montebello through the year 2045 are shown in Table 4.14-4 of Section 4.14, *Population and Housing* of the Final EIR.

While the proposed Project preserves the existing pattern of uses in most of the Plan Area, and provides for protection of established neighborhoods, it also identifies focus areas, including downtown Montebello, corridors and neighborhoods that may provide opportunities to transition over time with adjustments in land use, beautification, and place making. In contrast, the No Project Alternative would continue to facilitate development in the same pattern as currently seen in the Plan Area. Under the proposed Project, new development would generally result from re-use of properties, infill development on vacant lots, conversion of uses in response to market demand (e.g., select industrial to commercial), and more intense use of land in defined areas. Growth would be redirected to the Downtown and other focus areas, which are areas where viable infrastructure is already in place. While new development under the No Project Alternative would also result from re-use of properties, conversion of uses in response to market demand, and development on vacant lots, this alternative would not include as much land zoned for medium-density residential or mixed-use development as the focus areas included under the proposed Project, and new development would therefore be spread throughout the Plan Area rather than in defined areas. Therefore, rather than potentially creating more intense use of land in the geographically well-defined focus areas, a lower amount of new, market-driven development would occur, and development under Alternative 1 would likely be spread more widely across the Plan Area, without the adjustments in land use, beautification, and place making included in the proposed Project.

5.2 Alternative 2: Reduced Growth

The Reduced Growth Alternative (Alternative 2) is analyzed in Chapter 6, *Alternatives* of the EIR to address potential growth-related impacts associated with the proposed Project. The Reduced Growth Alternative is based in part on a market analysis completed by Pro Forma Advisors LLC. (Pro Forma) that analyzed the potential support for development in the Plan Area over the

approximately 20-year General Plan Update horizon. This analysis assumes development throughout the Plan Area would be near the "low range" projections included in the market analysis and shown in Table 2-5 of this EIR.

Total new development potential under this alternative compared to new development potential under the proposed Project is shown in Table 6-1 of the EIR (reproduced below as Table 2 of these Findings). Although this alternative would result in less overall new development than the proposed Project, new development is assumed to occur in the same general locations as under the proposed Project and be subject to the same goals, policies, and development standards as under the proposed Project.

Table 2 Total New Development Potential of Reduced Growth Alternative Compared to the Proposed Project

Development Type	Proposed Project[1]	Reduced Growth Alternative[2]
Residential	16,893 units	1,900 units
Commercial/Office Space	368,955 sf	238,000 sf
Hotel/Motel	104 rooms	90 rooms

[1] Source: Proposed Project Growth Projections from Table 2-6 of the EIR
[2] Source: Pro Forma Market Analysis numbers rounded to the nearest thousand

Implementation of the Reduced Growth Alternative would result in development within the Plan Area that would generally meet the project objectives established for the proposed Project, although in some cases to a lesser degree than the proposed Project. The amount of new development in the Plan Area over approximately the next 20 years under the proposed Project is based on a market assessment prepared as part of the proposed General Plan Update. This market assessment was also the basis for the goals, policies, and actions contained in proposed General Plan Update Chapter C2, *Our Prosperous Community.* The goal of this chapter is to address how Montebello can attract and retain high-wage and high value enterprises and diversify and increase the local tax base. The Reduced Growth Alternative would not achieve this goal, or the policies and actions designed to help achieve this goal, to as great a degree as the proposed Project because it would not attract or create as many jobs, create as much economic growth nor increase the local tax base to the same extent as the growth accommodated by the proposed Project. As discussed in Chapter 4.14, *Population and Housing* of the EIR, the proposed Project would help the City meet its Regional Housing Needs Assessment (RHNA) allocation. The Reduced Growth Alternative would not meet the RHNA.

5.2.1 Environmentally Superior Alternative

CEQA requires the identification of the environmentally superior alternative among the alternatives studied. CEQA Guidelines Section 15126.6(e)(2) states that, when the "No Project" alternative is determined to be environmentally superior, the EIR shall also identify the environmentally superior alternative among the other alternatives. When the two alternatives (No Project and Reduced Growth) are compared to each other and the proposed Project, the Reduced Growth Alternative would be environmentally superior because, apart from greater impacts to Land Use and Planning and Transportation, it would have reduced or similar environmental impacts to the proposed Project, while the No Project Alternative would result in greater impacts to Biological Resources,

Cultural Resources, Energy, Hazards and Hazardous Materials, Noise, Transportation, Tribal Cultural Resources, and Utilities and Service Systems, with reduced impacts to Air Quality, Hydrology and Water Quality, and Population and Housing.

5.3 Alternatives' Ability to Avoid Significant and Unavoidable Impacts of Plan

The proposed Project's significant and unavoidable impacts are in the environmental impact areas of air quality (construction and operational emissions), cultural resources (historic resources) and noise (construction noise).

No Project Alternative

As with the proposed Project, impacts to Air Quality under the No Project alternative would be significant and unavoidable. As discussed in Impact AQ-1 through AQ-4 in Chapter 4.3, *Air Quality* of the EIR, individual developments projects carried out under the proposed Project would generate construction and operational related emissions that could conflict with or obstruct implementation of the SCAQMD's Air Quality Management Plan, result in a cumulatively considerable net increase of criteria pollutants, and result in adverse impacts to local air quality, all of which may create significant and unavoidable impacts. Similarly, the No Project Alternative would also generate construction and operational related emissions that could conflict with or obstruct implementation of the SCAQMD's Air Quality Management. Although the proposed Project does not propose individual development projects, individual projects would still be constructed and operated under both the proposed Project and the City's current General Plan, and individual project emissions could create significant and unavoidable air quality impacts under either scenario. Nonetheless, the reduced amount of construction under the No Project Alternative would result in reduced construction emissions. Odor emissions would be less than significant with compliance with existing regulations under either the proposed Project or the No Project Alternative. The overall air quality impacts of the No Project Alternative would be slightly reduced compared to the proposed Project.

Impacts to Cultural Resources, as discussed in Impact CUL-1 in Chapter 4.5 *Cultural Resources* of the EIR, would remain significant and unavoidable. Impact CUL-1 describes how the proposed Project has the potential to result in a significant and unavoidable impact if development carried out under the proposed Project caused a substantial adverse change in the significance of a historical resource, even with implementation of Mitigation Measure CUL-1 to evaluate, protect, and record historic resources. If a loss of historic fabric would occur, legal precedent has established that such a measure cannot mitigate impacts to a less than significant level because the loss of historical fabric cannot be readily compensated for by commemorative mitigation. The No Project Alternative would potentially increase impacts to historic resources compared to the proposed Project. As discussed in Chapter 4.5 *Cultural Resources* of the EIR, the proposed Project does not call for substantial changes to established residential neighborhoods and includes specific policies aimed at preserving historic resources. The No Project Alternative would not include these policies and would, therefore, be more likely than the proposed Project to lead to or allow the loss of, or negative effects on, historic resources in such areas. This alternative would therefore have potentially greater impacts to historical resources, and cultural resources in general, than the proposed Project.

Impact CUL-2 describes how the proposed Project has the potential to result in a significant impact if development carried out under the proposed Project caused a substantial adverse change in the significance of archaeological resources that may be present in the Plan Area, including those that may qualify as historical resources. Mitigation measures CUL -2 through CUL-8, along with General

Plan Update policies described in Section 4.5, would reduce archaeological resources impacts to a less than significant level. Under the No Project Alternative development would still occur but would be carried out under the City's current General Plan, with a lower amount of new, market-driven development likely spread more widely across the Plan Area than under the proposed Project. Because it is not known where archaeological resources and human remains may exist, and both the proposed Project and the No Project Alternative would involve potential impacts to these resources, potential impacts to these resources would be similarly significant but mitigable under either scenario.

As discussed in Impact N-1 in Section 4.13, *Noise* of the EIR, the proposed Project would have significant and unavoidable construction noise impacts. The No Project Alternative would result in less development than the proposed Project. Therefore, less construction and associated construction noise and vibration would occur under this alternative, particularly in the identified development areas and housing opportunity sites for the proposed Project, and there would be less of an increase in operational noise sources. However, construction noise and increased operational noise under this alternative might be spread more widely across the Plan Area. Also, while this alternative would result in less development, the City's current General Plan has fewer operational noise reduction policies and restrictions than the proposed Project. Furthermore, mitigation measures NOI-1 and NOI-2 requiring actions to reduce construction noise and vibration would not be included in this alternative. Therefore, noise impacts under the No Project Alternative would be greater than under the proposed Project.

Reduced Growth Alternative

As with the proposed Project, impacts to Air Quality under the Reduced Growth Alternative would be significant and unavoidable. As discussed in Impacts AQ-1 through AQ-4 in Chapter 4.3 *Air Quality* of the EIR, individual developments projects carried out under the proposed Project would generate construction and operational emissions that could conflict with or obstruct implementation of the SCAQMD's Air Quality Management Plan, result in a cumulatively considerable net increase of criteria pollutants, and result in adverse impacts to local air quality, all of which may create significant and unavoidable impacts. While the Reduced Growth Alternative's individual project emissions have the potential to create all the same significant and unavoidable air quality impacts, there would less overall development in the Plan Area under this alternative and this alternative would have less construction and operational emissions than the proposed Project. However, because the Reduced Growth Alternative would result in less development in the identified focus areas and more dispersed development, vehicle miles travelled (VMT) per capita would not be reduced to the same degree as under the proposed Project, thereby potentially increasing vehicular emissions. Overall, this alternative's air quality impacts would be less in some respects and greater in others than those of the proposed Project, but similar overall.

Impacts to Cultural Resources, as discussed in Impact CUL-1 in Chapter 4.5, *Cultural Resources* of this EIR, would be significant and unavoidable. Impact CUL-1 describes how the proposed Project has the potential to result in a significant and unavoidable impact if development carried out under the proposed Project caused a significant adverse change in the significance of a historical resource, even with implementation of Mitigation Measure CUL-1 to evaluate, protect, and record historic resources. If a loss of historical fabric would occur, legal precedent has established that such a measure cannot mitigate impacts to a less than significant level because the loss of historical fabric cannot be readily compensated for by commemorative mitigation.

Impact CUL-2 describes how the proposed Project has the potential to result in a significant impact if development carried out under the proposed Project caused a substantial adverse change in the significance of archaeological resources that may be present in the Plan Area, including those that may qualify as historical resources. Mitigation measures CUL -2 through CUL-8, along with General Plan Update policies described in Section 4.5, would reduce archaeological resources impacts to a less than significant level.

Under the Reduced Growth Alternative development would still occur in the focus areas identified by the proposed Project, but the total amount of development in these areas would be reduced. Because it is not known where archaeological resources and human remains may exist, and both the proposed Project and the Reduced Growth Alternative would involve potential impacts to these resources, impact to these resources would be significant but mitigable under either scenario with implementation of mitigation measures CUL-2 through CUL-8. Similarly, potential impacts to historic resources may still occur under this alternative, and although the mitigation measures and policies identified for the proposed Project would still apply to this alternative, potential impacts to historical resources would be similarly significant and unavoidable under either this alternative or the proposed Project. Overall, impacts to cultural resources under this alternative would be similar to those of the proposed Project.

As discussed in Impact N-1 in Section 4.13, *Noise* of the EIR, the proposed Project would have significant and unavoidable construction noise impacts. The Reduced Growth Alternative would result in less development than the proposed Project. Therefore, less construction and associated construction noise and vibration would occur under this alternative, particularly in the identified development areas and housing opportunity sites for the proposed Project, and there would be less of an increase in operational noise. Additionally, noise reduction policies and restrictions included in the proposed General Plan Update would also be included in the Reduced Growth Alternative. Furthermore, mitigation measures NOI-1 and NOI-2 requiring actions to reduce construction noise and vibration would also be included in this alternative. Therefore, the Reduced Growth Alternative would have reduced noise impacts compared to the proposed Project.

5.4 Alternatives' Ability to Meet Objectives/Guiding Principles of the Plan

No Project Alternative

While the proposed Project preserves the existing pattern of uses in most of the Plan Area, and provides for protection of established neighborhoods, it also identifies focus areas, including downtown Montebello, corridors and neighborhoods that may provide opportunities to transition over time with adjustments in land use, beautification, and place making. In contrast, the No Project Alternative would continue to facilitate development in the same pattern as currently seen in the Plan Area. Under the proposed Project, new development would generally result from re-use of properties, infill development on vacant lots, conversion of uses in response to market demand (e.g., select industrial to commercial), and more intense use of land in defined areas. Growth would be redirected to the Downtown and other focus areas, which are areas where viable infrastructure is already in place. While new development under the No Project Alternative would also result from re-use of properties, conversion of uses in response to market demand, and development on vacant lots, this alternative would not include as much land zoned for medium-density residential or mixed use development as the focus areas included under the proposed Project, and new development would therefore be spread throughout the Plan Area rather than in defined areas. Therefore, rather

than potentially creating more intense use of land in the geographically well-defined focus areas, a lower amount of new, market-driven development would occur, and development under this alternative would likely be spread more widely across the Plan Area, without the adjustments in land use, beautification, and place making included in the proposed Project. The No Project Alternative would therefore not meet the project objectives related to these factors.

Reduced Growth Alternative

Implementation of the Reduced Growth Alternative would result in development within the Plan Area that would generally meet the project objectives established for the proposed Project, although in some cases to a lesser degree than the proposed Project. The amount of new development in the Plan Area over the next 20 years under the proposed Project is based on a market assessment prepared as part of the proposed General Plan Update. This market assessment was also the basis for the goals, policies, and actions contained in proposed General Plan Update Chapter C2, *Our Prosperous Community.* The goal of this chapter is to address how Montebello can attract and retain high-wage and high value enterprises and diversify and increase the local tax base. The Reduced Growth Alternative would not achieve this goal, or the policies and actions designed to help achieve this goal, to as great a degree as the proposed Project because it would not attract or create as many jobs, create as much economic growth, nor increase the local tax base to the same extent as the growth accommodated by the proposed Project. As discussed in Chapter 4.14, *Population and Housing*, the proposed Project would help the City meet its RHNA allocation. The Reduced Growth Alternative would not meet the RHNA.

Conclusion

For the reasons discussed above, neither the No Project Alternative nor the Reduced Growth Alternative is more desirable than the proposed Project in terms of meeting the City's guiding principles and objectives for the proposed Project as described in Section 3, *Project Objectives* of these Findings and in Chapter 2, *Project Description*, of the EIR.

6. Statement of Overriding Considerations

Where there are significant and unavoidable impacts from a project, pursuant to Section 15093 of the California Code of Regulations, the City of Montebello must "balance, as applicable, the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks, when determining whether to approve the project." The record of those considerations shall include a written statement of overriding considerations that is supported by substantial evidence within the administrative record. A finding consistent with Section 15091(a)(3), that specific economic, legal, social, technological, or other consideration, make infeasible any other mitigation measures or project alternatives that would avoid or lessen this impact to below a level of significance.

The City finds and determines that, as proposed, the majority of the significant impacts of the proposed Project will be reduced to acceptable levels by implementation of mitigation measures recommended in these findings. However, the City further finds that impacts to air quality (construction and operational emissions), cultural resources (historic resources), and noise (construction noise) from the proposed Project are significant and unavoidable even with implementation of mitigation (Section 4.3, *Air Quality;* Section 4.5, *Cultural Resources*; and Section 4.13, *Noise* of the Final EIR). Collectively, reasonably foreseeable future development and growth in the Plan Area may increase criteria air pollutant emissions beyond local and state thresholds and

may result in adverse impacts to local and regional air quality and sensitive receptors; development carried out under the proposed Project may result in adverse impacts to historic resources; and development carried out under the proposed Project may result in construction noise resulting in adverse impacts to noise-sensitive receivers. The City further finds that there are no other feasible mitigation measures or feasible project alternatives that will further mitigate, avoid, or reduce to a less than significant level these environmental effects.

After due consideration, and in light of the environmental, social, economic, and other considerations identified in the findings, the proposed Project, and the record as a whole related to the proposed Project, the City chooses to approve the proposed Project because, in its independent judgement, the benefits of the proposed Project as outlined below substantially outweigh the proposed Project's potentially significant and unavoidable adverse environmental impacts.

6.1 Benefits of the Proposed Project

The City finds that the proposed Project, as approved, will have the following economic, social, technological and environmental benefits:

- The proposed Project updates outdated policies in a manner that meets current legal requirements for General Plans.
- The proposed Project provides a more user-friendly General Plan document that will make use of the General Plan easier for decision makers, staff, and the public.
- The proposed Project reflects current community goals and preferences as identified during the public outreach process.
- The proposed Project would emphasize infill and reuse development in the Plan Area with a focus on increasing opportunities for housing development in key areas of the City through increased density and mixed-use projects where appropriate.
- The proposed Project would support and encourage mobility and broader community goals of safety, health, economic development, and environmental sustainability.
- The proposed Project would protect the natural resources and scenic assets that define Montebello and promote and ensure equitable access to clean air and water, prevent urban heat islands, reduce stormwater runoff, and promote greener neighborhoods and nature-based recreation.
- The proposed Project would attract and retain jobs within growth industries; nurture small entrepreneurial businesses; redevelop underutilized properties along key corridors and districts; and build the City's fiscal capacity.
- The proposed Project would conserve and enhance stable areas, promote contextual infill, and direct new growth to focus areas including Downtown Montebello and certain corridors and neighborhoods determined through the process of developing the proposed Project as being beneficial for new growth.
- The proposed Project would promote preventative health and well-being for all through inclusive approaches where healthy habits are encouraged.
- The proposed Project would promote a safer community by focusing on holistic, equitable, and preventative public safety measures, increasing awareness, and being prepared for natural and human-caused hazards.

- The proposed Project would create environments that incorporate physical activity into daily activity that support health, wellness, and social connections, and provide children and adults a range of high-quality recreational opportunities.
- The proposed Project would enhance Montebello's creative community by nurturing and promoting arts and cultural activities, organizations, and events and giving them more visibility and prominence in the region.
- The proposed Project would meet the objectives of the State of California in promoting affordable housing.

6.2 Findings

For each and all of these reasons, the City of Montebello finds that the benefits of the proposed Project outweigh its significant and unavoidable environmental effect related to air quality, cultural resources, and noise. Therefore, these adverse significant and unavoidable effects are considered to be acceptable by the City of Montebello City Council, which is the decision-making body for the Plan, given the importance of the Plan to the City of Montebello.

7. Statement of Location and Custodian of Documents

Public Resources Code Section 21081.6(a)(2) and Section 15091(e) of the California Code of Regulation requires that the City of Montebello, as the Lead Agency, specify the location and custodian of the documents of other materials that constitute the record of proceedings upon which the decision has been based. The following location is where review of the record may be performed:

City of Montebello
Planning and Community Development Department, Planning Division
1600 West Beverly Boulevard
Montebello, California 90640

The City of Montebello has relied on all of the documents contained within the record of proceedings in reaching its decision on the proposed Project.

8. Mitigation Monitoring and Reporting Program (MMRP)

CEQA requires that a reporting or monitoring program be adopted for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment (Public Resources Code Section 21081.6). As referenced above in the Findings, an MMRP has been prepared for the proposed Project and is to be adopted concurrently with these findings and statement of overriding considerations pursuant to Public Resources Code Section 21081(a)(1). The MMRP is provided as Appendix E to the Final EIR that will be used by the City of Montebello to track compliance with adopted mitigation measures during the project implementation phase. The MMRP is also shown below. For each mitigation measure recommended in the Final Environmental Impact Report (Final EIR), specifications are made herein that identify the action required, the monitoring that must occur, and the agency or department responsible for oversight.

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
Air Quality							
AQ-1- Tier 4 and Alternatively Fueled Equipment							
1. Prior to issuance of grading permits, the Chief Building Official in coordination with the City Engineer or designee shall confirm that the grading plan, building plans, and specifications stipulate that the following measures shall be implemented: 1. All mobile off-road equipment (wheeled or tracked) used during construction activities shall meet the USEPA Tier 4 final standards. Tier 4 certification can be for the original equipment or equipment that is retrofitted to meet the Tier 4 Final standards. 2. Alternative Fuel (natural gas, propane, electric, etc.) construction equipment shall be incorporated where available. These requirements shall be incorporated into the contract agreement with the construction contractor. A copy of the equipment's certification or model year specifications shall be available upon request for all equipment on-site. 3. Electricity shall be supplied to the site from the existing power grid to support the electric construction equipment. If connection to the grid is determined to be infeasible for portions of the project, a non-diesel fueled generator shall be used. 4. The construction contractor shall water the site two times per day during demolition activities. 5. The project shall comply with the CARB Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than five minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation; compliance with these would minimize emissions of TACs during construction.	Confirm that the actions required under this mitigation measure are implemented for construction activities carried out under the proposed Project	Prior to issuance of grading permits	Once	City of Montebello Chief Building Official in coordination with the City Engineer or designee			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
AQ-2: Architectural Coating							
Prior to issuance of building permits, the Chief Building Official in coordination with the City Engineer or designee shall confirm that building plans and specifications stipulate that all architectural coating phases shall implement low/zero VOC coating unless project specific modeling determines higher VOC content coatings result in VOC emissions below the 75 lbs./day.	During plan check, confirm that the actions required under this mitigation measure are implemented for individual projects under the proposed Project where unmitigated VOC impacts exceed regulatory thresholds.	Prior to granting building permits	Once	City of Montebello Chief Building Official in coordination with the City Engineer or designee			
AQ-3: Hearth							
Prior to issuance of building permits, the Chief Building Official in coordination with the City Engineer or designee shall confirm that the building plans stipulate that all multi-family residential developments shall not incorporate wood or natural gas fireplaces. Electric fireplaces are allowable under this mitigation measure.	During plan check, confirm that all multi-family residential projects do not include wood or natural gas fireplace on the project plans.	Prior to granting building permits	Once	City of Montebello Chief Building Official in coordination with the City Engineer or designee			
AQ-4: Air Quality Assessment							
Individual developments carried out under the proposed Project shall do the following: ▪ **Discretionary Projects:** Discretionary projects shall complete the analysis described in the Non-Discretionary Projects bullet below, consistent with CEQA requirements. Impacts shall be reduced below regulatory thresholds or to the furthest extent possible. ▪ **Non-Discretionary Projects:** The following types of non-discretionary projects shall require an air quality technical assessment and incorporate measures such that impacts are reduced to below regulatory thresholds or to the furthest extent possible: ▫ Projects where sensitive receptors are less than 1,000 feet from the project boundary ▫ Construction with use of substantial (more than two pieces) heavy construction equipment use	▪ **Discretionary Projects:** Confirm that discretionary projects have completed the analysis described in the Non-Discretionary Projects bullet below, consistent with CEQA requirements, and that methods to reduce the environmental impacts of each discretionary project below regulatory thresholds or to the furthest extent possible are identified in the analysis. ▪ **Non-Discretionary Projects:** Confirm that non-discretionary projects subject to this mitigation measure have completed an air quality technical assessment and incorporated measures such that impacts are reduced to below regulatory thresholds or to the furthest extent possible.	Prior to project approval	Once	City of Montebello Chief Building Official in coordination with the City Engineer or designee			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
▫ Projects with construction period lasting longer than 2 months of heavy equipment use							
Biological Resources							
BIO-1 Project-specific Biological Resources Assessment							
For projects that require vegetation removal, ground disturbance of unpaved areas, parking or staging of equipment or material on unpaved areas, access routes on unpaved areas, or rehabilitation or construction staging within 300 feet of unpaved areas (except for landscaped developed areas) that contain or have the potential to support special-status species, open space, sensitive natural communities, or suitable habitat to support special-status species, the following shall apply: Prior to the issuance of a development permit, a qualified biologist shall be retained by the project applicant to conduct a site-specific biological resources reconnaissance survey of the site. The biological resources assessment shall characterize the biological resources present on the project site and evaluate the presence or absence of sensitive species and habitats. The biological resources assessment will aid in determining the project's potential direct, indirect, and cumulative biological impacts, as well as specific avoidance measures necessary to offset those impacts. If the biologist determines that special-status plant species may occur, focused surveys for special-status plants shall be completed in accordance with *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities* (CDFW, March 20, 2018, or its successor) and *Guidelines for Conducting and Reporting Botanical Inventories for Federally Listed, Proposed and Candidate Plants* (USFWS, September 23, 1996; or its successor). If it is determined that the project site has suitable habitat for special-status wildlife, focused surveys shall be conducted to determine presence/absence including species-specific surveys in accordance with CDFW or USFWS	1. Confirm that, for projects subject to this mitigation measure, that a biological resources reconnaissance survey has been prepared by a qualified biologist, consistent with the requirements of this mitigation measure. 2. If the biologist determines that special-status plant species may occur or the project site has suitable habitat for special-status wildlife, confirm that focused surveys have been prepared consistent with the requirements of this mitigation measure. 3. If it is determined that biological resources may be impacted by a project, confirm that any necessary mitigation measures identified in the biological resources assessment are carried out, consistent with the requirements of this mitigation measure. 4. If ESA and/or CESA listed species or wildlife movement corridors are identified by the biological resources assessment confirm that consultation with the appropriate agencies, as required under this mitigation measure, takes place.	1. Prior to issuance of development permits 2. Prior to issuance of development permits 3. Prior to granting grading permits and, if necessary, during construction 4. Prior to issuing a development permit	1. Once 2. Once 3. Once prior to granting grading permits and periodic-ally during construction 4. Once	City of Montebello Planning & Community Development Department			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
protocols for sensitive, state or federally listed species, respectively, that may occur. If the biologist determines that sensitive habitats and/or regulated aquatic resources may be present, additional focused studies to further assess and delineate the habitat (such as a formal jurisdictional determination for wetlands and waters) shall be conducted. A report shall be prepared that identifies 1) approximate population size and distribution of any sensitive plant or animal species, 2) any sensitive habitats or sensitive natural communities (such as wetlands or riparian areas), and 3) any potential impacts of the project on wildlife corridors. Off-site areas that may be directly or indirectly affected by the individual project shall also be surveyed. The report shall include site location, literature sources, methodology, timing of surveys, vegetation map, site photographs, and descriptions of on-site biological resources (e.g., observed and detected species, as well as an analysis of those species with the potential to occur on-site). The biological resources assessment report and surveys shall be conducted by a qualified biologist, and any special status species surveys shall be conducted according to standard methods of surveying for the species as appropriate. If sensitive species and/or habitat are absent from the individual project site and adjacent lands potentially affected by the individual project, a written report substantiating such shall be submitted to the City Planning Division prior to issuance of a grading permit, and the project may proceed without any further biological investigation. If it is determined that a special-status species and/or habitats may be impacted by a project, the biological report shall identify additional mitigation measures such as avoidance, minimization, restoration, or compensation to reduce impacts to a less that significant level prior to issuance of a development permit from the City or performing any ground disturbance activities (e.g., geotechnical boring or							

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
vegetation removal). In the case of ESA and/or CESA listed species, consultation with USFWS and/or CDFW shall occur prior to issuance of a development permit from the City or performing any ground disturbance activities, to determine measures to address impacts such as avoidance, minimization, restoration, or compensation. In the case of regulated aquatic resources, the USACE, CDFW, and RWQCB will be consulted regarding their respective jurisdictions and any necessary permits obtained prior to issuance of a development permit from the City.							
BIO-2 Pre-Construction Bird Surveys and Nest Avoidance							
For construction activities initiated during the bird nesting season (February 1 through August 31) involving removal of trees, vegetation or other nesting bird habitat, including abandoned structures and other man-made features, a pre-construction nesting bird survey shall be conducted no more than three days prior to initiation of ground disturbance and vegetation removal activities. The nesting bird pre-construction survey shall be conducted on foot and shall include a 300-foot buffer around the construction site. The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in and around the Plan Area (i.e., qualified biologist). If nests are found, an avoidance buffer shall be determined by a qualified biologist dependent upon the species, the location of the nest, the proposed work activity, and existing disturbances associated with land uses within and outside of the site. The avoidance buffer shall be demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means to demarcate the boundary. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground disturbing activities shall occur within the buffer until the biologist has confirmed that breeding/ nesting is completed, and the young have fledged the nest. Encroachment into the buffer shall occur	1. Confirm that a pre-construction nesting bird survey has been prepared by a qualified biologist, consistent with the requirements of this mitigation measure 2. If the nests are found, confirm that the requirements of this mitigation measure are enacted on the construction site 3. Confirm that a report summarizing the pre-construction survey(s) prepared by a qualified biologist has been submitted to the City 4. Confirm that project site plans include a statement acknowledging compliance with the federal MBTA and CFGC	1. Prior to construction activities carried out from February 1 through August 31 2. Whenever nests are found 3. Prior to commencement of construction activities 4. Prior to granting building and grading permits	1. Once 2. Once per find 3. Once 4. Once	City of Montebello Planning & Community Development Department			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
only at the discretion of the qualified biologist on the basis that the encroachment will not be detrimental to an active nest. A report summarizing the pre-construction survey(s) shall be prepared by a qualified biologist and shall be submitted to the City prior to the commencement of construction activities. Site plans shall include a statement acknowledging compliance with the federal MBTA and CFGC that includes avoidance of active bird nests and identification of Best Management Practices to avoid impacts to active nests, including checking for nests prior to construction activities during February 1 to August 31 and what to do if an active nest is found so that the nest is not inadvertently impacted during grading or construction activities.							
Cultural Resources							
CUL-1 Historical Resources							
A historical resources evaluation (HRE) shall be prepared for any discretionary project carried out under the proposed Project involving the demolition or physical alteration of any building, structure, object, or other built environment feature that is 45 years of age or older. The evaluation shall be prepared by a qualified architectural historian or historian who meets the Secretary of the Interior's (SOI) Professional Qualifications Standards (PQS) in architectural history or history (National Park Service 1983). The qualified architectural historian or historian shall conduct an intensive-level evaluation in accordance with the guidelines and best practices promulgated by the California Office of Historic Preservation to identify any potential historical resources within the proposed development site. All properties 45 years of age or older shall be evaluated within their historic context and documented in a report meeting California Office of Historic Preservation guidelines. All evaluated properties shall be documented on California Department of Parks and Recreation Series 523 Forms. HREs shall be submitted to the City for	1. Confirm that a historic resources evaluation has been prepared by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualifications Standards (PQS) in architectural history or history, consistent with the requirements of this mitigation measure.	1. Prior to construction and grading activities	1. Once	City of Montebello Planning & Community Development Department			
	2. If historical resources are identified within the project area of a proposed development, confirm that efforts are made, to the extent feasible, to ensure that impacts are mitigated, consistent with the requirements of this mitigation measure.	2. Prior to construction and grading activities	2. Once				
	3. If historical resources are identified within a proposed development site, confirm that efforts have been made to the greatest extent feasible to ensure	3. Prior to construction and grading activities	3. Once				

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
review and concurrence. If the property is already listed in the NRHP or CRHR, the HRE described above shall not be required. If a property is found to not qualify as a historical resource, no additional work relating to historical resources shall be required. If historical resources are identified within a proposed development site, efforts shall be made to the greatest extent feasible to ensure that impacts are mitigated. As applicable, efforts shall be made to the greatest extent feasible to ensure that the alteration of the resource is undertaken in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties (Standards). In accordance with CEQA, a project that has been determined to conform with the Standards generally would not cause a significant adverse direct or indirect impact to historical resources (14 CCR § 15126.4(b)(1)). Application of the Standards shall be overseen by a qualified architectural historian or historic architect meeting the PQS. In conjunction with any development application that may affect the historical resource, a report identifying and specifying the treatment of character-defining features and construction activities shall be prepared by a historian or architectural historian meeting the PQS in history or architectural history and provided to the City for review and concurrence. As applicable, the report shall demonstrate how the project complies with the Standards and be submitted to the City for review and approval prior to the issuance of any permits. If significant historical resources are identified on a development site and compliance with the Standards and or avoidance is not possible, appropriate site-specific mitigation measures shall be established and undertaken. Mitigation measures may include documentation of the historical resource in the form of a Historic American Building Survey (HABS)-like report. The report shall comply with the Secretary of the Interior's Standards for Architectural and Engineering Documentation and shall generally	that impacts are mitigated, and that the relocation, rehabilitation, or alteration of the resource is consistent with the Secretary of the Interior's Standards for the Treatments of Historic Properties (Standards) and the requirements of this mitigation measure. 4. If significant historical resources are identified on a development site and compliance with the Standards and or avoidance is not possible, confirm that appropriate site-specific mitigation measures are established and undertaken, consistent with the requirements of this mitigation measure.	4. Prior to construction and grading activities	4. Once				

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
follow the HABS Level III requirements, including digital photographic recordation, detailed historic narrative report, and compilation of historical research. The documentation shall be completed by a qualified architectural historian or historian who meets the SOI PQS and submitted to the City of Montebello, Planning & Community Development Department, Planning Division prior to issuance of any permits for demolition or alteration of the historical resource.							
CUL-2 Phase 1 Archaeological Resources Study							
For any discretionary project carried out the proposed Project, a Phase I Archaeological Resources Study (Phase I) shall be prepared if the project will involve ground disturbance (unless the project site is within soils that can be reliably demonstrated as being non-native or artificial fill). If a project would solely involve the refurbishment of an existing building and no ground disturbance would occur, this measure would not be required. The study shall be performed by a qualified professional meeting the Secretary of the Interior's (SOI's) Professional Qualification Standards (PQS) for archaeology (National Park Service 1983). Methods shall include a pedestrian survey of the project site and sufficient background research and field sampling to determine whether archaeological resources may be present. Archival research shall include a records search of the South Central Coastal Information Center no more than two years old and a Sacred Lands File search with the Native American Heritage Commission. The Phase I technical report documenting the study shall include recommendations that must be implemented prior to and/or during construction to avoid or reduce impacts on archaeological resources. The Phase I shall be submitted to the City of Montebello, Planning & Community Development Department, Building and Safety Division for review and approval prior to the issuance of any grading or construction permits. Recommendations in the Phase I shall be made Conditions of Approval	1. If any project carried out under the General Plan Update will involve any ground disturbance (unless the project site is within soils that can be reliably demonstrated as being non-native or artificial fill) confirm that a Phase I cultural resources study consistent with the requirements of this mitigation measure has been performed by a qualified professional meeting the Secretary of the Interior's (SOI's) Professional Qualification Standards (PQS) for archaeology (National Park Service 1983), and review and approve this study. 2. Make all recommendations of the Phase I technical report Conditions of Approval of the project. 3. Confirm that all Conditions of Approval are carried out throughout all ground disturbance activities.	1. Prior to issuance of construction and grading permits 2. Prior to issuance of construction and grading permits 3. During ground disturbance activities	1. Once 2. Once 3. Periodically	City of Montebello Planning & Community Development Department, Building and Safety Division			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
and shall be implemented throughout all ground disturbance activities.							
CUL-3 Extended Phase 1 Testing							
For any projects proposed within 100 feet of a known archaeological site and/or in areas identified as sensitive by a Phase I [Mitigation Measure CUL-2], the project applicant shall retain a qualified archaeologist to conduct an Extended Phase I (XPI) study to determine the presence/absence and extent of archaeological resources on the project site. XPI testing should comprise a series of shovel test pits and/or hand augured units and/or mechanical trenching to establish the boundaries of archaeological site(s) on the project site. If the boundaries of the archaeological site are already well understood from previous archaeological work, an XPI will not be required. If the archaeological resource(s) of concern are Native American in origin, the qualified archaeologist shall confer with local California Native American tribe(s). All archaeological excavation shall be conducted by a qualified archaeologist(s) under the direction of a principal investigator meeting the SOI's PQS for archaeology (National Park Service 1983). If an XPI report is prepared, it shall be submitted to the Planning & Community Development Department, Building and Safety Planning Division for review and approval prior to the issuance of any grading or construction permits. Recommendations contained therein shall be implemented for all ground disturbance activities.	1. Confirm that an XPI study has been done by a qualified archaeologist retained by the project applicant if required under this mitigation measure, and review and approve the XPI. 2. Confirm that all recommendations of the XPI are carried out throughout all ground disturbance activities.	1. Prior to issuance of construction and grading permits 2. During ground disturbance activities	1. Once 2. Periodically	City of Montebello Planning & Community Development Department			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
CUL-4 Archaeological Site Avoidance							
Any identified archaeological sites (determined after implementing mitigation measures CUL-2 and/or CUL-3) shall be avoided by project-related construction activities, where feasible. A barrier (temporary fencing) and flagging shall be placed between the work location and any resources within 60 feet of a work location to minimize the potential for inadvertent impacts.	Confirm that the avoidance measures described in this mitigation measure, when applicable, are being carried out during project-related construction activities.	During construction and grading activities	Periodically	City of Montebello Planning & Community Development Department, Building and Safety Division			
CUL-5 Phase II Site Evaluation							
If the results of any Phase I and/or XPI (mitigation measures CUL-2 and/or CUL-3) indicate the presence of archaeological resources that cannot be avoided by the project (Mitigation Measure CUL-4) and that have not been adequately evaluated for the National Register of Historic Places or California Register of Historical Resources (CRHR) listing at the project site, the qualified archaeologist shall conduct a Phase II investigation (Phase II) to determine if intact deposits remain and if they may be eligible for the CRHR or qualify as unique archaeological resources. If the archaeological resource(s) of concern are Native American in origin, the qualified archaeologist shall confer with local California Native American tribe(s). The Phase II evaluation shall include any necessary archival research to identify significant historical associations and mapping of surface artifacts, collection of functionally or temporally diagnostic tools and debris, and excavation of a sample of the cultural deposit. The sample excavation will characterize the nature of the sites, define the artifact and feature contents, determine horizontal and vertical boundaries, and retrieve representative samples of artifacts and other remains. If the archeologist and, if applicable, a Native American monitor (see Mitigation Measure TCR-1 [Section 4.17, *Tribal Cultural Resources]*) or other interested tribal representative determine it is appropriate, cultural materials collected from the site shall be processed and	1. If the results of any Phase I and/or XPI (mitigation measures CUL-2 and/or CUL-3) indicate the presence of archaeological resources that cannot be avoided by the project (Mitigation Measure CUL-4) and that have not been adequately evaluated for the NRHP or CRHR listing at the project site, confirm that a Phase II cultural resources study consistent with the requirements of this mitigation measure has been performed by a qualified professional meeting the Secretary of the Interior's (SOI's) Professional Qualification Standards (PQS) for archaeology (National Park Service 1983), and review and approve this study. 2. Make all recommendations of the Phase II technical report Conditions of Approval of the project. 3. Confirm that all Conditions of Approval are carried out throughout all ground disturbance activities.	1. Prior to issuance of construction and grading permits 2. Prior to issuance of construction and grading permits 3. During ground disturbance activities	1. Once 2. Once 3. Periodically	1. City of Montebello Planning & Community Development Department 2. City of Montebello Planning & Community Development Department 3. City of Montebello Planning Department, Building and Safety Division			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
analyzed in a laboratory according to standard archaeological procedures. The age of the materials shall be determined using radiocarbon dating and/or other appropriate procedures; lithic artifacts, faunal remains, and other cultural materials shall be identified and analyzed according to current professional standards. The significance of the sites shall be evaluated according to the criteria of the CRHR. The results of the investigations shall be presented in a technical report following the standards of the California Office of Historic Preservation publication "Archaeological Resource Management Reports: Recommended Content and Format (1990 or latest edition)." The report shall be submitted to the City of Montebello for review and approval prior to the issuance of any grading or construction permits. Recommendations in the Phase II shall be implemented for all ground disturbance activities.							
CUL-6 Phase III Data Recovery							
Should the results of the Phase II site evaluation (Mitigation Measure CUL-5) yield resources that meet CRHR significance standards and if the resource cannot be avoided by project construction in accordance with CUL-4, the project applicant shall ensure that all feasible recommendations for mitigation of archaeological impacts are incorporated into the final design and approved by the City of Montebello prior to construction, through the development of a Phase III Data Recovery report (Phase III) program. Any necessary Phase III data recovery excavation, conducted to exhaust the data potential of significant archaeological sites, shall be carried out by a qualified archaeologist meeting the SOI PQS for archaeology according to a research design reviewed and approved by the City of Montebello prepared in advance of fieldwork and using appropriate archaeological field and laboratory methods consistent with the California Office of Historic Preservation Planning Bulletin 5 (1991), *Guidelines for Archaeological Research Design*, or the latest	1. Confirm that any reports found to be necessary under the requirements of this mitigation measure have been submitted to, and reviewed and approved by, the City of Montebello prior to issuance of any grading or construction permit. 2. If the reports required under this mitigation measure identify archaeological resources of concern that are also Native American in origin, confirm that the qualified archaeologist required under this mitigation measure has conferred with local California Native American tribe(s). 3. Confirm that all feasible recommendations of the reports required under this mitigation measure have been incorporated into the final design of the project and approved by	1. Prior to issuance of construction and grading permits 2. Prior to issuance of construction and grading permits 3. Prior to issuance of construction and grading permits	1. Once 2. Once 3. Once	City of Montebello Planning & Community Development Department			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
edition thereof. If the archaeological resource(s) of concern are Native American in origin, the qualified archaeologist shall confer with local California Native American tribe(s). If applicable, a Native American monitor shall be present. As applicable, the final Phase III Data Recovery reports shall be submitted to the City of Montebello, Planning & Community Development Department, Building and Safety Division prior to issuance of any grading or construction permit. Recommendations contained therein shall be implemented throughout all ground disturbance activities.	the City of Montebello 4. Confirm that all feasible recommendations of the reports required under this mitigation measure (including, if applicable, presence during construction of a Native American monitor) are carried out as described in this mitigation measure.	4. During all ground disturbance activities	4. Periodically				
CUL-7 Cultural Resources Monitoring							
If recommended by Phase I, XPI, Phase II, or Phase III studies [mitigation measures CUL-2, CUL-3, CUL-5, and/or CUL-6], the project applicant shall retain a qualified archaeologist to monitor project-related, ground-disturbing activities, subject to review and approval by the City of Montebello Planning & Community Development Department, Building and Safety Division. If archaeological resources are encountered during ground-disturbing activities, mitigation measures CUL-4 through CUL-6 shall be implemented, as appropriate.	1. Confirm that, if required by this mitigation measure, the project applicant has retained a qualified archaeologist to monitor project-related, ground-disturbing activities and approve the use of this monitor. 2. If archaeological resources are encountered during ground-disturbing activities, confirm that mitigation measures CUL-4 through CUL-6 are implemented, as appropriate.	1. Prior to project-related, ground-disturbing activities 2. During construction and grading activities	1. Once 2. Periodically	City of Montebello Planning & Community Development Department, Building and Safety Division			
CUL-8 Unanticipated Discovery of Archaeological Resource							
If archaeological resources are encountered during ground-disturbing activities, work within 60 feet shall be halted and the project archaeologist meeting the SOI's PQS for archaeology shall immediately evaluate the find. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for CRHR eligibility. If the discovery proves to be significant under CEQA and cannot be avoided by the project, additional work may be warranted, such as data recovery excavation, to mitigate any significant impacts to historical resources. Any reports required to document and/or evaluate unanticipated discoveries shall be submitted to the City of Montebello Planning & Community	1. Review and approve any reports submitted to the City under the requirements of this mitigation measure. 2. Confirm that recommendations contained in any reports submitted to the City under the requirements of this mitigation measure are implemented.	1. Prior to issuance of construction and grading permits 2. Throughout the remainder of ground disturbance activities	1. Once 2. Periodically	City of Montebello Planning & Community Development Department, Building and Safety Division			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
Development Department, Building and Safety Division for review and approval. Recommendations contained therein shall be implemented throughout the remainder of ground disturbance activities.							
Noise							
NOI-1 Measures to Reduce Construction Noise							
To minimize noise during construction, the City of Montebello shall require construction contractors to implement the following measures for construction activities conducted within the City. Construction plans submitted to the City shall include construction noise analysis and identify these measures on demolition, grading, and construction plans submitted to the City. The City of Montebello Building Division shall verify that grading, demolition, and/or construction plans submitted to the City include these notations prior to issuance of demolition, grading and/or building permits. ▪ **Mufflers.** During excavation and grading construction phases, all construction equipment, fixed or mobile, shall be operated with closed engine doors and shall be equipped with properly operating and maintained mufflers consistent with manufacturers' standards. ▪ **Stationary Equipment**. All stationary construction equipment shall be placed so that emitted noise is directed away from the nearest sensitive receivers. ▪ **Equipment Staging Areas**. Equipment staging shall be located in areas that will create the greatest distance feasible between construction-related noise sources and noise-sensitive receivers. ▪ **Smart Back-up Alarms**. Mobile construction equipment shall have smart back-up alarms that automatically adjust the sound level of the alarm in response to ambient noise levels. Alternatively, back-up alarms shall be disabled and replaced with human spotters to ensure safety when mobile construction equipment is moving in the reverse	Confirm that construction plans submitted to the City include construction noise analysis and that the construction noise reduction measures identified in this mitigation measure are included on demolition, grading, and construction plans submitted to, and reviewed and approved by, the City of Montebello.	Prior to issuance of demolition, grading, and/or building permits	Once	City of Montebello Planning & Community Development Department			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
direction in compliance with applicable safety laws and regulations. ▪ **Electrically Powered Tools and Facilities**. Electrical power shall be used to run air compressors and similar power tools and to power any temporary structures, such as construction trailers or caretaker facilities, where feasible. ▪ **Noise Disturbance Coordinator**. The project applicant shall designate a "noise disturbance coordinator" responsible for responding to any local complaints about construction noise. The disturbance coordinator shall determine the cause of any noise complaint and shall require that reasonable measures be implemented to correct the problem. A telephone number for the disturbance coordinator and the City shall be posted at the construction site. ▪ **Temporary Noise Barriers**. Erect temporary noise barriers, where feasible, when construction noise is predicted to exceed the acceptable standards (e.g., 80 dBA Leq at residential receivers, schools or other sensitive receptors during the daytime) or when the anticipated construction duration is greater than is typical (e.g., two years or greater) and there are sensitive receptors within 500 feet of the construction site. Temporary noise barriers shall be constructed with solid materials (e.g., wood) with a density of at least 1.5 pounds per square foot with no gaps from the ground to the top of the barrier. If a sound blanket is used, barriers shall be constructed with solid material with a density of at least 1 pound per square foot with no gaps from the ground to the top of the barrier and be lined on the construction side with acoustical blanket, curtain or equivalent absorptive material rated sound transmission class (STC) 32 or higher.							

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
NOI-2 Measures to Reduce Construction Vibration							
To reduce potential construction vibration impacts, the City of Montebello shall require the following: Prior to issuance of a building permit for a project requiring pile driving during construction within 135 feet of fragile structures such as historical resources, 100 feet of non-engineered timber and masonry buildings (e.g., most residential buildings), or within 75 feet of engineered concrete and masonry (no plaster); a vibratory roller within 40 feet of fragile historical resources or 25 feet of any other structure; or a dozer or other large earthmoving equipment within 20 feet for a fragile historical structure or 15 feet of any other structure, the project applicant shall prepare a groundborne noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these construction activities. This noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed FTA architectural damage thresholds (e.g., 0.12 in/sec PPV for fragile or historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses such as drilling piles as opposed to pile driving, static rollers as opposed to vibratory rollers, and lower horsepower earthmoving equipment shall be used. If necessary, construction vibration monitoring shall be conducted to ensure FTA vibration thresholds are not exceeded.	1. For projects to which this mitigation measure applies, review and approve any required groundborne noise and vibration analysis. 2. For projects to which this mitigation measure applies, confirm that any actions required by the noise and vibration analysis are implemented for project construction activities.	1. Prior to construction 2. During construction	1. Once 2. Periodically	City of Montebello Planning & Community Development Department			

Mitigation Measure/ Condition of Approval	Action Required	Monitoring Timing	Monitoring Frequency	Responsible Agency	Compliance Verification		
					Initial	Date	Comments
Tribal Cultural Resources							
TCR-1 Unanticipated Discovery of Tribal Cultural Resources							
If archaeological resources of Native American origin are identified during implementation of projects carried out under the proposed Project, ground-disturbing activities within 50 feet of the find shall be temporarily suspended or redirected until an archaeologist has evaluated the nature and significance of the find as a cultural resource and an appropriate local Native American representative is consulted. If the City, in consultation with traditionally and culturally affiliated Native American group(s), determines the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in consultation with traditionally and culturally affiliated Native American group(s). The mitigation plan shall include measures to ensure the find is treated in a manner that respectfully retains, to the degree feasible, the qualities that render the resource of significance to the local Native American group(s). Examples of appropriate mitigation for tribal cultural resources include, but are not limited to, avoidance, protecting the cultural character and integrity of the resource, protecting traditional use of the resource, protecting the confidentiality of the resource, or heritage recovery.	1. Upon the discovery of any archaeological resources of Native American origin, confirm construction is temporarily suspended within 50 feet of the find until an archaeologist has evaluated the nature and significance of the find as a cultural resource and an appropriate local Native American representative is consulted. 2. If applicable, confirm that the mitigation plan required under this mitigation measure has been completed 3. If applicable, confirm that any avoidance measures described in the mitigation plan, are implemented	1. Upon the discovery of any archaeological resources of Native American origin 2. Prior to resumption of construction within 50 feet of the find 3. Throughout construction and grading activities after the discovery of any tribal cultural resource	1. Once for each occurrence 2. Once 3. Periodically	City of Montebello Planning & Community Development Department			

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ITEM # 11

CITY OF MONTEBELLO
CITY COUNCIL AGENDA STAFF REPORT

TO: Honorable Mayor and City Council Members

FROM: Raul Alvarez, City Manager

BY: Kimberly Guillen, Senior Deputy City Clerk

SUBJECT: **REVIEW OF CURRENT COUNCIL ASSIGNMENTS TO VARIOUS BOARDS AND AGENCIES**

DATE: April 10, 2024

RECOMMENDATION(S):

It is recommended that the City Council:

1. Review and take action to fill assignments to various Boards and Agencies; and
2. Take such additional, related, action that may be desirable.

FISCAL IMPACT:

There is no fiscal impact associated with these assignments.

BACKGROUND/DISCUSSION:

On January 10, 2024, the City Council reviewed and appointed Councilmembers to represent the City on various Boards, Agencies, Ad Hoc, and Task Force Committees.

On March 13, 2024, in closed session the City Council was informed of potential claims of misconduct allegations involving Councilmember Jimenez and the potential exposure of litigation to the City. An administrative investigation is ongoing to evaluate appropriate action which will be addressed at a future date. Pending the results of the investigation, the City Council recommended that Councilmember Jimenez be removed from all external committees and assignments. Councilmember Jimenez currently holds the following seats that require reassignment:

Agency	Delegate	Alternate
San Gabriel Valley Council of Governments	Jimenez	Torres

Capital Projects Committee - Alameda Corridor East Authority	Torres	Jimenez
Gateway Cities Council of Governments	Tamayo	Jimenez
Independent Cities Association	Melendez	Jimenez
Southeastern Area Animal Control	Peralta	Jimenez

ENVIRONMENTAL:

N/A

ANALYSIS:

N/A

SUMMARY:

Staff recommends that the City Council review the list of assignments to the various Boards and Agencies and appoint Councilmembers to the various agencies. The attached lists show the current City Council appointments and are presented for the Council's review.

ATTACHMENT(S)

1. Attachment A - City Council Assignments to Regional Boards - 2023

NEXT STEPS:

N/A

2024

City Council Regional Board Assignments

ORGANIZATION	COUNCIL REPRESENTATIVE	ALTERNATE REPRESENTATIVE	STIPEND	MEETING INFORMATION	LOCATION	CONTACT	EMAIL/PHONE
County of Los Angeles Sanitation Districts	**Peralta***	**Melendez**	$125.00	Meets 2nd and 4th Wednesday 1:30 p.m.; ***Delegate must be Mayor; anyone can be alternate.**	Sanitation Districts of Los Angeles County 1955 Workman Mill Road, Whittier, CA 90601	Kim Christensen	562-908-4288 ext. 1101; kchristensen@lacsd.org
Los Angeles County City Selection Committee	**Peralta***	**Melendez***	$0	Meets 2-4 times a year as needed; ***Delegate must be Mayor, and Alternate must be MPT.**	Various locations in Los Angeles County	Lee Millen	cityselection@bos.lacounty.gov
San Gabriel Valley Council of Governments (SGVCOG)	**Jimenez**	**Torres**	$75.00	Every 3rd Thursday of the month at 4pm, with a few exceptions of Special Meetings	**Upper San Gabriel Valley Municipal Water District** **1333 S. Mayflower Ave., Ste. 360 Monrovia, CA 91016 (in person)**	Katie Ward / Stefanie Hernandez	kward@sgvcog.org ; shernandez@sgvcog.org; Office 626-457-1800
Capital Projects Committee - Alameda Corridor East Authority (ACE)	**Torres**	**Jimenez**	$0	Meets every 1st Monday 11:00 a.m.	SGVCOG 1333 S. Mayflower Avenue,Suite 360, Monrovia 91016	Yanin Rivera/ Kevin Lai	(626) 457-1800; yrivera@sgvcog.org; klai@sgvcog.org
Gateway Cities Council of Governments	**Tamayo**	**Jimenez**	$125.00	Meet 1st Wednesday of the month 6:00 p.m.	Gateway Cities Office 16401 Paramount Blvd, Paramount, CA	Genny Cisneros	gcisneros@gatewaycog.org / (562) 663-6850
Independent Cities Association	**Melendez**	**Jimenez**	$0	Meets 2nd Thursday of the month 7:00 p.m.	Location varies each month	-	ica@icacities.org
Montebello Chamber of Commerce	**Tamayo**	**Torres**	$0	**4th Wednesday of the month at 8 a.m.**	Montebello Chamber of Commerce 817 West Whittier Blvd. Montebello, CA 90640	Adriana Dugan	adriana@montebellochamber.org
League of California Cities	**Torres**	**Peralta**	$0	Meets four times a year, 4th Thursday of the month; 6-8 p.m. Schedule found at www.lacities.org	Location Varies	Kristine Guerrero, League Staff; Jennifer Quan,	kguerrero@cacities.org; 626-716-0076; jquan@cacities.org (626) 786-5142
Los Angeles County Vector Control District (LACVCD)	**Avik Cordeiro (Resident Reappointed 11/10/2021-11/2025 for a period of 4 yrs.)**	-	$100.00	Meets 2nd Thursday of the month 7:00 p.m.	L.A. County Vector Control District Headquarters 12545 Florence Avenue Santa Fe Springs, CA 90670	Truc Dever	info@glacvcd.org
Southeast Area Animal Control (SEAACA)	**Peralta**	**Jimenez**	$225.00	Meet 3rd Thursday 2:00 p.m.	Seaaca Office 9777 Seaaca Street Downey, CA 90241	Cathy Kyle, Manager, HR/Finance	administration@seaaca.org / (562) 803-3301 Ext. 221
Southern California Association of Governments (SCAG)	**Peralta**	**Melendez**	**$0 - unless Regional Councilmember (CM) or Policy CM**	General Assembly Business meeting meets once a year in May (May 2-3, 2024 in Palm Dessert)	SCAG Main Office Wilshire Grand Center 900 Wilshire Boulevard, Suite 1700 Los Angeles, CA 90017	Maggie Aguilar/Cecilia Pulido	Maggie Aguilar, Clerk of the Board, (213) 630-1420, aguilarm@scag.ca.gov Cecilia Pulido, Deputy Clerk of the Board, (213) 630-1480, cpulido@scag.ca.gov

City Council Action: January 10, 2024

ITEM # 12

CITY OF MONTEBELLO
CITY COUNCIL AGENDA STAFF REPORT

TO: Honorable Mayor and City Council Members

FROM: Raul Alvarez, City Manager

BY: David Sosnowski, Director of Recreation and Community Services

SUBJECT: **ADOPT RESOLUTION NO. 24-26 REVISING AND UPDATING FEES FOR THE CITY OF MONTEBELLO'S MUNICIPAL GOLF COURSE**

DATE: April 10, 2024

RECOMMENDATION(S):

It is recommended that the City Council:

1. Adopt Resolution No. 24-26 revising fees for the City of Montebello's Municipal Golf Course; and
2. Take such additional, related action that may be desirable.

FISCAL IMPACT:

All revenue and expenditures for the Golf Course are charged, recorded and tracked to Fund 610 (Golf Fund). The Montebello Golf Course operates as an enterprise fund, where all the revenue generated through its operations is utilized to offset the associated expenses. The sources of funding for the Golf Fund include revenue from green fees, advanced booking fees, golf cart rentals and tournament play. The establishment of the proposed updated fees is intended to meet the Golf Fund's obligation of operating as an enterprise fund with no negative impact to the General Fund (i.e., no General Fund subsidy).

In November of 2022, the City of Montebello engaged the services of a consultant, National Golf Foundation ("NGF") to provide professional services related to the redevelopment and reopening of the City's Golf Course. The various projections provided are based on a conservative estimate of 92,000 total annual rounds of golf during the first full fiscal year of operation (Fiscal Year 2024-2025), with revenue estimates assuming maximum course rates have been applied to each round. The total amount of rounds accounts for both 9-hole and short course play.

This projection is in line with NGF's estimates for stabilized rounds within the first 3 years of operation. It is to be noted that 70,000 of the rounds being projected are for the 9-hole course, which would be consistent with the annual rounds seen at the old Montebello Golf Course prior to closure and renovation. It is projected that just under 50% of golf rounds will be played with a rented cart and staff have forecast cart rental revenues at the average rate of $9 per rental, representing the mid-range between the 9-hole and replay cart rental rates.

Additionally, revenue projections for the short course are conservative as the performance is generally expected to exceed the projected rounds, However, considering the new amenity, staff recommend the estimated rounds that are used in the chart below. Revenue for the short course was derived at an average rate of $17/round as this course has many configurations and options as well as various rates for different times of use and player demographics (i.e. resident, senior, junior, weekend, evening, etc.). Due to the anticipated popularity of the night golf option, revenues will likely exceed the projections below for the short course as night and weekend rates are proposed to be higher than the average rate used to calculate revenue.

With the anticipated completion of the permanent Club House and adjacent outdoor areas, the renovated and reimagined Montebello Golf Course will provide an ideal space for local, charity and corporate tournaments which will further increase the projected annual revenue. In the scenario below, tournaments are not accounted for as the demand will be high, but actual numbers of tournaments booked are unknown at this time. Additionally, staff have based revenue projections on weekday rates and not the higher weekend/holiday rates that are being proposed in the fee schedule. Utilizing all of these conservative assumptions, total revenue for the Golf Course is expected to be $2,647,000 annually**.**

Transaction	**Projected Rounds**	**Rate**	**Total Revenue**
Resident 9 -Hole	7,500	$26.00	$195,000
Non-Resident 9 Hole	17,500	$32.00	$560,000
Senior 9-Hole	22,000	$26.00	$572,000
Junior 9-Hole	1,000	$8.00	$8,000
Student 9- Hole	1,000	$16.00	$16,000
Replay Rounds 9-Hole	21,000	$24.00	$504,000
Cart Rentals	38,000	$9 Average	$342,000
Short Course	18,000	$17 Average	$306,000
Short Course Replay	4,000	$11 Average	$44,000
Senior/Resident Card	2,000	$50	$100,000

Total Revenue **$2,647,000**

The Golf Course Fund's primary expenditures are the maintenance and operation of the course under the City Council approved Troon contract, minimal on-site staff support, the annual lease payments for the new golf cart fleet and utilities (i.e., water and electricity). The table below provides a breakdown of projected costs for the Golf Fund.

Expenditure	**Description**	**Expected Annual Cost**
Troon Contract	Maintenance, Operation and Management	$1,946,478
Staff Support	On-site staff support and oversight of contracted services	$90,000
Utilities	Cost for reclaimed water and electricity for the site	$500,000
Golf Cart Lease	Annual Lease for new cart fleet	$104,754
Total Expenditures		**$2,641,232**

In the scenario provided above for revenue and expenditures, the Golf Course Fund is expected to cover its cost on an annual basis (i.e., revenue exceeds expenditures). There are several variables that could reduce expenditures in the utility category including weather patterns, the reduction of the total acreage of the new course and the subsequent reduced water demand. In this scenario, staff have used a conservative estimate of $500,000 annually for utilities based on previous years' use and consideration that the maintenance of the remnant golf property along Garfield Avenue is still maintained and irrigated with water use being billed to the City. Additionally, the new LED lighting to the short course is considered under the utilities projection.

Actual expenses and revenue within the Golf Course Fund will be reviewed on an annual basis, and future recommendations for green fee adjustments will be aligned to cover the overall expenses necessary to achieve 100% direct cost recovery (i.e., revenue matches or exceeds expenditures). It is imperative that the new Golf Course operate with an annual surplus, so as not to need subsidization from the General Fund. Key to maintaining an annual surplus is setting and maintaining fees (green fees, cart rentals, etc.) at rates that are competitive and keep up with projected annual expenditures, including the impacts from rising costs.

BACKGROUND/DISCUSSION:

The City purchased the Golf Course in 1941 for use as a municipal golf course and it has been utilized as such since then. In 1998-99 the course underwent a major remodel adding 3 lakes, new greens, tees, bunkers and continuous concrete cart paths. A new irrigation system was added during the 1999 renovation.

For a number of years the Golf Course operated at a deficit, requiring annual subsidies from the General Fund -- at one time exceeding $1.0 million annually. The ongoing subsidization of the Golf Course was significant enough to warrant mention in the 2018 State Auditor report. Staff began looking at ways to eliminate this subsidy and create a golf course that could function without requiring General Fund assistance. These efforts led to a project that would completely transform the Golf Course and introduce a new concept that -- if managed properly -- would end the subsidy.

Since October of 2022, the Golf Course has been closed for renovation as a part of a total reimagination of the course known as the Montebello Municipal Golf Course Renovation Project ("GCR Project"). The GCR Project includes the renovation of a portion of the existing Golf Course property located immediately south of the Topgolf entertainment complex and northwest of the Quiet Cannon event center.

At the January 10, 2024 City Council Meeting, a 5-year contract was awarded to Troon Golf for the maintenance, management and operation of the Golf Course. Troon Golf will be responsible for pro shop operations, which encompass golf course grounds maintenance and agronomy, managing the tee sheet, collecting green fees, handling retail sales, golf cart rentals, programming, and providing lessons.

The Golf Course's budget operates from an enterprise fund, where all the revenue generated through its operations is utilized to offset the associated expenses. As previously mentioned, the source of funding for the golf course enterprise fund includes revenues from green fees, advanced booking fees, golf cart rentals, and tournament play. At the time of the closing of the Golf Course for the GCR Project, revenue generated had not kept up with the increasing costs related to personnel, utilities, maintenance and operations, and continued deferred maintenance of Golf Course assets over the past decade. In addition, the fees charged were not maintained at a level sufficient to offset expenditures, nor provide funding for major maintenance projects. The Montebello Golf Course green fees were last updated in December of 2010. The lagging fees did not keep up with current trends, contributing to annual Golf Fund deficits which were subsidized by the General Fund. Putting into place professional management of the renovated golf course, coupled with the fee analysis and recommendations made by National Golf Foundation will help the Golf Course operate efficiently and ensure annual revenue covers annual operating expenses.

In November 2022, the City retained NGF to establish the guidelines for a green fee pricing plan and strategy that should help to maximize play and revenue, while also ensuring affordable access for City residents, seniors, juniors, students, etc. Another key component of the consulting analysis was estimating rounds played, as well as revenue and expenses for the Montebello Golf Course for the first five years of operation after reopening based on NGF's nationwide and locally available data that provides benchmarking and analysis of the state of golf and its growing popularity.

NGF utilized in-depth market analysis including review of market green and cart fees, municipal golf benchmarking for the greater Los Angeles market and developed green/cart fee recommendations to accompany operational expense projections.

To predict future revenue from green fees, NGF and staff utilized historical data from the Montebello Golf Course's online tee sheet database to project annual rounds of golf. This standard was supported by NGF's extensive market research highlighting the growing popularity of golf in Los Angeles County and the trend of younger golfers interested in 9-hole options within the demographic makeup of the City of Montebello and the immediate surrounding area. Staff has made an informed and conservative assumption of a complete return of continued use of Golf Course rounds compared to the previous full year operation, amounting to 70,000 rounds played annually on the regulation 9-hole course and 22,000 total rounds played on the Par-3 short course.

In the operating budget for the Golf Course Fund, the two most substantial expenses are contractual costs for maintenance and operation of the course under the Troon Golf contract and utility costs for irrigation which are paid directly by the City. For Fiscal Year 2024-25, the expenditure budget is projected at $2.6 million. Staff will develop the Golf Fund (Fund 610) budget as part of the regular FY 2024-25 budget process.

ENVIRONMENTAL:

N/A

ANALYSIS:

The recommended greens fees, as outlined in Attachment A, propose several changes, including increases for all base green and cart rental fees with significant discounts for residents, youth, students and seniors, the introduction of an annual senior and resident players card, and establishment of fees for the new Par-3 walking course. Golf Course fees were last updated in December of 2010.

The proposed rates with notes and discounts can be found on Attachment B. Staff recommend establishing fees with minimum and maximum rates per category to allow for dynamic pricing. NGF recommends that the City utilize dynamic pricing for the new Montebello Golf Course. The dynamic pricing model is a pricing strategy that uses controlled and automated pricing changes that respond in real time to supply and demand. Dynamic pricing only allows for fees to be discounted and never raised above the standard rate found on Attachment B to market available golf play during non-peak hours. Rates would be adjusted based on demand, availability, and other variables, such as weather and course conditions. On Attachment A, minimum fees are established by capping dynamic pricing discounts to 30% of the adopted and published rates.

Green fee pricing is determined by thorough analysis of specific metrics, what competitors are doing, and daily utilization rates. More sophisticated applications of dynamic pricing consider online traffic analytics, website page views, online booking rates, and utilization rates across different play categories. The Montebello Golf Course will be utilizing Golf Now's online tee sheet as the primary tee-time booking engine that has the capability of using sophisticated analytics backed up by Troon Golf's nationwide database and market research to aid the City to control dynamic pricing shifts within the approved fee schedule.

The revenue projections provided in the Fiscal Impact section are based on the rates listed on Attachment B. These rates would be the maximum allowable fee per category and will be the posted rates available at the Pro Shop, City website, the new Golf Course's official website, and on the online tee sheet hosted by Golf Now.

The highlights of the new rate structure include 20-25% discounts on green fees for residents and seniors on 9-hole and 18-hole (9-hole replay) rates on weekdays. The new rate structure establishes a standard flat cart rental rate across all categories of $10 per 9-hole round or $18 per 18-hole round. Youth golfers will also benefit from a 50-75% discount on rates depending on the age of the participant and/or proof of current enrollment in high school or college.

To promote the new 6-hole walking, par-3 course during the daytime, staff are recommending a simple, affordable rate structure starting at a $14 weekday rate for a 6-hole round with an approximately 20% discount for residents and seniors, and a 50-75% discount for students/junior players, depending on age and enrollment in school. Under the proposed rate structure, the par-3 course rates are increased on evenings and weekends to $18 on weekday evenings and $23 per round on weekends.

Additionally, staff recommends a seven-day window for residents who purchase the newly proposed "Resident and Senior Players Card" to secure tee times at no additional cost above established rates while prioritizing resident tee time access.

SUMMARY:

Staff recommends adoption of updated fees relating to the Montebello Golf Course effective upon the first day of operation of the course in May of 2024. The last update of fees for golf play at the course occurred in December of 2010. The updated fees would help ensure revenue covers the costs of operating the reimagined and reconstructed golf course.

All revenue and expenditures for the Golf Course are charged and tracked to fund 610 (Golf Fund) which is operated as an enterprise fund where all the revenue generated through its operations is utilized to offset the associated expenses. The sources of funding for the Golf Course enterprise fund include revenue from green fees, advanced booking fees, golf cart rentals, and tournament play. The establishment of the proposed fees is intended to meet the Golf Fund's obligation to operate as an enterprise fund with no impact to the General Fund.

ATTACHMENT(S)

1. Attachment A - Resolution No. 24-26
2. Attachment B - Golf Course Fees
3. Attachment C - National Golf Foundation Study

NEXT STEPS:

N/A

RESOLUTION NO. 24-26

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MONTEBELLO, CALIFORNIA, INCREASING EXISTING FEES AND CHARGES AT THE MONTEBELLO MUNICIPAL GOLF COURSE

RECITALS

WHEREAS, under the police power granted by Article XI, section 7 of the California Constitution, cities may impose fees and rates for certain municipal services; and

WHEREAS, in addition to the authority granted by the State Constitution, Government Code section 66016 provides that a city may establish or increase fees or service charges for certain public services or access and use of City's property by resolution; and

WHEREAS, the City Council of the City of Montebello has determined that in order to continue providing effective service for the public welfare, the City must establish and increase fees and charges for certain municipal services which accurately reflect the City's true cost in providing such services; and

WHEREAS, many of the City's existing fees and charges for its Municipal Golf Course facilities no longer reflect the City's true cost in providing and maintaining the Municipal Golf Course services and facilities, as a result of increased costs borne by the City; and

WHEREAS, the City Council has determined that the fees and charges proposed in this Resolution are reasonable, fair and equitable in nature and are proportionately representative of the costs incurred by the City for the described services; and

WHEREAS, the discounted fees and charges described in this Resolution reflect the support that such users provide the City via payment of other taxes and/or reflect the City's efforts to provide additional recreational opportunities to youth and seniors; and

WHEREAS, the City Council desires to allow for the greatest flexibility in marketing and promoting the Golf Course and desires to allow for City staff and designated contractors to allow for dynamic pricing where fees may be discounted and never raised above the established rates found within this Resolution with a maximum discount of 30% allowable to market available golf play during non-peak hours; and

WHEREAS, based on the information contained in this Resolution and all other information presented to the City Council on this matter, the City Council desires to establish new and updated fees and charges under the police power granted to cities by

Article XI, section 7 of the California Constitution and pursuant to the provisions of Government Code section 66016.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF MONTEBELLO HEREBY RESOLVES, FINDS, AND DECLARES AS FOLLOWS:

SECTION 1. The following fees and charges for the Montebello Golf Course of the City of Montebello are hereby adopted effective April 10, 2024.

REGULATION COURSE GREEN FEES	**RATES**
WEEKDAY - 9 HOLES	$32.00
WEEKDAY - 9 HOLES REPLAY	$24.00
WEEKDAY - 9 HOLES RESIDENTS & SENIORS 65+ (20% OFF)	$26.00
WEEKDAY - 9 HOLES RESIDENTS & SENIORS 65+ REPLAY (20% OFF)	$19.00
WEEKDAY - 9 HOLES STUDENTS AGES 16 TO 22 (50% OFF)	$16.00
WEEKDAY - 9 HOLES REPLAY STUDENT AGES 16 TO 22 (50% OFF)	$12.00
WEEKDAY - 9 HOLES JUNIORS 15 & UNDER (75% OFF)	$8.00
WEEKDAY - 9 HOLES JUNIORS 15 & UNDER REPLAY (75% OFF)	$6.00
WEEKEND & HOLIDAYS GREEN FEES	
WEEKEND & HOLIDAYS - 9 HOLES	$36.00
WEEKEND & HOLIDAYS - 9 HOLES REPLAY	$27.00
CART FEES PER PERSON	
9 - HOLES	$10.00
9 - HOLES REPLAY	$8.00
PAR 3 COURSE GREEN FEES	
WEEKDAY - 6 HOLES	$14.00
WEEKDAY - 6 HOLES REPLAY	$10.00
WEEKDAY - 6 HOLES RESIDENTS & SENIORS 65+ (~20% OFF)	$11.00
WEEKDAY - 6 HOLES RESIDENTS & SENIORS 65+ REPLAY (20% OFF)	$8.00
WEEKDAY - 6 HOLES STUDENT AGES 16 TO 22 (50% OFF)	$7.00
WEEKDAY - 6 HOLES REPLAY STUDENT AGES 16 TO 22 (50% OFF)	$5.00
WEEKDAY - 6 HOLES JUNIORS 15 & UNDER REPLAY (60% OFF)	$4.00
WEEKEND & HOLIDAYS - 6 HOLES	$16.00
WEEKEND & HOLIDAYS - 6 HOLES REPLAY	$12.00
PAR 3 COURSE GREEN FEES EVENING	
WEEKDAY - 9 HOLES	$18.00
WEEKDAY - 9 HOLES REPLAY	$12.00
WEEKEND & HOLIDAYS - 9 HOLES	$23.00
WEEKEND & HOLIDAYS - 9 HOLES REPLAY	$17.00
TOURNAMENTS FEES	

REGULATION COURSE WEEKDAY 9 / 18 HOLES WITH CART	$60 / $90
REGULATION COURSE WEEKEND & HOLIDAYS 9 / 18 HOLES WITH CART	$90 / $120
PAR 3 COURSE WEEKDAYS 6 / 12 HOLES	$35 / $50
PAR 3 COURSE WEEKENDS 6 / 12 HOLES	$40 / $60
PAR 3 COURSE EVENING 9 / 18 HOLES	$50 / $70
NONPROFITS 20% OFF TOURNAMENTS	
SENIOR & RESIDENT PLAYERS CARD	$50.00

SECTION 2. The above fees and charges shall be posted at the Golf Pro Shop.

SECTION 3. The City Council hereby adopts the recitals set forth above as if fully set forth herein.

SECTION 4. The City Clerk shall certify to the adoption of this Resolution. This Resolution shall take effect immediately upon its adoption by the City Council and the City Clerk shall certify the passage and adoption of this Resolution. This Resolution shall rescind and replace Resolution No. 10-67.

APPROVED AND ADOPTED this 10th day of April 2024.

_____
Scarlet Peralta, Mayor

ATTEST:

_____
Christopher Jimenez, City Clerk

APPROVED AS TO FORM:

_____
Arnold M. Alvarez-Glasman,
City Attorney

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS:
CITY OF MONTEBELLO)

I, Christopher Jimenez, City Clerk of the City of Montebello, County of Los Angeles, State of California, hereby certify that the foregoing Resolution No. 24-26 was passed and adopted by the City Council of the City of Montebello, signed by the Mayor and attested by the City Clerk at a regular meeting of said Council held on the 10th day of April 2024 and that said Resolution was adopted by the following vote, to-wit:

AYES:
NOES:
ABSTAIN:
ABSENT:

The undersigned, City Clerk of the City of Montebello, does hereby attest and certify that the foregoing Resolution is a true, full and correct copy of a resolution duly adopted at a meeting of said City which was duly convened and held on the date stated thereon, and that said document has not been amended, modified, repealed or rescinded since its date of adoption and is in full force and effect as of the date hereof.

DATE: _____ _____
Christopher Jimenez, City Clerk

ATTACHMENT B

MONTEBELLO GOLF COURSE FEES

REGULATION COURSE GREEN FEES	**RATES**	**NOTES**
WEEKDAY - 9 HOLES	$32.00	
WEEKDAY - 9 HOLES REPLAY	$24.00	
WEEKDAY - 9 HOLES RESIDENTS & SENIORS 65+ (20% OFF)	$26.00	WEEKDAY ONLY MUST HAVE PLAYERS CARD
WEEKDAY - 9 HOLES RESIDENTS & SENIORS 65+ REPLAY (20% OFF)	$19.00	WEEKDAY ONLY MUST HAVE PLAYERS CARD
WEEKDAY - 9 HOLES STUDENTS AGE 16 TO 22 (50% OFF)	$16.00	WEEKDAY ONLY MUST HAVE STUDENT ID
WEEKDAY - 9 HOLES REPLAY STUDENT AGE 16 TO 22 (50% OFF)	$12.00	WEEKDAY ONLY MUST HAVE STUDENT ID
WEEKDAY - 9 HOLES JUNIORS 15 & UNDER (75% OFF)	$8.00	WEEKDAY ONLY LIMITED TIMES
WEEKDAY - 9 HOLES JUNIORS 15 & UNDER REPLAY (75% OFF)	$6.00	WEEKDAY ONLY LIMITED TIMES
WEEKEND & HOLIDAYS GREEN FEES		
WEEKEND & HOLIDAYS - 9 HOLES	$36.00	NO DISCOUNTS ON WEEKENDS
WEEKEND & HOLIDAYS - 9 HOLES REPLAY	$27.00	NO DISCOUNTS ON WEEKENDS
CART FEES PER PERSON		
9 - HOLES	$10.00	
9 - HOLES REPLAY	$8.00	
PAR 3 COURSE GREEN FEES		
WEEKDAY - 6 HOLES	$14.00	
WEEKDAY - 6 HOLES REPLAY	$10.00	
WEEKDAY - 6 HOLES RESIDENTS & SENIORS 65+ (~20% OFF)	$11.00	WEEKDAY ONLY MUST HAVE PLAYERS CARD
WEEKDAY - 6 HOLES RESIDENTS & SENIORS 65+ REPLAY (20% OFF)	$8.00	WEEKDAY ONLY MUST HAVE PLAYERS CARD
WEEKDAY - 6 HOLES STUDENT AGE 16 TO 22 (50% OFF)	$7.00	WEEKDAY ONLY MUST HAVE STUDENT ID
WEEKDAY - 6 HOLES REPLAY STUDENT AGE 16 TO 22 (50% OFF)	$5.00	WEEKDAY ONLY MUST HAVE STUDENT ID
WEEKDAY - 6 HOLES JUNIORS 15 & UNDER REPLAY (60% OFF)	$4.00	WEEKDAY ONLY LIMITED TIMES
WEEKEND & HOLIDAYS - 6 HOLES	$16.00	NO DISCOUNTS ON WEEKENDS & HOLIDAYS
WEEKEND & HOLIDAYS - 6 HOLES REPLAY	$12.00	NO DISCOUNTS ON WEEKENDS & HOLIDAYS
PAR 3 COURSE GREEN FEES EVENING		
WEEKDAY - 9 HOLES	$18.00	NO DISCOUNTS ON EVENINGS
WEEKDAY - 9 HOLES REPLAY	$12.00	NO DISCOUNTS ON EVENINGS
WEEKEND & HOLIDAYS - 9 HOLES	$23.00	NO DISCOUNTS ON WEEKENDS & HOLIDAYS
WEEKEND & HOLIDAYS - 9 HOLES REPLAY	$17.00	NO DISCOUNTS ON WEEKENDS & HOLIDAYS
TOURNAMENTS FEES		
REGULATION COURSE WEEKDAY 9 / 18 HOLES WITH CART	$60 / $90	
REGULATION COURSE WEEKEND & HOLIDAYS 9 / 18 HOLES WITH CART	$90 / $120	
PAR 3 COURSE WEEKDAYS 6 / 12 HOLES	$35 / $50	
PAR 3 COURSE WEEKENDS 6 / 12 HOLES	$40 / $60	
PAR 3 COURSE EVENING 9 / 18 HOLES	$50 / $70	
NONPROFITS 20% OFF TOURNAMENTS		COURSE MANAGER/CITY STAFF APPROVAL
SENIOR & RESIDENT PLAYERS CARD	$50.00	ANNUALLY

Montebello Golf Course – Pricing Analysis and 5-Year Financial Projections

Prepared For:

City of Montebello
1600 W. Beverly Rd.
Montebello, CA 90640

Prepared By:

NGF CONSULTING
NATIONAL GOLF FOUNDATION

501 N. Highway A1a
Jupiter, FL 33477
(561) 744-6006

March 2023

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Study Purpose and Background

The City of Montebello ("City"), California retained National Golf Foundation Consulting, Inc. ("NGF Consulting" or "NGF") in late 2022 to provide consulting services related to the redevelopment and reopening of the City's Montebello Golf Course (alternately, "Montebello GC" or "MGC"). Ed Getherall, NGF's Director of Consulting Services, managed the consulting engagement with assistance from Research and Consulting Administrator, Jodi Reilly.

The City's former regulation-length 18-hole golf course is in the process of being completely renovated and "reimagined", and the resulting product will comprise a 9-hole regulation golf course, clubhouse, putting course, and lighted 6-hole Par-3 course that is expandable to 10 holes after the 9-hole course is closed for play in the evening. Adjacent to the traditional golf facility will be a full-size Topgolf facility, which is planned for a formal groundbreaking in March 2023.

From the City's perspective, it is important for the new golf facility to be financially self-sustaining operationally. The City retained NGF to establish the guidelines for a green fee pricing plan and strategy that should help to maximize play and revenues, while also ensuring affordable access to City residents, seniors, juniors, etc. Another key component of the consulting analysis will be estimating rounds played, revenues and expenses for the new Montebello Golf Course for the first five years of operation after reopening. NGF's scope of services comprised:

- Review of available golf course development conceptual plan
- Market analysis, including review of market green and cart fees
- Municipal golf benchmarking analysis (greater Los Angeles)
- Green / cart fee recommendations
- Financial projections

NGF is also assisting City staff with the preparation of a Request for Proposals (RFP) for the purpose of identifying a qualified third-party golf course management company to oversee the golf facility. The document will include, but not be limited to, key elements such as: length of term/extension and exit clauses; service standard expectations; compliance/oversight mechanisms; compensation terms (e.g., base fee plus incentive-based); required qualifications and expertise of staff; evaluation criteria, etc.

NGF is also prepared serve in an overall advisory capacity throughout the bid process. Other NGF continuing services may include:

- Identification of potential competent bidders through NGF databases, membership rolls and other sources, and distribution of the RFP/solicitation to the assembled database.
- Assistance in evaluating bid submissions received by the City and help in making appropriate comparisons and evaluations between the proposal submissions, focusing on key terms, qualifications, etc.

LIMITATIONS

This report is intended to provide a market-based framework for the initial fee structure and general guidelines at the reopened Montebello Golf Course. The City and its operating partner will ultimately decide on the fee structure to be implemented, and it is expected that there will be a learning curve in the initial ±12 months of operation in terms of arriving at fee levels that that are congruent with demand across different categories, including time of day and day of week.

NGF's report is based on conditions at the time of the analysis (e.g., economic and market conditions), and significant changes in those conditions may affect the relevance of the assessment. Because future events and circumstances that cannot be predicted as of the date of this study may affect the estimates/projections contained therein, no warranty or representation is made by NGF Consulting that any of the projected values or results contained in this study will be achieved.

To the extent possible, the NGF has attempted to verify and confirm all estimates and assumptions used in this analysis. However, some assumptions may not materialize as a result of known or unknown risks and/or unanticipated events. Consequently, actual results achieved by any new golf facility during the period covered by NGF projections may vary from our estimates, and these variations may be material. As such, the National Golf Foundation accepts no liability in relation to the estimates provided herein.

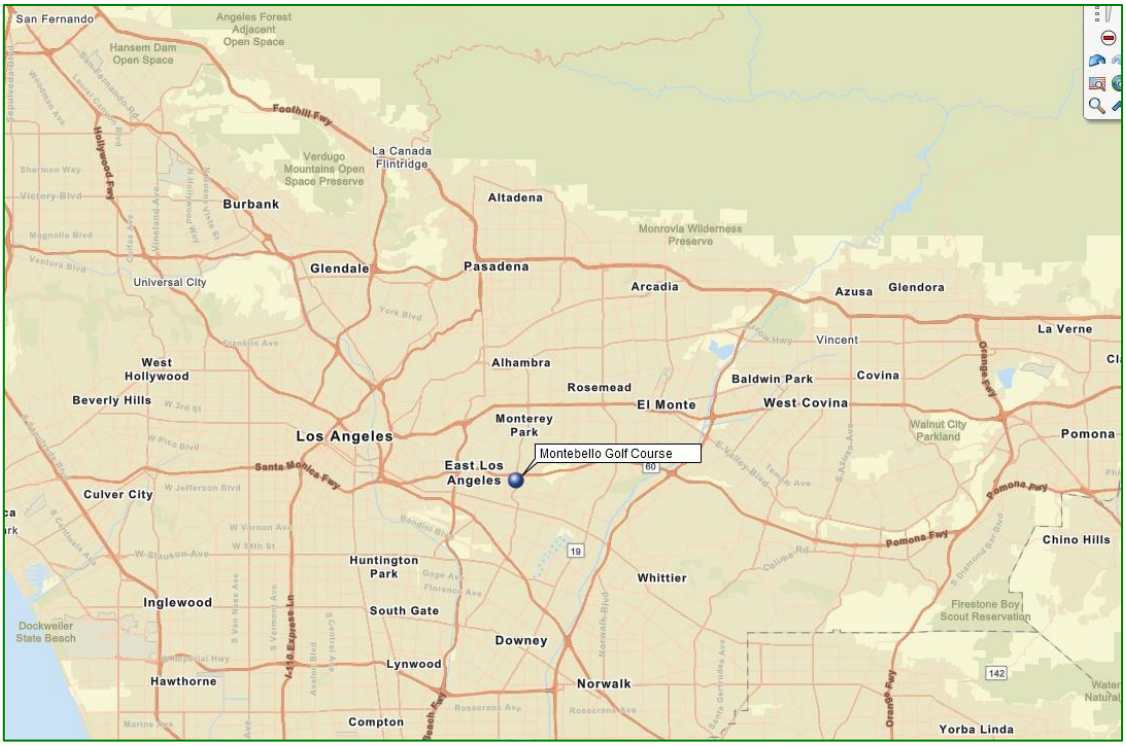
Every reasonable effort has been exerted in order that the data contained in the written report reflects the most accurate and timely information possible. However, no responsibility will be assumed for inaccuracies in reporting by the City or any other data source used in preparing the report.

BACKGROUND

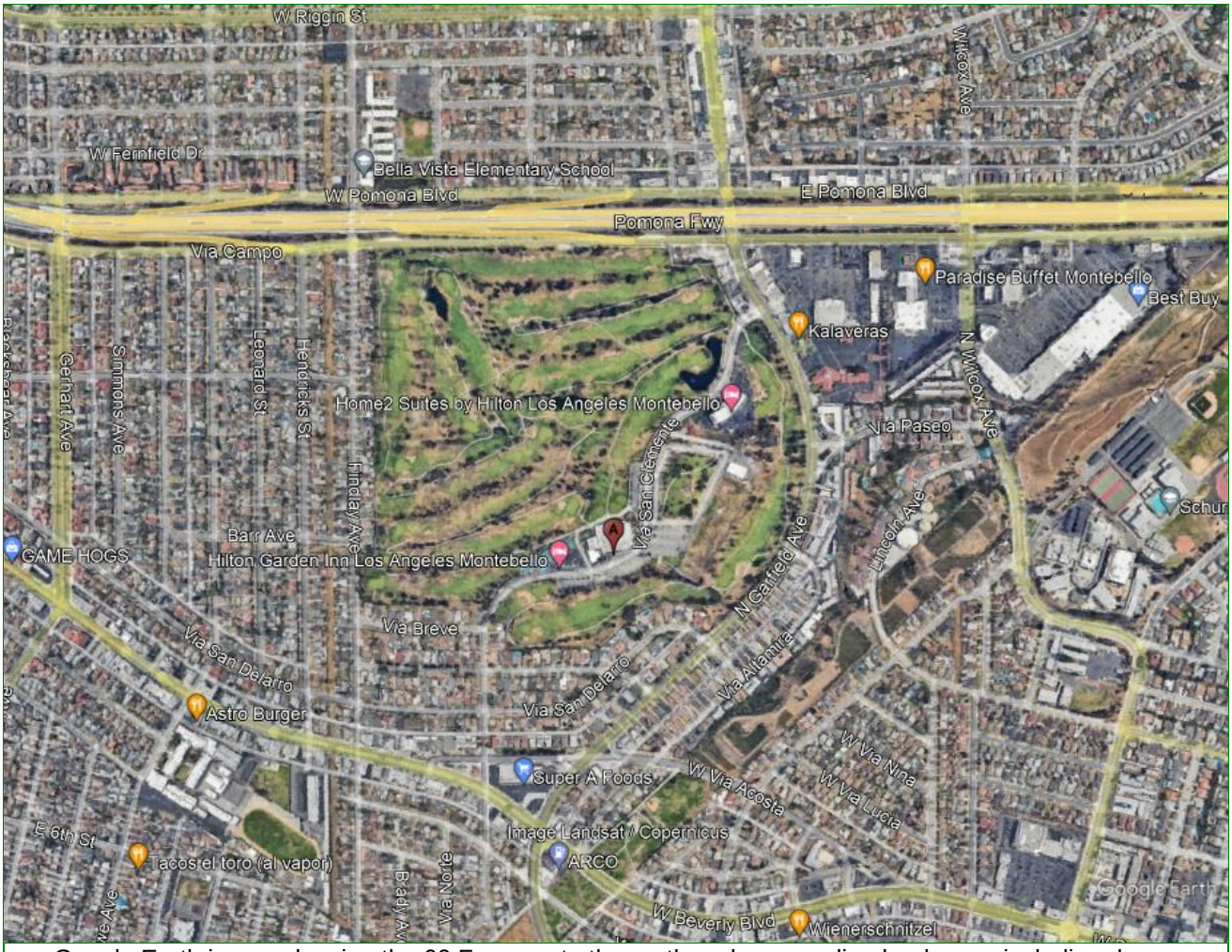
The City of Montebello ("beautiful mountain" in Spanish and Italian) was founded in 1899 and incorporated in 1920. Located east of downtown Los Angeles, the city has a population of about 63,000 and hosts a mix of businesses and industries. Montebello Golf Course, adjacent to the I-60 Freeway and located east of downtown Los Angeles on Via San Clemente, was a classic, parkland-style municipal golf course with a rich history dating back to 1928.

Built as a private country club and designed by Golf Course Architect Max Behr, MGC was acquired by the City of Montebello through a series of transactions in the early 1940s. In 1998-99, the 18-hoke, 120-acre championship layout underwent a remodel by architects David A. Rainville, ASGCA, and Gary Bye that included all new greens, tees, bunkers and cart paths, as well as the addition of 3 lakes. The former Montebello Country Club was at one time considered one of the best municipal golf courses in Southern California, though in recent years the course conditioning had deteriorated significantly.

The golf course site includes two hotels, Home2 Suites and Hilton Garden Inn, as well as the Quiet Cannon Conference and Events Center, which houses a ground floor café that formerly served the golf course. In early 2023, concurrent with the redevelopment of part of the former golf course site, the City issued an RFP for a longer-term Master Plan for the remainder of the site. Expected mixed-use development may include residential, hotel, commercial, etc. NGF notes that some or all these elements have potential to be demand drivers for both the golf courses and Topgolf."



Google Earth Image



Google Earth image showing the 60 Freeway to the north and surrounding land uses, including dense residential.

At the time of its closing for redevelopment, the golf facility was operated under separate private contracts for the golf pro shop, food & beverage service and golf course maintenance (the latter, until late 2020, was the purview of City public employees). Despite what NGF was told were very uneven maintenance conditions, the golf course benefitted from strong customer loyalty and the Covid-19 related demand surge in golf to host just under 72,000 paid rounds and generate nearly $2.5 million in revenue in FY 2021-22, before concession revenues. After all expenses, including depreciation of $233,300, interest expense of $71,575, and administrative charges of $355,500, the facility generated an operating loss of about ($662,000), not including Quiet Cannon rent/concession payments of $470,718. We note that operating expenses include a water utility cost of $670,000+.

CURRENT REDEVELOPMENT PROJECT OVERVIEW

On September 14, 2022, the Montebello City Council unanimously voted in favor of funding the Montebello Golf Course Improvement Project which will enhance the design, architecture, and functionality of the current golf course. The project will re-invent over 72 acres of the existing public golf course and expand hours of operation. The year-long renovations are projected to be complete by late 2023 or early 2024.

In addition to the redevelopment of the golf course, the site will be home to a three-level Topgolf facility with 102 climate-controlled outdoor hitting bays equipped with Toptracer ball-tracking technology. The venue will also include a full-service restaurant/bar. Projected opening is in the first quarter of 2024. The ground floor of Topgolf may ultimately be available for MGC golfers to use as warm up during part of the morning.

Site Conceptual Plan

The image below shows the initial conceptual plan for the Montebello GC site, as prepared by Rick Smith and Mike Angus. Below the image is edited descriptive language from the architects of the two golf courses.



Nine-Hole Golf Course

The new nine-hole golf course is designed for players of all abilities, with multiple tees at various yardages. Bunker placement is dictated for challenge of the avid, better golfer and not a beginner. Green sizes will be larger for multiple pin options and best quality greens turf conditions possible.

The new routing of the golf course and sequence of golf holes was designed for playability, enjoyment and safety. The golf course will be enjoyable and easy to walk. During the round, golfers will have the option to return to the Golf Clubhouse after Hole #4. During the round, golfers will have access to the existing on-course restroom after Hole #4 and again after Hole #7.

Option of playing a four-hole loop (Holes 1, 2, 3, 4) is provided. Beginners to the game of golf or people on a wait list for Topgolf might be interested in playing a four-hole loop.

The new nine-hole golf course consists of approximately 54.6 acres of irrigated turf area. Three existing lakes are to remain and incorporated into the new golf course. One of the existing lakes will be expanded as an entry feature adjacent to the new entry drive, as well as an integral part of the Short Course (more below). One of the existing lakes will be used as a feature and in view from the clubhouse, as well as an integral part of the short course.

All areas of the course will be reshaped and include all new tees and bunkers. New golf course drainage will be installed and connected to the existing and new in-ground storm drainage system. All new efficient irrigation system will be installed. Golf cart paths will be continuous cart paths. All existing trees will be carefully reviewed and determined if appropriate to remain or be removed for playability and better turf conditions. Additional trees will be installed as needed. All new turf will be planted consisting of Bermuda grass for tees, fairways and rough, and Bentgrass for all green surfaces.

Six-Hole & Ten-Hole Short Course

The new six-hole golf course is designed for fun and players of all abilities. In addition to a relaxed, casual atmosphere, the new six-hole course will help avid, more skilled golfers practice and improve their short game. There are six holes that range from 50-90 yards in length.

In the late afternoon when the Regulation 9-Hole course closes, the six-hole short course will convert to a ten-hole short course. Four additional short holes, also ranging from 50-90 yards, will be available for play. A ten-hole short course will allow for a more substantial golf experience and create any energy and vibrant atmosphere adjacent to the new clubhouse. The ten-hole short course will be lighted for play to continue well into the night.

This unique golf experience is inclusive for golfers of all abilities, as well as non-golfers. Being located near Topgolf, people on a wait list for Topgolf might be interested in playing this short course. We estimate the six-hole course can be played in under 90 minutes. No cart paths on this course, a great walkable experience to enjoy. For maximum playability and revenue, the ten-hole course will have overhead lighting and on-course music.

The location of the six-hole course works well with the clubhouse. We recommend considering a small “Starter” type patio / gathering area adjacent to Hole 1 tee, providing golf operations control and a great atmosphere for post round enjoyment.

Small synthetic turf tees are designed into the golf course. Because of the amount of play, and short wedge shots on each hole. Real turf tees will not grow and be a maintenance issue. Also, the synthetic tees “guide” people where to play from and will increase efficiency in time of play. In addition, the synthetic tees will be more consistent playing surface and be more casual and less intimidating for the beginner or non-golfer.

The new six-hole golf course consists of approximately 6.3 acres of irrigated turf area. The existing lake is proposed to expand to 1.2 acres. The lake expansion will add to the golf experience, provide a challenge, be memorable and be an added value to the new entry drive experience.

All areas of the course will be reshaped and include synthetic tees, new bunkers and new greens. New golf course drainage will be installed and connected to the existing and new in-ground storm drainage system. An all-new efficient irrigation system will be installed. All existing trees will be carefully reviewed and determined if appropriate to remain or be removed for playability and better turf conditions. Additional trees will be installed as needed. All new turf will be planted consisting of Bermuda grass for tees, fairways and rough, and Bentgrass for all green surfaces.

National Golf Industry Overview

To assess appropriate pricing and potential market opportunities for the new Montebello Golf Course, NGF Consulting has analyzed the local and regional market, local demand/supply, and area golf facility competition. The local market analysis follows a discussion of national golf industry trends and their implications for current and prospective golf operators.

NATIONAL GOLF INDUSTRY OVERVIEW

Prior to the pandemic year of 2020, the golf industry was healthy and was continuing a macro trend toward stabilization in terms of participation and demand, though golf course closures continued to greatly outpace openings. Ultimately, total spending on golf and club memberships will always be vulnerable to outside forces such as the economy, but the game remains popular and is fortunate to have a deep well of interested prospects. The chief challenge is ***getting more non-golfers who express interest in playing ('latent demand') to give golf a try, and converting more beginners into committed participants*.**

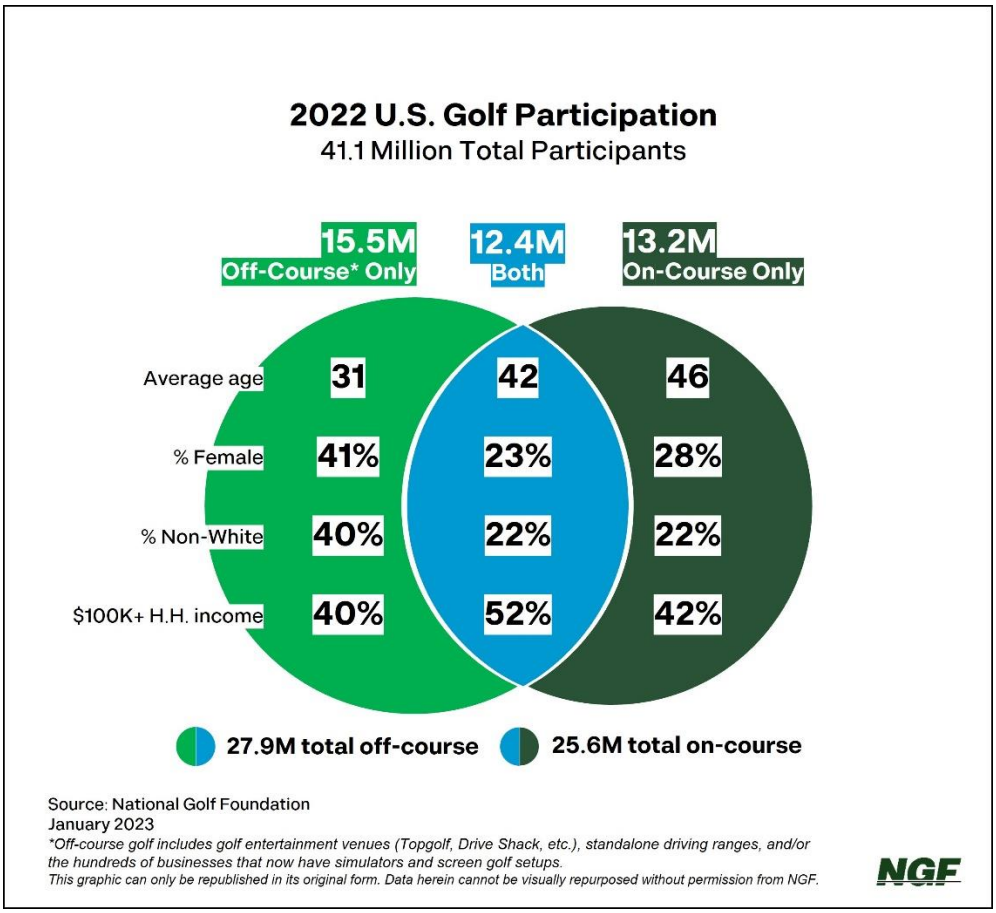
Since spring 2020, golf has received a strong boost in interest and demand resulting from the Covid-19 pandemic. This was due to many factors, not the least of which is the fact that golf is an outdoor activity that is conducive to social distancing. There are indications that part of this pandemic "dividend" may be slipping away. Golf Datatech's *National Rounds Played Report* showed an overall decline in year-over-year rounds played of 3.7% (See Appendix A).

Key Trends in Demand

Participation - Golf participation is one of the core measures of golf's vitality. The national golfer number (people age 6+ that had played at least one round of golf the prior 12 months) showed net attrition between 2012 and 2017 but has generally been on the rise over the last half decade plus, increasing from 23.8 million people in 2017 to 25.1 million in 2021. When both on-course and off-course participation are considered, 37.5 million Americans age 6+ played golf in 2021.

Traditional, on-course participation was up again in 2022, with a net increase of 500,000 golfers to 25.6 million in total. While there's been a net gain of 1.3 million on-course golfers over the past three years, 2022 marked the fifth straight year overall of green grass participation increases. That hadn't happened in two decades.

Gains away from the golf course are more significant, with a 13% year-over-year jump compared to the 2% rise in on-course participation. As anticipated, total off-course engagement (27.9 million) has for the first time eclipsed those who play on the course. Overall, golf's U.S. consumer base is now a record 41.1 million, with three distinct participant groups (see graphic).



Rounds Played 2020-2023 – According to Golf Datatech, rounds played in 2020 finished up by 13.9% (about 60 million rounds) over 2019, with California up by 5.6%, despite Covid-related shutdowns for much of March and April. For 2021, national rounds were up by another 5.5%, while California saw an increase of 13.6%. As noted above, national rounds played for 2022 were down by 3.7% year-over-year, while Pacific region rounds decreased by 5.8% and California by 4.2%. Much of the decline can be attributed to a decline in playable hours due to weather. Looking at the results more locally, the Los Angeles submarket experienced a decrease of 5%, while Orange County was *up* by 4.6%. For 2023 through April, national rounds are up by 3.1% year-over-year, while **California rounds fell by 14.4% and the Los Angeles submarket by 10.6%, attributable to record winter rainfall and continual storms**. (See **Appendix A**).

Baby Boomer Effect and Generation G (the "Golf Generation") – As Baby Boomers age and retire over the next 15 years or so, we expect to see a measurable increase in total rounds played in the U.S. Boomers - born between 1946 and 1964 - are currently 58 to 77 years old. About 6 million of them are golfers; that's approximately 1/4 of all golfers, and they currently play about 1/3 of all rounds. While not technically a generation, the 46-65 age cohort is the most vital group for the golf industry, accounting for the most golfers, rounds and spend in the industry – more than $9 billion in total annually. Generation G includes younger Boomers and older members of Gen X.

Golf Course Supply

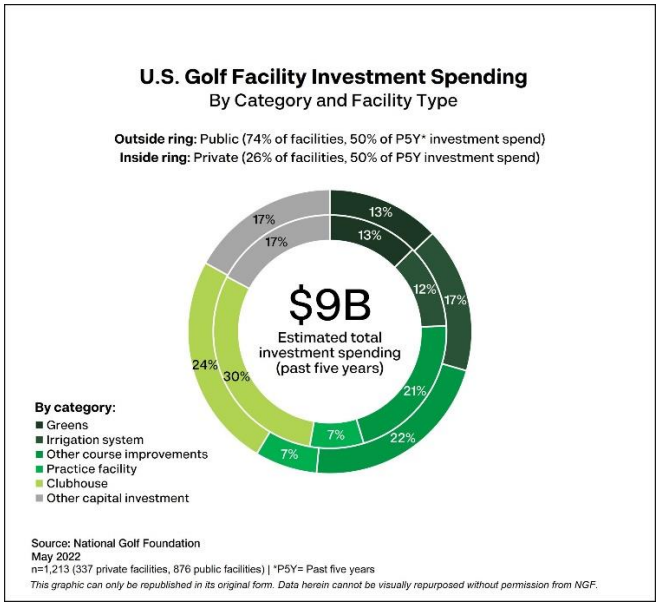
The number of course closures has outweighed new openings for 14 consecutive years during the ongoing balancing of supply and demand. According to NGF data, since the market correction in golf course supply began in 2006, there has been a 10% cumulative reduction of U.S. golf courses in terms of 18-hole equivalents (18HEQ). In 2019 there were 279.5 permanent closures, about 40% higher than the level experienced in the prior two years. (For perspective, golf supply grew by 44% from 1986-2005). The rate of permanent closures slowed over the last two years, despite the pandemic, with 193 18HEQ shutting their doors in 2020 and 130.5 in 2021, down 53% from its peak two years ago, prior to the pandemic. In 2022, there were 105.5 18HEQ closures – the fewest in more than a decade.

The demand for land to develop residential and commercial real estate is influencing the supply correction in golf. Closures tend to be more value-oriented, public facilities in the best-supplied areas: Florida, Texas, Ohio, California, and New York had the most closures in 2019 and all rank among the top six states with the most golf courses.

Other Measures of Health

Other metrics to consider when measuring the health and trajectory of golf include:

Investment in Facilities: Investment in major renovation projects has replaced new construction as the largest source of U.S. golf course development activity. A recent NGF study with more than 1,200 responding facilities indicated total investment of more than $9 billion over the prior 5 years. In terms of *new construction*, NGF is currently tracking 61 new courses (or additions) that are under construction, and another 51 that are in planning across the U.S. The former represents an increase of 74% compared to the three-year pre-pandemic average.



Increasing Diversity: A closer look at on-course participants (golfers) in 2022 shows a continuing trend towards diversification – spurred in some respect by the heightened interest and engagement being generated by off-course forms of golf. Overall, the number of non-White golfers has increased by about 1 million since 2017, while the number of women golfers grew by more than 400,000 over that time:

Females are up 4% to 6.4M – Has risen three straight years, with net gains of 800K (+14% since 2019). Women now comprise 25% of all on course golfers – a new high mark in representativeness.

Non-White golfers are up 9% to 5.6M – Up 32% since 2018 (+1.4M) This segment now represents 22% of all on-course golfers – also a new high mark in representativeness.

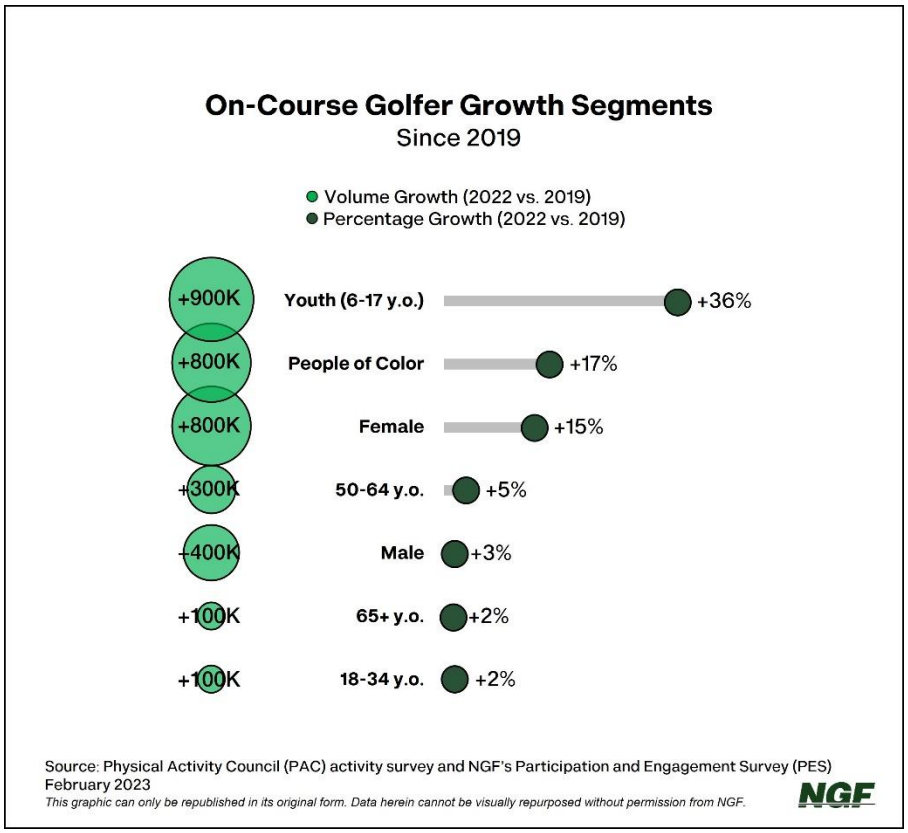
Beginners: The number of beginners rose to 3.3 million in 2022, surpassing the record of 3.2 million set in 2021 and representing an annual increase of about 1 million since 2014. The last two years have set records and exceeded the year 2000, when Tiger Woods was in his prime and drawing newcomers to the game in unprecedented numbers. Nearly 37% of beginning golfers are women, and the percentage of non-Caucasian beginners is significantly higher than the percentage of non-Caucasians in the total golf population. Overall, the industry has had eight straight years with more than 2 million beginners. However, one of the key issues the industry has faced is that many of these beginners are lost out the "back door". NGF believes that short courses – especially those combined with some technology/gaming amenities – will play a significant role in increasing engagement and retention among beginning golfers, as well as young adults in general.

Juniors: According to NGF's Graffis Report: "In addition to the largest-ever recorded increase in beginners (+23%), 2020 saw the most significant gain for youth golfers (+24%) since 1997." 3.4 million Juniors played golf on a course in 2022, an increase of nearly 10% over prior year. The population of junior golfers is more diverse than the overall participation base: females comprise 34% of junior golfers, compared to 24% of all golfers, while non-Caucasians are 28% of junior golfers and 20% of all golfers.

Young Adults: the category of young adults (18 to 34-year-olds) is among the sport's biggest customer age segments, with 6.1 million on-course participants and another 4.8 million off-course participants. Ongoing NGF survey research indicates that interest in playing among non-golfing young adults is high, with more than 5 million saying they are "very interested" in taking up the game. The fun and entertainment aspects of golf – especially when consumable in relatively short time windows - are particularly salient to this cohort, which NGF views as a positive for the new Montebello Golf Course.

Off-Course Participation: Driven primarily by the popularity and growth of Topgolf, a non-traditional form of golf entertainment, there were an estimated 23 million off-course participants (only those activities that involve hitting a ball with a golf club) in 2019, up by 2 million from 2017. In 2020, the number grew to 24.3 million, nearly half of whom did not play on a golf course.

Increasing Diversity: As participation levels have increased the past several years, the overall golfer base has gotten more diverse. Some of the most notable U.S. participation gains have been among females and people of color. But the biggest participation increases over the past three years – since the start of the pandemic – have come in the junior ranks.



The net gain of almost 1 million juniors (ages 6-17) is the most significant of any on-course participation segment. At just over 3.4 million in total, the youth golfer pool is now at its highest level since 2006, just prior to the Great Recession.

Juniors account for about 13% of the on-course golfer population. Away from the course, that representation is even greater: more than one quarter of off-course golf participants are under the age of 18. As impactful as the various junior golf organizations continue to be in the industry, when it comes to introductions – and swinging a golf club in a fun, non-intimidating environment – it's hard to downplay the important role places like Topgolf are clearly having in spurring interest and encouraging more on-course trials among the youth ranks.

And while female on-course representation has matched an all-time high, at one-quarter of all golfers, it's even higher in the junior ranks. More than 36% of junior participants are girls.

Latent Demand: Overall interest in playing golf remains very high. NGF survey research indicates that the number of non-golfers who say they are "very interested" in taking up golf – which had doubled between 2014 and 2018 (CAGR of ±15%), has continued to steadily rise to about 17 million in 2022. The biggest cohort when it comes to latent demand is juniors. Whether it's golf programs in schools, high energy golf entertainment venues, likeable young pros or golf being perceived as "cool" again, it's notable that another 5 million+ kids – non-golfers – say they're very interested in playing on a course. **(MGC's "short course" will be an ideal venue for beginning juniors)**.

Dedicated: Several years ago, NGF developed a scale to gauge participant engagement with golf. NGF annual golfer survey research indicates that the number of dedicated golfers has remained steady at 20 million for the past 8 years. Dedicated golfers are responsible for ±95% of rounds played and spending, and engaged golfers are significantly more likely to continue playing.

National Overview Summary – Potential Implications for MGC

It is difficult to conclude how the national trends discussed above will affect a particular golf course, as we cannot definitively predict which, if any, of these trends will continue. On balance, however, we believe that a continuation in the growth of beginning golfers, successful activation by golf operators and organizations such as the PGA of America, NGCOA, USGA, and National Golf Foundation of the large cohort of non-golfers that have expressed interest in playing ("latent demand"), and the continued golf course supply correction towards equilibrium should have a positive effect on golf courses.

The pandemic resulted in a significant rise in new and returning golfers, manifesting in fuller tee sheets across the U.S. Still, as we documented above, part of the Covid "dividend" may be waning, and operators will have to be proactive in keeping golfers engaged. A key part of keeping golfers engaged – especially for the critical young adult cohort and those new to the sport – is offering a facility that is welcoming, user-friendly, and actively programmed with player development/ instruction, leagues, outings & tournaments, and specialized events that offer not just the opportunity to learn, but also offer fun and entertainment. These types of activities align with many of the trends NGF is tracking via ongoing research, and the reimagined Montebello GC, including the lighted short course, should align favorably with these trends as well.

Local/Regional Golf Market Analysis

In this section we provide a summary of key "external" factors that have the potential to affect the demand for golf at the reimagined Montebello Golf Course. The overview includes an analysis of basic demographic measures, as well as golf supply and demand indicators, that have the potential to affect the demand for golf, as well as fee/price tolerances and thus the economic performance of golf facilities.

LOCAL MARKET GOLF SUPPLY AND DEMAND OVERVIEW

To assess potential market opportunities for Montebello GC, it is helpful to examine local economic and demographic factors that have the potential to impact demand for rounds, as well as fee tolerances. Below we provide a review of the area's demographics, as well as an overview of key golf market demand and supply indicators. Specifically, we have examined the 2-, 5-, and 10-mile radial markets around MGC, as well as the 45-minute drivetime and Los Angeles CBSA. This information is derived from ongoing NGF golf participation research, the NGF U.S. Golf Facility Database, and NGF Golf Market Analysis Platform (GolfMAP) (See Appendix B).

Defining the Primary Market Area for MGC

The primary market area for Montebello Golf Course is the geographic area from which we would expect the strong majority of its demand to come from. Several factors determine the trade area for a golf facility. In addition to the quality and price point of the subject facility, the quantity, quality, and nature of competitive facilities in the area, the availability of highway and major thoroughfare infrastructure, traffic patterns, economic and demographic factors, and the propensity for golfers to travel to play golf all play a role in establishing the primary market area for a golf facility.

Based on NGF's market analysis and consideration of the factors noted above, we expect that the new MGC draws the majority of its customers from within approximately 10 miles, an area that includes eastern Los Angeles, Rosemead, Monterey Park, Alhambra, Commerce, El Monte, Downey, Whittier, Pasadena, and Arcadia. Additional secondary demand will come from beyond this radial, including communities such as Glendale and Altadena to the north and West Covina to the east.

Demographic Profile

- As of 2021, there were an estimated 722,000 people residing within 5 miles of MGC, more than 3.13 million within 10 miles, and 12.3 million within 45 minutes drivetime. The primary 10-mile trade area is projected to lose approximately 48,000 net residents by 2026.
- The Caucasian population in the submarkets ranges from about 19% (5-mile) to 34% (45-minute), significantly lower than in the nation overall. Ongoing NGF survey research indicates that participation in golf among white Americans is significantly higher than for other ethnicities, though differences mitigate somewhat as incomes equalize.
- Median household income in the 10-mile market, at $67,544, is about 2% lower than the corresponding national figure of $68,897, while MHI for the 45-minute drivetime is about $84,000, or 22% higher than the national median. However, we note that the local income figures are mitigated by the very high cost of living in the Los Angeles

area. Median ages in the subject markets are in the general range of 37 to 39 years, similar to the national media of 37.7 years. Golf participation and frequency of play are positively correlated with higher income and higher age, though there is attrition at some point among elderly golfers.

- The climate for golf is year-round and near ideal in the greater Los Angeles area. Over the course of the year, the temperature typically varies from 48°F to 85°F and is rarely below 42°F or above 93°F. The warm season lasts about 3 months, from July 1 to September 30, with an average daily high temperature above 81°F. The hottest month of the year in Los Angeles is August, with an average high of 84°F and low of 66°F. The cool / wet season lasts for 4 months, from late November 26 to late March, with an average daily high temperature below 70°F. The coldest month of the year is December, with an average low of 48°F and high of 67°F. Average annual rainfall is about 16 inches, and February has the most wet days, with an average of 5.4 days with at least 0.04 inches of precipitation.

Golf Demand

- Golf participation rate: Due to a demographic profile that is not predictive of high golf participation, participation rates in the 2-, 5-, and 10-mile submarkets are 35% to 40% lower than the national golf participation rate of 8.0%. Participation rates in the broader 45-minute drivetime and Los Angeles CBSA markets are only 11% lower and 5% lower, respectively, than the national benchmark. Lower participation rates are mitigated by the very dense urban / suburban population base.
- NGF's proprietary Golf Demand Model indicates 5,400+ golfers within MGC's 2-mile "fall out of bed" market, 35,000 within 5 miles, about 164,000 within 15 miles, and nearly 700,000 within 45 minutes drivetime.
- Rounds played: For the local markets, estimated (facility self-reported + modeled) annual rounds played per 18 holes are ±75,000 in the 10-mile and 45-minute markets, about 2.5 times the national average and among the highest in the nation.

Summary Golf Demand Measures – Local Markets

Montebello GC	2-mile market	5-mile market	10-mile market	45-minute market	Los Angeles MSA
Golf Participation Rate	5.2%	4.9%	5.3%	7.1%	7.6%
Part. Rate Index (US = 100)	65	61	66	89	95
Number of Golfers	5,416	33,410	157,297	830,538	935,705
Interested Non-Golfers	5,275	32,526	154,548	821,983	925,014
Est. Rounds per 18 holes	80,830	97,682	118,304	99,863	95,641
Golfers per 18H Index-Public (US=100)	302	372	449	363	344

- People who express an interest in playing golf but have not yet taken it up include former golfers (gave it up), and those who have never tried. The demographic profile of latent demand tends to be more female and younger than the overall population. Golf-interested non-golfers cite several barriers to entry in golf, including the cost and social aspects (no one to play with). NGF modeling suggests about 164,000 "very interested" non-golfers in the 10-mile primary trade area for MGC.

Golf Facility Supply

- There are 21 total golf facilities in MGC's primary 10-mile market, including 15 public access (14 municipal). The 45-minute drivetime market is home to a remarkable 121 facilities (86 public), including 54 owned by municipalities. The 15 public facilities within 10 miles are about evenly split between 'standard' (peak fee $40-$70) and 'value' (<$40) price point facilities.
- Demand-Supply: The local submarkets and the overall Los Angeles CBSA are vastly undersupplied with golf facilities – especially on the public side - compared to the national benchmark. For example, the 10-mile primary trade area has 4.6 times as many golfers per 18 holes of public golf than the US average, while the CBSA has 4 times as many golfers per public 18HEQ course.
- The NGF U.S. Golf Facility Database shows no new golf courses either in planning or under construction in the 45-minute trade area.

LOCAL COMPETITIVE GOLF MARKET

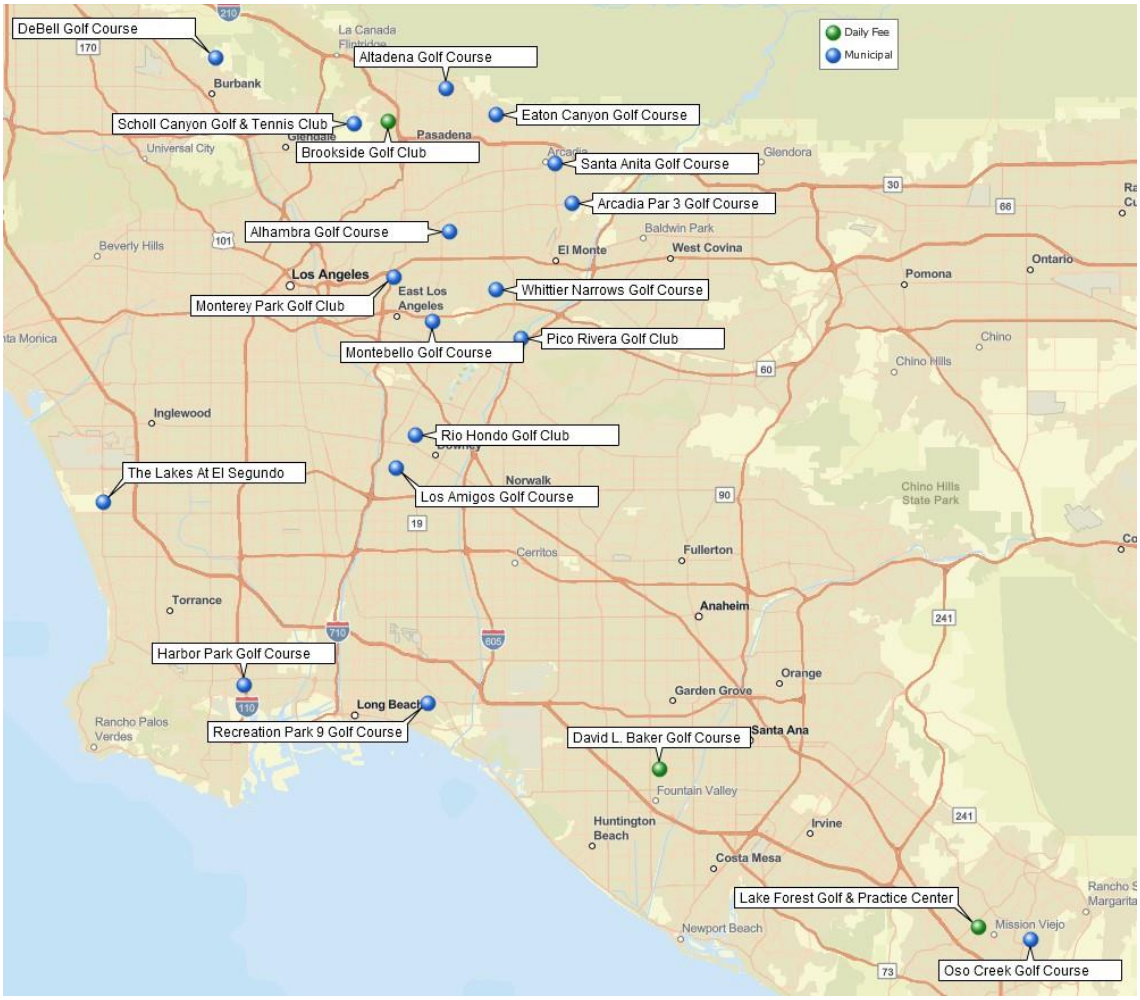
Based on market knowledge, NGF has identified a representative subset of public golf courses that we believe will comprise the primary and secondary competitors to the redeveloped Montebello Golf Course. These were chosen due to proximity and type, though we note that there are few 9-hole regulation public courses in the market. NGF visited key competitors to help establish their price-value proposition, general condition, and amenities in comparison to the envisioned Montebello GC.

While some of the facilities shown in the table below will not be direct competitors to the new MGC, all were considered during NGF's pricing analysis.

Summary Information – MGC Competitors and/or Facilities used for Fee Analysis								
Golf Facility	**Location**	**Type**	**Year Open**	**Par/ Slope**	**Front Tee/ Back Tee**	**Location Relative to Montebello GC**	**Architect**	**Tee Stations**
Alhambra GC	Alhambra	MU-18H	1956	71/115	3,639/5,466	4.0 miles N	William F. Bell, ASGCA	39
Altadena GC	Altadena	MU-9H Regulation	1939	36/116	2,091/3,039	11.0 miles N	William P. Bell, ASGCA	40
Brookside GC	Pasadena	MU-36H Regulation	1928			9.5 miles NW		20
C.W. Koiner		18H Reg.		72/133	6,000/7,104		William P. Bell	
E.O. Nay		18H Reg.		70/121	5,326/6,025		William P. Bell	
DeBell GC	Burbank	MU-18H Reg. + 9H Par-3	1958	71/120	4,946/5,633	15.5 miles NW	William F. Bell/ William H. Johnson, ASGCA	21
Eaton Canyon GC	Pasadena	MU-18H Regulation	1962	70/113	1,857/2,862	10.0 miles NE	William P. Bell, ASGCA	20
Harbor Park GC	Wilmington	MU-9H Regulation	1957	36/118	2,747/3,148	19.0 miles SW	William P. Bell, ASGCA	0
Los Amigos GC	Downey	MU-18H Regulation	1966	71/118	4,050/6,212	7.0 miles S		24
Monterey Park GC	Monterey Park	MU-9H Executive	1973	29/ -	1,489	2.5 miles NW		39
Pico Rivera GC	Pico Rivera	MU-9H Par-3	1965	29/80	1,339/1,500	4.0 miles E	William P. Bell, ASGCA	15
Recreation Park 9 GC	Long Beach	MU-9H Executive	1925	29/120	2,100	17.6 miles SW		0
Rio Hondo GC	Downey	MU-18H Regulation	1929	71/125	5,657/6,370	5.0 miles S	John Duncan Dunn/(R) Jerald Purkl, ASGCA	32
Santa Anita GC	Arcadia	MU-18H Regulation	1935	71/119	4,39 /6,412	9.0 miles NE	James Harrison Smith	22
Scholl Canyon G&TC	Glendale	MU-18H Executive	1994	60/86	2,400/3,039	10.0 miles NW	William Bell, Jr., ASGCA	34
The Lakes at El Segundo	El Segundo	MU-10H Executive	1994	-/-	1,060	17.2 Miles SW	Martin Hawtree/ Fred Hawtree/(R) Mike Angus	0
Whittier Narrows GC	Rosemead	MU-27H Regulation	1955			3.0 miles NW		30
Mountain/		9H Reg.		35/ -	2,403/2,728		William P. Bell, ASGCA	
River Course		9H Reg.		36/ -	3,143/3,459		William P. Bell, ASGCA	
Pine Course		9H Reg.		36/ -	2,955/3,353		William P. Bell, ASGCA	

*Air miles from subject site, rounded to half-mile; actual driving distances will likely be greater.
Type: DF – Daily Fee; MU – Municipal

The map below shows the locations of the local public courses listed above that were considered in the pricing analysis for MGC.



Competitive Market Fees and Significant Findings

For our pricing analysis, NGF considered the facilities listed above, with an emphasis on the stand-alone 9-hole regulation length courses - Altadena, Eaton Canyon, and Harbor Park. Green and cart fee pricing for these facilities is shown in Appendix C Other facilities that were part of the analysis included the 10-hole par-3 Lakes at El Segundo, Whittier Narrows' 9-hole Mountain course, the City of Long Beach's Recreation Park 9, and National City Golf Course in San Diego County.

Two regional 9-hole resort courses - Links at Terranea in Palos Verdes (peak 9H riding fee $85; $50 replay) and Ben Brown's Golf Course at the Ranch Laguna Beach ($75 peak 9H riding) – represent the premium end of the local 9-hole market and were not considered by NGF to be representative comparables for Montebello GC. Finally, we analyzed the rates of some national short courses, including River Oaks GC in Paso Robles and "Little Bell" at Belmont GC in Richmond, VA. The latter is a 6-hole, par-3 course designed to showcase several of A.W. Tillinghast's iconic par-3 holes. We also looked at rates for golf courses such as Arlington Lakes GC in Arlington Heights, IL, which features rates for 3- and 6-hole loops.

NGF's key takeaways from our analysis of the competitive public golf course market that the new Montebello Golf Course will operate in:

- The mid-tier public access golf market in greater Los Angeles and in MGC's primary trade area is highly competitive, with a lot of golf courses competing in the same general fee range. In addition to numerous daily fee facilities, many municipal golf courses compete for market share, including the City of L.A. and L.A. County of Los Angeles facilities, as well as muni golf courses owned by the cities of Pasadena, Downey, Alhambra, Burbank and, further south, Anaheim and Long Beach.
- There are only a handful of stand-alone 9-hole golf courses in proximity to Montebello. Chief competitors for the redeveloped MGC will include 9-hole courses Altadena, Eaton Canyon, and Monterey Park (exec.), as well as 18-hole courses Alhambra, Los Amigos, Rio Hondo, Whitter Narrows, and Santa Anita.
- Several of the City of Los Angeles 9-hole courses generate extremely high rounds totals. Harbor Park 9 hosted a remarkable 115,000+ rounds in FY22, while Penmar and Roosevelt executive 9H courses also exceeded 100,000 rounds. Closer to home, LA County's Altadena and Eaton Canyon 9-hole regulation courses generated far fewer rounds, at about 44,000 and 43,000, respectively, in FY 22 (increases of about 45% and 39% over FY19).
- Of the regulation 9-hole courses, LA County's Altadena and Eaton Canyon golf courses charge $22 weekday / $26 weekend for 9 holes and $12/$13 for replays, with $11 per person cart for 9 holes. The City of LA's Harbor Park GC charges $19/$27, with $8.50/$11 for replay and $8 for 9-hole cart. None of these facilities offer resident discounts.
- Non-resident green + cart fees for prime time play on the 18-hole regulation golf courses generally range from $45 to the upper $60s for the majority of area public courses, with Downey's Rio Hondo GC the highest at $73 for weekend morning play. The pricing convention in the market shows resident rates discounts offered at some of the municipal golf courses (not LA County or City), and price breaks at twilight and supertwilight. Fees are also higher on weekends and holidays than on weekdays, which is standard in the golf industry. Senior and junior discounts are common, though often with restrictions.
- While the majority of the potentially competitive golf courses have older infrastructure and feature maintenance conditions that are commensurate with heavy play, NGF has noted that local municipalities (and their lessees in some cases) have followed the national trend of investing in their golf facilities, and some have also turned to professional management to improve operations. NGF was told that in the last few years prior to closing for renovation, Montebello GC had fallen into disrepair at the same time key competitors were being improved.
- The municipal golf courses in this market generally have minimally stocked pro shops and basic food & beverage service. Exceptions include Monterey Park GC, which has a very robust merchandising operations, and the cities of Downey, Burbank, Pasadena, and Alhambra, which offer more expansive food & beverage service.
- Some of the profiled golf courses – particularly in the northern part of MGC's primary trade area – are very scenic. For example, Pasadena's Brookside GC features striking views of the San Gabriel mountains, while Glendale's Scholl Canyon GC has mountain vistas as well as panoramic views that reach to the Pacific Ocean and overlook the L.A. basin and San Fernando Valley.
- Golf courses offering night golf in the regional market include Monterey Park (last tee time about 8:30, close promptly at 11 pm), Lakes at El Segundo, Arcadia Par 3, and David L. Baker.

Los Angeles County Market

Up until the early part of the 2000s, the greater Los Angeles public golf market had been exceptionally strong, with golf demand and per-course rounds played peaking in the mid- to late-1990s. Public access golf was dominated by municipal golf facilities, most operating at close to full capacity and some (especially L.A. City and L.A. County courses) approaching or exceeding 100,000 rounds per 18 holes. The golf market benefited from extremely high population density, favorable demographics, a great golf climate, and a very low per capita supply of public access golf courses.

The Southern California public golf market and the Los Angeles submarket, like most major golf markets across the U.S., began to decline around 2002 due to a variety of factors, including a significant build up in the supply of public golf courses*, socioeconomic, lifestyle and demographic changes, the September 11 terror attacks, and poor regional and national economic conditions during much of the period since 2000, culminating in the 2007-08 national recession.

> *In the Los Angeles MSA (comprises Los Angeles and Orange counties) alone, 150+ new holes of golf – the vast majority public access – were added in the first decade of the millennium. In terms of the broader market, 50+ 18-hole equivalent public access golf courses were added in the seven-county Southern California region between the mid-1990s and 2010. While public golf course inventory grew by about one-third over this time, the population of the seven-county region increased by less than 20%, with much of the growth among populations that have traditionally had very low golf participation rates.

The decade or so subsequent to the recession saw total rounds at SoCal public courses decline about 15% to 20%, though the Los Angeles submarket experienced lower-magnitude decreases, especially among the more popular municipal facilities. And the L.A. area municipal golf courses have experienced a surge in the face of new investment and the pandemic-related golf demand surge that has swept the U.S.

Local Municipal Golf Performance Benchmarking

Below we summarize some performance metrics for municipal golf facilities/systems in the greater Los Angeles area. As we will illustrate below, municipal golf courses and systems in this market can generate very high play levels, revenues and profits. Of course, these outcomes cannot be used to predict financial results for the new Montebello GC due to the number of variables, including differences in course types, locations, maintenance conditions, irrigation sources/costs, operating structure, etc. However, the operating results can give some directional guidance on the strength of the regional municipal golf market and on potential demand for golf. Refer to tables in Appendix D, Exhibits 1, 2, 3

- Local municipal golf facilities are run via a variety of operating structures; none of the ones we profiled are completely self-operated with public employees. For example, the LA County facilities are fully leased, while Alhambra and Burbank are examples of facilities run through third party management contracts. The City of Downey performs golf course maintenance at Rio Hondo GC, while the pro shop and food & beverage are operated by separate concessionaires. The City of Pasadena has a non-traditional management agreement that includes a revenue split with the operator for the pro shop and F&B.

- Municipal golf can be very profitable in this market, as proven by the LA County and City of LA systems. Though expenses were unavailable, the City's 9 facilities generated more than $26 million in green + cart fee revenues alone in FY22. LA County collected nearly $12 million in rent and $3.025 in CIP contributions from its lessees in FY19, with the numbers increasing to $14.35 million and $3.96 million, respectively, in FY22. The City of Long Beach (not profiled here) also generates

large profits via rents paid by the operators of its five facilities. (More below on City and County systems).

- Other highly profitable municipal golf operations include Pasadena's 36-hole Brookside Golf Course, which produced net income to the City in FY22 of more than $2.2 million on golf operations alone (net concession payment revenue for F&B and pro shop added another $490K). Brookside's rounds bottomed out at 65,200 per 18 holes in 2009 and play had generally stabilized in the mid-to-upper 70,000s over the last decade (total rounds on the 36 holes of 158,559 in FY22).

- The City of Downey, despite a golf course maintenance budget of about $1.8 million, enjoyed $1.8 million in net operating income (before depreciation/ amortization) at Rio Hondo GC in FY22. RHGC saw rounds follow a virtual Bell Curve over the five-year FY13 to FY17 period, with ±66,000 round played in both FY13 and FY17, and a bottoming out at about 53,000 rounds in FY15. The facility averaged about 63,000 rounds from FY18 through FY20, before experiencing a tremendous pandemic-related demand surge in FY21 and FY22, with an average of close to 86,000 rounds. A fee increase of $5 was "easily absorbed" in summer 2022. RHGC easily generates the highest green/cart fee revenue per round of the facilities profiled - $48.68 in FY22.

- Burbank's 27-hole DeBell GC, after years of losing money, saw rounds surpass 80,000 (including 12,569 on the par-3 course) and total revenue reach nearly $4.8 million in FY22. Though total expenses were not shared, the finances are now believed to be well into the black. DeBell had averaged more than 70,000 rounds in the early 2010s (including 9-hole Par-3) but experienced a significant decline to about 50,000 in the 2018-2019 period. The City switched from Enterprise Fund to General Fund accounting for golf during FY2017-18 in the face of large deficits. Over the last couple of years, the facility has benefitted from the Covid surge, a new operator in Touchstone Golf, and facility improvements. The City has budgeted $2.2 million in capital improvements over the next several fiscal years, including an irrigation system.

- Arcadia Par 3 Golf Course (City of Arcadia) is an example of a successful alternative length golf course, with $1.86 million in revenue and nearly $600,000 in net operating income in FY2021. Monterey Park GC, a 9-hole executive that has a very busy range and huge retail operation, is also believed to be a profitable municipal golf operation.

- The City of Los Angeles golf system totals 9 facilities. The Parks Department maintains and operates the golf courses, while food & beverage service at each facility is operated under private concessions. (Formerly, golf carts and driving range were also part of concession agreements). The City courses are among the busiest in the country and have experienced a demand surge during the pandemic period, with average FY22 rounds played at the seven 18-hole regulation course averaging just under 92,000 rounds – levels not seen in two decades. Remarkably, the City's five 9-hole courses averaged just under 90,000 rounds, with Harbor Park hosting an astonishing 115,531 rounds and Penmar Executive not far behind at more than 113,000 at an average green + cart fee of $15.64. LA's average green/cart fee revenue per round was $32.54 on its 18-hole courses in FY22, and $12.58 on its 9-hole tracks.

- The Los Angeles County Department of Parks & Recreation's thirteen 18-hole regulation courses averaged in the upper 90,000s as late as the mid-2000s period, subsequently declining to an average in the ±80,000 range over the decade. NGF obtained rounds played, revenue and rent information for FY19 and FY22. Equalizing for Diamond Bar GC, which was closed for last nine months of FY22, the other 12 regulation 18-hole courses

averaged about 76,500 in FY19 and 81,800 in FY22, an increase of about 7%. We note that average rounds are suppressed by two outliers – Marshall Canyon with 47,400 rounds in FY19 and 66,000 in FY22, and Victoria GC, with 36,300 and 22,400. Excluding those two golf courses, the average daily rate for the 18-hole County courses ranged from $30.71 at Whittier Narrows to just under $40 at Los Verdes, with most falling in the range of the mid-to-upper $30s.

Los Angeles Golf Market - Summary

The greater Los Angeles golf market has had its ups and downs over last 2+ decades but remains one of the strongest markets in the country, with average rounds played on the L.A. City and County of L.A. courses the highest NGF has observed. Most recently, the pandemic-related demand surge that began after facilities reopened in Spring 2020 has resulted in a significant increase in rounds played for Montebello GC (prior to its closing) and among its competitive set.

Southern California and the Los Angeles submarket are among the most undersupplied market in country; for example, the Los Angeles CBSA has about 3.5 times as many golfers per 18 total holes and 4 times as many golfers per 18 *public* golf holes than the nation overall. Looking forward, as Baby Boomers continue to retire, the population continues to grow, and golf course supply contracts further (or at least does not grow), activity levels in this market should remain robust, especially if some of the pandemic surge proves to be “sticky” and facilities continue to invest in improvements.

Of course, are municipal golf courses also face challenges, with many of the older facilities facing large-scale capital needs. Additionally, for those municipalities that self-operate all or some of the golf course facets (operations, maintenance, food & beverage) with public employees, the cost of labor, as well as other inputs, is quite high. Finally, the high cost of irrigation water, especially for those facilities without a source of reclaimed water, is a constraint to maximizing facility financial results, while the availability of water may prove to be an existential threat for some golf courses in the future.

Montebello Golf Course – Fee Recommendations

In this section, NGF provides a recommended initial green & cart fee framework for the new Montebello Golf Course, redeveloped as a 9-hole regulation + 6-hole par-3 course, based on our market analysis and experience.

METHODOLOGY

We begin by noting that it is difficult to develop a fee structure when there are several unknowns related to the product that will ultimately be brought to market. In the case of Montebello GC, we don't know precisely the quality and attributes of the redeveloped golf course(s), and there is additional uncertainty around a key support amenity – the golf clubhouse. Additionally, the level of market acceptance of a revamped golf course among its former core patrons, especially after a downsizing, is unknown (some contingents of golfers prefer to play 18 different golf holes).

Having said that, for the purposes of this analysis we have assumed MGC will be a high-quality golf facility that will be well-maintained and expertly managed. Our main frame of reference in identifying market-appropriate fees and pricing conventions (e.g., three common price "breaks" during the day) for the regulation 9-hole course has been the robust mid-tier of the local public access golf market, including numerous municipal courses as discussed earlier in the report. For the 6-hole, lighted short course and for night golf, there exist far fewer examples, meaning setting initial rates is "part art, part science". NGF examined fees for area 9-hole short courses, including night-lit courses such as Monterey Park, Lakes at El Segundo, Arcadia Par 3, and David L. Baker. Finally, we researched alternative length facilities located outside the market, including Belmont GC ("Little Bell") in Richmond, VA, Arlington Lakes GC in Illinois (pricing for 3- and 6-hole loops), 6H River Oaks GC in Paso Robles, and 3s Greensville in South Carolina.

NGF has presented a general pricing framework that is intended as a starting reference point for the new Montebello Golf Course. We believe the recommended structure is market-appropriate; however, in practicality, the City and its new operator will likely have to undergo a learning curve and be reactive to demand patterns as they become established in order to take advantage of pricing power when it is there and, conversely, to practice yield management by discounting rack rates when appropriate and to reduce spoilage in inventory.

Finally, a key directive from the city was to keep the fee structure relatively simple, greatly reducing the many dozens of categories that we observed through examination of a summary printout from the former course's POS system. We believe the structure below achieves that goal, while also adhering to some public policy guidelines from the City regarding discounts for residents, seniors, and juniors.

RECOMMENDED FEE STRUCTURE

Based on our market analysis and the framework and inputs considered, the table below reflects NGF's initial fee guidelines (2023 dollars) for the new Montebello Golf Course. (Note: fees rounded to nearest $0.50, so discounts referred to will not be exact).

Montebello Golf Course - Recommended Initial Fee Framework

	Resident Weekday M-F	Resident Weekend Sa-Su/ Holiday	Non-Res. Weekday M-F	Non-Res. Weekend Sa-Su/ Holiday	Notes
Walking Rates - 9-Hole Course					
Adult / Public 9H Prime Time	$19.50	$23.00	$23.00	$27.00	~15% Res. Disc.
Adult / Public 9H Mid-day / Twilight	$16.00	$20.00	$18.00	$22.00	~10% Res. Disc.
Adult / Public 9H Supertwilight	$11.50	$13.50	$11.50	$13.50	Same for all
Senior (65+) 9H - Prime Time	$16.00	n/a	$16.00	n/a	Same as midday rate; public policy decision re weekends
Senior (65+) 9H - Mid-day / Twilight	$14.00	$17.00	$14.00	$17.00	~15% discount
Junior (17 and under) 9H	$6 to $8	$6 to $8	$6 to $8	$6 to $8	Public policy decision
Replay	$11.50	$14.00	$14.00	$16.00	~60% of 1st 9H
Replay - Senior	$10.50	$12.00	$12.00	$13.00	
Par-3 Course (walking only):					Perhaps offer Res. Discounts on monthly unlimited plans
6-Hole Rate - Adult	$15.00	$16.00	$15.00	$16.00	
9-Hole Rate - Adult	$20.00	$21.00	$20.00	$21.00	
					Jun. rates - ~25% discount; Public policy - maybe lower age (10 and under)
6-Hole Rate - Junior	$11.00	$13.50	$13.50	$13.50	$11.25
9-Hole Rate - Junior	$15.00	$18.00	$18.00	$18.00	$15.00
Cart Fees (pp, shared cart)					
9 Holes	$11.00	$11.00	$11.00	$11.00	
Replay	$6.00	$6.00	$6.00	$6.00	
Supertwilight	$9.00	$9.00	$9.00	$9.00	
Push cart	$5.00	$5.00	$5.00	$5.00	
Imputed 18H Riding Fee* (Adult prime time)	$48.00	$54.00	$54.00	$60.00	
9H Riding Fee (Adult prime time)	$30.50	$34.00	$34.00	$38.00	
Former MGC 18H Riding Fee	$33.00	$38.00	$45.00	$55.00	

***Likely lower if originally booked as an 18-hole round.**

Consideration of Dynamic Pricing

Based on the goal to run MGC "as a business", NGF recommends that the City discuss with its management partner the potential utilization of dynamic pricing for the new MGC (Downey's Rio Hondo GC and Glendale's Scholl Canyon are just a couple of local municipal courses that use dynamic pricing to some degree). Under this scenario, City Council would still approve minimum and maximum green fee parameters each year.

Rates would be adjusted based on demand, availability and other variables, such as weather and course conditions. Green fee pricing is determined by thorough analysis of specific metrics, what competitors are doing, daily utilization rates, etc.) More sophisticated application of dynamic pricing takes into account online traffic analytics, website page views, online booking rates, and utilization rates across different play categories (e.g., walk-in, call-in, league, outing, loyalty program, membership).

Other General Recommendations / Considerations

Following are some general notes, considerations, and recommendations for the City relative to the initial pricing structure at MGC:

- While we have presented 9-hole and 9-hole replay rates, we were told that the architects intend to have the course play like an 18-hole course by having two pin locations on every hole. In any event, the new operator will need to determine how to manage the tee sheets; if demand for 18-hole rounds is deemed sufficient, they may consider selling only 18-hole rounds during certain times when demand is sufficient (this would require closing the tee sheet to 9-hole rounds for a certain period). An additional consideration for the City and operator will be whether to offer 4-hole loop rates on the Regulation 9.
- NGF recommends a single senior rate for residents and non-residents for all but the prime time and replay categories.
- The Par-3 9-hole rate (after dusk) is similar to the weekday, prime time 9-hole rate on the regulation course. NGF's reasoning for this was that the lighted night golf would be more entertainment-oriented and appealing to families. For example, Lakes at El Segundo offers resident rates only before 7 pm, as night time golf is in higher demand.
- Tournament / outing rates should not be subject to negotiations or special deals (reportedly a problem at the former MGC). Rio Hondo is an example of a local municipal course that has pre-set tournament fees and does not stray outside of them.
- While we have presented weekday rates as Monday through Thursday, demand patterns in the first year of operation may suggest that Fridays should have their own rates (such as at Whittier Narrows' Mountain course) or be included with weekends.
- We recommend selling Senior and Resident ID cards for a nominal annual fee of ±$25. This is fairly common practice among municipal courses in this market. Examples include the City of Monterey Park resident card - $25; City of L.A. Resident card - $25; City of Burbank Senior card - $25; and L.A. County Senior card for $30 (weekday play only - standby only between 7 am and 9 am). This practice also facilitates having different online booking portals depending on player type. Alternatively, pro shop staff can ask for identification confirming resident / senior status. (Lakes at El Segundo asks for driver's license with ES address, or utility bill with ES address that matches license).
- We note that times will vary for twilight / supertwilight. For example, the City of L.A. courses show twilight at 1 pm in January, 2 pm beginning in March, 3 pm beginning in May, going back to 2 pm in September, and so forth.

- Other programs to be considered by City and its management partner:
    - Youth on Course https://youthoncourse.org/
    - The First Tee https://firsttee.org/
    - Loyalty program such as Monterey Park's $25 Players Card or Burbank's $50 Canyon Club
    - An "advantage" Resident ID card for a significantly higher annual fee that confers additional benefits, such as discounts and a 14-day advance tee time privilege
    - Monthly unlimited and/or multi-play cards for Par-3 course

Montebello Golf Course – Five-Year Financial Projections

NGF Consulting has created a pro forma cash flow model for the first full five years of operation of the reimagined Montebello Golf Course, assuming on-site management and maintenance provided by a professional third-party golf management company. Additional assumptions utilized in crafting the pro cash flow model are shown below.

BASIC ASSUMPTIONS

- MGC will offer a high-quality product (as described in architects' narrative earlier in report) with excellent maintenance and broad appeal to multiple customer segments, including beginners, avid golfers, juniors, seniors, young adults (millennials/Gen Z), as well as families and non-golfers due to the availability of the short course and putting course for night play.
- The facility will be heavily programmed with events, tournaments/outings, contests, stay and play with on-site hotels, etc. A direct salesperson will be employed by the management entity to solicit outings, events, group play, etc. from the regional market, and to establish relationships with chambers of commerce / visitor bureaus, and other area hotels (e.g., concierge programs), etc.
- The MGC project will be vigorously marketed, especially in the run-up to opening and during the first 12 to 18 months of operation in order to stimulate trial and awareness; activities will include a Grand Re-Opening event.
- There will be no substantive changes to golf market supply-demand dynamics prior to MGC reopening, or during its first five years of operation. Rounds projections assume continued strong demand levels for golf that resulted from the Covid-19 pandemic beginning in Spring 2020. For MGC itself, we assume that a strong percentage of former customers (especially regular groups) will return, despite the reduction in holes from the former 18-hole course.
- There will be a permanent clubhouse open shortly after the time the golf course opens in early 2024. Though the scale of the food & beverage operation is not yet determined, we have assumed that there will be service commensurate with bar & grill type operations common to high-quality municipal golf facilities. We also assume there will be food & beverage service for both daytime and night-time golf (including outings and other events).
- The clubhouse will include a pro shop that offers a variety of soft and hard goods for sale, with emphasis on impulse items such as balls, gloves, and tees, as well as some logoed apparel (e.g., hats and shirts).
- The overall regional and national economy stabilizes, with expense inflation beginning to temper to a more normalized level in 2024 and over the subsequent four years of operation. There will be no substantive changes to the area economy that would materially affect demand for golf.

ACTIVITY, REVENUE AND EXPENSE ASSUMPTIONS

Following are NGF's assumptions related to rounds played, revenues and expenses for Montebello Golf Course, for the first five full years of operation after reopening. Figures are presented in 2023 dollars. Annual inflation for revenue inputs is assumed at 2.25%, while expenses are projected to grow at a 2.75% annual rate. As the NGF Consulting projections are estimates of future results, all figures have been rounded to the nearest $100.

Activity Levels and Revenues

- **9-Hole Regulation Course Rounds Played** - based on the expected quality of the golf course, recent past history of rounds (defined as starts) played at Montebello GC, and our analysis of the market, including regional averages for municipal golf courses, NGF projects total paid rounds of 48,000 in the first full year of operation, growing to a stabilized level of play of 70,000 rounds by Year 3.

- Overall, we have modeled rounds across various subcategories that will ultimately break down as follows (does not add to 100% because of overlapping subcategories):

    - 70% non-resident play
    - 35% senior play
    - 60% prime time / 25% mid-day/twilight / 15% late afternoon/super twilight
    - Replay percentage is about 27.5% of non-Junior 9-hole rounds, and about 50% of prime time (morning) 9-hole rounds. (Ultimately, the management company may decide to book as 18-hole rounds, rather than 9-hole plus replay).

- **Par-3 Course Rounds Played** - based on our analysis of the market, the expected quality of the product, and experience, NGF projects total paid rounds of 12,000 in the first full year of operation, growing to a stabilized level of play of 18,000 rounds by Year 3.

- **9-Hole Regulation Course Average (Blended) Rates** – NGF has calculated average (blended) *walking* green fee revenue per round across several main categories as shown below; the main categories each comprise several subcategories (for example, Resident 9-Hole rounds include prime time, midday/twilight, and super twilight). Year 1 average rates are shown, and nominal increases in increments of half dollars or few dollars would be implemented each year, or every other year. Tournament rounds are embedded in the Resident and Non-Resident categories.

    - Resident 9-Hole - $18.00
    - Non-resident 9-Hole - $22.00
    - Seniors - $16.00
    - Juniors - $7.00
    - Replay - $13.00

- **Par-3 Course Average Rate** – average green fee revenue per round in Year 1 is projected to be $15.50 in Year 1. This average daily rate (ADR) or blended rate reflects a weighted average of 6-hole and 9-hole rounds, across both Junior and Adult categories.

- **Other average Year 1 revenues per round** projected by NGF:
    - Average (blended) power cart fee revenue is $9, assuming 60% ridership on rounds played on the 9-hole course.
    - Merchandise sales per round projected at $3.00.
    - "Other" revenue (e.g., push cart rentals, club rentals) is projected at $1.00 per round.
- **Food & beverage** – the extent of food & beverage service that will be available for the golf venues is uncertain as of this writing, but NGF has assumed at least basic grill-type service that is common at municipal golf courses. This would include standard "pub fare" such as hot dogs, hamburgers, a variety of other hot and cold sandwiches, side/appetizer items such as french fries, cole slaw, potato salad, pre-made grab & go items, soft drinks, and alcoholic beverages. NGF has assumed gross food & beverage revenue per round of $6 per total round in year 1. Rent to the City is equal to 10% of gross revenues generated from the golf courses.

Cost of Sales and Operating Expenses

- **Cost of Goods Sold (COGS)** – the COGS percentage for merchandise is held steady at 70% for the 5-year period, reflecting NGF survey research and recent experience with public golf course P&Ls.
- **Not included in Operating Expenses**: Administration costs from General Fund; City salaries; depreciation; costs related to maintenance equipment; debt service.
- **Operating Expenses (all growing annually at 2.75% through Year 5)**:
    - Estimated Year 1 **Golf Course Maintenance Expense** (labor and non-labor) is projected at $800,000. Equipment lease costs are not included.
    - Estimated Year 1 **Operations Expense**, which includes items such as golf operations, outside services, marketing/ promotion, materials & supplies, cart lease (~$80,000 annually), utilities, and fixed costs, is estimated to be $450,000.
    - Year 1 **Utilities Expense** is estimated at $225,000 based on actual experience with the former Montebello Golf Course.
    - Based on actual annual cost in FY22 with the former18-hole MGC and accounting for reduced maintainable acreage and 100% use of reclaimed water, Year 1 **Irrigation Expense** in Year 1 is estimated to be $450,000.
    - An annual **Management Fee** of $75,000 has been assumed, growing at 3% annually for the 5-year duration of the model. This number is assumed to include both guaranteed minimum and incentive components and equates to approximately 4% of gross stabilized revenue.
    - A **Capital Reserve Fund** for future repairs/replacement is funded at 3% of Gross Margin / Adjusted Gross Revenue.

ESTIMATED FUTURE PERFORMANCE (YEAR 1 – YEAR 5)

NGF Consulting has utilized these assumptions to create the cash flow statement in the following exhibit. Each category of revenue has been listed separately.

Montebello Golf Course

	Year 1	Year 2	Year 3	Year 4	Year 5
Golf Revenue					
Daily Green Fees - Reg. 9H	$810,000	$1,016,900	$1,213,000	$1,240,300	$1,268,200
Cart Fees	259,200	331,300	395,200	404,100	413,200
Daily Green Fees - Short Course	186,000	253,600	291,700	298,300	305,000
Pro Shop Merchandise	180,000	233,100	276,000	282,200	288,600
F&B Concession	36,000	46,600	55,200	56,400	57,700
Other	60,000	77,700	92,000	94,100	96,200
Total Revenue	**$1,531,200**	**$1,959,200**	**$2,323,100**	**$2,375,400**	**$2,428,900**
Less Cost of Sales: (COS)					
Pro Shop Merchandise	$126,000	$163,200	$193,200	$197,500	$202,000
Total COS	**$126,000**	**$163,200**	**$193,200**	**$197,500**	**$202,000**
Gross Margin	**$1,405,200**	**$1,796,000**	**$2,129,900**	**$2,177,900**	**$2,226,900**
Expenses					
Golf Course Maintenance	$800,000	$822,000	$844,600	$867,800	$891,700
Golf Operations / Admin.	450,000	462,400	475,100	488,200	501,600
Utilities	225,000	231,200	237,600	244,100	250,800
Irrigation Expense	450,000	462,400	475,100	488,200	501,600
Management Fee	75,000	77,100	79,200	81,400	83,600
Total Expenses	**$2,000,000**	**$2,055,100**	**$2,111,600**	**$2,169,700**	**$2,229,300**
Operating Income	**($594,800)**	**($259,100)**	**$18,300**	**$8,200**	**($2,400)**
Capital Reserve	42,200	53,900	63,900	65,300	66,800
Net Income after Cap. Reserve	**($637,000)**	**($313,000)**	**($45,600)**	**($57,100)**	**($69,200)**
Paid Rounds Played - Reg 9H	**Year 1**	**Year 2**	**Year 3**	**Year 4**	**Year 5**
Resident 9-Hole	4,800	6,000	7,000	7,000	7,000
Non-Resident 9-Hole	14,400	15,000	17,500	17,500	17,500
Senior	13,200	19,500	22,750	22,750	22,750
Junior	1,200	1,500	1,750	1,750	1,750
Replay	14,400	18,000	21,000	21,000	21,000
Total - 9-Hole Course	48,000	60,000	70,000	70,000	70,000
Short Course	12,000	16,000	18,000	18,000	18,000
Total Paid Rounds	**60,000**	**76,000**	**88,000**	**88,000**	**88,000**
Cart Rounds	**28,800**	**36,000**	**42,000**	**42,000**	**42,000**
Revenue Inflation	2.25%				
Expense Inflation	2.75%				

INPUTS	Year 1	Year 2	Year 3	Year 4	Year 5
Resident 9-Hole	$18.00	$18.41	$18.82	$19.24	$19.68
Non-Resident 9-Hole	$22.00	$22.50	$23.00	$23.52	$24.05
Senior	$16.00	$16.36	$16.73	$17.10	$17.49
Junior	$7.00	$7.16	$7.32	$7.48	$7.65
Replay	$13.00	$13.29	$13.59	$13.90	$14.21
Short Course	$15.50	$15.85	$16.21	$16.57	$16.94
Avg Cart Fee	$9.00	$9.20	$9.41	$9.62	$9.84
Avg Pro Shop	$3.00	$3.07	$3.14	$3.21	$3.28
Food & Beverage (Gross)	$6.00	$6.14	$6.27	$6.41	$6.56
Avg other	$1.00	$1.02	$1.05	$1.07	$1.09
Avg. Green + Cart Rate (Reg. 9H)	$22.28	$22.47	$22.97	$23.49	$24.02
Average revenue per round	$25.52	$25.78	$26.40	$26.99	$27.60

Cash Flow Results – Montebello Golf Course (Year 1 – Year 5)

The NGF Consulting preliminary cash flow projection shows that MGC – operating under the proposed program – will generate about $1.53 million in total gross operating revenue in Year 1, growing to $2.43 million by Year 5. Based on expense estimates prepared by NGF Consulting, we project that MGC will produce an Operating Loss of (±$595,000) in Year 1, improving to around break-even when operations stabilize by Year 3. These figures are *before* an annual capital reserve line item that is equivalent to 3% of gross margin / adjusted gross revenue.

In terms of average green + cart fee revenue per round (i.e., "blended rate" or "average daily rate"), the year 1 average for the redeveloped Montebello Golf Course (9-hole regulation course) is $22.28. For context, LA County's 9-hole regulation courses - Altadena and Eaton Canyon – were at $20.34 and $20.94 ADR, respectively, in FY22, while the City of LA's Harbor Park generated $15.64 ADR on its 115,000+ rounds in FY22.

Conditions that could Result in Outperformance / Exceeding NGF Projections

NGF is confident that the revenue projections can be achieved if the golf facility comes to market as currently proposed. The activity and revenue projections are intended to be conservative in nature so that we can help the City make decisions based on realistic expectations, and also because there is no directly similar golf product (i.e., 9-hole regulation + 6-hole Par-3) in the local market on which to draw comparison. Finally, it is not practical to accurately project the degree to which former MGC's customers will return to play there after the reduction to 9 regulation holes.

As such, with expert management, a strong marketing and direct selling approach, and above-average maintenance, the facility could certainly exceed NGF projections on one or more of these input variables: rounds played on the Par-3 course; average rate for Par-3 golf course; number of plays of mini golf; average fee for mini golf; utilization percentage for technology bays; and, food & beverage revenues (golf and/or non-golf related). Of course, we must acknowledge that operating expenses could also be higher than projected, as we are seeing in 2022 with aggressive inflation in labor expense and other input costs.

MGC SENSITIVITY SCENARIO – FASTER RAMP UP AND HIGHER ADR

As noted, it is quite possible that MGC performance may exceed that projected in NGF's base scenario. The cash flow statement in the following exhibit presents a positive "sensitivity" scenario, with the following two variables changed (all other inputs are same as base model):

- **Rounds Played** – the ramp-up to stabilized demand occurs faster; for example, year 1 rounds played for the 9-hole course in the sensitivity model are 54,000, as opposed to 48,000 in the base scenario, and year 1 rounds for the short course are 13,000, compared to 12,000 under the base model.
- **Average Daily Green + Cart Fee Revenue per Round (Regulation 9H)** - the average green & cart fee revenue per round for year 1 on the 9-hole regulation course is 10% higher than in the base model.

Cash Flow Results – MGC Sensitivity Scenario – Faster Ramp Up and Higher ADR

The NGF Consulting preliminary cash flow projection for MGC under the sensitivity scenario shows $1.83 million in total gross operating revenue in Year 1, growing to about $2.6 million by Year 5. Based on expense estimates prepared by NGF Consulting, we project that MGC will produce an Operating Loss of (±$307,900) in Year 1, improving to a positive income of ±$179,000 when operations stabilize by Year 3. These figures are *before* the annual capital reserve line item that is equivalent to 3% of gross margin / adjusted gross revenue. For comparison, the stabilized net operating income before capital reserve projected under the base scenario was close to break-even at stabilization.

Montebello Golf Course

	Year 1	Year 2	Year 3	Year 4	Year 5
Golf Revenue					
Daily Green & Cart Fees - Reg. 9H	$1,323,100	$1,581,900	$1,769,000	$1,808,800	$1,849,500
Daily Green Fees - Short Course	201,500	253,600	291,700	298,300	305,000
Pro Shop Merchandise	201,000	245,400	276,000	282,200	288,600
F&B Concession	40,200	49,100	55,200	56,400	57,700
Other	67,000	81,800	92,000	94,100	96,200
Total Revenue	**$1,832,800**	**$2,211,800**	**$2,483,900**	**$2,539,800**	**$2,597,000**
Less Cost of Sales: (COS)					
Pro Shop Merchandise	$140,700	$171,800	$193,200	$197,500	$202,000
Total COS	**$140,700**	**$171,800**	**$193,200**	**$197,500**	**$202,000**
Gross Margin	**$1,692,100**	**$2,040,000**	**$2,290,700**	**$2,342,300**	**$2,395,000**
Expenses					
Golf Course Maintenance	$800,000	$822,000	$844,600	$867,800	$891,700
Golf Operations / Admin.	450,000	462,400	475,100	488,200	501,600
Utilities	225,000	231,200	237,600	244,100	250,800
Irrigation Expense	450,000	462,400	475,100	488,200	501,600
Management Fee	75,000	77,100	79,200	81,400	83,600
Total Expenses	**$2,000,000**	**$2,055,100**	**$2,111,600**	**$2,169,700**	**$2,229,300**
Operating Income	**($307,900)**	**($15,100)**	**$179,100**	**$172,600**	**$165,700**

Capital Reserve	50,800	61,200	68,700	70,300	71,900
Net Income after Cap. Reserve	**($358,700)**	**($76,300)**	**$110,400**	**$102,300**	**$93,800**
Paid Rounds Played	**Year 1**	**Year 2**	**Year 3**	**Year 4**	**Year 5**
Regulation 9-Hole	54,000	64,000	70,000	70,000	70,000
Short Course	13,000	16,000	18,000	18,000	18,000
Total Paid Rounds	**67,000**	**80,000**	**88,000**	**88,000**	**88,000**
Revenue Inflation	2.25%				
Expense Inflation	2.75%				
INPUTS	**Year 1**	**Year 2**	**Year 3**	**Year 4**	**Year 5**
Reg. 9-H Ave. Green & Cart Fee	$24.50	$24.72	$25.27	$25.84	$26.42
Short Course Ave. Green Fee	$15.50	$15.85	$16.21	$16.57	$16.94
Avg Pro Shop	$3.00	$3.07	$3.14	$3.21	$3.28
Food & Beverage (Gross)	$6.00	$6.14	$6.27	$6.41	$6.56
Avg other	$1.00	$1.02	$1.05	$1.07	$1.09
Avg. Green + Cart Rate (Reg. 9H)	$24.50	$24.72	$25.27	$25.84	$26.42
Average revenue per round	$27.36	$27.65	$28.23	$28.86	$29.51

Limiting Conditions

It is important to project a golf facility's likely performance in such a way as to help the Owner make financial decisions based on realistic expectations. It is obviously possible that either more or fewer golf rounds will be sold, that other revenue centers will not reach the levels projected, and/or that operating expenses end up higher than projected. NGF Consulting is confident that our revenue projections can be achieved at the revamped Montebello Golf Course. However, from a practical standpoint, those managing the facility will need to respond to variable market conditions as well as unforeseen changes that may occur between the preparation of these estimates in early 2023 and the date the golf course reopens late this year or in 2024. Because these conditions are more likely to change over time, NGF has limited its projections to the first five full years of MGC operation. NGF estimates of performance for MGC could change should, for example, any of the following conditions occur:

Stronger Performance	Weaker Performance
Decline in quality of competitive courses	Improved quality of key competitors
Positive regional publicity	Insufficient acceptance of 9-hole vs. 18-
Decline in quality of competitive courses	Quality and/or service of MGC not to
Continued surge in golf demand	Decline in golf participation
Excellent yearly weather conditions	Poor weather / regional economic

Appendices

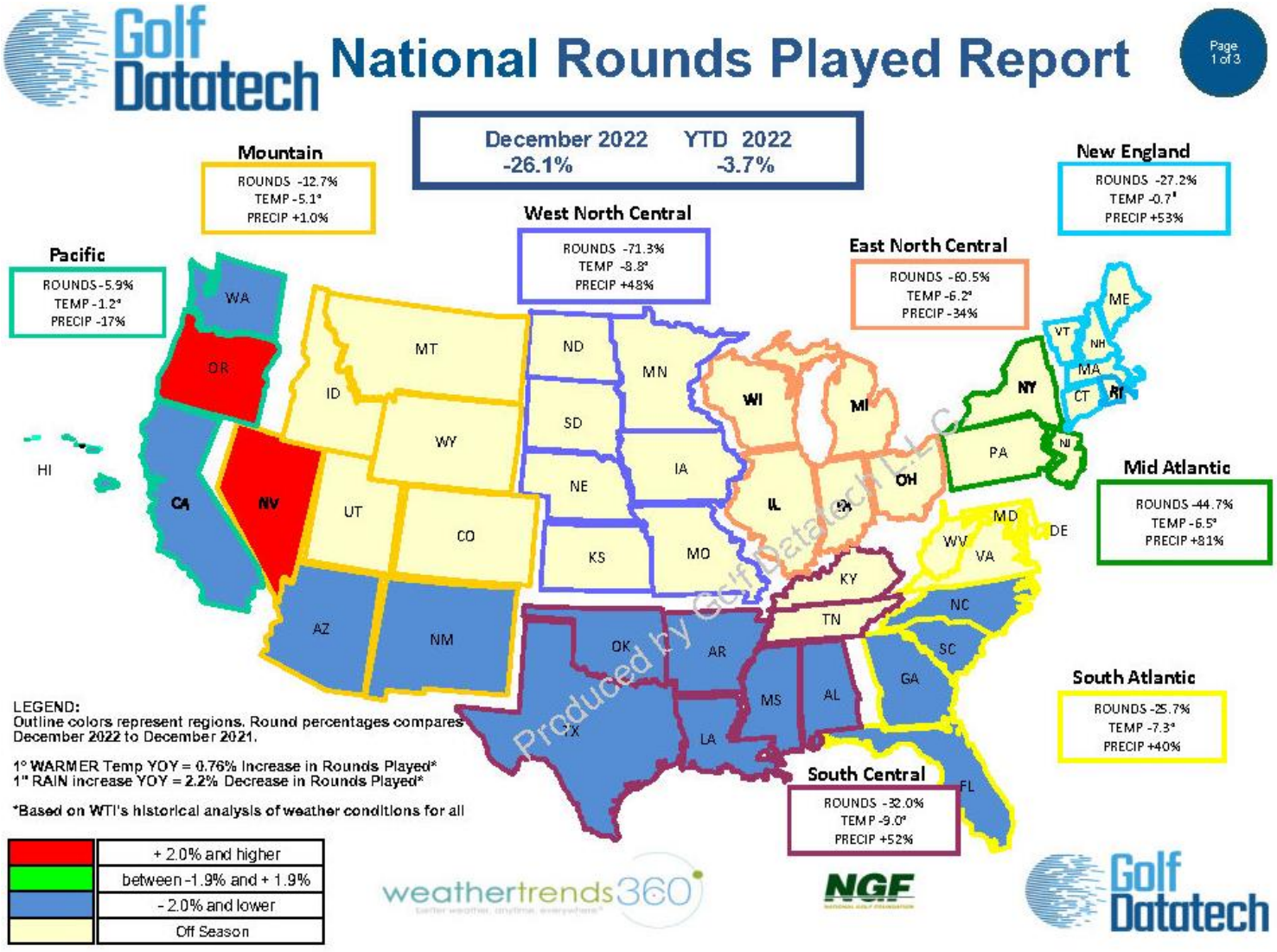
Appendix A – National Rounds Played Report

Appendix B – Demographic, Local Golf Market Supply and Demand

Appendix C – Fee Comparisons – Local Market

Appendix D – Performance Benchmarking – Regional Municipal Golf Courses

APPENDIX A – NATIONAL ROUNDS PLAYED REPORT



Golf Datatech National Rounds Played Report

December 2022

	DEC	YTD
PACIFIC	-5.9%	-5.8%
CA	-4.1%	-4.2%
Los Angeles	9.5%	-5.0%
Orange County	8.0%	4.6%
Palm Springs	3.0%	7.9%
Sacramento	-29.0%	-9.9%
San Diego	5.7%	-3.9%
San Francisco/Oakland	-8.7%	-7.9%
HI	-5.8%	-8.6%
OR	3.7%	-4.0%
Portland	9.5%	-9.8%
WA	-33.3%	-12.2%
Seattle	-31.0%	-10.9%
MOUNTAIN	-12.7%	-1.6%
AZ	-3.3%	1.2%
Phoenix	-2.7%	4.3%
CO	-47.5%	-4.1%
Denver	-49.1%	-4.3%
ID, WY, MT, UT	-68.3%	-2.2%
NM	-21.1%	-9.2%
NV	5.9%	0.3%
Las Vegas	2.8%	-0.6%
WEST NORTH CENTRAL	-71.3%	-5.8%
KS, NE	-68.2%	-7.9%
ND, SD	-68.4%	2.9%
MN	-98.8%	-5.6%
Minneapolis/St.Paul	*	-5.6%
IA, MO	-73.0%	-7.2%
St Louis	-74.8%	-1.7%
Kansas City	-69.1%	-16.8%

	DEC	YTD
UNITED STATES	-26.1%	-3.7%
Public Access	-24.4%	-3.3%
Private	-30.8%	-5.1%
EAST NORTH CENTRAL	-60.5%	-2.0%
IL	-63.3%	-4.8%
Chicago	-56.4%	-5.2%
IN	-69.0%	-2.9%
MI	-68.7%	7.2%
Detroit	-36.9%	0.4%
OH	-53.3%	-8.8%
Cincinnati	-70.3%	-7.8%
Cleveland	-46.3%	-1.5%
WI	-41.9%	0.9%
SOUTH CENTRAL	-32.6%	-3.5%
AL	-22.1%	9.5%
AR, LA, MS	-39.2%	-3.6%
OK	-44.3%	-4.2%
KY, TN	-44.5%	-2.0%
TX	-26.0%	-6.2%
Dallas/Ft. Worth	-34.3%	-4.2%
Houston	-25.5%	-12.3%
San Antonio	-18.7%	-2.6%

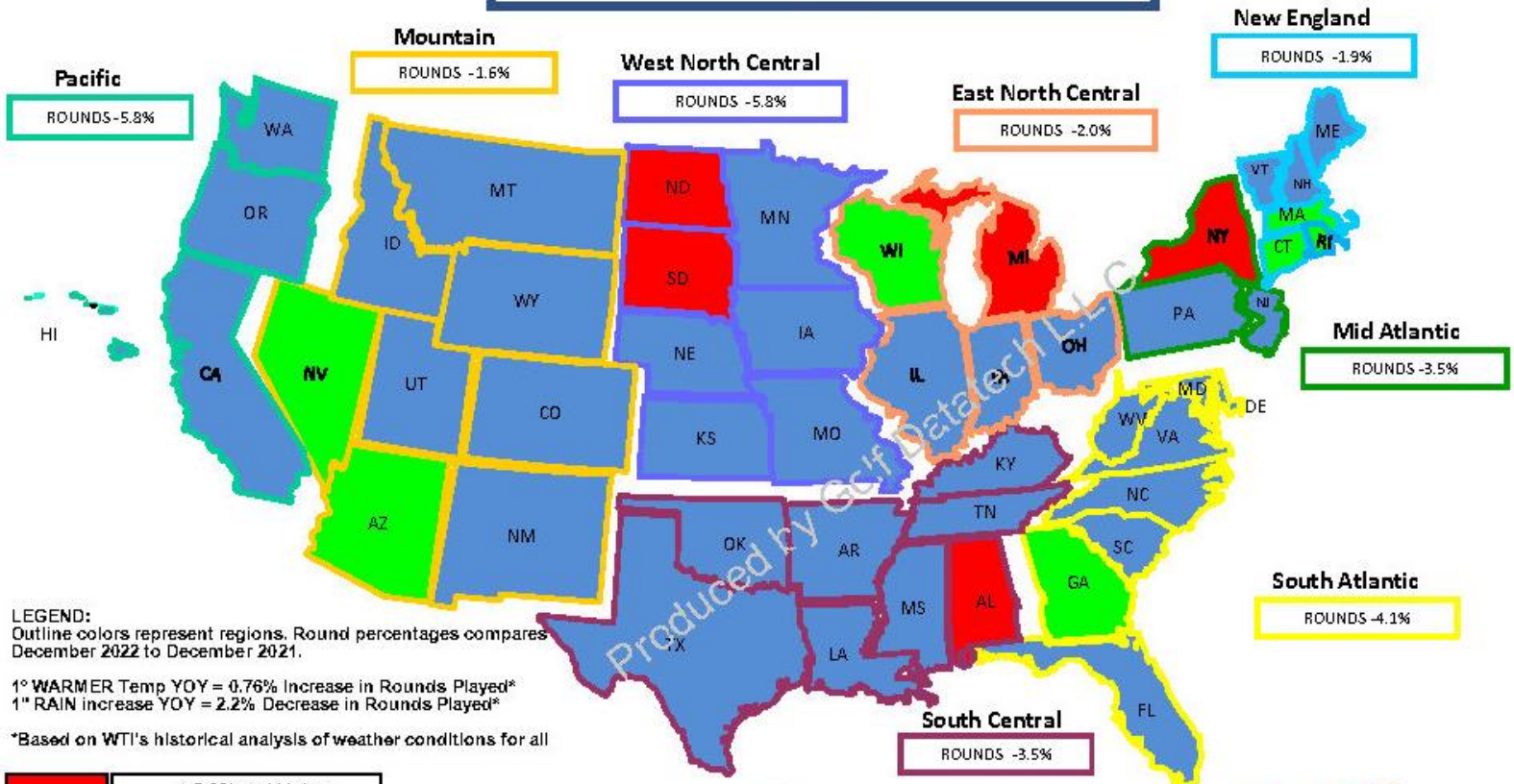
	DEC	YTD
SOUTH ATLANTIC	-25.7%	-4.1%
DE, DC, MD	-47.4%	-7.4%
Washington/Baltimore	-60.7%	-8.8%
FL	-11.7%	-2.6%
Jacksonville	-11.0%	-0.9%
Orlando	-15.7%	-11.2%
Tampa	-21.0%	-5.3%
Palm Beach	-1.9%	-6.1%
Naples/Ft Myers	-13.7%	-2.9%
Miami/Ft.Lauderdale	-13.8%	-4.3%
GA	-25.5%	0.9%
Atlanta	-28.9%	1.5%
NC	-30.6%	-5.5%
Greensboro/Raleigh	-37.7%	-4.0%
SC	-21.8%	-2.3%
Charleston	-12.2%	-1.4%
Hilton Head	-27.2%	-9.3%
Myrtle Beach	-18.1%	7.0%
VA, WV	-67.6%	-11.5%
MID ATLANTIC	-44.7%	-3.5%
NJ	-45.9%	-6.9%
NY	-31.1%	2.5%
New York City	-47.0%	-7.3%
PA	-52.3%	-7.9%
Philadelphia	-44.9%	-5.1%
Pittsburgh	-67.2%	-14.0%
NEW ENGLAND	-27.2%	-1.9%
CT, MA, RI	-27.2%	-0.6%
Boston	-33.4%	-4.8%
ME, NH, VT	*	-4.8%

Produced by Golf Datatech LLC

The percentages represent the differences in number of rounds played comparing December 2022 to December 2021.
For more information contact Golf Datatech golfroundsplayed@golf-datatech.com

National Rounds Played Report

US 2022 vs. 2021 YTD THROUGH DECEMBER
-3.7%



LEGEND:
Outline colors represent regions. Round percentages compares December 2022 to December 2021.

1° WARMER Temp YOY = 0.76% Increase in Rounds Played*
1" RAIN increase YOY = 2.2% Decrease in Rounds Played*

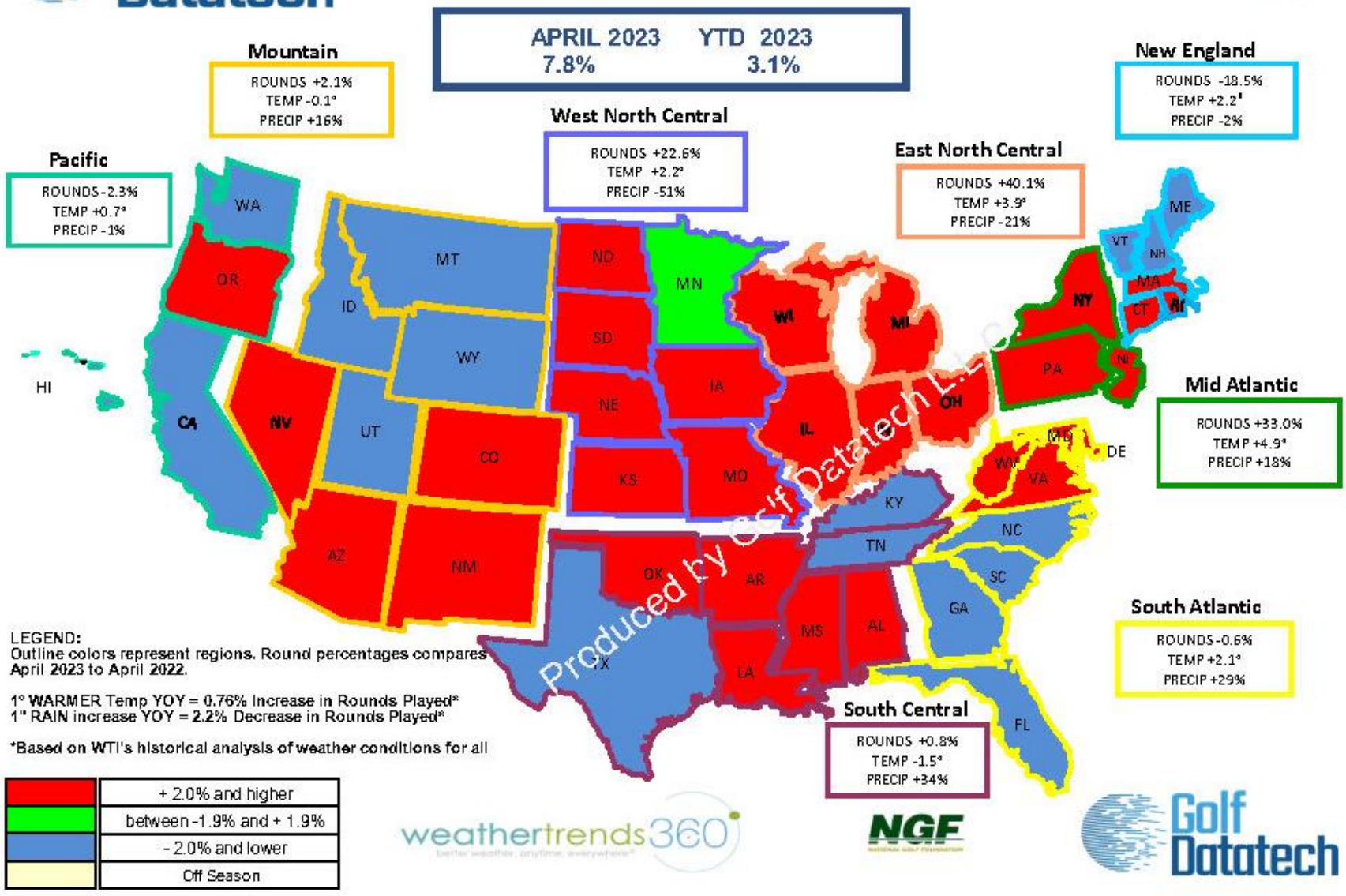
*Based on WTI's historical analysis of weather conditions for all

	+ 2.0% and higher
	between -1.9% and + 1.9%
	- 2.0% and lower
	Off Season

weathertrends360

NGF

National Rounds Played Report



Golf Datatech National Rounds Played Report

April 2023

	APR	YTD
PACIFIC	**-2.3%**	**-12.1%**
CA	**-2.4%**	**-14.4%**
Los Angeles	4.0%	-10.6%
Orange County	7.7%	-8.1%
Palm Springs	0.9%	-8.2%
Sacramento	11.4%	-20.4%
San Diego	9.3%	-6.0%
San Francisco/Oakland	6.5%	-21.2%
HI	**-11.2%**	**-4.9%**
OR	**3.3%**	**-10.8%**
Portland	-1.5%	-16.8%
WA	**-2.3%**	**-1.6%**
Seattle	-14.2%	-5.4%
MOUNTAIN	**2.1%**	**-6.8%**
AZ	**3.5%**	**-7.1%**
Phoenix	2.8%	-6.9%
CO	**3.6%**	**11.5%**
Denver	-3.7%	16.5%
ID, WY, MT, UT	**-3.9%**	**-19.1%**
NM	**24.4%**	**2.1%**
NV	**7.7%**	**-2.3%**
Las Vegas	7.2%	1.4%
WEST NORTH CENTRAL	**22.6%**	**15.5%**
KS, NE	**29.7%**	**20.9%**
ND, SD	**5.8%**	**-12.1%**
MN	**-0.7%**	**-7.8%**
Minneapolis/St.Paul	-6.4%	-6.4%
IA, MO	**28.4%**	**21.4%**
St Louis	34.5%	25.2%
Kansas City	30.7%	23.2%

	APR	YTD
UNITED STATES	**7.8%**	**3.1%**
Public Access	**8.9%**	**3.4%**
Private	**3.6%**	**2.0%**
EAST NORTH CENTRAL	**40.1%**	**28.4%**
IL	**72.3%**	**52.8%**
Chicago	78.8%	51.2%
IN	**37.8%**	**32.6%**
MI	**15.3%**	**5.2%**
Detroit	8.1%	41.0%
OH	**41.5%**	**32.8%**
Cincinnati	33.5%	24.7%
Cleveland	69.0%	50.2%
WI	**42.6%**	**25.4%**
SOUTH CENTRAL	**6.6%**	**6.5%**
AL	**10.7%**	**16.4%**
AR, LA, MS	**22.1%**	**15.5%**
OK	**2.8%**	**1.3%**
KY, TN	**-3.7%**	**1.6%**
TX	**-5.9%**	**4.5%**
Dallas/Ft. Worth	-1.5%	5.3%
Houston	-11.2%	0.2%
San Antonio	-20.8%	-4.1%

*Not reporting at this time

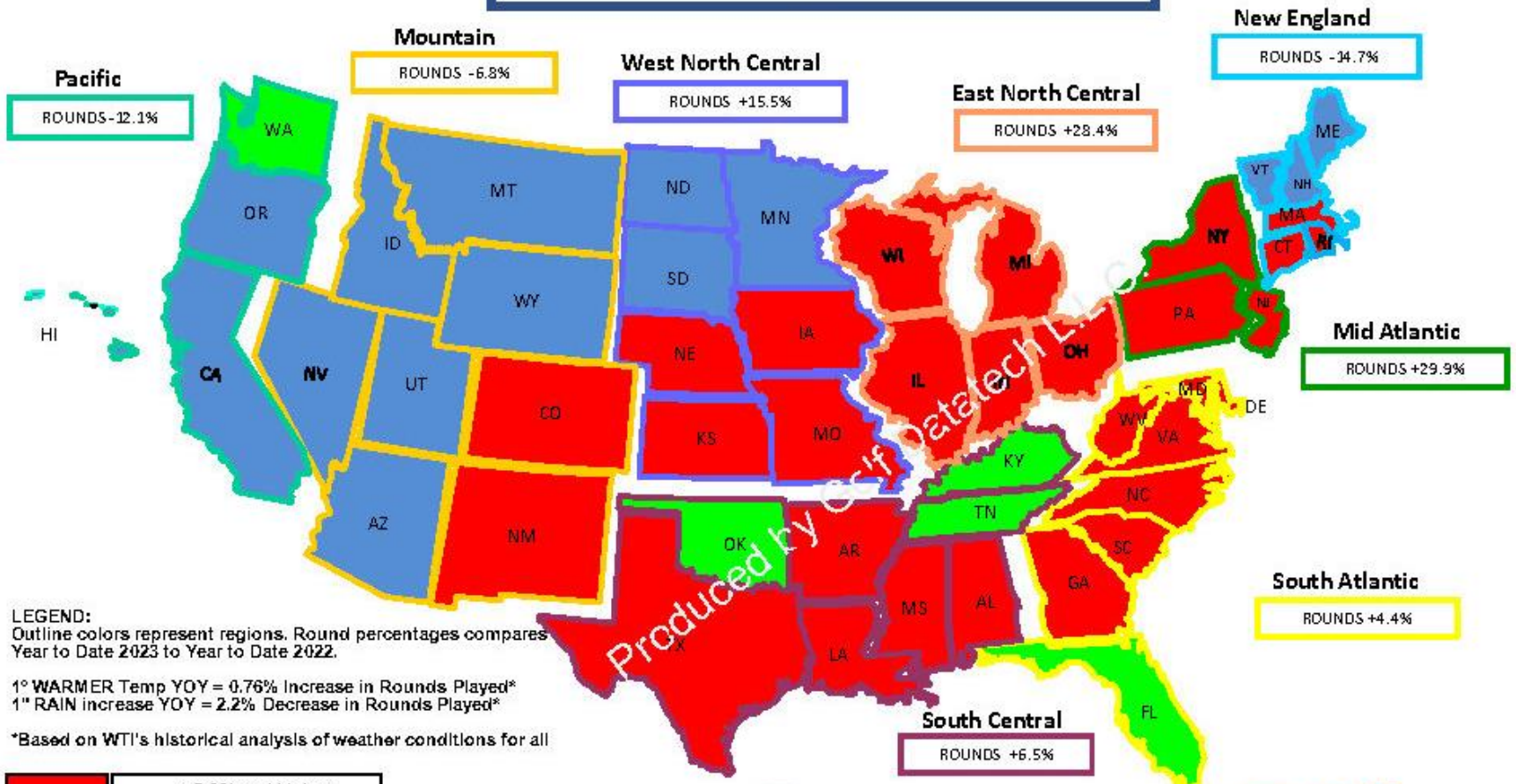
	APR	YTD
SOUTH ATLANTIC	**-0.6%**	**4.4%**
DE, DC, MD	**12.1%**	**23.6%**
Washington/Baltimore	14.9%	26.6%
FL	**-3.6%**	**-0.6%**
Jacksonville	10.6%	8.5%
Orlando	-5.2%	-7.0%
Tampa	-2.4%	1.5%
Palm Beach	3.6%	-5.3%
Naples/Ft Myers	2.6%	5.6%
Miami/Ft.Lauderdale	14.6%	0.8%
GA	**-2.6%**	**6.4%**
Atlanta	-11.0%	0.9%
NC	**-5.2%**	**8.1%**
Greensboro/Raleigh	-21.6%	6.8%
SC	**-2.9%**	**5.7%**
Charleston	10.0%	16.9%
Hilton Head	-3.2%	4.8%
Myrtle Beach	-3.7%	6.7%
VA, WV	**16.3%**	**22.4%**
MID ATLANTIC	**33.0%**	**29.9%**
NJ	**8.7%**	**14.2%**
NY	**46.8%**	**38.4%**
New York City	23.3%	31.8%
PA	**34.8%**	**32.4%**
Philadelphia	25.6%	36.8%
Pittsburgh	39.4%	32.3%
NEW ENGLAND	**-18.5%**	**-14.7%**
CT, MA, RI	**3.5%**	**8.4%**
Boston	-9.6%	1.8%
ME, NH, VT	**-60.9%**	**-64.2%**

The percentages represent the differences in number of rounds played comparing April 2023 to April 2022.
For more information contact Golf Datatech golfroundsplayed@golf-datatech.com

Produced by Golf Datatech LLC

National Rounds Played Report

US 2023 vs. 2022 YTD through APRIL
3.1%



LEGEND:
Outline colors represent regions. Round percentages compares Year to Date 2023 to Year to Date 2022.

1° WARMER Temp YOY = 0.76% Increase in Rounds Played*
1" RAIN increase YOY = 2.2% Decrease in Rounds Played*

*Based on WTI's historical analysis of weather conditions for all

	+ 2.0% and higher
	between -1.9% and + 1.9%
	- 2.0% and lower
	Off Season

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Golf Datatech

APPENDIX B – DEMOGRAPHICS, LOCAL MARKET GOLF SUPPLY AND DEMAND

Montebello Golf Course						
	2-Miles	5-Miles	10-Miles	45-Min Drive	Los Angeles MSA	U.S.
Summary Demographics						
Population 2000 Census	110,440	729,588	3,054,351	11,623,620	12,365,319	281,399,034
Population 2010 Census	110,452	722,572	3,081,243	11,987,825	12,828,838	308,745,538
CAGR 2000-2010	0.00%	-0.10%	0.09%	0.31%	0.37%	0.93%
Population 2021	110,469	721,996	3,131,843	12,322,651	12,971,238	332,475,723
CAGR 2010-2021	0.00%	-0.01%	0.15%	0.25%	0.10%	0.68%
Population 2026 Projected	107,775	703,779	3,084,706	12,214,630	12,955,056	341,925,683
CAGR 2021-2026	-0.49%	-0.51%	-0.30%	-0.18%	-0.02%	0.56%
Median HH Income (2021)	$65,204	$63,329	$67,544	$84,057	$82,191	$68,897
Median Age (2021)	39.7	37.7	36.6	38.0	37.2	37.7
Ethnicity						
White	21.1%	19.1%	22.8%	33.6%	36.3%	61.2%
African American	1.2%	1.4%	5.2%	6.7%	7.2%	12.6%
Asian	21.0%	22.0%	16.6%	17.3%	17.7%	6.7%
All Other	56.5%	57.3%	55.3%	42.1%	38.5%	19.2%
Hispanic Population						
Hispanic	70.0%	69.4%	65.1%	47.6%	44.9%	18.8%
Not Hispanic	30.0%	30.6%	34.9%	52.4%	55.1%	81.2%

CAGR = Compound Annual Growth Rate

	2-Miles	5-Miles	10-Miles	45-Min Drive	Los Angeles MSA	U.S.
Golf Demand Indicators						
Total Households	34,349	206,072	945,654	4,127,439	4,444,735	127,187,517
Number of Golfing Households	2,693	15,697	79,580	460,374	523,684	18,189,055
Seasonal Golfing Households	0	2	60	912	1,930	332,083
Current Interested Non-Golfers	5,568	34,970	163,966	699,331	752,458	17,837,009
Golfer Participation Rate	5.20%	4.90%	5.30%	7.10%	7.60%	8.00%
Number of Golfers	5,416	33,410	157,297	830,538	935,705	25,111,439
Number of Projected Golfers	5,275	32,526	154,548	821,983	925,014	25,900,423
Projected Annual Growth Rate	-0.50%	-0.50%	-0.30%	-0.20%	-0.20%	0.60%
Rounds Potential (resident golfers)	80,830	488,412	2,306,931	12,732,571	14,489,576	402,432,680
Estimated Course Rounds (in-market supply)	95,794	431,026	1,453,553	9,538,296	11,123,207	398,677,053
Demand Indices						
Golfer Participation Rate	65	61	66	89	95	100
Seasonal Golfing Households	0	0	2	8	17	100
Current Interested Non-Golfers	94	90	98	106	108	100
Rounds Potential per capita (resident golfers)	60	56	61	85	92	100
Est. Course Rounds per capita (in-market supply)	72	50	39	65	71	100

	2-Miles	5-Miles	10-Miles	45-Min Drive	Los Angeles MSA	U.S.
Golf Supply						
Golf Facilities						
Total	1	6	21	128	155	13,885
Public	1	5	15	86	100	10,241
Public: Daily Fee	0	0	1	32	45	7,695
Public: Municipal	1	5	14	54	55	2,546
Private	0	1	6	42	55	3,644
Public Golf Facilities by Price Point						
Premium (>$70)	0	0	0	17	24	1,763
Standard ($40-$70)	1	3	8	41	44	4,163
Value (<$40)	0	2	7	28	32	4,315
Golf Holes						
Total	18	90	351	2295	2727	235,899
Public	18	81	252	1548	1719	168,849
Public: Daily Fee	0	0	36	630	783	126,612
Public: Municipal	18	81	216	918	936	42,237
Private	0	9	99	747	1008	67,050
Non-Regulation (Executive & Par-3)	0	27	108	486	567	18,405
Net Change*						
Net Change in Holes past 5 years	0	0	-9	-117	-81	-13,293
Percentage Total Holes Past 5 Yrs	0.0%	0.0%	-2.6%	-5.1%	-3.0%	-5.6%
Net Change in Holes past 10 Years	0	0	-9	-162	-117	-26,523
Percentage Total Holes Past 10 Yrs	0.0%	0.0%	-2.6%	-7.1%	-4.3%	-11.2%

*Numbers may include courses under construction and temporarily closed at the end of the year.

	2-Miles	5-Miles	10-Miles	45-Min Drive	Los Angeles MSA	U.S.
Supply-Demand Ratios						
Population per 18 Holes						
Total	110,469	144,399	160,607	96,648	85,619	25,369
Public	110,469	160,444	223,703	143,287	135,824	35,443
Public: Daily Fee	0	0	1,565,921	352,076	298,189	47,267
Public: Municipal	110,469	160,444	260,987	241,621	249,447	141,690
Private	0	1,443,992	569,426	296,931	231,629	89,255
Premium (>$70)	0	0	0	631,931	480,416	159,232
Standard ($40-$70)	110,469	206,285	329,668	248,942	259,425	76,493
Value (<$40)	0	721,996	695,965	724,862	701,148	112,857
Golfers per 18 Holes						
Total	5,416	6,682	8,067	6,514	6,176	1,916
Public	5,416	7,425	11,235	9,657	9,798	2,677
Public: Daily Fee	0	0	78,648	23,730	21,510	3,570
Public: Municipal	5,416	7,425	13,108	16,285	17,994	10,702
Private	0	66,821	28,599	20,013	16,709	6,741
Premium (>$70)	0	0	0	42,592	34,656	12,027
Standard ($40-$70)	5,416	9,546	16,558	16,779	18,714	5,777
Value (<$40)	0	33,410	34,955	48,855	50,579	8,524
Population Indices (National 100)						
Total	465	607	676	406	360	100
Public	343	498	694	445	422	100
Private	0	1591	627	327	255	100
Premium (>$70)	0	0	0	343	261	100
Standard ($40-$70)	139	259	414	313	326	100
Value (<$40)	0	942	908	946	915	100
Golfers Indices (National = 100)						
Total	302	372	449	363	344	100
Public	223	305	462	397	403	100
Private	0	975	417	292	244	100
Premium (>$70)	0	0	0	306	249	100
Standard ($40-$70)	90	159	276	279	311	100
Value (<$40)	0	577	604	844	874	100
Rounds per 18 Holes						
Rounds Potential (resident golfers)	80,830	97,682	118,304	99,863	95,641	30,707
Estimated Course Rounds (in-market supply)	95,794	86,205	74,541	74,810	73,421	30,707

APPENDIX C – FEE COMPARISON – LOCAL MARKET

Unless otherwise indicated, the fees shown reflect non-discounted 'rack' rates. Twilight rates vary by time of the year.

Exhibit 1 – Green and Cart Fees – Market 18H+ Golf Facilities

Golf Course	Montebello GC	Alhambra GC	Arcadia Par 3 GC	Brookside - C.W. Koiner	Brookside - E.O. Nay	DeBell GC (cart included)	LA County*	Rio Hondo GC
Weekday Walking Rates								
Weekday Resident 18	$20.00	$23.50			Avail. - n/a	$41.00		$33.00
Weekday Non-resident 18	$32.00	$30.00	$20.00	$38.00	$35.00	$47.00	$34 - $42	$45.00
Weekday Resident 9	$14.00							$21.00
Weekday Non-resident 9	$21.00	$21.50					$22 - $23	$27.00
Weekday Twilight Resident	$14.00				Avail. - n/a			$21.00
Weekday Non-resident Twilight	$21.00	$21.50	$12.00	$25.00	$25.00	$30.00	$16 -$27	$27.00
Weekday Super Twilight Resident					Avail. - n/a			NA
Weekday Non-resident Super Twilight		$15.00		$18.00	$18.00	$20.00	$11 -$21	NA
Weekend Walking Rates								
Weekend Resident 18	$25.00	$30.00			Avail. - n/a	$51.00		$44.00
Weekend Non-resident 18	$42.00	$38.50	$25.00	$53.00	$51.00	$57.00	$39 - $48.50	$57.00
Weekend Resident 9	$16.00							$26.00
Weekend Non-resident 9	$26.00	$22.50					$26 - $28	$32.00
Weekend Twilight Resident	$16.00				Avail. - n/a			$26.00
Weekend Non-resident Twilight	$26.00	$22.50	$12.00	$32.00	$32.00	$40.00	$20 - $31	$32.00
Weekend Super Twilight Resident					Avail. - n/a			NA
Weekend Non-resident Super Twilight		$16.00		$22.00	$22.00	$25.00	$14 - $24	NA

Senior/Junior Rates	Wkdays only	Wkday/ Wkend	Wkday/ Wkend	Wkdays only	Wkdays only	Wkday/ Wkend	Wkdays only	Wkdays only
Resident Senior 18	$13.00						$19 - $22.50	$22.00
Non-resident Senior 18	$22.00	$17/$30	$14/$25	$23.00	$23.00	$35.00		$30.00
Resident Senior 9							$14.25-$16.50	
Non-resident Senior 9								
Resident Juniors						Free/$20		$22.00
Non-resident Juniors	$5.00	$1/$1	$10/$10			$8/$25	9H: $5/$5 18H: $5/$8	$30.00
Cart Fees (per person, shared cart)								
18 Holes	$13.00	$16.00		$18.00	$18.00		$15.50	$15/$16
9 Holes	$11.00	$11.50					$9.75 - $11	
Twilight Cart	$11.00	$13.50		$15.00	$15.00		$12.50 - $13	$13.00
Super Twilight Cart		$11.50		$12.00	$12.00		$13.00	

* LA County Courses green fee ranges include Eaton Canyon GC, Los Amigos GC, Santa Anita GC, Whittier Narrows GC. Senior must purchase an LA County Card to get senior rates.
NA = Program not offered; N/A = Info not advertised

Fees shown do not reflect any loyalty program/Player's Card rates, if applicable.

If resident rates left blank, no resident discounts offered

Scholl Canyon - City of Glendale - dynamic pricing $14 to $37 walking; cart $11-$12

Exhibit 2 – Green and Cart Fees - Area 9-Hole Golf Courses

Golf Course	Altadena GC	Debell GC (9H Par-3)	Eaton Canyon	Harbor Park GC	Lakes at El Segundo*	Monterey Park GC	Pico Rivera GC	Recreation Park 9 GC	Whittier Narrows (Mountain 9H)
Weekday Walking Rates	**Mon-Thurs**		**Mon-Thurs**						**Mon-Thurs/Fri**
Resident 9					$15.00	$14.00	$9.00	$14.00	
Non-resident 9	$22.00	$6.00	$22.00	$19.00	$25.00	$15 before 4pm	$12.00	$20.50	$22.00/$23.00
Resident Twilight							$11.00		
Non-resident Twilight	$16.00		$16.00	$12.00		$17 after 4pm	$13.00		$18.00/$19.00
Resident Super Twilight								$11.00	
Non-resident Super Twilight	$11.00		$11.00	NA				$13.00	$14.00/$14.00
Senior	$15.00	$4.00	$15.00	$12.00	$19.00	$12/$15 (4 pm)	$7.00	$9.75/$7.50 (12 pm); Res. Only	$14.25/NA
Senior (after 12 PM)	$11.50		$11.50	$9.50			$8.00		$13.00/NA
Junior	$5.00	$3 (Res. Free)	$5.00	$6.00	$17.00	$10/$13 (4 pm)	$6.00	$7.50 (Res. Only)	$5.00/$5.00
Junior (1 hour after Twilight)	$1.00		$1.00						
Replay - Resident						$8.00		$9.75	
Replay Non-resident	$12.00		$12.00	$8.50		$10/$13 (4 pm)	$5/$6 (5 pm)	$9.75	
Replay Senior	$4.00		$4.00				$5.00		
Replay Junior	$1.00		$1.00						
Weekend Walking Rates	**Friday-Sun**								
Resident 9					$18.00	$14.00	$11.00	$17.25	
Non-resident 9	$26.00	$8.00	$26.00	$27.00	$32.00	$15.00	$14.00	$23.75	$26.00
Resident Twilight							$11.00		
Non-resident Twilight	$20.00		$20.00	$15.00			$13.00		$22.00
Resident Super Twilight								$13.00	

Non-resident Super Twilight	$14.00		$14.00					$15.25	$16.00
Senior	NA	$8.00	NA	NA	$32.00	$12/$16 (res./n/r)	NA		NA
Senior (after 12 PM)	NA		NA	$17.00			NA		NA
Junior	$5.00	$8.00	$5.00	$10.00	$22.00	$9/$13 (res./n/r)	$6.00	$10.75 (Res.)	$5.00
Junior (1 hour after Twilight)	N/A		NA						
Replay - Resident						$10.00	$10.00	$12.00	
Replay Non-resident	$13.00		$13.00	$11.00		$14.00		$12.00	
Replay Senior	NA		NA						
Replay Junior	$1.00		$1.00						
Cart Fees									
9 Holes	$11.00		$11.00	$8.00			$10.00		$10.25

* The Lakes is 10 holes.
NA = Program not offered; N/A = Info not advertised

APPENDIX D – PERFORMANCE BENCHMARKING - REGIONAL MUNICIPAL GOLF COURSES

Exhibit 1 – Single-Facility Systems

	City of Alhambra FY 2019	City of Downey FY 2022	City of Pasadena FY 2022	City of Burbank FY 2022	City of Pico Rivera FY 2022	City of Arcadia FY 2021
Facility Type	18H - Muni	18H - Muni	36H - Muni	27H - Muni	18H Par-3 - Muni	18H Par-3 - Muni
Total Rounds Played	51,266	86,645	158,559	80,553		66,642
Total Revenues	$1,182,023	$4,507,874	$6,830,449	$4,766,440	$847,876	$1,855,856
Green/Cart Revenue		$4,217,807	$6,072,275	$2,378,708		$989,847
Total Operations Exp. (incl. COS; excl. depreciation)	$1,107,437	$2,712,584	$4,620,720		$1,227,538	$1,259,153
Net Operating Income	**$74,586**	**$1,795,290**	**$2,209,728**		**-$379,662**	**$596,703**
Total Revenue per Round		$52.03	$43.08	$59.17		$27.85
Green/Cart Rev. per Rd.		$48.68	$38.30	$29.53		$14.85
Other:						
Estimated Annual Irrigation Cost	$150,000	$308,000	$1,064,273	$350,000		$56,000
Acreage	91	97				21
Management Structure:	Self-operated + concession at time; now private mgmt.	Separate concessions: City gets 96% green and 95% carts	Mgmt. agreement + rev. split on F&B, pro shop	Mgmt. agreement + net rev. incentive + alcohol profits	City Mtce. + concession	Mgmt. agreement + split on EBITDA

General Notes:

Revenue figures shown represent gross to City

City of Pasadena - Revenues shown are for golf operations only; additional rev. incl. lease payments of $326K for F&B and $127K for Pro Shop concessions Other expenses incl. $927K for Overhead

City of Burbank - rounds total includes 12,569 rounds from 9H Par-3 course; formerly operated under lease; Golf enterprise fund was disbanded in FY18

City of Pico Rivera - Golf Fund received $3 million advance from Gen. Fund

Exhibit 2 –Los Angeles County Golf Rounds & Revenue - Fiscal Years 2019 & 2022

The table below shows rounds and green/cart fee revenues for the Los Angeles County municipal golf system courses for FY19 and FY22.

18 Hole Championship Golf Course		2018/2019 Rounds	Green Fee & Cart Revenue	GF&C Revenue per Round	2021/2022 Rounds	Green Fee & Cart Revenue	GF&C Revenue per Round
Alondra Golf Course, Reg. (18)		77,401	$2,228,739	$28.79	87,560	$3,386,730	$38.68
Diamond Bar Golf Course (closed Oct-June; rounds not recorded)		81,170	$2,069,287	$25.49	22,500	$445,422	
Knollwood Golf Course		79,046	$2,075,863	$26.26	79,310	$2,964,573	$37.38
La Mirada Golf Course		99,080	$2,376,000	$23.98	106,414	$3,363,688	$31.61
Lakewood Golf Course		90,758	$2,729,536	$30.07	93,438	$3,582,877	$38.34
Los Amigos Golf Course		76,812	$2,155,020	$28.06	86,035	$3,180,025	$36.96
Los Verdes Golf Course		104,880	$3,518,656	$33.55	102,841	$4,093,899	$39.81
Marshall Canyon Golf Course		47,413	$1,328,307	$28.02	66,258	$2,426,196	$36.62
Mountain Meadows Golf Course		78,604	$2,286,485	$29.09	89,387	$3,469,289	$38.81
Santa Anita Golf Course		72,507	$2,127,879	$29.35	95,036	$3,589,642	$37.77
Victoria Golf Course		36,335	$815,883	$22.45	22,440	$432,349	$19.27
Washington Golf Course		79,823	$1,995,626	$25.00	80,593	$2,907,784	$36.08
Whittier Narrows Golf Course		105,000	$2,287,794	$30.20	109,259	$3,355,184	$30.71
	Total	**999,576**	**$27,995,074**		**1,004,403**	**$37,197,656**	
Total Rounds minus Diamond Bar		**918,406**			**981,903**		
Average per 18 Holes (minus DB)		**76,534**			**81,825**	**6.9%**	
Executive Course							
El Cariso Golf Course	**Total**	**33,427**	**$873,610.26**	**$26.13**	**32,492**	**$974,962**	**$30.00**
Regulation 9 Hole							
Altadena Golf Course		31,709	$530,020	$16.72	43,896	$892,883	$20.34
Eaton Canyon Golf Course		29,021	$516,670	$17.80	42,730	$894,603	$20.94
Whittier Narrows GC (Mtn. 9)		29,253	Included above under WN		36,668	Included above	
	Total	**89,983**	**$1,046,691**		**123,294**	**$1,787,485**	
	Totals:	**1,181,869**	**$29,915,375**		**1,271,480**	**$39,960,104**	

Exhibit 3 – City of Los Angeles Golf Rounds & Revenue - Fiscal Year 2022

The table below shows rounds and green/cart fee revenues for the City of Los Angeles municipal golf system courses for FY22.

City of Los Angeles Golf Rounds & Revenue - Fiscal Year 2022

	Griffith Park (Wilson & Harding)	Sepulveda (Encino & Balboa)	Rancho Park	Hansen Dam	Woodley Lakes
Green Fees	$4,727,189	$4,310,643	$2,457,388	$2,028,240	$1,959,144
Cart Fees	$1,407,870	$1,368,143	$723,664	$1,029,138	$915,024
Rounds	182,675	177,710	101,551	92,547	88,577
Per Round	$33.58	$31.96	$31.32	$33.04	$32.45

	Harbor Park 9 Hole Regulation	Penmar 9 Hole Executive	Roosevelt 9 Hole Executive	Rancho Park 9 Hole Par-3	Los Feliz 9 Hole Par-3
Green Fees	$1,560,719	$1,530,880	$1,404,775	$533,859	$356,111
Cart Fees	$246,288	$3,966			
Rounds	115,531	113,231	107,433	63,909	47,892
Per Round	$15.64	$13.55	$13.08	$8.35	$7.44

TOTALS:	
Rounds Played	1,091,056
Green Fees	$20,868,948
Cart Fees	$5,694,093
Green + Cart per Round (all)	$24.35
Rounds per 18H Reg.	91,866
Rounds per 9H (all)	89,599
Green + Cart per Rd. (18H)	$32.54
Green + Cart per Rd. (9H)	$12.58

ITEM # 13

CITY OF MONTEBELLO
CITY COUNCIL AGENDA STAFF REPORT

TO: Honorable Mayor and City Council Members

FROM: Raul Alvarez, City Manager

BY: Kimberly Guillen, Senior Deputy City Clerk

SUBJECT: **ADOPT RESOLUTIONS FOR THE GENERAL MUNICIPAL ELECTION TO BE HELD AND CONDUCTED ON NOVEMBER 5, 2024**

DATE: April 10, 2024

RECOMMENDATION(S):

It is recommended that the City Council:

1. Approve Resolution No. 24-16 calling for the holding of a General Municipal Election to be held on Tuesday, November 5, 2024, for the election of certain officers as required by the provisions of the laws of the State of California relating to General Law Cities; and
2. Approve Resolution No. 24-17 requesting the Board of Supervisors of the County of Los Angeles to render full services to the City relating to a General Municipal Election to be held and conducted on Tuesday, November 5, 2024; and
3. Approve Resolution No. 24-18 requesting the Board of Supervisors of the County of Los Angeles to consolidate a General Municipal Election to be held on Tuesday, November 5, 2024, with other Los Angeles County and State of California elections to be held on the date pursuant to § 10403 of the Elections Code; and
4. Approve Resolution No. 24-19 adopting regulations for candidates for elective office pertaining to candidate statements submitted to the voters at an election to be held on Tuesday, November 5, 2024; and
5. Approve Resolution No. 24-20 providing for a procedure for determining by lot a tie among candidates at the November 5, 2024, General Municipal Election in accordance with Elections Code Section 15651.

FISCAL IMPACT:

The actual cost of the November 5, 2024, General Municipal Election is uncertain. Historically, budgets are prepared which provide an estimated cost, since the actual cost

is unknown until after the election is completed and an invoice is received from the County of Los Angeles. Over the last three fiscal years, the actual cost of elections has been: $126,271, $107,563, and $202,962 (Fiscal Years 2019-20, 2020-21, and 2022-23.) The Fiscal Year 2024-25 proposed budget will include $200,000 for the November 2024 election. Based on prior year data, this appears to be a reasonable estimate of final costs. City Clerk Staff will work closely with the County Registrar-Recorder to properly account for all municipal election results.

BACKGROUND/DISCUSSION:

On Tuesday, November 5, 2024, a General Municipal Election is scheduled to be held for two (2) City Council District seats and one (1) City Clerk seat in the City of Montebello. Those persons elected to Districts No. 2 and 4 will serve a four (4) year term expiring in November 2028. The person elected for City Clerk will serve a four (4) year term expiring in November 2028.

State law suggests Monday, June 17, 2024, as the last day to approve Resolutions related to the November 5, 2024, election. Presented for City Council review and approval are a series of Resolutions which will have the effect of calling the election, requesting election-related services from the Los Angeles County Registrar-Recorder County Clerk Elections Division, setting forth regulations for candidates' statements, and providing a procedure for determining by lot a tie among candidates at the November 5, 2024, General Municipal Election pursuant to § 15651 of the Elections Code.

Pursuant to the Federal Voting Rights Act, Los Angeles County is required to make voting material available in English, Spanish, Japanese, Chinese, Korean, Tagalog and Vietnamese. Materials in each of these required languages will be made available upon request. In addition, the sample ballot will contain instructions on how voting information in the required languages can be obtained via telephone at no cost to the voter. The demographics of Montebello also require that the Voter's Pamphlet be translated and printed in Spanish and English.

If a candidate chooses to have a Candidate's Statement in the sample ballot, the candidate will be required to pay for printing of the statement in English and have the option of printing the Candidate Statement in any other language. There will be a separate charge for the translation and printing.

With approval of the items presented with this staff report, Election Code requirements will be satisfied. Pursuant to the schedule of election events prepared by the County Elections Department, the candidate filing period will open Monday, July 15, 2024, and will close Friday, August 9, 2024, at 5:00 p.m. If an incumbent fails to file by Friday, August 9, 2024, the filing period will be extended to Wednesday, August 14, 2024, at 5:00 p.m. The Secretary of State's office will conduct the randomized alphabet drawing on Thursday, August 15, 2024, to determine the order of names on the City's ballot.

ENVIRONMENTAL:

N/A

ANALYSIS:

N/A

SUMMARY:

Staff recommends that the City Council adopt the five (5) resolutions required to comply with the Elections Code and Los Angeles County operational schedule with regard to the upcoming November 2024 election.

ATTACHMENT(S)

1. Attachment A - Reso No. 24-16 - Call Election
2. Attachment B - Reso No. 24-17 - Rendering Services to County
3. Attachment C - Reso No. 24-18 - County Consolidation
4. Attachment D - Reso No. 24-19 - Candidate Statements
5. Attachment E - Reso No. 24-20 - Tie Vote

NEXT STEPS:

N/A

ATTACHMENT A

RESOLUTION NO. 24-16

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MONTEBELLO, CALIFORNIA, CALLING FOR THE HOLDING OF A GENERAL MUNICIPAL ELECTION TO BE HELD ON TUESDAY, NOVEMBER 5, 2024, FOR THE ELECTION OF CERTAIN OFFICERS AS REQUIRED BY THE PROVISIONS OF THE LAWS OF THE STATE OF CALIFORNIA RELATING TO GENERAL LAW CITIES

RECITALS

WHEREAS, under the provisions of the laws relating to general law cities in the State of California, a General Municipal Election shall be held on Tuesday, November 5, 2024, for the election of Municipal Officers.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF MONTEBELLO, CALIFORNIA, HEREBY RESOLVES, FINDS, AND DECLARES AS FOLLOWS:

SECTION 1. That pursuant to the requirements of the laws of the State of California relating to General Law Cities, there is called and ordered to be held in the City of Montebello, California, on Tuesday, November 5, 2024, a General Municipal Election for the purpose of electing two (2) Members of the City Council, one (1) from District 2 and one (1) from District 4 and one (1) City Clerk at-large. City Council seats for Districts 2 and 4 and the City Clerk will be placed on the ballot for four (4) year terms, set to expire in 2028.

SECTION 2. That the ballots to be used at the election shall be in form and content as required by law.

SECTION 3. That the City Clerk is authorized, instructed and directed to procure and furnish any and all official ballots, notices, printed matter and all supplies, equipment and paraphernalia that may be necessary in order to properly and lawfully conduct the election.

SECTION 4. That the polls for the election shall open at seven (7) o'clock a.m. of the day of the election and shall remain open continuously from that time until eight (8) o'clock p.m. of the same day when the polls shall be closed pursuant to Election Code §10242, except as provided in § 14212, 14401 of the Elections Code of the State of California.

SECTION 5. That in all particulars not recited in this resolution, the election shall be held and conducted as provided by law for holding municipal elections.

SECTION 6. That notice of the time and place of holding the election is given and the City Clerk is authorized, instructed and directed to give further or additional notice of the election, in time, form and manner as required by law.

SECTION 7. That the City Clerk shall certify to the passage and adoption of this Resolution and enter it into the book of original Resolutions.

SECTION 8. The City Council authorizes the City Clerk to administer said election and all reasonable and actual election expenses shall be paid by the City upon presentation of a properly submitted bill.

APPROVED AND ADOPTED THIS 10TH DAY OF APRIL 2024.

_____
Scarlet Peralta, Mayor

ATTEST:

_____
Christopher Jimenez, City Clerk

APPROVED AS TO FORM:

_____
Arnold M. Alvarez-Glasman, City Attorney

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS:
CITY OF MONTEBELLO)

I, Christopher Jimenez, City Clerk of the City of Montebello, County of Los Angeles, State of California, hereby certify that the foregoing Resolution No. 24-16 was passed and adopted by the City Council of the City of Montebello, signed by the Mayor and attested by the City Clerk at a regular meeting of said Council held on the 10th day of April 2024 and that said Resolution was adopted by the following vote, to-wit:

AYES:
NOES:
ABSTAIN:
ABSENT:

The undersigned, City Clerk of the City of Montebello, does hereby attest and certify that the foregoing Resolution is a true, full and correct copy of a resolution duly adopted at a meeting of said City which was duly convened and held on the date stated thereon, and that said document has not been amended, modified, repealed or rescinded since its date of adoption and is in full force and effect as of the date hereof.

DATE: _____

_____
Christopher Jimenez, City Clerk

ATTACHMENT B

RESOLUTION NO. 24-17

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MONTEBELLO, CALIFORNIA, REQUESTING THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES TO RENDER FULL SERVICES TO THE CITY RELATING TO THE CONDUCT OF A GENERAL MUNICIPAL ELECTION TO BE HELD ON TUESDAY, NOVEMBER 5, 2024

RECITALS

WHEREAS, a General Municipal Election is to be held in the City of Montebello, California, (the "City") on Tuesday, November 5, 2024; and

WHEREAS, in the course of conduct of the election it is necessary for the City to request services of the County; and

WHEREAS, all necessary expenses in performing these services shall be paid by the City of Montebello.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF MONTEBELLO, CALIFORNIA, HEREBY RESOLVES, FINDS, AND DECLARES AS FOLLOWS:

SECTION 1. That pursuant to the provisions of § 10002 of the Elections Code of the State of California, this City Council requests the Board of Supervisors of the County of Los Angeles to permit the County Elections Department to provide full election services.

SECTION 2. That the City shall reimburse the County for services performed when the work is completed and upon presentation to the City of a properly approved bill.

SECTION 3. That the City Clerk is directed to forward without delay to the Board of Supervisors and to the County Elections Department, each a certified copy of this resolution.

SECTION 4. That the City Clerk shall certify to the passage and adoption of this Resolution and enter it into the book of original Resolutions.

APPROVED AND ADOPTED THIS 10TH DAY OF APRIL 2024.

_____

Scarlet Peralta, Mayor

ATTEST: **APPROVED AS TO FORM:**

_____ _____
Christopher Jimenez, City Clerk Arnold M. Alvarez-Glasman, City Attorney

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS:
CITY OF MONTEBELLO)

I, Christopher Jimenez, City Clerk of the City of Montebello, County of Los Angeles, State of California, hereby certify that the foregoing Resolution No. 24-17 was passed and adopted by the City Council of the City of Montebello, signed by the Mayor and attested by the City Clerk at a regular meeting of said Council held on the 10th day of April 2024 and that said Resolution was adopted by the following vote, to-wit:

AYES:
NOES:
ABSTAIN:
ABSENT:

The undersigned, City Clerk of the City of Montebello, does hereby attest and certify that the foregoing Resolution is a true, full and correct copy of a resolution duly adopted at a meeting of said City which was duly convened and held on the date stated thereon, and that said document has not been amended, modified, repealed or rescinded since its date of adoption and is in full force and effect as of the date hereof.

DATE: _____ _____
Christopher Jimenez, City Clerk

ATTACHMENT C

RESOLUTION NO. 24-18

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MONTEBELLO, CALIFORNIA, REQUESTING THE BOARD OF SUPERVISORS OF THE COUNTY OF LOS ANGELES TO CONSOLIDATE A GENERAL MUNICIPAL ELECTION TO BE HELD ON TUESDAY, NOVEMBER 5, 2024, WITH THE STATEWIDE GENERAL ELECTION TO BE HELD ON THE DATE PURSUANT TO § 10403 OF THE ELECTIONS CODE

RECITALS

WHEREAS, the City Council of the City of Montebello, California, called a General Municipal Election to be held on Tuesday, November 5, 2024, for the purpose of the election of two (2) Members of the City Council through a By-District process and one (1) City Clerk at-large.

WHEREAS, it is desirable that the General Municipal Election be consolidated with the State General Election to be held on the same date and that within the City the precincts, polling places and election officers of the elections be the same, and that County Elections Department of the County of Los Angeles canvass the returns of the General Municipal Election and that the Election be held in all respects as if there were only one Election.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF MONTEBELLO, CALIFORNIA, HEREBY RESOLVES, FINDS, AND DECLARES AS FOLLOWS:

SECTION 1. That pursuant to the requirements of §10403 of the Elections Code, the Board of Supervisors of the County of Los Angeles is hereby requested to consent and agree to the consolidation of a General Municipal Election with the Statewide General Election on Tuesday, November 5, 2024, for the purpose of the election of two (2) Members of the City Council and one (1) City Clerk in the following Council Districts for the terms specified:

District 2: 4-year term.
District 4: 4-year term.
City Clerk: 4-year term.

SECTION 2. That the County Elections Department is authorized to canvass the returns of the General Municipal Election. The election shall be held in all respects as if there were only one election, and only one form of ballot shall be used. The election will be held and conducted in accordance with the provisions of law regulating the Statewide Election.

SECTION 3. That the Board of Supervisors is requested to issue instructions to the County Elections Department to take any and all steps necessary for the holding of the consolidated election.

SECTION 4. That the City of Montebello, recognizes that additional costs will be incurred by the County by reason of this consolidation and agrees to reimburse the County for any costs.

SECTION 5. That the City Clerk is hereby directed to file a certified copy of this resolution with the Board of Supervisors and the County Elections Department of the County of Los Angeles.

SECTION 6. That the City Clerk shall certify to the passage and adoption of this Resolution and enter it into the book of original Resolutions.

[Signatures on the following page]

APPROVED AND ADOPTED THIS 10th DAY OF APRIL 2024.

_____
Scarlet Peralta, Mayor

ATTEST:

_____
Christopher Jimenez, City Clerk

APPROVED AS TO FORM:

_____
Arnold M. Alvarez-Glasman, City Attorney

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS:
CITY OF MONTEBELLO)

I, Christopher Jimenez, City Clerk of the City of Montebello, County of Los Angeles, State of California, hereby certify that the foregoing Resolution No. 24-18 was passed and adopted by the City Council of the City of Montebello, signed by the Mayor and attested by the City Clerk at a regular meeting of said Council held on the 10th day of April 2024 and that said Resolution was adopted by the following vote, to-wit:

AYES:
NOES:
ABSTAIN:
ABSENT:

The undersigned, City Clerk of the City of Montebello, does hereby attest and certify that the foregoing Resolution is a true, full and correct copy of a resolution duly adopted at a meeting of said City which was duly convened and held on the date stated thereon, and that said document has not been amended, modified, repealed or rescinded since its date of adoption and is in full force and effect as of the date hereof.

DATE: _____

_____
Christopher Jimenez, City Clerk

RESOLUTION NO. 24-19

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MONTEBELLO, CALIFORNIA, ADOPTING REGULATIONS FOR CANDIDATES FOR ELECTIVE OFFICE PERTAINING TO CANDIDATES' STATEMENTS SUBMITTED TO THE VOTERS AT A GENERAL MUNICIPAL ELECTION TO BE HELD ON TUESDAY, NOVEMBER 5, 2024

RECITALS

WHEREAS, § 13307 of the Elections Code of the State of California provides that the governing body of any local agency adopt regulations pertaining to materials prepared by any candidate for a municipal election, including costs of the candidates' statement.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF MONTEBELLO, CALIFORNIA, HEREBY RESOLVES, FINDS, AND DECLARES AS FOLLOWS:

SECTION 1. GENERAL PROVISIONS. That pursuant to §13307 of the Elections Code of the State of California, each candidate for elective office to be voted for at an Election to be held in the City of Montebello ("City") on November 8, 2024, may prepare a candidate's statement on an appropriate form provided by the City Clerk. The statement may include the name, age and occupation of the candidate and a brief description of no more than two hundred (200) words of the candidate's education and qualifications expressed by the candidate himself or herself. The statement shall not include party affiliation of the candidate, nor membership or activity in partisan political organizations. The statement shall be filed in electronic form, on a flash drive provided by the City, in the office of the City Clerk at the time the candidate's nomination papers are filed. The statement may be withdrawn, but not changed, during the period for filing nomination papers and until 5:00 p.m. of the next working day after the close of the nomination period.

SECTION 2. FOREIGN LANGUAGE POLICY

A. Pursuant to the Federal Voting Rights Act, candidates' statements will be translated into all languages required by the County of Los Angeles ("County"). The County is required to translate candidate's statements into the following languages: Spanish and Simple Chinese.

B. The County will print and mail voter information guides and candidates' statements to all voters in Spanish. The County will make the voter information guides and candidates' statements in the required languages available at all polling places, on the County's website, and in the Election Official's office.

SECTION 3. PAYMENT

A. Translations:

1. The candidate shall be required to pay for the cost of translating the candidates' statements into any required foreign language as specified in (A) and (B) of Section 2 above pursuant to Federal and/or State law.
2. The candidate shall be required to pay for the cost of translating the candidates' statement into any foreign language that is not required as specified in (A) and (B) of Section 2 above, pursuant to Federal and/or State law, but is requested as an option by the candidate.

B. Printing:
1. The candidate shall be required to pay for the cost of printing the candidates' statement in English in the main voter pamphlet.
2. The candidate shall be required to pay for the cost of printing the candidates statement in a foreign language required in (A) of Section 2 above, in the main voter pamphlet.
3. The candidate shall be required to pay for the cost of printing the candidates statement in a foreign language required by (A) of Section 2 above, in the facsimile pamphlet.

The City Clerk shall estimate the total cost of printing, handling, translating, and mailing the Candidate's Statements filed pursuant to this section, including costs incurred as a result of complying with the Voting Rights Act of 1965 as amended, and require each candidate filing a statement to pay in advance to the local agency his or her estimated pro rata share as a condition of having his or her statement included in the voter's pamphlet. In the event the estimated payment is required, the estimate is just an approximation of the actual cost that varies from one election to another election and may be significantly more or less than the estimate, depending on the actual number of candidates filing statements. Accordingly, the City Clerk is not bound by the estimate and may, on a pro rata basis, bill the candidate for additional actual expense or refund any excess paid depending on the final actual costs. In the event of underpayment, the Clerk may require the candidate to pay the balance of the cost incurred. In the event of overpayment, the Clerk shall prorate the excess amount among the candidates and refund the excess amount paid within thirty (30) days of the election.

SECTION 4. ADDITIONAL MATERIALS. No candidate will be permitted to include additional material in the voter information guide package.

SECTION 5. That the City Clerk shall provide each candidate or the candidate's representative with a copy of this resolution at the time nominating petitions are issued.

SECTION 6. That all previous resolutions establishing Council policy on payment for candidates' statements are repealed.

SECTION 7. That this resolution shall apply only to the election to be held on November 8, 2022 and shall then be repealed.

SECTION 8. That the City Clerk shall certify to the passage and adoption of this resolution and enter it into the book of original Resolutions.

APPROVED AND ADOPTED THIS 10TH DAY OF APRIL 2024.

_____
Scarlet Peralta, Mayor

ATTEST:

_____
Christopher Jimenez, City Clerk

APPROVED AS TO FORM:

_____
Arnold M. Alvarez-Glasman, City Attorney

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS:
CITY OF MONTEBELLO)

I, Christopher Jimenez, City Clerk of the City of Montebello, County of Los Angeles, State of California, hereby certify that the foregoing Resolution No. 24-19 was passed and adopted by the City Council of the City of Montebello, signed by the Mayor and attested by the City Clerk at a regular meeting of said Council held on the 10th day of April 2024 and that said Resolution was adopted by the following vote, to-wit:

AYES:
NOES:
ABSTAIN:
ABSENT:

The undersigned, City Clerk of the City of Montebello, does hereby attest and certify that the foregoing Resolution is a true, full and correct copy of a resolution duly adopted at a meeting of said City which was duly convened and held on the date stated thereon, and that said document has not been amended, modified, repealed or rescinded since its date of adoption and is in full force and effect as of the date hereof.

DATE: _____

_____
Christopher Jimenez, City Clerk

ATTACHMENT E

RESOLUTION NO. 24-20

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MONTEBELLO, CALIFORNIA, PROVIDING FOR A PROCEDURE FOR DETERMINING BY LOT A TIE AMONG CANDIDATES AT THE NOVEMBER 5, 2024, GENERAL MUNICIPAL ELECTION IN ACCORDANCE WITH GOVERNMENT CODE SECTION 15651

RECITALS

WHEREAS, § 15651 of the Elections Code of the State of California authorizes the City Council to determine the means and manner in which a tie vote is to be resolved in the event that two or more persons receive an equal and the highest number of votes ("tie votes") for an office to be voted upon in a city;

WHEREAS, § 15651 of the Elections Code of the State of California provides that the tie vote shall be resolved in one of the following ways:

a) **By Lot:** The City Clerk, serving as the Elections Official pursuant to Elections Code § 320, or his or her designee, shall summon the candidates who have received the tie votes, whether upon the canvass of the returns or upon recount by a court, to appear before the City Council at a time to be designated by the City Council. The City Clerk shall at that time and place resolve the tie votes by lot (defined below).

b) **By Special Election:** The legislative body may resolve a tie vote by the conduct of a special runoff election involving those candidates who receive an equal number of votes. A special runoff election shall be held only if the legislative body adopts provisions of § 15651 (b) of the Elections Code prior to the conduct of the election resulting in the tie vote. All future elections conducted by that body shall be resolved likewise, unless the legislative body later repeals the order for the conduct of a special runoff election.

WHEREAS, the City Council desires that any tie vote resulting from the November 5, 2024 General Municipal Election be resolved by lot.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF MONTEBELLO, CALIFORNIA, HEREBY RESOLVES, FINDS, AND DECLARES AS FOLLOWS:

SECTION 1. That pursuant to § 15651 of the Elections Code of the State of California, if any two or more persons receive an equal and the highest number of votes for an office to be voted for within the City, the tie votes shall be resolved by lot. "By lot" means, by deciding the matter through implementing a method of chance, in order to afford each candidate receiving tie votes a fair opportunity at election.

SECTION 2. That the City Council has the authority to resolve tie votes by lot, by implementing various methods of chance, including, but not limited to, a coin toss, generation of random number, or drawing of names. In the interest of maintaining decorum, fairness and transparency, the method implemented for resolving tie votes in the November 5, 2024, General Municipal Election shall be the drawing of names, in accordance with the following procedure:

The City Clerk shall type the name of each candidate who has tied for office on a separate, but identical piece of paper, which shall be folded and deposited into a container and mixed so that the pieces of paper become indistinguishable. The City Clerk, or his or her designee, shall then draw from the container as many pieces of paper as there are seats on the City Council to be filled by the candidates who have tied. The candidate(s) whose name(s) appear(s) upon the drawn piece(s) of paper shall be deemed elected.

SECTION 3. That this resolution shall apply only to the election to be held on Tuesday, November 5, 2024, and shall be repealed upon the City Council's declaration of election results.

SECTION 4. That the City Clerk shall certify to the passage and adoption of this Resolution and enter it into the book of original Resolutions.

[Signatures on the following page]

APPROVED AND ADOPTED THIS 10TH DAY OF APRIL 2024.

_____
Scarlet Peralta, Mayor

ATTEST:

_____
Christopher Jimenez, City Clerk

APPROVED AS TO FORM:

_____
Arnold M. Alvarez-Glasman, City Attorney

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS:
CITY OF MONTEBELLO)

I, Christopher Jimenez, City Clerk of the City of Montebello, County of Los Angeles, State of California, hereby certify that the foregoing Resolution No. 24-20 was passed and adopted by the City Council of the City of Montebello, signed by the Mayor and attested by the City Clerk at a regular meeting of said Council held on the 10th day of April 2024 and that said Resolution was adopted by the following vote, to-wit:

AYES:
NOES:
ABSTAIN:
ABSENT:

The undersigned, City Clerk of the City of Montebello, does hereby attest and certify that the foregoing Resolution is a true, full and correct copy of a resolution duly adopted at a meeting of said City which was duly convened and held on the date stated thereon, and that said document has not been amended, modified, repealed or rescinded since its date of adoption and is in full force and effect as of the date hereof.

DATE: _____

_____
Christopher Jimenez, City Clerk

ITEM # 14

CITY OF MONTEBELLO
CITY COUNCIL AGENDA STAFF REPORT

TO: Honorable Mayor and City Council Members

FROM: Raul Alvarez, City Manager

BY: Cesar Roldan, Director

SUBJECT: **APPROVE EXECUTION OF A MEMORANDUM OF AGREEMENT BETWEEN THE SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS AND THE CITY OF MONTEBELLO TO FUND STATE COMPLIANCE MEASURES WITH THE UPPER LOS ANGELES RIVER WATERSHED MANAGEMENT GROUP AND THE COORDINATED INTEGRATED MONITORING PROGRAM IN ACCORDANCE WITH THE LOS ANGELES COUNTY MUNICIPAL SEPARATE STORM SEWER SYSTEMS PERMIT**

DATE: April 10, 2024

RECOMMENDATION(S):

It is recommended that the City Council:

1. Authorize the City Manager to execute a Memorandum of Agreement with the San Gabriel Valley Council of Governments (SGVCOG) to fund the overages associated with the Los Angeles County Municipal Separate Storm Sewer Systems (MS4) Permit's compliance measures of the Upper Los Angeles River Watershed Management Group and the Coordinated Integrated Monitoring Program (CIMP); and
2. Amend the Fiscal Year 2023-24 budget by increasing appropriations by $23,785 in Account No. 229-30-315-6040.10 (Measure W, Public Works, Stormwater, Outside Contracts); and,
3. Take such additional, related action that may be desirable.

FISCAL IMPACT:

Montebello is a member of the Upper Los Angeles River Watershed Management Group. The Municipal Separate Storm Sewer Systems (MS4) Permit identifies the City as an MS4 permittee responsible for compliance with the Permit's requirements pertaining to

the City's jurisdictional area in the Upper Los Angeles River Watershed Management Area (ULAR WMG) and the Coordinated Integrated Monitoring Program (CIMP).

The City executed a Memorandum of Agreement (MOA) (Attachment A) and agreed to cooperatively share and fully fund the costs of the implementation of the CIMP and WMP and agreed to have the San Gabriel Valley Council of Governments (SGVCOG) invoice and collect funds to cover the costs of implementation.

The SGVCOG will invoice the City in an amount not exceeding $23,785. The City shall pay the invoice within sixty (60) days of receipt of the invoice from SGVCOG. Staff recommends amending the Fiscal Year 2023-24 budget by increasing appropriations by $23,785 in Account No. 229-30-315-6040.10 (Measure W, Public Works Stormwater, Other Contract Services) to pay this invoice.

BACKGROUND/DISCUSSION:

The U.S. Environmental Protection Agency (EPA) and the California Regional Water Quality Control Board, Los Angeles Region (Regional Board) have classified the Greater Los Angeles County Municipal Separate Storm Sewer Systems (MS4) as a large MS4 pursuant to 40 Code of Federal Regulations (CFR) section 122.26(b)(4) and a major facility pursuant to 40 CFR section 122.2.

Montebello is part of the 84 cities in conjunction with the County of Los Angeles that must adhere to the current MS4 Permit requirements to improve water quality in the region. Due to Montebello's contribution of urban runoff into the Upper Los Angeles River, Montebello must share in the environmental responsibility to uphold the MS4 via the formation of the Watershed Management Group.

The SGVCOG is a regional government planning agency in the San Gabriel Valley. SGVCOG is a joint powers authority consisting of 31 incorporated cities, unincorporated communities in Los Angeles County Supervisorial Districts 1, and 5, and three San Gabriel Valley Municipal Water Districts (San Gabriel Valley Municipal Water District, Three Valleys Municipal Water District, and Upper San Gabriel Valley Municipal Water District). The WMG entered into a MOA with the SGVCOG to oversee the effort imposed by the Regional Board to implement the Coordinated Integrated Monitoring Program (CIMP). A fare share contribution was established and due to several factors, there is an overage of $23,785 that must be paid in agreement with the original MOA executed by the City on April 12, 2018. Payment of this overage allows the City to be in compliance with the MS4 permit and applicable State requirements on the environmental health of the region's waters.

ENVIRONMENTAL:

N/A

ANALYSIS:

N/A

SUMMARY:

Upon approval by the City Council, Staff will coordinate with the San Gabriel Valley Council of Governments (SGVCOG) for the invoicing and funds collection. In addition, the recommended actions will amend the Fiscal Year 2023-24 budget, increasing appropriations by $23,785 in Account No. 229-30-315-6040.10 (Measure W, Public Works, Stormwater, Outside Contracts).

ATTACHMENT(S)

1. Attachment A - Memorandum of Agreement ULAR April 12, 2018
2. Attachment B - Memorandum of Agreement SGVCOG

NEXT STEPS:

N/A

MEMORANDUM OF AGREEMENT

BETWEEN THE CITY OF LOS ANGELES, THE CITY OF ALHAMBRA, THE CITY OF BURBANK, THE CITY OF CALABASAS, THE CITY OF GLENDALE, THE CITY OF HIDDEN HILLS, THE CITY OF LA CANADA FLINTRIDGE, THE CITY OF MONTEBELLO, THE CITY OF MONTEREY PARK, THE CITY OF PASADENA, THE CITY OF ROSEMEAD, THE CITY OF SAN FERNANDO, THE CITY OF SAN GABRIEL, THE CITY OF SAN MARINO, THE CITY OF SOUTH EL MONTE, THE CITY OF SOUTH PASADENA, THE CITY OF TEMPLE CITY, LOS ANGELES COUNTY FLOOD CONTROL DISTRICT, THE COUNTY OF LOS ANGELES, AND THE SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS

REGARDING THE ADMINISTRATION AND COST SHARING FOR IMPLEMENTING THE COORDINATED INTEGRATED MONITORING PROGRAM (CIMP) AND ENHANCED WATERSHED MANAGEMENT PLAN (EWMP) FOR THE UPPER LOS ANGELES RIVER WATERSHED MANAGEMENT AREA

This Memorandum of Agreement (MOA), made and entered into as of the date of the last signature set forth below by and between The SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS (SGVCOG), a California Joint Powers Authority, THE CITY OF LOS ANGELES (CITY), a municipal corporation, THE CITY OF ALHAMBRA, a municipal corporation, THE CITY OF BURBANK, a municipal corporation, THE CITY OF CALABASAS, a municipal corporation, THE CITY OF GLENDALE, a municipal corporation, THE CITY OF HIDDEN HILLS, a municipal corporation, THE CITY OF LA CANADA FLINTRIDGE, a municipal corporation, THE CITY OF MONTEBELLO, a municipal corporation, THE CITY OF MONTEREY PARK, a municipal corporation, THE CITY OF PASADENA, a municipal corporation, THE CITY OF ROSEMEAD, a municipal corporation, THE CITY OF SAN FERNANDO, a municipal corporation, THE CITY OF SAN GABRIEL, a municipal corporation, THE CITY OF SAN MARINO, a municipal corporation, THE CITY OF SOUTH EL MONTE, a municipal corporation, THE CITY OF SOUTH PASADENA, a municipal corporation, THE CITY OF TEMPLE CITY, a municipal corporation, LOS ANGELES COUNTY FLOOD CONTROL DISTRICT (LACFCD), a body corporate and politic, and the COUNTY OF LOS ANGELES (COUNTY), a political subdivision of the State of California. Collectively, these entities shall be known herein as PARTIES or individually as PARTY.

WITNESSETH

WHEREAS, for the purpose of this MOA, the term PARTIES shall mean the Cities of Los Angeles, Alhambra, Burbank, Calabasas, Glendale, Hidden Hills, La Canada Flintridge, Montebello, Monterey Park, Pasadena, Rosemead, San Fernando, San Gabriel, San Marino, South El Monte, South Pasadena, Temple City, Los Angeles

County Flood Control Districts (LACFCD), and the County of Los Angeles (COUNTY); and the term CITY shall mean only the City of Los Angeles; and the term SGVCOG shall mean the San Gabriel Valley Council of Government; and

WHEREAS, the U.S. Environmental Protection Agency (USEPA) and the California Regional Water Quality Control Board, Los Angeles Region (Regional Board), have classified the Greater Los Angeles County Municipal Separate Storm Sewer System (MS4) as a large MS4 pursuant to 40 CFR section 122.26(b)(4) and a major facility pursuant to 40 CFR section 122.2; and

WHEREAS, the Regional Board has adopted National Pollutant Discharge Elimination System MS4 Permit Order No. R4-2012-0175 (MS4 Permit); and

WHEREAS, the MS4 Permit became effective on December 28, 2012, and requires that the LACFCD, the COUNTY, and 84 of the 88 cities (excluding Avalon, Long Beach, Palmdale, and Lancaster) within the County comply with the prescribed elements of the MS4 Permit; and

WHEREAS, the MS4 Permit identified the PARTIES as MS4 permittees responsible for compliance with the MS4 Permit requirements pertaining to the PARTIES' collective jurisdictional area in the Upper Los Angeles Watershed Management Area as identified in Exhibit E of this MOA; and

WHEREAS, the PARTIES elected voluntarily to collaborate on the development of an Enhanced Watershed Management Program (EWMP) and a Coordinated Integrated Monitoring Program (CIMP) in accordance with the MS4 Permit for a portion of the Upper Los Angeles Watershed Management Area as identified in Exhibit E of this MOA to comply with all applicable monitoring requirements of the MS4 Permit; and

WHEREAS, the EWMP was submitted to the Regional Board by the PARTIES on June 25, 2015, and was approved by the Regional Board on April 20, 2016; and

WHEREAS, the CIMP was submitted to the Regional Board by the PARTIES on June 26, 2014 and was approved by the Regional Board on November 18, 2015; and

WHEREAS, the PARTIES have agreed for the CITY to perform and coordinate the MONITORING SERVICES of the CIMP and the EWMP-RELATED TASKS on the PARTIES' behalf, and the PARTIES have agreed to pay the CITY for their services as indicated in Tables 1-4 of Exhibit A and Tables 1-10 of Exhibit B, respectively, of this MOA; and

WHEREAS, the CITY retains the right to outsource some or all of the elements of the MONITORING SERVICES and EWMP-RELATED TASKS, at a cost not to exceed those shown in Tables 1-4 of Exhibit A and Tables 1-10 of Exhibit B; and

WHEREAS, the PARTIES desire to have the SGVCOG: (a) invoice and collect funds from each of the PARTIES to cover the costs of MONITORING SERVICES and EWMP-RELATED TASKS and pay the CITY; (b) administer this MOA; and (c) negotiate, enter into agreements with, and collect funds from individual NPDES permit holders for cost-sharing of MONITORING SERVICES; and (d) negotiate, enter into agreements with consultant(s) to execute services to uphold the SERVICES and TASKS of this MOA; and

WHEREAS, the PARTIES have agreed that the total cost for this MOA shall not exceed $6,758,892 as shown in Table 1 of Exhibit C; and.

WHEREAS, the PARTIES have agreed to cooperatively share and fully fund the estimated costs of the implementation of the CIMP and EWMP based on the Distributed Cost contained in Tables 1-4 of Exhibit A and Tables 1-10 of Exhibit B, respectively, of this MOA; and

WHEREAS, the PARTIES agree that each shall assume full and independent responsibility for ensuring its own compliance with the MS4 Permit despite the collaborative approach of the MOA; and

WHEREAS, individual NPDES permit holders that are not PARTIES may wish to participate in the MONITORING SERVICES for individual permit compliance; and

WHEREAS, the PARTIES contemplate allowing such individual NPDES permit holders to participate in the MONITORING SERVICES without being a party to this MOA, in order to minimize the costs of preparing and implementing the CIMP to each of the PARTIES; and

WHEREAS, the SGVCOG agrees to enter into individual separate agreements with such individual NPDES permit holders (which shall not become parties to this MOA) for MONITORING SERVICES cost-sharing purposes only; and

WHEREAS, if other individual NPDES permit holders participate in the cost sharing relating to the MONITORING SERVICES, the PARTIES contemplate that the invoicing table in Exhibit C will be modified as appropriate and each PARTY's proportional payment obligation reduced accordingly to reflect other individual NPDES permit holders' payments.

NOW, THEREFORE, in consideration of the mutual benefits to be derived by the PARTIES, and of the promises contained in this MOA, the PARTIES, and SGVCOG agree as follows:

Section 1. Recitals. The recitals set forth above are true and correct and fully incorporated into this MOA.

Section 2. Purpose. The purpose of this MOA is to cooperatively fund the MONITORING SERVICES and TASKS of the Upper Los Angeles River Watershed Management Area Group CIMP and EWMP and to authorize the SGVCOG to administer the cost sharing.

Section 3. Cooperation. The PARTIES and the SGVCOG shall fully cooperate with one another to attain the purposes of this MOA.

Section 4. Voluntary. The PARTIES have voluntarily entered into this MOA for the implementation of the MONITORING SERVICES and EWMP-RELATED TASKS and authorize the SGVCOG to administer the cost-sharing.

Section 5. Term. This MOA shall become effective on the date the last PARTY executes this MOA and shall remain in effect for five (5) years from the effective date or until June 30th, 2023, or whichever is later. The MOA may be extended, through an executed amendment, for an additional three (3) years.

Section 6. Commitment. Once effective, all cooperating PARTIES and the SGVCOG agree to uphold the promises contained in this MOA for the duration of the agreed upon term.

Section 7. THE PARTIES AND SGVCOG AGREE:

a. Monitoring Services. The CITY will perform the MONITORING SERVICES to support the PARTIES' submittal of the MS4 Permit Annual Report. The CITY reserves the right to modify this MOA, through a written amendment to be approved by all PARTIES, when conditions, such as, but not limited to, expansion of CIMP requirements, additional EWMP-RELATED TASKS impact annual costs.

b. Reporting. The PARTIES authorize the CITY to prepare and submit semi-annual and annual analytical monitoring reports to the Regional Board as described in the CIMP as well as electronic files if requested by the Regional Board. The CITY shall distribute the semi-annual and annual reports to the PARTIES fifteen (15) businesses days prior to submittal to the Regional Board. The PARTIES may

review the monitoring report and submit comments to the CITY prior to its submittal to the Regional Board.

c. Invoicing. The SGVCOG will invoice all PARTIES, except the CITY, in annual amounts not exceeding the invoice amounts shown in Table 1 of Exhibit C. SGVCOG will pay the CITY, the difference between the funds collected and the sum of administrative costs, the CITY's portion of shared costs for MONITORING SERVICES and EWMP-RELATED TASKS. The annual invoices will be issued in May of each calendar year in anticipation of the expected monitoring cost for the next fiscal year. The CITY shall provide SGVCOG an accounting of the MONITORING SERVICES and EWMP-RELATED TASKS completed during each annual payment term by October 31st of the following year. Contingency and other funds shall be retained by SGVCOG to be used at the discretion of the PARTIES. The PARTIES will form a Technical Advisory Committee (TAC) subcommittee to verify the accounting, monitoring and other work completed and the amount of the invoices before the SGVCOG remits payment back to the CITY.

d. Additional Studies. The PARTIES agree that preparing grant applications, and/or conducting watershed-wide special studies, monitoring with other watershed groups, conducting other collaborative activities for the purpose of complying with the MS4 Permit may be funded by the Parties subject to the terms of this MOA, provided that there are available excess contract funds or contingency funds available to fund these activities. Prior to the performance of any such activities, all PARTIES must provide written approval of the activities and revise Tables 1-4 of Exhibit A and Tables 1-10 of Exhibit B showing which PARTIES will be funding the activities and in what amounts.

a. Contracting. The PARTIES contemplate allowing other individual NPDES permit holders to participate in the MONITORING SERVICES without being a party to this MOA, in order to minimize the costs of preparing and implementing the CIMP to each of the PARTIES. In the event that another NPDES permit holder wants to participate in the MONITORING SERVICES, the SGVCOG may enter into an individual separate agreement with such individual NPDES permit holder (which shall not become a party to this MOA) for MONITORING SERVICES cost sharing purposes. If other individual NPDES permit holders participate in the cost sharing relating to the MONITORING SERVICES, the invoicing tables in Exhibit C shall be modified as appropriate and each PARTIES' proportional payment obligation reduced accordingly to reflect other individual NPDES permit holders' payments.

Section 8. Payment.

a. Annual Payment. Each PARTY shall pay the SGVCOG for its proportional share of the estimated cost for MONITORING SERVICES and EWMP-RELATED

TASKS including SGVCOG's fees as shown in Table 4 of Exhibit A and Table 3 of Exhibit B, within sixty (60) days of receipt of the invoice from the SGVCOG. The SGVCOG will remit payment to the CITY within sixty (60) days of receipt of payments from the other PARTIES, noting any delinquent payments that remain due after deducting the SGVCOG's administrative fixed fee as set forth in Table 4 of Exhibit A and Table 3 of Exhibit B and twelve hundred and thirty dollars ($1,230) per individual permittee agreement. The invoicing amounts presented in Exhibit C have been agreed upon by the PARTIES and are subject to change, through a written amendment, to address unforeseen challenges.

b. Program Management Fee. The costs of MONITORING SERVICES in Exhibit A and EWMP-RELATED TASKS in Exhibit B include a Program Management Fee for facilitation of this MOA by the SGVCOG in the combined amount of $100,000 per year as shown in Table 4 of Exhibit A and Table 3 of Exhibit B.

c. Contingency. The CITY and the SGVCOG will notify the PARTIES if actual expenditures for MONITORING SERVICES and/or EWMP-RELATED TASKS are anticipated to exceed the cost estimates contained in Exhibit A and B. Inasmuch, the MONITORING SERVICES may be adaptable to sampling events during an event that may preclude the CITY from notifying the PARTIES, and the CITY may incur cost greater than the contract estimates contained in Exhibit A. The PARTIES agree to pay the CITY (through SGVCOG) for their proportional share of these additional expenditures at an amount not to exceed ten percent (10%) of their proportional annual cost as shown in Table 1 of Exhibit C. Any costs which exceed this ten percent (10%) contingency will require an amendment to this MOA. These funds will be held by SGVCOG until such time as they are needed.

d. Reconciliation of this MOA. Any unexpended funds held by SGVCOG at the termination of this MOA will be refunded or credited to the PARTIES by the SGVCOG, as requested in writing by each PARTY and in accordance with the distributed cost formula set forth in Tables 1 of Exhibit C or PARTIES may elect to roll-over unexpended funds to cover monitoring expenses in the subsequent MOA. At the end of the MOA, the SGVCOG will provide the PARTIES with an accounting of actual expenditures within ninety (90) days.

e. Late Payment Penalty. Any payment that is not received within sixty (60) days following receipt of the invoice from SGVCOG shall be subject to interest on the original amount from the date that the payment first became due. The interest rate shall be equal to the Prime Rate in effect when the payment first became due plus one percent (1%) for any payment that is made within one (1) to thirty (30) days after the due date. The Prime Rate in effect when the payment first became due plus five percent (5%) shall apply to any payment that is made within thirty one (31) to sixty (60) days after the due date. The Prime Rate in

effect when the payment first became due plus ten percent (10%) shall apply to any payment that is made more than sixty (60) days past the due date. The rates, shall nevertheless, not exceed the maximum allowed by law.

f. Delinquent Payments. A payment is considered to be delinquent one hundred and eighty (180) days after receipt of the invoice from the SGVCOG. The following procedure may be implemented to attain payments from the delinquent PARTY or PARTIES: 1) verbally contact/meet with the manager(s) from the delinquent PARTY or PARTIES; 2) submit a formal letter to the delinquent PARTY or PARTIES from SGVCOG counsel; and 3) notify the Regional Board that the delinquent PARTY or PARTIES are no longer a participating member of the CIMP or EWMP. If the PARTY or PARTIES remain delinquent after the above procedures, then that PARTY's participation in this MOA will be deemed terminated, and the remaining PARTIES' cost share allocation shall be adjusted in accordance with the cost allocation formula in Exhibit C.

Section 9. THE PARTIES FURTHER AGREE:

a. Documentation. The PARTIES agree to provide at no cost to the City all requested information and documentation in their possession that is deemed necessary by the PARTIES to perform the MONITORING SERVICES and EWMP-RELATED TASKS.

b. Access. Each PARTY shall allow the City or its contractor reasonable access and entry to—on an as- needed basis during the term of this MOA—certain facilities and structures owned, operated, or controlled by the PARTY, which access and entry are necessary for the CITY or its contractor to perform MONITORING SERVICES and EWMP-RELATED TASKS (FACILITIES). The FACILITIES shall include but not be limited to the PARTY's storm drains, channels, catch basins, and similar, provided, however, that prior to entering any of the PARTIES FACILITIES, the CITY shall provide seventy-two (72) hours advance written notice of entry to the applicable PARTY, or in the cases where seventy-two (72) hours' advance written notice is not possible, such as in cases of unforeseen wet weather, CITY or its contractor shall provide written notice to the applicable PARTY as early as reasonably possible. LACFCD, being a member of this MOA, agrees to provide the CITY or its contractor a "no-fee" Access Permit to its FACILITIES. This Access Permit does not cover any fees that may be required for Construction Permits for the installation of permanent monitoring equipment. The CITY shall secure any required necessary permits prior to entry.

c. Each PARTY agrees that due to certain monitoring activities, such as toxicity testing, the total cost of this MOA is not inclusive of those activities that may be required to successfully complete the analyses. Thus, the PARTIES agree to

fund the required additional work when the CITY notifies them that the activity has taken place. The PARTIES agree to pay the CITY (through the SGVCOG) for their proportional share of these additional expenditures at an amount not to exceed their proportional annual cost plus the ten percent (10%) contingency as shown in Exhibit A. No PARTY will be obligated to pay for additional expenditures which exceed this amount absent an amendment to this MOA.

d. Reporting. The CITY shall distribute the semi-annual and annual reports to the PARTIES fifteen (15) business days prior to its intended date of submittal to the Regional Board. The PARTIES may review the reports and submitted comments to the CITY prior to its submittal to the Regional Board. The CITY has control of the submittal but shall discuss the PARTIES' comments as they apply to the report.

Section 10. Indemnification

a. Each PARTY and the SGVCOG shall indemnify, defend, and hold harmless each other PARTY, including its special districts, elected and appointed officers, employees, agents, attorneys, and designated volunteers from and against any and all liability, including, but not limited to, demands, claims, actions, fees, costs, and expenses (including reasonable attorney's and expert witness fees), arising from or connected with the respective acts of each PARTY arising from or related to this MOA; provided, however, that no PARTY shall indemnify another PARTY for that PARTY'S own negligence or willful misconduct.

b. In light of the provisions of Section 895.2 of the Government Code of the State of California imposing certain tort liability jointly upon public entities solely by reason of such entities being parties to an agreement (as defined in Section 895 of said Code), each of the PARTIES hereto, pursuant to the authorization contained in Section 895.4 and 895.6 of said Code, shall assume the full liability imposed upon it or any of its officers, agents, or employees, by law for injury caused by any act or omission occurring in the performance of this MOA to the same extent such liability would be imposed in the absence of Section 895.2 of said Code. To achieve the above stated purpose, each PARTY indemnifies, defends, and holds harmless each other PARTY for any liability, cost, or expense that may be imposed upon such other PARTY solely by virtue of said Section 895.2. The provisions of Section 2778 of the California Civil Code are made a part hereof as if incorporated herein.

Section 11. Termination

a. Any PARTY including the SGVCOG may withdraw from this MOA for any reason, in whole or part, by giving the other PARTIES and the Regional Board thirty (30) days written notice thereof. Withdrawing PARTIES shall remain wholly

responsible for their share of the costs of MONITORING SERVICES and EWMP-RELATED TASKS for the extent of the effective term of this MOA. Each PARTY shall also be responsible for the payment of its own fines, penalties or costs incurred as a result of the non-performance of the CIMP and/or EWMP. Upon withdrawal by the SGVCOG, the PARTIES shall meet and confer to designate an alternate organization to accept the SGVCOG's responsibilities under this MOA.

b. The SGVCOG shall notify in writing all PARTIES within fourteen (14) days of receiving written notice from any PARTY that intends to terminate this MOA.

c. If a PARTY fails to comply with any of the terms or conditions of this MOA, that PARTY shall forfeit its rights to the work completed through this MOA, but no such forfeiture shall occur unless and until the defaulting PARTY has first been given notice of its default and a reasonable opportunity to cure the alleged default.

d. EQUIPMENT Ownership - Devices such as, automatic sampling stations inclusive of a cabinet, sampling equipment, ancillary devices, power supplies (EQUIPMENT) may be installed to implement the CIMP. Any PARTY voluntarily terminating membership will not be entitled to a refund for the portion of the share paid to acquire and to operate the EQUIPMENT nor for the remaining value of the EQUIPMENT, if any. The operational life of such EQUIPMENT is approximately seven years, and after which it may be obsolete or may require major remodel or replacement of electrical and mechanical components costing equivalent to a purchase of a new EQUIPMENT. The remaining PARTIES agree to own, operate and maintain and or replace the EQUIPMENT.

Section 12. General Provisions

a. Notices. Any notices, bills, invoices, or reports relating to this MOA, and any request, demand, statement, or other communication required or permitted hereunder shall be in writing and shall be delivered to the representatives of the PARTIES and/or SGVCOG at the addresses set forth in Exhibit D attached hereto and incorporated herein by reference. PARTIES and SBCCOG shall promptly notify each other of any change of contact information, including personnel changes, provided in Exhibit D. Written notice shall include notice delivered via e-mail or fax. A notice shall be deemed to have been received on (a) the date of delivery, if delivered by hand during regular business hours, or by confirmed facsimile or by e-mail; or (b) on the third (3rd) business day following mailing by registered or certified mail (return receipt requested) to the addresses set forth in Exhibit D.

b. Administration. For the purposes of this MOA, the PARTIES and SGVCOG hereby designate as their respective representatives the persons named in Exhibit D. The designated representatives, or their respective designees, shall administer the terms and conditions of this MOA on behalf of their respective entities. Each of the persons signing below on behalf of a PARTY or the SGVCOG represents and warrants that he or she is authorized to sign this MOA on behalf of such entity.

c. Relationship of the Parties. The parties to this MOA are, and shall at all times remain as to each other, wholly independent entities. No party to this MOA shall have power to incur any debt, obligation, or liability on behalf of any other party unless expressly provided to the contrary by this MOA. No employee, agent, or officer of a party shall be deemed for any purpose whatsoever to be an agent, employee, or officer of another party.

d. Binding Effect. This MOA shall be binding upon, and shall be to the benefit of the respective successors, heirs, and assigns of each party to this MOA; provided, however, no party may assign its respective rights or obligations under this MOA without the prior written consent of the other parties.

e. Amendment. The terms and provisions of this MOA may not be amended, modified, or waived, except by an instrument in writing signed by all non-delinquent PARTIES and the SGVCOG. Such amendments may be executed by those individuals listed in Exhibit D or by a responsible individual as determined by each PARTY.

f. Law to Govern. This MOA is governed by, interpreted under, and construed and enforced in accordance with the laws of the State of California. In the event of litigation related to this MOA, venue in the state trial courts shall lie exclusively in the County of Los Angeles.

g. No Presumption in Drafting. The parties to this MOA agree that the general rule that an MOA is to be interpreted against the party drafting it, or causing it to be prepared shall not apply.

h. Severability. If any provision of this MOA shall be determined by any court to be invalid, illegal, or unenforceable to any extent, then the remainder of this MOA shall not be affected, and this MOA shall be construed as if the invalid, illegal, or unenforceable provision had never been contained in this MOA.

i. Entire Agreement. This MOA constitutes the entire agreement of the parties to this MOA with respect to the subject matter hereof.

j. Waiver. Waiver by any party to this MOA of any term, condition, or covenant of this MOA shall not constitute a waiver of any other term, condition, or covenant. Waiver by any party to this MOA of any breach of the provisions of this MOA shall not constitute a waiver of any other provision, nor a waiver of any subsequent breach or violation of any provision of this MOA.

k. Counterparts. This MOA may be executed in any number of counterparts, each of which shall be an original, but all of which taken together shall constitute but one and the same instrument, provided, however, that such counterparts shall have been delivered to all parties to this MOA.

l. All parties to this MOA have been represented by counsel in the preparation and negotiation of this MOA. Accordingly, this MOA shall be construed according to its fair language. Any ambiguities shall be resolved in a collaborative manner by the PARTIES and SGVCOG and shall be rectified by amending this MOA as described in Section 12(e).

IN WITNESS WHEREOF, the PARTIES and SBCCOG hereto have caused this MOA to be executed by their duly authorized representatives and affixed as of the date of signature of the PARTIES:

COUNTY OF LOS ANGELES

By  6/21/18

for Mark Pestrella, Director of Public Works — Date

APPROVED AS TO FORM:

Mary C. Wickham
County Counsel

By  5/8/18

Deputy — Date

LOS ANGELES COUNTY FLOOD CONTROL DISTRICT

By _____ 6/21/18
Mark Pestrella, Chief Engineer Date

APPROVED AS TO FORM:

Mary C. Wickham
County Counsel

By _____ 5/8/18
Deputy Date

CITY OF ALHAMBRA

By _____
Stephen Sham
Mayor

3/26/18
_____
Date

APPROVED AS TO CONTENT:

By _____
Lauren Myles
City Clerk

APPROVED AS TO FORM:

By _____
Joseph M. Montes, Esq.
City Attorney

CITY OF LOS ANGELES

Date: 2/11/19

By: _____
Kevin James, President
Board of Public Works

ATTEST:

_____
Holly Wolcott
~~Interim~~ City Clerk

2-13-19

C-132782

APPROVED AS TO FORM:

_____
Michael N. Feuer
City Attorney

By: _____
Adena M. Hopenstand
Deputy City Attorney

THE CITY OF BURBANK

Dated: April 17, 2018

CITY OF BURBANK

By _____
Emily Gabel-Luddy, Mayor

ATTEST:

_____
Zizette Mullins, CMC, City Clerk

APPROVED AS TO FORM:

_____
Joseph H. McDougall, Senior Assistant City Attorney

CITY OF CALABASAS

Dated: 5/23/18

CITY OF CALABASAS

By _____

Fred Gaines, Mayor

ATTEST:

_____

Maricela Hernandez, MMC
City Clerk

APPROVED AS TO FORM:

_____

Scott Howard,
Colantuono, Highsmith & Whatley, PC
City Attorney

CITY OF GLENDALE

Dated: 5/29/18

CITY OF GLENDALE

By

Zareh Sinanyan, Mayor

ATTEST:

5/29/18

Yasmin K. Beers, City Manager

APPROVED AS TO FORM:

Michael Garcia, City Attorney

CITY OF GLENDALE
DATE 6/15/18
APPROVED AS TO FINANCIAL
PROVISIONS ~~68,524.00~~ 476,859.00

Director of Finance

CITY OF HIDDEN HILLS

Dated: 6-12-18

CITY OF HIDDEN HILLS

By _____
Steve Freedland, Mayor

ATTEST:

_____
Deana L. Graybill, CMC, City Clerk

APPROVED AS TO FORM:

_____
Roxanne M. Diaz, City Attorney

CITY OF LA CANADA FLINTRIDGE

Dated: 6/5/18

CITY OF LA CANADA FLINTRIDGE

By _____
Terry Walker, Mayor

ATTEST:

_____
Mark R. Alexander, City Manager

APPROVED AS TO FORM:

_____
Mark Steres, City Attorney

THE CITY OF MONTEBELLO

Dated: 4/12/18

CITY OF MONTEBELLO

By _____
Andrew G. Pasmant, Acting City Manager

ATTEST:

_____
Irma Barajas, City Clerk

APPROVED AS TO FORM:

_____
Arnold Alvarez-Glasman, City Attorney

CITY OF MONTEREY PARK

Date: 5/7/18

By: _____
Ron Bow, City Manager

ATTEST:

By: _____
Vincent D. Chang, City Clerk

APPROVED AS TO FORM:

By: _____
Karl H. Berger, Assistant City Attorney

CITY OF PASADENA

Dated: 7-13-18

CITY OF PASADENA

By _____

~~Steve~~ Mermell, City Manager
JULIE A.GUTIERREZ
Assistant City Manager

ATTEST:

_____ 7/17/18
Mark Jomsky, City Clerk

APPROVED AS TO FORM:

_____
Brad L. Fuller, Assistant City Attorney

CITY OF ROSEMEAD

Dated: May 9, 2018

CITY OF ROSEMEAD

By _____
Gloria Molleda, City Manager

ATTEST:

_____
Ericka Hernandez, City Clerk

APPROVED AS TO FORM:

_____
Rachel H. Richman, City Attorney
Burke, Williams & Sorensen, LLP

CITY OF SAN FERNANDO

Dated: _____

CITY OF SAN FERNANDO

By _____
Alexander P. Meyerhoff, City Manager

ATTEST:

_____
Elena G. Chávez, City Clerk

APPROVED AS TO FORM:

_____ for
Rick R. Olivarez, City Attorney
Richard Padilla, Asst. City Atty

CITY OF SAN GABRIEL

Dated: June 19, 2018

CITY OF SAN GABRIEL

By _____
Mark Lazzaretto, City Manager

ATTEST:

_____
Sharon F. Clark, Chief City Clerk

APPROVED AS TO FORM:

_____
~~Keith Lemieux,~~ City Attorney ~~ASST.~~
LLOYD PILCHEN

CITY OF SAN MARINO

Dated: 5/18/18

CITY OF SAN MARINO

By _____
Steve Talt, Mayor

ATTEST:

_____
Marcella Marlowe, City Manager

APPROVED AS TO FORM:

_____
Steven Flower, City Attorney

CITY OF SOUTH EL MONTE

Dated: June 26, 2018

CITY OF SOUTH EL MONTE

By _____

Jennifer Vasquez, City Manager

ATTEST:

_____

Rose Juarez, City Clerk

APPROVED AS TO FORM:

_____

Quinn Barrow, City Attorney

CITY OF SOUTH PASADENA

Dated: 5/17/18

CITY OF SOUTH PASADENA

By _____
Stephanie DeWolfe, City Manager

ATTEST:

_____
Evelyn G. Zneimer, City Clerk

APPROVED AS TO FORM:

_____
Teresa L. Highsmith, City Attorney

CITY OF THE TEMPLE CITY

Date: 1-16-2018

CITY OF TEMPLE CITY

By: _____
Cynthia Sternquist, Mayor

ATTEST:

_____
Peggy Kuo, City Clerk

APPROVED AS TO FORM:

_____
Eric S. Vail, City Attorney

SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS

Date: _____

By: _____
Marisa Creter, Executive Director

APPROVED AS TO FORM:

By: _____
Kimberly Hall Barlow
Counsel for the SGVCOG

EXHIBIT A

Upper Los Angeles River Enhanced Watershed Management Area CIMP Implementation Costs

Table 1. Exhibit A Distribution of Total Estimated Cost for Implementing the ULAR CIMP.

Agency	Fiscal Year 18-19	Fiscal Year 19-20	Fiscal Year 20-21	Fiscal Year 21-22	Fiscal Year 22-23	Total
LACFCD	$41,269	$57,360	$34,536	$34,556	$51,127	$218,848
City of Los Angeles	$448,136	$637,212	$373,145	$373,145	$580,367	$2,412,005
County of Los Angeles	$110,198	$132,588	$94,952	$95,161	$116,540	$549,439
City of Alhambra	$11,184	$10,053	$10,053	$10,053	$10,053	$51,398
City of Burbank	$25,406	$42,837	$22,837	$22,837	$54,168	$168,086
City of Calabasas	$23,640	$70,648	$8,245	$8,245	$8,245	$119,023
City of Glendale	$44,852	$71,702	$40,317	$40,317	$88,532	$285,720
City of Hidden Hills	$5,496	$15,915	$1,978	$1,978	$1,978	$27,345
City of La Canada Flintridge	$12,673	$14,057	$11,392	$11,392	$15,314	$64,827
City of Montebello	$12,265	$11,025	$11,025	$11,025	$11,025	$56,365
City of Monterey Park	$11,338	$10,192	$10,192	$10,192	$10,192	$52,105
City of Pasadena	$33,902	$30,693	$30,474	$30,474	$30,857	$156,399
City of Rosemead	$7,581	$6,815	$6,815	$6,815	$6,815	$34,840
City of San Fernando	$3,475	$4,623	$3,124	$3,124	$5,359	$19,705
City of San Gabriel	$6,056	$5,444	$5,444	$5,444	$5,444	$27,832
City of San Marino	$5,518	$4,960	$4,960	$4,960	$4,960	$25,357
City of South El Monte	$11,484	$11,271	$11,431	$11,594	$11,760	$57,541
City of South Pasadena	$5,006	$4,500	$4,500	$4,500	$4,500	$23,005
City of Temple City	$5,900	$5,303	$5,303	$5,303	$5,303	$27,113

Total Estimated Cost of CIMP	**$825,379**	**$1,147,199**	**$690,722**	**$691,114**	**$1,022,538**	**$4,376,952**

Note:
1. The Total Estimated Cost for each agency is the sum of General Monitoring Costs (refer to Table 2, Exhibit A) plus the costs for Non-Stormwater Outfall Monitoring (refer to Table 3a-j, Exhibit A), Legg Lake Receiving Water Monitoring, and SGVCOG annual fee.

Table 2. Exhibit A Distribution of General Monitoring Costs.

CIMP Component	Fiscal Year 18-19	Fiscal Year 19-20	Fiscal Year 20-21	Fiscal Year 21-22	Fiscal Year 22-23	Total
Receiving Water Monitoring	$273,744	$273,744	$273,744	$273,744	$273,744	$1,368,720
Stormwater Outfall Monitoring	$80,009	$80,009	$80,009	$80,009	$80,009	$400,044
Non-Stormwater Outfall Monitoring	(NSWO costs are distributed according to sub-watershed)					
Data Management (15%)	$53,063	$53,063	$53,063	$53,063	$53,063	$265,315
Capital Expenses	$96,906	$21,000	$21,000	$21,000	$21,000	$180,906
Operation & Maintenance Expenses	$9,414	$9,414	$9,414	$9,414	$9,414	$47,072
Contracted Services: Annual Report, Data Tools, On-call support	$90,000	$90,000	$90,000	$90,000	$90,000	$450,000
Program Management (5%)	$30,157	$26,362	$26,362	$26,362	$26,362	$135,603
General Monitoring Costs (Sub-Total)	$633,293	$553,592	$553,592	$553,592	$553,592	$2,847,659
Contingency (10%)	$63,329	$55,359	$55,359	$55,359	$55,359	$284,766
Annual Escalation (0%, 2%, 2%, 2%, 2%)	$0	$12,179	$12,179	$12,179	$12,179	$48,716
General Monitoring Costs (Total)	**$696,622**	**$621,130**	**$621,130**	**$621,130**	**$621,130**	**$3,181,141**

Agency	Land Area (acres)	% of Area	Fiscal Year 18-19	Fiscal Year 19-20	Fiscal Year 20-21	Fiscal Year 21-22	Fiscal Year 22-23	Total
LACFCD (5%)	--	--	$34,831	$31,056	$31,056	$31,056	$31,056	$159,057
City of Los Angeles	181,288.00	58.53%	$387,319	$345,345	$345,345	$345,345	$345,345	$1,768,699
County of Los Angeles	41,048.07	13.25%	$87,698	$78,195	$78,195	$78,195	$78,195	$400,477
City of Alhambra	4,884.31	1.58%	$10,435	$9,304	$9,304	$9,304	$9,304	$47,653
City of Burbank	11,095.20	3.58%	$23,705	$21,136	$21,136	$21,136	$21,136	$108,248
City of Calabasas	4,005.68	1.29%	$8,558	$7,631	$7,631	$7,631	$7,631	$39,081
City of Glendale	19,587.50	6.32%	$41,848	$37,313	$37,313	$37,313	$37,313	$191,101
City of Hidden Hills	961.03	0.31%	$2,053	$1,831	$1,831	$1,831	$1,831	$9,376
City of La Canada Flintridge	5,534.46	1.79%	$11,824	$10,543	$10,543	$10,543	$10,543	$53,996

City of Montebello	5,356.38	1.73%	$11,444	$10,204	$10,204	$10,204	$10,204	$52,258
City of Monterey Park	4,951.51	1.60%	$10,579	$9,432	$9,432	$9,432	$9,432	$48,308
City of Pasadena	14,805.30	4.78%	$31,631	$28,203	$28,203	$28,203	$28,203	$144,445
City of Rosemead	3,310.87	1.07%	$7,074	$6,307	$6,307	$6,307	$6,307	$32,302
City of San Fernando	1,517.64	0.49%	$3,242	$2,891	$2,891	$2,891	$2,891	$14,807
City of San Gabriel	2,644.87	0.85%	$5,651	$5,038	$5,038	$5,038	$5,038	$25,804
City of San Marino	2,409.64	0.78%	$5,148	$4,590	$4,590	$4,590	$4,590	$23,509
City of South El Monte	1,594.16	0.51%	$3,406	$3,037	$3,037	$3,037	$3,037	$15,553
City of South Pasadena	2,186.20	0.71%	$4,671	$4,165	$4,165	$4,165	$4,165	$21,329
City of Temple City	2,576.50	0.83%	$5,505	$4,908	$4,908	$4,908	$4,908	$25,137
Total	**309,757.32**	**100%**	**$696,622**	**$621,130**	**$621,130**	**$621,130**	**$621,130**	**$3,181,141**

Note:
1. General Monitoring Costs include all required monitoring elements in the CIMP, except for Non-Stormwater Outfall Monitoring and Receiving water monitoring in Echo Park Lake, Lake Calabasas, and Legg Lake.
2. The areas owned by Caltrans, State Parks, and U.S. Government have been excluded from the total area of the Upper Los Angeles River watershed.
3. Los Angeles County Flood Control District (LACFCD) is responsible for 5% of the General Monitoring Costs, which is subtracted before the costs are distributed among the other Parties.
4. Area (acres) determined by GIS analysis as shown in Exhibit C.
5. Agency Percent Area = (Agency Area / Total Area) x 100%
6. Distributed Cost to each Party = [(Total of General Monitoring Costs – LACFD 5%) x Agency Percent Area] / 100%.

Table 3A Exhibit A Distribution of Costs for Non-Stormwater Outfall Monitoring in Aliso Canyon Wash

Non-Stormwater Outfall Monitoring (ACW)	Fiscal Year 18-19	Fiscal Year 19-20	Fiscal Year 20-21	Fiscal Year 21-22	Fiscal Year 22-23	Total
Inventory and 6 screening Events	$13,784	$0	$0	$0	$0	$13,784
Non-Stormwater Outfall Monitoring	$0	$58,132	$0	$0	$0	$58,132
Data Management (15%)	$2,068	$8,720	$0	$0	$0	$10,788
Program Management (5%)	$793	$3,343	$0	$0	$0	$4,135
Monitoring Cost Sub-Total	$16,645	$70,195	$0	$0	$0	$86,839
Contingency (10%)	$1,664	$7,019	$0	$0	$0	$8,684
Annual Escalation (0%, 2%, 2%)	$0	$1,544	$0	$0	$0	$1,544
Aliso Canyon Wash (Total)	**$18,309**	**$78,759**	**$0**	**$0**	**$0**	**$97,068**

Agency	Land Area (acres)	% of Area	Fiscal Year 18-19	Fiscal Year 19-20	Fiscal Year 20-21	Fiscal Year 21-22	Fiscal Year 22-23	Total
LACFCD (5%)	--	--	$915	$3,938	$0	$0	$0	$4,853
City of Los Angeles	11,604.43	86.31%	$15,013	$64,581	$0	$0	$0	$79,594
County of Los Angeles	1,839.94	13.69%	$2,380	$10,240	$0	$0	$0	$12,620
ACW (Total)	**13,444.37**	**100%**	**$18,309**	**$78,759**	**$0**	**$0**	**$0**	**$97,068**

Note:
1. Los Angeles County Flood Control District (LACFCD) is responsible for 5% of the Total Cost, which is subtracted before the cost is distributed among the other Parties.
2. Distributed Cost to each Party within a given Segment or Tributary = [(Total of Non-Stormwater Outfall Monitoring Costs – LACFD 5%) x Agency Percent Area] / 100%

Table 3B Exhibit A (McCoy Canyon)

Non-Stormwater Outfall Monitoring (McCoy Canyon)	Fiscal Year 18-19	Fiscal Year 19-20	Fiscal Year 20-21	Fiscal Year 21-22	Fiscal Year 22-23	Total
Inventory and 6 screening Events	$8,971	$0	$0	$0	$0	$8,971
Non-Stormwater Outfall Monitoring	$0	$37,937	$0	$0	$0	$37,937
Data Management (15%)	$1,346	$5,691	$0	$0	$0	$7,036
Program Management (5%)	$516	$2,181	$0	$0	$0	$2,697
Monitoring Cost Sub-Total	$10,833	$45,809	$0	$0	$0	$56,642
Contingency (10%)	$1,083	$4,581	$0	$0	$0	$5,664
Annual Escalation (0%, 2%, 2%)	$0	$1,008	$0	$0	$0	$1,008
McCoy Canyon (Total)	**$11,916**	**$51,397**	**$0**			**$63,314**

Agency	Land Area (acres)	% of Area	Fiscal Year 18-19	Fiscal Year 19-20	Fiscal Year 20-21	Fiscal Year 21-22	Fiscal Year 22-23	Total
LACFCD (5%)	--	--	$596	$2,570	$0	$0	$0	$3,166
City of Los Angeles	161.26	5.28%	$597	$2,576	$0	$0	$0	$3,174
County of Los Angeles	237.07	7.76%	$878	$3,788	$0	$0	$0	$4,666
City of Calabasas	1,820.64	59.57%	$6,744	$29,089	$0	$0	$0	$35,833
City of Hidden Hills	837.12	27.39%	$3,101	$13,375	$0	$0	$0	$16,476
McCoy Canyon (Total)	**3,056.09**	**100%**	**$11,916**	**$51,397**	**$0**	**$0**	**$0**	**$63,314**

Note:

1. Los Angeles County Flood Control District (LACFCD) is responsible for 5% of the Total Cost, which is subtracted before the cost is distributed among the other Parties.
2. Distributed Cost to each Party within a given Segment or Tributary = [(Total of Non-Stormwater Outfall Monitoring Costs – LACFD 5%) x Agency Percent Area] / 100%

Table 3C Exhibit A (Dry Canyon)

Non-Stormwater Outfall Monitoring (Dry Canyon)	Fiscal Year 18-19	Fiscal Year 19-20	Fiscal Year 20-21	Fiscal Year 21-22	Fiscal Year 22-23	Total
Inventory and 6 screening Events	$8,971	$0	$0	$0	$0	$8,971
Non-Stormwater Outfall Monitoring	$0	$37,937	$0	$0	$0	$37,937
Data Management (15%)	$1,346	$5,691	$0	$0	$0	$7,036
Program Management (5%)	$516	$2,181	$0	$0	$0	$2,697
Monitoring Cost Sub-Total	$10,833	$45,809	$0	$0	$0	$56,642
Contingency (10%)	$1,083	$4,581	$0	$0	$0	$5,664
Annual Escalation (0%, 2%, 2%)	$0	$1,008	$0	$0	$0	$1,008
Dry Canyon (Total)	**$11,916**	**$51,397**	**$0**	**$0**	**$0**	**$63,314**

Agency	Land Area (acres)	% of Area	Fiscal Year 18-19	Fiscal Year 19-20	Fiscal Year 20-21	Fiscal Year 21-22	Fiscal Year 22-23	Total
LACFCD (5%)	--	--	$596	$2,570	$0	$0	$0	$3,166
City of Los Angeles	746.31	25.07%	$2,838	$12,241	$0	$0	$0	$15,079
County of Los Angeles	199.50	6.70%	$759	$3,272	$0	$0	$0	$4,031
City of Calabasas	2,031.13	68.23%	$7,724	$33,314	$0	$0	$0	$41,038
Dry Canyon (Total)	**2,976.94**	**100%**	**$11,916**	**$51,397**	**$0**	**$0**	**$0**	**$63,314**

Note:
1. Los Angeles County Flood Control District (LACFCD) is responsible for 5% of the Total Cost, which is subtracted before the cost is distributed among the other Parties.
2. Distributed Cost to each Party within a given Segment or Tributary = [(Total of Non-Stormwater Outfall Monitoring Costs – LACFD 5%) x Agency Percent Area] / 100%

Table 3D Exhibit A (Bell Creek)

Non-Stormwater Outfall Monitoring (Bell Creek)	Fiscal Year 18-19	Fiscal Year 19-20	Fiscal Year 20-21	Fiscal Year 21-22	Fiscal Year 22-23	Total

Inventory and 6 screening Events	$13,389	$0	$0	$0	$0	$13,389
Non-Stormwater Outfall Monitoring	$0	$37,937	$0	$0	$0	$37,937
Data Management (15%)	$2,008	$5,691	$0	$0	$0	$7,699
Program Management (5%)	$770	$2,181	$0	$0	$0	$2,951
Monitoring Cost Sub-Total	$16,167	$45,809	$0	$0	$0	$61,976
Contingency (10%)	$1,617	$4,581	$0	$0	$0	$6,198
Annual Escalation (0%, 2%, 2%)	$0	$1,008	$0	$0	$0	$1,008
Bell Creek (Total)	**$17,784**	**$51,397**	**$0**	**$0**	**$0**	**$69,181**

Agency	Land Area (acres)	% of Area	Fiscal Year 18-19	Fiscal Year 19-20	Fiscal Year 20-21	Fiscal Year 21-22	Fiscal Year 22-23	Total
LACFCD (5%)	--	--	$889	$2,570	$0	$0	$0	$3,459
City of Los Angeles	9,281.64	86.24%	$14,569	$42,107	$0	$0	$0	$56,676
County of Los Angeles	1,357.60	12.61%	$2,131	$6,159	$0	$0	$0	$8,290
City of Hidden Hills	123.92	1.15%	$195	$562	$0	$0	$0	$757
Bell Creek (Total)	**10,763.16**	**100%**	**$17,784**	**$51,397**	**$0**	**$0**	**$0**	**$69,181**

Note:
1. Los Angeles County Flood Control District (LACFCD) is responsible for 5% of the Total Cost, which is subtracted before the cost is distributed among the other Parties.
2. Distributed Cost to each Party within a given Segment or Tributary = [(Total of Non-Stormwater Outfall Monitoring Costs – LACFD 5%) x Agency Percent Area] / 100%

Table 3E Exhibit A (Segment C)

Non-Stormwater Outfall Monitoring (Segment C)	Fiscal Year 18-19	Fiscal Year 19-20	Fiscal Year 20-21	Fiscal Year 21-22	Fiscal Year 22-23	Total
Inventory and 6 screening Events	$0	$28,360	$0	$0	$0	$28,360
Non-Stormwater Outfall Monitoring	$0	$0	$0	$0	$49,024	$0
Data Management (15%)	$0	$4,254	$0	$0	$7,354	$4,254
Program Management (5%)	$0	$1,631	$0	$0	$2,819	$1,631
Monitoring Cost Sub-Total	$0	$34,244	$0	$0	$59,197	$34,244
Contingency (10%)	$0	$3,424	$0	$0	$5,920	$3,424
Annual Escalation (0%, 2%, 2%)	$0	$0	$0	$0	$1,302	$0
Segment C (Total)	**$0**	**$37,669**	**$0**	**$0**	**$66,419**	**$104,087**

Agency	Land Area (acres)	% of Area	Fiscal Year 18-19	Fiscal Year 19-20	Fiscal Year 20-21	Fiscal Year 21-22	Fiscal Year 22-23	Total
LACFCD (5%)	--	--	$0	$1,883	$0	$0	$3,321	$5,204
City of Los Angeles	23,633.48	69.45%	$0	$24,853	$0	$0	$43,821	$68,674
County of Los Angeles	300.53	0.88%	$0	$316	$0	$0	$557	$873
City of Burbank	3,401.83	10.00%	$0	$3,577	$0	$0	$6,308	$9,885
City of Glendale	6,496.20	19.09%	$0	$6,831	$0	$0	$12,045	$18,877
City of Pasadena	197.70	0.58%	$0	$208	$0	$0	$367	$574
Segment C (Total)	**34,029.74**	**100%**	**$0**	**$37,669**	**$0**	**$0**	**$66,419**	**$104,087**

Note:
1. Los Angeles County Flood Control District (LACFCD) is responsible for 5% of the Total Cost, which is subtracted before the cost is distributed among the other Parties.
2. Distributed Cost to each Party within a given Segment or Tributary = [(Total of Non-Stormwater Outfall Monitoring Costs – LACFD 5%) x Agency Percent Area] / 100%

Table 3F Exhibit A (Verdugo Wash)

Non-Stormwater Outfall Monitoring (Verdugo Wash)	Fiscal Year 18-19	Fiscal Year 19-20	Fiscal Year 20-21	Fiscal Year 21-22	Fiscal Year 22-23	Total
Inventory and 6 screening Events	$0	$28,360	$0	$0	$0	$28,360
Non-Stormwater Outfall Monitoring	$0	$0	$0	$0	$40,916	$0
Data Management (15%)	$0	$4,254	$0	$0	$6,137	$4,254
Program Management (5%)	$0	$1,631	$0	$0	$2,353	$1,631
Monitoring Cost Sub-Total	$0	$34,244	$0	$0	$49,406	$34,244
Contingency (10%)	$0	$3,424	$0	$0	$4,941	$3,424
Annual Escalation (0%, 2%, 2%)	$0	$0	$0	$0	$1,087	$0
Verdugo Wash(Total)	**$0**	**$37,669**	**$0**	**$0**	**$55,434**	**$93,102**

Agency	Land Area (acres)	% of Area	Fiscal Year 18-19	Fiscal Year 19-20	Fiscal Year 20-21	Fiscal Year 21-22	Fiscal Year 22-23	Total
LACFCD (5%)	--	--	$0	$1,883	$0	$0	$2,772	$4,655
City of Los Angeles	1,276.17	6.68%	$0	$2,389	$0	$0	$3,515	$5,904

County of Los Angeles	3,671.20	19.20%	$0	$6,872	$0	$0	$10,113	$16,985
City of La Canada Flintridge	1,424.01	7.45%	$0	$2,665	$0	$0	$3,923	$6,588
City of Glendale	12,740.31	66.64%	$0	$23,848	$0	$0	$35,095	$58,942
City of Pasadena	6.08	0.03%	$0	$11	$0	$0	$17	$28
Verdugo Wash (Total)	**19,117.77**	**100%**	**$0**	**$37,669**	**$0**	**$0**	**$55,434**	**$93,102**

Note:
1. Los Angeles County Flood Control District (LACFCD) is responsible for 5% of the Total Cost, which is subtracted before the cost is distributed among the other Parties.
2. Distributed Cost to each Party within a given Segment or Tributary = [(Total of Non-Stormwater Outfall Monitoring Costs – LACFD 5%) x Agency Percent Area] / 100%

Table 3G Exhibit A (Burbank Western Channel)

Non-Stormwater Outfall Monitoring (BWC)	Fiscal Year 18-19	Fiscal Year 19-20	Fiscal Year 20-21	Fiscal Year 21-22	Fiscal Year 22-23	Total
Inventory and 6 screening Events	$0	$28,360	$0	$0	$0	$28,360
Non-Stormwater Outfall Monitoring	$0	$0	$0	$0	$42,363	$0
Data Management (15%)	$0	$4,254	$0	$0	$6,355	$4,254
Program Management (5%)	$0	$1,631	$0	$0	$2,436	$1,631
Monitoring Cost Sub-Total	$0	$34,244	$0	$0	$51,154	$34,244
Contingency (10%)	$0	$3,424	$0	$0	$5,115	$3,424
Annual Escalation (0%, 2%, 2%)	$0	$0	$0	$0	$1,125	$0
Burbank Western Channel (Total)	**$0**	**$37,669**	**$0**	**$0**	**$57,395**	**$95,063**

Agency	Land Area (acres)	% of Area	Fiscal Year 18-19	Fiscal Year 19-20	Fiscal Year 20-21	Fiscal Year 21-22	Fiscal Year 22-23	Total
LACFCD (5%)	--	--	$0	$1,883	$0	$0	$2,870	$4,753
City of Los Angeles	8,749.20	52.19%	$0	$18,676	$0	$0	$28,457	$47,133
City of Burbank	7,693.45	45.89%	$0	$16,423	$0	$0	$25,023	$41,445
City of Glendale	321.42	1.92%	$0	$686	$0	$0	$1,045	$1,732
Burbank Western Channel (Total)	**16,764.07**	**100%**	**$0**	**$37,669**	**$0**	**$0**	**$57,395**	**$95,063**

Note:
1. Los Angeles County Flood Control District (LACFCD) is responsible for 5% of the Total Cost, which is subtracted before the cost is distributed among the other Parties.
2. Distributed Cost to each Party within a given Segment or Tributary = [(Total of Non-Stormwater Outfall Monitoring Costs – LACFD 5%) x Agency Percent Area] / 100%

Table 3H Exhibit A (Tujunga Wash)

Non-Stormwater Outfall Monitoring (Tujunga Wash)	Fiscal Year 18-19	Fiscal Year 19-20	Fiscal Year 20-21	Fiscal Year 21-22	Fiscal Year 22-23	Total
Inventory and 6 screening Events	$0	$28,360	$0	$0	$0	$28,360
Non-Stormwater Outfall Monitoring	$0	$0	$0	$0	$41,435	$0
Data Management (15%)	$0	$4,254	$0	$0	$6,215	$4,254
Program Management (5%)	$0	$1,631	$0	$0	$2,382	$1,631
Monitoring Cost Sub-Total	$0	$34,244	$0	$0	$50,032	$34,244
Contingency (10%)	$0	$3,424	$0	$0	$5,003	$3,424
Annual Escalation (0%, 2%, 2%)	$0	$0	$0	$0	$1,101	$0
Total	**$0**	**$37,669**	**$0**	**$0**	**$56,136**	**$93,805**

Agency	Land Area (acres)	% of Area	Fiscal Year 18-19	Fiscal Year 19-20	Fiscal Year 20-21	Fiscal Year 21-22	Fiscal Year 22-23	Total
LACFCD (5%)	--	--	$0	$1,883	$0	$0	$2,807	$4,690
City of Los Angeles	32,491.56	89.72%	$0	$32,108	$0	$0	$47,849	$79,957
County of Los Angeles	2,183.42	6.03%	$0	$2,158	$0	$0	$3,215	$5,373
City of Glendale	20.25	0.06%	$0	$20	$0	$0	$30	$50
City of San Fernando	1,517.65	4.19%	$0	$1,500	$0	$0	$2,235	$3,735
Tujunga Wash (Total)	**36,212.88**	**100%**	**$0**	**$37,669**	**$0**	**$0**	**$56,136**	**$93,805**

Note:
1. Los Angeles County Flood Control District (LACFCD) is responsible for 5% of the Total Cost, which is subtracted before the cost is distributed among the other Parties.
2. Distributed Cost to each Party within a given Segment or Tributary = [(Total of Non-Stormwater Outfall Monitoring Costs – LACFD 5%) x Agency Percent Area] / 100%

Table 3I Exhibit A (Segment D)

Non-Stormwater Outfall Monitoring (Segment D)	Fiscal Year 18-19	Fiscal Year 19-20	Fiscal Year 20-21	Fiscal Year 21-22	Fiscal Year 22-23	Total
Inventory and 6 screening Events	$0	$28,360	$0	$0	$0	$28,360

Non-Stormwater Outfall Monitoring	$0	$0	$0	$0	$32,657	$0
Data Management (15%)	$0	$4,254	$0	$0	$4,899	$4,254
Program Management (5%)	$0	$1,631	$0	$0	$1,878	$1,631
Monitoring Cost Sub-Total	$0	$34,244	$0	$0	$39,433	$34,244
Contingency (10%)	$0	$3,424	$0	$0	$3,943	$3,424
Annual Escalation (0%, 2%, 2%)	$0	$0	$0	$0	$868	$0
Total	**$0**	**$37,669**	**$0**	**$0**	**$44,244**	**$81,913**

Agency	Land Area (acres)	% of Area	Fiscal Year 18-19	Fiscal Year 19-20	Fiscal Year 20-21	Fiscal Year 21-22	Fiscal Year 22-23	Total
LACFCD (5%)	--	--	$0	$1,883	$0	$0	$2,212	$4,096
City of Los Angeles	23,079.17	100.00%	$0	$35,785	$0	$0	$42,032	$77,817
Segment D (Total)	**23,079.17**	**100%**	**$0**	**$37,669**	**$0**	**$0**	**$44,244**	**$81,913**

Note:
1. Los Angeles County Flood Control District (LACFCD) is responsible for 5% of the Total Cost, which is subtracted before the cost is distributed among the other Parties.
2. Distributed Cost to each Party within a given Segment or Tributary = [(Total of Non-Stormwater Outfall Monitoring Costs – LACFD 5%) x Agency Percent Area] / 100%

Table 3J Exhibit A (Bull Creek)

Non-Stormwater Outfall Monitoring (Bull Creek)	Fiscal Year 18-19	Fiscal Year 19-20	Fiscal Year 20-21	Fiscal Year 21-22	Fiscal Year 22-23	Total
Inventory and 6 screening Events	$0	$26,778	$0	$0	$0	$26,778
Non-Stormwater Outfall Monitoring	$0	$0	$0	$0	$37,937	$0
Data Management (15%)	$0	$4,017	$0	$0	$5,691	$4,017
Program Management (5%)	$0	$1,540	$0	$0	$2,181	$1,540
Monitoring Cost Sub-Total	$0	$32,334	$0	$0	$45,809	$32,334
Contingency (10%)	$0	$3,233	$0	$0	$4,581	$3,233
Annual Escalation (0%, 2%, 2%)	$0	$0	$0	$0	$1,008	$0
Total	**$0**	**$35,568**	**$0**	**$0**	**$51,397**	**$86,965**

Agency	Land Area (acres)	% of Area	Fiscal Year 18-19	Fiscal Year 19-20	Fiscal Year 20-21	Fiscal Year 21-22	Fiscal Year 22-23	Total

LACFCD (5%)	--	--	$0	$1,778	$0	$0	$2,570	$4,348
City of Los Angeles	10,822.34	85.09%	$0	$28,752	$0	$0	$41,548	$70,299
County of Los Angeles	1,896.24	14.91%	$0	$5,038	$0	$0	$7,280	$12,318
Bull Creek (Total)	**12,718.58**	**100%**	**$0**	**$35,568**	**$0**	**$0**	**$51,397**	**$86,965**

Note:
1. Los Angeles County Flood Control District (LACFCD) is responsible for 5% of the Total Cost, which is subtracted before the cost is distributed among the other Parties.
2. Distributed Cost to each Party within a given Segment or Tributary = [(Total of Non-Stormwater Outfall Monitoring Costs – LACFD 5%) x Agency Percent Area] / 100%

Table 3K Exhibit A (Legg Lake)

Legg Lake Receiving Water Monitoring	Fiscal Year 18-19	Fiscal Year 19-20	Fiscal Year 20-21	Fiscal Year 21-22	Fiscal Year 22-23	Total
Receiving Water Monitoring	$14,178	$14,178	$14,178	$14,178	$14,178	$42,533
Data Management (15%)	$2,127	$2,127	$2,127	$2,127	$2,127	$6,380
Program Management (5%)	$815	$815	$815	$815	$815	$2,446
Monitoring Cost Sub-Total	$17,120	$17,120	$17,120	$17,120	$17,120	$51,359
Contingency (10%)	$1,712	$1,712	$1,712	$1,712	$1,712	$5,136
Annual Escalation (0%, 2%, 2%, 2%, 2%)	$0	$377	$384	$392	$400	$761
Legg Lake (Total)	**$18,831**	**$19,208**	**$19,592**	**$19,984**	**$20,384**	**$98,000**

Agency	Land Area (acres)	% of Area	Fiscal Year 18-19	Fiscal Year 19-20	Fiscal Year 20-21	Fiscal Year 21-22	Fiscal Year 22-23	Total
LACFCD (5%)	--	--	$942	$960	$980	$999	$1,019	$2,882
County of Los Angeles	2,044.68	56.21%	$10,056	$10,258	$10,463	$10,672	$10,885	$30,777
South El Monte	1,592.68	43.79%	$7,833	$7,990	$8,150	$8,313	$8,479	$23,973
Legg Lake (Total)	**3,637.35**	**100%**	**$18,831**	**$19,208**	**$19,592**	**$19,984**	**$20,384**	**$98,000**

Note:
1. Los Angeles County Flood Control District (LACFCD) is responsible for 5% of the Total Cost, which is subtracted before the cost is distributed among the other Parties.
2. Distributed Cost to each Party within Lake = [(Total of Lake Monitoring Costs – LACFD 5%) x Agency Percent Area] / 100%

Table 4. San Gabriel Valley Council of Governments Fee

Agency	Land Area (acres)	% of Area	Fiscal Year 18-19	Fiscal Year 19-20	Fiscal Year 20-21	Fiscal Year 21-22	Fiscal Year 22-23	Total
LACFCD (5%)	--	5.00%	$2,500	$2,500	$2,500	$2,500	$2,500	$12,500
City of Los Angeles	181,288.00	58.53%	$27,800	$27,800	$27,800	$27,800	$27,800	$138,999
County of Los Angeles	41,048.07	13.25%	$6,295	$6,295	$6,295	$6,295	$6,295	$31,473
City of Alhambra	4,884.31	1.58%	$749	$749	$749	$749	$749	$3,745
City of Burbank	11,095.20	3.58%	$1,701	$1,701	$1,701	$1,701	$1,701	$8,507
City of Calabasas	4,005.68	1.29%	$614	$614	$614	$614	$614	$3,071
City of Glendale	19,587.50	6.32%	$3,004	$3,004	$3,004	$3,004	$3,004	$15,018
City of Hidden Hills	961.03	0.31%	$147	$147	$147	$147	$147	$737
City of La Canada Flintridge	5,534.46	1.79%	$849	$849	$849	$849	$849	$4,243
City of Montebello	5,356.38	1.73%	$821	$821	$821	$821	$821	$4,107
City of Monterey Park	4,951.51	1.60%	$759	$759	$759	$759	$759	$3,796
City of Pasadena	14,805.30	4.78%	$2,270	$2,270	$2,270	$2,270	$2,270	$11,352
City of Rosemead	3,310.87	1.07%	$508	$508	$508	$508	$508	$2,539
City of San Fernando	1,517.64	0.49%	$233	$233	$233	$233	$233	$1,164
City of San Gabriel	2,644.87	0.85%	$406	$406	$406	$406	$406	$2,028
City of San Marino	2,409.64	0.78%	$370	$370	$370	$370	$370	$1,848
City of South El Monte	1,594.16	0.51%	$244	$244	$244	$244	$244	$1,222
City of South Pasadena	2,186.20	0.71%	$335	$335	$335	$335	$335	$1,676
City of Temple City	2,576.50	0.83%	$395	$395	$395	$395	$395	$1,975
Total	**309,757.32**	**1.00**	**$50,000**	**$50,000**	**$50,000**	**$50,000**	**$50,000**	**$250,000**

Note:
1. Total cost of SGVCOG Fees is $50,000 per year.
2. Los Angeles County Flood Control District (LACFCD) is responsible for 5% of the Total Cost, which is subtracted before the cost is distributed among the other Parties.

EXHIBIT B

Upper Los Angeles River Enhanced Watershed Management Area EWMP Implementation Costs

Table 1. Distribution of Total Cost for Implementing ULAR EWMP Associated Tasks

CITY	% Drainage Area	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	5YR Total
City of Los Angeles	58.53%	$219,177	$166,120	$312,775	$416,958	$221,723	$1,336,752
Alhambra	1.58%	$5,916	$4,484	$6,735	$4,867	$5,985	$27,987
Burbank	3.58%	$13,409	$10,163	$15,265	$33,182	$13,564	$85,583
Calabasas	1.29%	$5,254	$3,662	$45,435	$3,975	$4,887	$63,213
Glendale	6.32%	$23,627	$17,943	$26,949	$98,628	$23,947	$191,139
Hidden Hills	0.31%	$4,303	$882	$10,237	$957	$1,176	$17,555
La Canada Flintridge	1.79%	$6,704	$5,082	$7,632	$5,516	$6,782	$31,717
Montebello	1.73%	$6,478	$4,910	$7,375	$5,329	$6,553	$30,646
Monterey Park	1.60%	$5,994	$4,544	$6,824	$4,932	$6,064	$28,357
Pasadena	4.78%	$17,897	$13,564	$20,375	$14,758	$18,105	$84,698
Rosemead	1.07%	$5,034	$3,034	$4,559	$3,294	$4,051	$19,971
San Fernando	0.49%	$4,474	$1,390	$2,088	$5,510	$1,855	$15,317
San Gabriel	0.85%	$4,828	$2,414	$3,625	$3,917	$3,221	$18,005
San Marino	0.78%	$4,753	$2,212	$3,324	$2,401	$2,953	$15,642
South El Monte	0.51%	$1,602	$3,052	$2,177	$1,573	$1,934	$10,338
South Pasadena	0.71%	$4,680	$2,010	$3,022	$2,182	$2,685	$14,579
Temple City	0.83%	$4,804	$2,354	$3,537	$2,555	$3,143	$16,393
LACFCD	--	$10,250	$6,500	$34,050	$27,300	$11,500	$89,600
LA County	13.25%	$49,616	$37,605	$69,313	$77,719	$50,192	$284,445
Total	**100.00%**	**$398,845**	**$290,923**	**$585,296**	**$715,552**	**$390,321**	**$2,381,938**

Notes:

1. Total Cost = SGVCOG Admin Fee + Annual Report Costs + Adaptive Management Costs + ROWD Costs + LRS Costs + TMRP Costs + Special Studies Costs + 2017 Report of Waste Discharge (ROWD).

Table 2 : Upper Los Angeles CIMP Contingency (Deficiency) Funds FY15/16 To FY 17/18

CITY	% Drainage Area	FY 15-16	FY 16-17	FY 17-18	Contingency		
		Contingency			Total collected FY15-18	Used	Leftover
City of Los Angeles	58.53%	$81,543	$66,726	$ 60,867	$209,136	$50,699.77	$158,436.67
Alhambra	1.58%	$2,201	$1,801	$1,643	$5,646	$5,258.20	$387.38
Burbank	3.58%	$4,988	$4,081	$3,723	$12,792	$6,858.12	$5,933.76
Calabasas	1.29%	$1,797	$1,471	$1,342	$4,609	$5,031.86	($422.50)
Glendale	6.32%	$8,805	$7,205	$6,572	$22,582	$9,045.74	$13,536.56
Hidden Hills	0.31%	$432	$353	$322	$1,108	$4,247.56	($3,139.88)
La Canada Flintridge	1.79%	$2,494	$2,041	$1,861	$6,396	$5,425.68	$970.26
Montebello	1.73%	$2,410	$1,972	$1,799	$6,182	$5,379.80	$801.75
Monterey Park	1.60%	$2,229	$1,824	$1,664	$5,717	$5,275.51	$441.53
Pasadena	4.78%	$6,659	$5,449	$4,971	$17,080	$7,813.84	$9,265.81
Rosemead	1.07%	$1,491	$1,220	$1,113	$3,823	$4,852.88	($1,029.61)
San Fernando	0.49%	$683	$559	$510	$1,751	$4,390.94	($2,640.10)
San Gabriel	0.85%	$1,184	$969	$884	$3,037	$4,681.32	($1,644.14)
San Marino	0.78%	$1,087	$889	$811	$2,787	$4,620.72	($1,833.66)
South El Monte	0.51%	$711	$581	$530	$1,822	$4,410.66	($2,588.35)
South Pasadena	0.71%	$989	$809	$738	$2,537	$4,563.16	($2,026.22)
Temple City	0.83%	$1,156	$946	$863	$2,966	$4,663.71	($1,698.00)
LACFCD	--	$7,333	$6,000	$5,473	$18,806	$ -	$18,806.05
LA County	13.25%	$18,460	$15,106	$13,779	$47,344	$ 14,573.98	$32,770.25
Total	**100.00%**	**$146,650**	**$120,004**	**$109,467**	**$376,121**	**$151,793.45**	**$224,327.55**

Notes:

1. Table represents excess contingency funds from FY 15-16 per Agency. As agreed, costs for the implementation of the TMRP ($4,000/Agency) was subtracted from each Agency's contingency surplus. Agency's showing Deficiency have remaining implementation costs factored into Year 1 of the TMRP annual costs (refer to Table 8)

Table 3: Upper Los Angeles SGVCOG Management Funds FY18/19 To FY 22/23

CITY	%Drainage Area	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23
City of Los Angeles	58.53%	$ 27,802	$ 27,802	$ 27,802	$ 27,802	$ 27,802
Alhambra	1.58%	$ 751	$ 751	$ 751	$ 751	$ 751
Burbank	3.58%	$ 1,701	$ 1,701	$ 1,701	$ 1,701	$ 1,701
Calabasas	1.29%	$ 613	$ 613	$ 613	$ 613	$ 613
Glendale	6.32%	$ 3,002	$ 3,002	$ 3,002	$ 3,002	$ 3,002
Hidden Hills	0.31%	$ 147	$ 147	$ 147	$ 147	$ 147
La Canada Flintridge	1.79%	$ 850	$ 850	$ 850	$ 850	$ 850
Montebello	1.73%	$ 822	$ 822	$ 822	$ 822	$ 822
Monterey Park	1.60%	$ 760	$ 760	$ 760	$ 760	$ 760
Pasadena	4.78%	$ 2,271	$ 2,271	$ 2,271	$ 2,271	$ 2,271
Rosemead	1.07%	$ 508	$ 508	$ 508	$ 508	$ 508
San Fernando	0.49%	$ 233	$ 233	$ 233	$ 233	$ 233
San Gabriel	0.85%	$ 404	$ 404	$ 404	$ 404	$ 404
San Marino	0.78%	$ 371	$ 371	$ 371	$ 371	$ 371
South El Monte	0.51%	$ 242	$ 242	$ 242	$ 242	$ 242
South Pasadena	0.71%	$ 337	$ 337	$ 337	$ 337	$ 337
Temple City	0.83%	$ 394	$ 394	$ 394	$ 394	$ 394
LACFCD	--	$ 2,500	$ 2,500	$ 2,500	$ 2,500	$ 2,500
LA County	13.25%	$ 6,294	$ 6,294	$ 6,294	$ 6,294	$ 6,294
Total	**100.00%**	**$ 50,000**	**$ 50,000**	**$ 50,000**	**$ 50,000**	**$ 50,000**

Table 4: Upper Los Angeles Annual Report Funds FY18/19 To FY 22/23

CITY	% Drainage Area	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23
City of Los Angeles	58.53%	$ 58,530	$ 58,530	$ 58,530	$ 58,530	$ 58,530
Alhambra	1.58%	$ 1,580	$ 1,580	$ 1,580	$ 1,580	$ 1,580
Burbank	3.58%	$ 3,580	$ 3,580	$ 3,580	$ 3,580	$ 3,580
Calabasas	1.29%	$ 1,290	$ 1,290	$ 1,290	$ 1,290	$ 1,290
Glendale	6.32%	$ 6,320	$ 6,320	$ 6,320	$ 6,320	$ 6,320
Hidden Hills	0.31%	$ 310	$ 310	$ 310	$ 310	$ 310
La Canada Flintridge	1.79%	$ 1,790	$ 1,790	$ 1,790	$ 1,790	$ 1,790
Montebello	1.73%	$ 1,730	$ 1,730	$ 1,730	$ 1,730	$ 1,730
Monterey Park	1.60%	$ 1,600	$ 1,600	$ 1,600	$ 1,600	$ 1,600
Pasadena	4.78%	$ 4,780	$ 4,780	$ 4,780	$ 4,780	$ 4,780
Rosemead	1.07%	$ 1,070	$ 1,070	$ 1,070	$ 1,070	$ 1,070
San Fernando	0.49%	$ 490	$ 490	$ 490	$ 490	$ 490
San Gabriel	0.85%	$ 850	$ 850	$ 850	$ 850	$ 850
San Marino	0.78%	$ 780	$ 780	$ 780	$ 780	$ 780
South El Monte	0.51%	$ 510	$ 510	$ 510	$ 510	$ 510
South Pasadena	0.71%	$ 710	$ 710	$ 710	$ 710	$ 710
Temple City	0.83%	$ 830	$ 830	$ 830	$ 830	$ 830
LACFCD	--	$ 0	$ 0	$ 0	$ 0	$ 0
LA County	13.25%	$ 13,250	$ 13,250	$ 13,250	$ 13,250	$ 13,250
Total	**100.00%**	**$ 100,000**	**$ 100,000**	**$ 100,000**	**$ 100,000**	**$ 100,000**

Notes:

1. LACFCD is compiling their own Annual Report and not contributing to the Watershed effort.

Table 5: Upper Los Angeles Adaptive Management Funds FY18/19 To FY 22/23

CITY	% Drainage Area	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23
City of Los Angeles	58.53%	$ 41,703	$ -	$ 83,405	$ -	$ 55,604
Alhambra	1.58%	$ 1,126	$ -	$ 2,252	$ -	$ 1,501
Burbank	3.58%	$ 2,551	$ -	$ 5,102	$ -	$ 3,401
Calabasas	1.29%	$ 919	$ -	$ 1,838	$ -	$ 1,226
Glendale	6.32%	$ 4,503	$ -	$ 9,006	$ -	$ 6,004
Hidden Hills	0.31%	$ 221	$ -	$ 442	$ -	$ 295
La Canada Flintridge	1.79%	$ 1,275	$ -	$ 2,551	$ -	$ 1,701
Montebello	1.73%	$ 1,233	$ -	$ 2,465	$ -	$ 1,644
Monterey Park	1.60%	$ 1,140	$ -	$ 2,280	$ -	$ 1,520
Pasadena	4.78%	$ 3,406	$ -	$ 6,812	$ -	$ 4,541
Rosemead	1.07%	$ 762	$ -	$ 1,525	$ -	$ 1,017
San Fernando	0.49%	$ 349	$ -	$ 698	$ -	$ 466
San Gabriel	0.85%	$ 606	$ -	$ 1,211	$ -	$ 808
San Marino	0.78%	$ 556	$ -	$ 1,112	$ -	$ 741
South El Monte	0.51%	$ 363	$ -	$ 727	$ -	$ 485
South Pasadena	0.71%	$ 506	$ -	$ 1,012	$ -	$ 675
Temple City	0.83%	$ 591	$ -	$ 1,183	$ -	$ 789
LACFCD	--	$ 3,750	$ -	$ 7,500	$ -	$ 5,000
LA County	13.25%	$ 9,441	$ -	$ 18,881	$ -	$ 12,588
Total	**100.00%**	**$ 75,000**		**$ 150,000**	**$ -**	**$ 100,000**

Notes:

1. Year 3 includes costs for a Reasonable Assurance Analysis (RAA)

Table 6: Upper Los Angeles Report Of Waste Discharge (ROWD) FY18/19 To FY 22/23

CITY	% Drainage Area	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23
City of Los Angeles	58.53%	$ -	$ -	$ -	$ 14,194	$ -
Alhambra	1.58%	$ -	$ -	$ -	$ 383	$ -
Burbank	3.58%	$ -	$ -	$ -	$ 868	$ -
Calabasas	1.29%	$ -	$ -	$ -	$ 313	$ -
Glendale	6.32%	$ -	$ -	$ -	$ 1,533	$ -
Hidden Hills	0.31%	$ -	$ -	$ -	$ 75	$ -
La Canada Flintridge	1.79%	$ -	$ -	$ -	$ 434	$ -
Montebello	1.73%	$ -	$ -	$ -	$ 420	$ -
Monterey Park	1.60%	$ -	$ -	$ -	$ 388	$ -
Pasadena	4.78%	$ -	$ -	$ -	$ 1,159	$ -
Rosemead	1.07%	$ -	$ -	$ -	$ 259	$ -
San Fernando	0.49%	$ -	$ -	$ -	$ 119	$ -
San Gabriel	0.85%	$ -	$ -	$ -	$ 206	$ -
San Marino	0.78%	$ -	$ -	$ -	$ 189	$ -
South El Monte	0.51%	$ -	$ -	$ -	$ 124	$ -
South Pasadena	0.71%	$ -	$ -	$ -	$ 172	$ -
Temple City	0.83%	$ -	$ -	$ -	$ 201	$ -
LACFCD	--	$ -	$ -	$ -	$ 750	$ -
LA County	13.25%	$ -	$ -	$ -	$ 3,213	$ -
Total	100.00%	$ -	$ -	$ -	$ 25,000	$ -

Table 7: Upper Los Angeles Load Reduction Strategy (LRS)Funds FY18/19 To FY 22/23

CITY	% Drainage Area	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23
City of Los Angeles	58.53%	$ -	$ -	$ 63,200	$ 236,644	$ -
Alhambra	1.58%	$ -	$ -	$ -	$ -	$ -
Burbank	3.58%	$ -	$ -	$ -	$ 22,150	$ -
Calabasas	1.29%	$ -	$ -	$ 39,935	$ -	$ -
Glendale	6.32%	$ -	$ -	$ -	$ 79,152	$ -

Hidden Hills	0.31%	$	-	$	-	$	8,913	$	-	$	-
La Canada Flintridge	1.79%	$	-	$	-	$	-	$	2,583	$	-
Montebello	1.73%	$	-	$	-	$	-	$	-	$	-
Monterey Park	1.60%	$	-	$	-	$	-	$	-	$	-
Pasadena	4.78%	$	-	$	-	$	-	$	35	$	-
Rosemead	1.07%	$	-	$	-	$	-	$	-	$	-
San Fernando	0.49%	$	-	$	-	$	-	$	3,483	$	-
San Gabriel	0.85%	$	-	$	-	$	-	$	-	$	-
San Marino	0.78%	$	-	$	-	$	-	$	-	$	-
South El Monte	0.51%	$	-	$	-	$	-	$	-	$	-
South Pasadena	0.71%	$	-	$	-	$	-	$	-	$	-
Temple City	0.83%	$	-	$	-	$	-	$	-	$	-
LACFCD	--	$	-	$	-	$	6,575	$	20,050	$	-
LA County	13.25%	$	-	$	-	$	12,827	$	36,902	$	-
Total	**100.00%**	**$**	**-**	**$**	**-**	**$**	**131,500**	**$**	**50,000**	**$**	**-**

Notes:

1. Includes costs to perform non-stormwater investigations ($10K/Trib or Reach), Facts Sheets for Priority Outfalls ($3K/ea assumed 4 POs/Trib or Reach), and LRS Reports for Segment E Tributaries (FY 20-21), Segment C and its Tributaries, and Segment D and its Tributaries (FY 21-22)

Table 8: Upper Los Angeles Trash Monitoring And Reporting Plan (TMRP) Implementation FY18/19 To FY 22/23

CITY	% Drainage Area	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23
City of Los Angeles	46.7%	$ 35,305	$ 35,305	$ 35,305	$ 35,305	$ 35,305
Alhambra	1.26%	$ 953	$ 953	$ 953	$ 953	$ 953
Burbank	2.86%	$ 2,162	$ 2,162	$ 2,162	$ 2,162	$ 2,162
Calabasas	1.03%	$ 1,201	$ 779	$ 779	$ 779	$ 779
Glendale	5.05%	$ 3,818	$ 3,818	$ 3,818	$ 3,818	$ 3,818
Hidden Hills	0.25%	$ 3,329	$ 189	$ 189	$ 189	$ 189
La Canada Flintridge	1.43%	$ 1,081	$ 1,081	$ 1,081	$ 1,081	$ 1,081
Montebello	1.38%	$ 1,043	$ 1,043	$ 1,043	$ 1,043	$ 1,043

Monterey Park	1.28%	$ 968	$ 968	$ 968	$ 968	$ 968
Pasadena	3.81%	$ 2,880	$ 2,880	$ 2,880	$ 2,880	$ 2,880
Rosemead	0.85%	$ 1,672	$ 643	$ 643	$ 643	$ 643
San Fernando	0.39%	$ 2,935	$ 295	$ 295	$ 295	$ 295
San Gabriel	0.68%	$ 2,158	$ 514	$ 514	$ 514	$ 514
San Marino	0.62%	$ 2,302	$ 469	$ 469	$ 469	$ 469
South El Monte	0.41%	$ 2,898	$ 310	$ 310	$ 310	$ 310
South Pasadena	0.56%	$ 2,450	$ 423	$ 423	$ 423	$ 423
Temple City	0.66%	$ 2,197	$ 499	$ 499	$ 499	$ 499
LACFCD	--	$ 0	$ 0	$ 0	$ 0	$ 0
LA County	10.57%	$ 7,991	$ 7,991	$ 7,991	$ 7,991	$ 7,991
Total	**79.79%**	**$ 77,344**	**$ 60,321**	**$ 60,321**	**$ 60,321**	**$ 60,321**

Notes:

1. Total Drainage Area (100%) includes the Ballona Creek Participating Agencies (not shown here).
2. LACFCD is implementing their own TMRP independently, and is not contributing to this Watershed effort.

Table 9: Upper Los Angeles Special Studies Funds FY18/19 To FY 22/23

CITY	% Drainage Area	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23
City of Los Angeles	58.53%	$ 44,483	$ 44,483	$ 44,483	$ 44,483	$ 44,483
Alhambra	1.58%	$ 1,201	$ 1,201	$ 1,201	$ 1,201	$ 1,201
Burbank	3.58%	$ 2,721	$ 2,721	$ 2,721	$ 2,721	$ 2,721
Calabasas	1.29%	$ 980	$ 980	$ 980	$ 980	$ 980
Glendale	6.32%	$ 4,803	$ 4,803	$ 4,803	$ 4,803	$ 4,803
Hidden Hills	0.31%	$ 236	$ 236	$ 236	$ 236	$ 236
La Canada Flintridge	1.79%	$ 1,360	$ 1,360	$ 1,360	$ 1,360	$ 1,360
Montebello	1.73%	$ 1,315	$ 1,315	$ 1,315	$ 1,315	$ 1,315
Monterey Park	1.60%	$ 1,216	$ 1,216	$ 1,216	$ 1,216	$ 1,216
Pasadena	4.78%	$ 3,633	$ 3,633	$ 3,633	$ 3,633	$ 3,633
Rosemead	1.07%	$ 813	$ 813	$ 813	$ 813	$ 813
San Fernando	0.49%	$ 372	$ 372	$ 372	$ 372	$ 372
San Gabriel	0.85%	$ 646	$ 646	$ 646	$ 646	$ 646

San Marino	0.78%	$ 593	$ 593	$ 593	$ 593	$ 593
South El Monte	0.51%	$ 388	$ 388	$ 388	$ 388	$ 388
South Pasadena	0.71%	$ 540	$ 540	$ 540	$ 540	$ 540
Temple City	0.83%	$ 631	$ 631	$ 631	$ 631	$ 631
LACFCD	--	$ 4,000	$ 4,000	$ 4,000	$ 4,000	$ 4,000
LA County	13.25%	$ 10,070	$ 10,070	$ 10,070	$ 10,070	$ 10,070
Total	**100.00%**	**$ 80,000**	**$ 80,000**	**$ 80,000**	**$ 80,000**	**$ 80,000**

Notes:

1. Special studies at a cost of $200,000 each spread out over 5 years.

Table 10: Upper Los Angeles 2017 Report Of Waste Discharge (ROWD) Cost

CITY	% Drainage Area	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23
City of Los Angeles	58.53%	$ 11,355	$ -	$ -	$ -	$ -
Alhambra	1.58%	$ 307	$ -	$ -	$ -	$ -
Burbank	3.58%	$ 695	$ -	$ -	$ -	$ -
Calabasas	1.29%	$ 250	$ -	$ -	$ -	$ -
Glendale	6.32%	$ 1,226	$ -	$ -	$ -	$ -
Hidden Hills	0.31%	$ 60	$ -	$ -	$ -	$ -
La Canada Flintridge	1.79%	$ 347	$ -	$ -	$ -	$ -
Montebello	1.73%	$ 336	$ -	$ -	$ -	$ -
Monterey Park	1.60%	$ 310	$ -	$ -	$ -	$ -
Pasadena	4.78%	$ 927	$ -	$ -	$ -	$ -
Rosemead	1.07%	$ 208	$ -	$ -	$ -	$ -
San Fernando	0.49%	$ 95	$ -	$ -	$ -	$ -
San Gabriel	0.85%	$ 165	$ -	$ -	$ -	$ -
San Marino	0.78%	$ 151	$ -	$ -	$ -	$ -
South El Monte	0.51%	$ 99	$ -	$ -	$ -	$ -
South Pasadena	0.71%	$ 138	$ -	$ -	$ -	$ -
Temple City	0.83%	$ 161	$ -	$ -	$ -	$ -
LACFCD	--	--	$ -	$ -	$ -	$ -
LA County	13.25%	$ 2,571	$ -	$ -	$ -	$ -
Total	**100.00%**	**$ 19,400**	$ -	$ -	$ -	$ -

EXHIBIT C

Upper Los Angeles River Enhanced Watershed Management Area
CIMP and EWMP Invoicing Schedule

Table 1. CIMP/EWMP Implementation Annual Implementation Costs

CITY	% Drainage Area	July 2018	July 2019	July 2020	July 2021	July 2022
City of Los Angeles	58.53%	$ 667,313	$ 803,332	$ 685,920	$ 790,103	$ 802,090
Alhambra	1.58%	$ 17,100	$ 14,537	$ 16,788	$ 14,920	$ 16,038
Burbank	3.58%	$ 38,815	$ 53,000	$ 38,102	$ 56,019	$ 67,732
Calabasas	1.29%	$ 28,894	$ 74,310	$ 53,680	$ 12,220	$ 13,132
Glendale	6.32%	$ 68,524	$ 89,645	$ 67,266	$ 138,945	$ 112,479
Hidden Hills	0.31%	$ 9,799	$ 16,797	$ 12,215	$ 2,935	$ 3,154
La Canada Flintridge	1.79%	$ 19,377	$ 19,139	$ 19,024	$ 16,908	$ 22,096
Montebello	1.73%	$ 18,743	$ 15,935	$ 18,400	$ 16,345	$ 17,578
Monterey Park	1.60%	$ 17,332	$ 14,736	$ 17,016	$ 15,124	$ 16,256
Pasadena	4.78%	$ 51,799	$ 44,257	$ 50,849	$ 45,232	$ 48,962
Rosemead	1.07%	$ 12,615	$ 9,849	$ 11,374	$ 10,109	$ 10,866
San Fernando	0.49%	$ 7,949	$ 6,013	$ 5,212	$ 8,634	$ 7,214
San Gabriel	0.85%	$ 10,884	$ 7,858	$ 9,069	$ 9,361	$ 8,665
San Marino	0.78%	$ 10,271	$ 7,172	$ 8,284	$ 7,361	$ 7,913
South El Monte	0.51%	$ 13,086	$ 14,323	$ 13,608	$ 13,167	$ 13,694
South Pasadena	0.71%	$ 9,686	$ 6,510	$ 7,522	$ 6,682	$ 7,185
Temple City	0.83%	$ 10,704	$ 7,657	$ 8,840	$ 7,858	$ 8,446
LACFCD	--	$ 51,519	$ 63,860	$ 68,586	$ 61,856	$ 62,627
LA County	13.25%	$ 159,814	$ 170,193	$ 164,265	$ 172,880	$ 166,732
Total	100.00%	$ 1,224,224	$ 1,439,121	$ 1,276,019	$ 1,406,667	$ 1,412,860

EXHIBIT D

Upper Los Angeles River EWMP/CIMP Responsible Agencies Representatives

Agency Address	Agency Contact
City of Los Angeles Department of Public Works Bureau of Sanitation, Watershed Protection Division 1149 S. Broadway Los Angeles, CA 90015	Shahram Kharaghani E-mail: Shahram.Kharaghani@Lacity.org Phone: (213) 485-0587 Fax: (213) 485-3939
County of Los Angeles Department of Public Works Stormwater Quality Division, 11th Floor 900 South Fremont Avenue Alhambra, CA 91803-1331	Paul Alva E-mail: PALVA@dpw.lacounty.gov Phone: (626) 458-4325 Fax: (626) 457-1526
Los Angeles County Flood Control District Department of Public Works Stormwater Quality Division, 11th Floor 900 South Fremont Avenue Alhambra, CA 91803-1331	Paul Alva E-mail: PALVA@dpw.lacounty.gov Phone: (626) 458-4325 Fax: (626) 457-1526
City of Alhambra 11 South First Street Alhambra, XA 91801-3796	David Dolphin E-mail: DDOLPHIN@cityofalhambra.org Phone: (626) 300-1571 Fax:
City of Burbank P.O. Box 6459 Burbank, CA 91510	Alvin Cruz E-mail:ACruz@burbankca.gov Phone: (818) 238-3941 Fax:
City of Calabasas 100 Civic Center Way Calabasas, CA 91302-3172	Alex Farassati E-mail: afarassati@cityofcalabasas.com Phone: (818) 224-1600 Fax: (818) 225-7338
City of Glendale Engineering Section, 633 East Broadway, Room 205 Glendale, CA 91206-4308	Chris Chew E-mail: cchew@ glendaleca.gov Phone: (818) 548-3945 Fax:
City of Hidden Hills 6165 Spring Valley Road Hidden Hills, CA 91302	Joe Bellomo jbellomo@willdan.com Phone: (805) 279-6856
City of La Canada Flintridge 1327 Foothill Blvd. La Canada Flintridge, CA 91011-2137	Hoon Hahn E-mail: hhahn@lcf.ca.gov Phone: 818-790-8882 Fax:818-70-8897

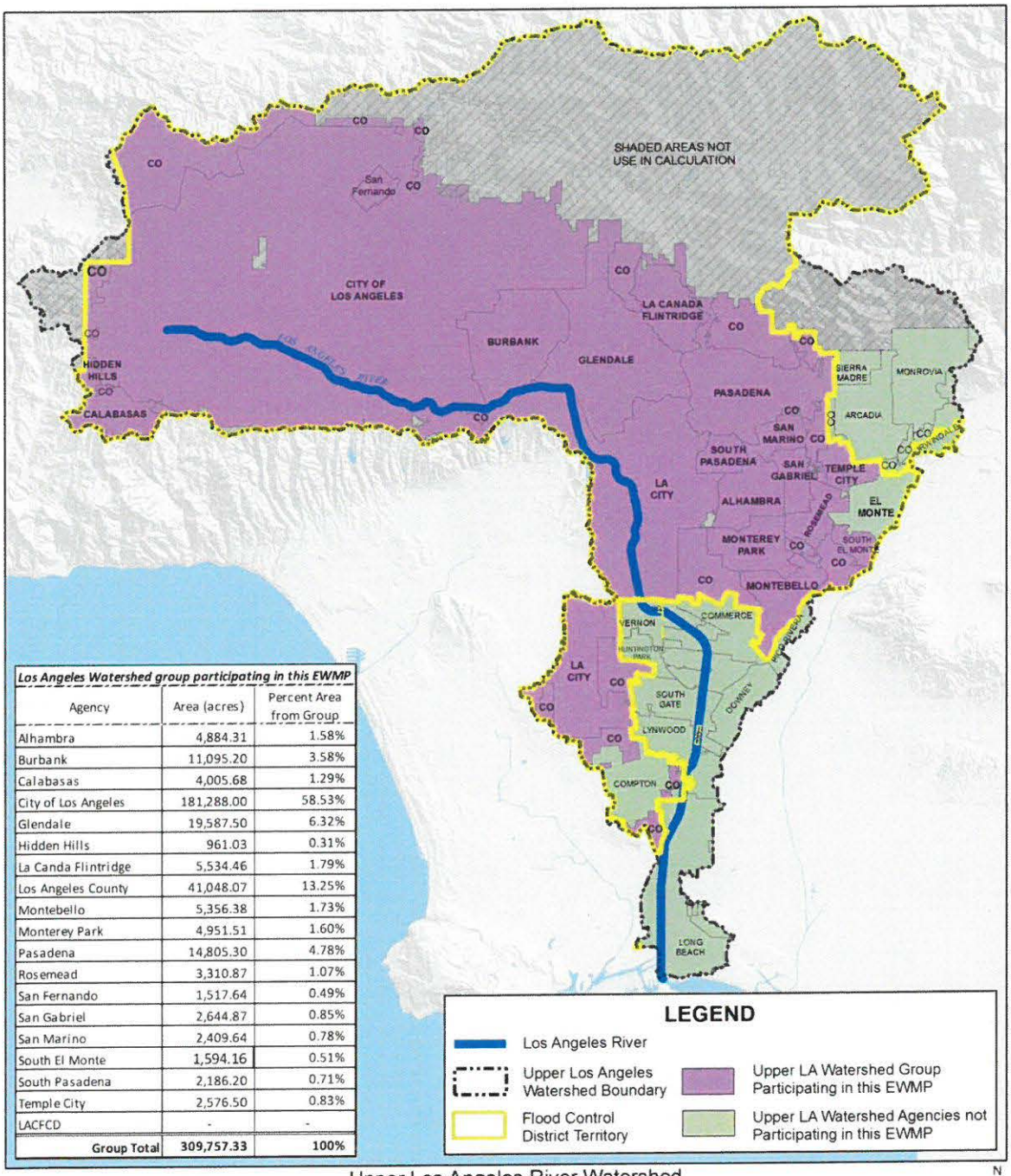
EXHIBIT D

Upper Los Angeles River EWMP/CIMP Responsible Agencies Representatives

City of Montebello 1600 W Beverly Blvd Montebello, CA 90640	Norma Salinas E-mail: Nsalinas@cityofmontebello.com Phone: 323-887-1365 Fax: 323- 887-1410 Eric Woosley E-mail: ewoosley@infrastructure-engineers.com Phone: 714-940-0100 Ext 5226
City of Monterey Park 320 West Newmark Avenue Monterey Park, CA 91754-2896	Bonnie Tam E-mail: btam@montereypark.ca.gov Phone: (626) 307-1383
City of Pasadena P.O. Box 7115 Pasadena, CA 91109-7215	Sean Singletary E-mail: ssingletary@cityofpasadena.net Phone: (626) 744-4273 Fax:
City of Rosemead, 8838 East Valley Blvd. Rosemead, CA 91770-1787	Rafael Fajardo E-mail: rfajardo@cityofrosemead.org Phone: (626) 569-2107 Curtis Cannon E-mail: ccannon@cityofrosemead.org Phone: (626) 569-2107
City of San Fernando 117 Macneil Street San Fernando, CA 91340	Joe Bellomo Email: jbellomo@willdan.com Phone: (805) 279-6856
City of San Gabriel 425 South Mission Avenue San Gabriel, CA 91775	Daren Grilley E-mail: dgrilley@sgch.org Phone: Fax: Patty Pena ppena@sgch.org Phone: (626) 308-2825
City of San Marino 2200 Huntington Drive San Marino, CA 91108-2691	Kevin Sales E-mail: kjserv@aol.com Phone: Fax:
City of South El Monte 1415 Santa Anita Ave. South El Monte, CA 91733	Manuel Mancha E-mail: mmancha@soelmonte.org Phone: (626) 579-6540 Fax: (626) 579-2409
City of South Pasadena 1414 Mission Street South Pasadena, CA 91020-3298	Rafael O. Casillas E-mail: rcasillas@southpasadenaca.gov Phone: (626) 403-7246

City of Temple City 9701 Las Tunas Drive Temple City, CA 9178	Andrew Coyne E-mail: acoyne@templecity.us Phone: (626) 285-2171 Ext. 4344
San Gabriel Valley Council of Governments 1000 S. Fremont Ave. Unit 42 Bldg A10-N, Suite 10210 Alhambra, CA 9180	Marisa Creter E-mail: mcreter@sgvcog.org Phone: (626) 457-1800 Fax: (626) 457-1285

EXHIBIT E
Upper Los Angeles River Enhanced Watershed Management Area



Los Angeles Watershed group participating in this EWMP

Agency	Area (acres)	Percent Area from Group
Alhambra	4,884.31	1.58%
Burbank	11,095.20	3.58%
Calabasas	4,005.68	1.29%
City of Los Angeles	181,288.00	58.53%
Glendale	19,587.50	6.32%
Hidden Hills	961.03	0.31%
La Canda Flintridge	5,534.46	1.79%
Los Angeles County	41,048.07	13.25%
Montebello	5,356.38	1.73%
Monterey Park	4,951.51	1.60%
Pasadena	14,805.30	4.78%
Rosemead	3,310.87	1.07%
San Fernando	1,517.64	0.49%
San Gabriel	2,644.87	0.85%
San Marino	2,409.64	0.78%
South El Monte	1,594.16	0.51%
South Pasadena	2,186.20	0.71%
Temple City	2,576.50	0.83%
LACFCD	-	-
Group Total	**309,757.33**	**100%**

Upper Los Angeles River Watershed
EWMP Agencies

BUREAU OF SANITATION

ENRIQUE C. ZALDIVAR, DIRECTOR

SHAHRAM KHARAGHANI, PROGRAM MANAGER

ULARW_EWMPAgencies	DRAWN BY: NH	CHECKED BY: VD	DATE CREATED: 6-18-13 / DATE REVISED: 3-3-15

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Thomas Bros Data reproduce with permission granted by THOMAS BROS MAP

WATERSHED PROTECTION DIVISION

MEMORANDUM OF AGREEMENT
BETWEEN THE SAN GABRIEL VALLEY COUNCIL OF GOVERNMENTS
AND THE CITY OF MONTEBELLO

This Memorandum of Agreement ("MOA") is made and entered into as of the date of execution set forth below by and between the City of Montebello, a municipal corporation ("City"), and the San Gabriel Valley Council of Governments, a California joint powers authority ("SGVCOG"). City and SGVCOG may be referred to herein collectively as the "Parties" or individually as a "Party."

RECITALS:

WHEREAS, the U.S. Environmental Protection Agency (USEPA) and the California Regional Water Quality Control Board, Los Angeles Region (Regional Board) have classified the Greater Los Angeles County Municipal Separate Storm Sewer System (MS4) as a large MS4 pursuant to 40 Code of Federal Regulations (CFR) section 122.26(b)(4) and a major facility pursuant to 40 CFR section 122.2; and

WHEREAS, the 2012 MS4 Permit became effective on December 28, 2012, and required that the Los Angeles County Flood Control District (LACFCD), the County of Los Angeles (COUNTY), and 84 of the 88 cities within the County comply with its prescribed elements; and

WHEREAS, the 2021 MS4 Permit became effective on September 11, 2021, superseding the 2012 MS4 Permit, and requires the COUNTY, LACFCD, 85 cities within the coastal watersheds of Los Angeles County, the Ventura County Watershed Protection District, the County of Ventura, and 10 cities within Ventura County to comply with its prescribed elements; and

WHEREAS, the MS4 Permit identifies the City as an MS4 permittee responsible for compliance with the Permit's requirements pertaining to the City's jurisdictional area in the Upper Los Angeles River Watershed Management Area; and

WHEREAS, the cities of Alhambra, Burbank, Calabasas, Glendale, Hidden Hills, La Canada Flintridge, Los Angeles, Montebello, Monterey Park, Pasadena, Rosemead, San Fernando, San Gabriel, San Marino, South El Monte, South Pasadena, and Temple City and LACFCD and the COUNTY formed the Upper Los Angeles River Watershed Management Group (ULAR WMG) to collaborate on the Watershed Management Program (WMP) and the Coordinated Integrated Monitoring Program (CIMP) in accordance with the MS4 Permit, with the City of Los Angeles serving as the ULAR WMG lead agency; and

WHEREAS, the ULAR WMG agencies executed an agreement to collaborate on the development of a WMP and a CIMP in accordance with the MS4 Permit for a portion of the Upper Los Angeles River Watershed Management Area to comply with all applicable monitoring requirements of the MS4 Permit (the "ULAR WMG MOA"); and

WHEREAS, the ULAR WMG agencies agreed to cooperatively share and fully fund the costs of the implementation of the CIMP and WMP and agreed to have the SGVCOG invoice and collect funds from each of the ULAR WMG agencies to cover the costs of implementation; and

WHEREAS, per Section 8.c. of the ULAR WMG MOA, if the City of Los Angeles incurred costs greater than the contract estimates contained in Exhibit A of the ULAR WMG MOA, the ULAR WMG agencies

agreed to pay the City of Los Angeles (through SGVCOG) for their proportional share of the additional expenditures at an amount not to exceed ten percent (10%) of their proportional annual cost; and

WHEREAS, the City's proportional share of the additional expenditures exceeds ten percent, and any costs which exceed this ten percent (10%) contingency required an amendment to the ULAR WMG MOA. The ULAR WMG MOA expired on June 30, 2023, and the SGVCOG and the ULAR WMG agencies were unable to amend the ULAR WMG MOA before its expiration due to the reconciliation process; and

WHEREAS, the SGVCOG will be entering into new agreements with ULAR WMG agencies that incurred costs which exceed their ten percent (10%) contingency; and

NOW, THEREFORE, the SGVCOG and City desire to enter into a new agreement in which the SGVCOG will invoice the City for its proportional share of the additional expenditures and agree as follows:

I. RECITALS:

The above Recitals are made a substantive part of this MOA.

II. TERM:

The term of this MOA shall become effective upon execution by both Parties and shall continue until the City's payment of the invoice per Section III.

III. INVOICING AND PAYMENT:

The SGVCOG will invoice the City in an amount not exceeding $23,784.67. The City shall pay the invoice within sixty (60) days of receipt of the invoice from the SGVCOG.

IV. NOTICES/INVOCES:

Any notices, bills, invoices, or reports relating to this MOA, and any request, demand, statement, or other communication required or permitted hereunder shall be in writing and shall be delivered to the representatives of the City and/or SGVCOG at the respective addresses set forth in Exhibit A attached hereto and incorporated herein by reference. The City and SGVCOG shall promptly notify each other of any change of contact information, including personnel changes, provided in Exhibit A. Written notice shall include notice delivered via e-mail or fax. A notice shall be deemed to have been received on (a) the date of delivery, if delivered by hand during regular business hours, or by confirmed facsimile or by e-mail; or (b) on the third (3rd) business day following mailing by registered or certified mail (return receipt requested) to the addresses set forth in Exhibit A.

[Signature page to follow.]

IN WITNESS WHEREOF, the City and SGVCOG hereto have caused this MOA to be executed by their duly authorized representatives and affixed as of the date of signature of the Parties:

FOR THE CITY OF MONTEBELLO:

By:_____
Raul Alvarez
City Manager

Date:_____

APPROVED AS TO FORM:

_____
Arnold Alvarez-Glasman
City Attorney

FOR THE SAN GABRIEL VALLEY
COUNCIL OF GOVERNMENTS:

By: _____
Marisa Creter
Executive Director

Date:_____

APPROVED AS TO FORM:

_____
David DeBerry
General Counsel

EXHIBIT "A"

ULAR WMG Agency Representatives

[Behind this page.]

Upper Los Angeles River Watershed Management Area Agency Representatives

Agency Address	Agency Contact
City of Los Angeles Department of Public Works Bureau of Sanitation, Watershed Protection Division 1149 S. Broadway Los Angeles, CA 90015	Alfredo Magallanes E-mail: alfredo.magallanes@lacity.org Phone: (213) 485-3958
County of Los Angeles Department of Public Works Stormwater Quality Division, Building A-9 East, 1st Floor 1000 South Fremont Avenue Alhambra, CA 91803	Mark Lombos E-mail: mlombos@dpw.lacounty.gov Phone: (626) 300-4665
Los Angeles County Flood Control District Department of Public Works Stormwater Quality Division, Building A-9 East, 1st Floor 1000 South Fremont Avenue Alhambra, CA 91803	Jalaine Verdiner E-mail: jquintr@dpw.lacounty.gov Phone: (626) 300-4666
City of Alhambra 111 South First Street Alhambra, CA 91801-3796	David Dolphin E-mail: DDOLPHIN@cityofalhambra.org Phone: (626) 300-1571
City of Burbank P.O. Box 6459 Burbank, CA 91510	Stephen Walker E-mail: SWalker@burbankca.gov Phone: (818) 238-3804
City of Calabasas 100 Civic Center Way Calabasas, CA 91302-3172	Tatiana Holden E-mail: tholden@cityofcalabasas.com Phone: (818) 224-1600
City of Glendale Engineering Section 633 East Broadway, Room 209 Glendale, CA 91206-4308	Maurice Oillataguerre E-mail: moillataguerre@glendaleca.gov Phone: (818) 550-4511
City of Hidden Hills 6165 Spring Valley Road Hidden Hills, CA 91302	Joe Bellomo E-mail: jbellomo@willdan.com Phone: (805) 279-6856
City of La Canada Flintridge 1327 Foothill Blvd. La Canada Flintridge, CA 91011-2137	Patrick DeChellis E-mail: pdechellisi@lcf.ca.gov Phone: (818) 790-8882

City of Montebello 1600 W Beverly Blvd Montebello, CA 90640	Cesar Roldan E-mail: croldan@montebelloca.gov Phone: 323-887-1247 Rita Montalvo E-mail: rmontalvo@cityofmontebello.com Phone: 323-887-1200 Ext 469
City of Monterey Park 320 West Newmark Avenue Monterey Park, CA 91754-2896	Xochitl Tipan E-mail: xtipan@montereypark.ca.gov Phone: (626) 307-1383
City of Pasadena 100 N Garfield Ave Pasadena, CA 91101-1726	Dawn Petschauer E-mail: dpetschauer@cityofpasadena.net Phone: (626) 744-3929
City of Rosemead 8838 East Valley Blvd. Rosemead, CA 91770-1787	Michael Chung E-mail: mchung@cityofrosemead.org Phone: (626) 569-2158 Eddie Chan E-mail: echan@cityofrosemead.org Phone: (626) 569-2154
City of San Fernando 117 Macneil Street San Fernando, CA 91340	Kenneth Jones Email: kjones@sfcity.org Phone: (818) 898-1240
City of San Gabriel 425 South Mission Avenue San Gabriel, CA 91775	Greg De Vinck E-mail: gdevinck@sgch.org Phone: (626) 308 - 2825 Capucine Hernandez E-mail: chernandez@sgch.org Phone: (626) 308-2825
City of San Marino 2200 Huntington Drive San Marino, CA 91108-2691	Amber Shah E-mail: ashah@cityofsanmarino.org Phone: (626) 300 - 0787
City of South El Monte 1415 Santa Anita Ave. South El Monte, CA 91733	Rene Salas E-mail: rsalas@soelmonte.org Phone: (626) 579-6540 Fax: (626) 579-2409
City of South Pasadena 1414 Mission Street South Pasadena, CA 91020-3298	Ted Gerber E-mail: tgerber@southpasadenaca.gov Phone: (626) 403-7240
City of Temple City 9701 Las Tunas Drive Temple City, CA 9178	Andrew Coyne E-mail: acoyne@templecity.us Phone: (626) 285-2171 Ext. 4344
San Gabriel Valley Council of Governments 1333 Mayflower Avenue, Suite 360 Monrovia, CA 91016	Marisa Creter Email: mcreter@sgvcog.org Phone: (626) 457-1800

ITEM # 15

CITY OF MONTEBELLO
CITY COUNCIL AGENDA STAFF REPORT

TO: Honorable Mayor and City Council Members

FROM: Raul Alvarez, City Manager

BY: Cesar Roldan, Director

SUBJECT: **APPROVE AWARD OF PROFESSIONAL SERVICES AGREEMENT NO. 4190 TO COLLICUTT ENERGY SERVICES TO PROVIDE GENERATOR MAINTENANCE AND REPAIR SERVICES**

DATE: April 10, 2024

RECOMMENDATION(S):

It is recommended that the City Council:

1. Award Professional Services Agreement No. 4190 to Collicutt Energy Services to provide generator maintenance and repair services for an initial three (3) year term in a not-to-exceed amount of $251,168; and
2. Reject all other proposals; and
3. Authorize the City Manager to execute the agreement; and
4. Take such additional, related action that may be desirable.

FISCAL IMPACT:

The City released Request for Proposal (RFP) No. 24-9 Emergency Generators Repairs and Services. A total of three proposals were received from Global Power Group Inc., Collicutt Energy Services, and Duthie Power Services. Staff reviewed the three proposals and rated them based on their respective qualifications. Based on the documents submitted and overall cost, staff recommends awarding the professional services agreement to Collicutt Energy Services to provide generator maintenance and repair services for the following three years.

The following is a tabulation of the fiscal impact for each of the three years:

1. Year 1 $32,876
2. Year 2 $33,863

3. Year 3 $34,879
4. SUB-TOTAL: $101,618
5. Contingency: $150,000
6. TOTAL: $251,618

Staff additionally seeks an appropriation of $50,000 per each year over the three-year period for as-needed repairs. The total not-to-exceed amount of the agreement over the three-year term would be $251,618, if the maximum contingency were utilized. The base contract amount over the three-year term is $101,618. The FY 2024-25 budget will be developed to include sufficient funding for these services.

BACKGROUND/DISCUSSION:

The City requires qualified firms to perform inspection, maintenance, and repair services of City-owned generators. These generators come in various sizes and power capacities and support back-up emergency and non-emergency power generation to City facilities and buildings including City Hall, Police Department, Public Works, Transit and Fire Stations.

Preventative maintenance and repair services include greasing bearings, checking fluid levels, filling oil and coolant, replacing unit components, verifying the condition of batteries and charging systems, inspecting hoses and clamps, diagnosing diesel injection pump and fuel injector, and other unit services or as-needed repairs. Routine testing of each unit's load bank and automatic transfer switch will take place through simulation of power outages and verifying each generator's capability to meet real-life power system demands and electrical loads.

All these services performed in a timely manner and at regular intervals are integral to ensuring that the City's generators are properly maintained to prevent potentially larger repairs and costs in the future and more importantly that these generators are kept fully operational and in good working condition to provide adequate supply of power during planned or unplanned power outages.

ENVIRONMENTAL:

N/A

ANALYSIS:

N/A

SUMMARY:

Upon approval by the City Council, Staff will award Professional Services Agreement No. 4190 (Attachment A) to Collicutt Energy Services for an initial three (3) year term in a total not-to-exceed amount of $251,618. This amount includes the base agreement amount of $101,618, plus an additional $150,000 in contingency should additional repairs

and maintenance beyond the basic scope be needed during the initial three-year term of the agreement. Sufficient appropriations will be included in the FY 2024-25 budget for the provision of these services.

ATTACHMENT(S)

1. Attachment A - AGR. 4190 RFP 24-9 Generator Maintenance Repairs and Services (Collicutt) (1) - signed

NEXT STEPS:

N/A

CITY OF MONTEBELLO
PROFESSIONAL SERVICES AGREEMENT NO. 4190
WITH COLLICUTT ENERGY SERVICES

THIS PROFESSIONAL SERVICES AGREEMENT ("Agreement") is made and entered into on **April 10, 2024** ("Effective Date"), by and between the CITY OF MONTEBELLO, a California municipal corporation (the "CITY") and **Collicutt Energy Services** (the "CONTRACTOR"). The CITY and the CONTRACTOR are sometimes referred to herein individually as the "Party," and jointly as the "Parties."

RECITALS

WHEREAS, the CITY desires to retain a qualified contractor to provide emergency generator maintenance and repair services; and

WHEREAS, the CITY issued Request for Proposals ("RFP") No. 24 – 9 on January 15, 2024; and

WHEREAS, the CONTRACTOR submitted a proposal in response to the RFP; and

WHEREAS, the CONTRACTOR represents that it is fully qualified to perform such services by virtue of its experience and the training, education and expertise of its principals; and

WHEREAS, the CITY evaluated the responses and determined that the CONTRACTOR will meet the requirements in a satisfactory manner.

NOW THEREFORE, in consideration of performance by the Parties of the covenants and conditions herein contained, the Parties hereto agree as follows:

SECTION 1. INCORPORATION OF RECITALS AND OTHER CONTRACT DOCUMENTS

A. The above-referenced Recitals constitute a material part hereof and shall hereby be incorporated by reference. Moreover, this Agreement consists of the following documents, in order of precedence, all of which are incorporated herein and made part of this Agreement, as though fully set forth herein:

a. This Agreement and its Exhibits, including any and all addenda or supplemental agreements.
b. RFP No. 24 - 9
c. Proposal referenced
d. All other documents, including but not limited to all applicable bonds, insurance certificates, permits, notices, schedules, forms, certifications, and affidavits.

B. These documents shall be collectively referred to herein as the "Contract Documents." In the event of a conflict among the Contract Documents, the order of precedence list above shall apply.

SECTION 2. SERVICES / COMPENSATION.

A. All terms, conditions, requirements, and provisions of RFP 24 – 9 and CONTRACTOR's Proposal, as such is set forth fully in **Exhibit "A**" hereto, are hereby

incorporated fully herein by this reference and shall be binding on the Parties. To the extent of a conflict between the terms of this Agreement and that set forth in any exhibits or attachments hereto, the terms of this Agreement shall govern.

B. The CONTRACTOR shall provide to the CITY all labor, equipment, materials and incidental necessary to provide services, as such is set forth fully in **Exhibit "A**" hereto and incorporated fully herein by this reference (hereinafter "Professional Services").

C. The CONTRACTOR shall be compensated for performance of the Professional Services as set forth in the Schedule of Compensation attached hereto as **Exhibit "B"** and incorporated fully herein by this reference ("Compensation"). The CONTRACTOR shall provide an itemized billing statement to the CITY each month for Professional Services performed. The CONTRACTOR shall not incur fees or costs which exceed the Compensation without the prior written consent of the CITY.

SECTION 3. TERM.

A. This Agreement shall commence upon issuance of a written "Notice to Proceed" (as further defined below) by the CITY and shall expire on June 30, 2027, unless terminated earlier as hereinafter provided. This Agreement may be extended for two (2) additional one (1) year extension periods, with the mutual written agreement of both Parties.

B. Notice to Proceed. Any work or service contemplated under this Agreement shall not commence until the CITY has issued a written Notice to Proceed issued by CITY's applicable, department head.

SECTION 4. PERFORMANCE.

A. The CONTRACTOR shall at all times, faithfully, competently, and to the best of its ability, experience, and talent, perform all tasks described herein.

B. The CONTRACTOR shall employ, at a minimum, generally accepted standards and practices utilized by companies engaged in providing similar services, as are required of CONTRACTOR hereunder in meeting its obligations under this Agreement.

C. The CONTRACTOR shall be knowledgeable of and subject to all CITY ordinances, rules and regulations, standard operating procedures, and the supervisory chain of command.

D. The CONTRACTOR shall have the right to retain, subject to the CITY's approval, additional individuals, contractors or subcontractors to assist in the completion of services as herein defined. Compensation for additional individuals, contractors or subcontractors shall be the sole and exclusive responsibility of the CONTRACTOR.

E. The CONTRACTOR shall retain all original reports, field and office notes, correspondence, calculations, maps, and other documents specifically related to the services provided by the CONTRACTOR pursuant to this Agreement, other than documents which are exempt from disclosure pursuant to the attorney-client privilege or any other law. Said documents shall be made available for inspection by the CITY upon request.

SECTION 5. WORK PRODUCT.

A. The CONTRACTOR hereby agrees that all work product produced pursuant to this Agreement and provided to the CITY during and upon completion of this Agreement, shall be the property of the CITY, and ownership of said work product shall be retained by the CITY.

B. All data, documents, discussion, or other information developed or received by the CONTRACTOR or provided for performance of this Agreement are deemed confidential and shall not be disclosed by the CONTRACTOR without prior written consent by the CITY. The CITY shall grant such consent if disclosure is legally required. All such written products shall be returned to the CITY upon the termination or expiration of this Agreement. The CONTRACTOR agrees that the covenants contained in this Section shall survive the expiration or termination of this Agreement.

SECTION 6. EXTRA SERVICES.

No Extra Services over and above the Compensation shall be rendered by the CONTRACTOR under this Agreement unless such Extra Services first shall have been duly authorized in writing by the CITY'S City Manager (the "City Manager").

SECTION 7. CITY SUPERVISION.

The City Manager shall have the right of general supervision of all work performed by the CONTRACTOR and shall be the CITY's agent with respect to obtaining the CONTRACTOR's compliance hereunder. No payment for services rendered under this Agreement shall be made without the prior approval by the City Manager.

SECTION 8. TERMINATION.

In the event that either Party hereto fails or refuses to perform any of the provisions of this Agreement at the time and in the manner required, the non-defaulting Party shall give the defaulting Party written notice of the default, the nature of the default, and of the steps necessary to cure the default.

A. Termination for Cause. In the event that any of the provisions of the Agreement are violated by either Party, the non-defaulting Party may terminate the Agreement by serving written notice upon the other Party, listing the violation(s) and its intent to terminate such Agreement unless within ten (10) days after the serving of such notice, such violation shall cease or be rectified, the contract shall upon the expiration of an additional thirty (30) days cease and terminate. Violations by the CONTRACTOR which cannot be corrected within ten (10) days, said contract shall at the option of the CITY cease and terminate upon the giving of like notice. In the event of any such termination for default by the CONTRACTOR, the CITY may take over the work and prosecute the same to completion by contract or otherwise for the account and at the expense of the CONTRACTOR. The CONTRACTOR and his sureties shall be liable to the CITY for any excess cost occasioned in the event of any such termination. This change shall not be construed to prevent the termination, for other causes authorized by law or other provisions of this contract. In the event of a termination for cause, the CONTRACTOR shall only be entitled to the Compensation for those Professional Services satisfactorily performed on or before the effective date of termination.

B. Termination for Convenience. The CITY shall have the option, at its sole discretion and without cause, to terminate this Agreement in whole, or in part, by giving thirty (30) business days' written notice to the CONTRACTOR. Upon the termination of this

Agreement as provided herein, the CITY shall provide to the CONTRACTOR the part of Compensation which would otherwise be payable to the CONTRACTOR for services the CONTRACTOR had completed as of the date of termination, less the amount of all previous payments with respect to the Compensation. Further, upon such a termination for convenience by the CITY, the Parties agree that the CONTRACTOR shall be reimbursed for any "non-refundable" costs that the CONTRACTOR has incurred for its services under this Agreement, provided that: (1) such "non- refundable" costs were incurred by the CONTRACTOR prior to the date of termination, and (2) that the CONTRACTOR provides the CITY with adequate proof that the CONTRACTOR incurred the costs, and is unable to seek a refund for such costs. Such "non-refundable" costs may include, but are not limited to, travel reservations incurred by the CONTRACTOR for its performance of services under this Agreement. The CONTRACTOR agrees to cease all work under this Agreement on or before the effective date of any notice of termination.

SECTION 9. EMPLOYMENT OF CITY EMPLOYEES.

No regular employee of the CITY shall be employed by the CONTRACTOR during the term of this Agreement.

SECTION 10. NON-LIABILITY OF CITY OFFICIALS AND EMPLOYEES.

No official or employee of the CITY shall be personally liable to the CONTRACTOR in the event of any default or breach by the CITY, or for any amount which may become due to the CONTRACTOR.

SECTION 11. INDEPENDENT CONTRACTOR.

A. The CONTRACTOR is and shall, at all times, remain as to the CITY a wholly independent contractor. Neither the CITY nor any of its elected officials, officers, employees, or agents shall have control over the conduct of the CONTRACTOR except as expressly set forth in this Agreement. The CONTRACTOR shall not at any time or in any manner represent that he or she is in any manner an elected official, officer, employee, or agent of the CITY. No employee benefits shall be available to the CONTRACTOR in connection with the performance of this Agreement. Except as provided in this Agreement, the CITY shall not pay salary, wages, or other compensation to the CONTRACTOR for performance hereunder for the CITY, the CITY shall not be liable for compensation to the CONTRACTOR, the CONTRACTOR's employees or the CONTRACTOR's subcontractors for injury or sickness arising out of performing services hereunder.

B. The Parties further acknowledge and agree that nothing in this Agreement shall create or be construed to create a partnership, joint venture, employment relationship or any other relationship except as set forth in this Agreement.

C. The CITY shall not deduct from the Compensation paid to the CONSULTANT any sums required for Social Security, withholding taxes, FICA, state disability insurance or any other federal, state or local tax or charge which may or may not be in effect or hereinafter enacted or required as a charge or withholding on the compensation paid to the CONSULTANT. The CITY shall have no responsibility to provide the CONSULTANT, its employees or subcontractors with workers' compensation insurance or any other insurance.

SECTION 12. CalPERS ANNUITANTS AND ELIGIBILITY INDEMNITY.

A. If the CONTRACTOR is a California Public Employees' Retirement System ("CalPERS") annuitant, the CONTRACTOR must provide the CITY with written notification of such fact a minimum of 14 calendar days prior to commencement of services under this Agreement. Failure to provide such notification may result in termination of the Agreement, and any penalties or other costs relating thereto shall be borne by the CONTRACTOR. If this Agreement remains in place, the CONTRACTOR shall execute any amendment(s) to this Agreement requested by the CITY in order to comply with all laws and regulations applicable to CalPERS annuitants.

B. In the event that the CONTRACTOR or any employee, agent, or subcontractor of the CONTRACTOR providing services under this Agreement claims or is determined by a court of competent jurisdiction or CalPERS to be eligible for enrollment in CalPERS as an employee of the CITY, the CONTRACTOR shall indemnify, defend, and hold harmless the CITY for the payment of any employee and/or employer contributions for CalPERS benefits on behalf of the CONTRACTOR or its employees, agents, or subcontractors, as well as for the payment of any penalties and interest on such contributions, which would otherwise be the responsibility of the CITY.

C. Notwithstanding any other agency, state or federal policy, rule, regulation, law or ordinance to the contrary, the CONTRACTOR and any of its employees, agents, and subcontractors providing service under this Agreement shall not qualify for or become entitled to, and hereby agree to waive any claims to, any compensation, benefit, or any incident of employment by the CITY, including but not limited to eligibility to enroll in PERS as an employee of the CITY and entitlement to any contribution to be paid by the CITY for employer contribution and/or employee contributions for PERS benefits.

SECTION 13. LEGAL RESPONSIBILITIES.

The CONTRACTOR shall at all times observe and comply with all applicable laws, ordinances, codes, and regulations of the federal, state, and local governments including, but not limited to the Montebello Municipal Code. The CITY, and its appointed or elected officers, employees, or agents, shall not be liable at law or in equity occasioned by failure of the CONSULTANT to comply with this section.

SECTION 14. INDEMNIFICATION.

The CONTRACTOR agrees to, and shall defend, indemnify, protect and hold harmless, the CITY, its elected and appointed boards, officers, officials, employees, agents and volunteers from and against any and all claims, demands, lawsuits, defense costs, civil, penalties, expenses, causes of action, and judgments at law or in equity, or liability of any kind or nature which the CITY, its elected and appointed boards, officers, officials, employees, agents and volunteers may sustain or incur or which may be imposed upon them for injuries or deaths of persons, or damage to property arising out of the CONTRACTOR's negligent or wrongful act, or omission under the terms of this Agreement, except only liability arising out of the sole negligence of the CITY.

SECTION 15. INSURANCE COVERAGE.

A. During the term of this Agreement, the CONTRACTOR shall carry, maintain, and keep in full force and effect insurance against claims for death or injuries to persons or damages to property that may arise from or in connection with CONTRACTOR's performance of this Agreement. Such insurance shall be of the types and in the amounts as set

forth below:

Commercial General Liability (CGL): Insurance Services Office Form CG 00 01 covering CGL on an "occurrence" basis for bodily injury and property damage, including products-completed operations, personal injury, and advertising injury, with limits no less than $2,000,000 per occurrence. If a general aggregate limit applies, the limit shall be twice the required occurrence limit.

Automobile Liability Insurance: Insurance Services Office Form Number CA 0001 covering, Code 1 (any auto), or if CONTRACTOR has no owned autos, Code 8 (hired) and 9 (non-owned), with limits no less than $1,000,000 per accident for bodily injury and property damage.

Worker's Compensation insurance as required by the laws of the State of California, with Statutory Limits, and Employer's Liability Insurance with limits of no less than $1,000,000 per accident for bodily injury or disease.

Professional Liability insurance appropriate to the CONTRACTOR'S profession, with limit no less than $1,000,000 per occurrence or claim, $2,000,000 aggregate.

A. If the CONTRACTOR maintains higher limits than the minimums shown above, the CITY requires and shall be entitled to coverage for the higher limits maintained by the CONTRACTOR.

B. The CONTACTOR shall require each of its subcontractors, if any, to maintain insurance coverage that meets all of the requirements of this Agreement.

C. The policy or policies required by this Agreement shall be issued by an insurer admitted in the State of California and with a current rating of at least A:VII in the latest edition of Best's Insurance Guide.

D. Each insurance policy required above shall state that coverage shall not be canceled, except after thirty (30) days' prior written notice (ten [10] days for non-payment) has been given to the CITY. The CONTRACTOR agrees that if it does not keep the aforesaid insurance in full force and effect the CITY may either (i) immediately terminate this Agreement for Cause; or (ii) take out the necessary insurance and pay, at the CONTRACTOR's expense, the premium thereon.

E. **Evidence of Insurance prior to commencement**. The Contractor shall provide to the CITY a Certificate(s) of Insurance evidencing such coverage, together with copies of the required policy endorsements no later than five (5) business days prior to commencement of service and at least fifteen (15) business days prior to the expiration of any policy. Unreasonable failure to provide such evidence may be cause for termination of the Agreement as provided herein or delay the services' commencement date. The evidence of insurance shall be delivered via U.S. mail or email to:

City of Montebello
Attn: Principal Risk Officer
1600 West Beverly Boulevard
Montebello, CA 90640
Email: kaghili@montebelloca.gov

F. Coverage shall not be suspended, voided, cancelled, reduced in coverage or in limits, non-renewed, or materially changed for any reason, without thirty (30) days prior written notice thereof given by the insurer to the CITY by U.S. mail, e-mail, or by personal delivery, except for nonpayment of premiums, in which case ten (10) days prior notice shall be provided.

G. **Evidence of Insurance during the entire term of the Agreement**. At all times during the term of this Agreement, the CONTRACTOR shall maintain on file with the CITY's Risk Manager a certificate or certificates of insurance showing that the aforesaid policies are in effect in the required amounts and naming the CITY as an additional insured. The CONTRACTOR shall, prior to the commencement of work under this Agreement, file with the CITY's Risk Manager such certificate(s).

H. The CONTRACTOR shall provide proof that policies of insurance required herein expiring during the term of this Agreement have been renewed or replaced with other policies providing at least the same coverage. Such proof will be furnished at least two (2) weeks prior to the expiration of the coverages.

I. The general liability and automobile policies of insurance required by this Agreement shall contain an endorsement naming the CITY, its officers, employees, agents and volunteers as additional insured's. All of the policies required under this Agreement shall contain an endorsement providing that the policies cannot be canceled or reduced except on thirty days' prior written notice to the CITY. The CONTRACTOR agrees to require its insurer to modify the certificates of insurance to delete any exculpatory wording stating that failure of the insurer to mail written notice of cancellation imposes no obligation, and to delete the word "endeavor" with regard to any notice provisions.

J. The insurance provided by the CONTRACTOR shall be primary to any coverage available to the CITY. Any insurance or self-insurance maintained by the CITY, its officers, employees, agents, or volunteers, shall be in excess of CONTRACTOR's insurance and shall not contribute with it.

K. All insurance coverage provided pursuant to this Agreement shall not prohibit the CONTRACTOR, and CONTRACTOR's employees, agents or subcontractors, from waiving the right of subrogation prior to a loss. The CONTRACTOR hereby waives all rights of subrogation against the CITY.

L. Any deductibles or self-insured retentions must be declared to and approved by the CITY. At the option of the CITY, the CONTRACTOR shall either reduce or eliminate the deductibles or self-insured retentions with respect to the CITY, or the CONTRACTOR shall procure a bond guaranteeing payment of losses and expenses.

M. Procurement of insurance by the CONTRACTOR shall not be construed as a limitation of the CONTRACTOR'S liability or as full performance of CONTRACTOR's duties to indemnify, hold harmless and defend under the indemnity covenants of this Agreement.

SECTION 16. <u>SUBCONTRACT, ASSIGNMENT OR DELEGATION.</u>

The CONTRACTOR shall not subcontract, delegate, or assign its duties or rights hereunder, either in whole or in part, without the prior written consent of the CITY. Any proposed subcontract, delegation, or assignment shall provide a description of the services to be covered, identification of the proposed sub-consultant, delegee, or assignee, and an explanation of why and how the same was selected, including the degree of competition involved.

Any subcontract, delegation or assignment shall be made in the name of the CONTRACTOR and shall not bind or purport to bind the CITY and shall not release the CONTRACTOR from any obligations under this Agreement including, but not limited to, the duty to properly supervise and coordinate the work of employees, assignees, delegees or sub-contractors. No such subcontract, delegation or assignment shall result in any increase in the amount of total compensation payable to the CONTRACTOR under the Agreement.

SECTION 17. NO WAIVER.

Waiver by any Party hereto of any term, condition or covenant of this Agreement shall not constitute the waiver of any other term, condition, or covenant hereof.

SECTION 18. DISPUTE RESOLUTION; GOVERNING LAW.

Disputes regarding the interpretation or application of any provision(s) of this Agreement shall, to the extent reasonably feasible, be resolved through good faith negotiations between the Parties. If any action at law or in equity is brought to enforce this Agreement or because of alleged dispute, breach, default or misrepresentation in connection with the provisions of this Agreement, the prevailing Party in such action shall be entitled to reasonable attorney's fees, expert fees, costs and necessary disbursements incurred in that action or proceeding, in addition to such other relief as may be sought and awarded. The venue for any litigation shall be County of Los Angeles, California. The Parties agree that the covenants contained in this Section shall survive the expiration or termination of this Agreement.

SECTION 19. ATTORNEY'S FEES AND COSTS.

If litigation is reasonably required to enforce or interpret the provisions of this Agreement, the prevailing Party in such litigation shall be entitled to an award of reasonable attorney's fees and costs in addition to any other relief to which it may be entitled.

SECTION 20. WARRANTIES.

Each of the Parties represents and warrants to one another as follows:

A. It has received independent legal advice from its attorneys with respect to the advisability of entering into and executing this Agreement;

B. In executing this Agreement, it has carefully read this Agreement, knows the contents thereof, and has relied solely on the statements expressly set forth herein and has placed no reliance whatsoever on any statement, representation, or promise from any other party, or any other person or entity, not expressly set forth herein, nor upon the failure of any other party or any other person or entity to make any statement, representation or disclosure of any matter whatsoever; and

C. It is agreed that each Party has the full right and authority to enter into this Agreement, and that the person executing this Agreement on behalf of either Party has the full right and authority to fully commit and bind such Party to the provisions of this Agreement.

SECTION 21. MISCELLANEOUS.

A. The descriptive paragraph headings of this Agreement are included for purposes of convenience only and shall not control or affect the construction of interpretation of any of its

provisions.

B. Whenever the context hereof shall so require, the singular shall include the plural, the male gender shall include the female gender, and the neuter and vice versa.

C. In case any one or more of the provisions contained in this Agreement shall for any reason be held to be invalid, illegal, or unenforceable in any respect, such invalidity, illegality, or unenforceability shall not affect any other provision hereof and this Agreement shall be construed as if such invalid, illegal, or unenforceable provisions had never been contained herein.

D. The representations and warranties made by the Parties to this Agreement shall survive the consummation of the transaction herein described.

E. This Agreement may be signed in any one or more counterparts all of which taken together shall be but one and the same Agreement. Any signed copy of this Agreement or of any other document or agreement referred to herein, or copy or counterpart thereof, delivered by facsimile transmission, shall for all purposes be treated as if it were delivered containing an original manual signature of the Party whose signature appears in the facsimile and shall be binding upon such Party in the same manner as though an originally signed copy had been delivered.

F. Each of the Parties acknowledges that it has been represented by independent counsel of its own choosing, or if it has not been so represented, it has been admonished to obtain independent counsel and has freely and voluntarily waived and relinquished the right to counsel. Each Party who has not obtained independent counsel acknowledges that the failure to have independent legal counsel will not excuse such Party's failure to perform under this Agreement or any agreement referred to in this Agreement.

SECTION 22. NOTICE.

All notices, demands, requests or approvals to be given under this Agreement shall be given in writing and conclusively shall be deemed served when delivered via e-mail (an "Electronic Notice" as further defined below), personally or on the second (2nd) business day after the deposit thereof in the United States mail, postage prepaid, registered or certified, addressed as hereinafter provided. All notices, demands, requests, or approvals hereunder shall be given to the following addresses or such other addresses as the Parties may designate by written notice:

If to CITY:
City of Montebello
Attn: Raul Alvarez, City Manager
1600 West Beverly Boulevard
Montebello, CA 90640
(323) 887-1200
Email: ralvarez@montebelloca.gov

With a copy to:
City of Montebello – City Clerk's Office
1600 West Beverly Boulevard
Montebello, CA 90640
(323) 887 – 1200
Email: cityclerk@montebelloca.gov

If to CONTRACTOR: Collicutt Energy Services
Dave Taylor, Vice President of US Operations
12349 Hawkins Street
Santa Fe Springs, CA 90670
(587) 227-5179
Email: dave.taylor@collicutt.com

An electronic communication ("**Electronic Notice**") shall be deemed written notice for purposes of this section if sent to the electronic mail address specified above. Electronic Notice shall be deemed received at the time the Party sending Electronic Notice receives verification of receipt by the receiving Party. Any Party receiving Electronic Notice may request and shall be entitled to receive the notice on paper, in a nonelectronic form.

SECTION 23. NON-DISCRIMINATION AND EQUAL OPPORTUNITY EMPLOYER.

In the performance of this Agreement, the CONTRACTOR shall not discriminate against any employee, sub-consultant, or applicant for employment because of race, color, creed, religion, sex, marital status, national origin, ancestry, age, physical or mental handicap, mental condition or sexual orientation. The CONTRACTOR will take affirmative action to ensure that sub-consultant and applicants are employed, and that employees are treated during employment, without regard to their race, color, creed, religion, sex, marital status, national origin, ancestry, age, physical or mental handicap, medical condition, or sexual orientation.

SECTION 24. CONFLICT OF INTEREST.

The CONTRACTOR covenants that it presently has no interest and shall not acquire any interest, direct or indirect, which may be affected by the services to be performed by the CONSULTANT under this Agreement, or which would conflict in any manner with the performance of its services hereunder. The CONTRACTOR further covenants that, in performance of this Agreement, no person having any such interest shall be employed by it. Furthermore, the CONTRACTOR shall avoid the appearance of having any interest that would conflict in any manner with the performance of its services pursuant to this Agreement.

The CONTRACTOR covenants not to give or receive any compensation, monetary or otherwise, to or from the ultimate vendor(s) of services to the CITY as a result of the performance of this Agreement, or the services that may be procured by the CITY as a result of the recommendations made by the CONTRACTOR. The CONTRACTOR's covenant under this section shall survive the termination of this Agreement.

SECTION 25. ENTIRE AGREEMENT.

This Agreement contains the entire understanding between the CITY and the CONTRACTOR. Any prior agreements, promises, negotiations or representations not expressly set forth herein are of no force or effect. Subsequent modifications to this Agreement shall be effective only if in writing and signed by each Party. If any term, condition, or covenant of this Agreement is held by a court of competent jurisdiction to be invalid, void, or unenforceable, the remaining provisions of this Agreement shall be valid and binding.

SECTION 26. EXTENSION TO OTHER PUBLIC AGENCIES

Unless otherwise specified in writing, the CONTRACTOR agrees that the prices, terms, and conditions identified in the Proposal (Exhibit "A") and Agreement may be extended to other

governmental agencies at the mutual agreement of both the public agency and awarded CONTRACTOR. All requirements of the specifications, purchase orders, invoices, and payments with other agencies shall be directly with the CONTRACTOR. CONTRACTOR acknowledges and agrees to the extension of these contract terms to other governmental agencies conditioned upon the agreement of the CONTRACTOR with the governmental agency. This provision in no way guaranteed that the CONTRACTOR will agree to enter into a contract with a governmental agency pursuant to this Section.

[**SIGNATURE PAGE TO FOLLOW**]

IN WITNESS WHEREOF, the Parties, through their respective authorized representatives, have executed this Agreement as of the date first written above.

("CITY") ("CONTRACTOR")

CITY OF MONTEBELLO **COLLICUTT ENERGY SERVICES**

Dave Taylor

Raul Alvarez, City Manager

Dave Taylor (Mar 27, 2024 13:39 MDT)
Dave Taylor, Vice President of US Operations

ATTEST:

Christopher Jimenez, City Clerk

APPROVED AS TO FORM:

Arnold M. Alvarez-Glasman, City Attorney

EXHIBITS:

- Exhibit A – Response to RFP 24-9
- Exhibit B – Schedule of Compensation
- Exhibit C – Labor Law Requirements
- Exhibit D – Live Scan Fingerprinting Requirement

COLLICUTT Energy

mtu A Rolls-Royce solution

Generator Preventative Maintenance Agreement Proposal for:

CITY OF MONTEBELLO

JAMES COINER

Quote# 1629
1/30/2024

Generator Preventative Maintenance Agreement

Callicutt Energy is pleased for offer you the following quote for Maintenance Service. The quote will include all transportation, labor and materials for the work listed below.

Inclusions

Callicutt Energy Services will perform the following Reliability Inspections and Maintenance Services, to include transportation, labor and materials for work performed during regular business hours, Monday through Friday between 7AM and 4PM.

Scope of Work

Callicutt Energy will perform the following services:

(1) Lubrication

A) Inspecting engine crank case oil level

B) Clean crankcase heater

C) Change crankcase oil (Annual Service Only)

D) Inspect oil lines and connections

E) Sample oil and submit for analysis (Annual Service Only)

F) Inspect oil pressure

G) Replace oil filters (Annual Service Only)

(2) Cooling System

A) Inspect engine coolant level

B) Inspect radiator core

C) Inspect coolant line connections and hoses

D) Inspect fan belt tension and wear

E) Inspect radiator condition

F) Inspect coolant concentration and corrosion inhibitor

G) Inspect coolant pump

H) Inspect temperature regulator

I) Inspect water jacket heater for correct operation

J) Sample coolant and submit for analysis (Annual Service Only)

(3) Air Induction and Exhaust

A) Inspect air cleaner service indicator (change if quoted)

B) Inspect/clean dust collector cap

C) Inspect manifold and air piping for leaks

D) Inspect all intake system hoses and connections

E) Open condensation drains

F) Inspect engine exhaust system including after treatment devices

(4) Fuel System (Diesel)

A) Inspect sediment bowls and open drains

B) Inspect fuel system components f/ signs of water, sludge and rust

C) Inspect fuel level in day tank and main tank, where applicable

D) Inspect fuel pressure

E) Inspect and test fuel level float switches

F) Inspect fuel lines and fittings

G) Inspect and test containment alarm

H) Inspect and test transfer pump

I) Sample fuel and submit for analysis (Annual Service Only)

J) Replace fuel filters (Annual Service Only)

(5) Electrical System

A) Inspect battery electrolyte condition and level-if applicable

B) Clean electrical connections and battery

C) Inspect alternator drive belt tension and wear

D) Inspect shutoff controls

E) Inspect starter

F) Check battery charging system for proper operation

(6) General Scope

A) Visually check engine mounts

B) Visually check complete unit

C) Test run and check for misfire, vibration and unusual noise

D) Inspect for cleanliness

Initials:___

ATS Scope of work

A) Inspect for contaminant intrusion (dust, moisture) clean/vacuum
B) Inspect for contaminant intrusion (dust, moisture) clean/vacuum
C) Torque Main Lug connections **(Only if powered down.).**
D) Check terminals and connections for looseness/overheating **(Only if powered down.).**
E) Check and adjust all accessories to customer specs.
F) Remove barriers and inspect contacts/arc chutes/heel contact. **(Only if powered down.).**
G) Inspect main contact
H) Check integrity of electrical hardware in control panel
I) Test all lightbulbs
J) Lubricate necessary moving parts **(Only if powered down.).**
K) Remove barriers and inspect contacts/arc chutes/heel contact. **(Only if powered down.).**
L) Inspect limit switches **(Only if powered down.).**
M) Inspect enclosure
N) Check engine start contacts/connections.
O) Complete test (load or no load.).
P) Check system battery.

For Bypass Switches only and would require power shut down to the switch

a) Bypass to normal or Source 1.
b) Disconnect start wires
c) Put in isolation.
d) Manually operate ATS.
e) Inspect, clean and test
f) Put in test position
g) Attach start contact wires.
h) Test ATS.
i) Put ATS back in auto.
1) 24 Hr emergency service

2) 4 Hr response time

Initials:.....

Loadbank Scope of work

A) Verify Generator is in off position.
B) Open breaker to building.
C) Disconnect each phase from load side of breaker.
D) Connect pigtails to each phase to load side of breaker.
E) Layout cable to Callicutt provided load bank
F) Connect cable to pigtails & load bank; ensure all connections are tight.
G) Run Generator and warm up engine.
H) Step up load using load bank incrementally to customer specs. (25%-100% capacity)
I) Run test to customers specified time (2hrs).
J) Check temperature of cables, turbo, cooling system every lSmin and record
K) Check voltages and amps at each phase every lSmin.
L) Once testing is complete, drop load and cool down for lSmin
M) Turn off Generator and leave in off position.
N) Disconnect and rollup all cabling.
O) Disconnect pigtails to each phase to load side of breaker.
P) Reconnect each phase to load side of breaker
Q) Close breaker to building.
R) Set Generator in Auto.
S) Check for leaks

Job Notes for Customer

None

Preferred Pricing

Contract Labor Rate	$165.00	per hour portal to portal during normal business hours Monday through Friday 7 AM to 4 PM on all service trouble calls above and beyond the maintenance contract.
Overtime Rate	$247.50	per hours portal to portal on all service trouble calls above and beyond the maintenance contract after normal business hours.
Doubletime Rate	$330.00	per hours portal to portal on Sundays and Holidays.
Mileage Charge	$3.20	per mile round trip.
Diesel Fuel Deliverv.	-	no labor, mileage, or truck charge 24/7 - 365 days a year with 300 gallons or more. Less than 300 gallons add $250 for delivery fee.
Rental Generator Rate	20%	discount to contract customers if the rental is available with Callicutt Energy Services.

Exclusions

Customer's electrical equipment and or building circuits, functions and or operations. This contract does not include any repairs to the equipment. All repairs to the equipment must be approved by the customer. The pricing in this contract does not include applicable taxes.

Equipment Pricing Breakdown

EQUIPMENT SERIAL	MODEL	ADDRESS/LOCATION	ANNUAL SERVICE	QUARTERLY INSPECTION	2-HOUR LOADBANK	ATS INSPECTION
2080283	PRIME SITE 461050100	1343 N MONTEBELLO	$739.64	$397.60 X 3 = $1,192.80	$595.00	$250.00
2097094	GOLF COURSE - 9574150100	901 VIA SAN CLEMENTE	$1,092.13	$508.90 X 3 = $1,526.70	$595.00	$250.00
33JVGMLG0005	FS 56 - 80REOZJF	1166 S GREENWOOD AVE	$1,114.66	$397.60 X 3 = $1,192.80	$595.00	$250.00
2092284	FS#56 - 7754370100	1166 S GREENWOOD AVE	$1,071.22	$391.20 X 3 = $1,173.60	$600.00	$250.00
61A08255	POLICE STATION - SR4	1600 W BEVERLY BLVD	$1,217.21	$454.50 X 3 = $1,363.50	$825.00	$250.00
G080196791	FS# 55 - DSGAA-7218050	600 N MONTEBELLO BLVD	$939.85	$365.60 X 3 = $1,096.80	$750.00	$250.00
2013035	GARVEY RESERVOIR - 94A02387-S	1395 S ORANGE AVE	$695.77	$388.00 X 3 = $1,164.00	$825.00	$250.00
33DGGMKR0119	FS#57 - 30REOZK	2950 VIA ACOSTA	$977.36	$391.20 X 3 = $1,173.60	$775.00	$250.00
2113854	CITY HALL - 13778530100	1600 W BEVERLY BLVD	$1,266.62	$473.70 X 3 = $1,421.10	$995.00	$250.00
1328B10182	VERNON - SDG40S	2800 S SOTO ST	$1,090.39	$508.90 X 3 = $1,526.70	$785.00	$250.00
		Customer Total:	$32,876.45			

NOTE: It is the generator owners' responsibility to ensure the generator is properly permitted and that the unit is being operated during the hours allowed and in accordance with their required laws and or regulations

The approved pricing for the scope of work will remain in effect for one year. It will be renewed automatically each year with an increase of 3% per year until written notice is received. Written notice must be received one month prior to automatic renewal.

Submitted by: MONICA TORRES Email: MONICA.TORRES@COLLICUTT.COM
Phone:562-228-1323

Acceptance

The undersigned hereby accepts this Planned Maintenance Agreement and agrees to the Terms and Conditions of Sale found at: www.collicutt.com/termsofservice.

CITY OF MONTEBELLO

JAMES COINER

Print:_____ Signature:_____

Date:_____ PO:_____

Exhibit “B”

SCHEDULE OF COMPENSATION

YEAR 1	**$32,876.45**
YEAR 2	**$33,862.74**
YEAR 3	**$34,878.63**
Total Cost:	**$101,617.82**

An additional 10% per fiscal year (July-June) may be added with approval from the City Manager.

EXHIBIT "C"

Terms for Compliance with California Labor Law Requirements

1. This Agreement calls for services that, in whole or in part, constitute "public works" as defined in Division 2, Part 7, Chapter 1 (commencing with Section 1720) of the California Labor Code ("Chapter 1"). Further, CONTRACTOR acknowledges that this Agreement is subject to (a) Chapter 1 and (b) the rules and regulations established by the Department of Industrial Relations ("DIR") implementing such statutes. Therefore, as to those Services that are "public works", CONTRACTOR shall comply with and be bound by all the terms, rules and regulations described in 1(a) and 1(b) as though set forth in full herein.

2. California law requires the inclusion of specific Labor Code provisions in certain contracts. The inclusion of such specific provisions below, whether or not required by California law, does not alter the meaning or scope of Section 1 of this Exhibit, above.

3. CONTRACTOR shall be registered with the Department of Industrial Relations in accordance with California Labor Code Section 1725.5 and has provided proof of registration to CITY prior to the Effective Date of this Agreement. CONTRACTOR shall not perform work with any subcontractor that is not registered with DIR pursuant to Section 1725.5. CONTRACTOR and subcontractors shall maintain their registration with the DIR in effect throughout the duration of this Agreement. If the CONTRACTOR or any subcontractor ceases to be registered with DIR at any time during the duration of the project, CONTRACTOR shall immediately notify CITY.

4. Pursuant to Labor Code Section 1771.4, CONTRACTOR's Services are subject to compliance monitoring and enforcement by DIR. CONTRACTOR shall post job site notices, as prescribed by DIR regulations.

5. Pursuant to Labor Code Section 1773.2, copies of the prevailing rate of per diem wages for each craft, classification, or type of worker needed to perform the Agreement are on file at City Hall and will be made available to any interested party on request. CONTRACTOR acknowledges receipt of a copy of the DIR determination of such prevailing rate of per diem wages, and CONTRACTOR shall post such rates at each job site covered by this Agreement.

6. CONTRACTOR shall comply with and be bound by the provisions of Labor Code Sections 1774 and 1775 concerning the payment of prevailing rates of wages to workers and the penalties for failure to pay prevailing wages. The CONTRACTOR shall, as a penalty to CITY, forfeit $200.00 for each calendar day, or portion thereof, for each worker paid less than the prevailing rates as determined by the DIR for the work or craft in which the worker is employed for any public work done pursuant to this Agreement by CONTRACTOR or by any subcontractor.

7. CONTRACTOR shall comply with and be bound by the provisions of Labor Code Section 1776, which requires CONTRACTOR and each subcontractor to: keep accurate payroll records and verify such records in writing under penalty of perjury, as specified in Section 1776; certify and make such payroll records available for inspection as provided by Section 1776; and inform CITTY of the location of the records.

8. CONTRACTOR shall comply with and be bound by the provisions of Labor Code seq. concerning the employment of apprentices on public works projects. CONTRACTOR shall be responsible for compliance with these aforementioned Sections for all apprenticeable occupations. Prior to commencing work under this Agreement, CONTRACTOR shall provide CITY with a copy of the information submitted to any applicable apprenticeship program. Within 60 days after concluding work pursuant to this Agreement, CONTRACTOR, and each of its subcontractors shall submit to CITY a verified statement of the journeyman and apprentice hours performed under this Agreement.

9. The CONTRACTOR shall not perform Work with any Subcontractor that has been debarred or suspended pursuant to California Labor Code Section 1777.1 or any other federal or state law providing for the debarment of CONTRACTOR from public works. The CONTRACTOR and Subcontractors shall not be debarred or suspended throughout the duration of this Contract pursuant to Labor Code Section 1777.1 or any other federal or state law providing for the debarment of CONTRACTOR from public works. If the CONTRACTOR or any Subcontractor becomes debarred or suspended during the duration of the project, the CONTRACTOR shall immediately notify CITY.

10. CONTRACTOR acknowledges that eight hours labor constitutes a legal day's work. CONTRACTOR shall comply with and be bound by Labor Code Section 1810. CONTRACTOR shall comply with and be bound by the provisions of Labor Code Section 1813 concerning penalties for workers who work excess hours. The CONTRACTOR shall, as a penalty to CITY, forfeit $25.00 for each worker employed in the performance of this Agreement by the CONTRACTOR or by any subcontractor for each calendar day during which such worker is required or permitted to work more than eight hours in any one calendar day and 40 hours in any one calendar week in violation of the provisions of Division 2, Part 7, Chapter 1, Article 3 of the Labor Code. Pursuant to Labor Code section 1815, work performed by employees of CONTRACTOR in excess of eight hours per day, and 40 hours during any one week shall be permitted upon public work upon compensation for all hours worked in excess of eight hours per day at not less than one and one-half times the basic rate of pay.

11. California Labor Code Sections 1860 and 3700 provide that every employer will be required to secure the payment of compensation to its employees. In accordance with the provisions of California Labor Code Section 1861, CONTRACTOR hereby certifies as follows:

> "I am aware of the provisions of Section 3700 of the Labor Code which require every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that code, and I will comply with such provisions before commencing the performance of the work of this contract."

12. For every subcontractor who will perform work on the project, CONTRACTOR shall be responsible for such subcontractor's compliance with Chapter 1 and Labor Code Sections 1860 and 3700, and CONTRACTOR shall include in the written contract between it and each subcontractor a copy of those statutory provisions and a requirement that each subcontractor shall comply with those statutory provisions. CONTRACTOR shall be required to take all actions necessary to enforce such contractual provisions and ensure subcontractor's compliance, including without limitation, conducting a periodic review of the certified payroll records of the subcontractor and upon becoming aware of the failure of the subcontractor to pay his

or her workers the specified prevailing rate of wages. CONTRACTOR shall diligently take corrective action to halt or rectify any failure.

13. To the maximum extent permitted by law, CONTRACTOR shall indemnify, hold harmless and defend (at CONTRACTOR's expense with counsel reasonably acceptable to CITY) CITY, its officials, officers, employees, agents and independent contractors serving in the role of CITY officials, and volunteers from and against any demand or claim for damages, compensation, fines, penalties or other amounts arising out of or incidental to any acts or omissions listed above by any person or entity (including CONTRACTOR, its subcontractors, and each of their officials, officers, employees and agents) in connection with any work undertaken or in connection with the Agreement, including without limitation the payment of attorneys' fees, and other related costs and expenses. All duties of CONTRACTOR under this Section shall survive the termination of the Agreement.

Exhibit “D”

LIVE SCAN FINGERPRINTING REQUIREMENT

The CONTRACTOR may be required to successfully pass a Department of Justice fingerprinting background check (“Live Scan”) performed by a certified fingerprinting service provider or at the City of Montebello Police Department. The CONTRACTOR shall be responsible for obtaining the Live Scan for its staff and shall bear the cost thereof. The agency completing the fingerprints must provide the City of Montebello Human Resources with background check results and subsequent records for review. The CONTRACTOR may be required to obtain a “Temporary CONTRACTOR’s Badge” issued by the City of Montebello Human Resources prior to performing work on-site.

AGR. 4190 RFP 24-9 Generator Maintenance Repairs and Services (Collicutt) (1)

Final Audit Report 2024-03-27

Created:	2024-03-27
By:	Jacqueline Leon (jleon@montebelloca.gov)
Status:	Signed
Transaction ID:	CBJCHBCAABAAjTKINs75mlHMZr7gLDcjF4wE7xpfqIR4

"AGR. 4190 RFP 24-9 Generator Maintenance Repairs and Services (Collicutt) (1)" History

Document created by Jacqueline Leon (jleon@montebelloca.gov)
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Document e-signed by Dave Taylor (dave.taylor@collicutt.com)
Signature Date: 2024-03-27 - 7:39:49 PM GMT - Time Source: server

Agreement completed.
2024-03-27 - 7:39:49 PM GMT

ITEM # 16

CITY OF MONTEBELLO
CITY COUNCIL AGENDA STAFF REPORT

TO: Honorable Mayor and City Council Members

FROM: Raul Alvarez, City Manager

BY: Cesar Roldan, Director

SUBJECT: **AUTHORIZE PURCHASE OF TRAFFIC SIGNAL CONTROLLERS FROM THE LOS ANGELES COUNTY DEPARTMENT OF PUBLIC WORKS**

DATE: April 10, 2024

RECOMMENDATION(S):

It is recommended that the City Council:

1. Authorize the purchase of Six (6) 2070 traffic signal controllers from Los Angeles County Department of Public Works; and
2. Authorize staff to approve Los Angeles County Department of Public Works City Service Request No. 271404; and
3. Amend the Fiscal Year 2023-24 budget by increasing appropriations by $65,000 in Account No. 222-30-300-6010.10 (Measure M, Public Works, Administration, Machinery and Equipment); and,
4. Take such additional, related action that may be desirable.

FISCAL IMPACT:

Per the General Service Agreement executed between the City and the Los Angeles County Department of Public Works, the City submits City Service Requests (CSRs) directly through the County's Tracking System portal and pays for services upon receipt of an itemized invoice from the County which covers all the services performed. Staff submitted a request to the County for the replacement of six (6) 2070 traffic signal controllers.

Los Angeles County estimates the cost for the six controllers to be $65,000 (Attachment A). Staff requests the appropriation of $65,000 from Measure M funds to purchase the

six 2070 traffic signal controllers. A budget amendment in the amount of $65,000 is necessary to increase appropriations in Fiscal Year 2023-24 in Account No. 222-30-300-6010.10 (Measure M, Public Works, Administration, Machinery and Equipment).

BACKGROUND/DISCUSSION:

The City has six (6) traffic signal controllers in need of replacement. The City is currently renting the controllers from Yunex (the City's traffic signal operations and maintenance contractor), though this is a temporary measure until the controllers are permanently replaced.

The previous traffic signal controllers had predominantly operated for a period of over 20 years. Service life of a 170 McCain controller is approximately 20 years if the system is monitored closely and maintained regularly. Traffic accidents, weather damage and electrical power surges and outages affect the service life of the controller.

The City submitted a service request to purchase controllers through the Los Angeles County Department of Public Works. The County generated service request No. 271404 for the purchasing of six (6) 2070 controllers which are loaded with Maxtime firmware, 2070 conflict monitor, GPS unit and antenna, controller testing and implementation of signal timing; including the installation of equipment and timing in the field at the intersections listed below:

1. N. Montebello Boulevard and W Madison Avenue
2. Whittier Boulevard and Garfield Avenue
3. Lincoln Avenue and N. Wilcox Avenue
4. W. Beverly Boulevard and N. Hay Street
5. W. Whittier Boulevard and N. Taylor Avenue
6. W. Beverly Boulevard and N. 6th Street

The intelligence behind all signalized intersections is the traffic signal controller. The 2070 series traffic signal controller optimizes efficiency at the intersection. Combined with the traffic cabinet, the controller manages traffic flow and ensures safety for all roadway users. The 170 controller is obsolete, thus the need to upgrade to 2070 controllers.

Per the Assumption of Liability Agreement/Joint Indemnity Agreement executed between the City and Los Angeles County, the County shall assume liability and defend and hold the City harmless for acts or omissions of the County occurring in the performance of any agreement between the parties to provide services, where such an agreement provides that the County will provide at least the same level of services that the County provides to unincorporated areas.

ENVIRONMENTAL:

N/A

ANALYSIS:

N/A

SUMMARY:

Staff recommends that the City Council authorize the City Manager to approve request No. 271404 (Attachment A) and amend the FY 2023-24 budget by increasing appropriations by $65,000 in Account No. 222-30-300-6010.10 (Measure M, Public Works, Administration, Machinery and Equipment).

ATTACHMENT(S)

1. Attachment A - Los Angeles County Department of Public Works – City Service Request No. 271404

NEXT STEPS:

N/A

Attachment A

Home | Requests ▾ | Search | Reports ▾ | Docs ▾ | Administration ▾ | -Request No.- Go

- - ACTION MENU - - Go

Request No.: **271404** Status: **Pending City Approval**

City Service Request

Requesting City:	Montebello	**Date Submitted:**	11/14/2023
Estimated Project Amount:	*not defined*	**Purchase Order No:**	
Desired Completion:	*not defined*		

Subject: six new traffic signal controller with Maxtime firmware
Location: six intersection in the City of Montebello Ca

Purchase six 2070 controller & loaded with Maxtime firmware, 2070 conflict monitor, GPS unit and antenna, test the controller & timing, and install the equipment and timing in the field at the intersections listed below: .

1. N Montebello Bl and W Madison Ave
2. Whittier and Garfield Ave
3. Lincoln Ave and N Wilcox Ave
4. W Beverly Bl and N Hay Street
5. W Whittier Bl and N Taylor Ave
6. W Beverly and N 6th St

General Services > Traffic Signal > Purchase and/or Install Signal Controller with Program

Requested By: Mike Bagheri (323) 887-1200 Ext 472
Approved By: Rita Montalvo (323) 532-0936
Current Approver:

County Summary

Cost Estimate:	$65,000.00
Est. Completion Date:	06/28/2024
Actual Completion Date:	*not defined*
Your Service Representative:	Mahdad Derakhshani (626) 458-7136

County Work Comment:
Please approve estimate. If you have questions, please contact Robert Sanchez w/ our Signal Shop at (626) 458-1704. Thank you

Primary Operating Division: Operational Services Division

Division	Name	Phone
Operational Services Division	Art Arriola	(626) 458-1780
Operational Services Division	Jeffery Magallanes	(626) 458-1708

History

Date	Remark	User
11/14/23 12:58 PM	New request auto-routed to servicing division.	Rita Montalvo
12/21/23 06:51 AM	*County Work Comment:* Please approve estimate. If you have questions, please contact Robert Sanchez w/ our Signal Shop at (626) 458-1704. Thank you	Jeffery Magallanes
12/21/23 06:51 AM	Initial estimated completion date entry. (06/28/2024) ($65,000.00)	Jeffery Magallanes

ITEM # 17

CITY OF MONTEBELLO
CITY COUNCIL AGENDA STAFF REPORT

TO: Honorable Mayor and City Council Members

FROM: Raul Alvarez, City Manager

BY: Cesar Roldan, Director

SUBJECT: **ADOPT RESOLUTION NO. 24-24 TO APPLY TO CALIFORNIA DEPARTMENT OF FORESTRY AND FIRE PROTECTION'S URBAN FORESTRY PROGRAM AND COMMUNITY GRANT PROGRAM**

DATE: April 10, 2024

RECOMMENDATION(S):

It is recommended that the City Council:

1. Adopt Resolution No. 24-24 authorizing the appropriate City staff member to execute and sign the document and to work with TreePeople to submit the California Department of Forestry and Fire Protection's Urban Forestry Program application; and,
2. Take such additional, related action that may be desirable.

FISCAL IMPACT:

Activities proposed in this project will be funded by the California Department of Forestry and Fire Protection's Urban Forestry Program grant. There are no matching funds required as part of this grant. Should the City be successful in receiving the grant award, staff will return to the City Council to appropriate the funds and present a spending plan.

BACKGROUND/DISCUSSION:

The urban forestry funding application falls under the purview of the California Department of Forestry and Fire Protection's Urban Forestry Program (CalFire). The Urban Forestry Act (PRC 4799.06 - 4799.12) the Urban and Community Forestry Program (UCF) works to expand and improve the management of trees and related landscapes in communities throughout California. CalFire's mission is to lead the effort to advance the development of sustainable urban and community forests in California.

This grant will fund crucial steps to advance the City's management and improvement of its trees. As a part of this grant, the City would complete an updated inventory, a tree canopy assessment, the development of an Urban Forest Management Plan (UMFP), and tree planting. The UFMP will be the City's guiding document to ensure that the benefits of a healthy urban forest are available to the community. The UFMP will, at minimum, include a shared vision for the urban forest, an inventory assessment, quantified urban forest benefits, strategic plans, routine maintenance procedures, a street tree planting plan, and an evaluation component. A main goal of the UFMP will be to increase citywide canopy cover in order to maximize urban cooling, stormwater mitigation, air pollution mitigation, and improve walkability.

Other City policies that relate to urban forestry will be reviewed and updated to guarantee urban forest management continuity. After the UFMP is complete, the grant will fund a community tree planting campaign. Tree planting sites and species will be guided by the completed UFMP. This project will be applied for and completed in partnership with TreePeople.

Staff recommends the City Council adopt a Resolution (Attachment A) to apply for a CalFire Urban and Community Forest Grant under the category Management Activities in partnership with TreePeople. The objective of this project is to develop a comprehensive Urban Forest Management Plan to increase tree benefits, reduce risk, ensure cost-efficient maintenance, and promote community engagement.

ENVIRONMENTAL:

N/A

ANALYSIS:

N/A

SUMMARY:

Once the Resolution (Attachment A) is approved by City Council, City staff and TreePeople will work together to develop a competitive application to submit to CalFire by the end of May. Should the City be successful in receiving the grant, staff will return to the City Council with a recommended action to appropriate the grant funds.

ATTACHMENT(S)

1. Attachment A - CAL FIRE UCF Grant Resolution 2024-24

NEXT STEPS:

N/A

RESOLUTION

Resolution No.: **24-24**

RESOLUTION OF THE **CITY COUNCIL** (*Title of Governing Body*) OF **THE CITY OF MONTEBELLO** (*City/County/District/nonprofit*)

FOR FUNDING FROM THE URBAN AND COMMUNITY FORESTRY GRANT PROGRAM OF THE CALIFORNIA DEPARTMENT OF FORESTRY AND FIRE PROTECTION.

WHEREAS, the State Department of Forestry and Fire Protection has received federal funds from the USDA Forest Service's Inflation Reduction Act for Urban and Community Forestry; and

WHEREAS, the State Department of Forestry and Fire Protection has been delegated the responsibility for the administration of the program within the State, setting up necessary procedures governing application by local agencies and non-profit organizations under the program, and

WHEREAS, said procedures established by the Department of Forestry and Fire Protection require the applicant to certify by resolution the approval of application before submission of said application to the State; and

WHEREAS, the applicant will enter an agreement with the State of California to carry out an urban forestry project;

NOW, THEREFORE, BE IT RESOLVED that the **CITY COUNCIL OF THE CITY OF MONTEBELLO :**
(Title of Governing Body)

1. Approved the filing of an application for the Urban and Community Forestry grant program funds; and

2. Certifies that said applicant has or will have sufficient funds to operate and maintain the project; and,

3. Certifies that funds under the jurisdiction of **THE CITY COUNCIL** are available to begin the project.
(Title of Governing Body)

4. Certifies that said applicant will expend grant funds prior to March 30, 2026.

5. Appoints **Raul Alvarez**, or a designee, as agent of the **CITY COUNCIL** to conduct negotiations,
(City Manager) *(Title of Governing Body)*
execute and submit all documents including, but not limited to applications, agreements, amendments, payment requests and so on, which may be necessary for the completion of the aforementioned project.

Approved and adopted the 10th day of April, 2024.

I, the undersigned, hereby certify that the foregoing Resolution, number **24-24**, was duly adopted by the following roll call vote of the **CITY COUNCIL OF THE CITY OF MONTEBELLO**.

(City Council/Board of Supervisor/Board of Directors)

Ayes: _____ Noes: _____ Absent: _____ _____(Clerk signature)

ITEM # 18

CITY OF MONTEBELLO
CITY COUNCIL AGENDA STAFF REPORT

TO: Honorable Mayor and City Council Members

FROM: Raul Alvarez, City Manager

BY: Cesar Roldan, Director

SUBJECT: **ADOPT RESOLUTION NO. 24-25 GRANTING AN EASEMENT ON CITY-OWNED LAND, 1060 S GREENWOOD AVE, TO SOUTHERN CALIFORNIA EDISON COMPANY (SCE) FOR ELECTRICAL UTILITY PURPOSES**

DATE: April 10, 2024

RECOMMENDATION(S):

It is recommended that the City Council:

1. Adopt Resolution No.24-25 (Attachment B) granting an easement on City-owned land, 1060 S. Greenwood Ave., to Southern California Edison Company (SCE) for electrical utility purposes; and,
2. Authorize the City Manager or his designee, to sign the Grant of the easement to Southern California Edison (SCE) on behalf of the City; and
3. Take such additional, related action that may be desirable.

FISCAL IMPACT:

There is no fiscal impact to the City for the granting of the Southern California Edison (SCE) easement.

BACKGROUND/DISCUSSION:

On February 24, 2023, the City of Montebello entered into a ground lease agreement, Attachment A, with CCTMO LLC (Crown Castle Communication) for approximately eighty-four (84) square feet of space located at Holifield Park, northeast corner of the intersection of Greenwood Avenue and Frankel Avenue on City Property, APN 6352-006-901 as described in Exhibit C-1 of Attachment A. The purpose of this lease agreement is for the construction, installation, maintenance, and operation of their communication

facilities, and transmittal tower.

Dish Telecommunications (Network Connex) has also leased space for its equipment with Crown Castle at the location where the City of Montebello and Crown Castle have their ground lease agreement. Therefore, Dish Telecommunication is requesting an easement for Southern California Edison (SCE) to supply power to their equipment.

Resolution No. 24-25 (Attachment B) will grant Southern California Edison (SCE) an easement to construct, use, maintain, and operate electrical and communication equipment. While at the same time, ensuring that the City reserves its rights to access and build upon the easement area for street, road, or driveway purposes.

ENVIRONMENTAL:

In accordance with the California Quality Act ("CEQA") Guidelines, Section 15061(b)(3), granting Southern California Edison (SCE) Easement for the distribution of electrical energy is exempt from CEQA in that it can be seen with certainty that grating of a utility easement will not have a significant effect on the environment.

ANALYSIS:

N/A

SUMMARY:

Staff recommends that the City Council adopt Resolution No. 24-25 which grants an easement on City-owned land to Southern California Edison (SCE) for the purpose of constructing, maintaining, and operating electrical and communication systems for the distribution of electrical energy.

ATTACHMENT(S)

1. Attachment A - Crown Castle Lease Agreement
2. Attachment B - Resolution No. 24-25

NEXT STEPS:

N/A

GROUND LEASE AGREEMENT

THIS GROUND LEASE AGREEMENT (the "Agreement") is made effective this 24 day of February 2023 ("Effective Date") by and between **CITY OF MONTEBELLO, a California municipal corporation** ("Lessor") and **CCTMO LLC, a Delaware limited liability company** ("Lessee").

1. Descri tion of Pro er . Lessor is the owner of certain real property located in Los Angeles County, California. A description of said property is attached hereto as Exhibit "A" (hereinafter "Lessor's Property").

2. Lease of Premises and Permitted Use. Lessor hereby leases to Lessee a eighty-four (84) square foot portion of Lessor's Property, as further described on Exhibit "C-1" attached hereto and shown in the site plan attached hereto as Exhibit "B" (the "Leased Premises"), for the purpose of (i) constructing, maintaining and operating communications facilities, including without limitation, tower structures, antenna support structures, fencing, cabinets, meter boards, buildings, antennas, cables, fiber, and equipment ("Improvements") and (ii) uses incidental thereto, including without limitation testing of any kind and installation of equipment to accommodate new technologies or future innovations for receiving and transmitting signals for Lessee's use and the use of its sublessees, licensees, and invitees (collectively the "Permitted Use"). It is the intent of the parties that Lessee's Improvements shall not constitute a fixture.

3. Easements. Lessor hereby grants the following easements and rights-of-way over, under and upon Lessor's Property to Lessee, Lessee's employees, agents, contractors, sublessees, licensees and their employees, agents and contractors: (i) an easement over such portions of Lessor's Property as is reasonably necessary for the construction, repair, maintenance, replacement, demolition and removal of the facility located or to be located upon Leased Premises; (ii) an easement over such portion of Lessor's Property as is reasonably necessary to obtain or comply with any Approvals (as defined in Section 7); (iii) an easement (the "Access and Utility Easement") in the location described on Exhibit "C-2" and shown in Exhibit "B", for ingress, egress and construction purposes including without limitation staging, storing and parking of equipment, vehicles, cranes and related materials, seven (7) days per week, twenty-four (24) hours per day, to extend from the nearest public right-of-way to the Leased Premises, together with the right of installation, repair, replacement and maintenance of utility wires, poles, cables, conduits and pipes (collectively, the "Easements"). The Easements shall remain in effect during the Lease Term and thereafter for a reasonable period of time for Lessee to remove its improvements.

4. Term. The term of this Agreement shall commence on the Effective Date and expire on December 4, 2022 ("Initial Term"). This Agreement will be automatically renewed for four additional terms (each a "Renewal Term") of five (5) years each, and one (1) final additional term commencing on December 5, 2042 and expiring on May 14, 2045 (the "Final Renewal Term") (together the "Lease Term") unless terminated pursuant to the provisions set forth herein.

5. Lessee's Ri ht to Terminate· Effect of Termination b Lessee. Lessee shall have the right to terminate this Agreement, at any time, without cause, by providing Lessor with thirty (30) days' prior written notice. Any monies owed by either party to the other, up to the date of termination, shall be paid within thirty (30) days of the termination date.

6. Rent. As consideration for Lessor entering into this Agreement, commencing on the first (1st) day of the first (1st) month following the commencement of installation of improvements within the Leased Premises, Lessee shall pay Lessor Four Thousand Six Hundred Twenty Nine and 36/100 Dollars ($4,629.36) per year, to be paid in equal monthly installments of Three Hundred Eighty Five and 78/100 Dollars ($385.78) (the "Rent"). Commencing on July 1, 2028, and on the anniversary of such date every year thereafter, the Rent shall escalate by an amount equal to two and eight tenths percent (2.8%) of the Rent payable during the immediately preceding month.

7. Lessor's Coo eration. During the Lease Term, Lessor shall: (i) cooperate with Lessee in its efforts to obtain all of the certificates, permits, licenses and other approvals that Lessee, in its sole discretion, deems necessary for its intended use of the Leased Premises ("Approvals"), including all appeals; and (ii) take no action that would adversely affect the Leased Premises. Lessor acknowledges that Lessee's ability to use the Leased Premises is contingent upon Lessee obtaining and maintaining the Approvals. Additionally, Lessor grants to Lessee and its employees, representatives, agents, and consultants a limited power of attorney to prepare, execute, submit, file and present on behalf of Lessor building, permitting, zoning or land-use applications with the appropriate local, state and/or federal agencies necessary to obtain land use changes, special exceptions, zoning variances, conditional use permits, special use permits, administrative permits, construction permits, operation permits and/or building permits. Lessor understands that any such application and/or the satisfaction of any requirements thereof may require Lessor's cooperation, which Lessor hereby agrees to provide. Lessor shall not do or permit anything that will interfere with or negate any Approvals pertaining to the Improvements or Leased Premises or cause them to be in nonconformance with applicable local, state or federal laws. Lessor agrees to execute such documents as may be necessary to obtain and thereafter maintain the Approvals, and agrees to be named as the applicant for said Approvals.

8. **Hazardous Materials.**

(A) Lessee's Obligation and Indemnity. Lessee shall not (either with or without negligence) cause or permit the escape, disposal or release of any Hazardous Materials on or from the Leased Premises in any manner prohibited by law. Lessee shall indemnify and hold Lessor harmless from any and all claims, damages, fines, judgments, penalties, costs, liabilities or losses (including, without limitation, any and all sums paid for settlement of claims, attorneys' fees, and consultants' and experts' fees) arising from the release of any Hazardous Materials on the Leased Premises if caused by Lessee or persons acting under Lessee.

(B) Lessor's Obligation and Indemnity. Lessor shall not (either with or without negligence) cause or permit the escape, disposal or release of any Hazardous Materials (as defined below) on or from Lessor's Property or Leased Premises in any manner prohibited by law. Lessor shall indemnify and hold Lessee harmless from any and all claims, damages, fines, judgments, penalties, costs, liabilities or losses (including, without limitation, any and all sums paid for settlement of claims, attorneys' fees, and consultants' and experts' fees) arising from the presence or release of any Hazardous Materials on Lessor's Property or Leased Premises unless caused by Lessee or persons acting under Lessee.

(C) For purposes of this Agreement the term "Hazardous Materials" means any substance which is (i) designated, defined, classified or regulated as a hazardous substance, hazardous material, hazardous waste, pollutant or contaminant under any Environmental Law, as currently in effect or as hereafter amended or enacted, (ii) a petroleum hydrocarbon, including crude oil or any fraction thereof and all petroleum products, (iii) PCBs, (iv) lead, (v) asbestos, (vi) flammable explosives, (vii) infectious materials, or (viii) radioactive materials. "Environmental Law(s)" means the Comprehensive Environmental Response, Compensation, and Liability Act of 1980, 42 U.S.C. Sections 9601, et seq., the Resource Conservation and Recovery Act of 1976, 42 U.S.C. Sections 6901, et seq., the Toxic Substances Control Act, 15 U.S.C. Sections 2601, et seq., the Hazardous Materials Transportation Act, 49 U.S.C. 5101, et seq., and the Clean Water Act, 33 U.S.C. Sections 1251, et seq., as said laws have been supplemented or amended to date, the regulations promulgated pursuant to said laws and any other federal, state or local law, statute, rule, regulation or ordinance which regulates or proscribes the use, storage, disposal, presence, clean-up, transportation or release or threatened release into the environment of Hazardous Material.

9. **Insurance.** Lessee, at its sole expense, shall obtain and keep in force insurance which may be required by any federal, state or local statute or ordinance of any governmental body having jurisdiction in connection with the operation of Lessee's business upon the Leased Premises. At a minimum, said insurance shall include Commercial General Liability coverage in an amount not less than $2,000,000 per occurrence and $2,000,000 in the aggregate and shall name Lessor as an additional insured. In addition, Lessee, shall obtain Worker's Compensation insurance as required by the laws of the State of California, with Statutory Limits, and Employer's Liability Insurance with limit of no less than $1,000,000 per accident for bodily injury or disease. The required limits recited herein may be met by primary and excess or umbrella policies covering other locations. Upon Lessor's written request, which request shall not exceed once per year, Lessee will provide Lessor with a copy of the certificate of insurance evidencing such coverage.

10. **Removal of Obstructions.** Lessee has the right to remove obstructions from Lessor's Property, including but not limited to vegetation, which may encroach upon, interfere with or present a hazard to Lessee's use of the Leased Premises or the Easements.

11. **Reserved**

12. **Real Estate Taxes.** Lessor shall pay all real estate taxes on Lessor's Property. Lessee agrees to reimburse Lessor for any documented increase in real estate or personal property taxes levied against Lessor's Property that are directly attributable to the Improvements constructed by Lessee. Lessor agrees to provide Lessee any documentation evidencing the increase and how such increase is attributable to Lessee's use. Lessee reserves the right to challenge any such assessment, and Lessor agrees to cooperate with Lessee in connection with any such challenge. Notwithstanding any language in this section to the contrary, Lessee shall not be obligated to reimburse Lessor for any applicable taxes, unless Lessor requests such reimbursement, including any required documentation, within one (1) year after the date such taxes became due.

13. **Waiver of Claims and Rights of Subrogation.** The parties hereby waive any and all rights of action for negligence against the other on account of damage to the Improvements, Lessor's Property or to the Leased Premises resulting from any fire or other casualty of the kind covered by property insurance policies with extended coverage, regardless of whether or not, or in what amount, such insurance is carried by the parties. All policies of property insurance carried by either party for

the Improvements, Lessor's Property or the Leased Premises shall include a clause or endorsement denying to the insurer rights by way of subrogation against the other party to the extent rights have been waived by the insured before the occurrence of injury or loss.

14. **Default.**

(A) Notice of Default; Cure Period. In the event that there is a default by Lessor or Lessee (the "Defaulting Party") with respect to any of the provisions of this Agreement or Lessor's or Lessee's obligations under this Agreement, the other party (the "Non-Defaulting Party") shall give the Defaulting Party written notice of such default. After receipt of such written notice, the Defaulting Party shall have thirty (30) days in which to cure any monetary default and sixty (60) days in which to cure any non-monetary default. The Defaulting Party shall have such extended periods as may be required beyond the sixty (60) day cure period to cure any non-monetary default if the nature of the cure is such that it reasonably requires more than sixty (60) days to cure, and Defaulting Party commences the cure within the sixty (60) day period and thereafter continuously and diligently pursues the cure to completion. The Non-Defaulting Party may not maintain any action or effect any remedies for default against the Defaulting Party unless and until the Defaulting Party has failed to cure the same within the time periods provided in this Section.

(B) Consequences of Lessee's Default. In the event that Lessee is in default beyond the applicable periods set forth above, Lessor shall have the right to injunctive relief, to require specific performance of this Agreement and to pursue an action for damages available at law.

(C) Consequences of Lessor's Default. In the event that Lessor is in default beyond the applicable periods set forth above, Lessee shall have the right to injunctive relief, to require specific performance of this Agreement, to pursue an action for damages, terminate the Lease, vacate the Leased Premises and be relieved from all further obligations under this Agreement; perform the obligation(s) of Lessor specified in such notice, and charge Lessor for any expenditures reasonably made by Lessee in so doing or set-off from Rent any amount reasonably expended by Lessee as a result of such default.

15. **Limitation on Damages.** In no event shall either party be liable to the other for consequential, indirect, speculative or punitive damages in connection with or arising from this Agreement, or the use of the Leased Premises, Easements, and/or Utility Easement.

16. **Hold Harmless.** Each party shall indemnify and defend the other party against, and hold the other party harmless from, any claim of liability or loss from personal injury or property damage arising from the use and occupancy of the Leased Premises or Lessor's Property by such indemnifying party, its employees, contractors, servants or agents, except to the extent such claims are caused by the intentional misconduct or negligent acts or omissions of the other party, its employees, contractors, servants or agents.

17. **Lessor's Covenant of Title.** Lessor covenants that Lessor holds good and marketable fee simple title to Lessor's Property and the Leased Premises and has full authority to enter into and execute this Agreement.

18. **Interference with Lessee's Business.** Lessor agrees that it will not permit the construction, installation or operation on Lessor's Property of (i) any additional wireless communications facilities or (ii) any equipment or device that interferes with Lessee's use of the Leased Premises for a wireless communications facility. Each of the covenants made by Lessor in this Section is a covenant running with the land for the benefit of the Leased Premises.

19. **Eminent Domain.** If Lessor receives notice of a proposed or threatened taking by eminent domain of any part of the land upon which the Leased Premises or Easements are situated, whether through a condemnation lawsuit or the acquisition of land pursuant to the power of eminent domain (a "Taking"), Lessor will notify Lessee of the proposed Taking within five (5) business days of receiving said notice. If the Taking affects any portion of the Leased Premises or Easements that is less than the entire Leased Premises and Easements (a "Partial Taking"), then Lessee will have the option to either (i) declare the Agreement null and void, effective as of the date of Taking, and thereafter neither party will have any liability or obligation hereunder; or (ii) remain in possession of that portion of the Leased Premises and Easements that will not be taken, in which event there shall be an equitable adjustment in rent on account of the portion of the Leased Premises and Easements so taken. In the event of a Partial Taking, the parties shall enter into any amendment of the Agreement made necessary as a result of the Partial Taking. With respect to any Taking each party shall have the right to contest the Taking and directly pursue an award for their respective interests.

20. Applicable Law. This Agreement and the performance thereof shall be governed, interpreted, construed and regulated by the laws of the State where the Leased Premises is located. The parties agree that the venue for any litigation regarding this Agreement shall be in the state or federal courts in the county where the Leased Premises is located.

21. Notices. All notices hereunder shall be in writing and shall be given by (i) established express delivery service which maintains delivery records, (ii) hand delivery, or (iii) certified or registered mail, postage prepaid, return receipt requested. Notices may also be given by facsimile transmission, provided that the notice is concurrently given by one of the above methods. Notices are effective upon receipt, or upon attempted delivery if delivery is refused or if delivery is impossible because of failure to provide reasonable means for accomplishing delivery. The notices shall be sent to the parties at the following addresses:

Lessor:

City of Montebello
Attn: City Manager
1600 W. Beverly Boulevard
Montebello, California 90640

Lessee:

CCTMO LLC
Attn: Legal - Real Estate
2000 Corporate Drive,
Canonsburg, PA 15317-8564

22. Assignment, Sublease, Licensing and Encumbrance. Lessee has the right, at its sole discretion, to assign its interest in this Agreement and to sublease or license use of the Leased Premises, Easements and Improvements. Assignment of this Agreement by Lessee shall be effective upon Lessee sending written notice to Lessor and shall relieve Lessee from any further liability or obligation. Lessee has the further right to pledge or encumber its interest in this Agreement. Upon request to Lessor from any leasehold mortgagee, Lessor agrees to give the holder of such leasehold mortgage written notice of any default by Lessee and an opportunity to cure any such default within fifteen (15) days after such notice with respect to monetary defaults and within a commercially reasonable period of time after such notice with respect to any non-monetary default.

23. Notice of Sublease. Lessee hereby provides notice to Lessor of its sublease of a portion of the Leased Premises to Dish Network or an affiliate or subsidiary (the "Dish Subtenant"). As used herein, the term "Sublease" includes any arrangement by which a third party can collocate its equipment at the Leased Premises, whether it is by Sublease, license, easement or any other agreement or arrangement.

24. Mortgages. In the event that the Leased Premises is currently encumbered or shall become encumbered by such a mortgage, Lessor shall obtain and furnish to Lessee a commercially reasonable non-disturbance agreement, in a form reasonably acceptable to Lessee, for each such mortgage, in recordable form. If Lessor fails to provide any non-disturbance agreement, Lessee may withhold and accrue, without interest, the Rent until such time as Lessee receives all such documentation.

25. Sale of Property. If Lessor sells all or part of Lessor's Property, of which the Leased Premises is a part then such sale shall be under and subject to this Agreement.

26. Surrender of Property. Upon expiration or termination of this Agreement, Lessee shall, within a reasonable time, remove all above ground Improvements and restore the Leased Premises as nearly as reasonably possible to its original condition, without, however, being required to replace any trees or other plants removed, or alter the then existing grading.

27. Quiet Enjoyment. Lessor covenants that Lessee, on paying Rent and performing the covenants of this Agreement, shall peaceably and quietly have, hold and enjoy the Leased Premises and Easements.

28. Lessor's Waiver. Lessor hereby waives and releases any and all liens, whether statutory or under common law, with respect to any of Lessee's property now or hereafter located on the Leased Premises.

Miscellaneous.

Recording. Lessee shall have the right to record a memorandum of this Agreement with the appropriate recording officer. Lessor shall execute and deliver such a memorandum, for no additional consideration, promptly upon Lessee's request.

Entire Agreement. Lessor and Lessee agree that this Agreement contains all of the agreements, promises and understandings between Lessor and Lessee. No oral agreements, promises or understandings shall be binding upon either Lessor or Lessee in any dispute, controversy or proceeding at law. Any addition, variation or modification to this Agreement shall be void and ineffective unless made in writing and signed by the parties hereto.

Captions. The captions preceding the Sections of this Agreement are intended only for convenience of reference and in no way define, limit or describe the scope of this Agreement or the intent of any provision hereof.

Construction of Document. Lessor and Lessee acknowledge that this document shall not be construed in favor of or against the drafter by virtue of said party being the drafter and that this Agreement shall not be construed as a binding offer until signed by Lessee.

Partial Invalidity. If any term of this Agreement is found to be void or invalid, then such invalidity shall not affect the remaining terms of this Agreement, which shall continue in full force and effect.

IRS Form W-9. Lessor agrees to provide Lessee with a completed IRS Form W-9, or its equivalent, upon execution of this Agreement and at such other times as may be reasonably requested by Lessee. In the event the Lessor's Property is transferred, the succeeding Lessor shall have a duty at the time of such transfer to provide Lessee with a completed IRS Form W-9, or its equivalent, and other related paper work to affect a transfer in Rent to the new Lessor. Lessor's failure to provide the IRS Form W-9 within thirty (30) days after Lessee's request shall be considered a default and Lessee may take any reasonable action necessary to comply with IRS regulations including, but not limited to, withholding applicable taxes from Rent payments.

Conditional Signing Bonus. Lessee will pay to Lessor a one-time amount of One Thousand Five Hundred and 00/100 Dollars ($1,500) for the full execution of this Agreement, payable within sixty (60) days of the full execution of this Agreement ("Conditional Signing Bonus"). In the event that this Agreement (and any applicable memorandum of Agreement and/or amendment) is not fully executed by both Lessor and Lessee for any reason, Lessee shall have no obligation to pay the Conditional Signing Bonus to Lessor.

[Signature pages follow]

IN WITNESS WHEREOF, Lessor and Lessee having read the foregoing and intending to be legally bound hereby, have executed this Agreement as of the day and year this Agreement is fully executed.

LESSOR:
CITY OF MONTEBELLO, a California municipal corporation

By: _____
Print Name: René Bobadilla
Print Title: City Manager

LESSEE:
T-Mobile West Tower LLC,
a Delaware limited liability company
By: CCTMO LLC,
a Delaware limited liability company,
its Attorney in Fact

By: _____
Print Name: Matthew Norwood
Print Title: Sr. Mgr Ntl Trans

EXHIBIT "A"
[Legal Description of Lessor's Property]

PARCEL 1:
The East half of the South half of the South half of Lot 64 of El Carmel Tract, as per Map recorded in Book 7, Page 134, of Maps, on filed in the Office of the County Recorder of said County.

Also that portion of the Northeasterly 2.3775 feet of the Southwesterly 203.6225 feet, which lies Northwesterly of a line parallel to and Northwesterly 60 feet from the Southeasterly line of said Lot 64.

PARCEL 2:
The West half of the South half of the South half of Lot 64 of El Carmel Tract, as per Map recorded in Book 7, Page 134, of Maps, in the Office of the County Recorder of said County.

PARCEL 3:
The Northeasterly 203.63 feet of the Southwesterly 407.245 feet of the Southeasterly 60 feet of Lot 64, El Carmel Tract, as per Map recorded in Book 7, Pages 134 and 135, of Maps, in the· Office of the County Recorder of said County.

PARCEL 4:
The Northwesterly 100 feet of the Southeasterly 160 feet of the Northeasterly 206 feet of the Southerly half of Lot 64 of the El Carmel Tract, in the City of Montebello, County of Los Angeles, State of California, as per Map recorded in Book 7, Page 134, of Maps, in the Office of the County Recorder of said County.

PARCEL 5:
The Westerly 110 feet of the Easterly 270 feet of the Northerly 206 feet of the Southerly half of Lot 64 of the El Carmel Tract, in the City of Montebello, County of Los Angeles, State of California, as per Map recorded in Book 7, Page 134, of Maps, in the Office of the County Recorder of said County.

Site Name: SM248 Holifield Park RL
Business Unit #: 827967

EXHIBIT "B"
[Site Plan]

Site Name: SM248 Holifield Park RL
Business Unit #: 827967

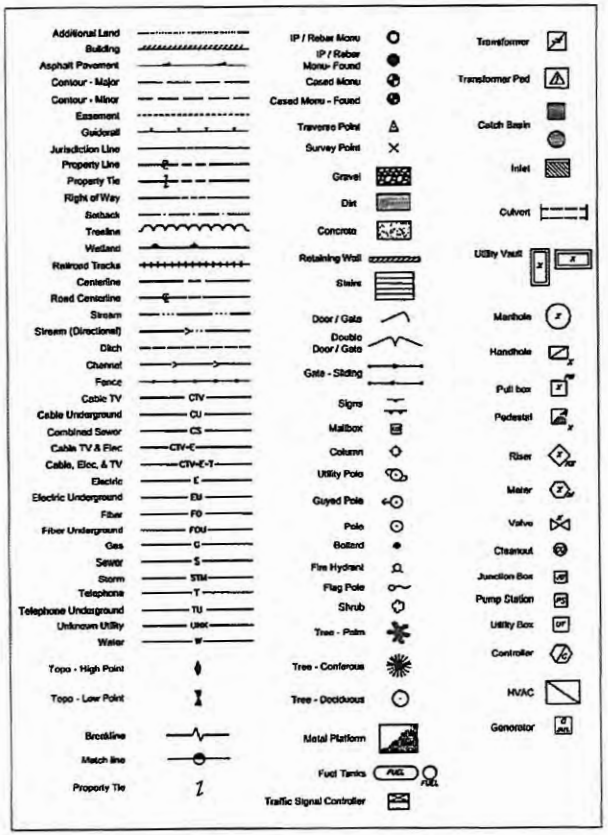
TOWER SURVEY

827967

SM248 HOLIFIELD PARK RL

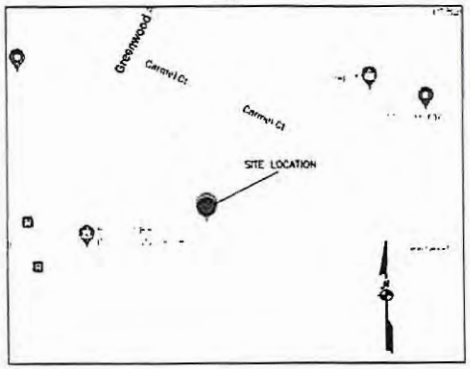
1060 S. GREENWOOD AVE
MONTEBELLO, CA 90640
LOS ANGELES COUNTY

LEGEND



VICINITY MAP

NTS



SHEET INDEX

SHEET NAME	TITLE
V-01	COVER SHEET
V-02	PROPERTY OVERVIEW
V-03	EQUIPMENT LEASE AREA OVERVIEW
V-04	LEGAL DESCRIPTIONS

SURVEY PROCEDURES & EQUIPMENT

The Accuracy Of This Survey Meets Or Exceeds The Minimum Standards As Required By [CA Requirements For Boundary Surveys].
Instruments Used:
- SPECTRA PRECISION SP80 W/ SMARTNET VIRTUAL NETWORK
- TOPCON TOTAL STATION GPT-3005

AREA SUMMARY

AREA	SQ. FT.	ACRES
PARENT PARCEL	±137,868.24	±3.165
EXISTING LEASE AREA	±301	±0.007
LEASE AREA	±84	±0.002
ACCESS & UTILITY EASEMENT	±5,303	±0.122

COORDINATES

LABEL	LAT, LONG
FD. MON.	33° 59' 38.47", -118° 07' 06.27"
FD. MON.	33° 59' 33.12", -118° 07' 08.24"

For internal use.

SURVEY PERFORMED FOR:
CROWN CASTLE
1500 Corporate Drive
Canonsburg, PA 15317

SURVEY COORDINATED BY:
GEOLINE SURVEYING, INC.
13430 NW 10th Terrace, Suite A, Alachua, FL 32615
Tele: (386) 418-0500 | Fax: (386) 462-9986

SURVEY PERFORMED BY:
SMITHCO SURVEYING ENGINEERING
2005 AIRPORT DRIVE, BAKERSFIELD, CA 93308
Tele: (661) 393-1217 | Fax: (661) 393-1218

DRAWN BY: CC | CHK BY: DA | JOB NO.: 71-1021

SURVEYOR'S CERTIFICATION:
I HEREBY CERTIFY TO CCTMO, LLC, CROWN CASTLE USA INC., INCLUDING ITS PARENT, SUBSIDIARIES AND AFFILIATED ENTITIES, AND OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY

SURVEYOR NAME: D'ARTAGNAN ALBA

1-24-23
DATE

LEASE AREA ZONING:
RL: MULTIPLE-FAMILY RESIDENTIAL (R-3)

LEASE AREA FLOOD NOTE:
THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD RATE MAP FOR COMMUNITY NO. 060148, PANEL NO. 1630F, DATED SEPTEMBER 26, 2008, SHOWS THAT THE LOCATION OF THIS SITE FALLS WITHIN ZONE X, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.

BASIS OF NORTH:
ALL BEARINGS SHOWN HEREON ARE GRID BEARINGS BASED ON THE CALIFORNIA COORDINATE SYSTEM OF 1983 ZONE 5.

NOTES:
1. SURVEY PERFORMED ON 06/23/22.
2. HORIZONTAL DATA PROJECTED IN CALIFORNIA COORDINATE SYSTEM OF 1983 (NAD83) ZONE 5 (INTERNATIONAL ASSOCIATION OF OIL & GAS PRODUCER'S EPSG CODE:2229) ELEVATIONS SHOWN HEREON ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).
3. BURIED UTILITIES DEPICTED HEREON WERE DETECTED AND MARKED BY OTHERS USING INDIRECT METHODS. NO SUBSURFACE EXCAVATION WAS PREFORMED TO VERIFY THE TYPE AND LOCATION OF THE BURIED UTILITIES DEPICTED HEREON. IT IS POSSIBLE THAT OTHER UTILITIES SERVING THE SUBJECT TOWER SITE EXIST THAT WERE UNDETECTED AS A PART OF THIS SURVEY.
4. ALL VISIBLE TOWER EQUIPMENT AND IMPROVEMENTS ARE CONTAINED WITHIN THE DESCRIBED AREA.
5. NOT ALL SYMBOLS ARE DEPICTED TO SCALE.
6. THIS SURVEY DOES NOT REPRESENT A BOUNDARY SURVEY OF THE PARENT PARCEL.

REV	DATE	DESCRIPTION	DRWN
00	06/23/22	PRELIMINARY	CC
08	08/15/22	REVISION	CJ
09	08/16/22	REVISION	CJ
10	01/17/23	REVISIONS	EA

SITE INFORMATION:

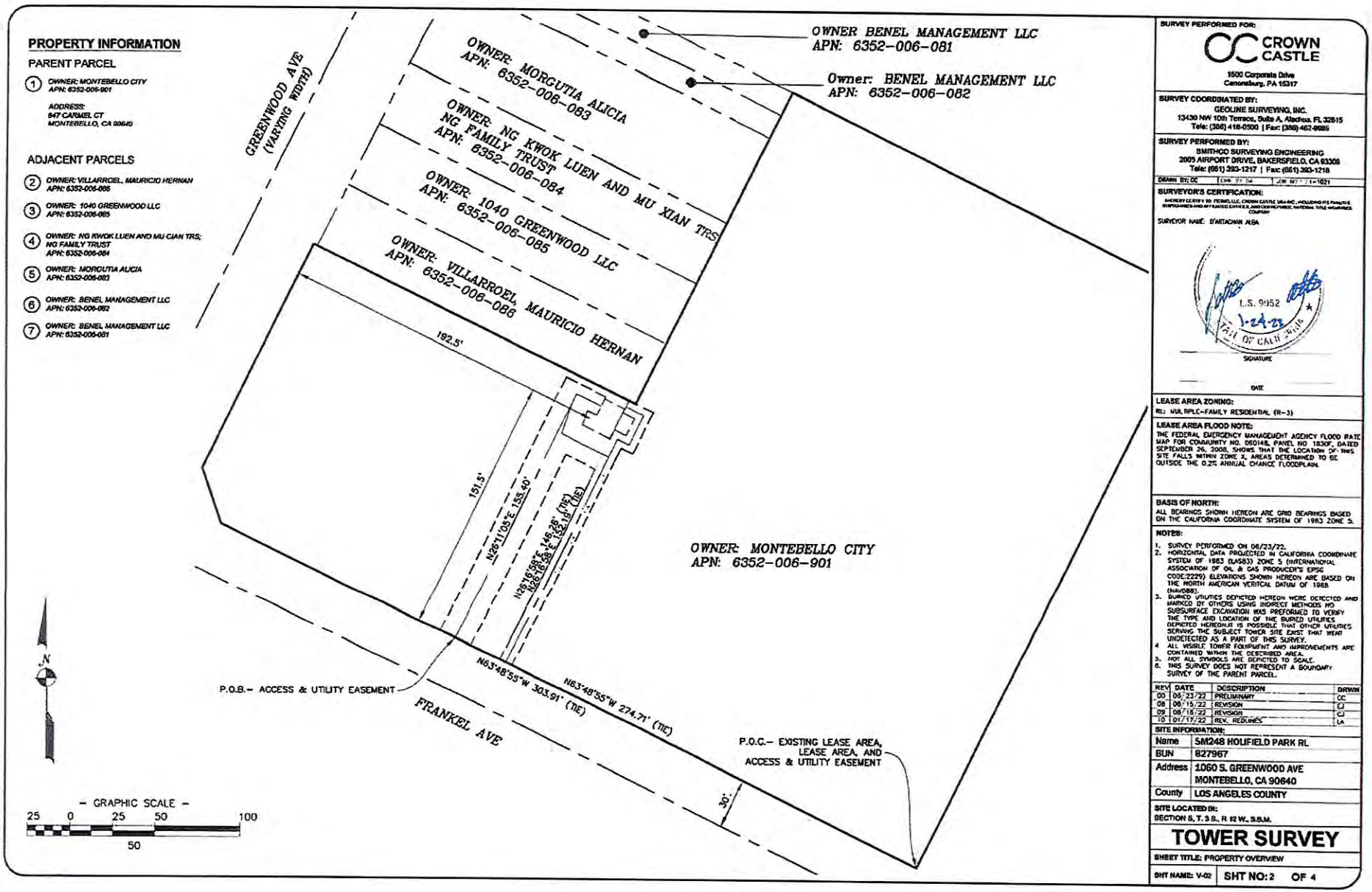
Name	SM248 HOLIFIELD PARK RL
BUN	827967
Address	1060 S. GREENWOOD AVE MONTEBELLO, CA 90640
County	LOS ANGELES COUNTY

SITE LOCATED IN:
SECTION 5, T. 3 S., R 12 W., S.B.M.

TOWER SURVEY

SHEET TITLE: COVER SHEET

SHT NAME: V-01 | SHT NO: 1 OF 4



SURVEY PERFORMED FOR:
CROWN CASTLE
1500 Corporate Drive
Canonsburg, PA 15317

SURVEY COORDINATED BY:
GEOLINE SURVEYING, INC.
13430 NW 10th Terrace, Suite A, Alachua, FL 32615
Tele: (386) 418-0500 | Fax: (386) 462-9685

SURVEY PERFORMED BY:
SMITHCO SURVEYING ENGINEERING
2005 AIRPORT DRIVE, BAKERSFIELD, CA 93308
Tele: (661) 393-1217 | Fax: (661) 393-1218

DRAWN BY: DC | CHK BY: DA | JOB NO: 1-1021

SURVEYOR'S CERTIFICATION:
I HEREBY CERTIFY TO BENEL, LLC, CROWN CASTLE USA INC., INCLUDING ITS PARENTS, SUBSIDIARIES AND AFFILIATES ENTITIES, AND CHICAGO TITLE INSURANCE COMPANY

SURVEYOR NAME: D'ARTAGNAN ALBA

L.S. 9052
1-24-23
STATE OF CALIFORNIA

SIGNATURE

DATE

LEASE AREA ZONING:
RL: MULTIPLE-FAMILY RESIDENTIAL (R-3)

LEASE AREA FLOOD NOTE:
THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD RATE MAP FOR COMMUNITY NO. 060148, PANEL NO 1830F, DATED SEPTEMBER 26, 2008, SHOWS THAT THE LOCATION OF THIS SITE FALLS WITHIN ZONE X, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.

BASIS OF NORTH:
ALL BEARINGS SHOWN HEREON ARE GRID BEARINGS BASED ON THE CALIFORNIA COORDINATE SYSTEM OF 1983 ZONE 5.

NOTES:
1. SURVEY PERFORMED ON 06/23/22.
2. HORIZONTAL DATA PROJECTED IN CALIFORNIA COORDINATE SYSTEM OF 1983 (CAS83) ZONE 5 (INTERNATIONAL ASSOCIATION OF OIL & GAS PRODUCER'S EPSG CODE:2229) ELEVATIONS SHOWN HEREON ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).
3. BURIED UTILITIES DEPICTED HEREON WERE DETECTED AND MARKED BY OTHERS USING INDIRECT METHODS NO SUBSURFACE EXCAVATION WAS PREFORMED TO VERIFY THE TYPE AND LOCATION OF THE BURIED UTILITIES DEPICTED HEREON.IT IS POSSIBLE THAT OTHER UTILITIES SERVING THE SUBJECT TOWER SITE EXIST THAT WERE UNDETECTED AS A PART OF THIS SURVEY.
4. ALL VISIBLE TOWER EQUIPMENT AND IMPROVEMENTS ARE CONTAINED WITHIN THE DESCRIBED AREA.
5. NOT ALL SYMBOLS ARE DEPICTED TO SCALE.
6. THIS SURVEY DOES NOT REPRESENT A BOUNDARY SURVEY OF THE PARENT PARCEL.

REV	DATE	DESCRIPTION	DRWN
00	06/23/22	PRELIMINARY	CC
08	08/15/22	REVISION	CJ
09	08/18/22	REVISION	CJ
10	01/17/22	REV. REDLINES	LA

SITE INFORMATION:

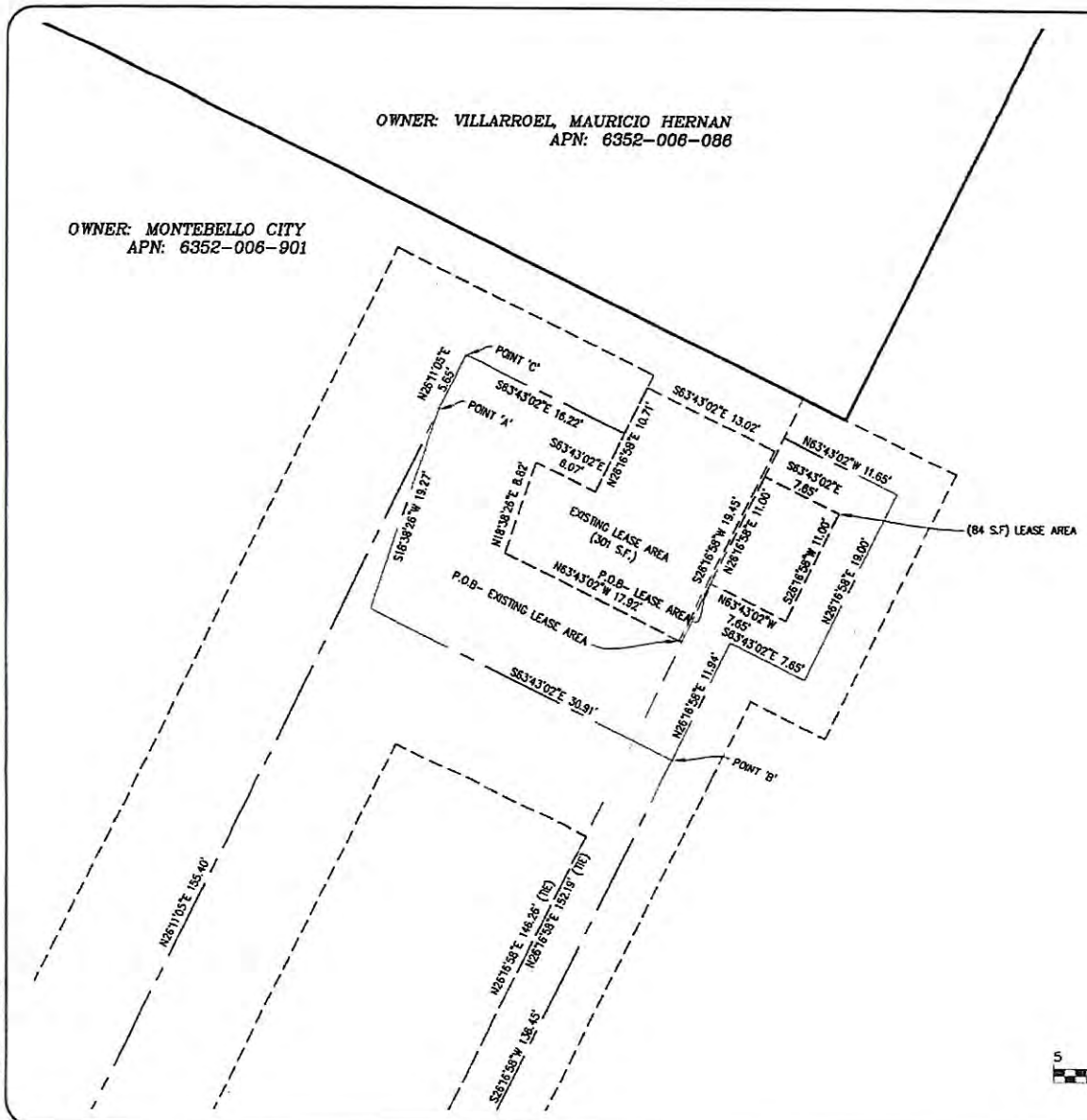
Name	SM248 HOLIFIELD PARK RL
BUN	827967
Address	1060 S. GREENWOOD AVE MONTEBELLO, CA 90640
County	LOS ANGELES COUNTY

SITE LOCATED IN:
SECTION 5, T. 3 S., R 12 W., S.B.M.

TOWER SURVEY

SHEET TITLE: PROPERTY OVERVIEW

SHT NAME: V-02 | SHT NO: 2 OF 4



SURVEY PERFORMED FOR:

CROWN CASTLE

1500 Corporate Drive
Canonsburg, PA 15317

SURVEY COORDINATED BY:

GEOLINE SURVEYING, INC.
13430 NW 10th Terrace, Suite A, Alachua, FL 32615
Tele: (386) 418-0500 | Fax: (386) 462-9988

SURVEY PERFORMED BY:

SMITHCO SURVEYING ENGINEERING
2005 AIRPORT DRIVE, BAKERSFIELD, CA 93308
Tele: (661) 393-1217 | Fax: (661) 393-1218

SURVEYOR'S CERTIFICATION:

I HEREBY CERTIFY TO CETIC, LLC, CROWN CASTLE USA INC., INCLUDING ITS PARENTS, SUBSIDIARIES AND AFFILIATED ENTITIES, AND OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY

SURVEYOR NAME: D'ANTAGNANI #L94

L.S. 9052

SIGNATURE

DATE

LEASE AREA ZONING:

RL: MULTIPLE-FAMILY RESIDENTIAL (R-3)

LEASE AREA FLOOD NOTE:

THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD RATE MAP FOR COMMUNITY NO. 060149, PANEL NO. 1830F, DATED SEPTEMBER 26, 2008, SHOWS THAT THE LOCATION OF THIS SITE FALLS WITHIN ZONE X, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN

BASIS OF NORTH:

ALL BEARINGS SHOWN HEREON ARE GRID BEARINGS BASED ON THE CALIFORNIA COORDINATE SYSTEM OF 1983 ZONE 5.

NOTES:

1. SURVEY PERFORMED ON 08/23/22.
2. HORIZONTAL DATA PROJECTED IN CALIFORNIA COORDINATE SYSTEM OF 1983 (CASS3) ZONE 5 (INTERNATIONAL ASSOCIATION OF OIL & GAS PRODUCER'S EPSG CODE:7229) ELEVATIONS SHOWN HEREON ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).
3. BURIED UTILITIES DEPICTED HEREON WERE DETECTED AND MARKED BY OTHERS USING INDIRECT METHODS NO SUBSURFACE EXCAVATION WAS PREFORMED TO VERIFY THE TYPE AND LOCATION OF THE BURIED UTILITIES DEPICTED HEREON.IT IS POSSIBLE THAT OTHER UTILITIES SERVING THE SUBJECT TOWER SITE EXIST THAT WERE UNDETECTED AS A PART OF THIS SURVEY.
4. ALL VISIBLE TOWER EQUIPMENT AND IMPROVEMENTS ARE CONTAINED WITHIN THE DESCRIBED AREA.
5. NOT ALL SYMBOLS ARE DEPICTED TO SCALE.
6. THIS SURVEY DOES NOT REPRESENT A BOUNDARY SURVEY OF THE PARENT PARCEL.

REV	DATE	DESCRIPTION	DRWN
00	08/23/22	PRELIMINARY	CC
08	08/15/23	REVISION	CJ
09	08/16/23	REVISION	CJ
10	01/17/24	REV. REQUIRES	LA

SITE INFORMATION:

Name	SM248 HOLIFIELD PARK RL
BUN	827967
Address	1060 S. GREENWOOD AVE MONTEBELLO, CA 90640
County	LOS ANGELES COUNTY

SITE LOCATED IN:

SECTION 5, T. 3 S., R 12 W., S.B.M.

TOWER SURVEY

SHEET TITLE: LEASE AREA DETAIL

SHT NAME: V-03 | SHT NO: 3 OF 4

PARENT PARCEL LEGAL DESCRIPTION

PER OLD REPUBLIC NATIONAL TITLE INSURANCE, REPORT NO. 01-22026868-01S, DATED MAY 10, 2022.

SITUATED IN THE COUNTY OF LOS ANGELES AND STATE OF CALIFORNIA AND DESCRIBED AS FOLLOWS:

PARCEL 1:

THE NORTHWESTERLY 100 FEET OF THE SOUTHEASTERLY 160 FEET OF THE NORTHEASTERLY 206 FEET OF THE SOUTHERLY HALF OF LOT 64 OF THE EL CARMEL TRACT, IN THE CITY OF MONTEBELLO, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 7, PAGE 134 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 2:

THE WESTERLY 110 FEET OF THE EASTERLY 270 FEET OF THE NORTHERLY 206 FEET OF THE SOUTHERLY HALF OF LOT 64 OF THE EL CARMEL TRACT, IN THE CITY OF MONTEBELLO, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 7, PAGE 134 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

PARCEL 3

THE NORTHEASTERLY 203.63 FEET OF THE SOUTHWESTERLY 407.245 FEET OF THE SOUTHEASTERLY 60 FEET OF LOT 64, EL CARMEL TRACT, AS PER MAP RECORDED IN BOOK 7, PAGES 134 AND 135 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

TAX ID NO: 6352-006-901

EXCEPTIONS PER TITLE

PER OLD REPUBLIC NATIONAL TITLE INSURANCE, REPORT NO. 01-22026868-01S, DATED MAY 10, 2022.

1 MAP OF PROPERTY OF WALTER L. VAIL, AS RECORDED IN PLAT BOOK 7, PAGE 134 OF LOS ANGELES COUNTY RECORDS.
>>> NOT PLOTTABLE - NATURE OF ITEM <<<

2 EASEMENT AND ASSIGNMENT OF LEASE AGREEMENT, BY AND BETWEEN CITY OF MONTEBELLO, A CALIFORNIA MUNICIPAL CORPORATION, AND IWG-TLA TELECOM, LLC, A DELAWARE LIMITED LIABILITY COMPANY, AND RECORDED 09/05/2015 AS INSTRUMENT NO. 20150983403 OF LOS ANGELES COUNTY RECORDS.
>>> EXISTING LEASE AREA PLOTTED AS SHOWN HEREON. ACCESS EASEMENT NO WIDTH DEFINED - CENTER LINE PLOTTED AS SHOWN HEREON <<<

3 MEMORANDUM OF FIRST AMENDMENT TO COMMUNICATIONS SITE LEASE AGREEMENT, BY AND BETWEEN IWG-TLA TELECOM, LLC, A DELAWARE LIMITED LIABILITY C COMPANY AND T-MOBILE WEST TOWER LLC, A DELAWARE LIMITED LIABILITY COMPANY, LESSEE. RECORDED 11/20/2018 AS INSTRUMENT NO. 20181169507 OF LOS ANGELES COUNTY RECORDS.
>>> NOT PLOTTABLE - EXACT LOCATION NOT DESCRIBED <<<

EXISTING LEASE AREA

PREPARED BY THIS OFFICE

BEING A PORTION OF LAND DESCRIBED IN GRANT DEED RECORDED AUGUST 20, 1963, AS GRANT DEED 5444, IN BOOK 52 PAGE 618 LOS ANGELES COUNTY OFFICIAL RECORDS, STATE OF CALIFORNIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEASTERLY MOST CORNER THE PORTION OF LAND DESCRIBED IN GRANT DEED RECORDED AUGUST 20, 1963, AS GRANT DEED 5444, IN BOOK 52 PAGE 618 LOS ANGELES COUNTY OFFICIAL RECORDS, STATE OF CALIFORNIA, THENCE ALONG THE SOUTH LINE OF SAID SUBJECT PARCEL, N 63°48'55" W, A DISTANCE OF 274.96 FEET, THENCE LEAVING SAID SOUTH LINE, N 26°16'58" E, A DISTANCE 148.26 FEET TO THE POINT OF BEGINNING;

COURSE 1) THENCE N63°43'02"W, A DISTANCE OF 17.02 FEET;
COURSE 2) THENCE N18°38'26"E, A DISTANCE OF 8.62 FEET;
COURSE 3) THENCE S63°43'02"E, A DISTANCE OF 8.07 FEET;
COURSE 4) THENCE N26°16'58"E, A DISTANCE OF 10.71 FEET;
COURSE 5) THENCE S63°43'02"E, A DISTANCE OF 13.02 FEET;
COURSE 6) THENCE S26°16'58"W, A DISTANCE OF 19.45 FEET TO THE POINT OF BEGINNING.

CONTAINING 301 SQUARE FEET (0.007 ACRES), MORE OR LESS.

APN: 6352-006-901
OWNER(S): MONTEBELLO CITY
DEED REFERENCE: DOC. NO.

LEASE AREA

PREPARED BY THIS OFFICE

BEING A PORTION OF LAND DESCRIBED IN GRANT DEED RECORDED AUGUST 20, 1963, AS GRANT DEED 5444, IN BOOK 52 PAGE 618 LOS ANGELES COUNTY OFFICIAL RECORDS, STATE OF CALIFORNIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEASTERLY MOST CORNER THE PORTION OF LAND DESCRIBED IN GRANT DEED RECORDED AUGUST 20, 1963, AS GRANT DEED 5444, IN BOOK 52 PAGE 618 LOS ANGELES COUNTY OFFICIAL RECORDS, STATE OF CALIFORNIA, THENCE ALONG THE SOUTH LINE OF SAID SUBJECT PARCEL, N 63°48'55" W, A DISTANCE OF 274.71 FEET, THENCE LEAVING SAID SOUTH LINE, N 26°16'58" E, A DISTANCE 152.19 FEET TO THE POINT OF BEGINNING;

COURSE 1) THENCE N26°16'58"E, A DISTANCE OF 11.00 FEET;
COURSE 2) THENCE S63°43'02"E, A DISTANCE OF 7.65 FEET;
COURSE 3) THENCE S26°16'58"W, A DISTANCE OF 11.00 FEET;
COURSE 4) THENCE N63°43'02"W, A DISTANCE OF 7.65 FEET TO THE POINT OF BEGINNING.

CONTAINING 84 SQUARE FEET (0.002 ACRES), MORE OR LESS.

APN: 6352-006-901
OWNER(S): MONTEBELLO CITY
DEED REFERENCE: DOC. NO.

ACCESS & UTILITY EASEMENT

PREPARED BY THIS OFFICE

A 20.00 FOOT STRIP OF LAND, OVER, ACCROSS AND THROUGH A PORTION OF LAND DESCRIBED IN GRANT DEED RECORDED AUGUST 20, 1963, AS GRANT DEED 5444, IN BOOK 52 PAGE 618 LOS ANGELES COUNTY OFFICIAL RECORDS, STATE OF CALIFORNIA, LYING 10.00 FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE:

COMMENCING AT THE SOUTHEASTERLY MOST CORNER THE PORTION OF LAND DESCRIBED IN GRANT DEED RECORDED AUGUST 20, 1963, AS GRANT DEED 5444, IN BOOK 52 PAGE 618 LOS ANGELES COUNTY OFFICIAL RECORDS, STATE OF CALIFORNIA, THENCE ALONG THE SOUTH LINE OF SAID SUBJECT PARCEL, N 63°48'55" W, A DISTANCE OF 360.91 FEET TO THE POINT OF BEGINNING;

COURSE 1) THENCE N26°11'05"E, A DISTANCE OF 155.40 FEET TO POINT 'A';
COURSE 2) THENCE CONTINUING N26°11'05"E, A DISTANCE OF 5.85 FEET TO POINT 'C' AND THE TERMINUS OF THIS DESCRIPTION.

TOGETHER A 20.00 FOOT STRIP OF LAND, OVER, ACCROSS AND THROUGH A PORTION OF LAND DESCRIBED IN GRANT DEED RECORDED AUGUST 20, 1963, AS GRANT DEED 5444, IN BOOK 52 PAGE 618 LOS ANGELES COUNTY OFFICIAL RECORDS, STATE OF CALIFORNIA, LYING 10.00 FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE:

BEGINNING AT THE HEREINBEFORE DESCRIBED POINT 'A';

COURSE 1) THENCE S18°38'26"W, A DISTANCE OF 19.27 FEET;
COURSE 2) THENCE S63°43'02"E, A DISTANCE OF 30.91 FEET TO POINT 'B' AND THE TERMINUS OF THIS DESCRIPTION.

TOGETHER A 8.00 FOOT STRIP OF LAND, OVER, ACCROSS AND THROUGH A PORTION OF LAND DESCRIBED IN GRANT DEED RECORDED AUGUST 20, 1963, AS GRANT DEED 5444, IN BOOK 52 PAGE 618 LOS ANGELES COUNTY OFFICIAL RECORDS, STATE OF CALIFORNIA, LYING 4.00 FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE:

BEGINNING AT THE HEREINBEFORE DESCRIBED POINT 'B';

COURSE 1) THENCE N26°16'58"E, A DISTANCE OF 11.54 FEET;
COURSE 2) THENCE S63°43'02"E, A DISTANCE OF 7.65 FEET;
COURSE 3) THENCE N26°16'58"E, A DISTANCE OF 19.00 FEET;
COURSE 4) THENCE N63°43'02"W, A DISTANCE OF 11.65 FEET TO THE TERMINUS OF THIS DESCRIPTION.

TOGETHER A 8.00 FOOT STRIP OF LAND, OVER, ACCROSS AND THROUGH A PORTION OF LAND DESCRIBED IN GRANT DEED RECORDED AUGUST 20, 1963, AS GRANT DEED 5444, IN BOOK 52 PAGE 618 LOS ANGELES COUNTY OFFICIAL RECORDS, STATE OF CALIFORNIA, LYING 4.00 FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE:

BEGINNING AT THE HEREINBEFORE DESCRIBED POINT 'B';

COURSE 1) THENCE S26°16'58"W, A DISTANCE OF 136.45 FEET TO THE TERMINUS OF THIS DESCRIPTION.

TOGETHER A 12.00 FOOT STRIP OF LAND, OVER, ACCROSS AND THROUGH A PORTION OF LAND DESCRIBED IN GRANT DEED RECORDED AUGUST 20, 1963, AS GRANT DEED 5444, IN BOOK 52 PAGE 618 LOS ANGELES COUNTY OFFICIAL RECORDS, STATE OF CALIFORNIA, LYING 6.00 FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE:

BEGINNING AT THE HEREINBEFORE DESCRIBED POINT 'C';

COURSE 1) THENCE S63°43'02"E, A DISTANCE OF 18.22 FEET TO THE TERMINUS OF THIS DESCRIPTION.

CONTAINING 5,303 SQUARE FEET (0.122 ACRES), MORE OR LESS.

APN: 6352-006-901
OWNER(S): MONTEBELLO CITY
DEED REFERENCE: DOC. NO.

SURVEY PERFORMED FOR:

CROWN CASTLE

1500 Corporate Drive
Canonsburg, PA 15317

SURVEY COORDINATED BY:

GEOLINE SURVEYING, INC.
13430 NW 10th Terrace, Suite A, Alachua, FL 32615
Tel#: (386) 418-0500 | Fax: (386) 462-9988

SURVEY PERFORMED BY:

SMITHCO SURVEYING ENGINEERING
2003 AIRPORT DRIVE, BAKERSFIELD, CA 93308
Tel#: (661) 393-1217 | Fax: (661) 393-1218

DRAWN BY: CC | CHK BY: BA | JOB NO: 71-1021

SURVEYOR'S CERTIFICATION:

I HEREBY CERTIFY TO CCTMO, LLC, CROWN CASTLE USA INC., INCLUDING ITS PARENTS, SUBSIDIARIES AND AFFILIATED ENTITIES, AND OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY

SURVEYOR NAME: D'ARTAGNAN ALBA

1-24-23

SIGNATURE

DATE

LEASE AREA ZONING:
RL: MULTIPLE-FAMILY RESIDENTIAL (R-3)

LEASE AREA FLOOD NOTE:
THE FEDERAL EMERGENCY MANAGEMENT AGENCY FLOOD RATE MAP FOR COMMUNITY NO. 060228, PANEL NO. 0162J, DATED DECEMBER 3, 2009, SHOWS THAT THE LOCATION OF THIS SITE FALLS WITHIN ZONE X, AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN

BASIS OF NORTH:
ALL BEARINGS SHOWN HEREON ARE GRID BEARINGS BASED ON THE CALIFORNIA COORDINATE SYSTEM OF 1983 ZONE 5.

NOTES:

1. SURVEY PERFORMED ON 06/23/22.
2. HORIZONTAL DATA PROJECTED IN CALIFORNIA COORDINATE SYSTEM OF 1983 (LAMB3) ZONE 5 (INTERNATIONAL ASSOCIATION OF OIL & GAS PRODUCER'S EPSG CODE:2229) ELEVATIONS SHOWN HEREON ARE BASED ON THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88).
3. BURIED UTILITIES DEPICTED HEREON WERE DETECTED AND MARKED BY OTHERS USING INDIRECT METHODS. NO SUBSURFACE EXCAVATION WAS PREFORMED TO VERIFY THE TYPE AND LOCATION OF THE BURIED UTILITIES DEPICTED HEREON. IT IS POSSIBLE THAT OTHER UTILITIES SERVING THE SUBJECT TOWER SITE EXIST THAT WERE UNDETECTED AS A PART OF THIS SURVEY.
4. ALL VISIBLE TOWER EQUIPMENT AND IMPROVEMENTS ARE CONTAINED WITHIN THE DESCRIBED AREA.
5. NOT ALL SYMBOLS ARE DEPICTED TO SCALE.
6. THIS SURVEY DOES NOT REPRESENT A BOUNDARY SURVEY OF THE PARENT PARCEL.

REV	DATE	DESCRIPTION	DRWN
00	06-23-22	PRELIMINARY	CC
08	09/15/22	REVISION	CJ
09	08/16/22	REVISION	CJ
10	01/17/23	REV. REQUIRES	LA

SITE INFORMATION:

Name	SM248 HOLIFIELD PARK RL
BUN	827967
Address	1060 S. GREENWOOD AVE MONTEBELLO, CA 90640
County	LOS ANGELES COUNTY

SITE LOCATED IN:
SECTION 5, T. 3 S., R 12 W., S.B.M.

TOWER SURVEY

SHEET TITLE: LEGAL DESCRIPTION

SHT NAME: V-04 | SHT NO: 4 OF 4

EXHIBIT "C-1"
[Description of Leased Premises]

[See attached]

827967
SM248 Holifield Park RL

LEASE AREA (PREPARED BY THIS OFFICE):

BEING A PORTION OF LAND DESCRIBED IN GRANT DEED RECORDED AUGUST 20, 1963, AS GRANT DEED 5444, IN BOOK 52 PAGE 618 LOS ANGELES COUNTY OFFICIAL RECORDS, STATE OF CALIFORNIA, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEASTERLY MOST CORNER THE PORTION OF LAND DESCRIBED IN GRANT DEED RECORDED AUGUST 20, 1963, AS GRANT DEED 5444, IN BOOK 52 PAGE 618 LOS ANGELES COUNTY OFFICIAL RECORDS, STATE OF CALIFORNIA, THENCE ALONG THE SOUTH LINE OF SAID SUBJECT PARCEL, N 63°48'55" W, A DISTANCE OF 274.71 FEET, THENCE LEAVING SAID SOUTH LINE, N 26°16'58" E, A DISTANCE 152.19 FEET TO THE POINT OF BEGINNING:

COURSE 1) THENCE N26°16'58"E, A DISTANCE OF 11.00 FEET;
COURSE 2) THENCE S63°43'02"E, A DISTANCE OF 7.65 FEET;
COURSE 3) THENCE S26°16'58"W, A DISTANCE OF 11.00 FEET;
COURSE 4) THENCE N63°43'02"W, A DISTANCE OF 7.65 FEET TO THE POINT OF BEGINNING.

CONTAINING 84 SQUARE FEET (0.002 ACRES), MORE OR LESS.

APN: 6352-006-901
OWNER(S): MONTEBELLO CITY
DEED REFERENCE: DOC. NO.



EXHIBIT "C-2"
[Description of Easements]

[See attached]

827967
SM248 Holifield Park RL

ACCESS & UTILITY EASEMENT (PREPARED BY THIS OFFICE):

A 20.00 FOOT STRIP OF LAND, OVER, ACCROSS AND THROUGH A PORTION OF LAND DESCRIBED IN GRANT DEED RECORDED AUGUST 20, 1963, AS GRANT DEED 5444, IN BOOK 52 PAGE 618 LOS ANGELES COUNTY OFFICIAL RECORDS, STATE OF CALIFORNIA, LYING 10.00 FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE:

COMMENCING AT THE SOUTHEASTERLY MOST CORNER THE PORTION OF LAND DESCRIBED IN GRANT DEED RECORDED AUGUST 20, 1963, AS GRANT DEED 5444, IN BOOK 52 PAGE 618 LOS ANGELES COUNTY OFFICIAL RECORDS, STATE OF CALIFORNIA, THENCE ALONG THE SOUTH LINE OF SAID SUBJECT PARCEL, N 63°48'55" W, A DISTANCE OF 303.91 FEET TO THE POINT OF BEGINNING:

COURSE 1) THENCE N26°11'05"E, A DISTANCE OF 155.40 FEET TO POINT 'A';
COURSE 2) THENCE CONTINUING N26°11'05"E, A DISTANCE OF 5.65 FEET TO POINT 'C' AND THE TERMINUS OF THIS DESCRIPTION.

TOGETHER A 20.00 FOOT STRIP OF LAND, OVER, ACCROSS AND THROUGH A PORTION OF LAND DESCRIBED IN GRANT DEED RECORDED AUGUST 20, 1963, AS GRANT DEED 5444, IN BOOK 52 PAGE 618 LOS ANGELES COUNTY OFFICIAL RECORDS, STATE OF CALIFORNIA, LYING 10.00 FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE:

BEGINNING AT THE HEREINBEFORE DESCRIBED POINT 'A':

COURSE 1) THENCE S18°38'26"W, A DISTANCE OF 19.27 FEET;
COURSE 2) THENCE S63°43'02"E, A DISTANCE OF 30.91 FEET TO POINT 'B' AND THE TERMINUS OF THIS DESCRIPTION.

TOGETHER A 8.00 FOOT STRIP OF LAND, OVER, ACCROSS AND THROUGH A PORTION OF LAND DESCRIBED IN GRANT DEED RECORDED AUGUST 20, 1963, AS GRANT DEED 5444, IN BOOK 52 PAGE 618 LOS ANGELES COUNTY OFFICIAL RECORDS, STATE OF CALIFORNIA, LYING 4.00 FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE:

BEGINNING AT THE HEREINBEFORE DESCRIBED POINT 'B':

COURSE 1) THENCE N26°16'58"E, A DISTANCE OF 11.94 FEET;
COURSE 2) THENCE S63°43'02"E, A DISTANCE OF 7.65 FEET;
COURSE 3) THENCE N26°16'58"E, A DISTANCE OF 19.00 FEET;
COURSE 4) THENCE N63°43'02"W, A DISTANCE OF 11.65 FEET TO THE TERMINUS OF THIS DESCRIPTION.

TOGETHER A 8.00 FOOT STRIP OF LAND, OVER, ACCROSS AND THROUGH A PORTION OF LAND DESCRIBED IN GRANT DEED RECORDED AUGUST 20, 1963, AS GRANT DEED 5444, IN BOOK 52 PAGE 618 LOS ANGELES COUNTY OFFICIAL RECORDS, STATE OF CALIFORNIA, LYING 4.00 FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE:

BEGINNING AT THE HEREINBEFORE DESCRIBED POINT 'B':

COURSE 1) THENCE S26°16'58"W, A DISTANCE OF 136.45 FEET TO THE TERMINUS OF THIS DESCRIPTION.

TOGETHER A 12.00 FOOT STRIP OF LAND, OVER, ACCROSS AND THROUGH A PORTION OF LAND DESCRIBED IN GRANT DEED RECORDED AUGUST 20, 1963, AS GRANT DEED 5444, IN BOOK 52 PAGE 618 LOS ANGELES COUNTY OFFICIAL RECORDS, STATE OF CALIFORNIA, LYING 6.00 FEET ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE:

BEGINNING AT THE HEREINBEFORE DESCRIBED POINT 'C':

COURSE 1) THENCE S63°43'02"E, A DISTANCE OF 16.22 FEET TO THE TERMINUS OF THIS DESCRIPTION.

CONTAINING 5,303 SQUARE FEET (0.122 ACRES), MORE OR LESS.

APN: 6352-006-901
OWNER(S): MONTEBELLO CITY
DEED REFERENCE: DOC. NO.



Attachment B

RESOLUTION NO. 24-25

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MONTEBELLO, CALIFORNIA, GRANTING AN EASEMENT ON CITY-OWNED LAND, CHET HOLIFIELD PARK WITHIN LOT 63 OF EL CARMEL TRACT, TO SOUTHERN CALIFORNIA EDISON COMPANY (SCE) FOR ELECTRICAL UTILITY PURPOSES

RECITALS

WHEREAS, Southern California Edison ("SCE") has requested that the City of Montebello ("City") grant an easement (Exhibit "A" & "B") on City-owned property, Chet Holifield Park, located near the intersection of Greenwood Avenue and Frankel Avenue on Lot 63 of El Carmel Track per map recorded in book 7, pages 134 and 135 recorded in the office of Los Angeles County. The easement is for the construction, installation, use, maintenance, and operation of electrical and communication equipment to supply power to Dish Telecommunications equipment.

WHEREAS, Dish Telecommunications has leased space for its equipment with Crown Castle Communication. The City of Montebello has already a ground lease agreement with Castle Communication. Therefore, the easement with Edison is needed in order to provide electrical power to the Dish Communication equipment.

WHEREAS, the City of Montebello ('City") is the record owner of the real property, the Chet Holifield, located at Lot 63 of El Carmel Tract, located in the City as depicted in Exhibit "B", each attached hereto and incorporated herein by this reference (the "Easement Property"); and

WHEREAS, the City and Southern California Edison agree the easement is necessary to provide electric power services to the Dish Telecommunication equipment.

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF MONTEBELLO HEREBY RESOLVES, FINDS, AND DECLARES AS FOLLOWS:

SECTION 1. AUTHORITY. The City of Montebello finds that the grant of the easement is appropriate in order to protect the City's right of access over the easement property while simultaneously allowing Southern California Edison to provide the necessary electric power services to Dish Telecommunications equipment.

SECTION 2. ADOPTION. The City of Montebello approves the grant Easement (Exhibit "A"), for the construction, installation, use, maintenance, and operation of electrical and communication equipment for the purpose of supplying electrical power to the Dish Telecommunication facilities on the easement property, in substantially the form submitted and attached hereto as Exhibit "A & B".

SECTION 3. STATEMENTS. The City of Montebello finds that in accordance with the California Environmental Quality Act ("CEQA") Guidelines, Section 15061(b)(3), granting Southern California Edison the Easement for the construction, installation, use,

maintenance, and operation of electrical and communication equipment to provide electrical power to Dish Telecommunications equipment are exempt from CEQA in that it can be seen with certainty that granting of a utility easement will not have a significant effect on the environmental.

SECTION 4. Public Officials and Employees Designated. Authorizes the City Manager, or his/her designee, to sign the Easement for the construction, installation, use, maintenance, and operation of electrical and communication equipment to provide electrical power to Dish Telecommunications equipment to Southern California Edison on behalf of the City.

SECTION 5. EFFECTIVE DATE. This Resolution shall take effect immediately upon its adoption by the City Council and the City Clerk shall certify to the passage and adoption of this resolution.

APPROVED AND ADOPTED THIS 10th DAY OF APRIL 2024.

_____
Scarlet Peralta, Mayor

ATTEST: **APPROVED AS TO FORM:**

_____ _____
Christopher Jimenez, City Clerk Arnold M. Alvarez-Glasman, City Attorney

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS:
CITY OF MONTEBELLO)

I, Christopher Jimenez, City Clerk of the City of Montebello, County of Los Angeles, State of California, hereby certify that the foregoing Resolution No. 24-25 was passed and adopted by the City Council of the City of Montebello, signed by the Mayor and attested by the City Clerk at a regular meeting of said Council held on the 10th day of April 2024 and that said Resolution was adopted by the following vote, to-wit:

AYES:
NOES:
ABSTAIN:
ABSENT:

The undersigned, City Clerk of the City of Montebello, does hereby attest and certify that the foregoing Resolution is a true, full and correct copy of a resolution duly adopted at a meeting of said City which was duly convened and held on the date stated thereon, and that said document has not been amended, modified, repealed or rescinded since its date of adoption and is in full force and effect as of the date hereof.

DATE: _____

_____
Christopher Jimenez, City Clerk

EXHIBIT A

RECORDING REQUESTED BY

SOUTHERN CALIFORNIA EDISON

An *EDISON INTERNATIONAL* Company

WHEN RECORDED MAIL TO

SOUTHERN CALIFORNIA EDISON COMPANY

2 INNOVATION WAY, 2nd FLOOR
POMONA, CA 91768

Attn: Title and Real Estate Services

SPACE ABOVE THIS LINE FOR RECORDER'S USE

SCE Doc. No.

GRANT OF EASEMENT

DOCUMENTARY TRANSFER TAX $ NONE VALUE AND CONSIDERATION LESS THAN $100.00) SCE Company SIG. OF DECLARANT OR AGENT DETERMINING TAX FIRM NAME	DISTRICT Compton GVM LT-9661-B1 APN 6352-005-902	SERVICE ORDER TD2101401 APPROVED: VEGETATION & LAND MANAGEMENT (M.A.R. / S.L.H.)	SERIAL NO. BY SLS/BT	MAP SIZE DATE 03/02/2024

CITY OF MONTEBELLO, a municipal corporation (hereinafter referred to as "Grantor"), hereby grants to SOUTHERN CALIFORNIA EDISON COMPANY, a corporation, its successors and assigns (hereinafter referred to as "Grantee"), an easement and right of way to construct, use, maintain, operate, alter, add to, repair, replace, reconstruct, inspect and remove at any time and from time to time underground electrical supply systems and communication systems (hereinafter referred to as "systems"), consisting of wires, underground conduits, cables, vaults, manholes, handholes, and including above-ground enclosures, markers and concrete pads and other appurtenant fixtures and equipment necessary or useful for distributing electrical energy and for transmitting intelligence, data and/or communications for SCE's internal utility purposes (eg. through fiber optic cable), in, on, over, under, across and along that certain real property in the County of Los Angeles, State of California, described as follows:

A 6.00 FOOT WIDE STRIP OF LAND LYING WITHIN LOT 63 OF EL CARMEL TRACT, AS PER MAP RECORDED IN BOOK 7, PAGES 134 AND 135 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, THE CENTERLINE OF SAID STRIP IS DESCRIBED AS FOLLOWS:

COMMENCING AT THE INTERSECTION OF THE SOUTHEASTERLY LINE OF GREENWOOD AVENUE, 85.00 FEET WIDE, AS IT NOW EXISTS, WITH THE NORTHEASTERLY LINE OF SAID LOT 63; THENCE ALONG THE NORTHEASTERLY LINE OF SAID LOT 63, SOUTH 63°38'00" EAST 170.70 FEET TO THE **TRUE POINT OF BEGINNING**; THENCE LEAVING THE NORTHEASTERLY LINE OF SAID LOT 63, SOUTH 21°03'27" WEST 10.19 FEET; THENCE SOUTH 81°08'20" WEST 15.00 FEET TO A POINT OF ENDING.

THE SIDELINES OF SAID STRIP ARE TO BE PROLONGED OR SHORTENED TO TERMINATE NORTHERLY IN THE NORTHEASTERLY LINE OF SAID LOT 63 AND TO JOIN AT THE ANGLE POINT.

It is understood and agreed that the above description is approximate only, it being the intention of the Grantor(s) to grant an easement for said systems as constructed. The centerline of the easement shall be coincidental with the centerline of said systems as constructed in, on, over, under, across, and along the Grantor(s) property.

This legal description was prepared pursuant to Sec. 8730(c) of the Business & Professions Code.

Grantor agrees for himself, his heirs and assigns, not to erect, place or maintain, nor to permit the erection, placement or maintenance of any building, planter boxes, earth fill or other structures except walls and fences on the above described real property. The Grantee shall not use the easement for any purpose which is not authorized under this Grant of Easement, nor shall Grantee assign, transfer, lease, license, or grant permission to for a third-party to use the easement without the express written consent of the Grantor. Any unauthorized use of the easement by Grantee or a third-party without the prior express written consent of the Grantor shall result in the unauthorized assignment, transfer, lease, license, or grant of permission being void and the Grantee's rights under the easement shall terminate unless Grantee cures such authorized use within thirty (30) days of receiving notice from Grantor. The Grantee, and its contractors, agents and employees, shall have the right to trim or cut tree roots as may endanger or interfere with said systems and shall have free access to said systems and every part thereof, at all times, for the purpose of exercising the rights herein granted; provided, however, that in making any excavation on said property of the Grantor, the Grantee shall make the same in such a manner as will cause the least injury to the surface of the ground around such excavation, and shall replace the earth so removed by it and restore the surface of the ground to as near the same condition as it was prior to such excavation as is practicable.

EXECUTED this _____ day of _____, 20____.

GRANTOR

CITY OF MONTEBELLO, a municipal corporation

_____
Signature

_____
Print Name

_____
Title

A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)

County of _____)

On _____ before me, _____, a Notary Public, personally

appeared_____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____ (Seal)

EXECUTED this _____ day of _____, 20____.

GRANTEE

SOUTHERN CALIFORNIA EDISON COMPANY,
a corporation

_____
Signature

_____
Print Name

_____
Title

A Notary Public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)

County of _____)

On _____ before me, _____, a Notary Public, personally

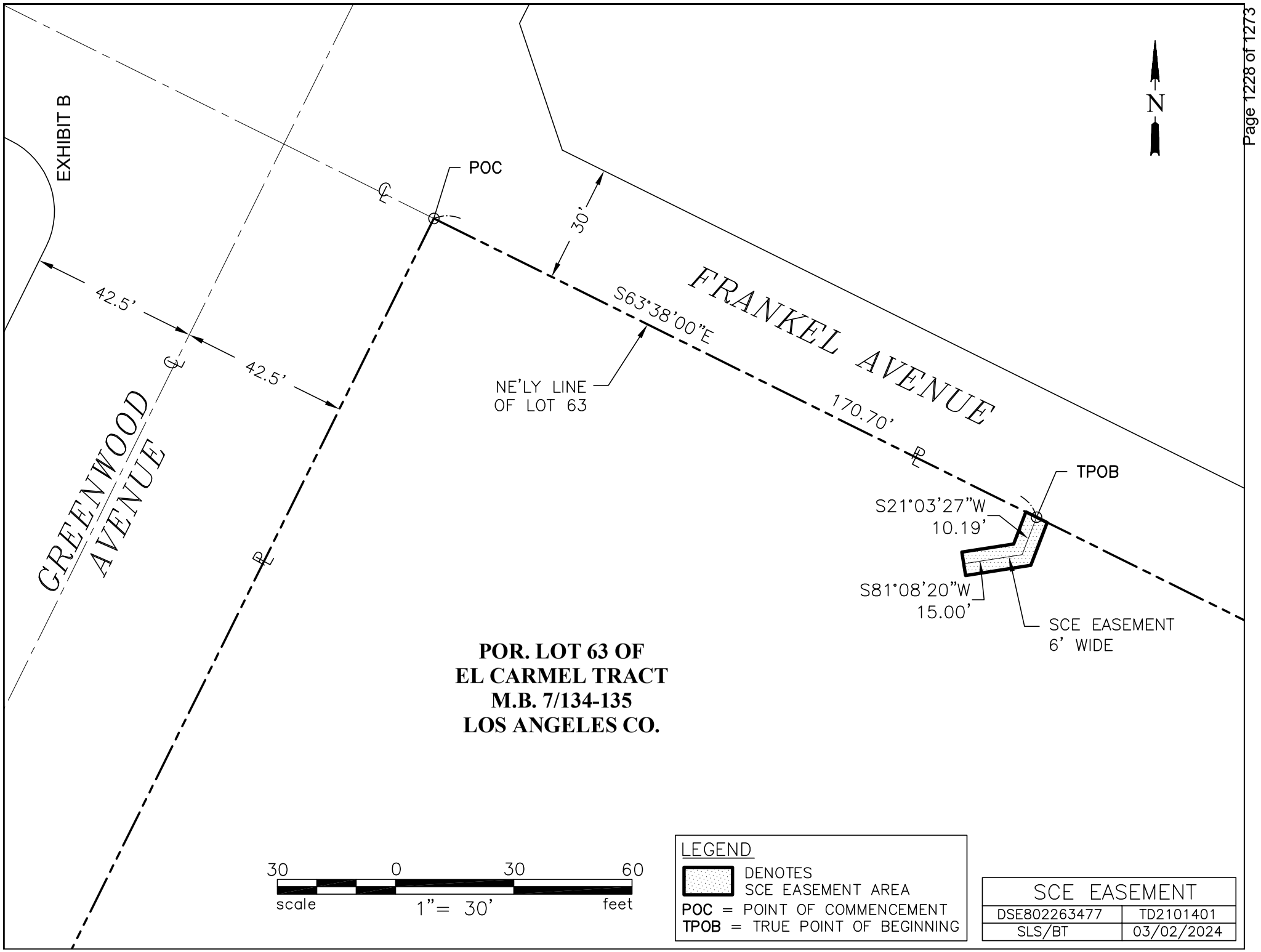
appeared_____, who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

Signature _____ (Seal)

EXHIBIT B



POR. LOT 63 OF
EL CARMEL TRACT
M.B. 7/134-135
LOS ANGELES CO.

30 0 30 60
scale 1"= 30' feet

LEGEND

DENOTES SCE EASEMENT AREA

POC = POINT OF COMMENCEMENT
TPOB = TRUE POINT OF BEGINNING

SCE EASEMENT	
DSE802263477	TD2101401
SLS/BT	03/02/2024

ITEM # 18

APPROVAL OF MINUTES: MARCH 27, 2024, CITY COUNCIL MEETING

CITY OF MONTEBELLO
REGULAR MEETING

MINUTES

WEDNESDAY, MARCH 27, 2024 AT 6:00 PM

TELECONFERENCE LOCATION FOR
COUNCILMEMBER TORRES:
WORLDMARK - LOBBY
1080 HORNBY STREET
VANCOUVER, BC V6Z 2Y7, CANADA

CITY HALL COUNCIL CHAMBERS
1600 WEST BEVERLY BOULEVARD
MONTEBELLO, CALIFORNIA

DRAFT

OPENING CEREMONIES

CALL TO ORDER - 6:00 P.M.

Mayor Peralta called the meeting to order at 6:01 p.m.

ROLL CALL

Members present were Mayor Peralta, Mayor Pro Tem Melendez, Councilmember Tamayo, and Councilmember Torres, who joined telephonically. City Clerk Jimenez and City Treasurer Matanga were also present.

Councilmember Jimenez was absent.

City Attorney Arnold Alvarez-Glasman, City Manager Raul Alvarez, Assistant City Manager Arlene Salazar, Senior Deputy City Clerk Kimberly Guillen, Deputy City Clerk Nelly Ochoa, and Department Directors Michael Solorza, Cesar Roldan, David Sosnowski, Joseph Palombi, and Chief Espinosa were present.

ANNOUNCEMENT OF CLOSED SESSION ITEMS

City Attorney Alvarez-Glasman announced the Closed Session Item.

He further stated that there was a subsequent need to add the following item to Closed Session pursuant to Government Code Section 54956.8.

1b. CONFERENCE WITH REAL PROPERTY NEGOTIATOR
Government Code Section54956.8
Property: 602, 604, and 608 W. Whittier Blvd.
Agency negotiator: Raul Alvarez, City Manager, Joe Palombi, Director of Planning/Community Development
Negotiating parties: Steven A Weber/Steven A Weber Trust

Under negotiation: Price and/or terms of purchase

It was motioned by Mayor Pro Tem Melendez, seconded by Councilmember Tamayo, that the item be added; the motion was approved by the following vote:

MOVED: Melendez	***SECONDED: Tamayo***	***APPROVED: 4-0-0-1***
AYES: *Melendez, Tamayo, Torres, Peralta*		
NOES: *None*		
ABSTAIN: *None*		
ABSENT: *Jimenez*		

.

PUBLIC COMMENTS ON CLOSED SESSION ITEMS

At this time, the public may submit a speaker card to the City Clerk staff for Closed Session items, prior to the beginning of this statement. Speakers will be called in the order received. Please be aware that the maximum time allotted for members of the public to speak on Closed Session items shall not exceed three (3) minutes per person. State Law prohibits the City Council from taking action or entertaining extended discussion on a topic not listed on the agenda. Please show courtesy to others and direct all of your comments to the Mayor and City Council.

None.

CLOSED SESSION

The City Attorney shall provide a briefing on the item listed for Closed Session as follows:

Mayor Peralta recessed the meeting into Closed Session at 6:04 p.m. to consider the following Closed Session items:

1. **CONFERENCE WITH LEGAL COUNSEL – EXISTING LITIGATION**
   Government Code Section 54956.9(d)(1)
   Alicia Mendoza v. City of Montebello
   Los Angeles County Superior Court Case No. 21STCV42900

REGULAR SESSION - IMMEDIATELY FOLLOWING CLOSED SESSION

CLOSED SESSION REPORT

Mayor Peralta reconvened the meeting at 6:46 p.m.

Mayor Peralta, Mayor Pro Tem Melendez, and Councilmember Tamayo were present in person, and Councilmember Torres joined them telephonically to discuss all Closed Session items. City Attorney Arnold Alvarez-Glasman provided the following report to City Council: Item No. 1, the City Council provided direction to the City Attorney's Office for possible resolution to the settlement, no action was taken, and nothing further to report; Item No. 1b., a briefing was provided to City Council, direction was provided to the agency negotiators, no action was taken and nothing further to report.

INVOCATION

Led by City Clerk Jimenez.

PLEDGE OF ALLEGIANCE

Led by Chief Espinosa.

CORRECTIONS TO THE AGENDA - CITY MANAGER

None.

CEREMONIAL ITEMS/PRESENTATIONS

DRAFT

2. CERTIFICATE OF RECOGNITION - ROSEMARY GURROLA

Presented by Mayor Peralta.

PUBLIC COMMENTS ON NON-AGENDA ITEMS (30 MINUTES)

At this time, the public may submit speaker card(s) to the City Clerk staff, for both agenda and non-agenda items, prior to the beginning of this statement; Public Hearing items do not require a speaker card.

The City Council will address non-agenda items during this section and speakers will be called in the order received. Those persons not accommodated during this 30-minute period will have an opportunity to speak under "Public Comments – Continued", after all scheduled matters have been considered. **Public Hearing, Regular Business and/or Consent Calendar items will be addressed at the time that matter of business is heard, in the order received.**

Please be aware that the maximum time allotted for members of the public to speak shall not exceed three (3) minutes per speaker. State Law prohibits the City Council from taking action or entertaining extended discussion on a topic not listed on the agenda. Please show courtesy to others and direct all of your comments to the Mayor and City Council.

The City Clerk's Office acknowledged five (5) members of the public wishing to address the City Council. Speakers were provided three minutes to address the City Council, and said speaker cards are on file at the City Clerk's office.

STAFF COMMUNICATIONS ON ITEMS OF COMMUNITY INTEREST

None.

REGULAR BUSINESS - NONE

CONSENT CALENDAR

All matters listed under the Consent Calendar are considered to be routine. Any items a member wishes to discuss, including any items the public submitted speaker cards for, should be designated at this time. All other items may be approved in a single motion. Such approval will also waive the reading of any Ordinance.

Mayor Peralta pulled Item No. 10. Mayor Pro Tem Melendez motioned, seconded by Councilmember Tamayo, that Item No's. 3-9 and 11-15, be approved; the motion passed by the following vote:

MOVED: Melendez	***SECONDED: Tamayo***	***APPROVED: 4-0-0-1***
AYES: *Tamayo, Torres, Melendez, Peralta*		
NOES: *None*		
ABSTAIN: *None*		
ABSENT: *Jimenez*		

3. SECOND READING OF ORDINANCE NO. 2475 APPROVING AN AMENDMENT TO CHAPTER 17.37 "HEAVY TRUCKING USES" AND CHAPTER 17.49 "BROWNFIELD OVERLAY DISTRICT" OF THE MONTEBELLO MUNICIPAL CODE TO CLARIFY, SIMPLIFY AND SPECIFY THE CONDITIONS AND REQUIREMENT FOR ZONING COMPLIANCE OF HEAVY TRUCKING OPERATORS IN THE CITY OF MONTEBELLO AND IN THE BROWNFIELD OVERLAY DISTRICT

RECOMMENDATION: It is recommended that the City Council:

1. Waive Second Reading and Adopt Ordinance No. 2475 (Attachment A) amending Chapter 17.37 "Heavy Trucking Uses" and Chapter 17.49 "Brownfield Overlay District" of the Montebello Municipal Code to clarify, simplify and specify the conditions and requirements for zoning compliance of heavy trucking operators in the City of Montebello and in the Brownfield Overlay District specifically; and

DRAFT

2. Find and Determine the code amendment is statutorily exempt from the California Environmental Quality Act ("CEQA") under CEQA Guidelines Section 15301 (Existing Facilities) and 15061(B)(3) (Common Sense Exemption); and
3. Take such additional, related, action that may be desirable.

Mayor Pro Tem Melendez motioned, seconded by Councilmember Tamayo, to approve the item; the motion passed by the following vote:

MOVED: Melendez	***SECONDED: Tamayo***	***APPROVED: 4-0-0-1***
AYES: *Tamayo, Torres, Melendez, Peralta*		
NOES: *None*		
ABSTAIN: *None*		
ABSENT: *Jimenez*		

4. APPROVE PROFESSIONAL SERVICE AGREEMENT NO. 4185 WITH PALADIN TECHNOLOGIES FOR PURCHASE AND INSTALLATION OF A SECURITY CAMERA SYSTEM FOR THE POLICE DEPARTMENT AND CITY HALL

RECOMMENDATION: It is recommended that the City Council:

1. Award Professional Service Agreement No. 4185 to Paladin Technologies for purchase and installation of a security camera system at the Montebello Police Department, lobby areas of City Hall, and adjacent parking lots in an amount of $353,275; and
2. Authorize the City Manager to execute Agreement No. 4185 and approve change orders up to an additional fifteen percent (15%) of the initial contract amount if necessary; and
3. Amend the Fiscal Year 2023-24 budget by increasing appropriations by $406,300 in Account No. 100-80-815-6040.10 (General Fund, Police, Support Services, Other Contract Services); and,
4. Take such additional, related action that may be desirable.

Mayor Pro Tem Melendez motioned, seconded by Councilmember Tamayo, to approve the item; the motion passed by the following vote:

MOVED: Melendez	***SECONDED: Tamayo***	***APPROVED: 4-0-0-1***
AYES: *Tamayo, Torres, Melendez, Peralta*		
NOES: *None*		
ABSTAIN: *None*		
ABSENT: *Jimenez*		

5. APPROVE PURCHASE OF RESOURCEROUTER – SOUNDTHINKING RESOURCE MANAGEMENT SOFTWARE FOR POLICE DEPARTMENT CRIME ANALYTICS AND MAPPING

RECOMMENDATION: It is recommended that the City Council:

1. Authorize the City Manager to execute a professional service agreement with SoundThinking for Subscription Based "ResourceRouter" Resource Management System (Crime Analytics/Mapping Software) for three (3) years for an amount of $88,500; and
2. Take such additional, related action that may be desirable.

Mayor Pro Tem Melendez motioned, seconded by Councilmember Tamayo, to approve the item; the motion passed by the following vote:

MOVED: Melendez	***SECONDED: Tamayo***	***APPROVED: 4-0-0-1***

DRAFT

AYES: *Tamayo, Torres, Melendez, Peralta*
NOES: *None*
ABSTAIN: *None*
ABSENT: *Jimenez*

6. AUTHORIZE THE PURCHASE OF POLICE AND PARKS AND RECREATION VEHICLES

RECOMMENDATION: It is recommended that the City Council:

1. Approve the purchase of five (5) vehicles for the Police Department to include one (1) Administration Division vehicle and four (4) Investigations Division vehicles; and
2. Approve the purchase of one (1) Parks and Recreation Department vehicle to replace a vehicle totaled; and
3. Amend the Fiscal Year 2023-24 budget by increasing appropriations by $45,000 in Account No. 100-70-700-6082 (General Fund, Parks and Recreation, Administration, Vehicle Purchase); and,
4. Declare the vehicles to be replaced as surplus and authorize the City Manager to dispose of them as per the City's Municipal Code and related administrative policies; and,
5. Take such additional, related action that may be desirable.

Mayor Pro Tem Melendez motioned, seconded by Councilmember Tamayo, to approve the item; the motion passed by the following vote:

MOVED: Melendez ***SECONDED: Tamayo*** ***APPROVED: 4-0-0-1***
AYES: *Tamayo, Torres, Melendez, Peralta*
NOES: *None*
ABSTAIN: *None*
ABSENT: *Jimenez*

7. APPROVE AGREEMENT NO. 4187 WITH HDL COREN & CONE FOR PROPERTY TAX CONSULTING AND AUDITING SERVICES

RECOMMENDATION: It is recommended that the City Council:

1. Approve Professional Services Agreement No. 4187 with HdL Coren & Cone for Property Tax Consulting and Auditing Services; and
2. Take such additional, related action that may be desirable.

Mayor Pro Tem Melendez motioned, seconded by Councilmember Tamayo, to approve the item; the motion passed by the following vote:

MOVED: Melendez ***SECONDED: Tamayo*** ***APPROVED: 4-0-0-1***
AYES: *Tamayo, Torres, Melendez, Peralta*
NOES: *None*
ABSTAIN: *None*
ABSENT: *Jimenez*

8. APPROVE AMENDMENT NO. 1 TO PROFESSIONAL SERVICES AGREEMENT NO. 3821 WITH HINDERLITER DE LLAMAS AND ASSOCIATES (HDL) FOR BUSINESS LICENSE ADMINISTRATION SERVICES

RECOMMENDATION: It is recommended that the City Council:

DRAFT

1. Approve Amendment No. 1 to Professional Services Agreement No. 3821 with Hinderliter de Llamas and Associates (HdL) for Business License Administration Services; and
2. Take such additional, related action that may be desirable.

Mayor Pro Tem Melendez motioned, seconded by Councilmember Tamayo, to approve the item; the motion passed by the following vote:

MOVED: Melendez	***SECONDED: Tamayo***	***APPROVED: 4-0-0-1***
AYES: *Tamayo, Torres, Melendez, Peralta*		
NOES: *None*		
ABSTAIN: *None*		
ABSENT: *Jimenez*		

9. APPROVAL TO SUBMIT THE CITY'S FISCAL YEAR 2024-25 ANNUAL EXPENDITURE PLAN AS PART OF THE LOS ANGELES COUNTY SAFE, CLEAN WATER PROGRAM (MEASURE W)

RECOMMENDATION: It is recommended that the City Council:

1. Authorize the City Manager or his designee to submit the Los Angeles County Safe, Clean Water Program Annual Expenditure Plan for Fiscal Year 2024-25; and,
2. Take additional action as deemed necessary

Mayor Pro Tem Melendez motioned, seconded by Councilmember Tamayo, to approve the item; the motion passed by the following vote:

MOVED: Melendez	***SECONDED: Tamayo***	***APPROVED: 4-0-0-1***
AYES: *Tamayo, Torres, Melendez, Peralta*		
NOES: *None*		
ABSTAIN: *None*		
ABSENT: *Jimenez*		

10. APPROVE LETTER OF ENGAGEMENT TO MASTER RETAINER AGREEMENT NO. 4000 WITH KOA CORPORATION FOR THE DESIGN OF THE TRAFFIC SIGNAL AT WHITTIER BOULEVARD AND 6TH STREET

RECOMMENDATION: It is recommended that the City Council:

1. Approve a Letter of Engagement to Master Retainer Agreement No. 4000 between the City of Montebello and KOA Corporation for the design of a traffic signal at Whittier Boulevard and 6th Street for a not-to-exceed amount of $128,852; and
2. Amend the Fiscal Year 2023-24 budget by increasing appropriations by $128,852 in Account No. 210-30-300-6040.96 (Proposition A, Public Works, Administration, Contract Services Engineering Design Services); and
3. Authorize the City Manager to execute the Letter of Engagement on behalf of the City; and
4. Take such additional, related action that may be desirable.

Public Works Director Cesar Roldan provided a brief presentation of the item.

Mayor Peralta spoke in support of the item and recommended including art in the crosswalk.

Mayor Pro Tem Melendez motioned, seconded by Councilmember Tamayo, to approve the item; the motion passed by the following vote:

DRAFT

MOVED: Melendez	***SECONDED: Tamayo***	***APPROVED: 4-0-0-1***
AYES: *Melendez, Tamayo, Torres, Peralta*		
NOES: *None*		
ABSTAIN: *None*		
ABSENT: *Jimenez*		

11. APPROVAL TO SUBMIT FUNDING APPLICATION TO THE LOS ANGELES METROPOLITAN TRANSPORTATION AUTHORITY AND THE STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR THE STATE ACTIVE TRANSPORTATION PROGRAM (ATP) CYCLE 7

RECOMMENDATION: It is recommended that the City Council:

1. Authorize the City Manager or his designee to submit the State Active Transportation Program (ATP) Cycle 7 application; and
2. Authorize the City Manager to sign and execute all applicable documents associated with the grant submittal process; and
3. Amend the Fiscal Year 2023-24 budget by increasing appropriations by $500,000 in Account No. 200-30-310-6040.96 (Gas Tax, Public Works, Streets, Contract Services Engineering Design Services); and,
4. Take such additional, related action that may be desirable.

Mayor Pro Tem Melendez motioned, seconded by Councilmember Tamayo, to approve the item; the motion passed by the following vote:

MOVED: Melendez	***SECONDED: Tamayo***	***APPROVED: 4-0-0-1***
AYES: *Tamayo, Torres, Melendez, Peralta*		
NOES: *None*		
ABSTAIN: *None*		
ABSENT: *Jimenez*		

12. APPROVE SUBMISSION OF AN ENERGY EFFICIENCY AND CONSERVATION BLOCK GRANT FUNDING APPLICATION VOUCHER TO THE DEPARTMENT OF ENERGY TO OBTAIN TECHNICAL SUPPORT TO PERFORM AN ENERGY EFFICIENCY AUDIT

RECOMMENDATION: It is recommended that the City Council:

1. Authorize the City Manager or his designee to submit an Energy Efficiency and Conservation Block Grant funding application to the Department of Energy; and
2. Authorize the City Manager to sign all applicable documents; and
3. Take such additional, related action that may be desirable

Mayor Pro Tem Melendez motioned, seconded by Councilmember Tamayo, to approve the item; the motion passed by the following vote:

MOVED: Melendez	***SECONDED: Tamayo***	***APPROVED: 4-0-0-1***
AYES: *Tamayo, Torres, Melendez, Peralta*		
NOES: *None*		
ABSTAIN: *None*		
ABSENT: *Jimenez*		

13. APPROVE ISSUING REQUEST FOR PROPOSAL (RFP) NO. 24-16 TO OBTAIN CONSULTANT SERVICES FOR ADMINISTRATION OF THE SB 1383 LOCAL ASSISTANCE GRANT PROGRAM

DRAFT

RECOMMENDATION: It is recommended that the City Council:

1. Approve issuing Request for Proposal (RFP) No. 24-16 to obtain services to oversee and implement the one-time State Department of Resources Recycling and Recovery SB 1383 Local Assistance Grant Program; and,
2. Take such additional, related action that may be desirable.

Mayor Pro Tem Melendez motioned, seconded by Councilmember Tamayo, to approve the item; the motion passed by the following vote:

MOVED: Melendez	***SECONDED: Tamayo***	***APPROVED: 4-0-0-1***
AYES: *Tamayo, Torres, Melendez, Peralta*		
NOES: *None*		
ABSTAIN: *None*		
ABSENT: *Jimenez*		

14. APPROVAL OF MINUTES: MARCH 7, 2024, SPECIAL CITY COUNCIL MEETING; MARCH 13, 2024, CITY COUNCIL MEETING

RECOMMENDATION: It is recommended that the City Council:

1. Approve said Minutes as is.

Mayor Pro Tem Melendez motioned, seconded by Councilmember Tamayo, to approve the item; the motion passed by the following vote:

MOVED: Melendez	***SECONDED: Tamayo***	***APPROVED: 4-0-0-1***
AYES: *Tamayo, Torres, Melendez, Peralta*		
NOES: *None*		
ABSTAIN: *None*		
ABSENT: *Jimenez*		

15. PAYMENT OF BILLS: ADOPT RESOLUTION NO. 24-15 APPROVING THE CITY WARRANT REGISTER OF DEMANDS DATED MARCH 27, 2024

RECOMMENDATION: It is recommended that the City Council:

1. Adopt Resolution No. 24-15 approving the Warrant Register dated March 27, 2024.

Mayor Pro Tem Melendez motioned, seconded by Councilmember Tamayo, to approve the item; the motion passed by the following vote:

MOVED: Melendez	***SECONDED: Tamayo***	***APPROVED: 4-0-0-1***
AYES: *Tamayo, Torres, Melendez, Peralta*		
NOES: *None*		
ABSTAIN: *None*		
ABSENT: *Jimenez*		

PUBLIC COMMENTS - CONTINUED

DRAFT

AB 1234 TRAVEL REPORTS
Members will provide a brief report on meetings attended at the expense of the local agency as required by Government Code Section 53232.3(d).

None.

COUNCIL/AGENCY ORALS
Announcements and requests for future agenda items.

- **Georgina Tamayo, Councilmember**

- **David N. Torres, Councilmember**

- **Salvador Melendez, Mayor Pro Tem**

- **Angie M. Jimenez, Councilmember**

- **Scarlet Peralta, Mayor**

    1. **Registration for Montebello Community Emergency Response Team (CERT) Program**
    2. **Mayor Peralta's Art Exhibition: Honoring Youth Participation in this years Anti-Hate Art Initiative. - April 17th, 5:30 p.m. at City Hall.**
    3. **Designate May as National Bike Month: Promoting Cycling Awareness**

1. *Mayor Peralta announced the upcoming Montebello Community Emergency Response Team Program.*
2. *Mayor Peralta announced the upcoming Art Exhibition.*
3. *Mayor Peralta requested Council consensus to designate May as National Bike Month and promote cycling awareness. Consensus was received.*

CLOSED SESSION - CONTINUED

ADJOURNMENT
The City of Montebello will adjourn to the next **Regular Meeting on April 10, 2024, at 6:00 p.m.,** which can be live-streamed at https://www.montebelloca.gov (Click on Live Stream).

I, Kimberly Guillen, Senior Deputy City Clerk for the City of Montebello, hereby certify that a copy of this agenda has been posted on or before **Sunday, March 24, 2024, no later than 6:00 p.m.**

DRAFT



Kimberly Guillen, Senior Deputy City Clerk

Mayor Pro Tem Melendez motioned, seconded by Councilmember Tamayo, to adjourn the meeting at 7:24 p.m.

THE MINUTES OF MARCH 27, 2024, ARE HEREBY APPROVED AND ADOPTED ON THIS 10TH DAY OF APRIL.

EXHIBIT - CITY OF MONTEBELLO FORECASTED AGENDA

Please note, the attached exhibit is a draft version that is to be used for reference purposes only; agenda items, information, and dates are subject to change. The exhibit will be placed at the end of the Agenda Packet.

- **CITY OF MONTEBELLO FORECASTED AGENDA**

DRAFT

PLEASE NOTE: A SEPARATE CARD MUST BE SUBMITTED FOR EACH ITEM

CITY OF MONTEBELLO Request No. 1

SPEAKER CARD

Please Note:

Public Comment/Speaker Card must be submitted to the City Clerk's Office prior to **the statement of oral communications being read and/or 6:00 p.m., whichever is later.**

TYPE OF COMMENT: Closed Session ☐ Non-Agenda Item ☒ **AGENDA ITEM NO.** _____

Opposed ☐ In Support ☐ Neutral ☐ **TOPIC:** _____

MEETING DATE: _____ **TIME RECEIVED:** _____

SPEAKER'S FULL NAME: LEVAN PROTHERO **PHONE:** 323-621 8525 (Optional)

ADDRESS: 845 SO 4TH ST. Montebello (Optional)

ORGANIZATION REPRESENTED: _____

NOTES: Its about Jentenary - made on 4TH ST - Montebello

ACCOMMODATIONS: _____

TRANSLATION NEEDED: No ☒ Yes ☐ Language: _____

RECEIVED BY STAFF: _____

PLEASE NOTE: A SEPARATE CARD MUST BE SUBMITTED FOR EACH ITEM

CITY OF MONTEBELLO Request No. 2

SPEAKER CARD

Please Note:

Public Comment/Speaker Card must be submitted to the City Clerk's Office prior to **the statement of oral communications being read and/or 6:00 p.m., whichever is later.**

TYPE OF COMMENT: Closed Session ☐ Non-Agenda Item ☑ **AGENDA ITEM NO.** _____

Opposed ☐ In Support ☐ Neutral ☐ **TOPIC:** _____

MEETING DATE: 03-27-2024 **TIME RECEIVED:** _____

SPEAKER'S FULL NAME: ROSA TAMAYO **PHONE:** 323 724-6099 *(Optional)*

ADDRESS: _____ *(Optional)*

ORGANIZATION REPRESENTED: _____

NOTES: _____

ACCOMMODATIONS: _____

TRANSLATION NEEDED: No ☐ Yes ☐ Language: _____

RECEIVED BY STAFF: _____

PLEASE NOTE: A SEPARATE CARD MUST BE SUBMITTED FOR EACH ITEM

CITY OF MONTEBELLO Request No. 3

SPEAKER CARD

Please Note:

Public Comment/Speaker Card must be submitted to the City Clerk's Office prior to **the statement of oral communications being read and/or 6:00 p.m., whichever is later.**

TYPE OF COMMENT: Closed Session ☐ Non-Agenda Item ☑ **AGENDA ITEM NO.** _____

Opposed ☐ In Support ☐ Neutral ☐ **TOPIC:** DISTRICT 5

MEETING DATE: _____ **TIME RECEIVED:** _____

SPEAKER'S FULL NAME: Bill Paolisso **PHONE:** _____ *(Optional)*

ADDRESS: South Montebello *(Optional)*

ORGANIZATION REPRESENTED: _____

NOTES: _____

ACCOMMODATIONS: _____

TRANSLATION NEEDED: No ☐ Yes ☐ Language: _____

RECEIVED BY STAFF: _____

PLEASE NOTE: A SEPARATE CARD MUST BE SUBMITTED FOR EACH ITEM

CITY OF MONTEBELLO Request No. 4

SPEAKER CARD

Please Note:

Public Comment/Speaker Card must be submitted to the City Clerk's Office prior to **the statement of oral communications being read and/or 6:00 p.m., whichever is later.**

TYPE OF COMMENT: Closed Session ☐ Non-Agenda Item ☒ **AGENDA ITEM NO.** _____

Opposed ☐ In Support ☐ Neutral ☐ **TOPIC:** Rent Control Info

MEETING DATE: 28 March 2024 **TIME RECEIVED:** _____

SPEAKER'S FULL NAME: MARGOT Eiser **PHONE:** — (Optional)

ADDRESS: Vix S. Delores Mo Tebller (Optional)

ORGANIZATION REPRESENTED: —

NOTES: _____

ACCOMMODATIONS: _____

TRANSLATION NEEDED: No ☒ Yes ☐ Language: _____

RECEIVED BY STAFF: _____

PLEASE NOTE: A SEPARATE CARD MUST BE SUBMITTED FOR EACH ITEM

CITY OF MONTEBELLO Request No. 5

SPEAKER CARD

Please Note:

Public Comment/Speaker Card must be submitted to the City Clerk's Office prior to **the statement of oral communications being read and/or 6:00 p.m., whichever is later.**

TYPE OF COMMENT: Closed Session ☐ Non-Agenda Item ☒ **AGENDA ITEM NO.** _____

Opposed ☐ In Support ☐ Neutral ☐ **TOPIC:** Voter Rights Act

MEETING DATE: _____ **TIME RECEIVED:** _____

SPEAKER'S FULL NAME: Richard Polanco Jr **PHONE:** 626.319.0154 *(Optional)*

ADDRESS: 134 N. 12th ST *(Optional)*

ORGANIZATION REPRESENTED: Resident

NOTES: _____

ACCOMMODATIONS: _____

TRANSLATION NEEDED: No ☐ Yes ☐ Language: _____

RECEIVED BY STAFF: _____

March 27, 2024

Good evening, Linda Nicklas Co-founder of MATCH90640 address on file.

I would like to correct the wrong information stated by Torres regarding the Brownfield issue. No Torres the businesses were not given only two weeks to clean up properties with land contamination, it has been 19 Years.

Two years ago, then City Manager Bobadilla and former Mayor Cobos Cawthorne issued a letter that gave businesses a 30 days' notice, action had to be taken for the safety of community.

Now two years later and the majority on this council is giving the businesses located in the Brownfield area a free pass. I am putting it on the record that if health issues turn up in residents living within the breathing area of Brownfield, hold this council responsible for the total lack of concern for the welfare and quality of life for residents in District five.

Remember what happened in Maywood with the Exide lead contamination, very similar problems, became national news. I am submitting an article regarding the Exide issue in Maywood/ Vernon, California.

Please correct me if I'm wrong is it true the City Manager has named himself the Human Resource Director? If true how can that be legal, I've researched, and in other cities the Assistant City Managers can hold the position but not CM.

How can a person file a complaint against the City Manager and he's also HR? That's ridiculous and I am very sure illegal. Also are you paying yourself extra for the dual positions? Please respond to my questions.

Thank you.

Exide lead contamination

Exide is one of the world's largest producers, distributors and recyclers of lead-acid batteries. Lead-acid batteries are used in automobiles, golf carts, fork-lifts, electric cars and motorcycles. They are recycled by grinding them open, neutralizing the sulfuric acid, and separating the polymers from the lead and copper. In the US, 97 percent of the lead from car batteries is recycled - which is the highest recycling rate for any commodity. Most states require stores to take back old batteries.[1]



Pallet of scrap lead-acid automotive batteries ready to be recycled

Since 2010, operations at seven Exide lead-acid battery plants have been linked to ambient heavy metal levels that posed a health risk to the environment and thousands of residents in neighborhoods surrounding the Exide plants.[2] Exide has been found to be a significant source of lead emissions and/or contamination in Crescentville, Philadelphia (1920 - 1978); Los Angeles County; Frisco, Texas; Muncie, Indiana; Salina, Kansas; Bristol, Tennessee; Reading, Pennsylvania; and Forest City, Missouri.[2]

Los Angeles County, California (Vernon)

A battery recycling plant in southeast Los Angeles County, California, United States, emitted toxic metal dust over decades that contaminated as many as 10,000 homes in half a dozen working-class, Latino communities near the plant.[3] Lead is a neurotoxin that causes harm to most organs, but it most commonly causes cognitive deficits, neurodevelopmental delays, and psychological impairments.[4] Exide Technologies, owner of the lead-acid battery smelter located in Vernon, agreed in 2015 to close the facility during the massive cleanup of the contaminated soil, which will take years and cost hundreds of millions of dollars.[5]



Recycling lead in a lead-acid battery recovery facility

Background

The 15-acre battery recycling plant (6.1 ha) was in Vernon – a heavily industrialized city in Southeast Los Angeles county.[6] The plant processed over 11 million used lead batteries each year.[7] The smelter was issued an "interim status document" by the California Department of Health Services in 1981 and operated under a provisional permit while documented violations were occurring. Exide took ownership of the smelter when they purchased the Gould-National Battery and its assets in 2000.[8][9] In 2013, Exide was under federal criminal investigation for emitting high levels of harmful pollutants from its battery recycling plant in Vernon, CA.[10] Hundreds of residents had complained for years about Exide's toxic emissions before state and federal agencies acted.[11] Organized opposition included Mothers of East Los Angeles, students, and local churches.[12] In March 2015, the company signed an agreement with the U.S. attorney's office to close permanently.[13] The deal allowed Exide and its employees to avoid prosecution for years of environmental crimes, including illegal storage, disposal and shipment of hazardous waste, while agreeing to pay $50 million to demolish and clean the plant and surrounding communities, including $9 million set aside for removing lead from homes.[13]

Environmental impact

The soil beneath the facility tests high for toxic metals. The groundwater was also polluted from the operation of the plant and corrosive and irritating sulfates drained onto public streets.[9]

Studies have indicated that as many as 10,000 homes in half a dozen working-class, Latino communities near the plant have had their homes and yards contaminated by the lead emissions. The decades of air pollution from the Exide Technologies facility has potentially contaminated the nearby communities of Boyle Heights, Maywood, East Los Angeles, Commerce, Bell, and Huntington Park.[9]

Residents had long been concerned about the air pollution from the plant that was found to have emitted lead, arsenic and other dangerous pollutants over decades. Lead is a potent neurotoxin that puts children at-risk for learning disabilities, lower IQs and other developmental problems who may have acquired lead poisoning from playing outdoors.[5]

Public Health Impacts

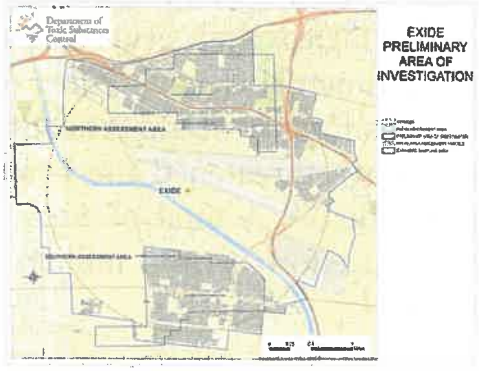
Throughout history, lead exposure has led to public health problems, specifically for workers in factories or other industrial entities.[4] While past measures that prevent lead exposure in the first place have been successful, "secondary prevention" is emphasized by public health agencies now, leaving the people who have already been exposed or who will continually be exposed at risk because lead is still used in the manufacture of batteries, buses, trucks, tractors, and motorcycles.[4] As a result, Low income communities and communities of color face a major gap in the public health system for lead exposure prevention.[4]

According to "Industrial Lead Poisoning in Los Angeles: Anatomy of a Public Health Failure" in the Journal of Environmental Justice, Southeastern Los Angeles has similar gaps and failures of lead prevention as in the Flint Michigan Water Crisis.[4] Since the 1970s, Exide had been operating in Vernon. In 2013, AQMD explained that upwards of 250,000 residents in East Los Angeles face a chronic health hazard from lead and arsenic exposure from Exide.[14] Communities living near Exide such as Boyle Heights and Maywood are more than 90% Latino and rank among the top 10% of most environmentally burdened areas in California.[4] More than 90% of homes in the area were built before the 1978 ban on lead paint and many directly neighbor freeways and truck routes which resulted in decades of exposure to leaded gasoline which contaminated soil.[15][16][17] Lead exposure is especially prevalent in soil, water, and dust; it has the most impact on the children and workers around Vernon.[4]

In 2019, a study conducted by the University of Southern California found a high amount of lead in baby teeth of children in Boyle Heights, Maywood, East Los Angeles, Commerce, and Huntington Park.[18][19] The lead in the baby teeth matched with soil contamination data from the California Department of Toxic Substances Control.[18] The Truth Fairy study revealed that children in Boyle Heights and East L.A. have the highest exposure to lead, which most likely came through winds carrying soil in utero from their mother or post birth. The study urges legislators to create initiatives to prevent lead exposure. Jill Johnston, co author of the study and professor of preventive medicine explains, "higher lead in teeth means higher lead in the brain, kidney and bones. Testing women for lead during pregnancy, or even earlier, as they enter child-bearing age, may be needed to decrease lead exposure to their future offspring."[18][19]

Testing and clean-up

The facility closure is overseen by the California Department of Toxic Substances Control (DTSC) and the South Coast Air Quality Management District (SCAQMD). The closure includes dismantling the former recycling facility under a full enclosure tent, under negative pressure, preventing emissions from leaving the premises. Hazardous materials from the facility are recycled or disposed of under DTSC oversight.[20]



DTSC Preliminary Area of Investigation map

The cleanup of the soil contaminated with lead is being overseen by the California Department of Toxic Substances Control.[21] In August 2015, the department announced that soil testing had shown that the toxic dust had deposited lead in as many as 10,000 homes.[22] Department officials said that they had not previously been involved in a lead cleanup case in which the number of properties was this high.[23]

Nineteen homes received first priority for cleanup starting in December 2014 based on the test results.[24] The residents of two neighborhoods in Boyle Heights and Maywood were notified in August 2015 that they could have their soil tested for lead after being identified by the South Coast Air Quality Management District as the communities most likely to have been contaminated by the lead emissions. Contaminated soil was removed and replaced at 146 of the homes closest to the facility in these communities.[23][25]

High lead levels were found in the soil at Lorena and Rowan Elementary Schools in the summer of 2015 by the Department of Toxic Substances Control.[26][27]

In October 2015 the Los Angeles County Board of Supervisors, frustrated with the slow pace by the state, designated $2 million to "facilitate" the cleanup effort by hiring contractors and consultants, performing soil testing at 1,000 homes during the following two months, and sending community outreach workers to neighborhoods around the plant. A timeline and strategy was also included in the resolution to force state regulators, Exide "and other responsible parties to fully fund and undertake this cleanup." The state had used all but $1 million of $9 million Exide placed in a trust fund for residential cleanup.[28] By the end of February 2016, county crews began testing soil at homes in Commerce.[29] The state allocated $176.6 million for the cost of testing and cleanup of about 2,500 of the most contaminated yards. Job training program for community members to be employed in cleanup has been planned by the Department of Toxic Substances Control. It is also establishing a local office to improve and coordinate information-sharing efforts. Local community groups are working with the agency for outreach in signing up residents for testing.[30]

In fall 2017, the Department of Toxic Substances Control began to implement their plans to remove lead-contaminated soil from 2,500 residential properties near the closed Exide Technologies lead acid battery plant in Vernon.[31] It is believed to be the largest environmental cleanup effort of its kind in California history, encompassing seven (7) Los Angeles County neighborhoods. California state regulators estimate that Exide's operations may have threatened the health of an estimated 100,000 people and 10,000 residential properties.[3] A total of $192 million has been authorized by the state for the massive cleanup effort; $176.6 million of which was approved by Governor Jerry Brown in April 2016.[3]

The $192 million set aside by the State will only allow for cleanup of 2,500 of the estimated 10,000 homes and properties believed to have been contaminated by Exide's decades of pollution. Total costs to clean up the estimated 10,000 homes contaminated by Exide's pollution is believed to be over $500 million.[32] By August 2016, over $42 million of the $192 million had already been spent.[3]

Facing mounting pressure from community activists, residents, and elected officials, to hold Exide, and not taxpayers, accountable for millions of dollars of additional money needed to clean up Exide's toxic lead mess in east L.A. County, the South Coast Air Quality Management District filed claims against Exide totaling over $80 million.[33] Exide filed its own lawsuit[34] in 2016 seeking blood lead data on people tested in L.A. County, including each person's age, city and ZIP Code; the age of the home in which each person lived; and any causes of lead poisoning. The state is fighting the lawsuit in court, calling it an attempt by Exide to dodge financial responsibility and blame the contamination on lead paint and gasoline.[3] Paying for the cleanup might admit guilt that could lead to criminal charges and jail time for executives.[3]

On January 31, 2018, Exide Technologies told a bankruptcy judge that their company was not responsible for the $80 million in additional cleanup costs that the State of California was trying to recoup, and that the State's claim should be discharged as part of the company's Chapter 11 bankruptcy plan in 2015.[33] With the State legislation placing creditors ahead of environmental cleanups, and with the bankruptcy judge ruling in favour of Exide, taxpayers will end up paying for the cleanup, while the company will be released from all liability.[35][36] The bankruptcy judge allowed a "nonconsensual" plan with a release of liability and abandonment of the property in October 2020.[37]

By 2023, the state spent more than $336 million and overseen the remediation of nearly 4,400 properties.[38] State legislators included funding for cleaning up the parkway strips between the street and sidewalk. Legislators were frustrated to learn that the money was not used to clean up the parkway and reverted to the state budget.[39] The 2023 state budget dedicated $40.4 million and nearly $27 million in 2024 to remove and replace the toxic soil from more than 6,400 parkways.[40] In 2023, the California Department of Toxic Substances Control began publishing detailed records of the cleanup status of the roughly 10,000 properties.[41]

Legislation

The state had dedicated about $7 million to test and clean up homes in 2015.[21] The state assembly voted in 2016 to provide $176.6 million for the cleanup.[42][43] State legislators held an informational hearing at the Capitol on January 26, 2016 where Assemblyman Jimmy Gomez (D-Echo Park) noted the rapid mobilization for the Porter Ranch gas leak near a wealthier community while the slow progress in these neighborhoods where most residents are Latino and low-income should be disheartening to all legislators. Gomez said "We don't want to send the wrong message. That if you live ... in Porter Ranch that you're more important than the folks that live in East ... or Southeast Los Angeles."[21]

At the January 26, 2016 hearing, Assembly Speaker Anthony Rendon (D-Lakewood) said the Department of Toxic Substances Control "has not done a good job" and that he would urge officials to act more urgently on the clean-up.[21] The extent and duration of the lead

ITEM # 19

PAYMENT OF BILLS: ADOPT RESOLUTION NO. 24-23 APPROVING THE CITY WARRANT REGISTER OF DEMANDS DATED APRIL 10, 2024

RESOLUTION 24-23
A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MONTEBELLO APPROVING AND ALLOWING CERTAIN CLAIMS AND DEMANDS

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MONTEBELLO HEREBY RESOLVES, FINDS, AND DECLARES AS FOLLOWS:

SECTION 1. That the reference is hereby made to that certain Register of Audited Demand No.1570, consisting of 7 pages, and including:

Warrant No.

General: Check No. 602882 through 603012
ACH No. 5952 through 6027
Successor Agency: Check No. 1515 through 1516

On file in the office of the City Clerk, the same having been audited and approved by the Assistant Director of Finance as required by law.

SECTION 2. That the said City Council having examined each such demand does hereby approve and direct the payment of same, as set forth in said Register, except the following Warrant No.

_____

_____

_____

SECTION 3. That the City Clerk shall certify to the passage and adoption of this Resolution and that the same shall be in full force and effect.

APPROVED AND ADOPTED this 10th day of April 2024.

_____
Scarlet Peralta, Mayor

ATTEST:

_____
Christopher Jimenez, City Clerk

APPROVED AS TO FORM:

_____
Arnold M. Alvarez-Glasman, City Attorney

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS:
CITY OF MONTEBELLO)

I, Christopher Jimenez, City Clerk of the City of Montebello, County of Los Angeles, State of California, hereby certify that the foregoing Resolution No. 24-23 was passed and adopted by the City Council of the City of Montebello, signed by the Mayor and attested by the City Clerk at a regular meeting of said Council held on the 10th day of April 2024 and that said Resolution was adopted by the following vote, to-wit:

AYES:
NOES:
ABSTAIN:
ABSENT:

The undersigned, City Clerk of the City of Montebello, does hereby attest and certify that the foregoing Resolution is a true, full, and correct copy of a resolution duly adopted at a meeting of said City which was duly convened and held on the date stated thereon, and that said document has not been amended, modified, repealed or rescinded since its date of adoption and is in full force and effect as of the date hereof.

DATE: _____ _____
Christopher Jimenez, City Clerk

- Exhibit A – Warrant Register

City of Montebello
Register of Demands No. 1570
From Payment Date 03/15/24 - To Payment Date 03/28/24

WARRANT #	DATE	AMOUNT	ACCOUNT DESCRIPTION	VENDOR #	VENDOR NAME
General Account					
5952	03/21/2024	($42.49)	SUPPLIES	3163	BANK OF AMERICA
5953	03/21/2024	$2,116.45	SUPPLIES	3163	BANK OF AMERICA
5954	03/21/2024	$170.71	TRAVEL & MEETINGS	3163	BANK OF AMERICA
5955	03/21/2024	$5,708.03	TRAVEL & MEETINGS	3163	BANK OF AMERICA
5956	03/21/2024	$497.44	SUPPLIES	3163	BANK OF AMERICA
5957	03/21/2024	$485.73	SUPPLIES	3163	BANK OF AMERICA
5958	03/21/2024	$892.50	SUPPLIES	3163	BANK OF AMERICA
5959	03/21/2024	$277.58	MACHINERY & EQUIPMENTS	3163	BANK OF AMERICA
5960	03/21/2024	$3,517.60	SUPPLIES	3163	BANK OF AMERICA
5961	03/21/2024	$4,662.34	SUPPLIES	3163	BANK OF AMERICA
5962	03/21/2024	$8,136.54	TRAINING	3163	BANK OF AMERICA
5963	03/21/2024	$4,223.25	TRAVEL & MEETINGS	3163	BANK OF AMERICA
5964	03/21/2024	$1,999.38	SUPPLIES	3163	BANK OF AMERICA
5965	03/21/2024	$1,695.75	TRAINING	3163	BANK OF AMERICA
5966	03/21/2024	$200.00	PENSION/RETIREMENT PAYABLE	17	CAL PERS
5967	03/21/2024	$200.00	PENSION/RETIREMENT PAYABLE	17	CAL PERS
5968	03/21/2024	$200.00	PENSION/RETIREMENT PAYABLE	17	CAL PERS
5969	03/21/2024	$200.00	PENSION/RETIREMENT PAYABLE	17	CAL PERS
5970	03/21/2024	$200.00	PENSION/RETIREMENT PAYABLE	17	CAL PERS
5971	03/21/2024	$200.00	PENSION/RETIREMENT PAYABLE	17	CAL PERS
5972	03/21/2024	$500.00	PENSION/RETIREMENT PAYABLE	17	CAL PERS
5973	03/21/2024	$1,881.30	PENSION/RETIREMENT PAYABLE	17	CAL PERS
5974	03/21/2024	$3,031.25	CDBG - ADMINISTRATION	38010	ADVANCED AVANT-GARDE CORPORATION
5975	03/21/2024	$892.75	UNIFORM EXPENSE	20350	ALLSTAR FIRE EQUIPMENT INC
5976	03/21/2024	$42.16	SUPPLIES	2586	AMAZON CAPITAL SERVICES INC
5977	03/21/2024	$480.00	CONTRACT SERVICES	2365	LETICIA TORRES
5978	03/21/2024	$53,278.06	CONTRACT SERVICES	3016	ANTARES GOLF LLC
5979	03/21/2024	$3,169.48	CONTRACT SERVICES	3588	ANTHONYS PORTABLE RESTROOMS INC
5980	03/21/2024	$405.72	SUPPLIES	35980	SAEED RADMEHR
5981	03/21/2024	$35,169.41	FUEL INVENTORY	962	MO DION & SONS INC

City of Montebello
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From Payment Date 03/15/24 - To Payment Date 03/28/24

WARRANT #	DATE	AMOUNT	ACCOUNT DESCRIPTION	VENDOR #	VENDOR NAME
5982	03/21/2024	$12,666.20	LEASE PAYMENT	74920	EXECUTIVE CAR LEASING COMPANY
5983	03/21/2024	$34.00	CONTRACT SERVICES	23660	DAIOHS USA
5984	03/21/2024	$9,062.33	CONTRACT SERVICES	43860	MYERS & SONS HI-WAY SAFETY INC
5985	03/21/2024	$16,794.68	CONTRACT SERVICES	2793	IBE DIGITAL
5986	03/21/2024	$3,086.42	VEHICLE MAINTENANCE/EXPENSES	29680	INLAND KENWORTH INC
5987	03/21/2024	$9,176.00	BUILDING IMPROVEMENTS	2152	JOHNSON CONTROLS INC
5988	03/21/2024	$4,138.75	CONTRACT SERVICES	2892	KTU & A
5989	03/21/2024	$1,117.56	SUPPLIES	26670	LIFE-ASSIST INC
5990	03/21/2024	$3,420.00	CONTRACT SERVICES	11070	LPM CONSULTING INC
5991	03/21/2024	$137,093.06	CONTRACT SERVICES	35250	NATIONWIDE ENVIRONMENTAL SERVICES
5992	03/21/2024	$1,441.60	CONTRACT SERVICES	3147	PMC PLUMBING INC
5993	03/21/2024	$102.89	SUPPLIES	1120	BLUETRITON BRANDS INC
5994	03/21/2024	$145.00	CONTRACT SERVICES	952	RELIANT IMMEDIATE CARE MEDICAL GROUP INC
5995	03/21/2024	$198.00	SUPPLIES	33960	DAVID SOSNOWSKI
5996	03/21/2024	$294.44	ADVERTISING/PRINTING SERVICES	3163	BANK OF AMERICA
5997	03/21/2024	$386,397.77	PENSION/RETIREMENT PAYABLE	17	CAL PERS
5998	03/21/2024	$353,770.37	PENSION/RETIREMENT PAYABLE	17	CAL PERS
5999	03/21/2024	$1,868.90	PENSION/RETIREMENT PAYABLE	17	CAL PERS
6000	03/21/2024	$15,774.00	PENSION/RETIREMENT PAYABLE	17	CAL PERS
6001	03/21/2024	$538,168.39	PERS GROUP INSURANCE PAYABLE	17	CAL PERS
6002	03/21/2024	$541,962.93	PERS GROUP INSURANCE PAYABLE	17	CAL PERS
6003	03/21/2024	$538,362.36	PERS GROUP INSURANCE PAYABLE	17	CAL PERS
6004	03/28/2024	$91,544.25	CONTRACT SERVICES	3411	AIM CONSULTING SERVICES
6005	03/28/2024	$49,331.63	CONTRACT SERVICES	16120	ALVAREZ-GLASMAN & COLVIN
6006	03/28/2024	$4,191.63	SUPPLIES	2586	AMAZON CAPITAL SERVICES INC
6007	03/28/2024	$1,269,424.68	CONTRACT SERVICES	3944	AMERICAN LANDSCAPE, INC.
6008	03/28/2024	$442.10	SUPPLIES	62880	AMERICAN MARKER
6009	03/28/2024	$59,793.93	CONTRACT SERVICES	3016	ANTARES GOLF LLC
6010	03/28/2024	$206.16	TRAVEL & MEETINGS	2534	LETICIA ANTUNA
6011	03/28/2024	$562.41	SUPPLIES	10000	CLEAN SWEEP SUPPLY CO INC
6012	03/28/2024	$873.92	FUEL INVENTORY	962	MO DION & SONS INC
6013	03/28/2024	$994.34	CONTRACT SERVICES	3982	EVERNORTH CARE SOLUTIONS, INC.

City of Montebello
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WARRANT #	DATE	AMOUNT	ACCOUNT DESCRIPTION	VENDOR #	VENDOR NAME
6014	03/28/2024	$19,525.83	MACHINERY & EQUIPMENTS	2654	GOLDEN STAR TECHNOLOGY INC
6015	03/28/2024	$44.12	VEHICLE MAINTENANCE/EXPENSES	270	HARBOR DIESEL AND EQUIPMENT INC
6016	03/28/2024	$10,322.28	MACHINERY & EQUIPMENTS	2793	IBE DIGITAL
6017	03/28/2024	$7,459.97	VEHICLE MAINTENANCE/EXPENSES	29680	INLAND KENWORTH INC
6018	03/28/2024	$6,986.67	CONTRACT SERVICES	2152	JOHNSON CONTROLS INC
6019	03/28/2024	$1,500.00	EDUCATION REIMBURSEMENT	31360	DAVID J KIM
6020	03/28/2024	$123.60	SUPPLIES	26670	LIFE-ASSIST INC
6021	03/28/2024	$640.00	CONTRACT SERVICES	19250	N/S CORPORATION
6022	03/28/2024	$231.00	CONTRACT SERVICES	53120	NATIONAL CONSTRUCTION RENTALS
6023	03/28/2024	$2,547.59	CONTRACT SERVICES	54240	PDQ ENTERPRISES INC
6024	03/28/2024	$17.19	SUPPLIES	1120	BLUETRITON BRANDS INC
6025	03/28/2024	$2,236.20	SUPPLIES	31270	STARBOARD TACK SUPPLY INC
6026	03/28/2024	$5,195.55	SUPPLIES	3088	WAXIES ENTERPRISES LLC
6027	03/28/2024	$1,167.91	VEHICLE MAINTENANCE/EXPENSES	1657	OSCAR ZAVALAS
	ACH TOTAL	**$4,244,829.55**			
602882	03/21/2024	$150.00	CONTRACT SERVICES	1674	1st JON INC
602883	03/21/2024	$1,035.31	SUPPLIES	1870	ALEX & E PARTY RENTALS
602884	03/21/2024	$68.00	PARKS AND RECREATION	4470	CINTHYA ANGUIANO
602885	03/21/2024	$2,248.92	UTILITY SERVICES	38380	AT&T
602886	03/21/2024	$292.69	UTILITY SERVICES	39550	AT&T
602887	03/21/2024	$39.33	UTILITY SERVICES	39550	AT&T
602888	03/21/2024	$1,110.00	EDUCATION REIMBURSEMENT	319	MATTHEW J BEVERIDGE
602889	03/21/2024	$37,045.00	CONTRACT SERVICES	34750	BOB MURRAY & ASSOCIATES
602890	03/21/2024	$68.00	PARKS AND RECREATION	4286	SANDRA CABRERA-GONZALEZ
602891	03/21/2024	$68.00	PARKS AND RECREATION	4471	YVETTE CACERES
602892	03/21/2024	$11,000.00	DUES & SUBSCRIPTIONS	32970	CALIFORNIA TRANSIT ASSOCIATION
602893	03/21/2024	$5,986.77	MACHINERY & EQUIPMENTS	1133	CDW GOVERNMENT
602894	03/21/2024	$129.98	UTILITY SERVICES	55830	CHARTER COMMUNICATIONS
602895	03/21/2024	$9,325.08	VEHICLE MAINTENANCE/EXPENSES	45170	MONTEBELLO AUTO GROUP LLC
602896	03/21/2024	$18,267.50	MACHINERY & EQUIPMENTS	26080	L.N. CURTIS AND SONS
602897	03/21/2024	$1,780.89	MACHINERY & EQUIPMENTS	13360	DELL MARKETING LP

City of Montebello
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WARRANT #	DATE	AMOUNT	ACCOUNT DESCRIPTION	VENDOR #	VENDOR NAME
602898	03/21/2024	$8,674.68	OTHER GROUP INSURANCE PAYABLE	4110	DELTA DENTAL OF CALIFORNIA
602899	03/21/2024	$300.00	CONTRACT SERVICES	3934	EVERYTABLE PBC
602900	03/21/2024	$364.19	VEHICLE MAINTENANCE/EXPENSES	29160	FORD OF MONTEBELLO
602901	03/21/2024	$1,868.68	SUPPLIES	3240	FOUNDATION BUILDING MATERIALS
602902	03/21/2024	$7,649.87	UNIFORM EXPENSE	55650	GALLS LLC
602903	03/21/2024	$1,974.43	VEHICLE MAINTENANCE/EXPENSES	30190	IB AUTO PARTS INC
602904	03/21/2024	$871.81	CONTRACT SERVICES	48120	HINDERLITER DE LLAMAS & ASSOCIATES
602905	03/21/2024	$686.46	VEHICLE MAINTENANCE/EXPENSES	15440	HOSE-MAN INC
602906	03/21/2024	$1,500.00	EDUCATION REIMBURSEMENT	3547	ZACHARY HUMBER
602907	03/21/2024	$3,734.87	VEHICLE MAINTENANCE/EXPENSES	27480	R & M HANSEN ENT INC
602908	03/21/2024	$53,800.00	CONTRACT SERVICES	2942	JAIROS PLUMBING INC
602909	03/21/2024	$1,500.00	EDUCATION REIMBURSEMENT	4078	AMANDA JARAMILLO
602910	03/21/2024	$1,600.00	CONTRACT SERVICES	3480	JEFFREY ALAN TRAVIS
602911	03/21/2024	$250.00	EDUCATION REIMBURSEMENT	18760	FEDERICO JIMENEZ
602912	03/21/2024	$980.00	CONTRACT SERVICES	4198	KIDS ENJOY EXCERCISE NOW KEEN LOS ANGELES LCC
602913	03/21/2024	$375.00	EDUCATION REIMBURSEMENT	4477	TROY LE
602914	03/21/2024	$136.00	PARKS AND RECREATION	4472	MELENIE LEON
602915	03/21/2024	$60.00	PARKS AND RECREATION	4476	DIANA MARTINEZ
602916	03/21/2024	$930.99	CONTRACT SERVICES	1073	MONJARAS & WISMEYER GROUP INC
602917	03/21/2024	$10,155.83	VEHICLE MAINTENANCE/EXPENSES	54300	SHAK ENTERPRISES INC
602918	03/21/2024	$251.94	SUPPLIES	66340	BENNELLI LLC
602919	03/21/2024	$582.50	VEHICLE MAINTENANCE/EXPENSES	2480	SOCAL AUTO & TRUCK PARTS INC
602920	03/21/2024	$1,750.00	CONTRACT SERVICES	3942	NATIONAL GOLF FOUNDATION CONSULTING, INC.
602921	03/21/2024	$728.44	SUPPLIES	1474	NATIONAL TRENCH SAFETY INC
602922	03/21/2024	$68.00	PARKS AND RECREATION	4475	SHERFAT OWJI
602923	03/21/2024	$68.00	PARKS AND RECREATION	4473	SAUL PADILLA
602924	03/21/2024	$22.85	UTILITY SERVICES	36610	CITY OF PICO RIVERA
602925	03/21/2024	$68.00	PARKS AND RECREATION	4474	AARON PINTADO
602926	03/21/2024	$900.00	TRAINING	979	PRADO FAMILY SHOOTING RANGE
602927	03/21/2024	$422.10	CONTRACT SERVICES	3279	PROCURE AMERICA LLC
602928	03/21/2024	$690.00	CONTRACT SERVICES	3601	PROFESSIONAL INTERPRETING LLC
602929	03/21/2024	$1,081.32	UNIFORM EXPENSE	56260	PRUDENTIAL OVERALL SUPPLY

City of Montebello
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WARRANT #	DATE	AMOUNT	ACCOUNT DESCRIPTION	VENDOR #	VENDOR NAME
602930	03/21/2024	$1,386.00	CONTRACT SERVICES	42750	PSYCHOLOGICAL CONSULTING ASSOC., INC.
602931	03/21/2024	$175.76	MAIL/ POSTAL EXPENSE	503	QUADIENT INC
602932	03/21/2024	$1,039.00	MAIL/ POSTAL EXPENSE	697	QUADIENT FINANCE USA INC
602933	03/21/2024	$512.33	CONTRACT SERVICES	39080	ROSE EQUIPMENT REPAIR INC
602934	03/21/2024	$2,567.20	UTILITY SERVICES	14730	SAN GABRIEL VALLEY WATER CO
602935	03/21/2024	$47,467.51	UTILITY SERVICES	45630	SOUTHERN CALIFORNIA EDISON
602936	03/21/2024	$3,890.43	UTILITY SERVICES	40520	SOUTHERN CALIFORNIA GAS CO
602937	03/21/2024	$133.02	VEHICLE MAINTENANCE/EXPENSES	60710	THE AFTERMARKET PARTS COMPANY LLC
602938	03/21/2024	$1,986.50	CONTRACT SERVICES	71210	STAR-DUST TOURS INC
602939	03/21/2024	$2,719.22	UTILITY SERVICES	72570	US TELEPACIFIC CORP
602940	03/21/2024	$790.07	SUPPLIES	45120	ULINE INC
602941	03/21/2024	$20,296.06	CONTRACT SERVICES	3406	UNIVERSAL PROTECTION SERVICES LP
602942	03/21/2024	$13,986.24	OTHER GROUP INSURANCE PAYABLE	58990	VISION SERVICE PLAN
602943	03/21/2024	$390.00	CONTRACT SERVICES	3572	JIM WARINO
602944	03/21/2024	$1,141.00	CONTRACT SERVICES	71170	YOUNG ELECTRIC SIGN COMPANY
602945	03/21/2024	$186,020.08	CONTRACT SERVICES	3731	YUNEX LLC
602946	03/21/2024	$60.00	PARKS AND RECREATION	1404	ZULEYMA Y ZAMBRANO
602947	03/21/2024	$12.64	VEHICLE MAINTENANCE/EXPENSES	22560	H & H AUTO PARTS WHOLESALE
602948	03/28/2024	$249.00	TRAINING	4482	ACE INTERDICTION TACTICS, LLC
602949	03/28/2024	$8,500.00	DUES & SUBSCRIPTIONS	3956	ADVANCED PROBLEM SOLVING LLC
602950	03/28/2024	$2,925.00	CONTRACT SERVICES	4409	AKEBIA INVESTMENTS LLC
602951	03/28/2024	$4,785.00	CONTRACT SERVICES	4409	AKEBIA INVESTMENTS LLC
602952	03/28/2024	$8,397.65	UTILITY SERVICES	39550	AT&T
602953	03/28/2024	$58.86	UTILITY SERVICES	39550	AT&T
602954	03/28/2024	$32,853.28	CONTRACT SERVICES	16710	ATKINSON ANDELSON LOYA RUUD & ROMO
602955	03/28/2024	$375.00	VEHICLE MAINTENANCE/EXPENSES	278	ATLAS RADIATOR INC
602956	03/28/2024	$2,838.94	SUPPLIES	4014	NIKO BEGAKIS
602957	03/28/2024	$100.00	CONTRACT SERVICES	2769	KATALINA BELTRAN
602958	03/28/2024	$406.25	UTILITY SERVICES	47580	CALIFORNIA WATER SERVICE COMPANY
602959	03/28/2024	$2,023.00	CONTRACT SERVICES	4481	CENTURY CITYVIEW LP
602960	03/28/2024	$114.58	UTILITY SERVICES	55830	CHARTER COMMUNICATIONS
602961	03/28/2024	$2,792.97	TRAINING	1294	CINTAS CORPORATION NO 2

City of Montebello
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WARRANT #	DATE	AMOUNT	ACCOUNT DESCRIPTION	VENDOR #	VENDOR NAME
602962	03/28/2024	$3,360.58	VEHICLE MAINTENANCE/EXPENSES	950	CUMMINS INC
602963	03/28/2024	$2,820.94	ADVERTISING/PRINTING SERVICES	1354	DAILY JOURNAL CORPORATION
602964	03/28/2024	$63,095.60	OTHER GROUP INSURANCE PAYABLE	4110	DELTA DENTAL OF CALIFORNIA
602965	03/28/2024	$612.47	SUPPLIES	7610	EWING IRRIGATION PRODUCTS
602966	03/28/2024	$5,661.36	ACCOUNTS RECEIVABLE	69390	ANDREW M FIVECOAT
602967	03/28/2024	$415.06	SUPPLIES	3240	FOUNDATION BUILDING MATERIALS
602968	03/28/2024	$600.00	CONTRACT SERVICES	3873	CARYN GARCIA
602969	03/28/2024	$502.04	VEHICLE MAINTENANCE/EXPENSES	33720	GILLIG LLC
602970	03/28/2024	$9.87	MAIL/ POSTAL EXPENSE	3167	GLS US
602971	03/28/2024	$16,870.56	CONTRACT SERVICES	33460	GOODYEAR TIRE & RUBBER COMPANY
602972	03/28/2024	$5,078.01	ACCOUNTS RECEIVABLE	4451	BRION GORRELL
602973	03/28/2024	$4,855.34	VEHICLE MAINTENANCE/EXPENSES	27480	R & M HANSEN ENT INC
602974	03/28/2024	$6,450.00	CONTRACT SERVICES	2942	JAIROS PLUMBING INC
602975	03/28/2024	$2,475.00	CONTRACT SERVICES	4095	KIMBERLY ANN TURNER CONSULTING SERVICES
602976	03/28/2024	$554.22	CONTRACT SERVICES	1244	LOS ANGELES COUNTY AGRICULTURAL
602977	03/28/2024	$36.00	DUES & SUBSCRIPTIONS	9200	LOS ANGELES COUNTY ASSESSOR OFFICE
602978	03/28/2024	$3,925.00	CONTRACT SERVICES	2205	MGT OF AMERICA
602979	03/28/2024	$1,128.35	VEHICLE MAINTENANCE/EXPENSES	54300	SHAK ENTERPRISES INC
602980	03/28/2024	$4,319.09	ACCOUNTS RECEIVABLE	8720	SCOTT MORTON
602981	03/28/2024	$400.00	CONTRACT SERVICES	3206	NANCY K BOHL INC
602982	03/28/2024	$1,497.36	MACHINERY & EQUIPMENTS	2480	SOCAL AUTO & TRUCK PARTS INC
602983	03/28/2024	$97.85	GENERAL GOVERNMENT	4122	MARIA NAVARRO
602984	03/28/2024	$0.00	VOID	4380	NEXTREQUEST LLC
602985	03/28/2024	$111.32	SUPPLIES	15620	OFFICE DEPOT INC
602986	03/28/2024	$1,500.00	EDUCATION REIMBURSEMENT	4480	MATTHEW ORTEGA
602987	03/28/2024	$599.00	CONTRACT SERVICES	3055	CHARLES R ONEAL
602988	03/28/2024	$900.00	TRAINING	979	PRADO FAMILY SHOOTING RANGE
602989	03/28/2024	$24,403.04	BUILDING IMPROVEMENTS	3985	PRO CERAMIC TILE
602990	03/28/2024	$6,524.04	CONTRACT SERVICES	3279	PROCURE AMERICA LLC
602991	03/28/2024	$200.00	UNIFORM EXPENSE	56260	PRUDENTIAL OVERALL SUPPLY
602992	03/28/2024	$586,900.21	CONTRACT SERVICES	4220	R.C. CONSTRUCTION SERVICES INC
602993	03/28/2024	$125.00	TRAINING	51460	RIO HONDO COMMUNITY COLLEGE

City of Montebello
Register of Demands No. 1570
From Payment Date 03/15/24 - To Payment Date 03/28/24

WARRANT #	DATE	AMOUNT	ACCOUNT DESCRIPTION	VENDOR #	VENDOR NAME
602994	03/28/2024	$5,462.83	ACCOUNTS RECEIVABLE	728	ENRIQUE ROJAS JR
602995	03/28/2024	$1,649.75	UTILITY SERVICES	14730	SAN GABRIEL VALLEY WATER CO
602996	03/28/2024	$1,385.00	CONTRACT SERVICES	4173	SHIELD PEST MANAGEMENT LLC
602997	03/28/2024	$3,366.00	CONTRACT SERVICES	673	SILVER & WRIGHT LLP
602998	03/28/2024	$7,981.18	UTILITY SERVICES	45630	SOUTHERN CALIFORNIA EDISON
602999	03/28/2024	$5,458.73	UTILITY SERVICES	40520	SOUTHERN CALIFORNIA GAS CO
603000	03/28/2024	$198.00	CONTRACT SERVICES	9270	TANK SPECIALIST OF CALIFORNIA
603001	03/28/2024	$10,354.53	VEHICLE MAINTENANCE/EXPENSES	60710	THE AFTERMARKET PARTS COMPANY LLC
603002	03/28/2024	$360.00	CONTRACT SERVICES	65440	TIERRA WEST ADVISORS
603003	03/28/2024	$494.57	SUPPLIES	3110	TOMAS ALVARADO
603004	03/28/2024	$7,217.44	COPIER REPAIR/SERVICES	2747	US BANK EQUIPMENT FINANCE
603005	03/28/2024	$22,164.00	CONTRACT SERVICES	3850	VARIABLE SPEED SOLUTIONS, INC.
603006	03/28/2024	$2,955.26	SUPPLIES	2007	VAUGHAN TRUCKING LLC
603007	03/28/2024	$38.01	UTILITY SERVICES	23610	VERIZON WIRELESS
603008	03/28/2024	$250.00	GENERAL GOVERNMENT	4483	ANNE VILAGUT
603009	03/28/2024	$213.47	SUPPLIES	9470	W W GRAINGER INC
603010	03/28/2024	$39,193.21	BUILDING IMPROVEMENTS	4372	WESTERN A/V
603011	03/28/2024	$1,320.75	SUPPLIES	67320	WINZER
603012	03/28/2024	$114.58	UTILITY SERVICES	55830	CHARTER COMMUNICATIONS
	CHECK TOTAL	**$1,399,858.64**			
Successor Agency					
1515	03/25/2024	$ 6,765.00	CONTRACT SERVICES	15180	SCS FIELD SERVICES
1516	04/01/2024	$ 950.00	CONTRACT SERVICES	40240	ARBITRAGE COMPLIANCE SPECIALISTS INC
	CHECK TOTAL	**$7,715.00**			
	GRAND TOTAL	**$5,652,403.19**			

ITEM # 21

CITY OF MONTEBELLO
CITY COUNCIL AGENDA STAFF REPORT

TO: Honorable Mayor and City Council Members

FROM: Raul Alvarez, City Manager

BY: David Sosnowski, Director of Recreation and Community Services

SUBJECT: **APPROVE PARTICIPATION IN THE LOS ANGELES COUNTY "PUBLIC POWER UP" PROGRAM FOR THE ACQUISITION OF ELECTRIC VEHICLE CHARGING STATIONS AT CITY HALL**

DATE: April 10, 2024

RECOMMENDATION(S):

It is recommended that the City Council:

1. Approve participation in the Los Angeles County "Public Power Up" Program for the acquisition of electric vehicle charging stations at City Hall; and
2. Authorize the City Manager to approve participation and sign any necessary interest forms; and
3. Take such additional, related action that may be desirable.

FISCAL IMPACT:

On September 27, 2023, City Council approved a participation agreement between the City of Montebello and Southern California Edison ("SCE") for the installation of electric vehicle ("EV") charging infrastructure under the "Charge Ready Program." To continue the process of installation of electric vehicle charging stations at City Hall, the City will be participating in the Los Angeles County "Public Power Up" Program to acquire EV charging stations. The EV charging stations will be constructed at City Hall and consist of 34 total EV ports.

SCE is covering the cost of the infrastructure for construction of the EV chargers and Los Angeles County's "Public Power Up" Program will be covering the cost of purchasing and installing the EV charging stations. Between these two programs, all the necessary funding to construct EV charging stations at City Hall is covered. Maintenance and operation costs are still being evaluated and staff will begin working with various network

operators and EV consultants to bring back an agreement for City Council consideration that covers the necessary funding for the operation and maintenance of the EV chargers, which is anticipated to be generated from energy sales from the EV charging stations.

BACKGROUND/DISCUSSION:

The State of California has partnered with SCE in establishing a "Charge Ready Program" to meet the need for electric charging infrastructure. The program launched on July 12, 2021, offering multiple programs and incentive options for existing commercial, multifamily, and public buildings to install EV charging ports across the state. The program covers "make-ready infrastructure" up to charging station stub-outs for EV charging stations. On September 27, 2023, City Council approved an agreement with SCE for the installation of EV charging station infrastructure at City Hall.

The next step in the project is the procurement of the EV charging stations. The City will be utilizing Los Angeles County's "Public Power Up" Program to cover the cost of the EV charging stations. The program provides no-cost Level 2 EV equipment, including charging stations, at public facilities in Los Angeles County's disadvantaged communities. The program's goal is to provide EV charging options for residents with limited access to privately-owned chargers. This program is offered exclusively to Southern California Regional Energy Network ("SoCalREN") enrolled agencies. SoCalREN is administered by Los Angeles County and aims to help promote energy efficiency and sustainability throughout Southern California and provides services such as project management, technical support, financing, and procurement and construction support. The City of Montebello is an enrolled agency and therefore is eligible for the program.

ENVIRONMENTAL:

N/A

ANALYSIS:

The EV charging stations will be procured through The Energy Coalition (TEC), which is the agency that Los Angeles County utilizes for the "Public Power Up" Program. The City will be receiving 34 Level 2 EV charging stations with an estimated value of $191,775. City Hall has been identified as being the most practical location for use by the City's existing and potential future fleet of electric vehicles and plug-in hybrid electric vehicles, while also providing opportunities for City staff and the public to access the EV charging stations.

Participation in the Los Angeles County "Public Power Up" Program and procurement of the EV charging stations from the Energy Coalition will come at no cost to the City. Upon execution of the attached interest forms, staff will move forward with the purchase of the EV charging stations through the City's partnership with SOCALREN and TEC. All payments and purchasing of the charging stations will be handled by TEC under the "Public Power Up" program and the City will not need to provide any funding for this purchase. Staff is seeking authorization to permit the City Manager to sign all forms and

documents necessary to complete the purchase. Staff anticipate the EV charging stations will be installed and ready for use in Quarter 2 of 2025.

SUMMARY:

Staff recommends City Council approve participation in the Los Angeles County "Public Power Up" Program for the acquisition of electric vehicle charging stations at City Hall, authorize the City Manager to approve participation and sign any necessary interest forms and documents, and take such additional, related action that may be desirable.

ATTACHMENT(S)

1. Attachment A - LA County Public Power Up Program Interest Form
2. Attachment B - SoCalREN Energy Project Interest Form
3. Attachment C - EV Charging Station PO/Quote from Energy Coalition
4. Attachment D - EV Charging Station Conceptual Plan

NEXT STEPS:

N/A

Los Angeles County Public Power-Up

Program Interest Form

Public Power-Up provides no-cost Level 2 electric vehicle supply equipment (EVSE), including charging stations, at public facilities in Los Angeles County's disadvantaged communities. Our goal is to provide EV charging options for residents with limited access to privately-owned chargers, so facilities near multi-unit dwellings (MUDs) are eligible. Joining this program is an easy way for public agencies to support local, state, and federal climate goals while meeting the growing demand for EVs in vulnerable communities. This program is available exclusively to Southern California Regional Energy Network (SoCalREN) enrolled agencies. If you are not yet a SoCalREN agency, please register[1] to learn more from a SoCalREN representative.

This interest form is nonbinding, meaning you are not committing to the participation requirements by signing this form. **This is just our way of officially confirming your interest in the program. Please note that this is not a guarantee for project approval and/or funding**. Reach out to your project manager (PM) to learn more.

ELIGIBILITY REQUIREMENTS

The City must complete an energy efficiency project in the 2024 calendar year. Please work with your project manager on the identification and implementation of this project.

Another program requirement that your project manager will help you assess is if your facility/facilities of interest are located within one-quarter mile of a multi-unit dwelling (e.g. apartment or condominium complex) residing in a Los Angeles County disadvantaged community, as defined by CalEnviroScreen 3.0[2] or CalEnviroScreen 4.0.[3]

Participation Requirements

Please check the boxes below to indicate that your agency understands the commitment you will make should you decide to participate in the program.

[1] https://socalren.com/agencies/register
[2] OEHHA - CalEnviroScreen 3.0
[3] OEHHA - CalEnviroScreen 4.0

✔	Allow Public Power-Up to install a minimum of 4 Level 2 charging ports at the facility by the end of 2024.
✔	Participate in SCE Charge Ready (CR) Program and meet their program requirements.[4]
✔	Use Public Power-Up education and guidance to independently operate and maintain the charging stations after installation and project closeout.
✔	Maximize public accessibility to the charging stations, including marketing them and the overall benefits of EVs to neighboring MUDs.
✔	Participate in a satisfaction survey at the end of the project.

Application Information

Agency Information

City of Montebello

Agency Name | Agency Mailing Address

Contact Information

Applicant Full Name | Title

Phone Number | Email Address

In addition to providing EV charging for your community, are you also interested in using charging stations at this facility to charge public fleet vehicles?[5]

▢Yes ▢No

EV Supply Equipment Requests

Please list any specific requests, such as charging station accessibility or preferences for the number of ports to be installed at the facility. Your project manager will note these requests for consideration during the design planning process.

[4] SCE Charge Ready Program Guidelines (page 7,8)
[5] This does not affect your eligibility, but will help your project manager to meet your agency's needs.

Signature

By signing the application, the program applicant, The City of Montebello, indicates that this form is completed to the best of their knowledge. This document is nonbinding. You can change your mind and this form does not indicate a commitment to install charging stations or adhere to program requirements.

Applicant Name

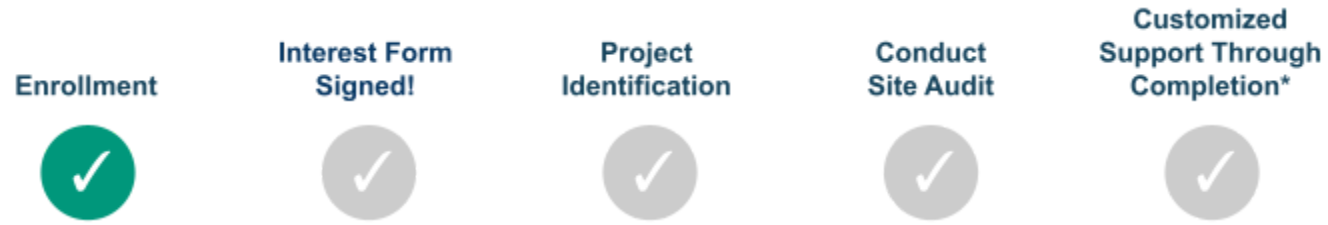
Applicant Signature Date

Southern California REGIONAL ENERGY NETWORK

Energy Project Interest Form

City of Montebello | January 2024

Purpose: SoCalREN's Energy Project Interest Form confirms the City of Montebello is committed to implementing an energy efficiency project with SoCalREN in the 2024 calendar year. Although non-binding, the Interest form ensures SoCalREN is practicing fiscal responsibility with ratepayer funds by supporting the City of Montebello with additional funding and resources on the pending energy efficiency project.



**Reference Appendix A for list of customizable project services.*

Interest Form Acknowledgement

I, _____David Sosnowski_____ acknowledge the above responsibilities of the City of Montebello for the pending energy efficiency project are required to be fulfilled in accordance with the agreed upon project timeline in order for SoCalREN to render the services requested. Any unauthorized changes or alterations to the project scope and/or timeline may affect project financial performance, including loss of incentives, reduced energy savings, and technical assistance services. ***In the event a project timeline has been delayed for 1+ years, a new signature may be required to reaffirm commitment to project implementation before additional resources are allocated.***

Signature: _____ Date: _____

Title/Role: _____

Appendix A: SoCalREN Customizable Project Services

Facility Energy Efficiency Audit	A qualified engineering consultant will conduct a targeted energy efficiency audit at your facility, providing project cost as well as energy, carbon, and water savings estimates for identified energy measures.
Incentive Application Support (if applicable)	SoCalREN will prepare and submit applications for any incentives available for your energy project, including leading the management of all related documentation and ensuring incentive eligibility requirements are satisfied.
Technical Review	SoCalREN offers objective third-party expertise for reviewing technical specifications and providing guidance on energy efficient equipment selection when other parties have taken lead on project development. This service helps give agencies the confidence they need to move forward on projects.
Access to Project Funding and Financing	SoCalREN services help make the best use of internal funds by evaluating available external financing options and supporting applications, where feasible. Options supported include: incentives, interest-free On-Bill Financing, SoCalREN's Revolving Savings Fund, grants, and low-interest financing opportunities.
Project Management Support	SoCalREN offers Project Management support services from start-to-finish for your energy efficiency projects, working among agency staff, consultants, contractors, and other stakeholders to ensure successful project delivery.
Procurement and Construction Management Support	Whether it's equipment performance-based specifications for energy efficiency or drafting of a complete scope of work, SoCalREN supports the project procurement and construction phases to ensure identified savings are realized. Construction phase support entails reviews of submittal documents to ensure the project maintains expected savings through construction.
Simplified Procurement	Avoid the lengthy formal public bidding process. Reduce administrative costs associated with procurement by accessing qualified and competitively bid energy efficiency contractors.

525 Technology Drive, Suite 350
Irvine, CA 92618
(949) 701-4646

Order Date: 3/19/2024
Purchase Order Number: TEC-PO-003

Terms of Payment:
Terms per CEC Contract EPC-19-006-01

Bill To:
The Energy Coalition
525 Technology Drive, Suite 350
Irvine, CA 92618
(949) 701-4646
Attn: Accounts Payable

Vendor:
EV Charging Solutions Inc (EVCS)
11800 Clark Street
Arcadia, CA 91006
Attn:

Ship To:
City of Montebello
Attn:

Item/Comments	Description	Delivery Date	Quantity	Price	Amount
1	Blink IQ200 ADVANCED IQW2-80U-M1-R2-N-25-40		12.00	$2,999.25	$ 35,991.00
2	BLNK MOUNT - PEDESTAL, RECTANGLE, SINGLE (IQ/MQ)		12.00	$ 699.00	$ 8,388.00
3	Blink Network Service - Public		12.00	$ -	$ -
4	FREIGHT		1.00	$5,000.00	$ 5,000.00
5	BLNK S8 MODEL Series 880 (48A)		11.00	$10,500.00	$115,500.00
6	WARRANTY - LIMITED 1 YEAR - PARTS AND LABOR		11.00	$ -	$ -
7	SX Pedestal Assembly		11.00	$ 399.00	$ 4,389.00
8	Blink Network Service - Public		22.00	$ 240.00	$ 5,280.00
9	BLNK Installation and Commissioning		23.00	$ 749.00	$ 17,227.00
					$ -
					$ -
					$ -
		Subtotal			$191,775.00
		Payments/Credits			$ -
		Grant Total			$191,775.00

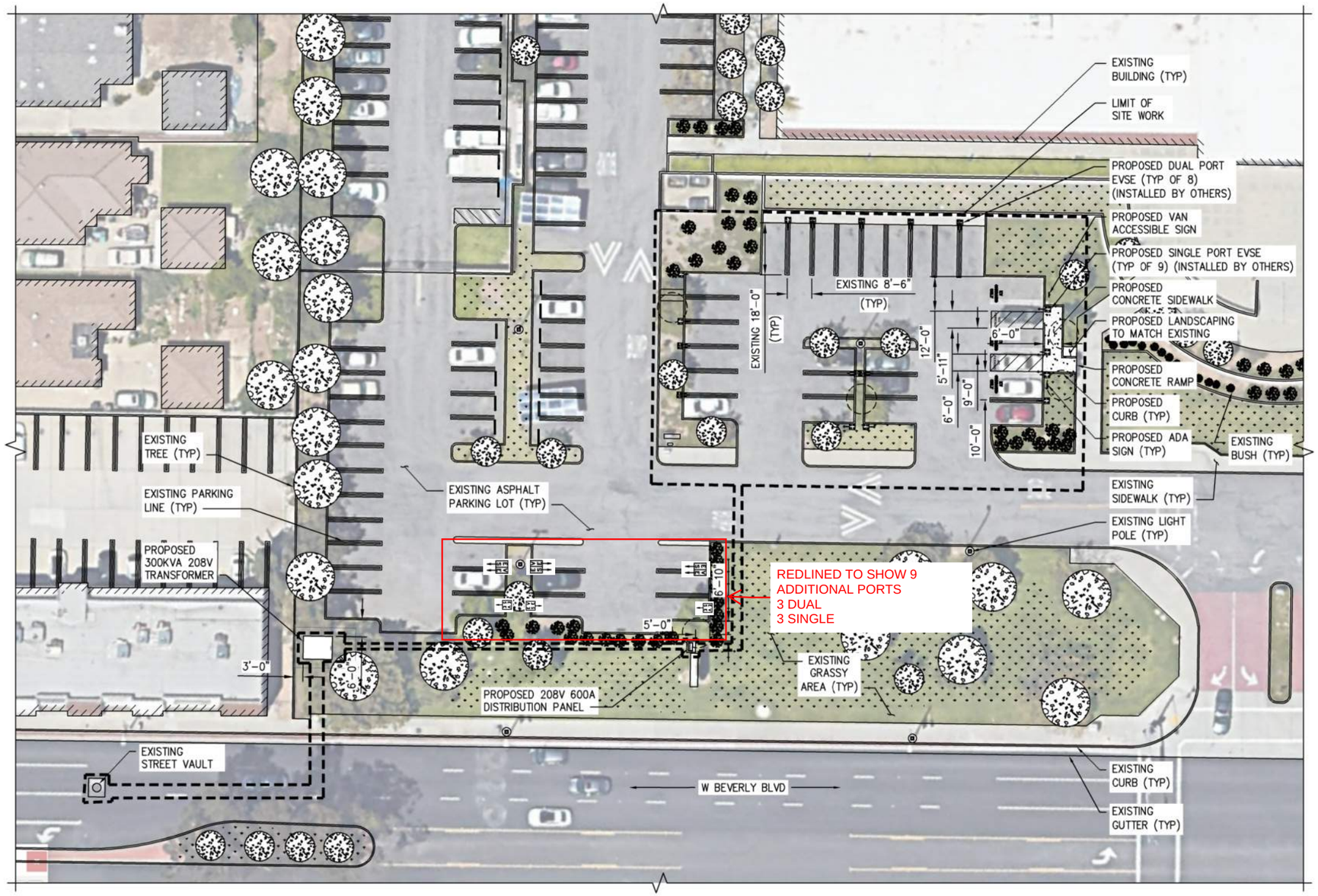
Emma Vo - Controller
Name & Title, Signature of Authorized Representative

3/26/2024
Date

If you have any questions about this purchase order, please contact
Pranesh Venugopal at **pvenugopal@energycoalition.org** at 909-331-6776

NOTES

1. SOD PLANTED IN THE FALL MUST ESTABLISH ITS ROOTS BEFORE THE FIRST WINTER FROST. DETERMINE WHEN THE FIRST FROST USUALLY OCCURS, AND PLANT THE SOD NO LATTER THAN ONE MONTH BEFORE THE FIRST FROST. IF THE CONSTRUCTION IS FINISHED LATER THAN ONE MONTH BEFORE THE FIRST FROST, USE STRAW UNTIL SOD CAN BE INSTALLED.
2. THE CONTRACTOR SHALL RETURN SIDEWALKS, LANDSCAPING, PLANTERS, IRRIGATION SYSTEMS, AND ANY OTHER FACILITIES DISTURBED BY THE WORK TO THE SAME OR BETTER CONDITION THAN EXISTED PRIOR TO THE COMMENCEMENT OF THE WORK.
3. PROPOSED ACCESSIBLE STALL AND ACCESS AISLE SHALL NOT EXCEED 2% MAX SLOPE IN ANY DIRECTION. ACCESS AISLE SHALL BE PAINTED WHITE WITH HATCH LINES SPACED A MAXIMUM OF 36" (INCHES). PROPOSED ACCESSIBLE ROUTE NOT TO EXCEED 5% RUNNING SLOPE OR 2% CROSS SLOPE. PAINTED LETTERING SHALL BE A MINIMUM OF 12 INCHES IN HEIGHT.



LEGEND

o	PROPOSED BOLLARD		PROPOSED DISTRIBUTION PANEL		DUAL PORT PEDESTAL EVSE
—	PROPOSED SIGN		SINGLE PORT PEDESTAL EVSE		PROPOSED TRANSFORMER
- - - -	LIMITS OF SITE WORK	———	PROPOSED ACCESSIBLE STRIPING		

20' 10' 0 20' 40'
1"=20'

SOUTHERN CALIFORNIA EDISON

CHARGE READY PROGRAM

BLACK & VEATCH
11401 LAMAR AVENUE
OVERLAND PARK, KS 66211
(913) 458-2000

PROJECT NO:	402809
DRAWN BY:	VIG
CHECKED BY:	NMB

REV	DATE	DESCRIPTION
B	11/21/22	REISSUED FOR 50% REVIEW
A	07/15/22	ISSUED FOR 50% REVIEW

NOT TO BE USED FOR CONSTRUCTION

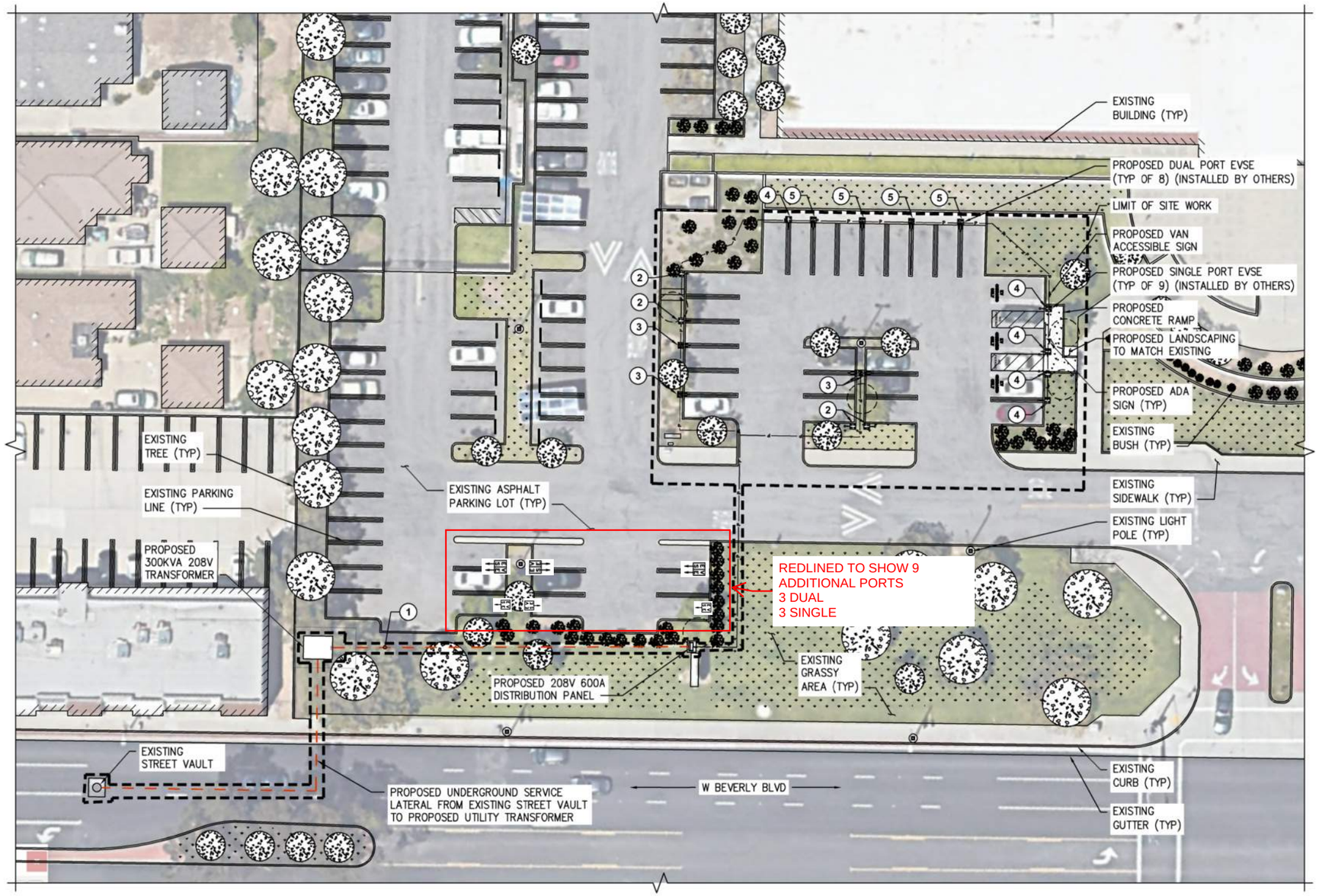
IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, TO ALTER THIS DOCUMENT.

SCE_00001521700
CITY OF MONTEBELLO
1600 W BEVERLY BLVD
MONTEBELLO, CA 90640

SHEET TITLE
ENLARGED SITE PLAN

SHEET NUMBER
C-3

NOTE
1. (-) REFERS TO CONDUIT AND WIRE SCHEDULE ON E-2 FOR REQUIREMENTS.



LEGEND

- PROPOSED BOLLARD
- PROPOSED SIGN
- LIMITS OF SITE WORK
- PROPOSED DISTRIBUTION PANEL
- SINGLE PORT PEDESTAL EVSE
- PROPOSED ACCESSIBLE STRIPING
- DUAL PORT PEDESTAL EVSE
- ELECTRICAL FROM PANEL TO EVSE,DEDICATED CIRCUIT PER EVSE (<2")
- SCE ELECTRICAL SERVICE SUPPLY TO METER, BY T&D
- PROPOSED TRANSFORMER

20' 10' 0 20' 40'
1"=20'

SOUTHERN CALIFORNIA EDISON

CHARGE READY PROGRAM

BLACK & VEATCH
11401 LAMAR AVENUE
OVERLAND PARK, KS 66211
(913) 458-2000

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SCE_00001521700
CITY OF MONTEBELLO
1600 W BEVERLY BLVD
MONTEBELLO, CA 90640

SHEET TITLE
ELECTRICAL PLAN

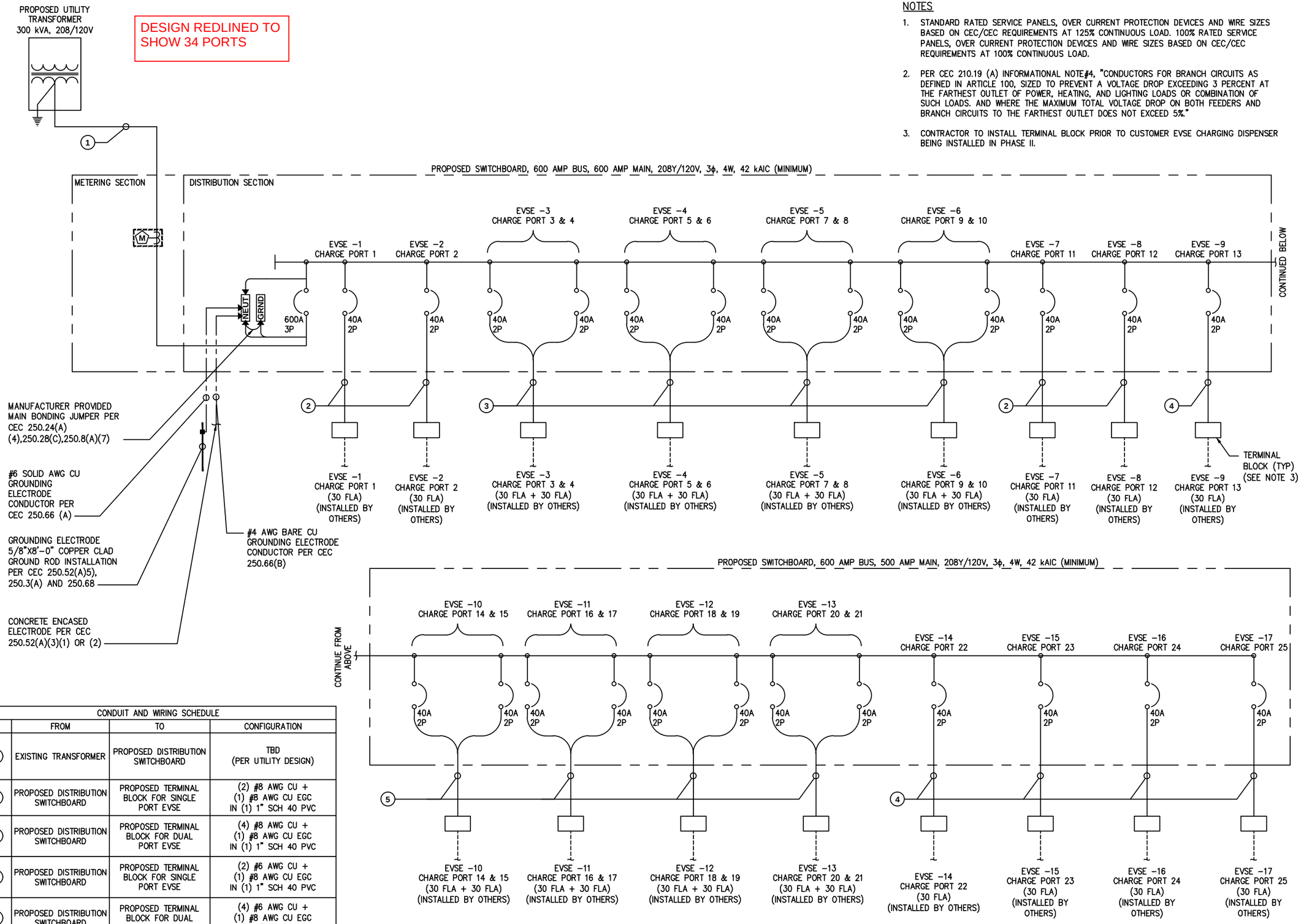
SHEET NUMBER
E-1

DESIGN REDLINED TO SHOW 34 PORTS

PROPOSED UTILITY TRANSFORMER 300 kVA, 208/120V

NOTES

1. STANDARD RATED SERVICE PANELS, OVER CURRENT PROTECTION DEVICES AND WIRE SIZES BASED ON CEC/CEC REQUIREMENTS AT 125% CONTINUOUS LOAD. 100% RATED SERVICE PANELS, OVER CURRENT PROTECTION DEVICES AND WIRE SIZES BASED ON CEC/CEC REQUIREMENTS AT 100% CONTINUOUS LOAD.
2. PER CEC 210.19 (A) INFORMATIONAL NOTE#4, "CONDUCTORS FOR BRANCH CIRCUITS AS DEFINED IN ARTICLE 100, SIZED TO PREVENT A VOLTAGE DROP EXCEEDING 3 PERCENT AT THE FARTHEST OUTLET OF POWER, HEATING, AND LIGHTING LOADS OR COMBINATION OF SUCH LOADS. AND WHERE THE MAXIMUM TOTAL VOLTAGE DROP ON BOTH FEEDERS AND BRANCH CIRCUITS TO THE FARTHEST OUTLET DOES NOT EXCEED 5%."
3. CONTRACTOR TO INSTALL TERMINAL BLOCK PRIOR TO CUSTOMER EVSE CHARGING DISPENSER BEING INSTALLED IN PHASE II.



CONDUIT AND WIRING SCHEDULE			
	FROM	TO	CONFIGURATION
(1)	EXISTING TRANSFORMER	PROPOSED DISTRIBUTION SWITCHBOARD	TBD (PER UTILITY DESIGN)
(2)	PROPOSED DISTRIBUTION SWITCHBOARD	PROPOSED TERMINAL BLOCK FOR SINGLE PORT EVSE	(2) #8 AWG CU + (1) #8 AWG CU EGC IN (1) 1" SCH 40 PVC
(3)	PROPOSED DISTRIBUTION SWITCHBOARD	PROPOSED TERMINAL BLOCK FOR DUAL PORT EVSE	(4) #8 AWG CU + (1) #8 AWG CU EGC IN (1) 1" SCH 40 PVC
(4)	PROPOSED DISTRIBUTION SWITCHBOARD	PROPOSED TERMINAL BLOCK FOR SINGLE PORT EVSE	(2) #6 AWG CU + (1) #8 AWG CU EGC IN (1) 1" SCH 40 PVC
(5)	PROPOSED DISTRIBUTION SWITCHBOARD	PROPOSED TERMINAL BLOCK FOR DUAL PORT EVSE	(4) #6 AWG CU + (1) #8 AWG CU EGC IN (1) 1" SCH 40 PVC

SOUTHERN CALIFORNIA EDISON

CHARGE READY PROGRAM

BLACK & VEATCH

11401 LAMAR AVENUE
OVERLAND PARK, KS 66211
(913) 458-2000

PROJECT NO:	402809
DRAWN BY:	VIG
CHECKED BY:	NMB

REV	DATE	DESCRIPTION
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SCE_00001521700
CITY OF MONTEBELLO
1600 W BEVERLY BLVD
MONTEBELLO, CA 90640

SHEET TITLE
SINGLE LINE DIAGRAM

SHEET NUMBER
E-2