

RESOLUTION NO. ____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PICO RIVERA, CALIFORNIA, ADOPTING THE MERCURY SPECIFIC PLAN TO A 2.8 PARCEL LOCATED AT 8825 WASHINGTON BOULEVARD HEREIN DESIGNATED AS GENERAL PLAN AMENDMENT NO. 57

WHEREAS, Section 18.62.070 of the Pico Rivera Municipal Code authorizes the City Council of the City of Pico Rivera, upon receipt of resolution from the Planning Commission of the City of Pico Rivera, upon holding a public hearing, upon hearing all testimony, upon examination and review of the investigative staff reports and upon conclusion of a public hearing to make such determinations and findings of fact as deemed necessary to approve a General Plan Amendment; and

WHEREAS, an amendment to the General Plan was initiated by the Community and Economic Development Director pursuant to Pico Rivera Municipal Code Section 18.62.050; and

WHEREAS, the City received concurrent applications including Conditional Use Permit No. 746, Zone Code Amendment No. 187 and Zone Reclassification No. 325 to develop a 255 unit mixed-used development on a 2.8 acre parcel located at 8825 Washington Boulevard; and

WHEREAS, the proposed development exceeds the maximum development standards stipulated within the Pico Rivera Zoning Ordinance and the maximum density specified by the General Plan; and

WHEREAS, on June 3, 2021, November 18, 2021, and August 11, 2022 community meetings were held to discuss the proposed project; and

WHEREAS, an Initial Study and Mitigated Negative Declaration (IS/MND) was prepared for the project, which was available for public comment at the City of Pico Rivera Community and Economic Development Department and was posted at the State Office of Planning and Research (OPR) website and at the Los Angeles County Recorder's Office pursuant to CEQA Guidelines Section 15072(a); and

WHEREAS, on November 21, 2022 during a regularly scheduled and advertised Planning Commission public hearing, the Planning Commission voted 3-2 to recommend to the City Council approval of Conditional Use Permit No. 746, Zone Code Amendment No. 187, General Plan Amendment No. 57, Zone Reclassification No. 325, and adoption of the Mitigated Negative Declaration and Mitigation Monitoring Plan; and

WHEREAS, on November 25, 2022, a legal notice was published in the Los Cerritos Newspaper, a local newspaper of general circulation; and

WHEREAS, a public hearing notice was mailed to property owners within a 1,000 foot radius from the subject site; and

WHEREAS, the City Council has carefully considered all pertinent testimony and the staff report offered in the case as presented at the public hearing held on January 24, 2023.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Pico Rivera as follows:

SECTION 1. The City Council finds that the above recitals are true and correct and incorporates them as substantive part of its findings.

SECTION 2. Pursuant to provisions of the California Environmental Quality Act and CEQA Guidelines, Section 15063, and following an Initial Study and environmental assessment of possible adverse impacts, the project will not have a significant effect on the environment because of the inclusion of certain mitigation measures for which lessened potential adverse impacts to a level of less than significant. Therefore, a Mitigated Negative Declaration with mitigation measures and monitoring program has been prepared in accordance with the provisions of CEQA which have been incorporated as conditions. The Mitigated Negative Declaration and Mitigation Monitoring Program was adopted on January 24, 2023 pursuant to City Council Resolution No. _____ approved concurrently herewith.

SECTION 3. The City Council has reviewed and considered the staff report and enclosures as evidence and the recommendation by the Planning Commission and hereby adopts the Mercury Specific Plan to the 2.8 parcel located at 8825 Washington Boulevard, set forth in Attachment "A".

SECTION 4. Pursuant to Article I of Chapter 18.62, *Amendments and Zone Reclassification* of the Pico Rivera Municipal Code, the Planning Commission recommended to the City Council of the City of Pico Rivera approval of the General Plan Amendment No. 57 updating contents of the General Plan, in substantially the form attached hereto, to be incorporated as part of the General Plan.

SECTION 5. Further, this resolution with findings and recommendations, General Plan update, and staff report herein contained shall constitute a report of the City Council.

SECTION 6. The City Council finds that the General Plan amendment should be approved for the following reasons and findings:

- a) The General Plan amendment has been prepared in the interest of the existing and future residents for an orderly and functional City. As part of the Housing Element of the General Plan the City is required to plan for existing and projected housing needs of the City and the development of

255 units will help to meet the assigned Regional Housing Needs Assessment of 1,024 units for Above Moderate housing units.

- b) The General Plan amendment considered comments received by the public and stakeholders including concerns over density, height, traffic and overcrowding. The Mercury Specific Plan allows the increase of density and height otherwise allowed within the existing General Plan and Pico Rivera Municipal code in order to help the City comply with State mandates in relation to the construction of housing needed within the City and regionwide. The project includes a Traffic Impact Analysis that has been reviewed by the City's traffic engineer which concurred with the findings of the Traffic Impact Analysis that the increase in traffic of 1,594 daily trips will not have a significant impact within the area. Conditional Use Permit No. 746 incorporates conditions to address public concerns including limiting the occupancy of the units to prevent overcrowding.
- c) The General Plan amendment will add the Mercury Specific Plan to the 2.8-acre parcel located at 8825 Washington Boulevard to provide specific goals and policies including development standards in relation to density, height, open and private space, landscaping, and signage for the orderly development of the site thereby setting and implementing the standards of the 2014 General Plan in terms of compact design and mixed-use developments.
- d) The adoption of the Mercury Specific Plan is consistent with the Pico Rivera General Plan goals and policies to reflect recent trends and needs of the community. Policy 3.8-2 promotes the reuse of vacant, underutilized, and inefficient commercial uses for more economically productive purposes including housing and mixed-use housing. Policy 3.11-2 encourages the development of new specific plans consistent with policies pertaining to the redevelopment of properties within opportunity areas identified in the General Plan to assure achievement of the intended scale, character and quality development. The subject site is within General Plan Opportunity Area 8 and is zoned Mixed-Use and with the adoption of the Mercury Specific Plan policies and development standards will allow the increase in terms of scale and character not currently allowed in the General Plan or Pico Rivera Municipal Code but includes development and design standards for quality development.
- e) The General Plan Amendment is in compliance with the California Environmental Quality Act (CEQA) as set forth in the Mitigated Negative Declaration which was circulated for a 30-day comment period that ended August 6, 2022 and was posted on the City website, State Office of Planning and Research, Los Angeles County Recorder and which a copy could be viewed at City Hall.

- f) The General Plan update will not be detrimental to the health, safety and welfare of the Pico Rivera community as a Mitigated Negative Declaration was prepared with a Mitigation Monitoring Program to lessen the impacts to less than significant. The Mitigated Negative Declaration includes the following analysis, Air Quality, Greenhouse Gas, Geotechnical Engineering, Phase I site assessment, Noise, Vibration, and Transportation Impact to ensure that the health, safety and welfare of the community is preserved.

SECTION 7. The City Clerk shall certify the approval of this resolution and hereafter the same shall be in full force and effect.

APPROVED AND PASSED this 24th day of January 2023.

Erik Lutz, Mayor

ATTEST:

APPROVED AS TO FORM:

Anna M. Jerome, City Clerk

Arnold M. Alvarez-Glasman, City Attorney

AYES:

NOES:

ABSENT:

ABSTAIN:

RESOLUTION NO. _____
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**ATTACHMENT A
PROPOSED GENERAL PLAN AMENDMENT**

ATTACHED SPECIFIC PLAN

MERCURY

SPECIFIC PLAN

DRAFT

NOVEMBER 29, 2022

PICO RIVERA, CALIFORNIA



MERCURY SPECIFIC PLAN



CITY COUNCIL

MAYOR DR. MONICA SÁNCHEZ

MAYOR PRO TEM ERIK LUTZ

COUNCILMEMBER GUSTAVO CAMACHO

COUNCILMEMBER RAUL ELIAS

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OPTIMUS PROPERTIES LLC

CONSULTANT TEAM

DANIELIAN ASSOCIATES - ARCHITECTS & PLANNERS

URBAN RESOURCE - CIVIL ENGINEER

SUMMERS MURPHY & PARTNERS - LANDSCAPE ARCHITECTS

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CHAPTER I: INTRODUCTION

I.1. THE VISION

Southern California is changing. As an economic powerhouse with an acute housing shortage, state and regional planning policies have made clear that California's future growth is best accommodated in existing urbanized areas that have transportation infrastructure and employment opportunities. State legislation such as AB 32¹ and SB 375², the State's ambitious housing goals and new laws on how to analyze traffic under CEQA are all making clear that more dense, mixed use infill projects near transit and employment are our future. This pattern of development is often referred to as Smart Growth³.

As a "Gateway City" where Los Angeles County and Orange County meet, Pico Rivera's role in the future of the region is unquestionable. This project is not a build-sell-move-on proposition. Optimus Properties, who has owned and operated the Pico Rivera Marketplace for over ten years, the adjacent shopping center to the north and east of this site, recognizes Pico Rivera's importance in the region and therefore is proposing a build, own and operate/manage role for the long term.

The project takes this new paradigm for Smart Growth to heart; Vertical mixed use with market rate and affordable rental housing with local serving retail on the ground floor that is adjacent to local and regional commercial services and transportation infrastructure. This smart growth approach achieves several goals:

- **Housing Choice and Diversity** - This is a housing alternative that does not currently exist in Pico Rivera and is designed for a broad range of the population, not targeted to a single demographic. Young professionals living side by side with downsizing seniors and families desiring an amenitized studio, one, two or three-bedroom apartment near an abundance of services with affordable units integrated. Current vacancy rates in the area are an extremely low 3.3%⁴ in large part due to the fact there have been few new housing opportunities in Pico Rivera in the last ten years.
- **Transportation Choice** - Walk to the local coffee or print shop downstairs; walk to recreational opportunities on site and adjacent; two regional bike paths - a mile east to the San Gabriel River or a mile west to the Rio Hondo; bus service on Washington and Rosemead; and a proposed future Gold Line rail extension just south of the site. This is transportation choice.
- **Destinations on Site** - With recreational (LA Fitness) and retail/commercial (McDonald's, Jersey Mike's, La Carniceria meat market, etc.) opportunities on site, multiple vehicle trips can be consolidated into a singular, walkable trip.
- **Destinations Nearby** - Local serving retail and recreational opportunities immediately adjacent to and walkable from the project in combination with the Pico Rivera Towne Center across the street further reduces the need for car trips.
- **Growth With Per Capita Trip Reduction** - Allowing more people to live in a mixed use, urban infill environment with proximity to public transport and retail destinations on site and across Washington and Rosemead Blvd. facilitates walkability and reduces vehicle miles traveled per capita compared to low density, single-family detached residential development.

1 Brief description of this bill may be found in Appendix A, Glossary.

2 Brief description of this bill may be found in Appendix A, Glossary.

3 <https://smartgrowthamerica.org/our-vision/what-is-smart-growth/>

4 Draft Strategic Market Analysis, RCLCO Real Estate Advisors; April 13, 2020

I.2. COMMUNITY BENEFITS

Employment and economic benefits related to the project are discussed in detail in the Fiscal Impact Analysis included in the Appendix. The site is currently a vacant lot with security fencing, the former site of the El Rodeo Bar and Grill, which this project proposes to redevelop for housing and commercial uses adding much-needed housing in proximity to retail, restaurants, employment and public transportation. These benefits can be summarized as:

- Increases tax revenue for the city of Pico Rivera
- Turns a fenced off vacant lot into housing and retail
- Creates jobs
- Creates new housing opportunities in proximity to transit and services
- Voluntarily includes five percent affordable housing
- Expands commercial services integrated with the existing Pico Rivera Marketplace

I.3. PROJECT LOCATION

The project site is located at 8825 Washington Boulevard, one of Pico Rivera's primary east-west corridors, and is approximately 500 feet west of Rosemead Boulevard, Pico Rivera's central, north-south corridor.

It is bound by an approximately 40,000 square foot, 50' high commercial building (LA Fitness), commercial related parking and single family detached homes to the north; Pico Rivera Marketplace commercial buildings and related parking to the east; Washington Boulevard to the south; and a Wells Fargo building and associated parking to the west.

The site is currently a vacant 2.85-acre commercial site that shares access with the approximately 13-acre Pico Rivera Marketplace at the corner of Washington and Rosemead that is owned and operated by the Applicant. Across Washington Boulevard to the south is the Pico Rivera Towne Center. The site is approximately one mile west of the San Gabriel River, the associated regional bike path and the 605 Freeway, and 0.8 miles east of the Rio Hondo channel and associated regional bike path. There are multiple access points south and southwest to the I-5 Santa Ana freeway approximately 2 miles from the site and access to the 60 Pomona freeway is approximately 4.5 miles to the north. Washington and Rosemead Boulevards both have frequent bus service as do the surrounding arterial roadways.

The project location may be seen in Exhibit I-1, Regional Context, Exhibit I-2, Local Context and Exhibit I-3, Aerial Photo.



EXHIBIT I-1. REGIONAL CONTEXT



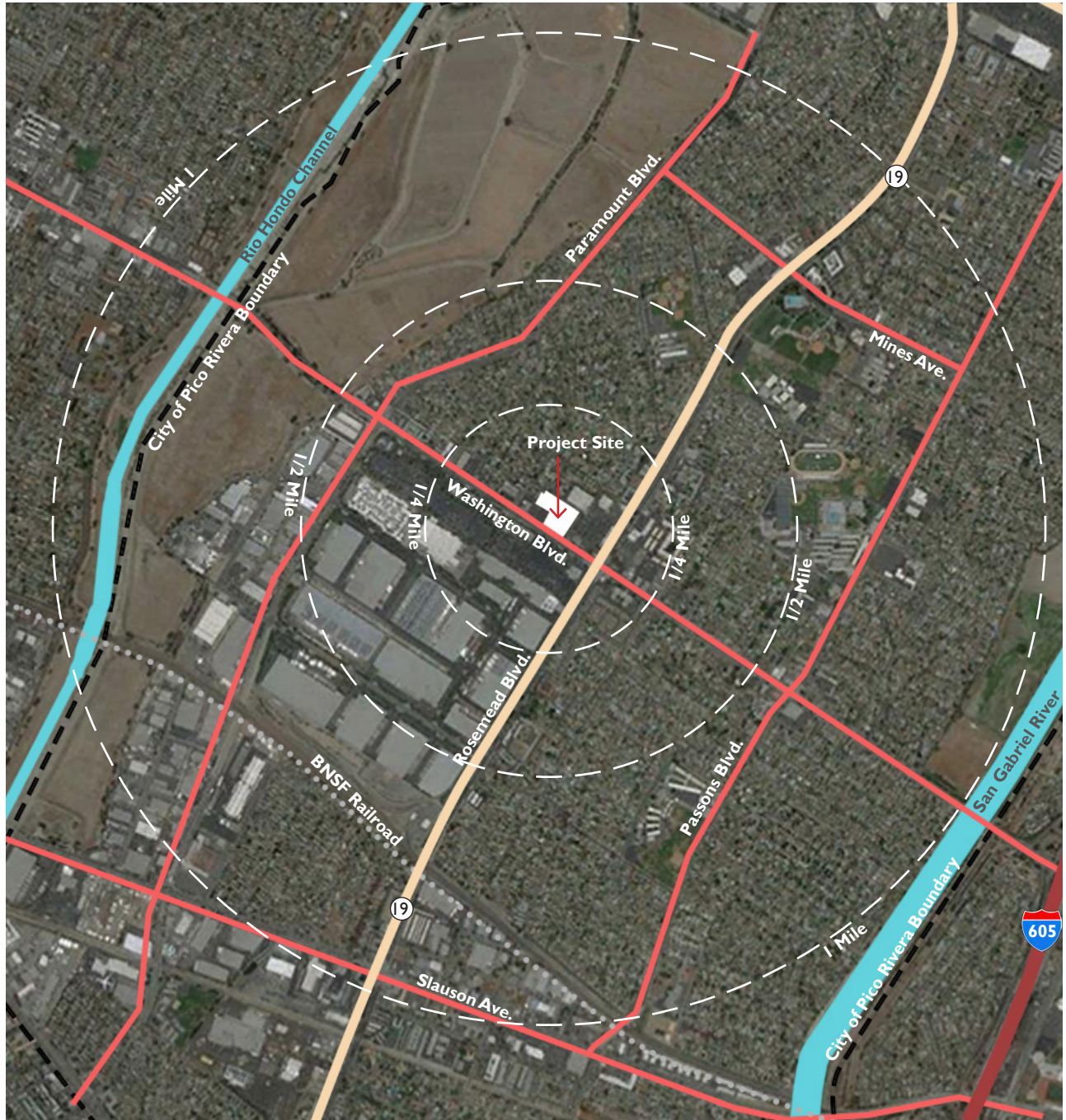


EXHIBIT I-2. LOCAL CONTEXT



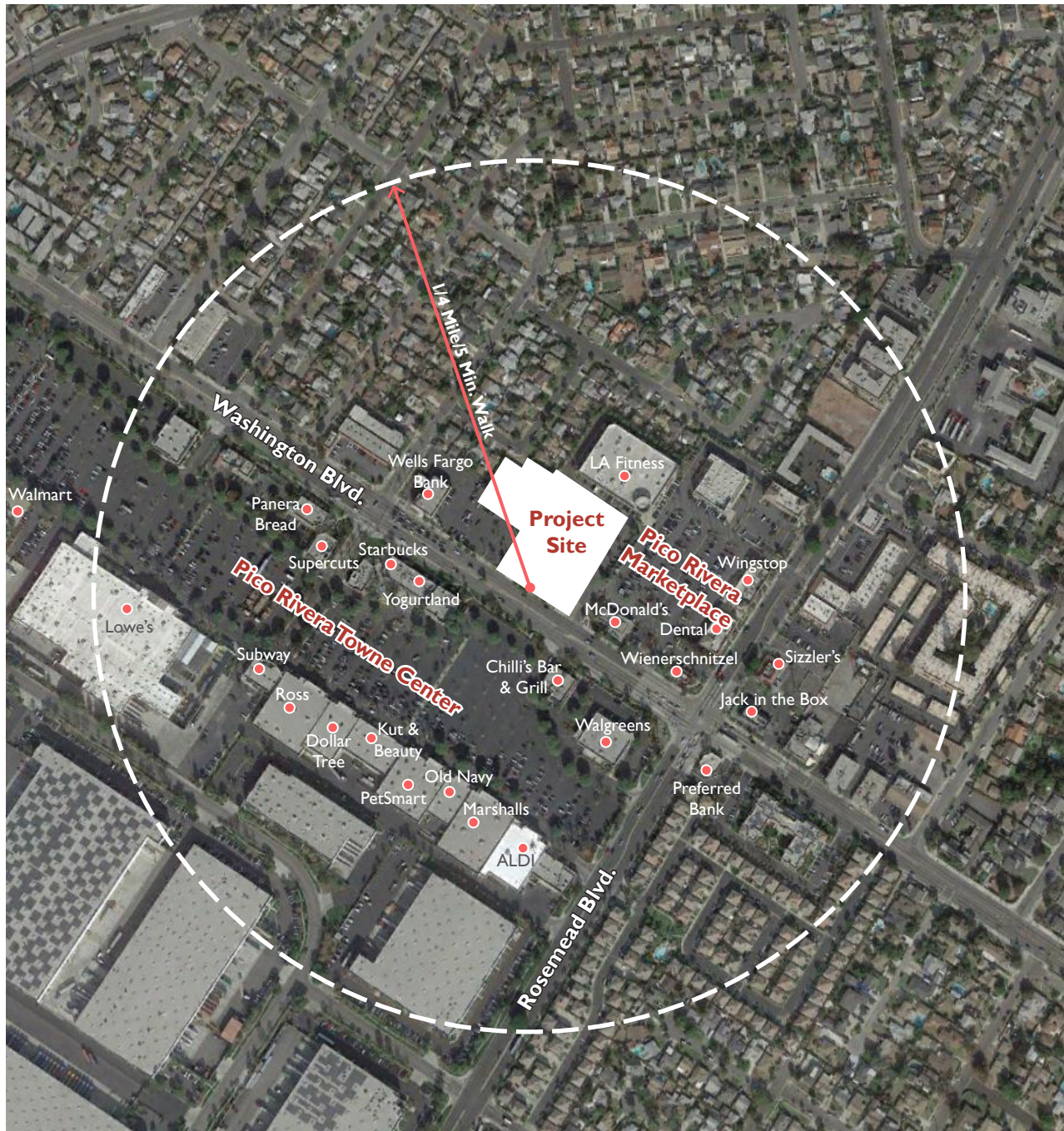


EXHIBIT I-3. AERIAL PHOTO WITH 5-MINUTE WALK ZONE



I.4. EXISTING CONDITIONS

The site is approximately 2.85 acres at 8825 Washington Boulevard where a now demolished *El Rodeo* restaurant and night club once stood. The Assessor's Parcel Number (APN) number is 6370-027-018. The site is essentially part of a larger commercial site with a broad range of retail services. Adjacent commercial services are a Wells Fargo Bank on Washington Boulevard to the west, a McDonalds on Washington Boulevard to the east and a LA Fitness to the north. See Exhibit I-4, Existing Site and Context Photos.

The existing General Plan Land Use designation is Mixed Use - MU (Opportunity Area-Housing Element Site) as shown in Exhibit I-5, within Opportunity Area 8 (the Rosemead Boulevard and Washington Boulevard Opportunity Area) as shown in Exhibit I-6. The existing Zoning designation is General Commercial as shown in Exhibit I-7.

I.5. PROJECT OBJECTIVES

The following are select objectives of the Specific Plan:

1. Provide implementation path for the redevelopment of a currently underutilized, vacant site identified as a Mixed Use - MU (Opportunity Area-Housing Element Site) in the city's General Plan.
2. Create a vertical mixed use (residential over commercial) infill project in an underutilized commercial context to accommodate growth while reducing per capita vehicle miles traveled (VMT) in the area.
3. Implement medium-high density residential infill housing opportunities along Washington Boulevard where there is significant existing transportation infrastructure, employment opportunities and commercial services.
4. Implement the policies of the City's Housing Element by providing housing opportunities for a diverse population.

I.6. SPECIFIC PLAN PURPOSE

The purpose of the Mercury Specific Plan is to provide an orderly and efficient development in accordance with the provisions of the Pico Rivera General Plan. Upon formal adoption by the Pico Rivera City Council, this Specific Plan will serve both planning and regulatory functions including land use regulations and development standards. Combined, these elements provide the necessary framework for the creation of a mixed-use, pedestrian-friendly urban infill project.

The Specific Plan is intended to be a regulatory document and is subject to Planning Commission review and City Council approval and will become ordinance upon adoption. Within this document, the words "Specific Plan" or "Project" are used in reference to the Mercury Specific Plan.



Northwest corner of Washington and Rosemead looking West.



View to Southeast corner of project site from Washington Blvd.



View to existing site from Southeast corner of the site



View to LA Fitness and site from South side of Washington Blvd.



Northern portion of retail site looking Northeast to Rosemead.



View East from LA Fitness to Rosemead Blvd. exit & signal.



Western portion of site looking Northeast to the residential interface.



View to site and LA Fitness from the South/Washington Blvd.

EXHIBIT I-4. EXISTING SITE AND CONTEXT PHOTOS

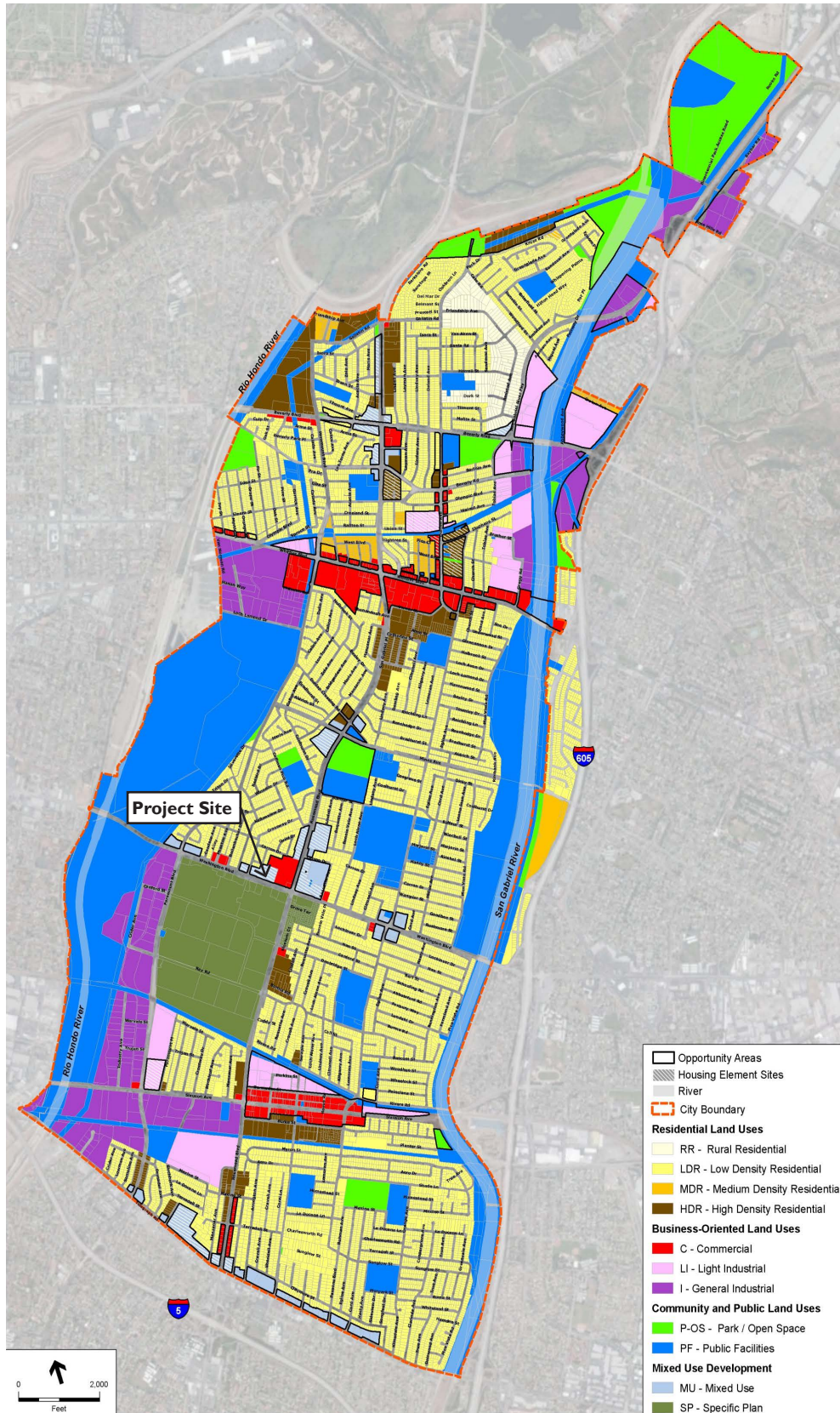


EXHIBIT I-5. EXISTING GENERAL PLAN LAND USE (MIXED USE HOUSING ELEMENT SITE)



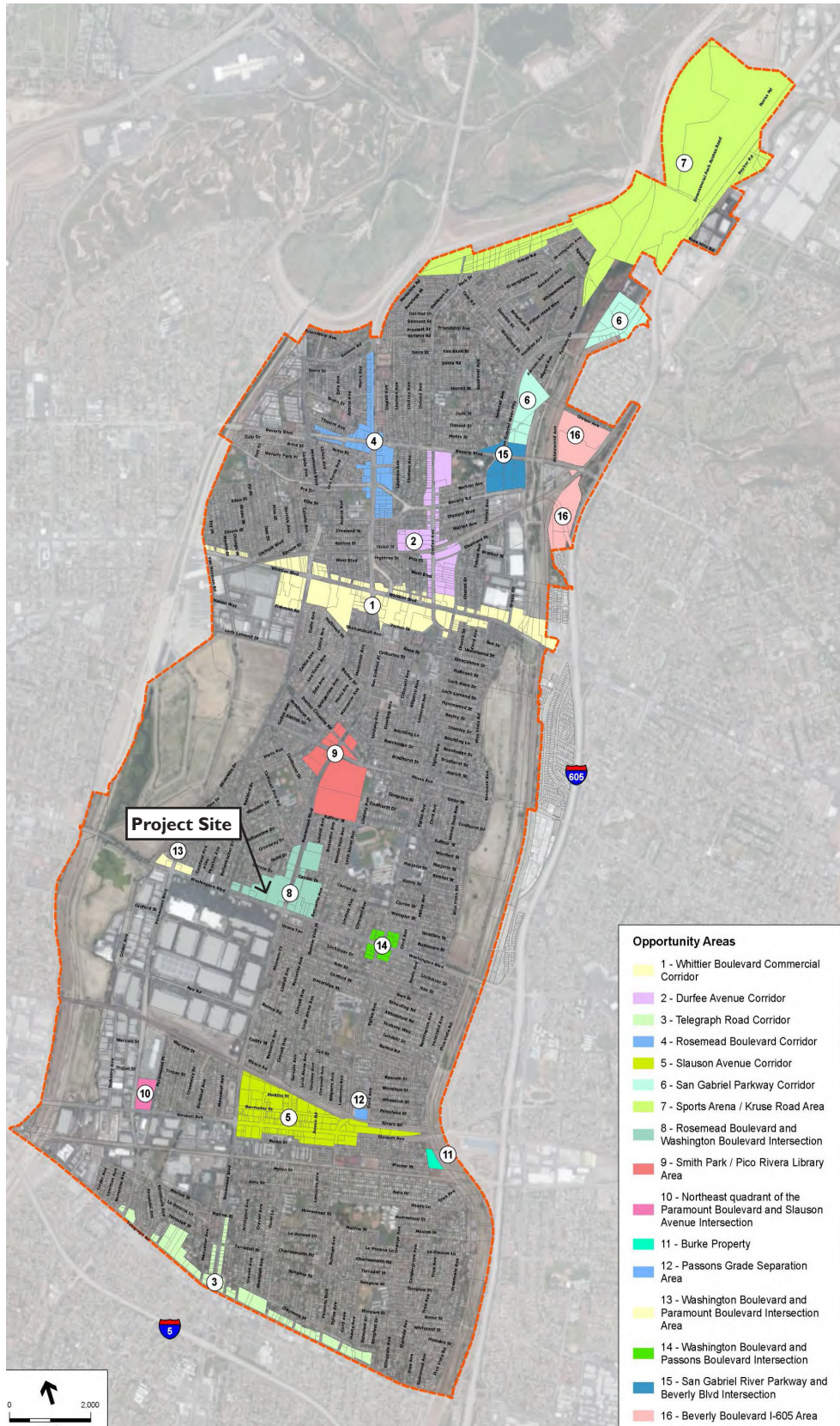


EXHIBIT I-6. GENERAL PLAN OPPORTUNITY AREAS (OPPORTUNITY AREA 8)



I.7. SPECIFIC PLAN ORGANIZATION

This Specific Plan is organized into the following six chapters.

1. Introduction
2. Land Use
3. Infrastructure and Services
4. Development Standards
5. Design Guidelines
6. Implementation

I.8. SPECIFIC PLAN AUTHORITY AND REQUIREMENTS

The State of California Government Code, Title 7, Division 1, Chapter 3, Article 8, Section 65450-57 grants authority to cities to adopt specific plans for purposes of implementing the goals and policies of their General Plans. The Government Code specifies that specific plans may be adopted by ordinance, and that the specific plan is required to be consistent with the General Plan.

Section 65451 of the Government Code requires that specific plans include text and diagrams that indicate the distribution, location and the extent of the uses of land within the area covered by the plan; proposed location of major infrastructure components; public and private transportation; sewage, water, drainage, solid waste disposal, energy and other essential facilities proposed; standards and criteria by which development will proceed; a program of implementation measures including measures necessary to carry out the project, and; a statement of the relationship of the specific plan to the general plan.

I.9. RELATIONSHIP TO GENERAL PLAN AND ZONING

General Plan -

In accordance with California Government Code, adoption and administration of specific plans are permitted as an implementation tool of a general plan. Specific plans must demonstrate consistency with the policies set forth in the General Plan. An analysis of how the Specific Plan is consistent with the policies contained in the city's General Plan is contained in the Appendix. A General Plan Amendment will be requested as part of the project application to change the land use designation from Mixed Use - MU (Opportunity Area-Housing Element Site) to Specific Plan.

Zoning Code -

Per the provisions of State law, the Specific Plan will establish the zoning and regulations for the site. In situations where the Specific Plan is silent, the City of Pico Rivera Zoning Code will prevail. A Zoning Code Amendment and Reclassification will be requested as part of the project application to change the zoning from General Commercial to Specific Plan.

I.10. CEQA COMPLIANCE

An Initial Study and Mitigated Negative Declaration (IS/MND) will be prepared for the Project Specific Plan in accordance with the California Environmental Quality Act (CEQA) to determine the appropriate compliance path for environmental review. The IS/MND and any subsequent studies, will be prepared as a basis for the environmental review, and taken into consideration for future discretionary actions.

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CHAPTER 2: LAND USE

2.1. INTRODUCTION

The Vision for the project is for a mixed-use infill project as described in the Introduction. The primary land use components within the project are residential, local serving retail, recreation, and parking. The following sections describe relevant general plan policies, the proposed uses and how these uses integrate into the site to function together as a synergistic whole.

2.2. GENERAL PLAN POLICY GUIDANCE

The following General Plan Goals and Policies are useful in providing direction for the project and support the Project Objectives:

Land Use Element-

Policy 3.6-2 Sustainable Development. Promote land development practices that reduce energy and water consumption, pollution, greenhouse gas emissions, and disposal of waste materials incorporating such techniques as:

- Concentration of uses and design of development to promote walking, bicycling, and use of public transit in lieu of the automobile
- Encourage development of transit-oriented development near public transit and residential areas
- Encourages capture and reuse of stormwater on site for irrigation
- Orientation of buildings to maximize opportunities for solar energy use, daylighting, and ventilation
- Use of landscapes that conserve water and reduce waste
- Use permeable paving materials or reduction of paved surfaces
- Shading of surface parking, walkways and incorporation of solar technology

Policy 3.8-2 Reuse and Intensification. Promote the reuse of vacant, underutilized and inefficient commercial uses for more economically productive purposes, including higher intensity businesses, housing and mixed-use development.

Policy 3.11-2 Specific Plans. Support the preparation and adoption of new specific plans consistent with policies pertaining to the redevelopment of properties within opportunity areas to assure achievement of the intended scale, character and quality of development.

Housing Element-

Goal 4: Provide adequate sites to meet the existing and future housing needs of the City.

Policy 4.1 Support the development of higher density housing along selected arterial corridors as a means to accommodate the City's projected housing need.

Circulation Element-

Policy 5.1-4 Smart Growth Development. Integrate transportation and land use decisions to enhance opportunities for development that is compact, walkable, and transit oriented.

Economic Prosperity Element-

Policy 7.5-7 Diverse Housing. As a means of helping local businesses attract the best possible employees, provide for a diverse mix of quality housing options for various age groups, income levels, and household sizes to attract and retain educated and skilled workers, allowing them to remain within the community and at their place of employment as their housing needs change over time.

Environmental Resources Element-

Policy 8.2-2 GHG Reduction Measures. Reduce greenhouse gas emissions in the City and the region through the following measures including, but not limited to:

- Implementing land use patterns that reduce automobile dependency by increasing housing and employment densities within mixed use settings and transit-oriented developments.

2.3. SPECIFIC PLAN POLICIES

The following policies are part of the Specific Plan:

Policy 1: New Housing. Provide new housing opportunities through the re-purposing of older, and/or underutilized strip commercial centers adjacent to existing transportation infrastructure.

Policy 2: Housing Density. Increase housing density at non-residential sites in the City to help meet housing demand while retaining existing residential neighborhoods.

Policy 3: Mixed-Use. Integrate vertical mixed use infill development at commercial centers as a way to provide new housing opportunities where many daily needs can be met within a 5-minute/one-quarter mile walk and to increase the customer base for new and existing businesses.

Policy 4: High Quality Development. Implement high quality mixed-use infill development through adoption of specific plans that can serve as an example for future intensification along transportation corridors and other areas identified as appropriate by the city.

Policy 5: Reduce Per-Capita VMT in New Development. Design and locate new development adjacent to existing transportation infrastructure and commercial services to reduce the need for vehicle trips and to minimize the distance of vehicle trips typically made by automobile.

2.4. PROJECT SUMMARY

Table 2-1 below lists the general breakdown of the uses proposed for the Project shown in number of units and estimated square feet for each. The maximum allowed number of units and commercial square feet are discussed in Chapter 4, Development Standards. The uses and square feet shown here are to introduce the development program and approximate areas dedicated to these uses. The affordable units identified below will be for moderate income level residents as described by state law.

Areas	Units/Square Feet	Notes
Site		2.85 Acres
Residential (Studio, 1, 2 & 3BR)	255 units	6 Levels, 13 affordable units
Retail	5,730 s.f.	Ground Floor
Lobby & Leasing Office	1,750 s.f.	Ground Floor
Parking	190,000 s.f.	6 Levels + 1 Level Below Grade
Open Space	45,780 s.f.	Rooftop Deck & Community Room + Ground Floor Common Areas

TABLE I-1. PROJECT SUMMARY

2.5. RESIDENTIAL

The residential component consists of studio, one, two and three bedroom apartments for rent ranging in size from studios with balconies equaling approximately 540 square feet to three bedroom apartments with balconies equaling approximately 1,500 square feet as shown in Table 2-2. The apartments are in a “wrap” configuration in which the apartments essentially “wrap” around the parking structure and have private balconies around the perimeter of the building. The ground floor is shared by apartments and retail uses whereas the second through sixth floors are residential, with no retail on the upper floors. The residential concept is shown in Exhibits 2-1 to 2-4.

Unit Type	Unit Area (min s.f.)	Number of Units
Studio	540+	35
Jr. 1 Bedroom	570+	48
1 Bedroom	590-620	111
2 Bedroom	940-1,040	57
3 Bedroom	1,500+	4
Total		255

TABLE 1-2. RESIDENTIAL UNITS SUMMARY

2.6. LOCAL SERVING RETAIL

The local serving retail component is at the ground floor and focused on the easterly edge that faces the existing commercial retail and parking on the Rosemead/easterly facing side.

Local serving retail will consist of a maximum of 5,730 square feet and a minimum of 4,785 square feet of small business spaces to provide services to the local community. Small businesses may include services such as coffee shops, print shops, laundry or tailoring services and the like that will serve the needs of the local community including project residents. These types of uses can benefit from shoppers visiting the surrounding retailers as well as project residents that can access these services by foot. The Local Serving Retail concept is shown in Exhibit 2-2, Site Use Concept - Ground Floor.

Further examples of the types of uses envisioned within the retail component are listed in the Table 4-4, Land Use Matrix, in Chapter 4, Development Standards.

2.7. RECREATION AND OPEN SPACE

The recreation and open space component consists of passive, plaza-type green spaces at the ground level and an active and passive recreational component on the rooftop available to project residents. The rooftop recreational concept/uses may include, but is not limited to, a swimming pool, jacuzzi, poolside cabanas, clubhouse, gym, barbecue area and garden/green areas that may include raised beds for food production. The Recreation and Open Space elements are shown conceptually in Exhibit 2-2, Site Use Concept - Ground Floor and Exhibit 2-6 Rooftop Recreation Concept. The areas dedicated to Recreation and Open Space are shown in Table 2-1, Project Summary and Exhibit 2-5, Open Space Concept.

Balconies will provide the private open space element for residents. The standards for private open space are shown in Table 4-2 in Chapter 4, Development Standards.



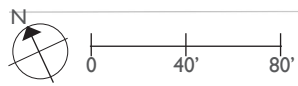
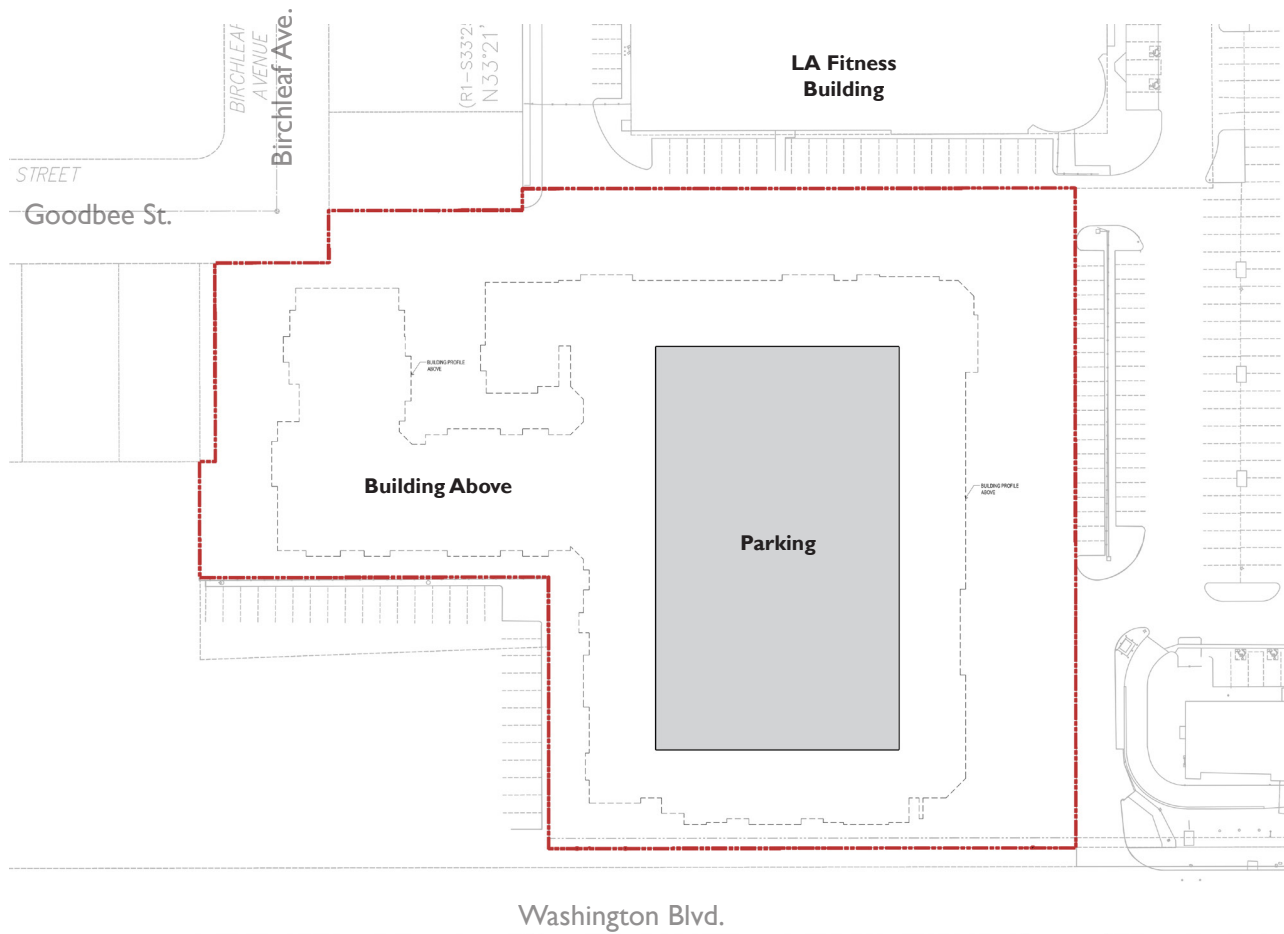
Rooftop Garden Concept Imagery

2.8. PARKING

A significant attribute of the project’s “wrap” building design is that parking will not be visible from the outside. It is essentially covered by the rooftop recreation deck and “wrapped” by apartments and commercial uses on the perimeter. In this configuration, residents will generally be able to make the transition from parked car to front door without having to go up a flight of stairs or take an elevator. There is parking one floor below, and six floors above ground sufficient to self-park on site, without having the visual impact of acres of visible parking lot.

The standards for parking are shown in Table 4-3 in Chapter 4, Development Standards. A parking analysis which informed the standards appears in the Appendix. Additional support for the parking standards may be found in the Project traffic study in the technical appendices of the Mitigated Negative Declaration CEQA document. This traffic study was also reviewed by, and provided to the city under separate cover.

To facilitate the transition to the use of electric vehicles, the parking spaces that are required by California law (47) to be “EV Ready” (wiring infrastructure in place to each parking space) will be upgraded to “EV Installed” (ready to charge a vehicle). The remaining spaces, all of which have no charging requirement, will be upgraded to EV Ready. Both of these upgrades will be installed voluntarily by the developer to facilitate the transition to, and adoption of electric vehicles.



- Legend**
- Property Boundary
 - Parking
 - Building Footprint

EXHIBIT I-I. SITE USE CONCEPT - SUBTERRANEAN LEVEL I

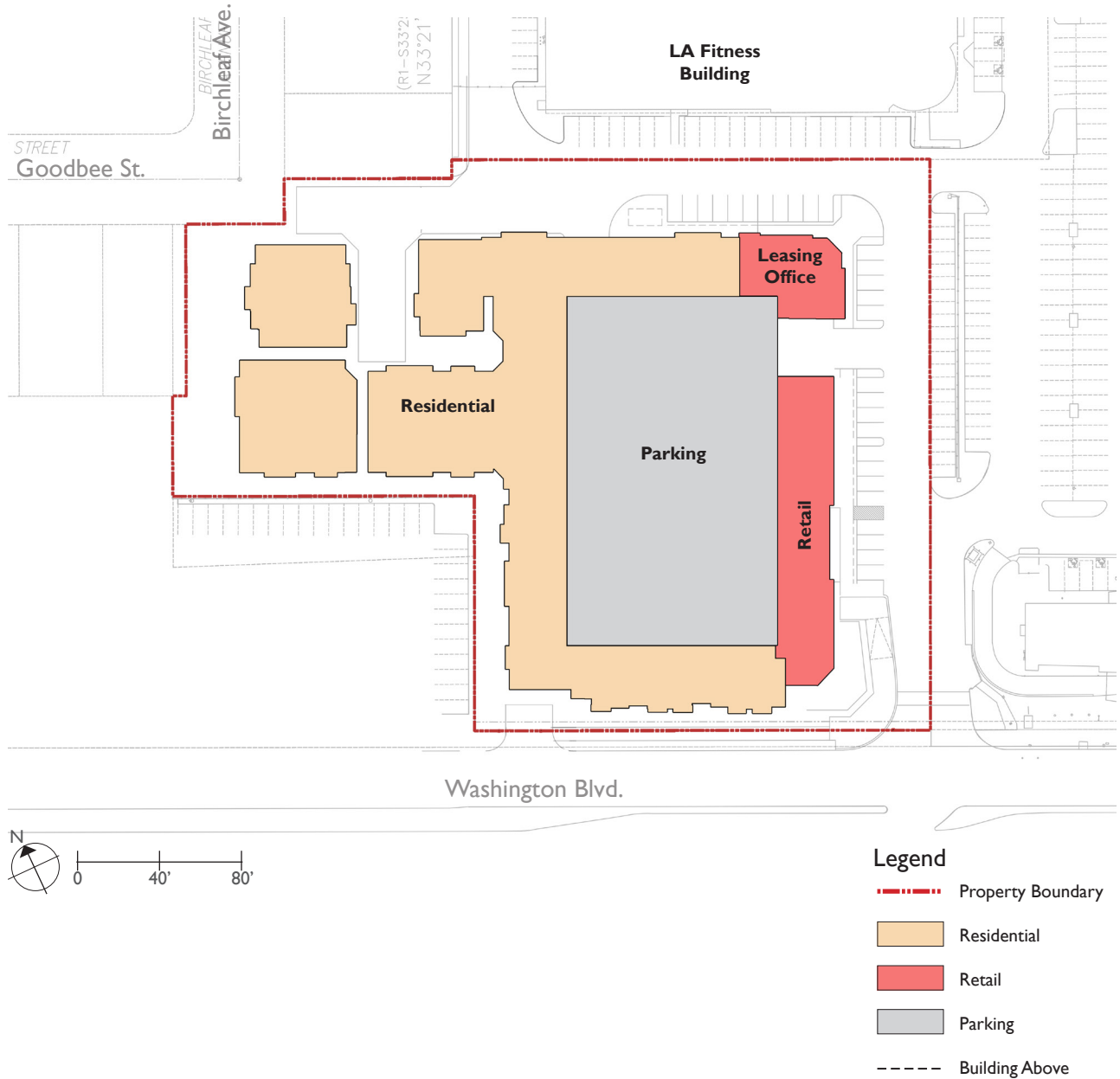


EXHIBIT I-2. SITE USE CONCEPT - GROUND FLOOR

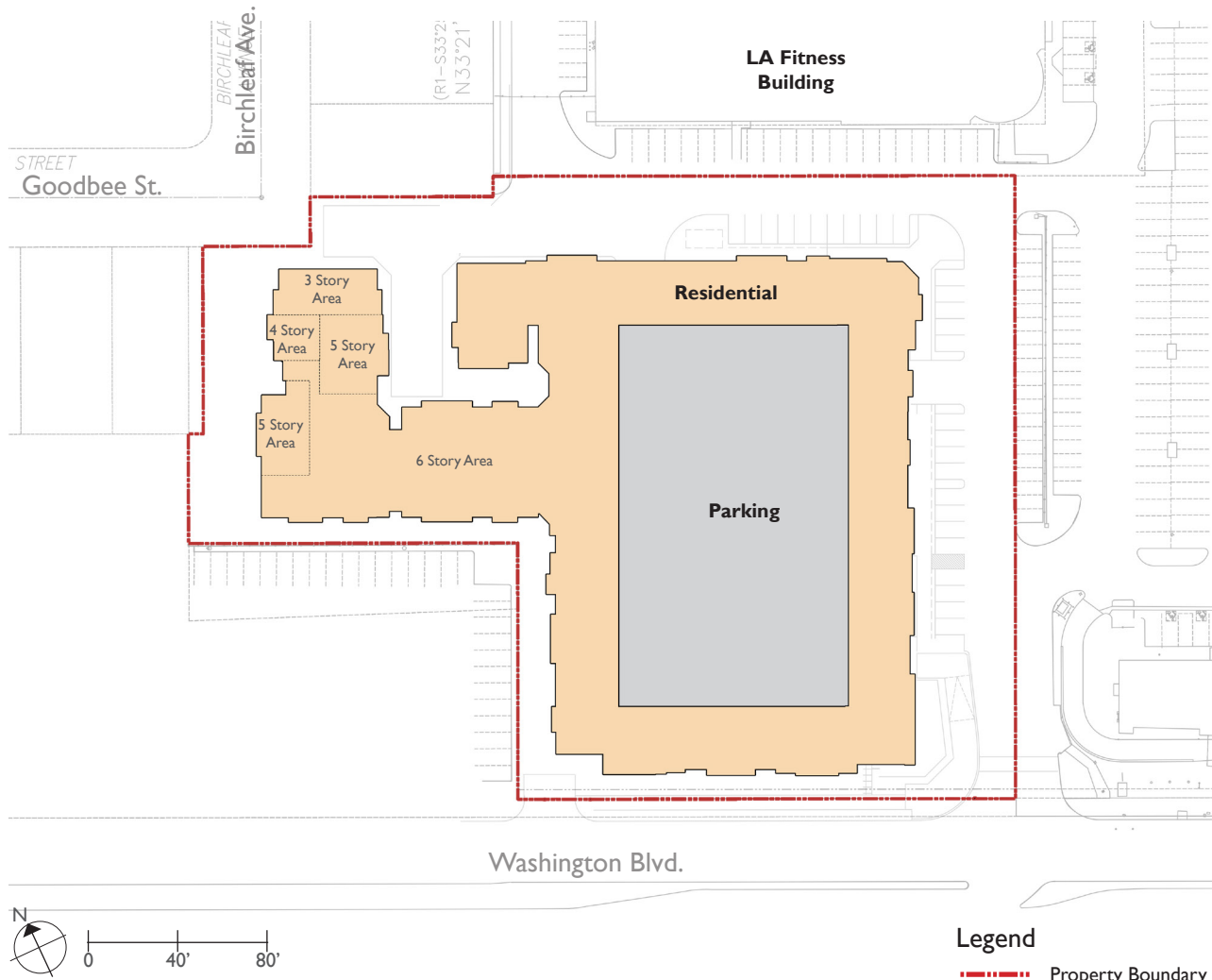


EXHIBIT I-3. SITE USE CONCEPT - FLOORS 2-6

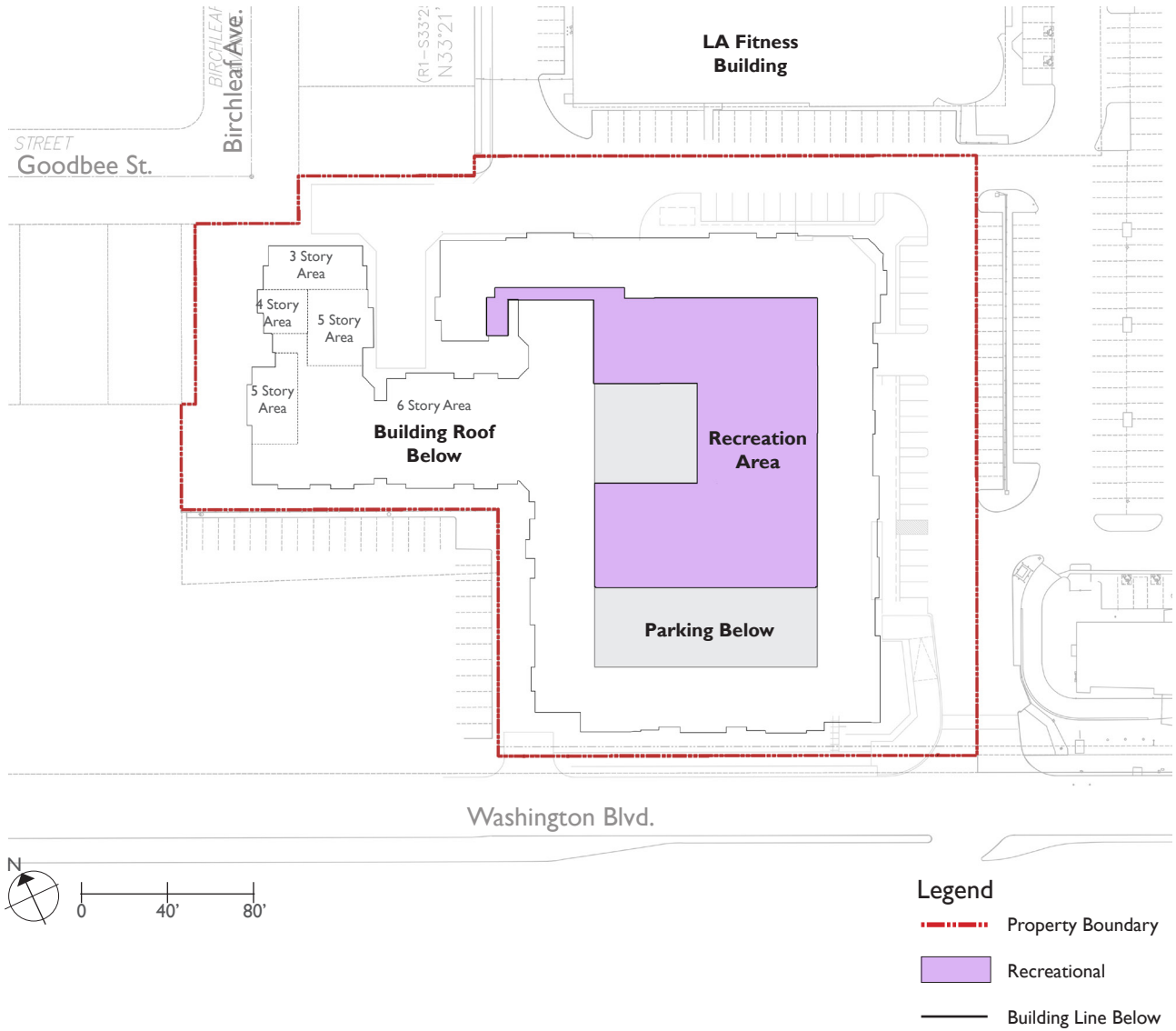


EXHIBIT I-4. SITE USE CONCEPT - ROOFTOP



- Legend**
- Property Boundary
 - Building Footprint
 - Common/Public Open Areas
 - Resident Ground Floor Open Areas
 - Resident Rooftop Recreation Areas

EXHIBIT I-5. OPEN SPACE CONCEPT



EXHIBIT I-6. ROOFTOP RECREATION CONCEPT



Rooftop Recreation Concept Imagery

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CHAPTER 3: INFRASTRUCTURE AND SERVICES

3.1. TRANSPORTATION PLANNING

The project is consistent with the transportation planning concepts of Transportation Demand Management as defined by Los Angeles County Planning and Zoning, First and Last Mile, and Metro 10-Points per the Los Angeles County Metropolitan Transportation Authority. Dense development in an urban location with proximity to public transportation and retail/commercial services, provides ideal conditions for the application of the following planning principles.

3.1.1 TRANSPORTATION DEMAND MANAGEMENT

- Development is compact, walkable, and transit oriented
- The 15% less than average per capita VMT can be achieved is by allowing more people to live in a mixed use, urban infill environment with transportation choices.
- Due to the urban location, the project will be accessible by multiple modes of transport including bus, automobile, pedestrian, and bicycle with the hope for future implementation of a Metro L Line (Gold Line) rail station at Rosemead and Washington with the proposed Gold Line extension.
- Development adjacent to existing transportation infrastructure and commercial services to minimize the need for vehicle trips and to minimize the distance of vehicle trips for those trips that require an automobile.

The site is adjacent to public transit such as the Montebello Bus line #50 along Washington Boulevard, LA Metro bus line #266 on Rosemead Boulevard, as well as the proposed Rosemead Blvd. Transit Station and Gold Line Extension Alternative. The project also provides short-term and long-term bicycle parking for both commercial customers and residents.

3.1.2 FIRST AND LAST MILE

- The Project promotes efficient land use patterns and compact development by increasing housing densities within mixed use settings near transit, commercial services, employment opportunities, and regional transportation infrastructure thereby reducing greenhouse gas emissions.
- Due to the urban location, the project will be accessible by multiple modes of transport including bus, automobile, pedestrian, and bicycle with the hope for future implementation of a Metro L Line (Gold Line) rail station at Rosemead and Washington with the proposed Gold Line extension.

3.1.3 METRO 10-POINTS¹

Proximity of this compact and dense infill project to multi-modal transport as well as options of biking and walking for residents and tenants provide physical design features that support the policies of the Los Angeles County Metropolitan Transportation Authority as listed below:

1. Compact Design

Compact design, or density, refers to the number of people, homes, or jobs per unit of area. Higher density, especially within a quarter or half mile of a transit facility, can impact travel behavior by providing more opportunities to live in close proximity to transit. These residents have improved mobility choices, and if mixed-use is combined with greater density, they also benefit from reduced travel distances for daily activities and decreased reliance on the automobile. Compact design is also associated with other common characteristics of transit supportive development, including regional accessibility, land use mix, and more transportation options.

¹ <https://www.metro.net/projects/tod-toolkit/characteristics/>



Legend






-  Proposed Gold Line Extension Station (Precise Location TBD)
-  Existing Bus Routes
-  Direction/Distance to Existing Rail
-  Direction/Distance to Proposed Rail
-  Bus Stop

EXHIBIT I-I. TRANSIT ACCESS

2. Complete Neighborhoods

Complete neighborhoods refer to places where people have safe and convenient access to goods and services. Complete neighborhoods include a variety of housing options, retail and commercial services, and community services. Complete neighborhoods bring land uses and amenities closer together, reduce travel distances, and allow for more non-automobile trips. As with Compact Development, the common practice is that the greatest area of impact for Complete Neighborhoods is within a half mile of fixed guideway transit facilities, such as rail, and a quarter mile of major bus facilities.

3. Street and Network Connectivity

Well-connected streets and non-automobile networks bring destinations closer together, reduce travel distances, and improve pedestrian and bicycle access to adjacent areas and uses. Poorly connected street and non-automobile networks with cul-de-sacs, frequent dead ends, and difficult-to-cross streets provide less accessibility than a well-connected network. Street connectivity is measured by the number of intersections per square mile, portion of four-way stops, percentage of cul-de-sacs, path directness, or road density, among other measures.

4. Site Layout, Parking Layout and Building Design

Placing buildings towards the edges of streets and public spaces helps to create walkable urban environments. Buildings placed near the edge of sidewalks help provide a sense of definition to streets and also emphasize the pedestrian access compared to locations where parking is located between the sidewalk and the building. Placing buildings behind parking lots isolates pedestrians from activities and uses, requires them to walk greater distances, and exposes them to more vehicular traffic. Curb-cuts, driveways, and service entrances and load areas further disrupt pedestrian access.

5. Affordable Housing

Low-income residents, including seniors, often have some of the lowest rates of car ownership and highest rates of transit ridership. Adding new affordable housing near transit can improve access to employment, health care, and education opportunities and reduce commuting cost for low-income families, while creating a more efficient transit system. Housing is considered affordable when it costs no more than 30% of the monthly household income. Designated affordable housing generally serves households earning less than 60% of the area median income. If economic conditions are right, transit investment may increase property values around the stations, which in turn creates a need to preserve existing affordable housing near transit. Challenges may include pressure to convert affordable units to market rate, loss of housing stock, and population displacement. The Mercury has voluntarily committed to 5% affordable housing within the building for Moderate Income residents as defined by the state.

6. Commercial Stabilization, Business Retention and Expansion

Increased property values near transit stations may put cost pressures on existing businesses by attracting new retailers and jobs that compete with existing neighborhood businesses. Commercial stabilization measures can help protect and encourage existing small, local businesses that serve the needs of neighborhood residents. These businesses may benefit from an increase in pedestrian activity and transit riders, while providing the goods and services needed by riders and reducing the need for additional auto trips.

7. Transit prioritization, Accessibility and Area Design

Prioritizing transit and active transportation as the first and highest priority of a circulation network may result in increased transit service, through better travel times and speeds, which can result in significant transit ridership improvements. Transit-first policies prioritize transit and non-motorized transportation modes and can be used to support decision-making related to sustainable transportation. Policies can be used during development review, allocation of right-of-way, and planning and design efforts to ensure the expedited movement of transit vehicles and to improve the safety of pedestrians and cyclists accessing transit stops. Transit accessibility refers to the ease of accessing that service by vehicle, walking, biking, or transit. Accessibility is a measure that considers both transportation and land use.

8. Parking Management

Parking management affects the relative supply, price, and regulation of parking facilities within an area. Efficient parking management can reduce the parking supply needed, allowing an increase in land use intensity, mix of uses, wider sidewalks, and bike networks. Parking management strategies may also reduce vehicle ownership and use.

9. Transportation Demand Management

Transportation Demand Management (TDM) refers to various strategies aimed at more efficient use of transportation systems. TDM strategies influence a variety of factors to encourage greater transportation system efficiency, including trip mode, trip timing, travel safety, and trip cost. Benefits of TDM include reduction in road and parking congestion, pollution reduction, increase in transit ridership, and more efficient land use.

10. Pedestrian and Bicycle Circulation

Quality of pedestrian and bicycle circulation conditions affect travel activity including transit ridership. Adding pedestrian and bicycle amenities to station areas and connecting those facilities to the surrounding area can create a more accessible transit environment, encouraging new riders.

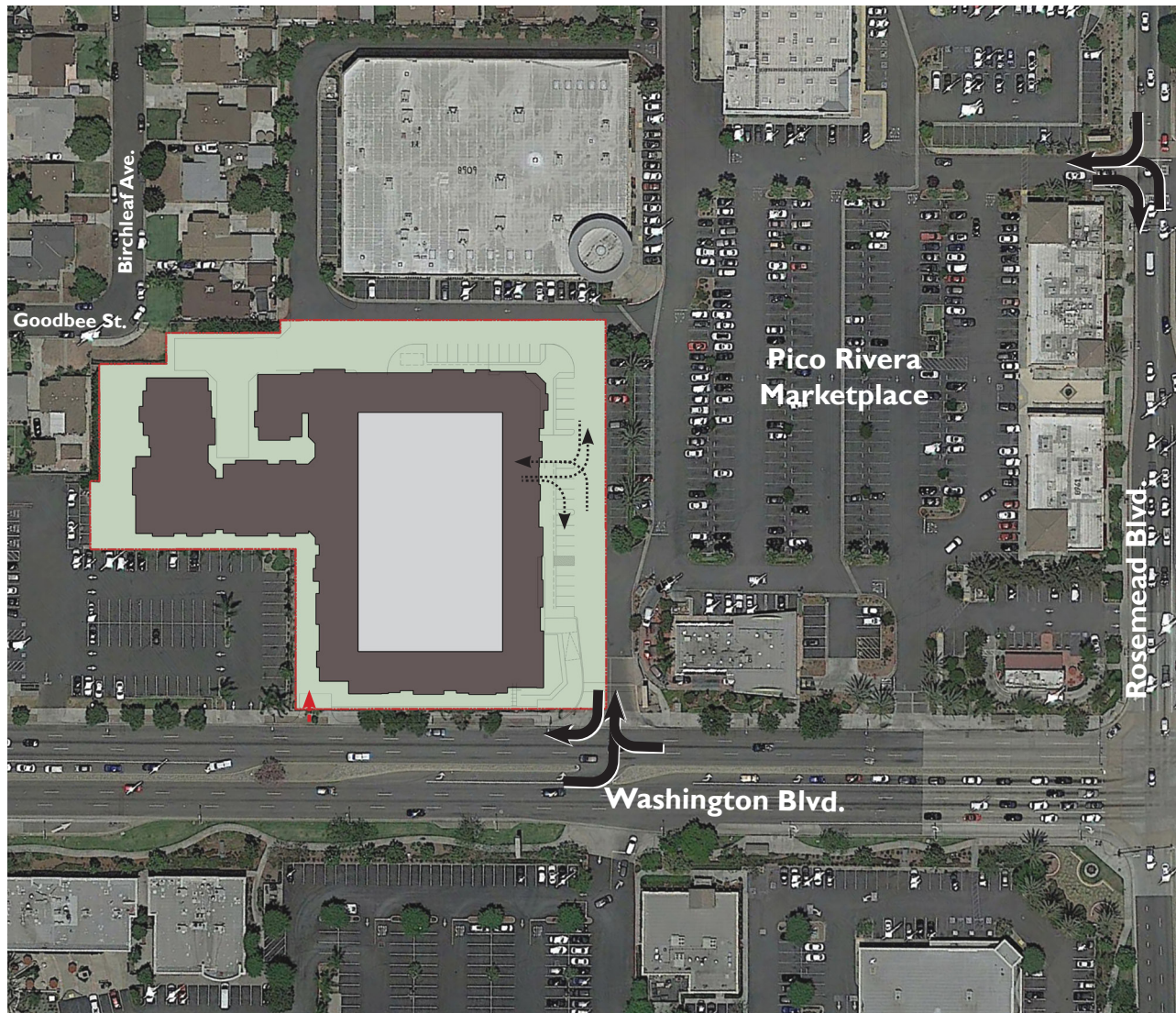
3.2. CIRCULATION AND ACCESS

Due to the urban location, the project will be accessible by multiple modes of transport including bus, automobile, pedestrian and bicycle with the hope for future implementation of a Metro L Line (Gold Line) rail station at Rosemead and Washington with the proposed Gold Line extension. Circulation as it relates to fire access is also discussed in this section.

3.2.1 VEHICULAR ACCESS

Primary vehicular access will be from Washington Boulevard as shown in Exhibit 3-2. Ingress will be via an existing left turn pocket on Washington Boulevard eastbound and existing right turn from Washington Boulevard westbound.

Egress will be via right turn out on to Washington Boulevard utilizing the aforementioned existing driveway access. A second point of ingress exists from southbound Rosemead north of Washington via a right turn and from northbound Rosemead north of Washington via an existing signalized left turn. This second point however requires passage through the Pico Rivera Marketplace parking lot. Egress onto Rosemead is left or right via this same signalized intersection. Vehicular Access to the project is shown in Exhibit 3-2, Vehicular Access.



Legend

- - - - - Property Boundary
- Building Footprint
- ← Existing & Proposed Commercial Center Access
- - - - - Existing Site Access
(Proposed for Emergency Vehicles Only)
- ← Garage Access

EXHIBIT I-2. VEHICULAR ACCESS

3.2.2 PEDESTRIAN AND BICYCLE ACCESS

The project site has excellent pedestrian access due to the retail and service establishments that will be on the ground level of the project, within the existing adjacent commercial center and extensive commercial services across Rosemead and Washington Boulevards. There is also excellent pedestrian connections to bus services on Rosemead and Washington Boulevards as well as to the Rosemead Boulevard Station for the proposed Gold Line extension. The developer will be providing long and short term bicycle parking for both the commercial and residential components to facilitate the use of alternative transportation.

Bicycle access to and from the site is challenged as Rosemead only has a proposed Class II Bike Lane (on-road and striped) and Washington only has a proposed Class III Bike Lane (on-road and not striped).

The project site is less than a mile east of the existing Class I Bike Path (separated from roadways, paved and striped) associated with the Rio Hondo River (aka the Lario Bike Trail) and less than a mile west of the Class I Bike Path associated with the San Gabriel River. Both of these Class I Bike Paths can be accessed via Washington Boulevard (on road) or the adjacent sidewalks and are Regional Trails. The Lario Bike Trail is the longest bike trail in the LA River Watershed and the San Gabriel River Trail runs 30+ miles from the mountains to the sea. Pedestrian Access is shown in Exhibit 3-3 Pedestrian Access to Project Site and Exhibit 3-4 Pedestrian & Bike Access within Project Site.

3.2.3 FIRE ACCESS

Fire emergency services will be provided by Los Angeles County Fire Department. Within the project site, vehicular circulation would be accommodated by a drive aisle which is adjacent to the east and north sides of the proposed building. The drive aisle would be no less than 28 feet wide in order to accommodate Fire Department access to the project site. Emergency access to serve the building per Department requirements are shown on Exhibit 3-5, Fire Access.

3.2.4 TRANSIT ACCESS

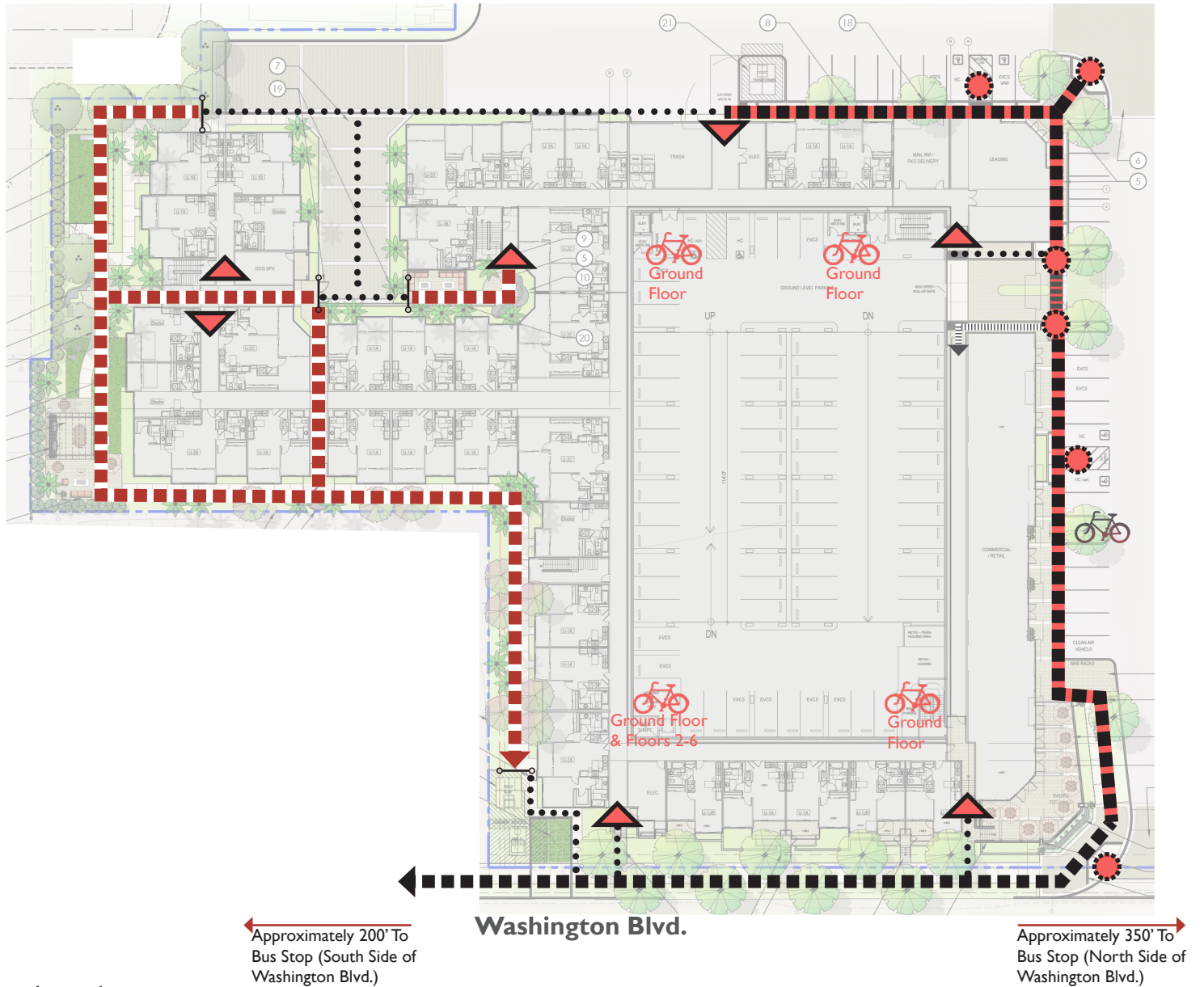
There are existing connections to bus services on Rosemead and Washington Boulevards as well as to the planned Rosemead Boulevard Station of the proposed Gold Line extension. The Montebello/Commerce Metrolink Station is approximately 3 miles northwest connecting downtown LA and Riverside County and the Commerce Metrolink Station is approximately 3 miles west connecting downtown LA and Orange County. The proposed California High Speed Rail line is approximately 1 mile south on Slauson. Transit Access is shown in Exhibit 3-1, Transit Access.



Legend

- ● ● ● Off-site Pedestrian Path
- ■ ■ ■ On-site Pedestrian Path
- ⊗ Handicap Accessible Ramp
- ↔ Signalized Crosswalk
- 🚌 Bus Stop

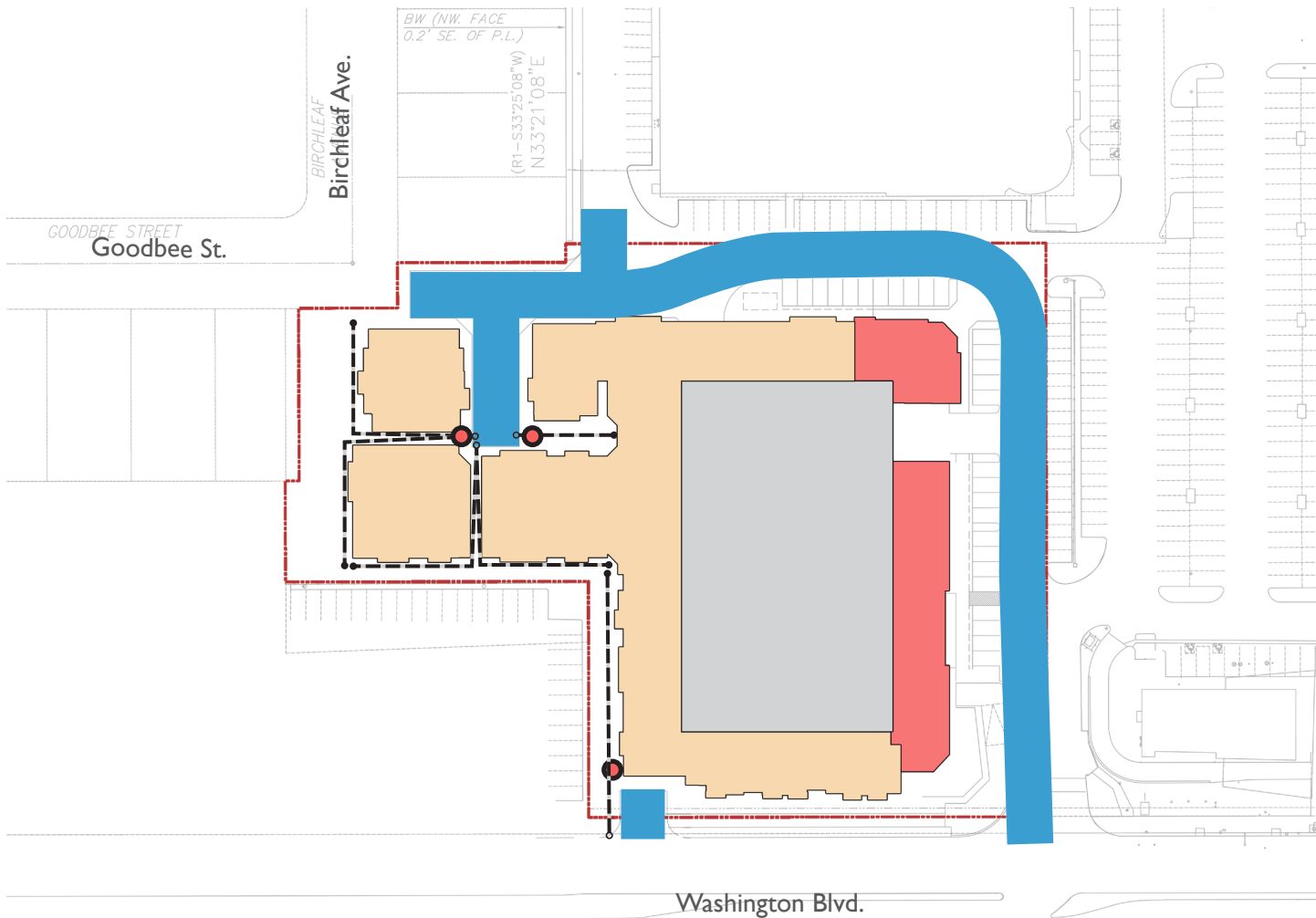
EXHIBIT I-3. PEDESTRIAN ACCESS TO PROJECT SITE



Legend

- ■ ■ ■ Public Pedestrian Path
- ■ ■ ■ Enhanced Pedestrian Path at Retail Frontage
- ▨ ▨ ▨ ▨ Crosswalk
- ■ ■ ■ On-site Secured Pedestrian Path
- • • • Pedestrian Connection to Gate
- Fire Access Gate
- — Pedestrian Access Gate
- Handicap Accessible Ramp
- ▲ Building Resident Entry
- ◀ ▨ ▨ ▨ ▨ Retail Service Corridor Access
- 🚲 Resident Bike Parking at Various Garage Levels
- 🚲 Public Bike Parking

EXHIBIT I-4. PEDESTRIAN & BIKE ACCESS WITHIN PROJECT SITE



Legend




-  Fire Lane
-  Max. 150' Hose Pull Distance
-  Knox Box

EXHIBIT I-5. FIRE ACCESS

3.3. INFRASTRUCTURE PLAN

For successful integration of the project into the existing urban environment, the following utilities are planned as described below for wet utilities (water, sewer, and stormwater), dry utilities (electricity and gas) as well as solid waste and telecom/cable.

3.3.1 DOMESTIC/POTABLE WATER

The existing water system consists of an 8-inch steel water line along the north side of Washington Boulevard, and this line provides the existing domestic water and fire water connections to the existing site. The portions of the existing domestic and fire lines that interfere with the proposed construction will be removed and/or relocated as required. There is an existing 8-inch water line that connects to Washington and extends throughout the existing retail center parking lot area providing fire water service for the existing property. This fire line exists within the existing parking lot drive aisle on the east and north sides of the property, and this line and fire hydrants will continue to provide fire service to the project. There is also an existing 17-inch water line on the south side of Washington Boulevard that will not be used for this project. There are existing fire hydrants on Washington Boulevard and within the private retail center property that will be utilized for this project.

The proposed project will provide water connections to the existing 8-inch water line in Washington Boulevard. We are anticipating that the existing domestic and fire points of connection may be utilized for these services, but additional points of connection could be provided along the existing 8-inch water line as required to meet the project design. A new water meter and back-flow will be installed to meet the project demands and a new fire double detector check valve will be installed for the fire line service. In conjunction with the existing site fire hydrants, additional new hydrants will be installed from the existing public line on Washington Boulevard as well as from the fire line within the retail property. Water meter and fire services sizing will be dictated by the project demands as provided by the building plumbing design. For graphic depiction, please see Exhibit 3-6, Domestic Water.

3.3.2 SEWER

The existing sewer system consists of an 8-inch VCP sewer line within Goodbee Street that extends west into and through the project site within an existing 15' wide sewer easement. The location of this existing sewer is within the northwest corner of the site and continues to run along the northern boundary of the property within the shared parking lot area with the adjacent property. The existing property is served by a sewer lateral that connects to an existing manhole within the sewer easement along that existing 8-inch sewer. The portions of the existing sewer lateral will be removed that interfere with the new project construction. The existing lateral may be utilized as the sewer point of connection for the proposed project as well, and existing lateral size and elevations will need to be verified in the field.

The proposed project will provide sewer connections to the existing 8-inch line in the northwest corner of the property and/or along the sewer line along the north boundary of the site. The existing sewer lateral extending from the manhole to the property will be the primary point of connection and the size of the existing line will need to be field verified for use. It will remain and/or be up-sized to accommodate the project sewer flows. Based on the proposed subterranean portions of the project, and the relatively shallow depths of the existing sewer, it would be assumed that a sewer pump and force main system would be needed for any of the subterranean portions of the project while the above grade portions would be gravity flow. Sewer lateral sizes will be dictated by the project demand as provided by the building plumbing design. For graphic depiction, please see Exhibit 3-7, Sewer.

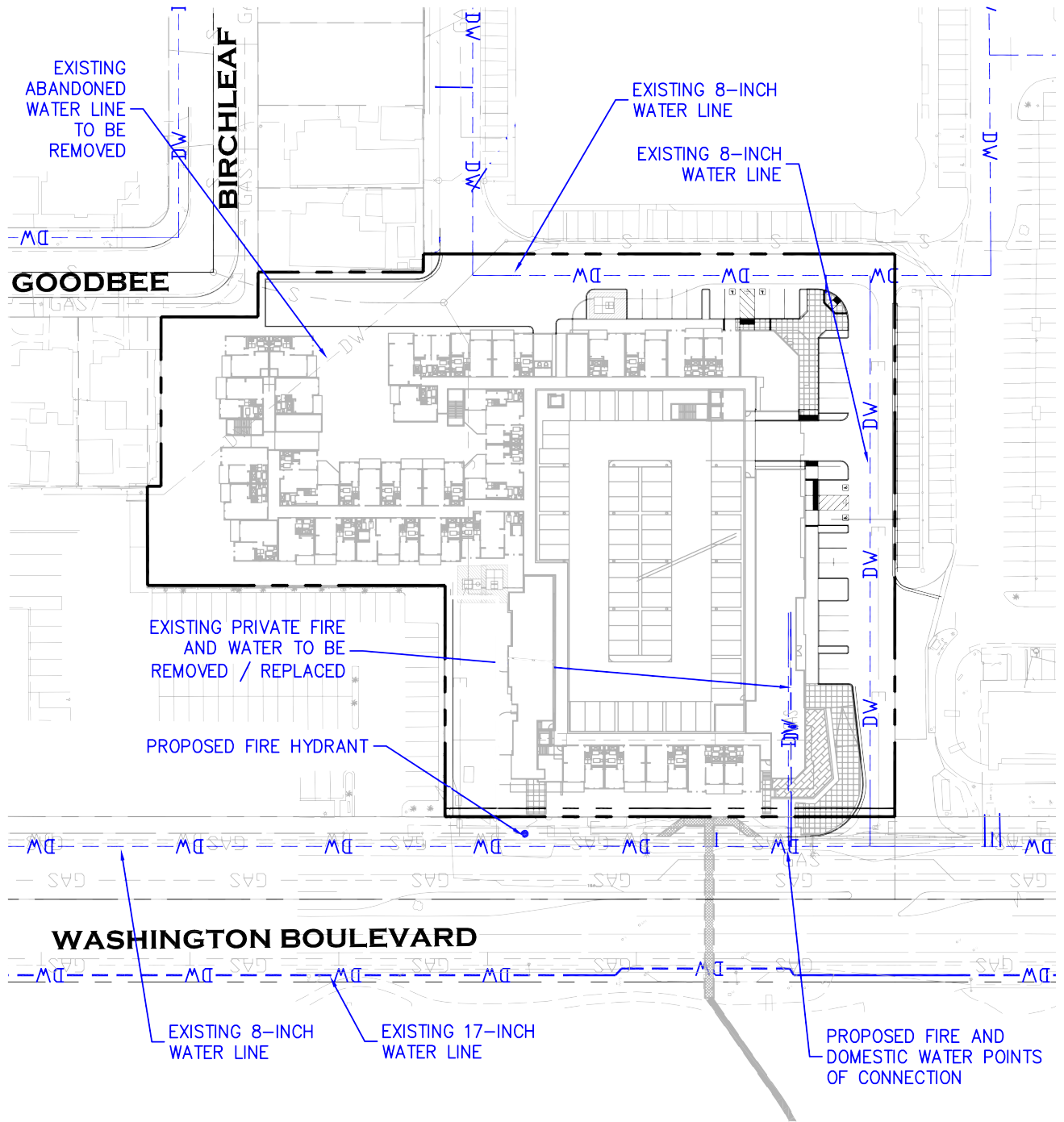


EXHIBIT I-6. DOMESTIC WATER

3.3.3 STORMWATER

The existing storm drain system consists of a parkway culvert storm drain system on the north side of Washington Boulevard that collects existing street drainage flows from Washington Boulevards as well as surface flows from the project and adjacent retail property sites, and tributary existing residential to the north. This water is collected via surface gutter flows that are directed to the low point in Washington Boulevard where the flows enter the parkway culvert system from both the west and east directions and are combined together before flowing south within an existing storm drain culvert that flows south beneath Washington boulevard before discharging into an existing 48-inch storm drain line south of Washington Boulevard that extends through the project site within an existing public storm drain easement. There are currently no existing detention/retention systems or water quality treatment systems that exist on the property. Existing site flows as well as combined flows with the adjacent retail center utilize surface sheet flow drainage that conveys existing storm drainage to that existing culvert crossing on Washington that exists right in front of the project site at the low point in the street.

The proposed storm drain system will collect, treat and convey for discharge back into the existing storm drain system in Washington Boulevard that matches the existing hydrology for the site. The proposed site will collect all on-site drainage within underground storm drain systems that will convey the drainage to proposed retention and/or water quality treatment system(s) for infiltration and/or water quality treatment of water quality before discharging back to the public system. This proposed water quality system may include infiltration as allowed by the geotechnical report and bio-filtration systems that filter the water through special soil media. Proprietary systems like a Modular Wetlands or Filterra may be used for the treatment. Any off-site surface flows that may enter the site will be bypassed through the proposed storm drain system or will sheet flow to existing cross gutters and will not have to be considered for volume mitigation or water quality treatment. The treatment system(s) will be sized accordingly to meet County LID requirements. Based on the available space for the project, we do not anticipate any open retention or detention basins and any required systems would be provided with underground storage systems. For graphic depiction, please see Exhibit 3-8, Stormwater.

3.3.4 DRY UTILITIES

The previously existing building was provided electrical service and telecommunications services via overhead lines and on-site transformers which were removed for construction. The proposed project will require an Edison primary feed to multiple transformers based on electrical load estimates. This new electrical service will be underground and connect from an existing feed point located in Washington Street. SoCalGas and all-new communication services will run in a joint trench where possible and all services are to be underground as shown in Exhibit 3-9 Dry Utilities.

3.3.5 SOLID WASTE

Solid waste collection service will be contracted by the developer/owner-operator with a private waste hauler that meets State standards for recycling. Collection schedule will be determined based on the needs. Residential access to trash and recycling chutes will be located on all floors and terminate at ground floor trash room. At ground level there will be separate trash holding area for commercial tenants, that will be transferred to the main trash room and compacted for pick up. For the location of the pickup area, see Exhibit 3-10 Trash & Recycling Concept.

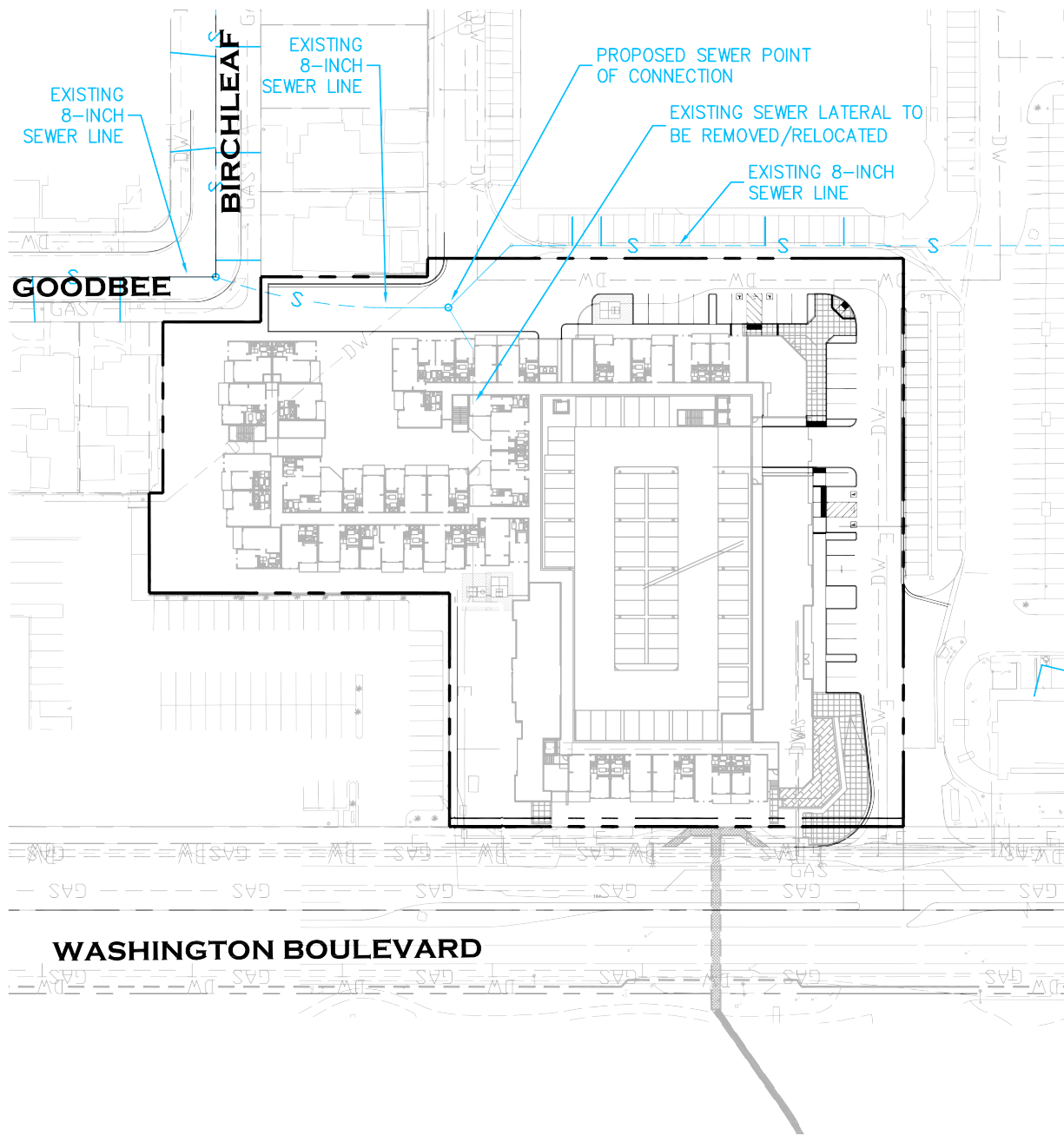


EXHIBIT I-7. SEWER

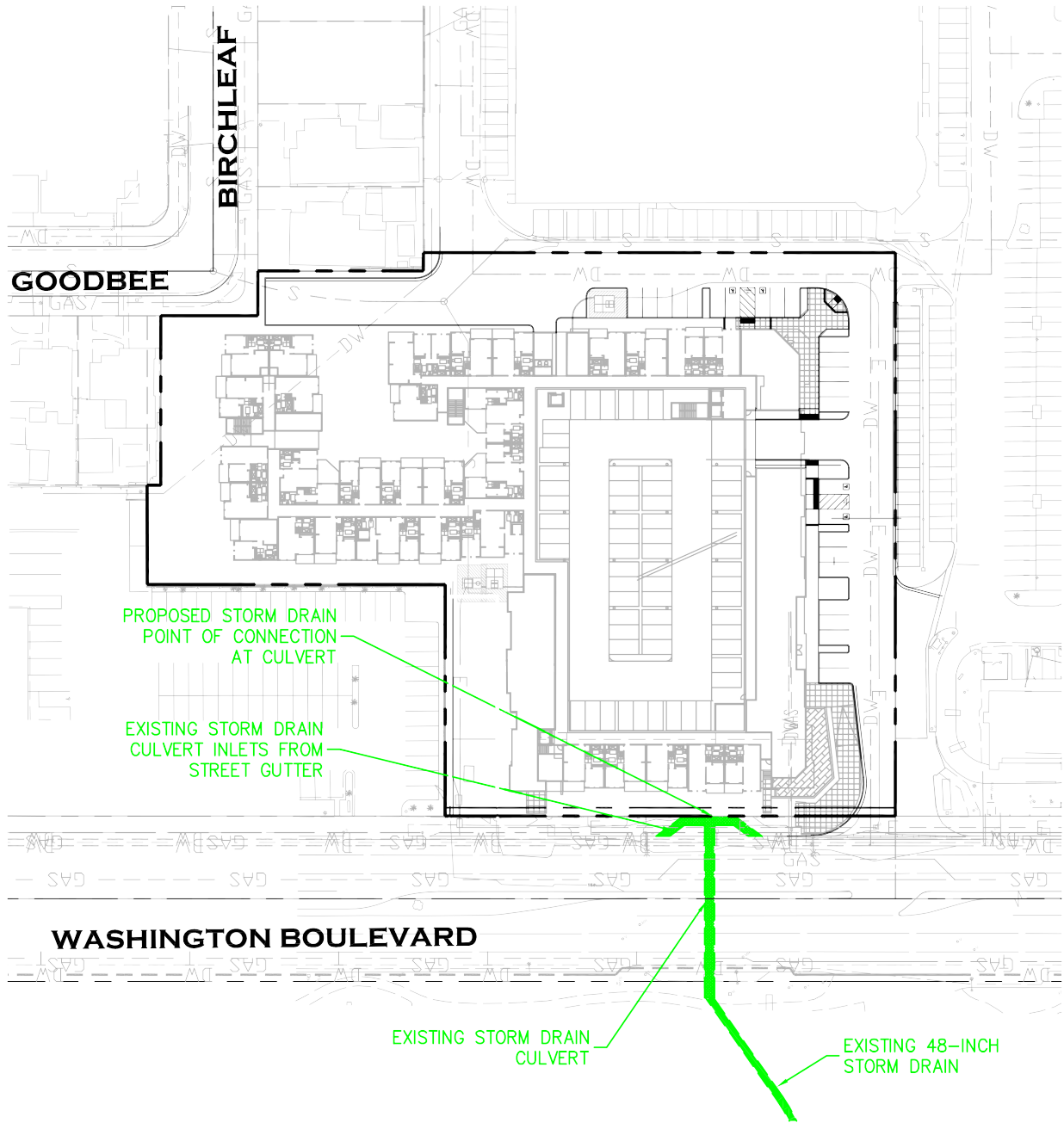


EXHIBIT I-8. STORMWATER

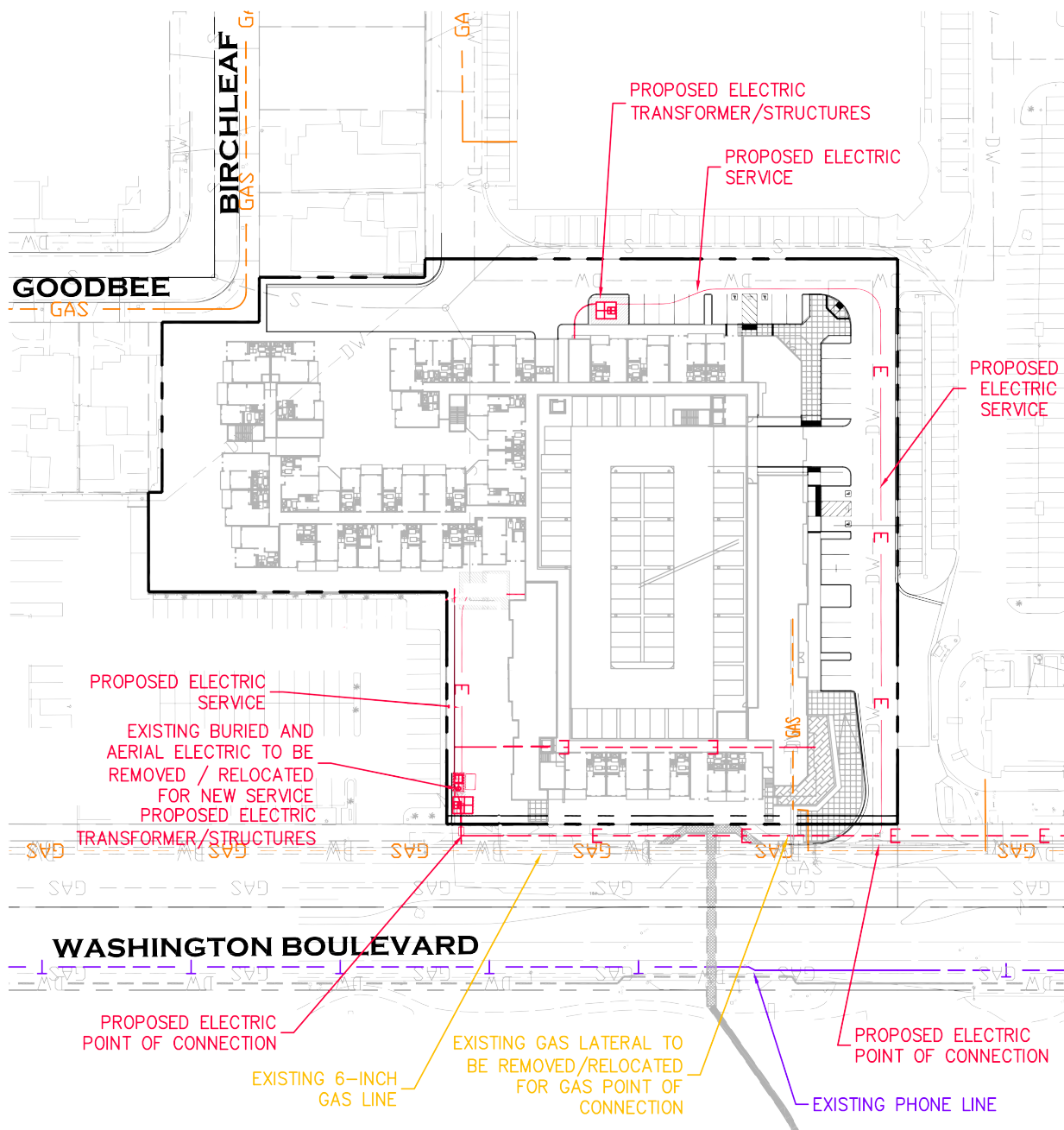


EXHIBIT I-9. DRY UTILITIES

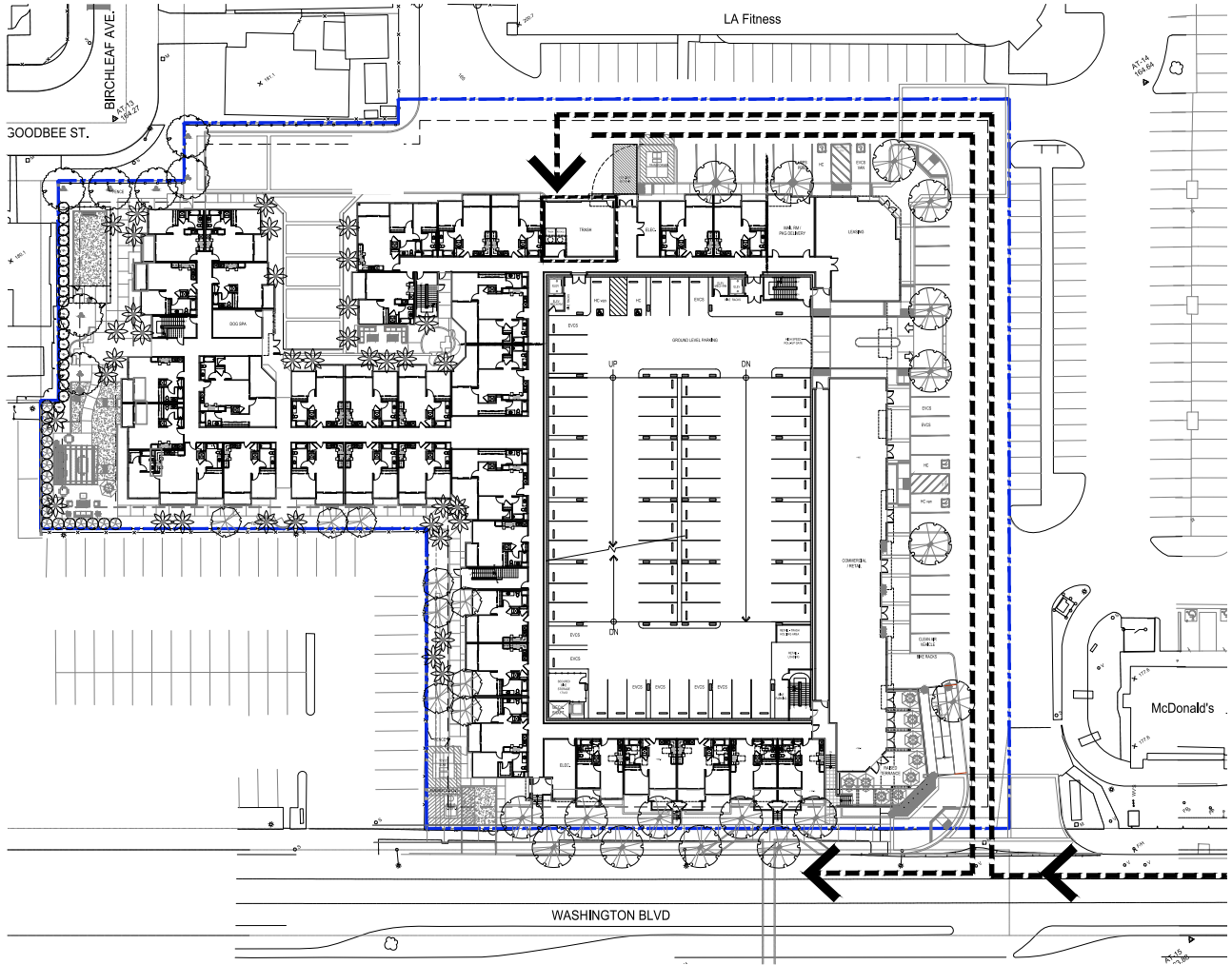


EXHIBIT I-10. TRASH & RECYCLING CONCEPT

3.4. COMMUNITY SERVICES

3.4.1 SCHOOLS

The project site is within the boundaries of the El Rancho Unified School District (ERUSD) and within the attendance areas of the following ERUSD schools

- Rio Vista Elementary School: Grades K-5 approximately 1/2 mile to the north,
- Rivera Middle School: Grades 6-8 approximately 1/2 mile to the southeast,
- El Rancho High School: Grades 9-12 approximately 1/2 mile to the east,
- Ruben Salazar High School, approximately 1/2 mile to the northeast is the continuation high school for the El Rancho Unified School District.

3.4.2 FIRE

Emergency services will be provided by Los Angeles County Fire Department.

3.4.3 POLICE

Police services will be provided by Los Angeles County Sheriff's Department.

3.4.4 LIBRARY

Library services are provided by Los Angeles County Library system.

3.4.5 OTHER PUBLIC FACILITIES

Other Public Facilities and services, including the Aquatic Center, Senior Center and Youth Center are provided by City of Pico Rivera.

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CHAPTER 4: DEVELOPMENT STANDARDS

4.1. INTRODUCTION

Development standards provide the zoning, or regulations for the project while the design guidelines provide design guidance to the project. It is important to make a clear distinction between the two. Development standards are generally quantitative in nature, objective, measurable and use the word shall. Design guidelines are generally qualitative in nature, subjective and use the word should,

4.2. DEVELOPMENT STANDARDS

4.2.1 SITE DEVELOPMENT

Development capacity shall not exceed:

- 255 dwelling units
- 5,730 square feet of retail as defined in the ground floor use concept plan (this is exclusive of an approximate 1,750 s.f. ground floor lobby and leasing office area). A minimum of 4,785 square feet of retail shall be provided.

Building height shall not exceed:

- 70' (floors 1-6, excluding roof parapet). Rooftop elements such as recreation facilities and infrastructure are allowed up to an additional 11'1" excluding roof parapet or screening of rooftop mechanical equipment.
- Building setbacks are shown below in Table 4-1, Building Setbacks, Exhibit 4-1, Building Setbacks (Plan View) and Exhibits 4-2 to 4-9 (Section Views).

To provide a transition to the existing single-family residential neighborhood to the northwest, a reduction in building massing and activity at this residential interface has been accomplished through:

- Reducing the building height to three stories/36 feet at the residential interface then stepping up to four, five and finally six stories,
- Reducing the horizontal and vertical mass of the building at this interface (at ground and upper levels),
- Locating rooftop recreation facilities to the southeast corner, away from the residential interface.

Setbacks to Property Boundary (Clockwise from Washington Blvd.)	Minimum Setback
South 1 (Residential/Retail to Washington Blvd. P/L)	10'
Southwest (Residential to Existing Commercial P/L)	15'
South 2 (Residential to Existing Commercial P/L)	10'
West 1 (Residential to Existing Commercial P/L)	35'
West 2 (Residential to Existing Residential P/L)	30'
North 1 (Residential to Wall at Goodbee)	10'
North 2 (Residential to Existing Residential P/L)	35'
North 3 (Residential to Existing Commercial P/L)	40'
East (Retail to Existing Commercial P/L incl. Plaza, Parking & Drive Aisle)	50'

TABLE 4-1. BUILDING SETBACKS

Allowable projections into setbacks:

- Architectural projections and overhangs may encroach in to setback up to a maximum of 3 feet.
- Minimum vertical clearance for ground level awnings and canopies shall be 8 feet if it is removable or retractable and 12 feet if it is fixed or permanent.
- Landscape and hardscape design elements and features such as trees, benches, trellises, fountains, planter boxes, walls and fences. Planters shall be designed to enhance the usable space. Large, tall planters can prevent optimal use of open space by making the space feel crowded. 18” high planters are optimal as edges can be used as seat walls.
- Seating areas for retail customers and the public (East side of building at the retail interface). Ideas for seating include: seat walls, planter ledges, free-standing elements, fountain borders, benches, movable seating, fixed seating and seating steps.

4.2.2 RESIDENTIAL STANDARDS

Minimum dwelling unit size:

- Studio - 525 s.f.
- Jr. 1-Bedroom - 550 s.f.
- 1-Bedroom - 575 s.f.
- 2-Bedroom - 900 s.f.
- 3-Bedroom - 1,500 s.f.

Private Open Space shall be a private balcony or patio, directly accessible to a residential dwelling unit, reserved for the private use of residents of the unit and their guests. Private balconies shall meet the minimum areas as shown in Table 4-2, Open Space Standards.

Common Open Space areas are on the ground floor and rooftop pool/recreation area as shown in Exhibit 2-5, Open Space Concept, Section 2. Land Use.

Private Open Space	
Unit Type	Balcony Area/Unit (in s.f.) Min.
Studio	60
Jr. 1 Bedroom	60
1 Bedroom	70
2 Bedroom	75
3 Bedroom	150
Common Open Space Areas	
	Square Feet
Rooftop Pool/Community Recreation	17,010
Ground Level Open Space (Resident & Public)	28,770

TABLE 4-2. OPEN SPACE STANDARDS



Legend

Property Boundary

Building Footprint

EXHIBIT I-I. BUILDING SETBACKS



EXHIBIT I-2. SOUTH #1 – TO WASHINGTON BOULEVARD



EXHIBIT I-3. SOUTHWEST – TO EXISTING COMMERCIAL PROPERTY LINE



EXHIBIT I-4. SOUTH #2 – TO EXISTING COMMERCIAL PROPERTY LINE

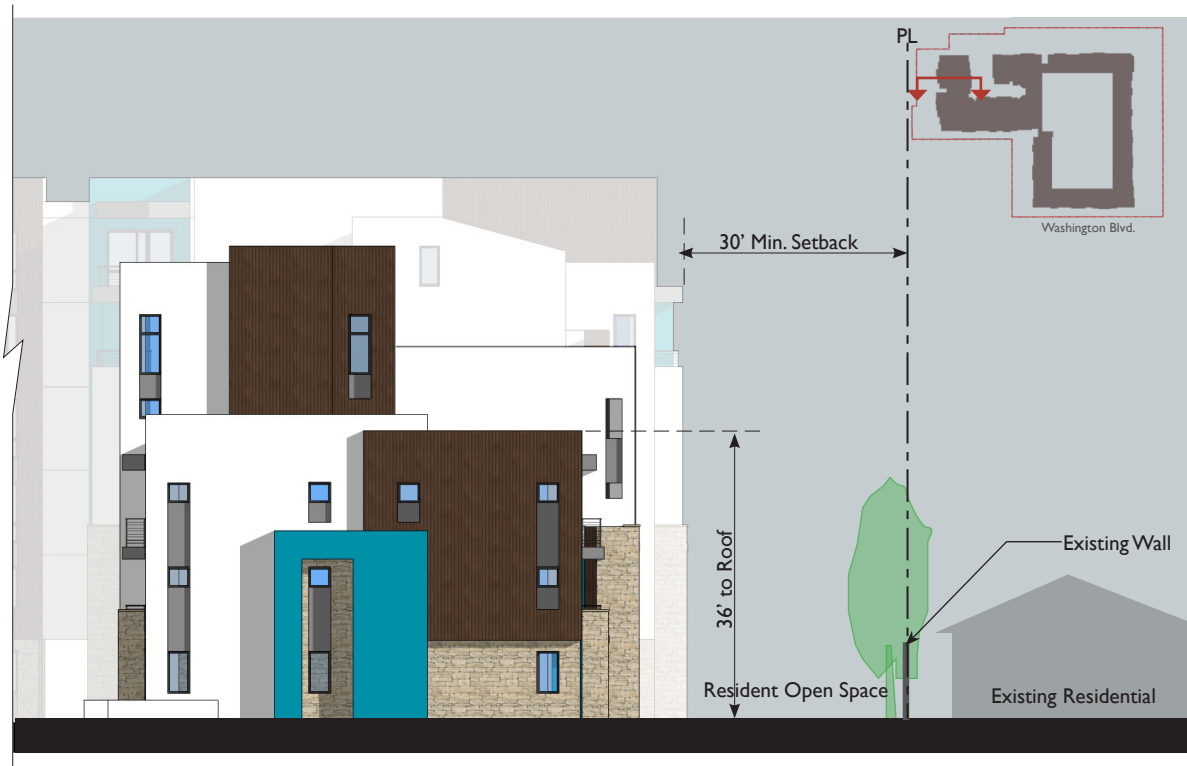


EXHIBIT I-5. WEST – TO EXISTING RESIDENTIAL PROPERTY LINE



EXHIBIT I-6. NORTH #1 – TO WALL AT GOODBEE & BIRCHLEAF



EXHIBIT I-7. NORTH #2 – TO EXISTING RESIDENTIAL PROPERTY LINE

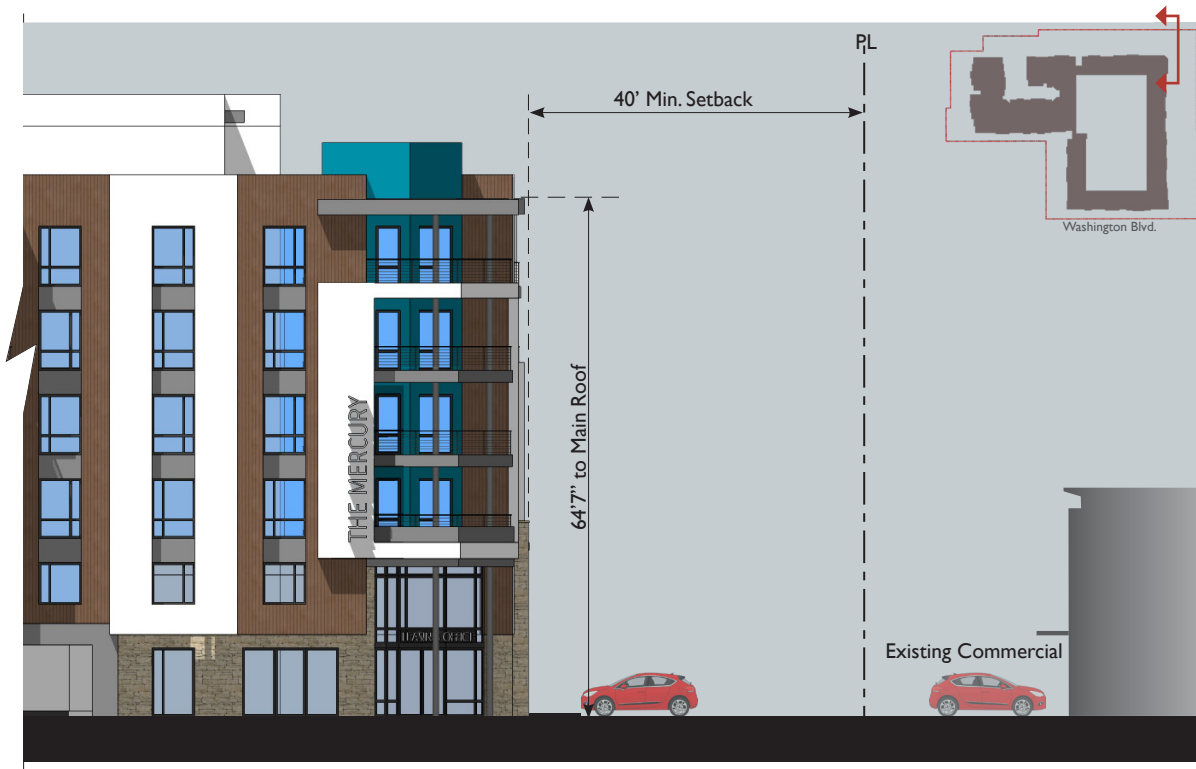


EXHIBIT I-8. NORTH #3 – TO EXISTING COMMERCIAL PROPERTY LINE



EXHIBIT I-9. EAST – TO EXISTING RETAIL PROPERTY LINE

4.2.3 COMMERCIAL STANDARDS

Ground floor retail uses, exclusive of the Lobby/Leasing area, shall be a minimum of 4,785 square feet and may not exceed 5,730 square feet of retail space. The maximum Floor Area Ratio (F.A.R.) shall be 2.2 and the building coverage shall be a maximum of 60% of site area. Canopies, retail related seating and portable signage may extend up to 5 feet beyond the retail facade on the eastern/retail facing edge where space allows such that a 5-foot clear walkway is maintained and pedestrian passage is not impeded. Portable signage may only be placed outside the place of business during business hours. Uses envisioned in the commercial areas are shown in Table 4-4, Land Use Matrix.

4.2.4 SIGN PROGRAM

PURPOSE

This sign program provides regulation for the overall quantity, size, placement and materials of all signs. Any sign that does not conform to this sign program may be allowed by the City Planning and ownership on a case by case basis. Tenants are allowed to use their own corporate fonts, colors and logos on signs. The sign program will be used to inform its patrons of its many retail offerings and locations, provide way finding for guests. The signage criteria has been created for the purpose of ensuring functional and coordinated graphics for tenant identification.

INTENT

The guidelines of the program are designed to complement the architectural elements of the buildings and coordinate the type, placement, and physical dimensions of the signage. Tenants are advised to contact the ownership tenant coordinator with any questions or design specific issues before commencing work on design drawings. Prior to fabrication, tenants are required to submit to the ownership for approval (4) copies of detailed drawings indicating: the location, size, copy layouts, colors, materials, finishes, illumination, and method of attachment. The ownership would serve as the administrator of this sign program and will be the final arbitrator regarding compliance.

APPROVAL AND PERMITTING

This criteria complies with the regulations of the City of Pico Rivera but does not imply automatic approval from any governmental agency. Tenants are solely responsible for obtaining approvals from government agencies and all necessary permits from Pico Rivera at their expense prior to installation.

This program will be strictly enforced. All building signs shall be designed, constructed, installed, and maintained to Tenant's sole expense. All signs shall be designed by professionals (e.g. architects, design firms, or sign manufacture). All nonconforming or unapproved signs must be corrected by the tenant, at tenant's expense. The ownership, ownership's representative, and/or the city of Pico Rivera reserve the right to review the aesthetic design and/or overall quality of all signage.

GENERAL LANDLORD/TENANT REQUIREMENTS:

1. Prior to city submittal or sign fabrication each tenant shall submit to ownership for written approval, fully detailed shop drawings of their proposed sign indicating conformance with the sign criteria herein outlined.
2. The ownership and the city shall determine and approve the availability and position of a tenant name on any ground sign(s).
3. The tenant shall pay for all signs, related materials and installation fees in (Including all inspection

costs).

4. The tenant shall be responsible for fulfillment of all requirements of this sign criteria.
5. It is the responsibility of the tenant's sign company to verify all conduit and transformer locations and service access prior to fabrication.
6. Should a sign be removed, it is the tenant's responsibility to patch and paint all holes to match finish and color of adjacent surfaces.
7. The ownership may, at his sole discretion and at tenant's expense correct, replace, or remove any sign that is installed without written approval and/or is deemed unacceptable pertaining to the sign criteria.
8. If the tenant chooses to change his exterior sign at any time during the term of his/her lease, then the tenant must comply with the requirements set forth herein and any future modifications, revisions or changes which have been made to this sign criteria after the execution of his/her lease agreement. A new permit must be obtained for modification of an approved sign.

DESIGN CRITERIA

1. All signs shown meet or exceed all applicable codes.
2. All signs shall meet all requirements of the state of California and the city of Pico Rivera.
3. Tenant is allowed a maximum square footage of 20 sq.ft. per location.
4. Letter height not to exceed 14" maximum.
5. Logo height not to exceed 14".
6. Letters and logos are 3/4" push through translucent acrylic. Direct to print or a digital print may be mounted for logos and letters.
7. Letters and logos will be lit via existing LED'S with in the structure.
8. Text and design must be approved by ownership.
9. All exposed fasteners are to be painted to match background surface.
10. All raceways, transformers, electrical boxes, wiring, conduit, and access doors shall be concealed from view.
11. All tenant signs attached to building wall or fascia shall be connected to a junction box provided by landlord, with the final electrical hook up and connections by Tenant's sign contractor. All Tenant signs shall be connected to a time clock, within the electrical room, with the hours as determined by the ownership.
12. All penetrations of the building structure by Tenant's sign contract are required for sign installation shall be neatly sealed and water tight.
13. All identification labels shall be concealed, except ones required by code. Underwriters Label is required on all the electrical signage.
14. Sign contractor shall repair any damage to common area property caused by their work. Damage to structure that is not repaired by the sign contractor shall become the Tenant's responsibility to

correct.

15. Tenant shall be fully responsible for the operation of their sign contractor, and shall indemnify, defend, and hold the ownership, ownership's representative, and all parties harmless from damage or liabilities on account there of.
16. Sign surfaces that are intended to be flat shall be without oil canning, or other visual deformities.
17. All exposed welded seams and joints shall be finished smooth.
18. The general location of wall signs shall be centered vertically and horizontally on fascias, unless otherwise specified. Signs shall not cover or interrupt major architectural features unless approved by ownership.
19. All supporting structures and background materials for signs shall be opaque and non reflective.
20. Every part of the light source of any illuminated sign allowed by this signage criteria shall be concealed from the view from vehicular traffic in the public right-of way, and the light shall not travel from the light source directly to vehicular traffic in the public right of way but instead shall be visible only from a reflecting or diffusing surface.

PROHIBITED SIGNS

1. No sign shall be installed, relocated, or maintained so as to prevent entry or exit out of any door. No sign shop shall create a safety hazard by obstructing view of pedestrian and vehicular traffic.
2. No signs shall be located within a required easement, unless an encroachment permit has been authorized by the affected utility.
3. No sign shall obstruct access to fire hydrants, fire department connection, or fire department access roads.
4. Signs on/or affixed two trucks, automobiles, trailers, or other vehicles which advertise, identify, or provide direction to use or activity not related to its lawful making of deliveries or sales of merchandise or rendering of services from such vehicles are prohibited when such vehicles are located on the Shopping Center property.
5. Signs, which audibly advertise, identify, or provide direction to a use or activity are prohibited.
6. It is unlawful for any Tenant to exhibit, post or display or cause to be exhibited, posted or displayed upon any sign, any content of an obscene, indecent, or immoral nature or unlawful activity.
7. Painted wall signs are prohibited.
8. Cabinet wall signs are prohibited, except for logos which shall be constructed in a manner similar to channel letter construction unless approved by the ownership.
9. Permanent advertising devices such as attraction boards, posters, banners, and flags are prohibited, except where approved by the ownership.
10. The use of portable signage such as A-frames, inflatable air dancers, or similar is prohibited.

11. Window signs except where approved by the ownership.
12. All signs prohibited under and subject to the Pico Rivera Ordinance.

ADMINISTRATION

1. The hours per day during which signs can be illuminated shall be determined and controlled by the ownership.
2. The ownership may hire an independent electrical engineer at Tenant's expense to inspect the installation all signs and may require any sign program and or code violations to be corrected at Tenant's expense.
3. The sign contractor shall carry a Worker's Compensation and Public Liability insurance against all damage suffered or performed against any and all persons or property while engaged in the construction or erection of signs in the amount of \$5,000,000 per occurrence prior to commencing signage installation.
4. At the expiration or early termination of Tenant's lease, Tenant shall be required to remove their sign, off electrical connection, patch the fascia, and paint the entire fascia to match the surrounding areas at Tenant's Expense within seven (7) days.
5. Sign contractors shall be advised by the Tenant that no substitutions will be expected whatsoever unless indicated in the specifications and approved by the ownership. Any deviation from the specific patient may result in rejection of the signed by the ownership.
6. Tenant shall maintain their sign in a clean, professional, and functioning matter. Any damage, electrical problems, wear and tear, or other breakage to Tenant signs shall be repaired by tenant within 10 consecutive days from such event.

TEMPORARY SIGNS

SMMC Section 9.61.160 Authorized Temporary Signage in Any Commercial Zone. In any commercial or industrial zone, temporary signage shall be allowed for each and every lot without issuance of a permit and shall not affect the amount or type of signage otherwise allowed by this Code. This signage shall not be restricted by content, but is usually and customarily related to an event such as areal estate sale, construction or remodeling, etc. The signage shall be allowed for each lot as follows:

1. One temporary on-premises sign which is located on the building that is for sale, lease, or rental, not exceeding 24 square feet each, are not higher than 30 inches above the 2nd floor line, and which are limited to one sign for each building, and must be attached to the building, provided said signs are removed within 15 days from the sale, lease or rental of the property. Properties with a lot width of 50 feet or less shall be limited to 16 square feet per site. An additional sign of the same size may be erected if the property borders a second street and the signs are not visible simultaneously.
2. One temporary on-premises sign on property that is ongoing construction or remodeling not exceeding 24 square feet each in area and not more than 6 feet in height above grade and limited to one sign for each street frontage provided the sign is removed within 7 days of completion of any construction or remodeling.



LEGEND

- PROPERTY LINE
- SETBACK
- BID-01-03 Building ID Signage
- T-01-08 Tenant Signage
- V-01-09 Vinyl Text & Graphics
- L-01 Leasing Sign
- PA-01 Parking Sign

EXHIBIT I-10. SIGNAGE CONCEPT

3. One temporary on-premises banner on a business that is newly opened not exceeding 20 percent of a business' front building façade area or one 100 square feet, whichever is less, not extending above the second floor line, and limited to one 60-day period.
4. One temporary on-premises banner on a business where, due to construction activities, the front façade to the building is blocked from the street by barricades or related construction materials or equipment, not exceeding 20 percent of a business' front building façade area or 100 square feet, whichever is less, not extending above the second-floor floor line, and limited to the time that the front façade is blocked from the street.
5. Temporary signs not exceeding 16 square feet in area erected at the same time as the temporary uses allowed by Pico Rivera Municipal Code Section 9.31.360, or any successor legislation thereto. The signage shall be allowed for the same duration as the temporary use.
6. Temporary window signs not to exceed twenty percent of the first floor's total frontage glass area and limited to two thirty-day periods in any calendar year for each site. Temporary window signs shall not extend above the second floor line.

The general location of signs are shown in Exhibit 4-10, Signage Concept.

4.2.5 WASTE COLLECTION

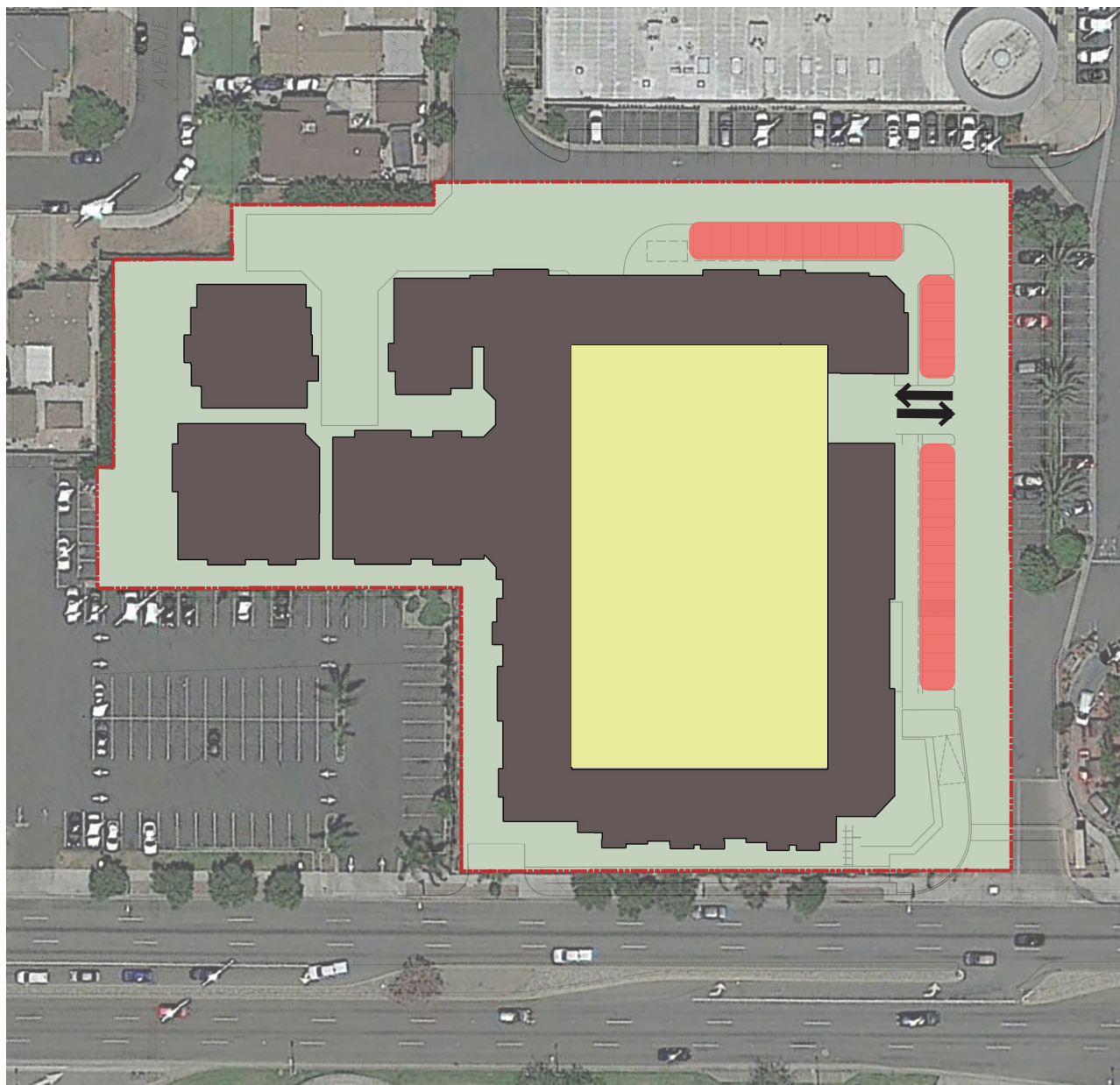
Solid waste chutes will be available on each floor that direct trash to bins in the rear of the building for pickup. Any bins for trash, recycling and organics will be marked as such, and meet health and safety standards, to facilitate compliance with State mandatory waste diversion requirements. Waste collection bins shall be covered on three sides with permanent, and solid material, and on a fourth side with an operable metal gate, or other City approved material for access. No trash, recycling or organics bins shall be less than 10' from any operable resident door or window. See Exhibit 3-9, Trash & Recycling Concept.

4.2.6 PARKING

Parking requirements are shown in Table 4-3. When calculating parking for the cumulative retail/commercial uses, the square footage shall be rounded up, or down, to the nearest 250 square feet. All State standards for Accessible Parking (standard vehicle and van), Clean Air Vehicles and Electric Vehicle Charging Stations (EVCS) will be met in accordance with State law. The EVCS spaces will be installed, ready for use.

Unit Type	Parking Factor	No. of Units/Sq. Ft.	Spaces Required	Spaces Provided
Studio	1 per unit	35 units	35	(Incl. 44 EVCS)
1 Bedroom	1.4 per unit	159 units	223	
2 Bedroom	1.6 per unit	57 units	92	
3 Bedroom	2 per unit	4 units	8	
Guest	1 per 8 units	255 units	32	
Leasing	1 per 250 sq. ft	1,750 s.f.	7	(Incl. 3 EVCS)
Retail	1 per 250 sq. ft	5,730 s.f.	23	
USPS	1	1	1	
Total Parking			421	464

TABLE 4-3. PARKING



Legend






-  Property Boundary
-  Building Footprint
-  Project Parking Garage
-  Commercial Visitor Parking
-  Project Parking Garage Access

EXHIBIT I-II. PARKING

4.2.7 BICYCLE PARKING

Long Term - Tenant

Number of bicycle parking provided shall be a minimum of one space per thirty-three automobile parking spaces provided, rounded up to the nearest whole number with a minimum of 12 spaces (464 residential spaces divided by 33 = 14 spaces). A minimum of 42" shall be provided between rows of bicycle parking. At such time that demand for more than 14 spaces is evident, one of the extra car spaces near, or adjacent to, the bicycle parking area may be converted to bicycle parking.

Short Term-Tenant

Number of bicycle parking provided shall be 10% of long-term spaces. All bicycle parking intended for tenant use shall be located in the parking garage as close to the main building entrance as practical without obstructing pedestrian access and movement. All bicycle parking areas and racks shall be well lit, and cleaned and maintained regularly.

Long Term-Commercial/Retail Visitor

One space per 3,000 s.f. of floor area. Location of spaces shall be adjacent or near commercial serving uses at grade and unobstructed.

Short Term - Commercial/Retail Visitor

Number of bicycle parking spaces provided shall be one space per 4,000 square feet with a minimum of four bicycle parking spaces. These spaces shall be situated such that pedestrian movement is unobstructed. All bicycle parking areas and racks shall be well lit, and cleaned and maintained regularly.

4.3. LAND USE MATRIX

The purpose of the Land Use Matrix is to convey the types of uses envisioned, and to identify those that shall be allowed by-right. Because the project is vertical mixed use (containing a diversity of uses on each level) the Land Use Matrix has four categories based on the following levels.

1. Subterranean (Parking)
2. Ground Floor (Primarily local serving retail, leasing office, residential, parking and common areas)
3. Floors 2-6 (Primarily residential, resident supporting amenities and parking)
4. Roof (Primarily common recreation areas and resident supporting amenities)

Because the uses envisioned at the subterranean level, floors 2-6 and roof are more fixed and limited in nature, the Matrix is mostly dedicated to the non-residential uses envisioned for the Local Serving Retail component on the Ground Floor. It should be noted that not all possible Local Serving Retail uses can be listed. The list of uses envisioned is to show the intent and should be used as a guide in determining any future proposed uses not shown here.

TABLE 4-4. LAND USE MATRIX

Land Use	Permitted Use/Conditional Use/Not Permitted
Subterranean	
Parking	Permitted
Other similar resident-serving amenities compatible with the permitted uses listed for this area as determined by the Director of Community and Economic Development.	Permitted
Ground Floor	
Parking, residential (covered)	Permitted
Parking, retail/commercial (covered and uncovered)	Permitted
Recreational (Passive & low intensity recreation/open space elements)	Permitted
Residential	Permitted
Retail	Permitted
Antique Store	Permitted
Art, Dance, Martial Art, and Photography Studio	Permitted
Art Gallery or Art Supply Store	Permitted
Bakery, Cafe	Permitted
Barber Shop, Beauty, Nail, Tanning Salons and Other Similar Uses	Permitted
Beauty Supply Store	Permitted
Bicycle Shop	Permitted
Boutique or Specialty Wine and Liquor Store	Conditional
Camera, Photography and Supply Store	Permitted
Community, Charitable or Philanthropic Organization Offices	Permitted
Child Day Care Facilities	Conditional
Clothing and Accessory Store	Permitted
Coffee Shop	Permitted
Convenience Store	Conditional
Delicatessen	Permitted
Dry Cleaner (no on-site cleaning)	Permitted
Florist	Permitted
General Merchandise	Permitted
Health Food Store, Health Care Services	Permitted
Hobby, Toy and Game	Permitted
Jewelery, Watch/Clock Store	Permitted
Leasing Office	Permitted
Locksmith/Key Shop	Permitted
Photography Studio	Permitted
Public and quasi-public services office or annex	Permitted
Sheriff sub-station	Permitted
Shoe Repair	Permitted
<i>Ground Floor Retail Continued</i>	

Land Use	Permitted Use/Conditional Use/Not Permitted
Shoe Store	Permitted
Specialty Food Store	Permitted
Specialty Retail	Permitted
Sporting Goods	Permitted
Travel Agency	Permitted
Tutoring, Training and other Education Related Facilities	Permitted
Yoga/Pilates Studio	Permitted
Other similar resident-serving commercial activities compatible with the permitted uses listed for this area as determined by the Director of Community and Economic Development.	Permitted
Adult businesses	Not Permitted
Smoke shops	Not Permitted
Check-cashing services	Not Permitted
Bail-bond services	Not Permitted
Marijuana cultivation, marijuana processing, marijuana delivery, and marijuana dispensaries, except where the City is prohibited by federal or State law from enacting such a prohibition.	Not Permitted
Uses posing potentially negative impacts to residents, including excessive noise or odors etc.	Not Permitted
Floors 2 to 6	
Parking	Permitted
Residential	Permitted
Co-working, flex-office, shared office space (for resident use)	Permitted
Other similar resident-serving amenities compatible with the permitted uses listed for this area as determined by the Director of Community and Economic Development.	Permitted
Rooftop	
Recreation	
Clubhouse	Permitted
Gymnasium	Permitted
Pool/Jacuzzi	Permitted
Garden or raised beds, active or passive	Permitted
Shade Structures and Seating	Permitted
Other similar resident-serving amenities and recreational elements interpreted by the Director of Economic and Community Development to meet the intent described herein.	Permitted

CHAPTER 5: DESIGN GUIDELINES

5.1. INTRODUCTION

Design guidelines are qualitative and not necessarily mandatory or measurable. Because the project is a single building, with many different uses and components, and will be built in a single phase, the design guidelines serve two purposes; To give readers the general design intent of the project, and to provide design concepts and context for post-specific plan design review.

5.2. DESIGN GUIDELINES

Design guidelines are qualitative in nature and included here to convey design concepts being considered for the project. These guidelines are intended to communicate design intent while providing the designers with flexibility sufficient to allow creativity in arriving at design solutions. Final design will go through the City's design review process with these guidelines in mind.

Due to the significance of the project, great care is being taken to ensure the building will be an example for future mixed use infill projects in the City. As an urban infill building adjacent to transit corridors, the building comes forward to frame the street. To activate the facade of the building, it has varying wall depths to avoid a single, static plane. Panels and balconies and change in color also make the facade more dynamic adding further variety in depth, contrast and articulation.

At the same time the building should share some design elements with the surrounding retail architecture. Colored stucco can provide an element of consistency and can accentuate, and bring attention to, the diversity of the wall planes on the facade of the building. Such articulation is designed to bring interest to the building and to minimize building mass. This chapter is not prescriptive, but aims to provide guidance and includes the following topics:

- Residential Guidelines
- Commercial Guidelines
- Landscape
- Open Space Amenities
- Security
- Building Monumentation and Signage
- Walls and Screening Concept
- Telecommunication facilities



EXHIBIT I-I. ARTICULATION CONCEPTS - AS VIEWED FROM WASHINGTON BLVD.

5.2.1 RESIDENTIAL GUIDELINES

Articulation - Building facades should have at least two planes in addition to balconies which can provide and additional plane. An addition element of articulation is color and material. Collectively, at least three elements of articulation should be provided between plane, color and material.

Balconies - These should be the most forward element to provide residents maximum exposure to light and fresh air. As forward elements, they should be simple forms. Minimum sizes are described in the Development Standards in Table 4-2.

Shading devices - To minimize heat gain, shading devices should be provided for glazed surfaces, particularly on the east, south and west sides of the building. Stacking of balconies are encouraged to provide a shading device to balconies below. Shading can take the form of recessed windows or devices fixed to the exterior wall that are harmonious with the building materials or color.

Diversity of colors and materials - To achieve good building articulation, beyond the building facade and diversity of planes, there should be at least one additional color and one additional material across an elevation. Concepts of building articulation are shown in Exhibit 5-1, Articulation Concepts and Exhibit 5-2, Corner Articulation.

5.2.2 COMMERCIAL GUIDELINES

Floor Height - To add importance and visibility to Local Serving Retail on the ground floor, the floor plate height should be at least two feet greater than the residential floors above. The minimum ground floor height shall be 11' feet with a maximum of 16' feet.

Glazing - To increase visibility, place emphasis on glazing at retail shop fronts, as opposed to opaque surfaces. At least 60% of shopfronts should consist of glazing.

Awnings - Awning mounting heights should be consistent along the façade, unless supporting architectural concept. Colors should complement the building. Durable materials that complement other building materials are recommended such as canvas, high quality fabric, and metal. Materials such as vinyl and plastic are discouraged.

Building corners - The ground floor corners on the east/retail facing side of the building at Washington Blvd. and the corner adjacent to LA Fitness will have special architectural treatment to enhance the pedestrian experience, such as building corner cut-offs, corner-specific articulation or other architectural details to bring attention and diversity of form to the building and/or its footprint at these locations.

Outdoor seating - For coffee shops, food service and similar uses along the easterly/retail edge, retail tenant operated seating is encouraged and allowed by the Development Standards. The corner area at Washington Boulevard should include landscape, seating and shade providing elements to make this an inviting area. For reference, see this area in Exhibit 5-1, Articulation Concepts.

5.2.3 LANDSCAPE GUIDELINES

Landscape will play an important role at many levels, primarily to soften transitions from ground plane to vertical plane, provide screening to the adjacent neighborhood, and to add color and texture to the building. Landscaping should not obstruct pedestrian movements and should be designed in a way so as not to block visibility of businesses and signage.

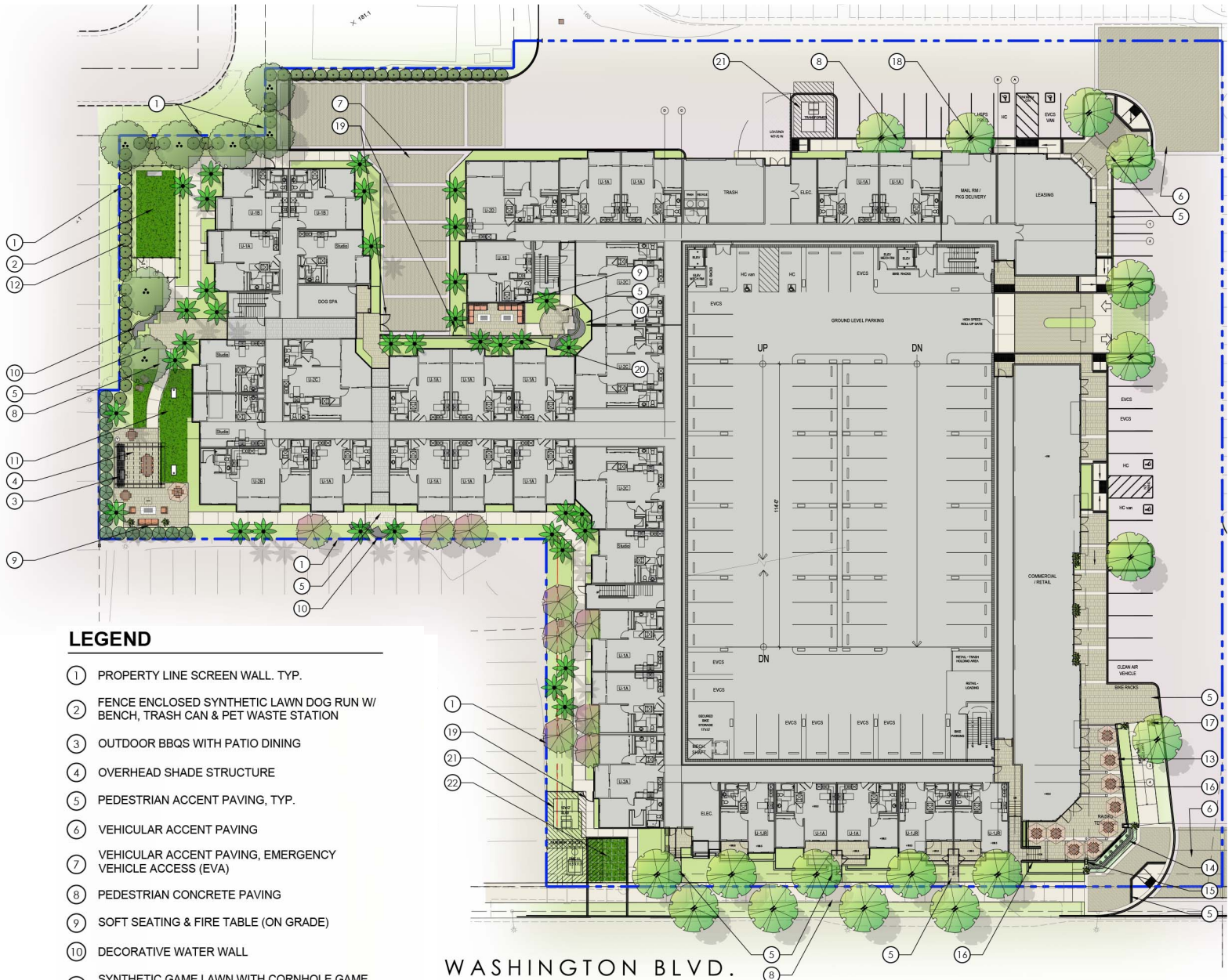
A key element in the design of the project is to provide visibility to the LA Fitness building from Washington Boulevard. The project has been pushed to the west, away from the project's easterly boundary to provide a terminal vista to the corner of the LA Fitness building. As such, native California palms have been placed close to the building's easterly facade to maintain this view as shown in Exhibit 5-3, Landscape Concept.



EXHIBIT I-2. CORNER ARTICULATION - AS VIEWED FROM LA FITNESS



MERCURY SPECIFIC PLAN



LEGEND

- ① PROPERTY LINE SCREEN WALL, TYP.
- ② FENCE ENCLOSED SYNTHETIC LAWN DOG RUN W/ BENCH, TRASH CAN & PET WASTE STATION
- ③ OUTDOOR BBQS WITH PATIO DINING
- ④ OVERHEAD SHADE STRUCTURE
- ⑤ PEDESTRIAN ACCENT PAVING, TYP.
- ⑥ VEHICULAR ACCENT PAVING
- ⑦ VEHICULAR ACCENT PAVING, EMERGENCY VEHICLE ACCESS (EVA)
- ⑧ PEDESTRIAN CONCRETE PAVING
- ⑨ SOFT SEATING & FIRE TABLE (ON GRADE)
- ⑩ DECORATIVE WATER WALL
- ⑪ SYNTHETIC GAME LAWN WITH CORNHOLE GAME BOARDS
- ⑫ EVERGREEN PRIVACY HEDGE
- ⑬ TERRACE DINING COURT AT RETAIL FRONTAGE
- ⑭ DECORATIVE CASCADING WATER WALL FOUNTAIN WITH PROJECT SIGNAGE
- ⑮ ARCHITECTURAL COLUMN AND OVERHEAD TRELLIS
- ⑯ ENHANCED MASONRY WALL WITH GLASS PANEL
- ⑰ DECORATIVE LOW BOWL PLANTER ON MASONRY POT SEAT
- ⑱ PROPOSED TREE GRATES WITH CANOPY SHADE TREES
- ⑲ 6' HT. PEDESTRIAN FENCE & GATE
- ⑳ 6' HT. ACCENT SCREEN WALL
- ㉑ TRANSFORMER UTILITY LOCATION, TYP.
- ㉒ TURF BLOCK

WASHINGTON BLVD.



TREE LEGEND

COLUMNAR SCREEN TREES:

- ⑥1 FICUS MICROCARPA 'NITIDA'
INDIAN LAUREL FIG
- ②5 PRUNUS C. 'COMPACTA'
COMPACT CAROLINA CHERRY LAUREL

ACCENT PATIO TREE:

- ⑧ LAGERSTROEMIA I. 'NATCHEZ'
NATCHEZ GRAPE MYRTLE
- ③ LOPHSTEMON CONFERTUS
BRISBANE BOX

STREET TREE:

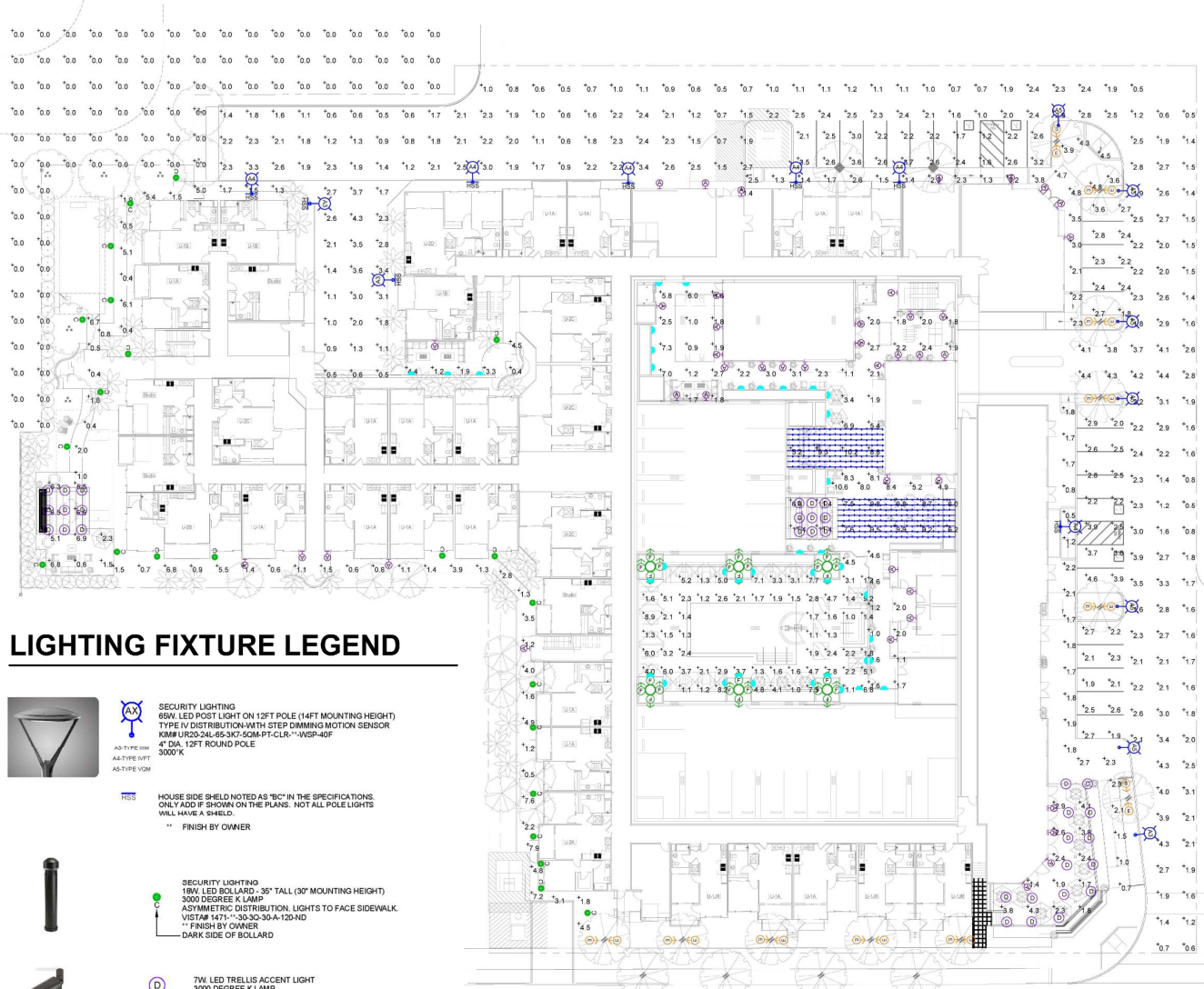
- ⑨ PYRUS CALLERYANA
FLOWERING PEAR

PALM TREES:

- ⑥ ARCHONTOPHOENIX ALEXANDRAE
KING PALM
- ③0 WASHINGTONIA FILIFERA
CALIFORNIA FAN PALM

- SYNTHETIC TURF TYP.
- PLANTING AREA TYP.

EXHIBIT I-3. LANDSCAPE CONCEPT



LIGHTING FIXTURE LEGEND

- 

SECURITY LIGHTING
65W LED POST LIGHT ON 12FT POLE (14FT MOUNTING HEIGHT)
TYPE IV DISTRIBUTION WITH STEP DIMMING MOTION SENSOR
KIM#URD20-24L-65-3K-50M-PC-CLR-1-WSP-40F
4" DIA. 12FT ROUND POLE
3000°K
AS-TYPE BIM
AS-TYPE INT
AS-TYPE VDM
- HSS

HOUSE SIDE SHIELD NOTED AS "BC" IN THE SPECIFICATIONS ONLY ADD IF SHOWN ON THE PLANS. NOT ALL POLE LIGHTS WILL HAVE A SHIELD.
** FINISH BY OWNER
- 

SECURITY LIGHTING
18W LED BOLLARD - 35" TALL (30" MOUNTING HEIGHT)
3000 DEGREE K LAMP
ASYMMETRIC DISTRIBUTION. LIGHTS TO FACE SIDEWALK
VISTAF# 1471-1-30-30-30-A-120-ND
** FINISH BY OWNER
DARK SIDE OF BOLLARD
- 

7W LED TRELLIS ACCENT LIGHT
3000 DEGREE K LAMP
B308 NSH LED-46-MFL-1
** FINISH BY OWNER
- 

33W BULLET HERITAGE TREE UPLIGHT
HADC0#B9-D-WH-PERMA POST
- 

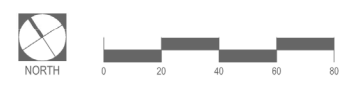
10W LED PALM TREE ACCENT LIGHT
3000 DEGREE K
HADC0#B9-D-WH-1-TRNG RING (VERIFY DIA. WITH TREES ONSITE)
(4) 10W LED BULLET PALM TREE RING
2-UP AND 2-DOWN - 2-DOWN TO WASH POOL DECK.
- 

LED STEP LIGHT - 8W
AMERLUX#PRC-D12-M30CLB
MOUNT AT 24" ABOVE FINISH SURFACE
- 

LED STRING LIGHT (CLEAR BULB - FILAMENT)
CALL LIGHT# ML2000-24-LED2.4K WITH FILAMENT-WET
HARD WIRE - 120V.
MIN. +10FT AFS
CONTROLLED BY TIME CLOCK AND DIMMER SWITCH
- 

LED WALL LIGHT - (800 LUMEN MIN AT 3000°K)
MOUNTED AT 7"-9" TO BOTTOM EDGE OF FIXTURE
CONTROLLED BY ASTRO. TIME CLOCK WITH NOT OVERRIDE

OR EQUAL



PHOTOMETRIC CALCULATIONS				
DESCRIPTION	AVERAGE	MAXIMUM	MINIMUM	AVE: MIN
MAIN DRIVE	2.2 FC	4.4 FC	0.5 FC	4.4 : 1
PARKING	2.6 FC	4.0 FC	1.1 FC	2.4 : 1
POOL DECK	3.8 FC	9.4 FC	1.2 FC	3.2 : 1
RESI HARDSCAPE	4.1 FC	8.9 FC	0.5 FC	8.2 : 1
RETAIL WALKS	2.3 FC	5.3 FC	0.5 FC	4.5 : 1
SPILL OVER LTG	0.0 FC	0.0 FC	0.0 FC	N/A

EXHIBIT I-4. LIGHTING CONCEPT

MERCURY SPECIFIC PLAN



ARBUTUS 'MARINA'
MARINA STRAWBERRY TREE



ARCHONTOPHOENIX ALEXANDRAE
KING PALM



CHAMAEROPS HUMILIS
MEDITERRANEAN FAN PALM



FICUS MICROCARPA 'NITIDA'
INDIAN LAUREL FIG



LAGERSTROEMIA I. 'NATCHEZ'
NATCHEZ CRAPE MYRTLE



AEONIUM CANARIENSE
CANARY ISLAND AEONIUM



AEONIUM A. 'ZWARTKOPF'
PURPLE AEONIUM



AGAVE AMERICANA
CENTURY PLANT



AGAVE ATTENUATA
FOXTAIL AGAVE



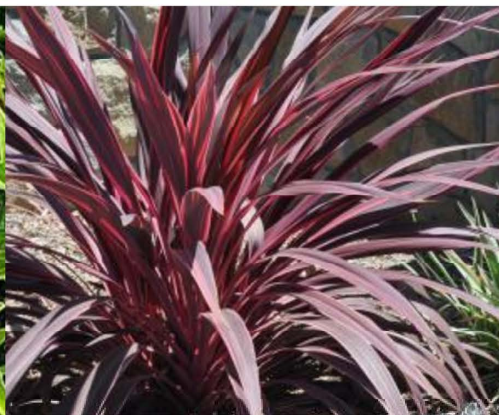
AGAVE 'BLUE GLOW'
BLUE GLOW AGAVE



FURCRAEA F. 'MEDIOPICTA'
MAURITIUS HEMP



PHILODENDRON 'XANADU'
XANADU PHILODENDRON



PHORMIUM 'AMAZING RED'
AMAZING RED FLAX



ROSMARINUS O. 'PROSTRATUS'
TRAILING ROSEMARY

EXHIBIT I-5. PLANT PALETTE



LOPHOSTEMON CONFERTUS
BRISBANE BOX



PRUNUS C. 'COMPACTA'
COMPACT CAROLINA CHERRY LAUREL



STRELITZIA NICOLAI
GIANT BIRD OF PARADISE



PYRUS CALLERYANA
FLOWERING PEAR



WASHINGTONIA FILIFERA
CALIFORNIA FAN PALM



ASPIDISTRA ELATIOR
CAST IRON PLANT



ASPARAGUS D. 'MYERS'
FOXTAIL FERN



CHONDROPETALUM TECTORUM
CAPE RUSH



DIANELLA T. 'VARIEGATA'
VARIEGATED FLAX LILY



SANSEVIERIA HYBRID
SNAKE PLANT



SENECIO MANDRALISCAE
BLUE CHALKSTICKS



SENECIO VITALIS
NARROW-LEAF CHALKSTICKS



WESTRINGIA F. 'WYNABBIE GEM'
WYNABBIE GEM COAST ROSEMARY

Plants should be native and adapted species to meet water conservation goals and should not include any invasive species listed on the California Invasive Plant Council (Cal-IPC) Inventory at <https://www.cal-ipc.org/plants/inventory/>. See Exhibit 5-5, Plant Palette.

5.2.4 LIGHTING

The lighting concept has the three primary goals;

1. Safety and security (primarily walkways and steps for pedestrian safety at the ground level).
2. Prevention of light spill to the residential neighborhood (zero foot-candles).
3. Illumination of the native California Fan Palms on the easterly and southerly edges (Pico Rivera Marketplace and Washington Boulevard edges respectively).

These concepts are shown in detail in Exhibit 5-4, Lighting Concept.

5.2.5 SECURITY

Due to the mixed use nature of the building, security measures that control access will be implemented independently for each of the following building elements:

Parking - Ground floor retail visitors will have access to ground floor parking dedicated to the commercial uses but access to ground floor parking for ground floor residents will be gate controlled, as will parking on floors 2-6 dedicated solely to residents of those floors.

Residential Elevators, Stairwells And Hallways - Residents only will have electronic key/card access or similar as a measure to control access to the resident only common areas.

5.2.6 BUILDING MONUMENTATION AND SIGNAGE

Monumentation elements will be integrated into the eastern/retail corners of the building that face Washington Boulevard and the LA Fitness building to frame the retail element and add interest to the building. The corner facing Washington Boulevard will also include wall-type sign, or as part of the building monumentation, a marquee sign identifying the project. Some of these elements are identified in Exhibit 5-1, Articulation Concepts. The Sign Program is detailed in Section 4.2.4.

5.2.7 WALLS & SCREENING CONCEPT

Walls will be included where the project boundary meets with residential to the north and west and at the interface with the Wells Fargo parking lot off Washington and Crossway Drive. The edges facing the LA Fitness building, the existing retail center and Washington Boulevard are open. The concept for walls and screening are shown in Exhibit 5-6, Walls & Screening Concept.

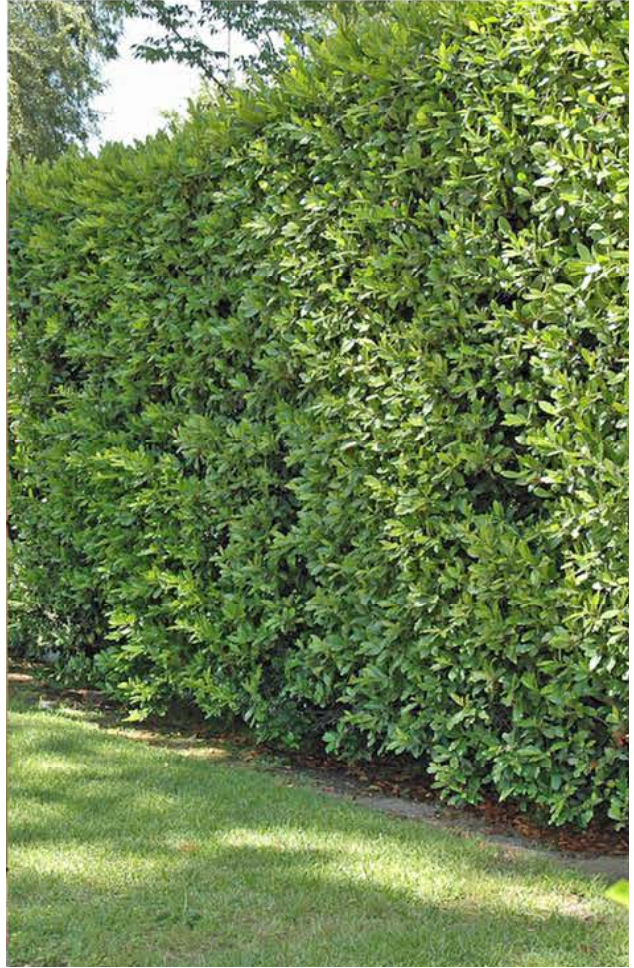
To provide a privacy screen to the adjacent homes at the corner of Goodbee Street and Birchleaf Avenue, in addition to the privacy wall, a continuous row of columnar, evergreen species will be planted where the project is adjacent to residential. Detail of this concept are shown in Exhibit 5-6, Walls and Screening Concept and Exhibit 5-3, Landscape Concept.

5.2.8 TELECOMMUNICATION FACILITIES

- All Wireless Telecommunication Facilities shall comply with PRMC Chapter 18.49



Ficus Microcarpa 'Nitida'
Indian Laurel Fig



Prunus C. 'Compacta'
Compact Carolina Cherry Laurel



Legend







-  Property Boundary
-  Walls
-  Screening
-  Pedestrian Fence & Gates
-  Building Footprint
-  Project Parking Garage

EXHIBIT I-6. WALLS & SCREENING CONCEPT

CHAPTER 6: IMPLEMENTATION

6.1. DEVELOPMENT REVIEW

Approval of this Specific Plan by the Pico Rivera City Council constitutes zoning and its features described herein. The Specific Plan establishes standards regulating development within the Project Area. Since The Project will be built in a single phase, implementation of The Project will be straightforward following approval, following existing city development review processes.

The specific plan regulations and guidelines will take precedence over existing zoning regulations except for elements not specifically addressed herein, in which case the applicable provisions of the city's zoning ordinance shall apply. While this Specific Plan establishes zoning level guidance for the project, at the same time it does allow for some flexibility in the final design.

Review of the project will generally adhere to the following process:

Project Application (to formally initiate a project)

Community Outreach

Departmental Review

Public Review

Planning Commission and City Council for a CUP, GPA, Specific Plan, and Zoning Code Amendment and Reclassification,

Following project approval, building permits, and other necessary permits will be per city requirements. Any future modifications to the existing building shall be reviewed for conformance with this Specific Plan and other applicable documents. New construction or modifications to the existing building, in compliance with this Specific Plan's development standards shall be approved administratively through the planning department review. Proposed development or modifications approved administratively, whether new construction or involving modifications to the building, must also be found to be in substantial conformance to the design guidelines contained herein.

6.2. INTERPRETATION

The Director of Community and Economic Development has the authority to interpret provisions of this Specific Plan. Whenever the Director of Community and Economic Development determines that the meaning or applicability of any requirement is subject to interpretation, the director of planning and community development may issue an official interpretation.

When used in this Specific Plan, the words "shall" and "must" are always mandatory. The word "should," as used in the design guidelines section of this plan, is not mandatory but is suggested. In accordance with state law, the provisions of this Specific Plan shall control over any conflicting provisions of the Pico Rivera municipal code. In the event the Specific Plan is silent in regards to a development standard or procedure, the provisions of the city's zoning ordinance shall prevail.

6.3. FINANCING

Financing and implementation of the project relies upon private investment and development. As a single mixed use building, or vertical neighborhood, the project will develop in a single phase and in substantial conformance with the text descriptions and graphic exhibits contained herein. The developer and/or property owner shall be responsible for financing the project, including all improvements and infrastructure to complete.

6.4. MAINTENANCE RESPONSIBILITIES

Maintenance of all areas within the project boundary will be the responsibility of the developer and/or property owner. This includes graffiti removal during and after construction.

6.5. SEVERABILITY

If any portion of these regulations is declared to be invalid or ineffective in whole or in part, such decision shall not affect the validity of the remaining portions thereof. The legislative body hereby declares that they would have enacted these regulations and each portion thereof irrespective of the fact that any one or more portions be declared invalid or ineffective.

Unless otherwise provided, any ambiguity concerning the content or application of the Specific Plan shall be resolved by the Director of Economic and Community Development or his/her designee, in a manner consistent with the goals, policies, purpose and intent established herein.

6.6. APPLICABILITY

The development regulations contained herein provide specific standards for land use development within the Specific Plan area. Regulations address residential and commercial land uses. Application of the following regulations is intended to encourage the most appropriate use of land, ensure the highest quality of development and protect the public health, safety and general welfare. The adoption of this Specific Plan by ordinance will supersede otherwise applicable regulations from the City of Pico Rivera zoning ordinance for the Project Area.

6.7. SPECIFIC PLAN AMENDMENTS

In situations where the development is deemed not to be in substantial conformance with this Specific Plan by the Director of Community Development, an amendment to this Specific Plan shall be necessary. For purposes of Specific Plan amendments, failing substantial conformance means that elements that are prescriptive and/or measurable such as height, setback, number of units or commercial square feet exceed the limitations set by this SP.

6.8. CEQA REVIEW

In accordance with State law, an Initial Study will be performed to determine the path to pursue for environmental compliance with CEQA, and the City, as the lead agency with legislative authority, will ensure that mitigation measures to reduce potential environmental impacts resulting from development of the project will be implemented.

APPENDICES

The five appendices in this section are as follows:

Appendix A - Glossary

Appendix B - Parking Comparative Analysis

Appendix C - Market Analysis

Appendix D - Fiscal Impact Analysis

Appendix E - General Plan Consistency

APPENDIX A - GLOSSARY

The following terms are used in at least one instance in the Specific Plan and defined below in alphabetical order as they may not be commonly known by those without intimate knowledge of terms used within the profession of urban planning.

AB 32 - California Assembly Bill 32, the California Global Warming Solutions Act of 2006 requires California to reduce its greenhouse gas (GHG) emissions to 1990 levels by 2020, a reduction of approximately 15 percent below emissions expected under a “business as usual” scenario. Seven of the major GHG targeted are; Carbon dioxide (CO₂), Methane (CH₄), Nitrous oxide (N₂O), Hydrofluorocarbons (HFCs), Perfluorocarbons (PFCs), Sulfur hexafluoride (SF₆), and Nitrogen trifluoride (NF₃).¹

SB 375 - California Senate Bill 375 (Steinberg), the The Sustainable Communities and Climate Protection Act of 2008 prompts California regions to work together to reduce greenhouse gas (GHG) emissions from cars and light trucks. This new law would achieve this objective by requiring integration of planning processes for transportation, land-use and housing. The plans emerging from this process will lead to more efficient communities that provide residents with alternatives to using single occupant vehicles and offers local governments regulatory and other incentives to encourage more compact new development and transportation alternatives.²

Conditional Use or Conditional Use Permit (CUP) - A use that is not allowed by-right, only allowed after discretionary review, or a permit (CUP) given for a use that is conditionally permitted and therefore may have conditions for approval.

Design Guidelines - A menu of design goals, objectives or physical elements encouraged for implementation to ensure quality design while providing flexibility in how quality design may be achieved. Guidelines are typically qualitative and not always measurable.

Developer - The entity that takes a project from concept to reality/construction. In the case of this project, the Developer will also be the Owner-Operator.

Local Serving Retail - Retail that is generally smaller in scale and often independently owned and operated in contrast to Regional Serving Retail that is typically owned and operated by large companies with large retail tenants (such as Pico Rivera Towne Center).

Mixed Use - Per 18.04.564 of the Pico Rivera Zoning Code, “Mixed use development” means the combination of commercial and residential uses in the same structure, where the residential component and residential component is located either above, (vertical mixed-use) or behind (horizontal mixed-use) the non-residential component. (Ord. 1089 § 5, 2014).

Open Space, Common. Means an area improved and set aside, dedicated, designated, or reserved for the exclusive use of residents of a development and their guests. Common open space shall be either active (recreation rooms, fitness rooms, audio visual entertainment) or passive (lounges, accessible landscaping and outdoor seating areas, or similar improvements) and may be either enclosed (indoor or outdoor) or unobstructed from the ground to the sky.

Open Space, Private. Means a private balcony, patio, or landscape area adjoining and directly accessible to a residential dwelling unit, reserved for the exclusive use of residents of the dwelling unit and their guests.

1 California Air Resources Board; <https://ww3.arb.ca.gov/cc/ab32/ab32.htm>

2 Southern California Association of Governments; http://scag.ca.gov/Documents/SCAG_SB375_Factsheet.pdf

Owner-Operator - The entity that both owns and handles the day-to-day operation of the project. In the case of this project, the Owner-Operator is also the Developer.

Per Capita VMT (Per Capita Vehicle Miles Traveled) - A measure of the number of miles attributable to a person in a given area, city, region or state. The US Department of Transportation defines it as “the total annual miles of vehicle travel divided by the total population in a state or in an urbanized area.”

Permitted by-right - A use that is expressly permitted by the zoning code or specific plan and therefore approved by ministerial action.

Project Area - The area within the boundary of the project.

Standards, Development or Parking - Standards are measurable controls on the scope and scale, or specific development limits, of a project. Standards are in essence the zoning, or controls, for such things as height, setbacks, parking requirements, etc. that shall be followed.

Subterranean - Below grade, or underground.

TOD - Transit Oriented Development.

APPENDIX B - PARKING COMPARATIVE ANALYSIS

Calibration of the Residential Parking Standards for The Mercury, Pico Rivera

Purpose

The following information is to provide the city with supporting documentation on the approach to the development of The Mercury residential parking standards and to provide more recent examples for best practices in multifamily parking standards.

History

The Pico Rivera Zoning Code Chapter 18.44 Off-street Parking and Loading, A. Residential Uses, 2. Multiple-family dwelling units indicates:

Two parking spaces per unit

One guest parking space per eight units

The city's guest parking standard is typically how this type of standard is prescribed, in number of spaces per number of units. Guest parking standards have not changed much over time.

Best Practices for Parking Requirements for Multifamily

The Multi-family parking requirement however, while typical of older zoning codes, does not reflect current multi-family parking calibration that is found in more modern codes. Modern Multifamily parking codes are calibrated based on the size or type of units because an "average" or "one-size fits all" approach will result in an over, or under-parked project. Residential parking standards should be based on one, or a combination of the following elements:

Number of Bedrooms: A studio and a three-bedroom apartment have different parking needs and should therefore have different standards.

Size/Square Feet: A 350 s.f. unit can expect to have different parking needs than a 1,000 s.f. unit.

Rental vs. For-Sale: Renters generally have less financial resources than owners, therefore slightly lower rates of car ownership and parking needs.

The proposed standards herein are based on best practices in multifamily parking as described by ITE (Institute of Transportation Engineers) and the Traffic Study prepared for this project. The Traffic Study is contained in the Mitigated Negative Declaration, as required by CEQA, and as a stand-alone document provided to the city under separate cover.

Comparative Parking Standards Analysis

The following table contains a comparative analysis of what the following more recent parking standards would require when applied to The Mercury:

- The Bellflower Transit Oriented Development Specific Plan (adopted Oct 2019)
- The Green Line Mixed Use Specific Plan (City of Hawthorne; Adopted Oct 10, 2017)
- Current Culver City zoning code
- City of Pico Rivera zoning code

The pages following the table are excerpted pages from these regulatory documents that describe the respective parking standards shown in the table below.

Use ID	THE MERCURY PROJECT			Bellflower TOD Specific Plan		Hawthorne MU Specific Plan		Culver City Standard		The Mercury Specific Plan		Pico Rivera Standard	
	Unit Type	Unit Size	# Units	Parking Ratio	Parking Req.	Parking Ratio	Parking Req.	Parking Ratio	Parking Req.	Parking Ratio	Parking Req.	Parking Ratio	Parking Req.
Studio	Studio	544	35	1.0	35	1.0	35	1	35	1.0	35	2.0	70
One Bedroom	JR 1-BR	576	48	1.0	48	1.0	48	1	48	1.4	67	2.0	96
	1BR Pln A	618	99	1.0	99	1.0	99	1	99	1.4	139	2.0	198
	1BR Pln B	593	12	1.0	12	1.0	12	1	12	1.4	17	2.0	24
Two Bedroom	2BR Pln A	946	16	2.0	32	2.0	32	2	32	1.6	26	2.0	32
	2BR Pln B	1,037	6	2.0	12	2.0	12	2	12	1.6	10	2.0	12
	2BR Pln C	956	24	2.0	48	2.0	48	2	48	1.6	38	2.0	48
	2BR Pln D	997	11	2.0	22	2.0	22	2	22	1.6	18	2.0	22
Three Bedroom	3-BR	1,637	4	2.0	8	2.0	8	2	8	2.0	8	2.0	8
	Guest	-	-	0.15	38	0.33	84	0.25	64	0.125	32	0.125	32
Additional											12*		
TOTAL PARKING			255		354		400		380		401		542

MERCURY PARKING PROVIDED

DELTA **46** **11**** **21** n/a **-141**

* Note: per the overall parking summary, there are twelve (12) spaces of "Additional Parking Provided" within the structure.

** Over-parked as 50% of the Commercial/Restaurant parking required (22) may be satisfied by the Residential Guest Parking

TABLE 4.4 MUTOZ and MUCOZ Parking Standards

USE	MINIMUM	SPECIAL PROVISIONS
Mixed Use Corridor		
Residential		
	Parking may be unbundled from the units to better manage available parking and to reduce housing costs for residents using transit or other means in-lieu of a private automobile.	
Studio Apartment	1 spaces / DU or as determined by the Director	Covered
1 Bedroom	1 spaces / DU or as determined by the Director	Covered
2 Bedrooms or more	2 spaces / DU or as determined by the Director	Covered
Guest	.15 spaces / DU or as determined by the Director	Required guest parking may be transferred to designated off-site parking locations or within non-residential parking area on the same site pursuant to the provisions of a DDA or similar agreement approved by the City Council
Non-Residential		
Retail	1 space / 420 SF	Required on-site parking may be transferred to designated off-site parking locations pursuant to the provisions of a DDA or similar agreement approved by the City Council
Office	1 space / 660 SF	Required on-site parking may be transferred to designated off-site parking locations pursuant to the provisions of a DDA or similar agreement approved by the City Council
Restaurant	1 space / 200 SF 1 space / 300 SF if no eating on premises	Required on-site parking may be transferred to designated off-site parking locations pursuant to the provisions of a DDA or similar agreement approved by the City Council

4.5.3 PARKING MANAGEMENT STRATEGIES FOR THE SPECIFIC PLAN AREA

The Parking Management Plan also includes recommendations for the City to consider in managing parking effectively and facilitating a walkable “park-once” environment. Parking needs to accommodate numerous users. Priority, however, should be given to residents, visitors and patrons who have downtown as a destination to live, shop, dine and recreate. The public parking

HAWTHORNE GREEN LINE MIXED USE SPECIFIC PLAN

GREEN LINE MIXED-USE SPECIFIC PLAN

[5-3]

- » The following are permitted in a setback area, provided they do not constitute a sight distance hazard as defined in Section 17.42.090 HMC:
 - + Landscape features such as fountains, arbors, trellises, pergolas, colonnades, statuary, and other similar features, as well as works of art that also do not contain floor area.
 - + Planting boxes or masonry planters.
 - + Outdoor seating for pedestrians, restaurant customers, and similar uses
 - + Walls and fences, in compliance with Chapter 17.48 HMC.
 - + Other landscaped features as permitted in Section 17.20.100 HMC.
- **Parking.** The parking requirements for each separate land use (e.g., residential and retail development as part of a mixed-use project) are applicable and shall be added together to determine the total parking requirements for the project.
 - » **Resident.** All resident parking shall be in a subterranean and/or above-grade parking structure. Resident parking spaces shall be reserved for tenants of individual residential units and shall have separate and secured access from the parking for the commercial/retail uses and residential guests. Tandem parking is permitted provided that each residential unit has at least one parking space that is directly accessible at all times. Tandem parking must be assigned to individual units, and both the front and rear space must be assigned to the same unit. Because of the GLMUSP area's proximity to transit options, the GLMUSP imposes these minimum parking requirements:
 - + **Bachelor/efficiency units and one-bedroom units.** One parking space for each unit.
 - + **Two-bedroom units and larger.** Two parking spaces for each unit.
 - + **Commercial/Retail and Residential Guest.** Commercial and residential guest parking shall be shared and provided in a subterranean and/or above-grade parking structure. For the purposes of determining commercial/retail and residential guest parking requirements, restaurant uses have been assumed.
 - + **General Commercial.** One space for each 250 square feet of gross floor area. See also Residential Guest Parking.
 - + **Restaurant.** One space for each 100 square feet of dining area, including covered outdoor dining space. See also Residential Guest Parking.
 - + **Residential Guest Parking.** Residential guest parking shall be provided at a ratio of one space for every 3 residential units (rounded up). The above mentioned commercial/restaurant parking may satisfy 50% of its required parking using Residential Guest Parking. For instance, if a restaurant use

October 10, 2017

HAWTHORNE GREEN LINE MIXED USE SPECIFIC PLAN CONTD.

CHAPTER 5. DEVELOPMENT STANDARDS AND DESIGN GUIDELINES

[5-4]

required 26 parking stalls, 13 of the Residential Guest Parking stalls may be utilized to satisfy that requirement.

- + **Other Uses.** Parking for other uses shall be provided pursuant to Chapter 17.58 HMC, Off-Street Parking. Any use that does not have an identified parking standard may be determined and approved by the Director of Planning and Community Development. No use more parking intensive than a restaurant is permitted.
- + **Dedicated Car Sharing.** In addition to the shared parking spaces, developer shall allocate 5 separate parking spaces dedicated to car sharing (e.g. Zipcar).
- + **Residential lease parking restriction.** Language shall be included in all new leases with the following restrictions:
 - o Regardless of the number of residents in a unit, residents leasing studios or 1-bedroom units shall only be allowed to park 1 car or less and residents leasing a 2-bedroom unit shall only be allowed to park 2 cars or less on-site.
 - o In the case that a resident agrees in writing to not utilize their stall or stalls, developer can allocate that stall(s) to another unit.
- » **Parking Stall Dimensions and Turning Radius.** The minimum parking stall dimensions are:
 - + 8.5 feet wide (to center of double striped lines) and a combination of spaces that are either 15 feet or 18 feet deep to allow for design considerations, with no less than 55% of the stalls being 18 feet deep.
 - + Adjacent to obstruction requiring access, additional three feet in width and/or depth.
 - + 21-26 feet turning radius as determined by HMC 17.58.040.
- **Ground Floor Residential Security and Privacy.** Ground floor access to the building will be secured and no private patios will be provided along Crenshaw Boulevard. All ground floor units will include interior window coverings facing Crenshaw Boulevard. Windows shall also face away from loading areas, docks, and trash storage areas.
- **Laundry.** Laundry hookups shall be provided within each residential unit.
- **Bicycles.** All bicycle parking shall be located in safe, convenient locations, encouraging the use of bicycle transportation by residents, residential guests, and retail customers.

October 10, 2017

CULVER CITY ZONING CODE

10/2/2020

American Legal Publishing - Online Library

Table 3-3A	
Land Use Type: Residential	Vehicle Spaces Required
Accessory dwelling units	1 uncovered space in addition to that required for the primary dwelling unit(s). (3)
Mobile home parks	1 space in conjunction with each mobile home site, plus 1 space for each 2 mobile home sites for guest parking, located as approved by the City.
Live/work unit	Up to 900 square feet: 2 spaces.
	Greater than 900 up to 1500 square feet: 3 spaces.
	Greater than 1500 square feet: 4 spaces.
Multi-family dwellings and residential component of mixed-use development, includes supportive housing and transitional housing units (1) (2)	Studio micro-units: 0.5 space. (4)
	Studio and 1 bedroom, up to 900 square feet: 1 space.
	Studio and 1 bedroom, greater than 900 square feet: 2 spaces.
	2-3 bedroom units: 2 spaces.
	4 bedroom units: 3 spaces.
	1 space for every additional bedroom greater than 4.
	Guest parking: 1 space for every 4 residential units.

APPENDIX C - MARKET ANALYSIS

OBJECTIVES



Optimus Properties, LLC (“Optimus” or “Client”) retained RCLCO to complete a third party analysis for a proposed apartment development located at 8825 Washington Boulevard in Pico Rivera, California, to provide input for its internal business planning. As currently envisioned, the community is planned to consist of approximately 255 market-rate apartment units, featuring a mix of unit types ranging from studio to three-bedroom units.

The following analysis is designed to respond to the following key questions:

- ▶ *Programming:* Provide input and direction concerning programming, recommending a proposed program (types, sizes, mix, key in-unit features and parking) and project-wide amenities (pool, fitness, recreation room, etc.) as well as positioning.
- ▶ *Positioning:* Project achievable monthly rents and lease-up potential.
- ▶ *Market:* Assess demand (target market and depth of market) and supply (planned and proposed projects) conditions, culminating in overall market positioning and adequacy of market depth for the proposed apartment development program.

Adjacent LA Fitness Gym



Nearby Pico Rivera Towne Center



Image Source: Property Website

KEY FINDINGS



SUBJECT SITE ASSESSMENT

- ▶ The subject site represents an exciting opportunity for new multifamily development in a market that has had almost no new product in the last two decades, and can capitalize on pent-up demand for new, high-quality units.
- ▶ The site's location in the heart of Pico Rivera, proximate to neighborhood-serving retail and supermarkets, will be a major lifestyle draw, helping attract renters from across the Gateway Cities seeking new multifamily product in a central location.
- ▶ The site's proximity to on-/off-ramps to the I-5, which are located two to three miles from the site (both west and south), offers convenient driving access to Downtown Los Angeles (a major employment hub for the target markets at the site), as well as to secondary employment cores throughout Los Angeles and Orange Counties.

ECONOMIC & DEMOGRAPHIC DRIVERS

- ▶ As of the writing of this report, it has become increasingly clear that the U.S. economy is headed for a recession as the normal functioning of commerce and society are shutting down in response to the coronavirus pandemic. There remains considerable uncertainty about the length and depth of this downturn, and depends to a large extent on how quickly the COVID-19 outbreak can be contained and extent of the disruption to global and domestic supply chains. The good news is that the Federal government is responding to this crisis with significant fiscal stimulus which could spur a rapid recovery once there is better clarity on the trajectory of the outbreak. Obviously, this situation warrants close monitoring as the trajectory could change materially, and quickly.
- ▶ As a longer-term project still in its planning stages, the subject site is likely to deliver and begin leasing when the economy has resumed a growth trajectory after a decline from the impacts of COVID-19, mitigating the near-term challenges of the recession that existing projects or those nearing completion are likely to face.

COMPETITIVE MARKET

- ▶ Pico Rivera has not experienced any new development in recent years, and as a result, has a low vacancy rate of 3.3% as of 2019. The extremely low vacancy rate (well below the 5% vacancy typically experienced by stabilized markets), along with the lack of new supply in decades, points to an undersupply of apartment units and potential pent-up demand.
- ▶ Rent growth in Pico Rivera has been robust despite no new supply additions, averaging 5.2% per year between 2015 and 2019.
- ▶ Other than the subject site, there no projects under construction or planned within the city of Pico Rivera.

TARGET MARKETS

- ▶ The recommended program includes a mix of smaller overall unit sizes and a greater emphasis on studio-, junior one-, and one-bedroom units, with a select number of larger unit types (two- and three-bedroom units). The program results in a weighted average unit size of 726 square feet, ranging from 544 square feet for studio units to 1,581 square feet for three-bedroom units.
- ▶ This program is designed to appeal to a mix of mostly young and mature professional renters within the Gateway Cities who are employed in Downtown Los Angeles and throughout Los Angeles and Orange Counties. These renters seek a high quality, well-amenitized lifestyle, and are willing to trade-off a greater commute distance for attractive chunk rents within a desirable residential community. Many of these renters are likely to have existing family or social ties to the Gateway Cities and Pico Rivera, and would especially value the unique product offering at this location.
- ▶ Secondary sources of demand include post-grad and empty nester renters, as well as families who could be drawn to two- and three-bedroom units at the site.

Source: RCLCO

KEY FINDINGS (CONTINUED)



RECOMMENDED PRICING & POSITIONING

- ▶ Considering the proposed contemporary apartment development program with a level of finishes and amenities consistent with new, high-quality institutional product in suburban locations in Southern California, we recommend positioning the subject site above the existing top of the Pico Rivera rental market, but below the newest communities in nearby submarkets, such as Cerritos and Alhambra, due to their respective locations (which are characterized by higher median incomes and median home values).
- ▶ RCLCO projects the subject site would achieve weighted average rents of \$2,220 per unit, or \$3.06 per square foot (in March 2020 dollars), for an average-sized, 726-square foot unit.
- ▶ We recommend a thoughtfully-programmed amenity package, including but not limited to a swimming pool, spa, outdoor lounge seating and BBQ grills, a fitness center with separate exercise studio and on demand classes, a business center or co-working space, a media-game room, as well as pet amenities (pet washing station and dog run).

ABSORPTION PACE & UNIT MIX

- ▶ RCLCO estimates that the subject site would be able to achieve a lease-up pace of approximately 20 units per month. At this pace, a project comprising 255 units at the site would reach a stabilized occupancy rate of 95% in approximately 15 to 16 months.
- ▶ One- and two-bedroom units would reach stabilization within 11 to 13 months.
- ▶ Studio units, which appeal to a narrower segment of the overall market, would take longer to absorb, at 15 months, but the longer absorption time is mitigated by the small number of these units within the overall program and may be a conservative assumption. While these units are untested in this market, the low chunk rents for an efficiently designed unit would in a new community would be attractive draw for young professionals and singles.
- ▶ The four three-bedroom units are projected to stabilize within four months.

Recommended Pricing & Program; Subject Site (March 2020 Dollars)

UNIT TYPE	UNITS	MIX	AVG. SF	NRSF	AVG. RENT	AVG. \$/SF	TOTAL ANN. REVENUE
Studio	24	9.4%	544	13,056	\$1,890	\$3.47	\$544,320
Jr. 1BR	32	12.5%	575	18,400	\$1,940	\$3.37	\$744,960
1BR	122	47.8%	617	75,274	\$2,015	\$3.27	\$2,949,960
2BR	73	28.6%	988	72,124	\$2,695	\$2.73	\$2,360,820
3BR	4	1.6%	1,581	6,324	\$3,925	\$2.48	\$188,400
Total/Wtd. Avg.	255	100.0%	726	185,178	\$2,220	\$3.06	\$6,788,460

Summary of Absorption Potential by Unit Type; Subject Site

UNIT TYPE	UNITS	ANNUAL ABSORP.	MONTHLY ABSORP.	MONTHS TO STABIL. 95% OCCUPANCY
Studio *	40	29	2.5	15.5
1BR *	138	122	10.2	12.9
2BR	73	74	6.2	11.3
3BR	4	12	1.0	4.0
Total	255	237	19.8	15.5

Note: Junior one-bedroom units are allocated evenly between studio and one-bedroom units.

Source: RCLCO

SITE ASSESSMENT



STRENGTHS

- ▶ **Gateway Cities:** Pico Rivera is located within the northern portion of the Gateway Cities, a cluster of cities bridging the City of Los Angeles with Orange County. While suburban in character, the Gateway Cities include among the most densely populated municipalities in the country. The existing housing stock is dominated by older single-family detached and multifamily communities, presenting opportunities for new residential development that can better meet the contemporary needs and preferences of the area's population.
- ▶ **Accessibility & Visibility:** The subject site benefits from strong visibility and connectivity along Rosemead Boulevard and the I-5, offering convenient access to major employment and lifestyle cores throughout Los Angeles County.
- ▶ **Proximity to Employment:** The subject site enjoys driving proximity via I-5 to Downtown Los Angeles, where a large portion of the target markets are likely to be employed, as well as secondary cores throughout Los Angeles and Orange Counties.
- ▶ **Proximity to Local Retail:** The subject site is located in walking proximity to a variety of neighborhood retail centers that can serve residents' every day shopping and lifestyle needs. Notable tenants include LA Fitness (located directly adjacent to the site), supermarkets and big-box retailers (Aldi and Walmart Supercenter), and a variety of coffee shops and fast-casual and full-service chain restaurants (Panera Bread, Starbucks, King Taco, and Chili's, among many others). The proximity to retailers presents attractive opportunities for the site; for example, there may be the potential for the subject site to partner with the adjacent LA Fitness to provide discounted gym memberships to residents, allowing the subject site to offer a less extensive fitness center.

OPPORTUNITIES & CHALLENGES

- ▶ **Neighborhood Growth Potential:** The local area, which has historically been dominated by single-family homes, has not seen new development activity in recent years, with the exception of renovations of older communities such as California Villages and Corsica Apartment Homes. The subject site thus presents a strong opportunity to deliver a high-quality, newly-built multifamily community in the neighborhood and tap into pent-up demand for new housing within the submarket.

- ▶ **First Mover:** The subject site would be the "first mover" in terms of delivering high-quality, new multifamily product in this location. While we estimate sufficient demand in the submarket to support new development, the site will need to engage in effective marketing and creation of an attractive sense of place in order to attract households from across the Gateway Cities who may not have previously considered living in the local neighborhood.

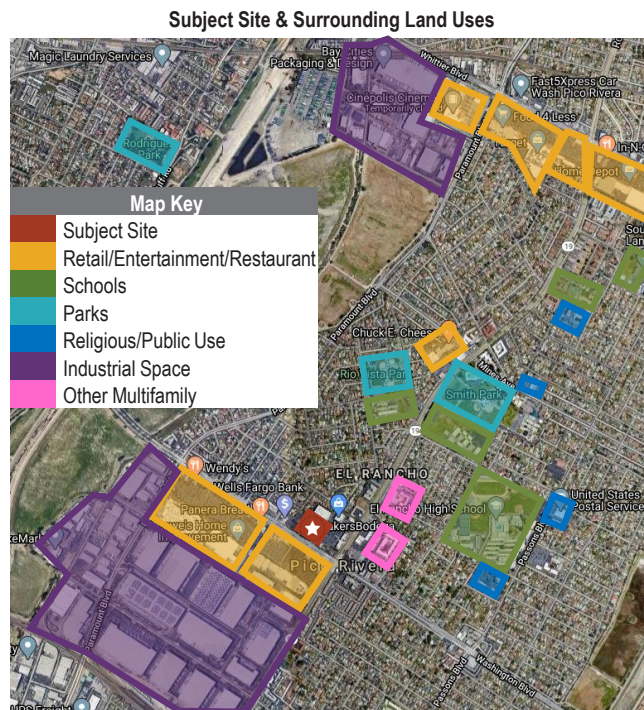


Image Source: Google Maps

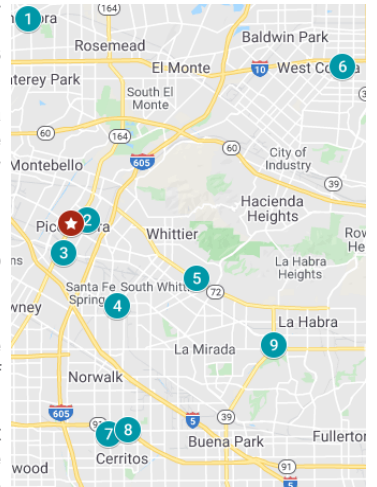
COMPETITIVE MARKET



We identified and surveyed nine apartment communities within the Gateway Cities and surrounding areas, reflecting the highest-quality communities that are likely to offer a similar product and lifestyle as the subject site. The lack of significant new apartment supply in Pico Rivera (with the exception of two communities being renovated) necessitates the inclusion of new communities located farther out in order to provide greater context for programming and positioning recommendations. While some of these communities may not be directly competitive, they provide helpful reference points regarding pricing potential and programming considerations.

- ▶ **Pico Rivera:** There are two competitive apartment communities within the city of Pico Rivera – California Villages and Corsica Apartment Homes. Both communities are currently undergoing renovations to both the units and the communities overall. While these communities are being updated with modern finishes and conveniences, they retain the unit layouts and functionality characteristic of older product, and are likely to maintain a positioning discount to new communities.
 - » California Villages has been updating turnover units as they become available.
 - » Corsica Apartment Homes, which had an unfortunate building fire, is rebuilding a large portion of their units, in addition to renovating existing units that were unaffected by the fire.
- ▶ **Gateway Cities:** Within the Gateway Cities, RCLCO identified five additional competitive properties on top of the communities in Pico Rivera. The communities outside Pico Rivera are all of newer vintage and delivered between 2016 and 2019, and are characterized by high-quality unit finishes, extensive community amenities, and an attractive lifestyle-offering characteristic of typical, institutional-quality apartment communities in Southern California.
- ▶ **Alhambra and West Covina:** To provide additional context, RCLCO surveyed competitive communities in Alhambra (88 at Alhambra Place) and West Covina as well (The Colony at the Lakes). While these communities are located outside of the Gateway Cities and are unlikely to represent significant competition to the site, they nonetheless offer additional examples of well-executed apartment communities that likely appeal to a similar set of target markets, and offer additional context in terms of successful product programs and amenity offerings.
- ▶ **Pipeline:** Other than the subject site, there no current projects under construction or planned within the city of Pico Rivera.

Map & Summary of Competitive Set



★ Subject Site

MAP KEY	COMMUNITY NAME	YEAR BUILT	YEAR LAST RENOVATED	MARKET RATE UNITS	OCC. RATE	AVERAGE SIZE (SF)	AVERAGE ASKING RENT	AVERAGE ASKING \$/SF
1	88 at Alhambra Place (Alhambra)	2017	N/A	260	96%	800	\$2,650	\$3.31
2	California Villages (Pico Rivera)	1972	2020	212	93%	648	\$1,840	\$2.84
3	Corsica Apartment Homes (Pico Rivera)	1972	2020	141	90%	825	\$2,006	\$2.43
4	Miro (Santa Fe Springs)	2016	N/A	151	95%	898	\$2,376	\$2.65
5	Catalina (Whittier)	2019	N/A	174	100%	834	\$2,348	\$2.82
6	The Colony at the Lakes (West Covina)	2017	N/A	450	96%	871	\$2,280	\$2.62
7	Aria (Cerritos)	2016	N/A	197	91%	931	\$2,949	\$3.17
8	Avalon Cerritos (Cerritos)	2018	N/A	132	92%	965	\$2,724	\$2.82
9	Valentia Apartments (La Habra)	2017	N/A	335	96%	964	\$2,532	\$2.63
AVERAGE		2007	2020	228	95%	862	\$2,409	\$2.80

Source: Leasing agent interview; Property website; Axiometrics; CoStar; RCLCO

PICO RIVERA

THE MERCURY PROJECT

Fiscal Impact Analysis

Prepared For:
Optimus Properties, LLC



Prepared By:



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Manhattan Beach, CA 90266
www.kosmont.com

December, 2021

REVISED DRAFT

Mr. Jerome Mickelson
Executive Vice President
Optimus Properties, LLC
1801 Century Park East Suite 2100
Los Angeles, CA 90067

RE: Fiscal Impact Analysis – Pico Rivera The Mercury Project

Dear Mr. Mickelson:

Kosmont & Associates, Inc. doing business as Kosmont Companies (“Consultant” or “Kosmont”) is pleased to submit this Fiscal Impact Analysis (“Analysis”) for Optimus Properties, LLC’s (“Client”) proposed The Mercury Project mixed-use residential and retail complex (“Project”). The Project is located at 8825 Washington Blvd. in Pico Rivera (“City”), California.

Background

As an accommodation to City Planning, Client retained Kosmont to do an independent Analysis to evaluate the fiscal impact of the proposed 255-unit apartment and 5,500 SF retail Project being processed.

Analysis Description

This Analysis evaluates the stabilized annual fiscal revenues and expenditures expected for the City’s General Fund. Fiscal revenues were derived from estimating the various taxes associated with the Project including property taxes (secured and unsecured), business taxes, franchise taxes, direct and indirect sales taxes, and utility taxes. Fiscal expenditures such as public safety, public works and administration were estimated on a per capita basis using the City’s Fiscal Year 2021-2022 Adopted Budget, and the resident and employee population within the City.

The Analysis also examines the construction period jobs and wages, as well as the ongoing jobs from commercial operations and indirect/induced jobs from the future resident spending.

The analyses, projections, assumptions and any examples presented herein are for illustrative purposes and are not a guarantee of actual and/or future results. Actual results may differ from those expressed in this Analysis, as results are difficult to predict as a function of market conditions, natural disasters, pandemics, significant economic impacts, legislation and administrative actions.



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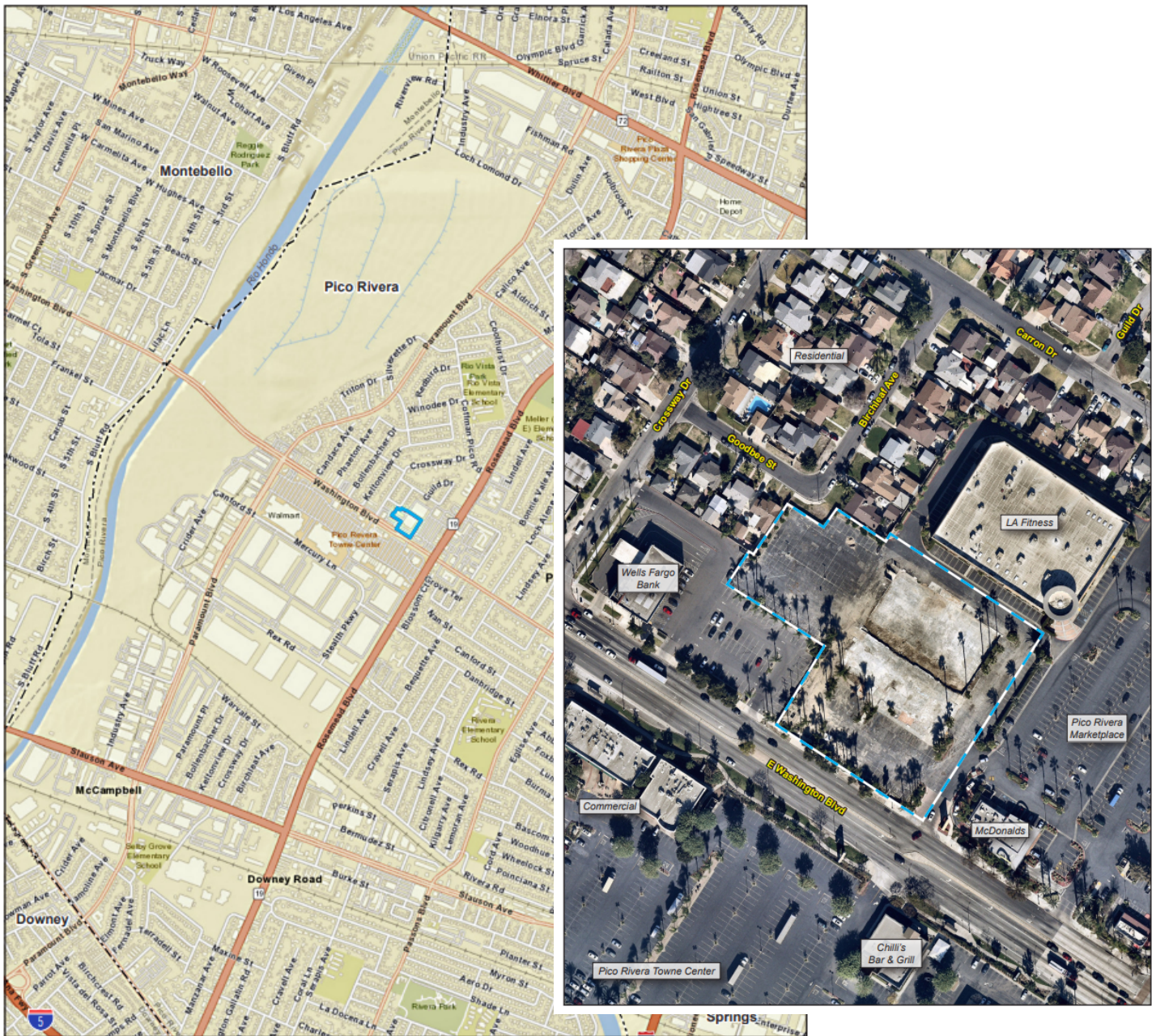


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1.0 Project Description

As a voluntary accommodation to City Planning, Client wants to demonstrate the fiscal implications of the Project to be developed.

Figure 1.1 Site Map & Aerial Photo

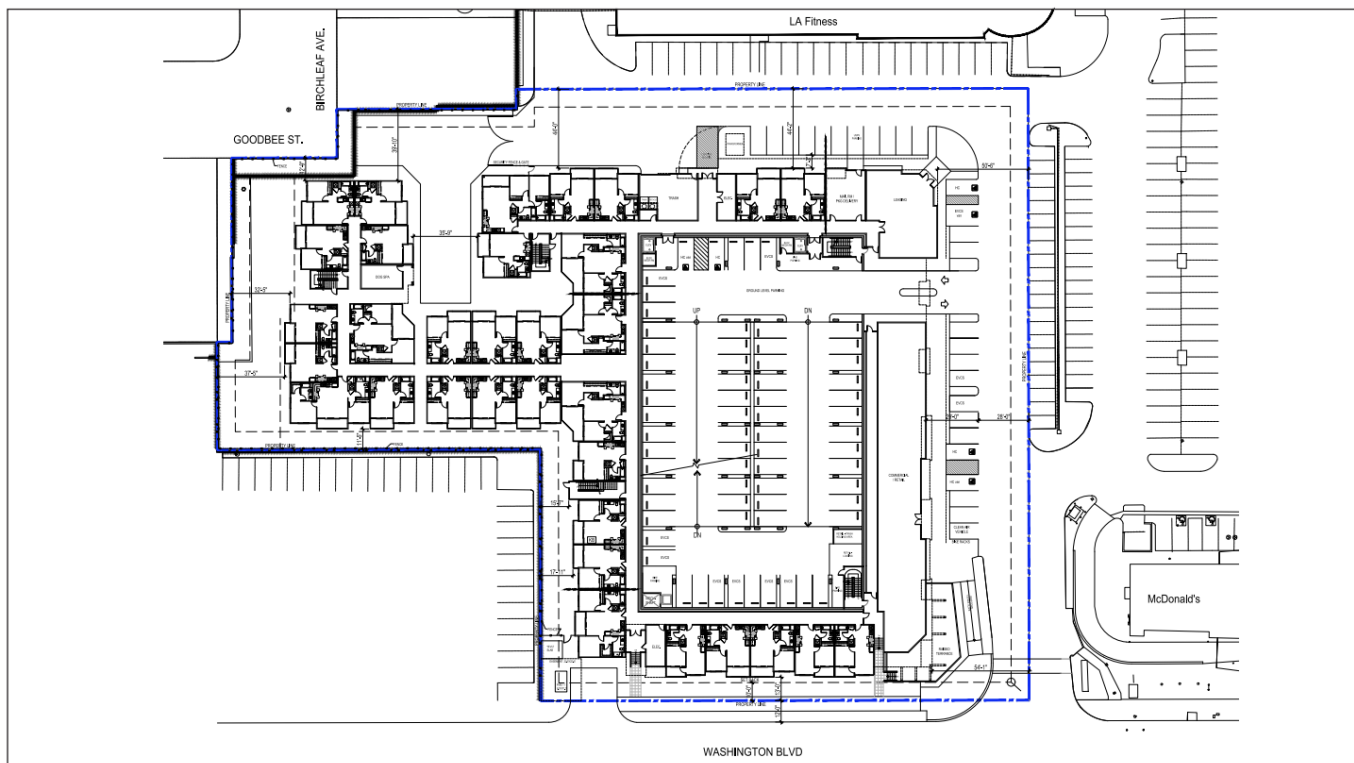


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1.2 Project Summary

The proposed improvements for the Project consist of 255 apartment units (35 studio units, 159 1-bedroom, 57 2-bedroom units and 4 3-bedroom units) with a weighted average size of approximately 700 square feet, and approximately 5,500 square feet of new retail along Washington Blvd. Five percent of units (13) may be set aside for low/moderate household incomes.

Figure 1.2: Site Plan



2.0 Executive Summary

Economic Benefits

The Project will yield economic benefits to the City, Los Angeles County (“County”), and the region, as buildout is estimated to bring approximately \$72 million in capital expenditures, excluding land acquisition and financing costs. Per IMPLAN analysis, that is estimated to yield an additional \$49 million in indirect and induced regional economic output, totaling approximately \$121 million Countywide.

Exhibit 2.1 Economic Benefits from Construction

Economic Benefits from Construction (One-Time / Short-Term)			
	Employment	Labor Income	Economic Output
Direct (On-Site)	684	\$50,292,000	\$72,000,000
Indirect	63	\$4,357,000	\$11,450,000
Induced	210	\$12,664,000	\$37,496,000
Total Countywide	957	\$67,313,000	\$120,946,000
Estimated City Capture	698	\$51,143,050	\$74,447,300

Source: IMPLAN, Kosmont Companies (2021)

Construction is estimated to provide 684 Full Time Equivalent (FTE) jobs on site, with a total of 957 jobs Countywide (\$67 million in wages), including indirect and induced impacts.

Operations

At full buildout, resident spending from the Project is estimated to support 143 Countywide service sector jobs (\$8.2 million in wages) as shown in Exhibit 2.2. The City is expected to see a significant percentage of the new employment and economic activity.

Exhibit 2.2: Economic Benefits from Annual Operations

Economic Benefits from Ongoing Operation (Annual)			
	Employment	Labor Income	Economic Output
Direct (On-Site)	22	\$839,000	\$1,603,000
Indirect	3	\$219,000	\$620,000
Induced	118	\$7,156,000	\$21,463,000
Total Countywide	143	\$8,214,000	\$23,686,000
Estimated City Capture	52	\$2,683,000	\$7,124,000

Source: IMPLAN, Kosmont Companies (2021)



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Annual Fiscal Impact

The Project is estimated to generate an annual fiscal revenue of approximately \$346,600 at full buildout in 2021 dollars, before inflationary adjustments. Annual incremental municipal service costs before inflation are estimated at \$178,300, yielding an annual surplus of approximately **\$168,300** as shown in Table 2.1 below:

Table 2.1: Summary of Fiscal Impact

Project Net Annual Fiscal Impact	
City General Fund Revenues	Estimated Annual Total
Property Tax (Secured & Unsecured)	\$68,400
Property Tax in Lieu of MVL	\$120,500
Sales & Use Tax (Direct On-Site)	\$34,700
Sales & Use Tax (Indirect Off-Site)	\$80,300
Utility Users Tax	\$22,100
Franchise Fees: Gas, Electric, and Cable	\$12,500
Business Licenses	\$1,700
Fines/Forfeitures	\$6,400
Total Estimated General Fund Revenues:	\$346,600
City General Fund Expenditures	
Public Safety	\$71,700
Public Works	\$30,400
General Government	
Administration	\$6,800
Human Resources	\$3,800
Non-Departmental	\$22,000
Parks & Recreation	\$22,100
Community Economic Development	\$8,100
Other	\$3,800
Total Estimated General Fund Expenditures:	\$178,300
Estimated City Net Fiscal Impact (Rounded):	\$168,300

Source: Kosmont Companies, City of Pico Rivera Budget

Based on its blend of uses, the Project will provide significant tax revenues from a variety of sources and is expected to provide a more favorable level of revenue protection from future economic downturns for the City General Fund.



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Other Benefits

In addition to General Fund revenues and local job creation, the Project will provide indirect benefits to City and El Rancho Unified School District (“School District”) including:

- Increased State and County Highway funds (Measure M and SB 1) that are partially distributed based on population. The formula is somewhat complex, but Kosmont estimates approximately \$5,000 per year based on the estimated 500 new residents.
- The City will receive estimated development impact fees of \$360,000 based on City fee schedule of 0.5% of residential construction cost.
- The School District will receive 20.4% of the basic 1% property tax levy, yielding \$157,200 per year as shown in Exhibit 4.2.1 in a following section.
- The School District will also receive \$475,000 in developer school fees estimated at \$2.63 per square foot of residential area.



3.0 Market Overview

Kosmont prepared a summary evaluation of market data on inventory, absorption rates, lease rates and vacancy rates, as well as other factors that illustrate local market demand conditions for the multifamily and commercial retail product types proposed in the Project.

3.1 Multifamily Residential Market Trends

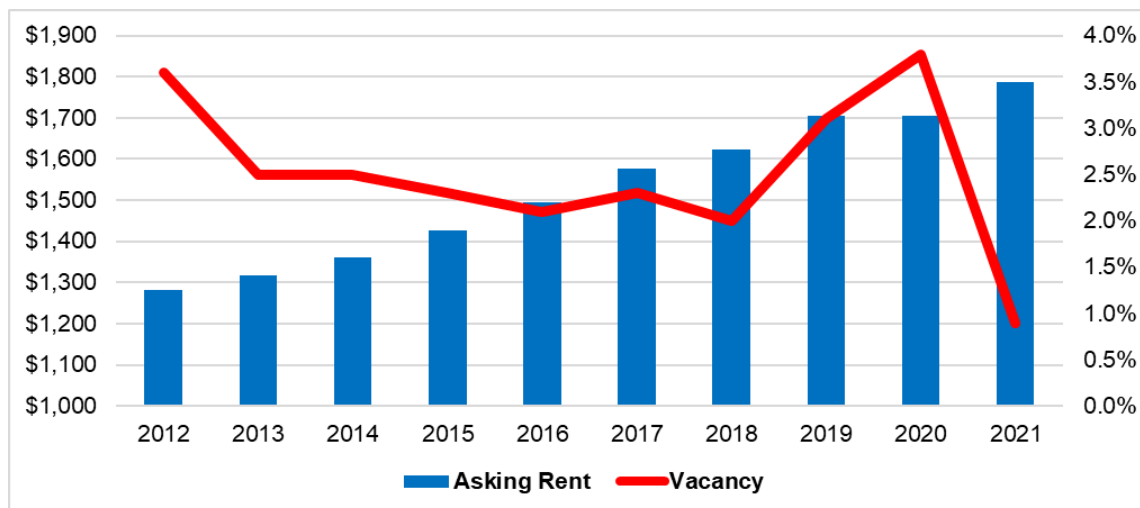
The residential market in Southern California is particularly robust, due to the high demand for housing and low housing production for decades. The eastern Los Angeles County market is relatively affordable by Southern California standards, with demand supported by migration from more expensive submarkets in Los Angeles and Orange Counties.

Kosmont examined data provided by CoStar and other data sources for Class A & B multifamily properties within a 3-mile radius of the Project site. Virtually all of the existing apartment inventory in the area is over 30 years old. There is only one other multifamily project proposed / under construction in the area, the 825-unit Modelo project located at 7316 E. Gage Ave. in Commerce, expected to be completed in 2023.

- Average asking rents have steadily increased ~4.4% per year to \$1,787 per unit in 2021
- Vacancy rate consistently remained under 4%, dropping to 0.9% in 2021.

A history of asking rents and vacancy rates is provided in the chart below.

Figure 3.1: Multifamily Asking Rents and Vacancy Rate



Source: CoStar (2021)



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3.2 Retail Market Trends

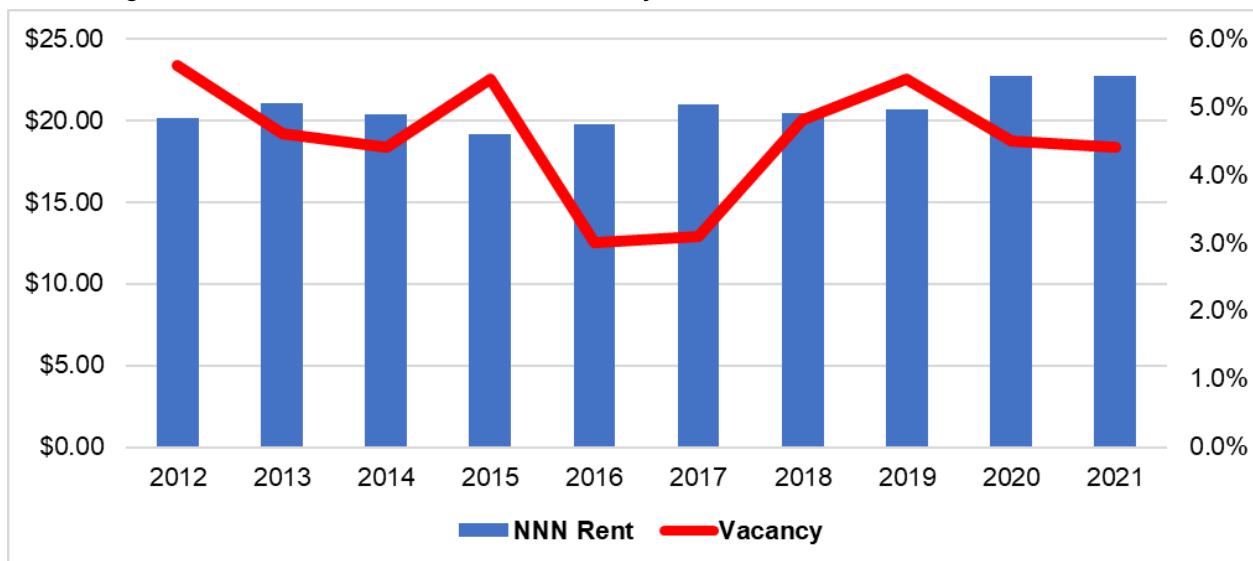
Retail Market Data

To understand the retail market, Kosmont examined data provided by CoStar and other data sources for retail properties within a 3-mile radius of the Project site. There is likely limited demand for significant new retail shopping center in the vicinity, as there are many existing shopping centers nearby, including over 700,000 SF of retail space within half a mile of the Project site.

- NNN rents have remained relatively flat reaching \$22.71 psf in 2021
- Vacancy rates varied between 3.0 – 5.5%, holding steady at ~4.5% over the past two years

A history of retail asking rents and vacancy rates is provided in the chart below.

Figure 3.2: Retail NNN Rents and Vacancy Rate



Source: CoStar (2021)



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4.0 Fiscal Impacts

This Analysis is based on information provided by the Client, City, County Property Tax Auditor-Controller's Office, California Department of Finance ("DOF"), California Board of Equalization ("BOE"), and ESRI.

4.1 General Assumptions

Given the uncertainty of actual development timing and future inflation rates for revenues and expenses, Kosmont has focused this Analysis on the estimated annual revenues and expenses at full buildout in 2021 dollars. Other assumptions include:

- 3.3 employees per 1,000 SF of retail/restaurant, plus 4 apartment employees
- Average of 1.5 to 3.5 residents per household (studio through 3 bedroom)
- Fiscal impacts are estimated at stabilized occupancy

4.2 Fiscal Revenue Analysis

4.2.1 Property Tax

Property tax revenues are based on the anticipated assessed value of the Project upon full build-out and the applicable City property tax rates. The School District receives 20.4%, the General Fund receives 6.67% and the Lighting Maintenance District receives 2.2% of the annual 1.0% secured property tax general levy placed by the County. Based on the expected construction cost of \$80 million, the Project is estimated to generate **\$157,200 and \$68,400** in property taxes to the School District and City, respectively.

Exhibit 4.2.1 Property Taxes

		Full Buildout
Baseline: Existing Assessed Value		\$ 4,450,000
Estimated New Assessed Value		\$80,000,000
Net Assessed Value		\$75,550,000
Total Secured Property Tax General Levy	1.00%	\$755,500
Estimated Unsecured Property Value		\$1,511,000
Unsecured Tax Levy	1.00%	\$15,110
Total Estimated Secured + Unsecured Property Tax		\$770,610
<i>Distributions to Taxing Entities</i>		
Pico Rivera LTG Maintenance	2.20%	\$17,000
Pico Rivera General Tax Levy	6.67%	\$51,400
El Rancho Unified School District	20.4%	\$157,200

Source: Kosmont Companies



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4.2.2 Taxes in Lieu of VLF

Prior to 2004, a percentage of State of California motor vehicle license fee (“VLF”) was distributed to cities. In 2005, the State instituted a revenue swap, guaranteeing that municipalities within California receive a distribution equal to the VLF collected, plus a percentage equal to the annual increase in assessed value, which is equivalent to approximately 16% share of the basic levy, or estimated VLF revenues of **\$120,500** in 2021 dollars.

Exhibit 4.2.2 Taxes in Lieu of VLF

	Full Buildout
Total AV within City (Roll Year 2019)	\$5,473,000,000
Current Property Tax In-Lieu of MVLF (FY2020-21)	\$8,729,000
Prop. Tax In-Lieu of MVLF per \$1,000 of AV	\$1.59
Increased Project Assessed Value	\$75,550,000
Incremental Property Tax In-Lieu of MVLF to City	\$120,500

Source: Kosmont Companies, City of Pico Rivera 2021-22 Budget

4.2.3 Sales Tax (On-Site / Direct)

The Project plan provides up to 5,500 square feet of designated retail/restaurant space. Annual taxable sales are estimated at \$1.65 million.

Based on the basic 1.0% sales tax allocated to cities, plus the 1.0% tax from Measure P that was approved in 2008, and a 10% add-on for State and County Pool use tax distributions, direct sales tax revenues to the City General Fund at stabilization are estimated at \$34,700 per year, as shown.

Exhibit 4.2.3: Sales Tax (On-Site/Direct)

		Stabilized
Washington Blvd Retail SF		5,500 SF
Estimated Taxable Sales - Retail	\$300.00 PSF	\$1,650,000
Sales Tax to City	1.00%	\$16,500
Measure P Tax	1.00%	\$16,500
Use Tax as % of Sales Tax	10.00%	\$1,650
Total Direct Sales & Use Tax to City:		\$34,700

Source: BOE, City of Pico Rivera, and Kosmont Companies



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4.2.4 Sales Tax (Off-Site / Indirect)

Off-site / indirect sales tax revenue projections are estimated based on the taxable sales generated by the spending of Project residents and employees, off-site, within the City. Resident spending is based on average household incomes and BLS Consumer Expenditure Survey data, which provides spending habits of consumers based on average household income.

At stabilized occupancy, the total annual resident retail spending is estimated at \$6.38 million. Based on the Project's location amid major shopping area, the Analysis assumes 60% Citywide capture rate for annual resident spending, yielding sales and use tax revenue to the General Fund estimated at **\$80,300** per year.

Exhibit 4.2.4: Sales Tax (Off-Site/Indirect)

		Full Buildout
Estimated # Households		255
Estimated Annual Taxable Retail Spending / HH		\$25,000
<hr/>		
Estimated Taxable Retail Spending by New Residents		\$6,375,000
Estimated Capture within City	60.0%	\$3,825,000
Sales Tax to City	1.00%	\$38,250
Measure P Tax	1.00%	\$38,250
Use Tax as % of Sales Tax	10.00%	\$3,825
Total Indirect Sales & Use Tax to City:		\$80,300

Source: BOE, City of Pico Rivera, and Kosmont Companies

4.2.5 Other Tax Revenues

Exhibit 4.2.5: Other tax Revenue Per Capita Estimate

City Budget Category	2021/22 City Budget	Allocation Basis	Relevant City Population	Discount	Per Capita Factor
<i>General Fund Revenues</i>					
Utility Users Tax	\$3,131,000	Service Population	72,525	0%	\$43.17
Franchise Fee: Gas, Electric, and Cable	\$1,767,000	Service Population	72,525	0%	\$24.36
Business Licenses*	\$1,433,000	Employee Population	18,750	0%	\$76.43
Parking Citations, & Other Fines/Forfeits	\$903,000	Service Population	72,525	0%	\$12.45
Total Selected Revenues	\$7,234,000				

Source: City of Pico Rivera City Budget and Kosmont Companies



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Utility Users Tax

The City generates \$3,131,000 per year in utility tax from local residents and businesses, which equates to \$43.17 per resident/employee times 511 resident-equivalents at stabilized occupancy results in incremental increase of \$22,100 per year.

Franchise Taxes

The City generates \$1,767,000 in franchise fees, which equates to \$24.36 per resident-equivalent times 511 resident-equivalents results in incremental increase of \$12,500 at stabilized occupancy.

Business License Taxes

The City generates \$1,433,000 per year in business license and misc. permits from local businesses and employees, which equates to \$76.43 per employee, times estimated 22 employees at stabilized occupancy results in incremental City revenue increase of \$1,700 per year.

Fines & Forfeitures

The City generates an estimated \$903,000 per year in fines and forfeitures from local residents and visitors, which equates to \$12.45 per resident-equivalent times 511 resident-equivalents at stabilized occupancy results in incremental increase of \$6,400 per year.



5.0 Fiscal Expenditure Analysis

General Fund expenditures such as Public Safety, Administration, Public Works, Community Development Services are estimated on a per capita basis.

At 95% stabilized occupancy, the Project is estimated to house 500 residents, based on the following per unit occupancy:

- 35 Studio Units @ 1.5 residents per unit
- 159 1-Bdrm Units @ 2.0 residents per unit
- 57 2-Bdrm units @ 2.5 residents per unit
- 4 3-Bdrm units @ 3.5 residents per unit

There are an estimated 22 employees to be working in the apartments and at the retail/restaurant space. At 95% apartment occupancy and 50% resident-equivalent factor for the employees, there is a total of 511 resident-equivalents. Using the City's Fiscal Year 2021-2022 Adopted Budget, and the 63,150 resident population and 18,750 local employees (per U.S. Census Bureau Economic Studies) within the City, yields a resident-equivalent population of 72,525 as shown in Exhibit 5.1 below.

Exhibit 5.1 Citywide Daytime Population

Total City Population (2021)	63,150
Total City Employee Population (2019)	18,750
<u>Employee Weighting for Service Population</u>	<u>0.50</u>
Total Weighted # Employees	9,375
<u>Total City Service Population</u>	<u>72,525</u>

Source; Kosmont Companies, ESRI

To estimate marginal revenue and costs, Kosmont reviewed select departments to estimate the fixed and variable components of the 2021/22 budget in order to estimate the per capita revenue and cost impact of the new residents and employees.

Exhibit 5.2 General Fund Cost Factors

<i>General Fund Expenditures</i>	2021/22 City Budget	Allocation Basis	Relevant City Population	Discount for Fixed Costs	Per Capita Factor
Public Safety	\$12,713,000	Service Population	72,525	20%	\$140.23
Public Works	\$8,639,000	Service Population	72,525	50%	\$59.56
General Government					
Administration	\$1,940,000	Service Population	72,525	50%	\$13.37
Administrative services	\$2,426,000	Resident Population	63,150	50%	\$19.21
Human Resources	\$1,086,000	Service Population	72,525	50%	\$7.49
Non-Departmental	\$6,233,000	Service Population	72,525	50%	\$42.97
Parks & Recreation	\$5,593,000	Resident Population	63,150	50%	\$44.28
Community Economic Development	\$5,738,000	Service Population	72,525	80%	\$15.82
Other	\$1,065,000	Service Population	72,525	50%	\$7.34
Subtotal General Government	\$24,081,000				\$150.49
Total: Selected Expenditures	\$45,433,000				\$350.28

Source: City Budget, Kosmont Companies

Public Safety

The Public Safety department is the largest budget expenditure item, at \$12.7 million, representing approximately 28% of total expenditures. Assuming 80% variable costs, the per capita cost factor for incremental Public Safety costs are estimated at \$140.23 per year as shown in Exhibit 5.2. With 511 resident-equivalents, the annual increase in service costs is \$71,700.

Fire & EMS

Fire and Emergency Services are provided by the County and are paid by direct assessments from each property owner, so there is no impact on City budgets.

Public Works

Public Works department is second largest expenditure category at \$8.6 million. Assuming 50% variable costs, the per capita cost factor is estimated at \$59.56 per year. With 511 resident-equivalents, the annual increase in service costs is estimated at \$30,400.

General Government

General Government (City Manager, City Clerk, City Manager, Community Economic Development, Finance and Administrative Services) and Non-Departmental (Citywide functions) cost is \$24.1 million per year. As shown in Exhibit 5.3, the per capita cost factors total approximately \$150 per year. Based on the resident and employee population the incremental increase is estimated at \$76,200.

In summary, at stabilized operations the Project will result in total annual allocated municipal service costs estimated at \$178,300 in 2021 dollars, as shown in Exhibit 5.3 below.



The analyses, projections, assumptions and any examples presented herein are for illustrative purposes and are not a guarantee of actual and/or future results. Actual results may differ from those expressed in this analysis, as results are difficult to predict as a function of market conditions, natural disasters, pandemics, significant economic impacts, legislation and administrative actions.

Exhibit 5.3 Annual General Fund Costs

		Full Buildout
<i>Expenditures</i>		
Public Safety	Service Population	\$71,700
Public Works	Service Population	\$30,400
General Government		
Administration	Service Population	\$6,800
Administrative services	Resident Population	\$9,600
Human Resources	Service Population	\$3,800
Non-Departmental	Service Population	\$22,000
Parks & Recreation	Resident Population	\$22,100
Community Economic Development	Service Population	\$8,100
Other	Service Population	<u>\$3,800</u>
Subtotal General Government		\$76,200
Total Multiplier Expenditures - Rounded:		\$178,300

Source: Kosmont Companies

As shown in Exhibit 5.4 below, the Project is expected to generate gross annual revenue of approximately \$346,600 at full buildout, before inflation. The major contributors to City revenues are property tax and VLF In-Lieu at \$188,000 or 54% of the total, followed by onsite and offsite sales tax with 33% of the total revenues. After estimated incremental General Fund expenditures of \$178,300 per year before inflation, the net fiscal surplus is projected to be \$168,300 per year.

Exhibit 5.4: Summary of Net Fiscal Impact

Project Net Annual Fiscal Impact	
	Estimated Annual Total
City General Fund Revenues	
Property Tax (Secured & Unsecured)	\$68,400
Property Tax in Lieu of MVLf	\$120,500
Sales & Use Tax (Direct On-Site)	\$34,700
Sales & Use Tax (Indirect Off-Site)	\$80,300
Utility Users Tax	\$22,100
Franchise Fees: Gas, Electric, and Cable	\$12,500
Business Licenses	\$1,700
Fines/Forfeitures	\$6,400
Total Estimated General Fund Revenues:	\$346,600
City General Fund Expenditures	
Public Safety	\$71,700
Public Works	\$30,400
General Government	
Administration	\$6,800
Human Resources	\$3,800
Non-Departmental	\$22,000
Parks & Recreation	\$22,100
Community Economic Development	\$8,100
Other	\$3,800
Total Estimated General Fund Expenditures:	\$178,300
Estimated City Net Fiscal Impact (Rounded):	\$168,300

Source: City of Pico Rivera, Kosmont Companies



The analyses, projections, assumptions and any examples presented herein are for illustrative purposes and are not a guarantee of actual and/or future results. Actual results may differ from those expressed in this analysis, as results are difficult to predict as a function of market conditions, natural disasters, pandemics, significant economic impacts, legislation and administrative actions.

6.0 Economic and Job Benefits

6.1 Construction Cost

Construction of the Project is expected to take place in one phase. The estimated hard and soft costs for the Project, excluding land and financing are approximately \$72 million. Land acquisition and financing costs are not referenced, as they do not impact the economic benefit calculations.

6.2 IMPLAN Modeling

This Analysis uses the IMPLAN (IMppact analysis for PLANning) econometric input/output model developed by the IMPLAN Group to quantify the economic benefit to the local region from Project construction / renovation and ongoing operations. This proprietary model estimates the economic benefits on the industries in a given geographic area based on known economic inputs, such as construction costs. The model estimates direct, indirect, and induced benefits expressed in terms of increased economic activity (“output”), earnings (“labor income”), and job creation.

Direct Economic Benefits: Direct benefits refer to the short-term business activity of general contractors involved in Project construction / renovation and the ongoing business activities of Project tenants.

Indirect Economic Benefits: Indirect benefits will result when local firms directly impacted by the Project purchase materials, supplies or services from other firms. Examples would include increased sales of building materials as a result of construction activity, and increased sales of inputs related to the business operations of tenants within the Project.

Induced Economic Benefits: Induced benefits relate to the consumption spending of employees of firms that are directly or indirectly affected by the Project. These would include the goods and services normally associated with household consumption (e.g., housing, retail purchases, local services, etc.).

Inputs for the IMPLAN economic benefit analysis include the development budget provided by the Client and permanent on-site employment information estimated by Kosmont. The permanent full-time employment estimates were derived from similar projects and industry standard per-square-foot employment densities for corresponding land use types.

6.3 Construction Related Economic Benefits

During the construction period, the Project is expected to produce approximately 684 direct construction jobs, and combined with indirect and induced impacts, a total of 957 FTE jobs, \$67 million in labor income, and approximately \$121 million of economic output are expected to be captured within the County (see Exhibit 6.3.1).

Exhibit 6.3.1: Economic Benefits from Construction

Economic Benefits from Construction (One-Time / Short-Term)			
	Employment	Labor Income	Economic Output
Direct (On-Site)	684	\$50,292,000	\$72,000,000
Indirect	63	\$4,357,000	\$11,450,000
Induced	210	\$12,664,000	\$37,496,000
Total Countywide	957	\$67,313,000	\$120,946,000
Estimated City Capture	698	\$51,143,050	\$74,447,300

Notes: Benefits during construction. 100% of direct benefits are estimated to be captured on-site.
 Values in 2021 dollars.
 Source: IMPLAN, Kosmont Companies (2021)

6.4 Economic Benefits from On-Going Operations

At Project's completion, the apartments and onsite retail is projected to provide 22 jobs. In addition, resident spending is expected to support approximately 118 induced jobs, for a total of 143 Countywide jobs, \$8.2 million of labor income, and \$23.7 million economic output. (see Exhibit 6.4.1). It is estimated that 52 of the jobs and \$7.1 million of economic activity will be in City establishments.

Exhibit 6.4.1: Economic Benefits from On-Going Operations

Economic Benefits from Ongoing Operation (Annual)			
	Employment	Labor Income	Economic Output
Direct (On-Site)	22	\$839,000	\$1,603,000
Indirect	3	\$219,000	\$620,000
Induced	118	\$7,156,000	\$21,463,000
Total Countywide	143	\$8,214,000	\$23,686,000
Estimated City Capture	52	\$2,683,000	\$7,124,000

Notes: 100% of direct benefits captured within Pico Rivera + 25% of indirect/induced.
 Source: IMPLAN, Kosmont Companies (2021)



APPENDIX E - GENERAL PLAN CONSISTENCY

The Pico Rivera General Plan was approved by the City Council on October 28, 2014 containing the following elements:

- Land Use
- Housing
- Circulation
- Community Facilities
- Economic Prosperity
- Environmental Resource
- Safety
- Healthy Community
- Noise

The following pages contain the existing Pico Rivera General Plan Policies from the aforementioned elements and their relationship/applicability to the Mercury Specific Plan as required to address project consistency with the City's General Plan Policies.

LAND USE	
Goal 3.1 Protect and enhance the character of the City’s rural residential neighborhoods which are the last vestige for animal keeping and agricultural activities within Pico Rivera.	
Policies	Project Consistency
3.1-1 Land use. Retain the Rural Residential land use designation in its current locations.	N/A, The Project is not in a Rural Residential area.
3.1-2 Equestrian trails. Expand the equestrian trail system to complete connections from the City’s rural residential neighborhoods to existing and future equestrian facilities.	N/A, The Project is not in a Rural Residential area.
3.1-3 Equestrian uses. Establish equestrian oriented uses at the Bicentennial Park Campground adjacent to the Sports Arena.	N/A, not part of this area.
3.1-4 Equestrian facilities. Preserve the horse ranch located east of the I-605 freeway north of Rose Hills as an equestrian oriented facility and expand safe trail connections to this facility from the rural residential neighborhoods and any future equestrian facilities.	N/A, not part of this area.
Goal 3.2 Enhance key entryways and gateways to the city to create a distinct sense of arrival and identify a central space for civic gathering to promote a positive image and strengthen the identity of Pico Rivera.	
Policies	Project Consistency
3.2-1 Gateway Design and Improvement. Create a city-wide entry and wayfinding signage program to create clear entry statements at key gateways to the city, to improve the identification of important destinations throughout the city, to distinguish and brand the city and for beautification. Design gateway treatments for key entryways into the city that incorporate landscaping, signage, public art, and/or structural elements that communicate a sense of arrival.	N/A, not a key gateway to the city.
3.2-2 Central Gathering Place. Enhance the Smith Park/ Pico Rivera Library Area as a central gathering place by creating a more diverse array of community services – farmers market, shopping, entertainment, recreation, and community events.	N/A, not part of this area.
3.2-3 Investment. Focus community investment and resources in the development of the Smith Park/Pico Rivera Library area as a central gathering place and focal point for the city.	N/A, not part of this area.

LAND USE	
Goal 3.5 Recognize the importance of the Whittier Narrows Dam, Rio Hondo and San Gabriel River channels in shaping the character, identity and physical structure of the community by protecting and enhancing these features.	
Policies	Project Consistency
3.5-1 Trails. Expand bicycle and pedestrian trails, where feasible along the Rio Hondo and San Gabriel River channels.	N/A, not part of this area.
3.5-2 Habitat. Identify areas where natural habitats along the Rio Hondo and San Gabriel River channels could be restored.	N/A, not part of this area.
3.5-3 Recreation. Identify opportunities for passive recreation areas within and along the Whittier Narrows Dam, Rio Hondo and San Gabriel River channels.	N/A, not part of this area.
3.5-4 Open Space and Landscaping. Identify opportunities to provide open space/parks and/or landscaping along the Whittier Narrows Dam, Rio Hondo and San Gabriel River channels that will soften and enhance the edges adjacent to these natural features.	N/A, not part of this area.
Goal 3.6 Improve the community image by ensuring a consistent level of high quality design and ongoing maintenance and improvement of existing development.	
Policies	Project Consistency
3.6-1 Design Guidelines. Ensure a consistent level of high quality design through the development of design guidelines and a design review process for new development. At a minimum, the design guidelines should provide direction on the following: <ul style="list-style-type: none"> • Site design • Building design • Parking and circulation • Landscaping • Services and Accessory Structures 	Consistent - Design Guidelines contained herein are intended to ensure high quality design, provide direction for the referenced elements and the city’s design review process will facilitate their implementation.

LAND USE	
Policies	Project Consistency
<p>3.6-2 Sustainable Development. Promote land development practices that reduce energy and water consumption, pollution, greenhouse gas emissions, and disposal of waste materials incorporating such techniques as:</p> <ul style="list-style-type: none"> • Concentration of uses and design of development to promote walking, bicycling, and use of public transit in lieu of the automobile; • Encourage development of transit-oriented development near public transit and residential areas; • Capture and reuse of stormwater on-site for irrigation; • Management of wastewater and use of recycled water, including encouraging the use of grey water; • Orientation of buildings to maximize opportunities for solar energy use, daylighting, and ventilation; • Use of landscapes that conserve water and reduce green waste; • Use of permeable paving materials or reduction of paved surfaces; • Shading of surface parking, walkways, and plazas and incorporation of solar technology; and/or • Recycling and/or salvaging of reuse of construction and demolition debris. 	<p>Consistent - Concentration of uses at this location is designed to promote the use of available transportation alternatives to the automobile.</p> <p>The site is adjacent to public transit such as the Line 50 bus along Washington Boulevard, Metro Line 266 on Rosemead Boulevard, as well as the proposed Rosemead Blvd. Transit Station and Gold Line Extension Alternative and residential areas.</p> <p>Project surface parking will be shaded to reduce the urban heat island effect and other sustainable land development practices will be implemented, including but not limited to the integration of solar power, water conservation and water quality in accordance with California codes.</p>
<p>3.6-2 Retrofits. Encourage retrofits and reuse of older and underutilized industrial and commercial buildings throughout the city to create more modern buildings and sites with a higher quality of design.</p>	<p>N/A, a city policy to encourage retrofits. The project is not a building retrofit or building reuse project.</p>
<p>3.6-3 Code Enforcement. Improve the appearance of substandard structures, properties and signage through improved code enforcement efforts, which is the primary means to ensure that properties are well maintained.</p>	<p>N/A, a city policy regarding code enforcement.</p>
<p>3.6-4 Sign Ordinance. Update the existing sign ordinance to better regulate the quantity of signs as well as size, location and overall design to maintain and enhance the visual quality of the community.</p>	<p>N/A, a city policy regarding updating of the existing sign ordinance.</p>

LAND USE	
Goal 3.7 Protect and enhance existing residential neighborhoods, assuring that they are safe, attractive, provide quality housing choices and are designed and maintained to enhance livability.	
Policies	Project Consistency
3.7-1 Design. Regulate the design and site planning of new development in and adjacent to residential neighborhoods to ensure compatibility between the new development and the existing residential areas.	Consistent - Site planning and project design is regulated by this specific plan to ensure compatibility between new and existing areas.
3.7-2 Neighborhood Revitalization. Promote revitalization of neighborhoods in need by maintaining public improvements, encouraging infill development compatible with the scale and character of existing development, and supporting public and private efforts to upgrade and maintain neighborhood appearance and the existing housing stock.	Consistent - The Project revitalizes the neighborhood by replacing a vacant commercial site with mixed-use infill development upgrading neighborhood appearance. While the project proposes to be approximately 15' higher than the adjacent LA Fitness retail use, residential (and office) heights are typically greater than retail heights so is compatible with the scale and character of the existing commercial development. At the NW corner of the building where it interfaces with the residential neighborhood, the building height has been reduced to three stories, the massing reduced, and rooftop recreation facilities moved SE and away from the residential edge to reduce activity where the building transitions to the residential neighborhood.
3.7-3 Housing Maintenance. Promote the maintenance of existing residential units and improvements through code enforcement and the Housing Rehabilitation Program to assure a quality living environment for residents and consistency with their neighborhood setting.	N/A
3.7-4 Safety. Require that residential developments be designed to facilitate and enhance neighborhood surveillance for safety.	Consistent - The Project is designed in such a way that neighborhood surveillance will be enhanced as a result of having residents on all four sides of a building that previously had no residents.
3.7-5 Innovative Housing. Encourage development of innovative forms of housing that increase the diversity of affordable housing options in the city and provide additional quality housing options for residents of all income levels.	Consistent - The Project increases the diversity of more affordable housing options for residents in the city.

LAND USE	
3.7-6 Walkability. Maintain sidewalks, parkways, street trees and landscaping throughout the residential neighborhoods to create a pleasant environment for walking and outdoor activities.	Consistent - While this is not a “residential neighborhood”, street trees and street furniture are proposed in the public right of way as part of the project.
Goal 3.8 Diverse and attractive commercial, office and mixed-use development that serves the community’s needs and contributes to the City’s economic vitality.	
Policies	Project Consistency
3.8-1 Appearance and Vitality. Support public and private efforts to reinvest in and renovate existing commercial development to increase economic vitality, improve aesthetic appearance, expand pedestrian orientation and enhance street frontages.	Consistent - Per policy
3.8-2 Reuse and Intensification. Promote the reuse of vacant, underutilized and inefficient commercial uses for more economically productive purposes, including higher intensity businesses, housing and mixed-use development.	Consistent - Per policy
3.8-3 Revitalization of Obsolete and Underused Properties. Encourage the consolidation of small parcels, joint public-private partnerships and land clearance and resale, to facilitate revitalization of underused and obsolete commercial properties.	Consistent - Per policy
3.8-4 New Commercial and Mixed-Use Development. Promote high quality commercial, office and mixed-use development and redevelopment that is compatible with surrounding uses, and enhances adjacent streetscapes.	The Specific Plan Development Standards and Design Guidelines are designed to promote a high quality mixed-use development compatible with surrounding uses and enhancing the adjacent streetscape.
3.8-5 Diversity of Uses. Provide for and encourage the development of a broad range of uses in the commercial areas that reduce the need to travel to adjoining communities and capture a greater share of local spending.	Consistent - The Project will add to the broad range of uses in this commercial area, reduces the need to travel to adjoining communities and increases the share of local spending.

LAND USE	
3.8-6 Enhanced Design Character. Encourage the renovation, infill and redevelopment of existing commercial areas to improve their architectural design and quality, reduce the visual prominence of parking lots, make centers more pedestrian friendly, reduce visual clutter associated with signage, and enhance the definition and character of the street frontage and associated streetscapes.	Consistent - The Project will, among other things, includes infill and redevelopment of existing commercial areas to improve their architectural design and quality.
Policies	Project Consistency
3.8-7 Buffering Adjoining Residential Areas. Require buffering, screening, setbacks and other measures for new and expanded commercial uses adjacent to residential neighborhoods to minimize impacts and compatibility conflicts.	Consistent - The Project is not proposing any commercial uses on the sides adjacent to residential uses.
3.8-8 Connectivity to Neighborhoods. Link commercial districts to adjoining residential neighborhoods and other districts by well-designed and attractive pedestrian sidewalks and trails, where appropriate.	Consistent - While the project is not solely commercial, it is within a commercial district and will be linked to adjoining residential neighborhoods by pedestrian sidewalks and trails as shown in Exhibit 3-3,
Goal 3.9 A wide range of quality industries that provides job opportunities for Pico Rivera's residents while ensuring compatibility with nearby residential neighborhoods.	
Policies	Project Consistency
3.9-1 New Industrial Development. Promote high quality industrial development and redevelopment that is compatible with surrounding uses and enhances the adjacent streetscape.	N/A, not an industrial development.
3.9-2 Promote Industrial Development. Promote recruitment of a diverse range of new industrial users and retention and intensification of existing users that offer job opportunities for the city's residents and revenues to the City.	N/A, not an industrial development.
3.9-3 Supporting Uses. Encourage the integration of compatible supporting uses in industrial districts that serve the needs of employees and reduce their need to travel off-site during the workday.	N/A, not in an industrial district.

LAND USE	
3.9-4 Design and Buffer. Ensure that industrial developments are sited and adequately buffered from surrounding neighborhoods and development to minimize negative impacts such as visual pollution, noise, odors, truck activities, and other such conflicts on non-industrial uses.	N/A, not an industrial development.
3.9-5 Infrastructure. Ensure the long-term maintenance of the city’s roads that are more heavily impacted by industrial, trucking uses.	N/A, The Project has no jurisdiction over maintenance of the city’s roads.
Goal 3.10 A mix of governmental, educational, recreational and open space facilities that conveniently support the needs of Pico Rivera’s residents and businesses.	
Policies	Project Consistency
3.10-1 Adequate Facilities. Ensure that community facilities and parks are distributed equitably throughout the city to provide efficient services to the broadest number of residents.	N/A, equitable distribution of parks within the city is beyond the purview of the project proponent.
3.10-2 Location. Locate new parks, community centers, schools and other public facilities to be easily accessible by local residents, facilitate opportunities for joint use and enhance neighborhood interaction and identity.	N/A, the location of new parks, community centers, schools and other public facilities within the city is beyond the purview of the project proponent.
3.10-3 Coordination with Non-City Public Service Providers. Coordinate, partner with, and encourage school and utility districts and other government and independent agencies that may be exempt from City land use control and approval to plan and improve their properties and design improvements to achieve a high level of visual and architectural quality that maintains the character of the neighborhoods or district in which they are located.	N/A, project proponent is not a Public Service Provider.
3.10-4 Parks and Open Spaces. Seek to expand the city’s parklands, greenways and open spaces as land and funding become available, encouraging the redevelopment of vacant sites and coordinate with the appropriate regional agencies for future planning related to the river corridors, the Bicentennial Park Campground and the Sports Arena area.	N/A, the expansion of the city’s parklands, greenways and open space within the city is beyond the purview of the project proponent.
Goal 3.11 New growth and redevelopment that is carefully planned, efficient, and contributes positively to the community.	
Policies	Project Consistency
3.11-1 Annexation Proposals. Support annexation proposals that provide for the efficient extension of City infrastructure and services and contribute positively to the City’s fiscal viability and quality of life.	N/A, The Project is not an annexation.

LAND USE	
3.11-2 Specific Plans. Support the preparation and adoption of new specific plans consistent with policies pertaining to the redevelopment of properties within opportunity areas to assure achievement of the intended scale, character and quality of development.	Consistent - The Project will adhere to policies pertaining to the redevelopment of properties within opportunity areas and to policies herein to assure achievement of the intended scale, character and quality of development.
Goal 3.12 Inventory and protection of Pico Rivera’s historic and cultural resources.	
Policies	Project Consistency
3.12-1 Identification. Maintain and periodically update the inventory of historic and cultural resources. This inventory shall include properties that may be eligible for listing in national and state registers as well as properties that do not meet the criteria for these registers but are important to protect in terms of local significance.	N/A, The Project site does not include historic or cultural resources.
3.12-2 Adaptive Reuse. Encourage the adaptive reuse of buildings of historical significance to serve meaningful contemporary uses while preserving the character, spirit and original identity of the structures.	N/A, The Project does not have buildings of historical significance.
3.12-3 Consultation. Consult with appropriate organizations and individuals to minimize potential impacts to historic and cultural resources, including the Pico Rivera History and Heritage Society.	N/A, The Project does not have buildings of historical and cultural significance.
3.12-4 Education. Support programs to raise the awareness of the city’s historic resources and the value of their protection.	N/A, The Project does not have buildings of historical significance.
Goal 3.13 Coordinate land use planning programs between local, regional, State and Federal agencies.	
Policies	Project Consistency
3.13-1 Planning Coordination. Ensure that City planning activities are coordinated with other affected or responsible government agencies as appropriate.	N/A, City planning activities coordinated with other affected or responsible government agencies is beyond the purview of the project proponent.
3.13-2 Regional Planning. Participate in regional planning efforts with the Gateway Cities Council of Governments, Southern California Association of Governments (SCAG), Los Angeles County Metropolitan Transportation Authority (Metro), Watershed Conservation Authority and other appropriate organizations to ensure that City issues and interests are represented.	N/A, City planning efforts with other affected or responsible government agencies is beyond the purview of the project proponent.
3.13-3 Project Review. Review, comment and coordinate on plans and projects of overlapping or neighboring agencies to ensure compatibility with the City’s General Plan and to make certain that impacts on the city are mitigated.	N/A, City planning coordination with overlapping or neighboring agencies is beyond the purview of the project proponent.

HOUSING	
Goal 1 Preserve and improve existing housing	
Policies	Project Consistency
1.1: Encourage the maintenance and repair of the City's housing stock through code enforcement and rehabilitation programs.	N/A, maintenance and repair of the City's housing stock within the city is beyond the purview of the project proponent.
1.2: Preserve the integrity of the existing single-family neighborhoods in the community.	N/A, the project is not within an existing single-family neighborhood.
Goal 2. Encourage access to opportunities for affordable housing	
Policies	Project Consistency
2.1: Support and promote the creation of new opportunities for affordable housing.	Consistent - The Project creates new opportunities for affordable housing.
2.2: Cooperate with private and public sector entities in identifying strategies that will be effective in the development of new affordable housing.	Consistent - The Project has cooperated with the public and private sector to create new opportunities for affordable housing.
2.3: Promote and support those programs that will assist lower-income households in the purchase of their homes.	Consistent - The Project supports programs that will assist lower-income households in the purchase of their homes.
Goal 3. Ensure an adequate supply of housing for households with special needs	
Policies	Project Consistency
3.1: Cooperate with housing providers and developers to promote the development of housing to accommodate those households with special needs.	Consistent - The Project includes housing that accommodates those with special needs in accordance with State law and will be making access improvements at Washington & Rosemead.
3.2: Pursue the feasibility of providing additional senior housing opportunities in the City.	Consistent - The Project includes housing that is available to seniors.
3.3: Recognize the basic shelter needs of homeless persons.	N/A, The basic shelter needs of homeless persons within the city is beyond the purview of the project proponent.
Goal 4. Provide adequate sites to meet the existing and future housing needs of the City	
Policies	Project Consistency
4.1: Support the development of higher density housing along selected arterial corridors as a means to accommodate the City's projected housing need.	Consistent - The Project includes higher density housing along a selected arterial corridors as a means to accommodate the City's projected housing need.
4.2: Establish a mixed-use overlay zone and increase minimum density in identified areas to meet the City's housing need.	Consistent - Mixed use and increased density will be implemented by the Specific Plan to help meet the City's housing need.

HOUSING	
Goal 5. Remove Governmental Constraints	
Policies	Project Consistency
5.1: Continue to support changes to the City's Zoning Ordinance as a means to streamline the development process.	Consistent - The Project Specific Plan establishes new zoning and development standards to streamline the development process.
5.2: Continue to support reduced fees and/or development standards for those developments that meet the criteria for being affordable.	N/A, the reduction of fees is beyond the purview of the project proponent.
5.2': Continue to encourage the use of energy-saving technology in the design and construction of new housing.	Consistent - The Project supports energy saving technologies and will meet or exceed California's current Green Building Code.
Goal 6. Promote Equal Housing Opportunities	
Policies	Project Consistency
6.1: Continue to promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color or the presence of persons with disabilities.	Consistent - The Project is developing housing opportunities for all persons regardless of race, religion, etc. in accordance with State law.
6.2: Continue to promote greater awareness of tenant and landlord rights.	Consistent - The Project will promote awareness of tenant and landlord rights in accordance with State law.

I There are two Policy 5.2s in the General Plan. This Policy should read as 5.3.

CIRCULATION	
Goal 5.1 Promote active living, improve local air quality, and enhance the livability of the community through an integrated multimodal network that serves all users within the City and offers convenient mobility options, including vehicular travel, transit services, bicycle routes, and pedestrian paths.	
Policies	Project Consistency
<p>5.1-1 Multimodal Options. Make transportation mode shifts possible by designing, operating, and maintaining streets to enable safe and convenient access and travel for all users—pedestrians, bicyclists, transit riders, and people of all ages and abilities, as well as freight and motor vehicle drivers—and to foster a sense of place in the public realm.</p>	<p>N/A, The designing, operating, and maintaining streets is beyond the purview of the project proponent.</p>
<p>5.1-2 Serve All Users. Provide a safe, efficient, and accessible transportation network that meets the needs of all users in the community, including seniors, youth, and the disabled, and contributes to the community’s quality of life by:</p> <ul style="list-style-type: none"> • Balancing the needs of all users of the public rights-of-way by providing safe and convenient travel and access for bicyclists, transit riders, freight and motor vehicle drivers, and people of all ages and abilities. • Designing streets to accommodate larger vehicles such as buses, fire service vehicles, and freight delivery trucks without compromising pedestrian and bicycle safety. • Providing safe and comfortable access for persons with disabilities. • Providing public open space that integrates amenities including street trees and landscaping, street and sidewalk lighting, transit facilities, street furniture, water features, and public art work 	<p>Consistent - The Project includes accessibility features and will be constructing an access ramp at the corner of Washington and Rosemead to facilitate access.</p>

CIRCULATION	
Policies	Project Consistency
<p>5.1-3 Complete Streets. Accommodate other modes of travel such as bicycling and walking when implementing roadway improvements, where feasible.</p> <ul style="list-style-type: none"> • Promote the use of transit by improving the efficiency of transit systems and creating safe and attractive walking environments. • Promote the ability to walk by providing safe and comfortable pedestrian facilities and traffic signal timing that allows for the safe crossing of major roadways by pedestrians. • Provide street lighting that is attractive, functional, and appropriate to the character and scale of the neighborhood or area, and that contributes to vehicular, pedestrian, and bicycle safety. • Demand-actuated traffic signals should include push buttons to signal the need for pedestrians to cross, and include audible signals and countdown signs to assist the disabled in crossing streets. • Demand-actuated traffic signals corresponding with bicycle routes should include bicycle sensitive loop detectors or push buttons adjacent to the curb. • Permit the sharing or parallel development of pedestrian walkways with bicycle paths, where this can be safely accomplished, in order to maximize the use of public rights-of-way. • Require the construction of attractive walkways in new residential, commercial, office, and industrial developments, including provision of shading for pedestrian paths. • Maximize visibility and access for pedestrians, and encourage the removal of barriers for safe and convenient movement of pedestrians. 	<p>Consistent - The project facilitates use of transit by densifying this location and provides a landscaped pedestrian plaza with street furniture that includes visitor and resident bicycle parking for safe and convenient movement of pedestrians and bicycle users within the project as well as on and offsite improvements for wheelchair access.</p>
<p>5.1-4 Smart Growth Development. Integrate transportation and land use decisions to enhance opportunities for development that is compact, walkable, and transit oriented.</p>	<p>Consistent - The Project includes development that is compact and will enhance opportunities for walkability, and transit oriented living.</p>

CIRCULATION	
Policies	Project Consistency
5.1-5 Access to Key Locations. Strive to provide multimodal access throughout the City, but especially to key locations such as employment centers, schools, parks medical facilities, libraries, and grocery stores.	Consistent - The Project location and existing and proposed transportation infrastructure provides multimodal access throughout the City.
5.1-6 System Expansion. Require new development to expand the system and increase efficiency.	Consistent - Mitigation fees determined in part by the traffic impact analysis may contribute funds to area-wide transit improvements.
5.1-7 Transit Ridership. “Utilize the Gateway Cities 2014 Strategic Transportation Plan as a guide to analyze proposed and future transportation projects that affect transit ridership, personal vehicle travel, and other modes at a local and regional level.	N/A - Analyzing proposed and future transportation projects is beyond the purview of the project proponent.
5.1-8 Context-Sensitive Street Standards. Design and operate streets and intersections to be sensitive to adjacent land uses and districts and to all roadway users, including transit, bicycles, and pedestrians, where appropriate.	N/A - Designing and operating streets and intersections is beyond the purview of the project proponent.
5.1-9 Roadway Sizing. Provide appropriate roadway sizing in the city. Where roads are wider than traffic requires, consider converting surplus land to landscaped medians, bicycle lanes, and wider sidewalks to make the roadway more pedestrian and bicycle friendly.	N/A - Roadway sizing is beyond the purview of the project proponent.
5.1-10 Amenities. Improve streetscape amenities around the city, including bus shelters and trash receptacles to create an enhanced environment and encourage usage.	N/A - Improvement of streetscape amenities around the city is beyond the purview of the project proponent.
Goal 5.2 A roadway system that ensures the safe and efficient movement of people, goods, and services.	
Policies	Project Consistency
5.2-1 Roadway Plan. Plan, design, and improve roadways in accordance with Figure 5-1 Circulation Plan.	N/A - Roadway planning design, and improvement is beyond the purview of the project proponent.

CIRCULATION	
Policies	Project Consistency
<p>5.2-2 Level of Service Objective. Strive to achieve and maintain operations at intersections at LOS D or better at peak travel times within the City.</p> <ul style="list-style-type: none"> • In those locations where this objective is infeasible, implement all feasible mitigation measures. • Require all development projects to provide their fair share (in the form of physical improvements and/or fee payment) for all feasible improvements. 	<p>Consistent - The Project supports the maintenance of operations at intersections and fair share improvements as necessary.</p>
<p>5.2-3 Alternative Measures to Increase Efficiency. Maximize the operational efficiency of the roadway system by developing alternative measures where improvements are needed but are not feasible to implement. Measures can include traffic demand management programs, consolidation of driveways, and prohibiting on-street parking to ease congestion.</p>	<p>Consistent - The Project TDM program is described in the Traffic Study as part of the environmental review and the project has consolidated driveways from two to one.</p>
<p>5.2-4 Intersections. Identify intersection improvements needed throughout the city to provide acceptable levels of service to maintain consistency with the Circulation Element.</p>	<p>N/A - Identification of intersection improvements needed throughout the city is beyond the purview of the project proponent.</p>
<p>5.2-5 Bridge Widening. Work with surrounding jurisdictions and the Southern California Association of Governments to plan for and secure funding for needed future bridge improvements over the Rio Hondo and San Gabriel Rivers.</p>	<p>N/A - Coordination of bridge widening work with surrounding jurisdictions is beyond the purview of the project proponent.</p>
<p>5.2-6 Roadway Capacity. Create additional roadway capacity along Passons Boulevard and other roadways, where feasible, through elimination of on-street parking (either all day or during peak hours), as well as other street improvements that can be made within the existing right-of-way.</p>	<p>N/A - Creating additional roadway capacity along Passons Boulevard is beyond the purview of the project proponent and there is no on-street parking on Washington Blvd.</p>
<p>5.2-7 Park and Ride Lots. Maintain the existing park and ride lot at Pico Park and explore adding additional lots within the city to encourage carpooling, including at Smith Park.</p>	<p>N/A - Maintaining the existing park and ride lot at Pico Park is beyond the purview of the project proponent.</p>
<p>5.2-8 Medians. Identify proposed locations for enhanced medians within the community to improve the existing streetscape.</p>	<p>N/A - Identifying proposed locations for enhanced medians within the community is beyond the purview of the project proponent.</p>

CIRCULATION	
Policies	Project Consistency
5.2-9 Private Streets. Private streets, where permitted, shall provide for adequate circulation and emergency vehicle access. Private streets that will accommodate more than 50 vehicles per hour in the peak hour or that are designed for on-street parking shall be designed to public street standards. The design of other private streets shall be subject to the review and approval of the Public Works Director. Prior to their approval, adequate provisions for the long-term maintenance of private streets shall be ensured. Private streets shall be improved to public street standards prior to acceptance of dedications to the City.	N/A - The project does not include private streets
5.2-10 Traffic Studies. Require the preparation of site-specific traffic studies for new development proposals that are determined by the City to have the potential to impact traffic.	Consistent - The Project environmental review will include site-specific traffic studies in accordance with State law.
5.2-11 Funding Sources. Pursue and develop funding sources for the maintenance and rehabilitation of the transportation system.	N/A - Funding sources for the maintenance and rehabilitation of the transportation system is beyond the purview of the project proponent.
5.2-12 Regional Coordination. Continue to coordinate transportation and land use plans and policies with local and regional planning agencies, and incorporate the Regional Transportation Plan, where feasible. This includes: <ul style="list-style-type: none"> • Continuing to work with Caltrans and neighboring cities to minimize any cumulative significant impacts on State facilities, including Interstate 5, State Route 60, and State Route 605. • Participation in the development of a fair share fee program if required by Caltrans, to address mitigation of significant impacts to the above listed state facilities. 	N/A - Coordination of regional transportation and land use plans and policies with local and regional planning agencies is beyond the purview of the project proponent.
5.2-13 Regional Trips. Coordinate with adjacent jurisdictions and regional agencies to address the impacts of trips originating outside of and passing through the city.	N/A - Regional trips and coordination with adjacent jurisdictions and regional agencies is beyond the purview of the project proponent.
5.2-14 Transportation Demand Management. Promote transportation- demand management programs, as appropriate, for uses with substantial traffic- generating characteristics.	N/A - A transportation demand management program is included in the traffic section of the IS/ MND.

CIRCULATION	
Policies	Project Consistency
5.2-15 Traffic Calming. Consider development of a traffic calming program and implementation of traffic calming measures, where appropriate and feasible, to minimize the impacts on the use of local streets by vehicular traffic and to maintain the health, safety and livability of the neighborhoods.	Consistent - The environmental review and traffic study for the project will consider development of a traffic calming program and implementation of traffic calming measures, where appropriate.
5.2-16 Pavement Maintenance. Utilize the 2012-2017 Pavement Management Program for the ongoing maintenance of city streets.	N/A - Pavement Management Program for the ongoing maintenance of city streets is beyond the purview of the project proponent.
Goal 5.3 A transportation network that moves goods efficiently within and through the community and region.	
Policies	Project Consistency
5.3-1 Efficient Movement. Support infrastructure improvements and the use of emerging technologies that facilitate the timely movement of trade, including facilities for the efficient intermodal transfer of goods between truck and rail. <ul style="list-style-type: none"> • Maximize direct movement between industrial areas and freeways, with truck routes avoiding residential areas to the extent feasible. • Design street systems serving industrial areas, including the primary routes accessing these areas, to accommodate the movement of trucks. 	N/A - The Project does not include industrial use or intermodal transfer of goods between truck and rail.
5.3-2 Rail. Work with railroad operators to facilitate the transport of goods by rail through the city when compatible with city traffic flows and other community priorities.	N/A - Rail work with railroad operators is beyond the purview of the project proponent.
5.3-3 Off-Peak Deliveries. Encourage businesses to schedule deliveries at off-peak periods.	Consistent - The Project will encourage businesses to schedule deliveries at off-peak periods.
Goal 5.4 A balanced transportation system where bicycling and walking are alternative methods to the automobile.	
Policies	Project Consistency
5.4-1 Continuous Network. Provide a safe and continuous bicycle and pedestrian network that links neighborhoods, parks, schools, libraries, commercial development, major employers, and other frequently visited destinations as a means of improving health in the city.	Consistent - The Project will connect to bicycle and pedestrian networks that links neighborhoods, parks, schools, libraries, commercial development, and major employers in the city. The Project also provides short term and long-term bicycle parking for commercial customers and residential tenants.

CIRCULATION	
Policies	Project Consistency
5.4-2 Roadway Improvement Projects. Incorporate bicycle and pedestrian features within roadway improvement projects, when feasible.	N/A - Incorporating bicycle and pedestrian features within roadway improvement projects is beyond the purview of the project proponent.
5.4-3 Bicycle Network. Design and implement a functional bicycle network by expanding bicycle routes, striping bicycle lanes where feasible, providing signage for bicycle routes, and providing adequate bicycle parking at City facilities.	N/A - Designing and implement a functional bicycle network by expanding bicycle routes, striping bicycle lanes where feasible, and providing signage for bicycle routes is beyond the purview of the project proponent.
5.4-4 Bicycle Support Facilities. Require bicycle parking and support facilities at new industrial, commercial, institutional developments, and transit facilities, as appropriate.	Consistent - The project is not an industrial, commercial or institutional development, or a transit facility but will include bicycle parking.
5.4-5 River Bike Trails. Improve, maintain, and expand bike trails along the Rio Hondo and San Gabriel river corridors.	N/A - Improving bike trails along the Rio Hondo and San Gabriel river corridors is beyond the purview of the project proponent.
5.4-6 Pedestrian Network. Improve the pedestrian network by incorporating streetscape improvements such as shade trees, plantings, lighting, and street furniture.	N/A - Improving bike trails along the Rio Hondo and San Gabriel river corridors is beyond the purview of the project proponent.
5.4-7 Sidewalk Deficiencies. Improve areas with sidewalk deficiencies to increase walking in Pico Rivera.	N/A - Improving bike trails along the Rio Hondo and San Gabriel river corridors is beyond the purview of the project proponent.
5.4-8 ADA. Incorporate American with Disabilities Act (ADA) requirements to create an accessible pedestrian system that can serve all users.	Consistent - The Project will conform with ADA requirements in accordance with State law and is making offsite ADA improvements at the intersection of Washington and Rosemead.
5.4-9 Regional System. Coordinate with surrounding jurisdictions, regional agencies, and non-profit groups to improve the Emerald Necklace Park Network, a loop trail system of parks and greenways which includes areas within the City of Pico Rivera.	N/A - Coordinating with surrounding jurisdictions, regional agencies, and non-profit groups to improve the Emerald Necklace Park Network is beyond the purview of the project proponent.

CIRCULATION	
Goal 5.5 Well-managed parking opportunities that are balanced with traffic congestion and other City priorities.	
Policies	Project Consistency
5.5-1 Parking Standards. Ensure that City parking standards are appropriate to the use and location of existing and new development.	Consistent - Appropriate parking standards are integral to the success and livability of the project.
5.5-2 Older, Strip Commercial. Develop off-street parking solutions for older, strip commercial developments only where reducing or eliminating on-street parking will improve carrying capacity and reduce congestion. Such solutions might include, but are not limited to, parking restrictions during peak travel hours or provision of joint use off-street parking facilities.	N/A - This is not an older, strip commercial development project.
5.5-3 On-Street Parking Turnover. Implement parking management tools that maximize on-street parking turnover, where appropriate.	N/A - Implementing parking management tools that maximize on-street parking turnover is beyond the purview of the project proponent.
5.5-4 Shared Parking. Encourage parking in shared surface lots to make the most efficient use of land, while maximizing shared parking opportunities for uses with varied peak parking standards.	Consistent - The project supports shared parking opportunities where appropriate.

COMMUNITY FACILITIES	
Goals 6.1 Efficient and fiscally responsible government services that are responsive to local residents and businesses.	
Policies	Project Consistency
6.1-1 Involved Citizenry. Provide for the full inclusion of people of diverse backgrounds, ages, genders, interests, lifestyles, and socioeconomic status in governmental decision-making through a variety of community outreach and information programs.	Consistent - The project conducted a virtual outreach workshop as well as an in-person public outreach workshop at a public facility in the city as a way to increase citizen engagement.
6.1-2 Access to City Government. Establish and promote City Hall as a comfortable and approachable place for community members to voice concerns, conduct business, and obtain information regarding the provision of City services.	N/A
6.1-3 Community Outreach. Encourage residents and businesses to become active in local government by providing a variety of involvement programs designed to stimulate community spirit and pride.	Consistent - The project conducted a virtual outreach workshop as well as an in-person public outreach workshop at a public facility in the city as a way to increase citizen engagement.
6.1-4 Sufficient Public Facilities. Provide a sufficient number and size of general government facilities in order to adequately provide the services required for the City's population and businesses.	Consistent - Public services such as a city department annex or sheriff substation are encouraged ground floor uses to facilitate approachable places for the community to access public information and services.
Goal 6.2 A safe community with low risk of crime, and with protection of life and property.	
Policies	Project Consistency
6.2-1 Service Standards. Coordinate with the Los Angeles County Sheriff's Department to maintain the following law enforcement standards in the City: <ul style="list-style-type: none"> • Four-minute average response time for emergency calls; • Ten-minute average response time for non-emergency calls; and • Staffing levels of one officer per 1,000 residents. 	N/A - Maintaining law enforcement standards in the City is beyond the purview of the project proponent.
6.2-2 Adequate Equipment. Maintain adequate levels of equipment to provide effective and highly visible law enforcement services within the City.	N/A - Maintaining adequate levels of equipment to provide effective and highly visible law enforcement is beyond the purview of the project proponent.

COMMUNITY FACILITIES	
Policies	Project Consistency
6.2-3 New Development. Require new development to contribute fees to fund its fair share of improvements that are needed to maintain law enforcement service standards, facilities, and equipment.	Consistent - The Project will contribute to fair share improvements where needed.
6.2-4 Defensible Space. Incorporate defensible space security and design features in new and retrofitted development to minimize opportunities for criminal activity. Such features should include: <ul style="list-style-type: none"> • Well-lighted and visible streets and street names, building entrances and addresses, recreation areas, and parking areas. • Limited access into and between buildings to reduce escape routes and to make undetected entry difficult. • Landscaping that permits surveillance of open areas and entryways and avoids creating places for concealment. • Emergency vehicle access around buildings to the extent feasible within multiunit residential and nonresidential developments. • Elimination of the potential for roof access via stacked pallets, flag poles, and other means within multiunit residential and nonresidential developments. • Conduct a study of alleyways within the City and determine if they should be abandoned and how to make alleyways safer. 	Consistent - The Project incorporates defensible space security and design features such as appropriate landscaping and lighting in common areas, recreation areas and parking.
6.2-5 Gang Suppression Programs. Continue to work with the El Rancho Unified School District and the Sheriff’s Department to develop and implement gang suppression and intervention programs that enhance crime prevention.	N/A - Gang Suppression Programs are beyond the purview of the project proponent.
6.2-6 Graffiti Abatement. Continue to work with various agencies to fund aggressive graffiti enforcement and abatement programs, and require removal of graffiti that is in public view.	Consistent - The owner/manager is responsible for graffiti removal on the project site including during construction.
6.2-7 Crime Prevention Programs. Maintain an array of community- based service and education programs designed to prevent crime, including Neighborhood Watch Programs and the P.R.I.D.E. youth program.	N/A - Crime Prevention Programs are beyond the purview of the project proponent.

COMMUNITY FACILITIES	
6.2-8 Mutual Aid. Continue to coordinate with the County Sheriff’s Department, area police departments, and other appropriate law enforcement agencies to promote regional cooperation and provide mutual aid during emergency situations.	Consistent - The Project supports coordination with the Los Angeles County Sheriff’s Department, and the Specific Plan has purposefully listed a Sheriff Substation as an allowed use on the ground floor to facilitate regional cooperation and provide mutual aid during emergency situations.
Goal 6.3 Adequate fire protection and emergency medical services.	
Policies	Project Consistency
<p>6.3-1 Service Standards. Coordinate with the Los Angeles County Fire Department to maintain the following fire and emergency service standards as recommended by the Insurance Services Office, Inc. (ISO) and the National Fire Protection Association (NFPA):</p> <ul style="list-style-type: none"> • Four-minute response time for the first arriving fire company for 90 percent of incidents. • Eight-minute response time for arrival of multiple fire companies for 90 percent of incidents. • Four-person minimum staffing of fire companies. • Fire Confinement Success Rate – holding structure fires to floor or origin (i.e., preventing the fire from spreading to additional floors after first arrival on the scene) for 90 percent of incidents. • Fire Company Reliability – handling calls for services within assigned station for 90 percent of incidents. 	Consistent - The Project will coordinate with Los Angeles County Fire Department and follow fire and emergency service standards as recommended.
6.3-2 Effective Service. Maintain adequate staffing, equipment, technology, and training to provide effective and efficient fire protection and emergency medical services within the City.	N/A - Maintain adequate staffing for emergency medical services is beyond the purview of the project proponent.
6.3-3 Adequate Fire Flows and Water Storage. Maintain adequate fire flow pressure as established by the Los Angeles County Fire Department and sufficient water storage for emergency situations.	Consistent - The Project will meet the standards established by the Los Angeles County Fire Department.
6.3-4 Enforcement of Codes. Continue to enforce all relevant codes and ordinances for existing buildings and new construction to reduce the risk of fire hazards.	Consistent - The Owner/Manager is responsible to enforce safety codes during and after construction as well as occupancy limit standards in shared spaces as established by State and local laws.
6.3-5 New Development. Consider fees for new development to help maintain fire protection service levels without adversely affecting service levels for existing development.	Consistent - The developer will be responsible for fees to maintain fire protection service levels as determined during development review.

COMMUNITY FACILITIES	
6.3-6 Review of Development Proposals. Continue to include the Fire Department in the review of development proposals to ensure that projects adequately address safe design and on-site fire protection.	Consistent - The developer has included LA County Fire Department in preliminary review and must achieve final review approval to ensure the project adequately meets safe design and on-site fire protection prior to certificate of occupancy.
Policies	Project Consistency
6.3-7 Mutual Aid. Continue to coordinate with appropriate fire protection agencies to provide mutual aid during emergency situations.	Consistent - An Emergency Preparedness Plan is required as part project approval to ensure coordination with appropriate fire protection agencies in providing mutual aid during emergency situations
6.3-8 Education. Continue to support community outreach activities and programs designed to inform and educate the public concerning fire prevention and suppression.	N/A - Educating the public concerning fire prevention is beyond the purview of the project proponent.
Goal 6.4 A sustainable supply of water delivered through an efficient infrastructure system to meet existing and future needs.	
Policies	Project Consistency
6.4-1 Reliable Supply and Distribution. Provide high quality potable water and a regularly maintained distribution system to meet normal and emergency demands in both wet and dry years.	N/A - Providing high quality potable water is beyond the purview of the project proponent.
6.4-2 Urban Water Management Plan. Maintain and keep up to date the Urban Water Management Plan and other water master planning and capital improvement tools to ensure adequate water supply, infrastructure, maintenance, rehabilitation, funding, and conservation measures.	N/A - Urban Water Management Plans are beyond the purview of the project proponent.
6.4-3 New Development. Require new development to demonstrate the availability of adequate water supply and fire flow, and to provide infrastructure and/or finance the costs of improvements necessary to serve the demands created by the development, as appropriate.	Consistent - The Project will be required to demonstrate appropriate water supply and fire flow, or a water supply assessment and/or improvements to provide appropriate water supply and fire flow, during the course of project review.
6.4-4 Energy Efficient Infrastructure. Employ best practices to maintain the highest feasible energy efficiency in the water infrastructure system to reduce costs and greenhouse gas emissions.	N/A - Maintain adequate staffing for emergency services beyond the purview of the project proponent.

COMMUNITY FACILITIES	
6.4-5 Water Conservation. Encourage water conservation as a means of protecting the long term availability of water resources. Require new and retrofitted development to be equipped with water conservation devices.	Consistent - Water conservation measures will be integrated into the project in accordance with State and local laws.
Goal 6.5 Adequate and well-maintained wastewater infrastructure to meet existing and future needs and to ensure the health and safety of the Pico Rivera community.	
Policies	Project Consistency
6.5-1 Sufficient Infrastructure. Maintain and upgrade the City’s wastewater collection system to meet the needs of existing development and future growth such that restricted wastewater flows occur only during peak-day, peak-hour conditions.	N/A - Maintaining and upgrading the City’s wastewater collection system is beyond the purview of the project proponent.
6.5-2 Wastewater Treatment Plant Capacity. Maintain coordination with the Los Angeles County Sanitation Districts to ensure that the wastewater treatment plants serving the City can accept wastewater flows from Pico Rivera and remain within the rated capacity of the wastewater treatment facilities serving the City.	N/A - Maintenance of Wastewater Treatment Plant Capacity is beyond the purview of the project proponent.
6.5-3 Infrastructure Master Planning. Maintain up-to-date wastewater master planning and capital improvement tools to ensure adequate wastewater infrastructure, maintenance, rehabilitation, and funding.	N/A - Infrastructure Master Planning beyond the project is beyond the purview of the project proponent.
6.5-4 Adequate Facilities for New Development. Require new development to demonstrate the availability of adequate wastewater facilities in accordance with city plans and standards.	Consistent - The project demonstrates the availability of adequate wastewater facilities in the Infrastructure section.

COMMUNITY FACILITIES	
6.5-5 New Development Contribution. Ensure that new development constructs, dedicates, and/or pays its fair share contribution to the wastewater treatment and collection system that is necessary to serve the demands created by the development.	Consistent - As part of project review, the project will pay its fair share contribution, as determined, to the wastewater treatment and collection system.
6.5-6 Monitoring Discharge. Continue to monitor uses that may generate toxic or potentially hazardous substances to prevent contamination of water and wastewater.	N/A - Monitoring discharge is beyond the purview of the project proponent.
Policies	Project Consistency
6.5-7 Best Practices. Work with Los Angeles County Sanitation Districts to identify and implement, as feasible, best practices and technologies for wastewater collection and treatment, including those that reduce the amount of wastewater requiring treatment, maintain the highest possible energy efficiency, and reduce costs and greenhouse gas emissions.	N/A - Working with the Los Angeles County Sanitation Districts is beyond the purview of the project proponent.
6.5-8 Reclaimed Water. Utilize reclaimed water for all municipal parks and greenways including the Bicentennial Park Campground and Sports Arena and continually search for local, state and federal grants to develop the proper infrastructure.	N/A - Beyond the purview of the project proponent.
Goal 6.6 A community adequately served by energy facilities with minimal exposure to electromagnetic fields.	
Policies	Project Consistency
6.6-1 Adequate Services. Maintain coordination with SCE and the Southern California Gas Company to ensure that adequate electricity and natural gas services and facilities are available.	Consistent - The Project has ensured that adequate services are available as discussed in the Infrastructure section.
6.6-2 New Development. Ensure that approvals of proposed development are contingent upon the ability of SCE and the Gas Company to provide sufficient energy supply and infrastructure.	Consistent - The Project has ensured that adequate services are available as discussed in the Infrastructure section.
6.6-3 Locating Sensitive Uses. Locate sensitive uses an adequate distance from major electrical transmission lines based on siting guidelines used by the California Public Utilities Commission to minimize exposure to electromagnetic fields.	N/A - The Project is not near major electrical transmission lines.
6.6-4 Renewable Energy. Encourage the use of solar power and renewable fuel sources for a sustainable community.	Consistent - The Project will integrate the use of solar power in accordance with State laws.

COMMUNITY FACILITIES	
6.6-5 Municipal Vehicle Fleet. Pursue local, state and federal funding to obtain alternative-fuel vehicles such as electric vehicles and strategically locate electric charging stations for private and public use.	Consistent - The Project will be providing electric charging stations for public and private use in accordance with State law.
6.6-6 Undergrounding Utilities. Continue to work with energy providers to underground existing facilities, especially along arterials, targeted corridors and around substations, while utilizing the Underground Utility Districts to finance this construction.	Consistent - The Project is working with energy providers as described in the Infrastructure section.
Policies	Project Consistency
6.6-7 Visual Impacts. Work with SCE and the Gas Company to minimize the impacts of energy facilities within the community, including use of low profile or underground substation facilities.	N/A - The Project is not near major electrical transmission lines or substations.
6.6-8 Joint Use. Where feasible, facilitate joint use of major electricity transmission line corridors for uses such as wholesale nurseries, pedestrian and bike trails, and linear parks.	N/A - Joint use of major electricity transmission line corridors is beyond the purview of the project proponent.
6.6-9 Coordination. Coordinate with DWP on any projects with the potential to impact LADWP transmission line rights-of-way prior to project approval to ensure appropriate clearances, access issues, construction activities, safety, grading, drainage and other such issues are adequately and appropriately addressed.	N/A
Goal 6.7 Reduced solid waste generation and disposal, and increased recycling opportunities.	
Policies	Project Consistency
6.7-1 Adequate Services. Maintain adequate solid waste facilities and services to maximize diversion and minimize landfilling of solid wastes.	N/A
6.7-2 Compatible Facilities. Ensure that solid waste collection and recycling facilities are located and operated in a manner that is compatible with surrounding uses.	Consistent - The Project will ensure that solid waste collection and recycling facilities are located and operated in a manner that is compatible with surrounding uses as described in the SP.

COMMUNITY FACILITIES	
6.7-3 Recycling Plans. Maintain up-to-date Source Reduction and Recycling Element, Household Waste Element, and other relevant plans designed to maximize solid waste management efficiency and diversion.	Consistent - To facilitate recycling, solid waste chutes will be available on each floor that direct trash to bins for trash, recycling and organics to facilitate compliance with State mandatory waste diversion requirements.
6.7-4 City Facilities. Continue to require office recycling services at City Hall and other City facilities to increase solid waste diversion.	N/A
6.7-5 Non-Residential Recycling. Provide convenient and effective composting and recycling programs for commercial and industrial uses, as well as waste diversion programs for construction activities, to minimize the solid waste stream to landfills.	Consistent - The Project will include convenient and effective composting and recycling facilities for the local serving retail uses and implement waste diversion during construction activities in accordance with State and local laws.
Policies	Project Consistency
6.7-6 New Construction. Encourage the use of recycled materials in new construction, including building construction and expansions, as well as for infrastructure improvements.	Consistent - The Project will include recycled materials in construction where appropriate and in accordance with State and local laws.
6.7-7 Education. Provide public education and outreach programs on the benefits of solid waste reduction and recycling, and communicate recycling options and locations within the city.	N/A - Providing public education and outreach programs on the benefits of solid waste reduction is beyond the purview of the project proponent.
Goal 6.8 Quality communication systems that enhance community economic development and governmental efficiency, and provide equitable access for all.	
Policies	Project Consistency
6.8-1 Access. In conjunction with local internet, television, telephone, cellular and other telecommunications service providers, provide access to and availability of a wide range of state-of-the-art telecommunication systems and services throughout the city.	N/A.
6.8-2 New Development. Establish requirements for the installation of feasible state-of-the-art telecommunications technologies in new and retrofitted development.	Consistent - The Specific Plan includes guidelines for location and design of telecommunication equipment to minimize potential visual impacts.
6.8-3 Co-location. Require compatible co-location and design of wireless telecommunication facilities that are as visually unobtrusive as feasible and minimize visual impacts on surrounding uses.	Consistent - The Specific Plan includes guidelines for location and design of telecommunication equipment to minimize potential visual impacts.
6.8-4 City Operations. Expand the use of telecommunications and new technologies to enhance the performance of internal City operations and the delivery of public services.	N/A.

ECONOMIC PROSPERITY	
Goal 7.1 A strategic approach to economic growth that responds to changes in the market and achieves measurable success.	
Policies	Project Consistency
<p>7.1-1 Economic Development Strategy. Maintain an economic development strategy to grow business, employment, and income in Pico Rivera that emphasizes:</p> <ul style="list-style-type: none"> • Enabling a diverse range of business activities, including skilled labor and technology-focused manufacturing; warehousing and logistics; and professional/technical, educational, medical/health, and financial services. • Assisting existing Pico Rivera businesses to prosper and remain in the community as they grow. • Encouraging new businesses that are a good match for the community’s skilled labor pool to relocate to Pico Rivera. • Partnering with the El Rancho Unified School District, Rio Hondo Community College, Chamber of Commerce and local business community to provide for workforce training to meet the needs of current and future local businesses. • Maintaining quality development and an image as a successful community. • Ensuring that the infrastructure needed to support successful businesses is available. • Maintaining a supportive and cost effective environment in which to do business. • Maximizing access to a variety of funding programs for local economic development. • Responsible and sustainable fiscal governance of the community. • Los Angeles County Economic Development Corporation’s five key components for economic development success which includes an educated workforce, business-friendly environment, attractive quality of life, smart land use and 21st century infrastructure. 	<p>Consistent - The Specific Plan is the tool to implement the project’s economic development strategy to grow business, employment and income on a currently non-performing site. This strategy is supported by a strategic market analysis completed by RCLCO Real Estate Advisors in 2020.</p>

ECONOMIC PROSPERITY	
Policies	Project Consistency
7.1-2 Partnerships. Partner with the Los Angeles County Economic Development Corporation (LAEDC), Southeast Area Social Services Funding Authority (SASSFA), U.S. Small Business Administration, Chamber of Commerce, other business organizations, neighboring cities, and regional agencies to strengthen strategic alliances, leverage resources, and enhance the City’s economic and business development efforts.	Consistent - The Project supports partnering with local businesses and/or the Pico Rivera Chamber of Commerce for marketing and economic development purposes and the Land Use Matrix specifically encourages and permits these as ground floor uses.
7.1-3 City Support. Provide dedicated City staffing, resources, and training to support economic development activities and business assistance programs.	N/A.
7.1-4 Communication. Maintain regular communication with local and regional business leaders and economic development organizations to discuss trends, identify future opportunities for growth and associated needs, and share information regarding the City’s economic development programs and activities.	N/A.
7.1-5 Performance Review. Review local performance benchmarks for economic growth, and adjust strategies and programs as needed to enhance success and align with resource availability.	Consistent - The Specific Plan will be submitted to the city to review for consistency with local performance benchmarks for economic growth.
7.1-6 Economic Development Priorities. Provide priority for access to economic development resources to (1) existing businesses seeking to expand within Pico Rivera, (2) businesses seeking to relocate to Pico Rivera, and (3) retention of existing businesses to help them to access: <ul style="list-style-type: none"> • Capital markets through the use of tax-exempt industrial development bonds and taxable bonds. • Below-market rate interest rate business loans through revolving loan programs (e.g., CDBG, SBA, CDIF). • County economic development programs aimed at lowering labor costs. • County, state and federal agencies that can supplement the City’s economic activities such as the Los Angeles County Economic Development Corporation. 	Consistent - The Project supports partnering with local businesses and/or the Pico Rivera Chamber of Commerce for marketing and economic development purposes and the Land Use Matrix specifically encourages and permits these as ground floor uses.

ECONOMIC PROSPERITY	
Goal 7.2 A prosperous base of warehousing and manufacturing, retail and commercial service, office-based, and professional businesses, enhancing economic opportunities, local employment, and municipal revenues.	
Policies	Project Consistency
7.2-1 Retention and Growth. Place a high priority on the retention and growth of existing and local startup businesses.	N/A.
7.2-2 Marketing. Partner with local businesses and the Chamber of Commerce on joint marketing and advertising campaigns to promote business, community events, buy local programs, and local business-to-business sales.	Consistent - The Project supports partnering with local businesses and/or the Pico Rivera Chamber of Commerce for marketing and economic development purposes.
7.2-3 Retrofit and Reuse. Establish retrofit and reuse programs and tools to modernize, upgrade, and intensify the use of older commercial and industrial buildings and sites to be more competitive in the region, with particular focus on: <ul style="list-style-type: none"> • Older commercial centers along Whittier Boulevard, Beverly Boulevard, Slauson Avenue, Telegraph Road and Durfee Avenue; and • Older industrial areas in the northeastern and southwestern portions of the City. 	N/A.
7.2-4 Commercial Center Revitalization and Expansion. Facilitate revitalizing and improving commercial centers at key locations in the city. <ul style="list-style-type: none"> • Accommodate new retail and other uses within the shopping center at the southwest corner of Rosemead Boulevard and Mines Avenue that take advantage of the site’s strategic location adjacent to Smith Park, and reinforce the function of the park, community center, and adjacent library as a major community gathering place. • Facilitate consolidation of the commercial parcel at the southeast corner of Rosemead Boulevard and Beverly Boulevard with existing commercial centers to the south to provide for a larger commercial site capable of supporting development of grocery store at that location. • Provide for conversion of outdated and marginal industrial uses within the Durfee Avenue corridor area with high-density residential uses that will expand the support base for existing and future small businesses along Durfee Avenue. 	Consistent - The Project is revitalizing and improving a commercial parcel within a commercial center near Washington and Rosemead Boulevards, a key location in the city.

ECONOMIC PROSPERITY	
Policies	Project Consistency
7.2-5 Off-Street Parking. Within locations such as the north side of Whittier Boulevard and along Durfee Avenue, assist in business development by facilitating off-street parking solutions, such as shared parking and municipal parking lots, for commercial uses that have limited areas available for parking.	N/A.
7.2-6 Signage. Provide for improved signage to commercial areas and other key amenities and destinations in the city.	N/A.
7.2-7 Big Box Retail. Continually study market trends and implement policies and ordinances, such as adaptive reuse, and adopt contingency plans to assist in the possible vacancies of big box retailers.	Consistent - while the parcel is not Big Box, it is redeveloping a vacant commercial site.
Goal 7.3 New businesses and jobs that will continue to grow and diversify Pico Rivera's economy and reduce the need for residents to travel outside the City for services and employment.	
Policies	Project Consistency
7.3-1 High-Wage Jobs. Target the attraction of a diversity of new businesses and employers with an emphasis on high-growth industries that create permanent, higher wage jobs to help raise the City's median income level.	N/A.
7.3-2 Emerging Industries. Work with businesses, real estate and development interests, and economic development and planning organizations to identify emerging industries and businesses, determine siting and other needs, and encourage the creation of complementary industry clusters.	N/A.
7.3-3 Commercial Uses. Identify and proactively recruit new high-quality commercial uses, specialty stores, and sit-down restaurants that expand the diversity of retail and service offerings, increase the generation of sales tax, and enhance visitor amenities.	Consistent - The proposed ground floor commercial spaces in The Project provide opportunities for specialty stores and other small businesses to increase the generation of sales tax, and enhance visitor amenities..
7.3-4 Industrial Base. Diversify the City's industrial base and facilitate investment in the City's industrial areas to attract research and development, business incubators, manufacturers, transportation and logistics companies, services, and other emerging industries.	N/A.

ECONOMIC PROSPERITY	
Policies	Project Consistency
<p>7.3-5 Local-Serving Businesses. Facilitate the ability of local residents to open and expand businesses within the community, and encourage location and expansion of businesses within Pico Rivera and serve the local needs of Pico Rivera’s unique community culture.</p>	<p>Consistent - The proposed commercial tenant spaces in The Project provides opportunities to local residents to open and expand businesses within the community.</p>
<p>7.3-6 Intensification. Facilitate higher-intensity employment-generating and mixed-use development at key locations in the city.</p> <ul style="list-style-type: none"> • In the San Gabriel River Parkway corridor, encourage higher intensity light industrial uses to replace the existing low-intensity industrial uses. • At the intersection of San Gabriel River Parkway and Beverly Boulevard, work with the Los Angeles County Department of Public Works to relocate their existing maintenance yard to a more suitable location, converting the site for mixed-use development. Provide for the conversion of the existing mini- warehouse facilities in the northeast and southeast quadrants of the intersection to a multistory office or light industrial uses. • On the north side of Beverly Boulevard, east of the 605 Freeway, provide for consolidation of the two existing industrial uses into higher-intensity mixed use or light industrial development. • At the northeast corner of Paramount Boulevard and Slauson Avenue, provide for replacement of the existing “swap meet” site with a mixed-use or light industrial development. • At the Montebello Bus Lines Transit Center, work with Montebello Bus Lines to identify and secure a feasible site for relocation of the existing transfer station that provides improved connectivity to retail businesses. Potential locations include the Rosemead Boulevard/ Washington Boulevard intersection (particularly if the Gold Line light rail is extended to that location). 	<p>Consistent - The Project supports the dedication of available or underutilized parking areas for local shuttle service pickup/dropoff based on demand.</p>

ECONOMIC PROSPERITY	
Policies	Project Consistency
7.3-7 Industrial Land Use. Retain adequate manufacturing and industrial land use base, in particular near key transportation corridors such as I-605 and I-5, to support emerging industrial sectors.	N/A.
7.3-8 Health Care Services. Encourage provision of primary and specialized health care services within Pico Rivera to increase and diversify employment opportunities.	Consistent - Health Care Services are encouraged and specifically listed as an allowed use on the ground floor in the Land Use Matrix.
7.3-9 Office Development. Encourage office development within Pico Rivera to increase and diversify employment opportunities.	N/A.
7.3-10 Bicentennial Park Campground and the Sports Arena. Encourage revitalization of the Bicentennial Park Campground and Sports Arena area to capitalize on the natural amenities and resources of the area, such as trail and tour guides, campgrounds, equestrian uses, and nature and open space preserves and create an economic development driver for the community.	N/A.
7.3-11 Small Business. Support projects and programs by local banks, the U.S. Small Business Administration, nonprofit organizations, and colleges and universities to create business incubators, microfinance programs and other means to encourage small business development in the city.	Consistent - The proposed commercial tenant spaces in The Project provide opportunities for small businesses development.
7.3-12 Senior Services. Attract affordable extended-care housing for seniors to the community, providing for a continuum of senior housing and care ranging from active adult communities to assisted living and skilled nursing care centers.	N/A.
7.3-13 Workplace Alternatives. Promote the establishment of workplace alternatives, including home occupations and telecommuting to reduce peak hour congestion, including permitting home occupations in all residential districts.	N/A.
7.3-14 Business Incubators. Encourage the development of technology incubators to promote entrepreneurship and support start-up companies.	N/A.

ECONOMIC PROSPERITY	
Policies	Project Consistency
7.3-15 Manufacturing Movement. Support the Manufacturing Movement which prioritizes policies to increase exports, Research & Design investments for sustainable smart manufacturing systems, entrepreneurs' access to U.S. public capital markets to grow new companies, programs for 21st century training programs and reduce regulatory and structural costs that create jobs.	N/A.
7.3-16 Film Industry. Continually support the California Film Commission's "film friendly" initiatives, review and update the City's film friendly ordinance to generate local revenue, bolster local businesses, provide temporary jobs for local residents and to attract, retain and grow the Motion Pictures/Video Industry in the region.	N/A.
Goal 7.4 An educated and highly skilled workforce that is well matched to existing and targeted industries.	
Policies	Project Consistency
7.4-1 Training and Education. Collaborate with the El Rancho Unified School District, Rio Hondo Community College, trade organizations, the Chamber of Commerce, and other workforce development partners to expand local job training, skills-matching, and continuing education programs, providing quality, life-long learning opportunities that can train a highly skilled local labor force.	Consistent - The Project provides commercial tenant spaces that could be leased for the training and education programs identified. Such uses are permitted on the ground level by the Specific Plan Land Use Matrix.
7.4-2 Adult Education. Support professional development and continuing education programs so that working adults can expand their skills and embrace lifelong learning.	N/A.
7.4-3 Youth Skills. Promote partnerships between local businesses and educational institutions that work with youths to provide internships, in target industries, training for life skills, and job readiness.	N/A.
7.4-4 Technical Colleges. Support the development of technical colleges and training institutions that build job skills commensurate with the growth of the community's economic base.	N/A.
7.4-5 Veteran Training. Support programs and apply for local, county, state and federal grants to assist in reintegrating Veterans into meaningful employment within the labor force.	N/A.

ECONOMIC PROSPERITY	
Goal 7.5 A community that looks successful and is attractive to existing and potential businesses and employees.	
Policies	Project Consistency
7.5-1 Livable Community. In conjunction with the Chamber of Commerce and other organizations, promote Pico Rivera’s unique character and lifestyle as a means of attracting and retaining higher-income, college-educated professionals to the community along with the businesses they manage.	Consistent. The Chamber of Commerce, as a public benefit entity, is a permitted use on the ground level and shares the Project’s goals of community improvement and attracting and retaining higher-income, college-educated professionals and their businesses.
7.5-2 Business Climate. In conjunction with the Chamber of Commerce and other organizations, promote Pico Rivera as a highly livable community and an excellent place to do business, stressing its advantages (e.g., location close to downtown Los Angeles, skilled workforce, involved community).	N/A.
7.5-3 Arts and Culture. Partner with community and business organizations to support arts and cultural activities and facilities in Pico Rivera.	N/A.
7.5-4 Design Standards. Maintain design standards that ensure consistency and quality of architecture, site design, landscaping, and signage in commercial and industrial projects without making the cost of doing business in Pico Rivera prohibitive.	Consistent - While the project is not strictly a commercial project, design standards are being proposed in this specific plan to ensure a high level of quality.
7.5-5 Reduce Conflicts. Maintain appropriate performance standards for industrial uses in close proximity to residential uses to reduce conflicts between residential and industrial uses.	N/A, The Project is not proposing, nor is it next to, any industrial uses.
7.5-6 Enforcement. Provide consistent enforcement of City codes to promote property maintenance.	N/A - Code enforcement is beyond the purview of the project proponent.
7.5-7 Diverse Housing. As a means of helping local businesses attract the best possible employees, provide for a diverse mix of quality housing options for various age groups, income levels, and household sizes to attract and retain educated and skilled workers, allowing them to remain within the community and at their place of employment as their housing needs change over time.	Consistent - The Project will provide for a diverse mix of quality housing options for various age groups, income levels, and household sizes including 13 affordable units.

ECONOMIC PROSPERITY	
Goal 7.6 Adequate infrastructure to support existing businesses and industries and desired expansion of the community’s business sector.	
Policies	Project Consistency
<p>7.6.1 Infrastructure Investment. Improve public infrastructure in commercial and employment-generating areas.</p> <ul style="list-style-type: none"> • Provide telecommunication enhancements, such as development of a city- wide fiber optic network, and modify building regulations as needed to ensure that development will be designed to meet the needs of future communication technologies, ensuring that Pico Rivera is properly positioned to participate fully in the new global economy. • Develop improved traffic signal coordination along major commercial and truck routes, including Rosemead Boulevard, Washington Boulevard, Slauson Avenue, and Telegraph Road. 	N/A.
<ul style="list-style-type: none"> • 7.6-2 Development Agreements. Enter into development agreements, as appropriate, to secure the participation of new development in needed infrastructure improvements and funding programs beyond that which can be required by the City to mitigate project impacts. 	N/A.
Goal 7.7 A cost effective and supportive environment in which to do business.	
Policies	Project Consistency
<p>7.7-1 Customer Service. Promote and strengthen a high level of customer service in City government.</p>	<p>Consistent - Public services are encouraged ground floor uses to facilitate a higher level of customer service in City government.</p>

ECONOMIC PROSPERITY	
<p>7.7-2 Development Review Process. Maintain a development review process that is conducive to establishing new businesses and expanding existing businesses within Pico Rivera.</p> <ul style="list-style-type: none"> • Provide excellent customer service to retail businesses and developers of employment-generating projects by focusing on solving problems and providing certainty in the development review process. • Streamline the development review process so that it works effectively and efficiently for the applicant and the public through: <ul style="list-style-type: none"> • Explicit statements of City expectations • Early identification of issues • Consistent application of community policy • An emphasis on expedited problem solving • Ensuring that detailed regulations facilitate and do not hinder the achievement of community objectives 	<p>Consistent - Public services are encouraged ground floor uses to facilitate a higher level of customer service in City government and the Specific Plan will streamline the development review process.</p>
Policies	Project Consistency
<p>7.7-3 Fee Competitiveness. Maintain development fees, user charges, special assessments, and taxes so as to ensure that they do not unreasonably burden new business formation and expansion of existing businesses, and also maintain financial competitiveness with other cities in the region.</p>	<p>N/A.</p>
<p>7.7-4 Incentives. Provide fiscally prudent local incentives, such as fee deferrals, expedited processing, assistance in assembling parcels, modified development standards, development density/intensity bonuses, and infrastructure assistance, to attract and support business development and expansion within the community.</p> <ul style="list-style-type: none"> • Focus business attraction and expansion efforts on sales tax-generating uses, employment-intensive industrial uses requiring skilled labor, and office-based employment that will enhance the local economy. • Actively seek larger retail businesses the City lacks, such as home furnishing and appliance stores, and (in the northern portion of the city) an American-style supermarket. • Encourage multi-tenant business park uses along the San Gabriel River Parkway. • Promote service industries with sit-down restaurants as ancillary uses. • Conduct outreach to City vendors or suppliers to attract new businesses to Pico Rivera. 	<p>Consistent - Project implementation includes business expansion efforts for sales tax-generating uses.</p>
<p>7.7-5 Public Property. Strategically use vacant and underutilized public properties to encourage business expansion and attract new businesses.</p>	<p>N/A.</p>

ECONOMIC PROSPERITY	
Goal 7.8 Adequate funding for economic development activities and related improvement programs in a post-redevelopment era.	
Policies	Project Consistency
7.8-1 Funding Sources. Pursue and develop alternative funding sources for economic development planning and programs, including grants, loans, and partnerships with federal, state and regional agencies and organizations.	N/A.
7.8-2 Financing Districts. Explore the use of assessment districts, community facilities districts, business improvement districts and infrastructure financing districts that are mutually desirable to property owners, businesses, and the City.	N/A.
Policies	Project Consistency
7.8-3 Public/Private Partnerships. Support public/private partnerships and other efforts to fund and implement key projects that meet the City’s economic development goals.	N/A.
7.8-4 Comprehensive Economic Development Strategy. Develop a Comprehensive Economic Development Strategy (CEDS) and specifically pursue U.S. Economic Development Administration funds.	N/A.
Goal 7.9 Sustainable fiscal governance that strengthens the City’s ability to meet public service demands.	
Policies	Project Consistency
7.9-1 Financial Standards. Apply prudent financial standards and controls to balance projected City revenues with public services costs, including reserves and replacement funds.	N/A.
7.9-2 Point of Sale. Continually work with HDL Companies, the City’s sales tax consultant, to review office, business park, and industrial development, and seek opportunities for the designation of these uses within the city as “point of sale.”	N/A.
7.9-3 Service Delivery. Continue to increase efficiencies in providing public services, and apply a range of financing approaches to develop, maintain, and operate such services.	N/A.
7.9-4 General Plan Priorities. Link the provision of services and construction of capital improvements with General Plan priorities as part of the Capital Improvement Program and annual budget process.	N/A.
7.9-5 Fiscal Impact Analysis. Evaluate the fiscal impacts of any development project requesting public funding, infrastructure participation, or revenue sharing.	N/A.

ENVIRONMENTAL RESOURCES	
Goal 8.1 A sustainable community where land use and transportation improvements are consistent with regional planning efforts and adopted plans to reduce dependence on the use of fossil fuels and decrease greenhouse gas emissions.	
Policies	Project Consistency
8.1-1 Regional Efforts. Continue to work with the Gateway Cities COG and member agencies in regional planning efforts, and to implement regional plans and programs.	N/A.
8.1-2 Gateway Cities SCS. Continue to implement sustainable strategies identified in, and maintain consistency with, the Gateway Cities Council of Governments 2012 Subregional Sustainable Communities Strategy and updated versions incorporated into SCAG's RTP/SCS.	N/A.
8.1-3 Environmental Integrity. Foster sustainable living by reducing community dependency of fossil fuels and other non-renewable resources, minimizing air pollutant and GHG emissions, retaining existing open space lands, and restoring habitat areas along the Rio Hondo and San Gabriel Rivers.	Consistent - The Project fosters sustainable living by reducing community dependency of fossil fuels minimizing air pollutant and GHG emissions by locating mixed use infill adjacent to commercial services, employment opportunities, and regional transportation infrastructure.
8.1-4 Efficient Land Use Patterns. Promote efficient land use patterns and compact development that supports widespread walkability and bicycle use, providing for a modest and incremental overall increase in community development intensity that complements the existing community fabric by: <ul style="list-style-type: none"> • Encouraging infill and redevelopment of vacant and underutilized sites; • Facilitating the development of engaging and livable streetscapes characterized by benches, vegetation-appropriate architecture, and pedestrian/bicycle linkages. • Providing opportunities for non-motorized transportation and linkages between new development and transit. 	Consistent - The Project promotes efficient land use patterns and compact development that supports widespread walkability and bicycle use by locating mixed use infill adjacent to commercial services, employment opportunities, and regional transportation infrastructure. The Project also provides short-term and long-term bicycle parking for commercial customers and residential tenants.

ENVIRONMENTAL RESOURCES	
Policies	Project Consistency
<p>8.1-5 Energy Conservation. Promote energy conservation through:</p> <ul style="list-style-type: none"> • Partnerships with Southern California Edison and Southern California Gas Company programs; • Improving the energy efficiency and increasing conservation in existing and new city buildings; • Improving energy efficiency of outdoor lighting, including upgrading of city- owned street lights, as well as outdoor lighting within parks and municipal parking lots to more energy efficient models; • Increasing water efficiency and water conservation in existing city buildings and new development projects; and • Providing for renewable energy generation at city facilities with the aim of achieving five percent of city facilities’ energy needs with renewable energy generation by 2030. 	N/A.
<p>8.1-6 Water Conservation. Promote water conservation programs that reduce per capita consumption of water and increase the use of recycle water supplies for non-potable uses.</p>	N/A.
<p>8.1-7 Solid Waste Management. Practice and promote responsible waste management with the aim of exceeding mandated waste diversion targets when economically feasible to do so.</p>	N/A.
<p>8.1-8 Social Equity. Foster quality of life by building social sustainability, promoting lifelong learning, and ensuring a healthy, connected, and equitable social environment for all residents.</p>	N/A.
<p>Goal 8.2 Continued improvement in local and regional air quality with reduced greenhouse gas emissions to maintain the community’s health.</p>	
Policies	Project Consistency
<p>8.2-1 Regional Efforts. Coordinate local air quality improvements and greenhouse gas emissions reduction efforts with surrounding communities, and regional agencies such as the South Coast Air Quality Management District, the Gateway Cities Council of Governments.</p>	N/A.

ENVIRONMENTAL RESOURCES	
Policies	Project Consistency
<p>8.2-2 GHG Reduction Measures. Reduce greenhouse gas emissions in the City and the region through the following measures including, but not limited to:</p> <ul style="list-style-type: none"> • Implementing land use patterns that reduce automobile dependency by increasing housing and employment densities within mixed use settings and transit-oriented developments; • Reducing the number of vehicular miles traveled through implementation of Transportation Demand Management Programs; • Encouraging the use of alternative modes of transportation by supporting transit facility and service expansion, expanding bicycle routes and improving bicycle facilities, and improving pedestrian facilities; • Increasing building energy efficiency through site design, building orientation, landscaping, and incentive/rebate programs; • Implementing water conservation measures; • Requiring the use of drought-tolerant landscaping; and • Increasing solid waste diversion through recycling efforts. 	<p>Consistent - The Project promotes efficient land use patterns and compact development by increasing housing densities within mixed use settings near transit, commercial services, employment opportunities, and regional transportation infrastructure thereby reducing greenhouse gas emissions.</p>
<p>8.2-3 Construction Emissions. Require new development projects to incorporate feasible measures that reduce emissions from construction, grading, excavation, and demolition activities to avoid, minimize, and/or offset their impacts consistent with South Coast Air Quality Management District requirements.</p>	<p>Consistent - The Project will incorporate feasible measures that reduce emissions consistent with South Coast Air Quality Management District requirements.</p>
<p>8.2-4 Operational Emissions. Require new development projects to incorporate feasible measures that reduce operational emissions through project and site design and use of best management practices to avoid, minimize, and/or offset their impacts consistent with South Coast Air Quality Management District requirements.</p>	<p>Consistent - The Project will incorporate feasible measures that reduce emissions consistent with South Coast Air Quality Management District requirements.</p>
<p>8.2-5 Toxic Air Pollutants. Locate uses, facilities and operations that may produce toxic or hazardous air pollutants (e.g., industrial uses, highways) an adequate distance from sensitive receptors, consistent with California Air Resources Board recommendations.</p>	<p>N/A - The Project does not have industrial uses or highways nearby.</p>

ENVIRONMENTAL RESOURCES	
Policies	Project Consistency
8.2-6 Odors. Require that adequate buffer distances be provided between odor sources such as industrial users and sensitive receptors.	N/A - The Project does not have industrial uses nearby.
8.2-7 Consolidate Industrial Uses. Consolidate truck-intensive industrial uses within the southern portion of the city to separate truck routes from neighborhoods and minimize potential impacts of diesel emissions on existing residential uses.	N/A.
8.2-8 Truck Schedules. Encourage businesses to alter local truck delivery schedules to occur during non-peak hours, when feasible.	N/A.
8.2-9 Park and Ride Lots. To encourage carpooling, work with the city of Whittier to develop additional park and ride facilities along the I-605 freeway, and with the cities of Downey and Commerce to develop additional park and ride facilities along the I-5 freeway.	N/A.
8.2-10 Employers. Encourage employers to allow flexible work hours and telecommuting where feasible, and to provide incentives for employee use of public transit, biking, walking, and carpooling for home to work commutes.	N/A.
8.2-11 City Employees. Encourage city employees through incentives and other methods to use alternative modes of transportation for home to work commutes including public transit, carpooling, and biking/walking. Allow telecommuting and flexible work schedules, when feasible.	N/A.
8.2-12 Municipal Fleet. Purchase low-emission vehicles for the City's non-emergency fleet and use clean, alternative fuel sources for trucks and heavy equipment, when feasible.	N/A.
8.2-13 Contractor Preference. Give preference to contractors that commit to apply methods to minimize greenhouse gas emissions in building construction and operations, such as the use of low or zero-emission vehicles and equipment.	N/A.
8.2-14 Transit Vehicles. Encourage and work with local and regional transit providers to use transit vehicles and facilities that are powered by alternative fuels and are low emissions	N/A.

ENVIRONMENTAL RESOURCES	
Policies	Project Consistency
8.2-15 Indoor Air Quality. Encourage the use of landscaping, ventilation systems, or other mitigation measures to achieve healthy indoor air quality in sensitive uses.	Consistent - Indoor air quality will meet the requirements required by State laws such as those specified in CalGreen.
8.2-16 Funding. Pursue regional, State, and federal funding opportunities for transportation projects or improvements that improve air quality and reduce greenhouse gas emissions.	N/A.
8.2-17 Education. Participate in efforts that educate the public about air quality, its effects on health, and actions that can be taken to improve air quality and reduce greenhouse gas emissions.	N/A.
8.2-18 Electric Vehicles. Encourage provision of or readiness for charging stations and related infrastructure for electric vehicles within new development and redevelopment proposals and within City operations.	Consistent - Provisions for charging stations and related infrastructure for electric vehicles will meet or exceed the requirements required by State law.
Goal 8.3 A community with improved energy conservation and efficiency.	
Policies	Project Consistency
8.3-1 Energy Conserving Land Use Practices. Implement energy conserving land use practices including higher density and mixed-use development in proximity to transit along with infill development; improvements to the community's bicycle system; and expansion of transit routes, facilities, and services.	Consistent - The Project implements energy conserving land use practices with higher density infill development in a mixed-use context in proximity to transit.
8.3-2 Heat Gain Reduction. Ensure that site and building designs reduce exterior heat gain and heat island effects (e.g., tree planting, reflective paving materials, covered parking, cool roofs), when feasible.	Consistent - The Project implements building designs that reduce exterior heat gain and heat island effects through compliance with CalGreen.
8.3-3 Tree Planting. Continue to provide shade trees along street frontages, and promote planting shade trees on private property.	Consistent - The Project is planting shade trees on as shown and described in the Landscape section.
8.3-4 Building Orientation. Encourage building orientations and landscaping designs that promote the use of natural lighting, take advantage of passive summer cooling and winter solar access, and incorporate other techniques to reduce energy demands. Where feasible, place the long access of buildings along an east-west axis.	Consistent - The building orientation and landscape design promotes the use of natural lighting and passive cooling by maximizing southern exposure and locating project amenities and pervious surfaces on the roof,

ENVIRONMENTAL RESOURCES	
Policies	Project Consistency
8.3-5 Renewable Energy. Encourage new development to install, and consider providing incentives for, onsite renewable energy systems and facilities (e.g., solar).	Consistent - The project will incorporate renewable energy systems in compliance with State laws.
8.3-6 Industrial Users. Encourage new industrial users to install cogeneration facilities and renewable energy systems such as solar, when economically feasible.	N/A, the project does not include any new or existing industrial users.
8.3-7 Energy Efficiency. Encourage all new development to implement additional energy efficient measures beyond what is required by State law to exceed minimum energy efficiency requirements.	Consistent - The project will meet or exceed the energy efficiency requirements of State law and additional energy efficient measures where practical.
8.3-8 City Facilities. Install energy-efficient lighting, appliances, and alternative-energy infrastructure (e.g., solar panels) in city facilities, where economically feasible.	N/A. .
8.3-9 Retrofit Existing Buildings. Coordinate with local energy providers to increase energy efficiency by promoting the retrofit and renovation of existing buildings through energy rebates and incentives.	N/A, not a retrofit project.
8.3-10 City's Fleet. Improve the fuel efficiency of the City's fleet by purchasing the most energy-efficient equipment that is cost-effective over its useful life.	N/A.
8.3-11 Education. Coordinate with local energy providers to increase awareness of energy conservation through public education programs.	N/A.
Goal 8.4 Protection of the City's water resources and quality with implementation of sustainable water use practices that meet the needs of its residents and businesses.	
Policies	Project Consistency
8.4-1 Surface Water. Protect surface water resources in Pico Rivera, including the Rio Hondo and San Gabriel Rivers.	Consistent - The project will protect surface water resources through compliance with State and local stormwater regulations.
8.4-2 Groundwater. Work with applicable agencies to monitor and protect the quality and quantity of groundwater from the Central Basin.	N/A.
8.4-3 Recharge. Protect provide important groundwater recharge capabilities along the Rio Hondo and San Gabriel rivers.	N/A.

ENVIRONMENTAL RESOURCES	
Policies	Project Consistency
8.4-4 Regional Coordination. Coordinate and collaborate with agencies in the region and watershed to address water quality issues.	N/A.
8.4-5 National Pollution Discharge Elimination System. Regulate construction and operational activities to incorporate stormwater protection measures and best management practices in accordance with the City’s National Pollution Discharge Elimination System (NPDES) permit.	Consistent - The building orientation and landscape design promotes the use of natural lighting and passive cooling by maximizing southern exposure and locating project amenities on the building roof,
8.4-6 Industrial Users. Regulate discharge from industrial users in accordance with local, regional, and State regulations to protect the City’s natural water bodies.	N/A.
8.4-7 Underground Storage Tanks. Monitor underground storage tanks containing hazardous materials on a regular basis in accordance with federal, state, and local regulations.	N/A.
8.4-8 New Development. Require new development to protect the quality of surface and groundwater bodies and natural drainage systems through site design, stormwater retention and treatment, and implementation of low impact development measures (LID).	Consistent - The Project will protect the quality of surface and groundwater bodies and natural drainage systems through site design and compliance with State and local stormwater regulations.
8.4-9 Water Conservation on City Property. Incorporate water conservation techniques into City-owned buildings and property including water efficient fixtures, drought-tolerant and native landscaping, efficient irrigation systems, on-site stormwater capture and reuse systems, and water reuse, in accordance with state and other relevant standards, including the city’s Water Efficient Landscape Ordinance.	N/A.
8.4-10 Water Conservation in New Development. Require new development to incorporate water conservation techniques into building and site design including the use of water efficient fixtures, drought-tolerant and native landscaping, efficient irrigation systems, on-site stormwater capture and reuse systems, and water reuse in accordance with state and other relevant standards, including the city’s Water Efficient Landscape ordinance.	Consistent - The Project will incorporate water conservation techniques into building and site design in compliance with State and local regulations pertaining to water conserving fixtures, landscape and irrigation.

ENVIRONMENTAL RESOURCES	
Policies	Project Consistency
8.4-11 Recycled Water. Continue to use, and expand opportunities to increase the use of, recycled water in the city parks, landscaped areas along roadways, and the municipal golf course, if supplies are available.	N/A.
8.4-12 Groundwater Replenishment. Work with the Water Replenishment District to actively pursue the feasibility of retaining more local storm runoff for groundwater replenishment.	N/A.
8.4-13 Education. Educate residents and businesses about the importance of water conservation and potential techniques and programs.	N/A.
Goal 8.5 Mineral resource extraction activities compatible with adjacent uses.	
Policies	Project Consistency
8.5-1 Compatible Activities. Require that any future oil, gas, and mineral resource extraction activities be compatible with and minimize impacts on adjacent uses.	N/A, The Project does not include any existing or future oil, gas, and mineral resource extraction activities.
Goal 8.6 Preservation of the City's open space and significant biological resources as components of a sustainable community.	
Policies	Project Consistency
8.6-1 Open Space Conservation. Conserve areas that serve as interim and permanent open space in the City, including the Rio Hondo and San Gabriel river corridors and their spreading grounds, other publicly maintained open space, and utility corridors.	N/A.
8.6-2 Valuable Natural Resources. Preserve and restore unique and valuable natural resources and associated habitats, primarily located along the Rio Hondo and San Gabriel river channels and spreading grounds, including special-status species, in coordination with federal, state, and local resource agencies.	N/A.
8.6-3 New Development. Require discretionary development proposals that could potentially impact natural resources to conduct a biological resource assessment to ensure that project-related impacts are considered and mitigated consistent with federal, state, and local regulations.	N/A.

ENVIRONMENTAL RESOURCES	
Policies	Project Consistency
8.6-4 Tree Preservation. Preserve significant native and heritage trees, and reduce the loss of these trees through mitigation and replanting programs, when feasible.	N/A, the site is currently developed and has no known significant native or heritage trees.
8.6-5 Wildlife Movement. Preserve and enhance interconnected open space and natural areas along the river corridors and spreading basins, and its connections to the Whittier Narrows Recreation Area, to provide for wildlife movement.	N/A, the site is currently developed and is in an urban area.
8.6-6 Native Plants. Use native and drought tolerant plants and trees in all public and private landscaping.	Consistent - native and drought tolerant plants and trees will be utilized to comply with landscape water conservation regulations.
Goal 8.7 Preservation of important cultural and paleontological resources that contribute to the unique identity and character of Pico Rivera.	
Policies	Project Consistency
8.7-1 Resource Preservation. Protect and preserve significant historic, archaeological, and paleontological resources, including those recognized at the national, state, and local levels.	N/A, the site is currently developed and has no known significant historic, archaeological, and paleontological resources.
8.7-2 Identification. Undertake programs to identify significant historic and archaeological resources that meet local, state, and federal criteria.	N/A, the site is currently developed and has no known significant historic or archaeological resources.
8.7-3 Consultation. As part of the development review process, ensure that potential impacts to historic, archaeological, and paleontological resources are minimized.	N/A.
8.7-4 Resource Assessment. Require new development necessitating discretionary approval that could potentially impact historic, archaeological, and/or paleontological resources to conduct a resource survey to ensure that potential sites are identified for avoidance or special treatment.	N/A, the site is currently developed and has no known significant historic, archaeological, and paleontological resources.
8.7-5 Incentives. Consider providing financial incentives to private owners and development in order to maintain, rehabilitate, and preserve significant historic resources.	N/A, the site is currently developed and has no known significant historic, archaeological, and paleontological resources.
8.7-6 Adaptive Reuse. Encourage the preservation and adaptive reuse of historic sites and structures, and require the adaptive reuse of historic structures to meet Secretary of Interior Standards for such reuse.	N/A, the site is currently developed and has no known significant historic, archaeological, and paleontological resources.
8.7-7 Informational Kiosks. Work with the historic society to develop signs within the City to highlight locations of historical or cultural significance.	N/A, the site is currently developed and has no known significant historic, archaeological, and paleontological resources.

SAFETY	
Goal 9.1 Standards, improvements and actions that minimize risks posed by geologic and seismic hazards.	
Policies	Project Consistency
9.1-1 Safety Standards. Maintain enforcement of up-to-date seismic safety and structural design standards, including the California Building Standards Code for new and retrofitted buildings.	Consistent - The Project will meet or exceed California Building Standards Codes.
9.1-2 Geotechnical Studies. Require that geotechnical studies be prepared for development in areas where geologic or seismic hazards may be present, such as liquefaction in the central portion of the city and in the Whittier Narrows Dam area.	Consistent - Geotechnical studies will be prepared if geologic or seismic hazards are present,
9.1-3 Infrastructure. Encourage property owners, Caltrans, the railroads, and local utility companies to regularly inspect and strengthen (as needed) infrastructure susceptible to failure during an earthquake.	N/A.
Goal 9.2 A community protected from potential flood and dam inundation hazards.	
Policies	Project Consistency
9.2-1 Sufficient Infrastructure. Coordinate with the Los Angeles County Flood Control District to ensure that the City's storm drainage system is adequately sized, maintained, rehabilitated and funded to accommodate stormwater runoff and prevent flooding.	N/A.
9.2-2 Deficient Areas. Prioritize the construction and upgrade of storm drainage infrastructure in areas where localized flooding and deficient storm drainage systems exist.	N/A.
9.2-3 Adequate Capacity for New Development. Require new development to demonstrate the availability of adequate capacity in the storm drainage system to accommodate projected flows and not exacerbate existing deficiencies.	Consistent - The project will demonstrate adequate capacity in the storm drainage system as part of project submittal and review.
9.2-4 New Development Contribution. Ensure that new development constructs, dedicates and/or pays its fair share contribution to the storm drainage system improvements necessary to serve the demands created by the development.	Consistent - The project will pay its fair share contribution to the storm drainage system improvements as determined during project review.
9.2-5 Coordination. Maintain up-to-date mapping of dam inundation areas within the City.	N/A.

SAFETY	
Goal 9.3 Safe production, use, storage, and transports of hazardous materials.	
Policies	Project Consistency
9.3-1 Hazardous Materials Regulation. Coordinate with County, State and other applicable agencies to enforce pertinent laws, disclosures and siting requirements that regulate the production, use, storage, disposal, and transport of hazardous materials.	N/A.
9.3-2 Hazardous Materials Uses. Ensure that land uses involved in the production, storage, transportation, handling, or disposal of hazardous materials are located and operated in a manner that minimizes risk to other land uses.	N/A.
9.3-3 Hazardous Waste Management Plan. Require businesses that store, generate, use or transport hazardous materials to comply with the Los Angeles County Hazardous Waste Management Plan. Provide appropriate response and notification in the event of an emergency or violation.	Consistent - businesses and private waste haulers will be required to maintain compliance with the Los Angeles County Hazardous Waste Management Plan.
9.3-4 Site identification. Participate in efforts to identify sites previously used for hazardous materials handling, storage and disposal.	N/A.
9.3-5 Known Areas of Contamination. Require new development in areas of known contamination to perform comprehensive soil and groundwater contamination assessments prior to development approvals. If contamination exceeds regulatory levels, require remediation procedures consistent with applicable regulations for the proposed use prior to any site disturbance.	N/A.
9.3-6 Best Practices. Encourage industries, businesses and residents to utilize best practices and technologies that reduce the use of hazardous materials and generation of hazardous wastes.	N/A.
9.3-7 Education. Promote public education efforts regarding the proper use, storage, and disposal of hazardous wastes, including common household items.	N/A.
9.3-8 Household Hazardous Waste Plan. Provide for the management of household hazardous waste through implementation and regular update of the City's Household Hazardous Waste Plan.	N/A.

SAFETY	
Policies	Project Consistency
9.3-9 Household Hazardous Waste Disposal. Continue to partner with Los Angeles County to encourage homeowners to dispose of hazardous waste and E-waste at regular collection events.	N/A.
9.3-10 Pipelines. Require that new pipelines channels carrying hazardous materials avoid residential areas and other sensitive land uses to the greatest extent feasible.	N/A.
9.3-11 Truck Routes. Maintain a system of truck routes that minimizes truck travel adjacent to and through areas designated for residential use.	N/A.
9.3-12 Pesticides and Herbicides. Encourage integrated pest management principles to reduce or discontinue the use of pesticides and herbicides.	N/A.
Goal 9.4 Collaborative community preparation, response and recovery in the event of disasters and emergencies.	
Policies	Project Consistency
9.4-1 Emergency Management Division. Continue to support the efforts of the City’s Emergency Management Division to prepare for, mitigate against, respond to, and recover from disasters and emergencies.	N/A.
9.4-2 Emergency Management Plans. Maintain a Standardized Emergency Management System/ National Incident Management System Emergency Operation Plan and Multi-Jurisdictional Hazard Mitigation Plan in coordination with local, state and federal agencies and organizations.	N/A.
9.4-3 Mutual Aid. Continue to participate in mutual and automatic aid agreements for the provision of fire, law enforcement, medical response, public works, mass care, and other assistance.	N/A.
9.4-4 Evacuation Routes. Coordinate with Caltrans, the County and adjacent cities to improve roadway capacity along evacuation routes, and to designate additional routes.	N/A.
9.4-5 Critical Facilities. Require critical facilities (e.g., fire, police, mainline utilities, emergency command center, and other essential facilities) to incorporate construction standards that resist damage and allow continued function following a major disaster.	N/A.

SAFETY	
Policies	Project Consistency
9.4-6 Emergency Response Facilities and Staffing. Ensure that public safety infrastructure and staff resources keep pace with growth and change in the community.	N/A.
9.4-7 Education & Training. Promote public education and training efforts to prepare residents and businesses to effectively respond to disasters and emergencies, including the Pico Rivera Community Emergency Response Team (CERT), and Los Angeles County’s Mass Notification System (ALERT) and Neighborhood Preparedness (AWARE) effort.	Consistent - The Specific Plan requires the lease documents to include a standard educational manual for emergency evacuation for all tenants.

HEALTHY COMMUNITIES	
Goal 10.1 Health and well-being for all members of the community.	
Policies	Project Consistency
10.1-1 Education. Collaborate with Los Angeles County Department of Public Health, health care providers, and social organizations to educate the public on healthy lifestyles and promote preventative health care and behaviors to improve overall health of the community.	N/A.
10.1-2 Health Events. Host, sponsor, and/or work with non-profit groups and public and private institutions to organize citywide public health events such as health fairs, senior fairs, speakers, lectures, and workshops.	N/A.
10.1-3 Community Health Monitoring. Establish procedures to track community health information, determine indicators to measure results by, and improve health over time.	N/A.
Goal 10.2 A balanced and healthy transportation system where transit, bicycling, and walking are alternative methods to the automobile.	
Policies	Project Consistency
10.2-1 Transit Service Expansion. Work with appropriate providers to expand transit service throughout Pico Rivera especially along major transportation corridors, and to key locations such as employment centers, grocery stores, medical offices, schools, libraries, parks, and other civic facilities.	Consistent - The Project provides commercial tenant spaces that can be occupied by transit service offices and/or other community services offices as permitted by the Land Use Matrix..
10.2-2 Transit Improvements. Work with appropriate providers to improve transit facilities and stations to make them safer and conveniently located.	N/A.
10.2-3 Gold Line Light Rail Extension. Continue to work with the Metropolitan Transit Authority to locate the station for the Gold Line light rail extension within Pico Rivera to encourage transit ridership.	N/A.
10.2-4 Bus Turnouts. Work with the Metropolitan Transit Authority, Montebello Bus Lines, and Downey Link to identify locations along existing and future transit routes for additional bus turnouts to increase transit usage.	N/A.

HEALTHY COMMUNITIES	
Goal; 10.3 A transportation system where residents can safely walk or ride their bicycles to school and other destinations.	
Policies	Project Consistency
10.3-1 Safe Routes to School. Continue working with the school districts to implement safe routes to schools projects for all schools within the City.	N/A.
10.3-2 Traffic Calming. Implement traffic calming features to reduce traffic speeds, improve safety, and minimize pollution in residential neighborhoods.	N/A, there are no public streets within the project, the project is accessible only by arterials (Rosemead and Washington) nor can traffic directly access any residential neighborhoods.
10.3-3 Conflicts with Vehicles. Ensure safe bicycle lanes and pedestrian routes that reduce conflicts with users and motor vehicles through design improvements, and well-marked pedestrian crossings and bicycle routes.	N/A.
10.3-4 Truck Routes. Modify designated truck routes to limit or avoid truck traffic through or adjacent to residential neighborhoods and schools, to the extent feasible, to minimize health and safety concerns.	N/A.
10.3-5 Rail Crossings. Continue to work with railroad companies and appropriate agencies to create railroad grade separations to increase safety, while taking steps to make the existing at-grade rail crossings safer for pedestrians and vehicles.	N/A.
10.3-6 Education. Encourage bicycle, pedestrian, and vehicle safety through education programs.	Consistent: An educational flyer will be provided to all tenants about local bicycle amenities, safety and use of on-site bicycle parking.
Goal 10.4 Enhanced quality of life through arts and culture.	
Policies	Project Consistency
10.4-1 Public Art. Encourage the provision of public art, especially in municipal locations accessible to the public and at key entryways into the City to serve as landmarks and entry features.	Consistent - The project encourages the provision for public art, particularly by a local artist, at the project plaza at Washington Blvd. to serve as a landmark and entry feature.
10.4-2 Art Programs. Continue to promote arts and cultural programs at the Pico Rivera Centre for the Arts and other appropriate locations to foster community identity.	N/A.
10.4-3 Display of Public Art. Encourage the use of publicly owned facilities and spaces, such as the Pico Rivera Centre for the Arts and City Hall, for the display of local art, and for future art and cultural events.	Consistent - The project encourages the display of public art, particularly by a local artist, at the project plaza at Washington Blvd. for the display of local art.

HEALTHY COMMUNITIES	
Goal 10.5 Opportunities for lifelong learning and cultural enrichment.	
Policies	Project Consistency
10.5-1 Libraries. Continue to work with Los Angeles County in the provision of adequate library services, facilities, materials and programs that meet the needs of all residents.	N/A.
10.5-1 Convenient Access. Continue to coordinate with Los Angeles County to ensure that library facilities are conveniently accessible to pedestrians and bicyclists and along transit corridors.	N/A.
10.5-1 Multi-Functional Use. Support the use of libraries as multi-functional facilities, acting as gathering places, cultural centers, and venues for community events and programs.	N/A.
Goal 10.6 An improved and integrated system of family, community, and civic networks in Pico Rivera.	
Policies	Project Consistency
10.6-1 Development patterns. Promote development patterns that reduce commute times, provide public space for people to congregate and interact socially, that encourage civic participation and foster safe and attractive environments.	Consistent - Implementing a mixed use project with employment opportunities, commercial services and adjacent local and regional transportation services nearby, supports a development pattern that promotes the reduction of commute times.
10.6-2 Community Event Participation. Strive to increase participation in community events that include youth and senior activities, and family programs.	N/A.
Goal 10.7 A complete system of parks and recreational facilities and programs that provide diverse opportunities for active recreation, passive recreation, and social interaction, meeting the needs of the community.	
Policies	Project Consistency
10.7-1 Parks Master Plan. Adopt and maintain a Parks Master Plan, responding to community needs as they change over time.	N/A.
10.7-2 Existing Facility Improvement. Continue to improve, rehabilitate, and expand existing park and recreation facilities, as funding is available, to meet the needs of Pico Rivera residents, employees, and visitors.	N/A.

HEALTHY COMMUNITIES	
Policies	Project Consistency
10.7-3 New Development. Require new residential development to dedicate land or contribute in-lieu fees at a standard of three (3) acres per 1,000 population, and contribute park development fees, to finance acquisition, development, improvement, and maintenance of park and recreational facilities.	Consistent - The project will meet the three (3) acres per 1,000 population park requirement in accordance with city requirements and State law.
10.7-4 Fees. Periodically review park development fees and funding sources to ensure their adequacy to cover park acquisition, development, improvement, and maintenance.	N/A.
10.7-5 Public Involvement. Encourage residents to become involved in the design, improvement, operation, maintenance, and security of park facilities throughout the community.	N/A.
10.7-6 Collaboration. Coordinate park and recreational facilities planning with local and regional agencies in an effort to enhance recreational opportunities in the City.	N/A.
10.7-7 Sports Arena and former Bicentennial Park Campground. Improve the Sports Arena and Bicentennial Park Campground area as a major recreational venue, including sports fields, equestrian uses, and habitat restoration.	N/A.
10.7-8 Sports Arena Entrance. Work with Caltrans, Los Angeles County, and City of South El Monte to include signage, improve access, and create an entry from Highway 60 to the Sports Arena and Bicentennial Park Campground.	N/A.
10.7-9 Easements. Consider the use of utility and railroad right-of-ways for active and passive recreation uses, such as including a linear park along the rail line west of Passons Boulevard, as part of the lands originally purchased for the Passons Grade Separation project, as well as providing for expanded park land as part of the proposed Durfee grade separation.	N/A.
10.7-10 Joint Use. Support the City's joint use agreement with El Rancho Unified School District which provides access to the classrooms, cafeteria, athletic fields, basketball courts, and playgrounds at the elementary, middle, and high schools within ERUSD El Rancho Unified School District.	N/A.

HEALTHY COMMUNITIES	
Policies	Project Consistency
10.7-11 Onsite Open Spaces. Provide development incentives for private commercial, office, industrial, and other non-residential developments to provide onsite usable open space that is accessible to the public such as green rooftops, public plazas, and walking paths.	Consistent - The Project is providing onsite open spaces to serve the needs of the residents, businesses and the public as shown in Exhibit 2-5.
10.7-12 Increasing Recreational Opportunities. Partner with the Watershed Conservation Authority to promote and increase recreational opportunities in the City by: <ul style="list-style-type: none"> • Expanding trails, where feasible, along the portions of the Rio Hondo and San Gabriel river corridors; • Exploring opportunities to create more passive recreation, including fitness zones at the spreading grounds • Assisting in improving the access to Whittier Narrows recreation areas; and • Promoting a coordinated approach to future land use decisions adjacent to the Sports Arena. • Conducting an equestrian trails study to identify where equestrian trails may be properly developed and link to the Whittier Narrows equestrian trails and local horse boarding facilities. 	N/A.
10.7-13 Municipal Golf Course. Support continued renovation efforts and any future expansions of the Pico Rivera Golf Course to help meet the recreational needs in the City and provide additional economic opportunities.	N/A.
10.7-14 Equestrian Facilities. Expand opportunities for equestrian- oriented recreational facilities in the City, and permit this use in the Sports Arena and Bicentennial Park Campground area.	N/A.
10.6-15 Efficiency and Conservation. Incorporate energy efficiency and water conservation in parks and recreation areas, and require the use of native, drought-tolerant plants, to the extent feasible and as recommended by Assembly Bill 1881.	N/A.
10.7-16 Private Recreation. Encourage the location of additional private health clubs and recreation facilities in Pico Rivera.	Consistent - The project offers private rooftop recreational facilities and swimming pool for the residential tenants.

HEALTHY COMMUNITIES	
Policies	Project Consistency
10.7-17 Parks as Gathering Places. Identify and provide facilities within City parks to enhance their function as community gathering places and ensure they are distributed throughout the community.	N/A.
10.7-18 New Gathering Places. Support the revitalization of the shopping center at the southwest corner of Rosemead Boulevard and Mines Avenue to reinforce Smith Park, the community center and adjacent library as a community gathering place.	N/A.
10.7-19 Community Centers. Regularly maintain, improve, and expand, when necessary, existing community centers to adequately meet the City's needs.	N/A.
10.7-20 Program Diversity. Ensure that recreation programs and services meet the diverse needs of the community that serve residents of all ages, backgrounds, and interests.	N/A.
10.7-21 Recreational Program Costs. Continue maintaining fees for residents to participate in city recreational programs at or below the city's cost whenever feasible.	N/A.
10.7-22 Seniors. Continue to provide dance classes, recreational programs, local and regional trip opportunities for physical activity, and services for seniors.	N/A.
10.7-23 Youth Programs. Collaborate with the school district, religious organizations, non-profit groups, law enforcement, and other appropriate organizations to determine needs and continually improve upon the services and programs for children and youth.	N/A.

HEALTHY COMMUNITIES	
Goal 10.8 Convenient access to and a range of options for fresh and nutritious foods in Pico Rivera.	
Policies	Project Consistency
10.8-1 Food Access. Strive for the majority of residents to be in close proximity to a supermarket or other healthy food establishment.	Consistent - The project will increase and integrate residents adjacent to healthy food establishments and is across the street from a Walmart grocery.
10.8-2 Transit Service to Access Healthy Foods. Work with local and regional transit agencies to ensure that bus routes provide service from underserved neighborhoods to healthy food retail stores.	Consistent - The Project can potentially lease commercial space to a transit provider or provide a stop for local market shuttles or other ride services to facilitate access to local markets with healthier choices.
10.8-3 Community Gardens. Facilitate establishment of community gardens by allowing gardens on vacant properties, at existing parks, and any other appropriate locations provided the gardens are managed and operated to prevent adverse impacts on adjoining uses.	Consistent - The Project may offer roof-top and/or ground level gardening containers or raised planter boxes for residential tenant use.
10.8-4 Green Roofs. Encourage new buildings to incorporate green roofs and the conversion of existing roofs to maximize opportunities for urban gardening.	Consistent - The project will incorporate green, vegetation elements on the roof in combination with access for residents to facilitate the opportunity for urban gardening.
10.8-5 Edible School Yards. Work with the El Rancho Unified School District to explore the feasibility for creating “edible school yards” that provide gardens and gardening educational programs on school property.	N/A.
10.8-6 Healthy Foods at Schools. Work with the El Rancho Unified School District to ensure provision of healthy food options.	N/A.
10.8-7 Summer Meals Program. Continue to provide summer meal programs for youth.	N/A.
10.8-8 Seniors. Continue to provide nutritious meals to seniors at the Senior Center.	N/A.
10.8-9 Healthy Foods at City Events. Provide healthy food options at municipal buildings and at city events where food is available by the City.	N/A.
10.8-10 Drive-Through Restaurants. Limit the number of drive-through restaurants near schools, and in areas where there are high concentrations of these uses.	N/A.

HEALTHY COMMUNITIES	
Policies	Project Consistency
10.8-11 Food Education. Disseminate information about healthful eating habits.	N/A.
10.8-12 Farmers Market. Pursue the establishment of a farmers market within the city limits to increase access to healthy, local, affordable foods and encourage community-building.	Consistent - While the Project has limited space for a farmers market, the Applicant owns and manages the adjacent Marketplace and associated parking lot where the establishment of a farmers market could be pursued.
10.8-13 Sit-down Restaurants. Pursue and encourage sit-down restaurants within City limits.	N/A.
Goal 10.9 Access to affordable and high quality health care in Pico Rivera.	
Policies	Project Consistency
10.9-1 Healthcare Services. Work with local health care providers to increase the availability of high quality and affordable health care services that is in Pico Rivera.	N/A.
10.9-2 Healthcare Facility Sites. Identify potential sites for healthcare facilities that are well-served by transit, and specifically include these types of facilities as a permitted use within appropriate commercial and industrial areas.	N/A.
10.9-3 Seniors. Continue to provide, and support other organizations that provide, health screenings for seniors as preventative care.	N/A.
10.9-4 Mental Health Care. Support the efforts of Los Angeles County and other local organizations that provide mental health services to ensure residents of Pico Rivera are being adequately served.	N/A.
10.9-5 Homeless. Support the efforts of various agencies such as the Los Angeles County and the Gateway Council of Governments to address homeless issues and to help advance individuals to lead a stabilized and productive life.	N/A.
10.9-6 Co-location of Facilities. Encourage the co-location of healthcare and social services to increase access to care.	N/A.
10.9-7 Outreach. Educate the community on the availability of health care options, as well as social services in and around Pico Rivera.	N/A.

HEALTHY COMMUNITIES	
Goal 10.10 High quality day care, education, and lifelong learning opportunities for all members of the community.	
Policies	Project Consistency
10.10-1 School Services. Support public school districts and private schools in providing educational services.	N/A.
10.10-2 School Capacity. Work with local school districts to ensure that school facilities have sufficient capacity to meet the needs of current and projected enrollment, within the limits of State law.	N/A.
10.10-3 Development Proposal Review. Provide school districts the opportunity to review and comment on residential development proposals to ensure projects adequately address school capacity issues.	Consistent. Project related school demand will be analyzed as part of environmental review.
10.10-4 Joint Use. Coordinate with the school district to maintain joint use of school and park facilities during non-school hours. Joint use agreements should be maintained to maximize public use of facilities with shared financial and operational responsibilities.	N/A.
10.10-5 Funding Sources. Cooperate with school districts in identifying and pursuing sources of funding for the improvement of existing schools.	N/A.
10.10-6 Higher Education. Support the development of higher education and vocational education facilities in the City to increase access to these services.	N/A.
10.10-7 Range of Day Care Services. Encourage the development of a range of day care facilities including family day care homes and public and private day care centers for youth and seniors that are high quality and affordable to meet the needs of Pico Rivera residents.	N/A.
10.10-8 High Quality and Affordable Day Care. Encourage day care facilities and services to be located in or near residential areas and employment centers, as well as along transit and major transportation routes.	N/A.

NOISE	
Goals 11.1 An acceptable noise environment for existing and future residents that also meets the business needs of the community.	
Policies	Project Consistency
11.1-1 Land Use Compatibility. Strive to achieve and maintain land use patterns that are consistent with the noise compatibility guidelines set forth in Table 11-1.	Consistent - As part of the review process, the city will review noise compatibility guidelines as they relate to the project as shown in Table 11-1. The environmental review will also study noise and potentially provide mitigation measures for the noise generated by the possibility of future rail on Washington. Additionally, the Project will comply with all State laws for sound attenuation through the application of appropriate building materials.
11.1-2 Existing Noise Incompatibilities. Within areas where existing or future noise levels exceed the guidelines set forth in Table 11-1, encourage establishment of noise buffers and barriers, modifications to noise-generating operations, and/or retrofitting of buildings housing noise-sensitive uses, where feasible and appropriate.	N/A.
11.1-3 New Noise-Sensitive Development. Require development of new noise-sensitive land uses to provide appropriate noise buffers or barriers, as well as to implement feasible building designs needed to meet the noise compatibility guidelines shown in Table 11-1.	N/A.
11.1-4 New Stationary Noise Sources. Require new stationary noise sources to mitigate impacts on noise-sensitive uses consistent with the noise compatibility guidelines set forth in Table 11-1.	N/A.

NOISE	
Goal 11.2 Minimize disruptions to residential neighborhoods and businesses caused by transportation-related noise.	
Policies	Project Consistency
11.2-1 New High Noise-Generating Uses. Locate future transit stations, rail projects such as the potential Metro Gold Line light rail and High Speed Rail, or other high noise-generating uses away from noise-sensitive land uses to the extent feasible.	N/A.
11.2-2 Mitigation along Roadways. Include noise mitigation measures in the design of street and highway improvement projects adjacent to noise-sensitive areas. Measures should emphasize the establishment of natural buffers or use of setbacks between roadways and adjoining noise sensitive uses, and use of pavements that reduce roadway noise, when feasible.	N/A.
11.2-3 Speed Limits. Enforce established speed limits to control noise levels.	N/A.
11.2-4 Truck Routes. Maintain a system of truck routes that avoid truck travel through or adjacent existing and future residential neighborhoods, to the extent feasible.	N/A.
11.2-5 Development along Major Roadways and Rail Lines. Require that noise attenuation measures be incorporated into all new development and remodels of noise-sensitive uses in close proximity to major roadways and existing or known planned rail lines where railroad-generated noise levels exceed the guidelines set forth in Table 11-1.	Consistent - As part of the review process, the city will review noise compatibility guidelines as they relate to the project as shown in Table 11-1. The environmental review will also study noise and potentially provide mitigation measures. Additionally, the Project will comply with all State laws for sound attenuation through the application of appropriate building materials.
11.2-6 Railroad Noise. Work with the railroad lines operating in Pico Rivera to minimize noise levels produced by trains and whistle noise by continuing to construct additional grade separations at busy intersections, reducing nighttime operations, and maintaining consistency with the noise levels shown in Table 11-1.	N/A.

NOISE	
Goal 11.3 Minimize disruptions to residential neighborhoods and businesses caused by construction-related noise.	
Policies	Project Consistency
<p>11.3-1 Construction Noise. Minimize construction-related noise and vibration by limiting construction activities within 500 feet of noise-sensitive uses from 7:00 A.M. to 7:00 P.M. seven days a week; after hour permission shall be granted by City staff, Planning Commission, or the City Council.</p> <ul style="list-style-type: none"> • Require proposed development adjacent to occupied noise sensitive land uses to implement a construction-related noise mitigation plan. This plan would depict the location of construction equipment storage and maintenance areas, and document methods to be employed to minimize noise impacts on adjacent noise sensitive land uses. • Require that construction equipment utilize noise reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer. • Require that haul truck deliveries be subject to the same hours specified for construction. Additionally, the plan shall denote any construction traffic haul routes where heavy trucks would exceed 100 daily trips (counting those both to and from the construction site). To the extent feasible, the plan shall denote haul routes that do not pass sensitive land uses or residential dwellings. 	<p>Consistent - The Project will conform to hours of construction limitations, and others, as appropriate and determined by the City.</p>
<p>11.3-2 Vibration Standards. Require construction projects and new development anticipated to generate a significant amount of vibration to ensure acceptable interior vibration levels at nearby noise-sensitive uses based on Federal Transit Administration criteria as shown in Table 11-2.</p>	<p>Consistent - The Project will conform to vibration standards as determined by Table II-2 of the Noise Element.</p>

MERCURY SPECIFIC PLAN

