



March 2022 | Response to Comments
on the Initial Study/Mitigated Negative Declaration
SCH # 2022010219

STARLITE RESIDENTIAL DEVELOPMENT

City of South El Monte

Prepared for:

City of South El Monte

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City of South El Monte
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1. Introduction

1.1 INTRODUCTION

This document includes a compilation of agency and public comments received on the Starlite Residential Development Project Mitigated Negative Declaration (includes the supporting Initial Study) (MND; State Clearinghouse No. 2022010219) and the City of South El Monte (City) responses to these comments.

Under the California Environmental Quality Act (CEQA) as amended (Public Resources Code secs. 21000 et seq.) and CEQA Guidelines (California Code of Regulations secs. 15000 et seq.), a lead agency has no affirmative duty to prepare formal written responses to comments on an MND.

The lead agency, however, should have adequate information on the record explaining why the comments do not affect the conclusion of the MND that there are no potentially significant environmental effects. CEQA Guidelines Section 15074(b) states:

Prior to approving a project, the decision-making body of the lead agency shall consider the proposed negative declaration or mitigated negative declaration together with any comments received during the public review process. The decision-making body shall adopt the proposed negative declaration or mitigated negative declaration only if it finds on the basis of the whole record before it (including the initial study and any comments received), that there is no substantial evidence that the project will have a significant effect on the environment and that the negative declaration or mitigated negative declaration reflects the lead agency's independent judgment and analysis.

In the spirit of public disclosure and engagement, the City—as the lead agency of the Starlite Residential Development Project—has responded to all written comments submitted during the 30-day MND public review period, which began January 14, 2022, and closed February 14, 2022.

This document has been prepared in accordance with CEQA and the CEQA Guidelines and represents the independent judgment of the Lead Agency.

1.2 DOCUMENT FORMAT

This document is organized as follows:

Section 1, *Introduction*. This section describes CEQA requirements and content of this document.

Section 2, *Response to Comments*. This section has a list of all agencies, organizations, and persons that commented on the IS/MND during the public review period, copies of comment letters and individual responses to those written comments.

Section 3, *Revisions to the IS/MND*. This section contains revisions to the IS/MND in response to comments received as described in Section 2, and/or errors and omissions discovered subsequent to circulation

1. Introduction

of the MND for public review. None of the updated/supplemented information included in this section meets the conditions pursuant to CEQA Guidelines 15093.5, Recirculation of a Negative Declaration Prior to Adoption, that would constitute a substantial revisions requiring recirculation of the IS/MND. The updates do not create new significant impacts, and the new information merely “clarifies, amplifies, or makes insignificant modifications” to the MND.

Appendix A, *Mitigation Monitoring and Reporting Program*. The Mitigation Monitoring and Reporting Program (MMRP) lists project-related mitigation measures , the implementation phase in which the measures are required, and the enforcement agency responsible for compliance. The monitoring program provides 1) a mechanism for giving City staff and decision makers feedback on the effectiveness of their actions; 2) a learning opportunity for improved mitigation measures on future projects; and 3) a means of identifying corrective actions, if necessary, before irreversible environmental damage occurs.

Appendix B, *Starlite Specific Plan, Draft, February 18, 2022*. The complete Specific Plan includes the updates to the document since the March 3, 2021, version as included as IS/MND Appendix A. These updates are summarized in Section 3, *Revisions to the IS/MND*.

2. Response to Comments

The City has evaluated comments on environmental issues received from public agencies and interested parties who reviewed the IS/MND and has prepared written responses. This section provides all written comments received on the IS/MND and the City's responses to each comment.

Comment letters and specific comments are assigned letters and numbers for reference purposes. Where sections of the IS/MND are excerpted in this document, the sections are shown indented. Changes to the IS/MND text are shown in underlined text for additions and ~~strikeout~~ for deletions, and are found in Section 3, *Revisions to the IS/MND*.

The following is a list of agencies and persons that submitted comments on the IS/MND during the public review period (January 14, 2022 through February 14, 2022).


Number Reference	Commenting Person/Agency	Date of Comment	Page No.
A	Gabrieleno Band of Mission Indians – Kizh Nation	January 19, 2022	2-3
B	County of Los Angeles Fire Department, Ronald M. Durbin, Chief, Forestry Division Prevention Services Bureau	February 8, 2022	2-7
C	City of Rosemead, Lily T. Valenzuela, Planning & Economic Development Manager	February 9, 2022	2-15
D	California Department of Transportation (Caltrans), Miya Edmonson, IGR/CEQA Branch Chief	February 10, 2022	2-19
E	Los Angeles County Sheriff Department, Alex Villanueva, Sheriff	February 14, 2022	2-25

2. Response to Comments

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2. Response to Comments

LETTER A – Gabrieleno Band of Mission Indians – Kizh Nation (1 page)

	<p>GABRIELENO BAND OF MISSION INDIANS - KIZH NATION Historically known as The San Gabriel Band of Mission Indians recognized by the State of California as the aboriginal tribe of the Los Angeles basin</p>	
<p><u>Adopt Mitigative Declaration Study / Mitigated Negative Declaration</u></p>		
<p>January 19, 2022</p>		
<p>Project Name: Starlite Residential Development, City of South El Monte</p>		
<p>We have received your Notice of the Adopt Mitigative Negative Declaration for the Starlite Residential Development Project. Our Tribal Government would like to be consulted if any ground disturbance will be conducted for this project.</p>	<p>A-1</p>	
<p>Sincerely, Gabrieleno Band of Mission Indians/Kizh Nation (1844) 390-0787 Office</p>		
<p>Andrew Salas, Chairman Albert Perez, treasurer I</p>	<p>Nadine Salas, Vice-Chairman Martha Gonzalez Lemos, treasurer II</p>	<p>Dr. Christina Swindall Martinez, secretary Richard Gradias, Chairman of the council of Elders</p>
<p>PO Box 393 Covina, CA 91723</p>	<p>www.gabrielenoindians@yahoo.com</p>	<p>gabrielenoindians@yahoo.com</p>

2. Response to Comments

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2. Response to Comments

A. **Response to Comments from Gabrieleno Band of Mission Indians – Kizh Nation, dated January 19, 2022.**

A-1 The commenter states that the Tribe would like to be consulted if any ground disturbance will take place.


On June 3, 2021, the City consulted with the Tribe, which requested mitigation measures to reduce potential impacts to tribal cultural resources. Mitigation Measures TCR-1 through TCR-3 would ensure that potential impacts to tribal cultural resources during ground disturbance would be less than significant. Appendix A, *Mitigation Monitoring and Reporting Program*, includes these mitigation measures and identifies the responsible parties for implementation and monitoring.

2. Response to Comments

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2. Response to Comments

LETTER B – County of Los Angeles Fire Department, Ronald M. Durbin, Chief, Forestry Division Prevention Services Bureau (5 pages)



**COUNTY OF LOS ANGELES
FIRE DEPARTMENT**

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294
(323) 881-2401
www.fire.lacounty.gov

"Proud Protectors of Life, Property, and the Environment"

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FIRE CHIEF
FORESTER & FIRE WARDEN

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FIRST DISTRICT

HOLLY J. MITCHELL
SECOND DISTRICT

SHEILA KUEHL
THIRD DISTRICT

JANICE HAHN
FOURTH DISTRICT

KATHRYN BARGER
FIFTH DISTRICT

February 8, 2022

Ian McAleese, Assistant Planner
City of South El Monte
1415 N. Santa Anita Ave.
South El Monte, CA 91733

Dear Mr. McAleese:

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION, "STARLITE RESIDENTIAL DEVELOPMENT," WOULD RESULT IN THE REDEVELOPMENT OF THE 12.3-ACRE FORMER STARLITE DRIVE-IN THEATER SITE FOR RESIDENTIAL USES WITH 207 DWELLING UNITS, LOCATED AT 2540 ROSEMEAD BOULEVARD, SOUTH EL MONTE, FFER 202200818

The Notice of Intent to Adopt a Mitigated Negative Declaration has been reviewed by the Planning Division, Land Development Unit, Forestry Division, and Health Hazardous Materials Division of the County of Los Angeles Fire Department.

The following are their comments:

PLANNING DIVISION:

Under 3.16 Public Services, a) paragraph three should be corrected; the City of South El Monte does not contract fire services with the Los Angeles County Fire Department. The City of South El Montes is within the jurisdiction and is part of the Consolidated Fire Protection District of Los Angeles County, which provides fire protection and emergency medical services to the city.

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For any questions regarding this response, please contact Kien Chin, Planning Analyst, at (323) 881-2404 or Kien.Chin@fire.lacounty.gov.

SERVING THE UNINCORPORATED AREAS OF LOS ANGELES COUNTY AND THE CITIES OF:

AGOURA HILLS	CARSON	EL MONTE	INGLEWOOD	LAWDALE	PICO RIVERA	SIGNAL HILL
ARTESIA	CERRITOS	GARDENA	IRWINDALE	LOMITA	POMONA	SOUTH EL MONTE
AZUSA	CLAREMONT	GLENDORA	LA CANADA-FLINTRIDGE	LYNWOOD	RANCHO PALOS VERDES	SOUTH GATE
BALDWIN PARK	COMMERCE	HAWAIIAN GARDENS	LA HABRA	MALIBU	ROLLING HILLS	TEMPLE CITY
BELL	COVINA	HAWTHORNE	LA MIRADA	MAYWOOD	ROLLING HILLS ESTATES	VERNON
BELL GARDENS	CUDAHY	HERMOSA BEACH	LA PUENTE	NORWALK	ROSEMEAD	WALNUT
BELLFLOWER	DIAMOND BAR	HIDDEN HILLS	LAKEWOOD	PALMDALE	SAN DIMAS	WEST HOLLYWOOD
BRADBURY	DUARTE	HUNTINGTON PARK	LANCASTER	PALOS VERDES ESTATES	SANTA CLARITA	WESTLAKE VILLAGE
CALABASAS		INDUSTRY		PARAMOUNT		WHITTIER

2. Response to Comments

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LAND DEVELOPMENT UNIT:

The Land Development Unit is reviewing the proposed "STARLITE RESIDENTIAL DEVELOPMENT" Project for access and water system requirements. The Land Development Unit comments are only preliminary requirements. Specific fire and life safety requirements will be addressed during the review for building and fire plan check phases. There may be additional requirements during this time.

The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows and fire hydrants.

ACCESS REQUIREMENTS

The proposed development will require multiple ingress/egress access for the circulation of traffic, and emergency response issues.

1. All on-site Fire Department vehicular access roads shall be labeled as "Private Driveway and Fire Lane" on the site plan along with the widths clearly depicted on the plan. Labeling is necessary to assure the access availability for Fire Department use. The designation allows for appropriate signage prohibiting parking.
 - a. The Fire Apparatus Access Road shall be cross-hatch on the site plan, with the width clearly noted on the plan.
2. Every building constructed shall be accessible to Fire Department apparatus by way of access roadways, with an all-weather surface of not less than the prescribed width. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building.
3. The Fire Apparatus Access Roads and designated fire lanes shall be measured from flow line to flow line.
4. The dimensions of the approved Fire Apparatus Access Roads shall be maintained as originally approved by the fire code official.
5. Single- Family Detached Homes shall provide a minimum unobstructed width of 20 feet, exclusive of shoulders, except for approved security gates in accordance with Section 503.6, and an unobstructed vertical clearance "clear to sky" Fire Department vehicular access to within 150 feet of all portions of the exterior walls of the first story of the building, as measured by an approved route around the exterior of the building.
6. Attached Multi-Family Units: Where the highest roof surface exceeds 30 feet. For buildings where the vertical distance between the access roadway and the highest roof surface exceeds 30 feet, an approved fire apparatus access roadway with a minimum width of 28 feet, exclusive of shoulders, shall be provided in the immediate vicinity of the building or portion thereof. This roadway shall have an unobstructed clearance of clear to the sky. 503.2.1.2.2

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7. Proximity to Building. At least one required access route meeting this condition shall be located such that the edge of the fire apparatus access roadway, not including shoulder, that is closest to the building being served, is between 10 feet and 30 feet, from the building, as determined by the fire code official, and shall be positioned parallel to one entire side of the building. The side of the building on which the fire apparatus access road is positioned shall be approved by the fire code official.
503.2.1.2.2.1
8. If the Fire Apparatus Access Road is separated by island, provide a minimum unobstructed width of 20 feet, exclusive of shoulders and an unobstructed vertical clearance "clear to sky" Fire Department vehicular access to within 150 feet of all portions of the exterior walls of the first story of the building, as measured by an approved route around the exterior of the building.
9. Dead-end Fire Apparatus Access Roads in excess of 150 feet in length shall be provided with an approved Fire Department turnaround. Include the dimensions of the turnaround, with the orientation of the turnaround shall be properly placed in the direction of travel of the access roadway.
10. Fire Department Access Roads shall be provided with a 32-foot centerline turning radius.
11. Fire Apparatus Access Roads shall be designed and maintained to support the imposed load of fire apparatus weighing 75,000lbs., and shall be surfaced with all-weather driving capabilities. Fire apparatus access roads having a grade of 10 percent or greater shall have a paved or concrete surface.
12. A minimum 5-foot wide approved firefighter access walkway leading from the fire department access road to all required openings in the building's exterior walls shall be provided for firefighting and rescue purposes.
13. Fire Apparatus Access Roads shall not be obstructed in any manner, including by the parking of vehicles, or the use of traffic calming devices, including but not limited to, speed bumps or speed humps. The minimum widths and clearances established in Fire Code Section 503.2.1 shall be maintained at all times.

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CONT'D

WATER SYSTEM REQUIREMENTS

1. All fire hydrants shall measure 6"x 4"x 2-1/2" brass or bronze, conforming to current AWWA standard C503 or approved equal, and shall be installed in accordance with the County of Los Angeles Fire Code.
2. The housing element is an integral component of the City's General plan and it may require fire flows up to 4,000 gallons per minute at 20 per square inch residual pressure for up to a four-hour duration. Final fire flows will be based on the size of buildings, the installation of an automatic fire sprinkler system, and type(s) of construction used.

2. Response to Comments

Ian McAleese, Assistant Planner
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3. All required public fire hydrants shall be installed and tested prior to beginning of construction.
4. The fire hydrant spacing shall be every 300 feet for both the public and the on-site hydrants. The fire hydrants shall meet the following requirements:
 - a. No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.
 - b. No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant.

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CONT'D

For any questions regarding the report, please contact FPEA, Claudia Soiza at (323) 890-4243, or at Claudia.soiza@fire.lacounty.gov

FORESTRY DIVISION – OTHER ENVIRONMENTAL CONCERNS:

The statutory responsibilities of the County of Los Angeles Fire Department's Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones, archeological and cultural resources, and the County Oak Tree Ordinance. Potential impacts in these areas should be addressed.

Under the Los Angeles County Oak Tree Ordinance, a permit is required to cut, destroy, remove, relocate, inflict damage or encroach into the protected zone of any tree of the Oak genus which is 25 inches or more in circumference (eight inches in diameter), as measured 4 1/2 feet above mean natural grade.

B-3

If Oak trees are known to exist in the proposed project area further field studies should be conducted to determine the presence of this species on the project site.

The County of Los Angeles Fire Department's Forestry Division has no further comments regarding this project.

For any questions regarding this response, please contact Forestry Assistant, Nicholas Alegria at (818) 890-5719.

HEALTH HAZARDOUS MATERIALS DIVISION:

The Health Hazardous Materials Division of the Los Angeles County Fire Department has no comments or requirements for the project at this time.

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Please contact HHMD senior typist-clerk, Perla Garcia at (323) 890-4035 or Perla.garcia@fire.lacounty.gov if you have any questions.

2. Response to Comments

Ian McAleese, Assistant Planner
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Very truly yours,



RONALD M. DURBIN, CHIEF, FORESTRY DIVISION
PREVENTION SERVICES BUREAU

RMD:jl

2. Response to Comments

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2. Response to Comments

B. Response to Comments from County of Los Angeles Fire Department, Ronald M. Durbin, Forestry Division Prevention Services Bureau, dated February 8, 2022

B-1 The commenter states that the City does not contract fire services with the Los Angeles County Fire Department, and that the City is within the jurisdiction of the Consolidated Fire Protection District of Los Angeles County.

Please refer to Section 3, *Revisions to the IS/MND*, which reflects the changes made to the IS/MND in response to this comment.

B-2 The commenter states that specific fire and life safety requirements would be addressed during the review for building and fire plan check phases, and that the project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows, and fire hydrants.

The proposed project would be required to comply with applicable code and ordinance requirements pertaining to construction, access, water mains, fire flows, and fire hydrants. As indicated in Impact 3.9(f), the County of Los Angeles Fire Department reviewed the project plans and recommended clearance with the incorporation of conditions of approval which pertain to access and water system requirements (Appendix I of the Draft IS/MND). As indicated in the General Plan consistency analysis of the Specific Plan (see General Plan Policy 4.3), the project development plans would be circulated to the Los Angeles County Fire Department for evaluation on fire safety impacts.

B-3 The commenter states that under the Los Angeles County Oak Tree Ordinance, a permit would be required to cut, destroy, remove, relocate, inflict damage, or encroach into the protected zone of any tree of the Oak genus. As indicated in the draft IS/MND, the trees on-site are ornamental, and no oak tree would be removed in order to implement the proposed project.

B-4 The commenter states that the Health Hazardous Materials Division of the Los Angeles County Fire Department has no comments on the proposed project at this time.

No response is needed.

2. Response to Comments

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2. Response to Comments

LETTER C – City of Rosemead, Lily T. Valenzuela, Planning and Economic Development Manager (1 page)

MAYOR:
POLLY LOW

MAYOR PRO TEM:
SEAN DANG

COUNCIL MEMBERS:
SANDRA ARMENTA
MARGARET CLARK
JOHN TANG



City of Rosemead

8838 E. VALLEY BOULEVARD
ROSEMEAD, CALIFORNIA 91770
TELEPHONE (626) 569-2100
FAX (626) 307-9218

February 9, 2022

Ian McAleese, Assistant Planner
City of South El Monte
1415 N. Santa Anita Avenue
South El Monte, CA 91733

Subject: Notice of Intent to Adopt a Mitigated Negative Declaration – Starlite Residential Development

Dear Mr. McAleese,

Thank you for giving the City of Rosemead the opportunity to provide comments for the Notice of Intent to Adopt a Mitigated Negative Declaration for the Starlite Residential Development.

The City of Rosemead requests traffic light signalization on the following streets:

- Rosemead Boulevard between State Route 60 and Lower Azusa Road; and
- Garvey Avenue between Rosemead Boulevard and New Avenue

Please feel free to contact me, at 626-569-2142 or ltrinh@cityofrosemead.org, if you have any questions regarding this matter. Rosemead City Hall is open from 7:00 a.m. to 6:00 p.m., Monday through Thursday. City Hall is closed on Fridays.

Sincerely,

Lily T. Valenzuela
Planning & Economic Development Manager

Cc: Gloria Molleda, City Manager
Ben Kim, Assistant City Manager/Director of Community Development
Michael Chung, Director of Public Works

C-1

2. Response to Comments

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2. Response to Comments

C. **Response to Comments from City of Rosemead, Lily T. Valenzuela, Planning and Economic Development Manager, February 9, 2022.**

C-1 The commenter requests traffic light signalization on Rosemead Boulevard between State Route 60 and Lower Azusa Road, and Garvey Avenue between Rosemead Boulevard and New Avenue.

The commenter has not related this comment to the adequacy of the IS/MND or provided a reason for the request. As auto delay and traffic congestion are no longer the purview of CEQA, which now uses vehicle miles traveled (VMT) as the primary metric to evaluate transportation impacts, the concern of this commenter is unlikely a CEQA issue. To comply with City of South El Monte requirements, however, a Traffic Impact Analysis (TIA, Iteris, November 29, 2021), was prepared for the project and is included as IS/MND Appendix D-a. The study evaluates conditions both with and without a traffic signal at the project's entrance at Rosemead Boulevard. For planning purposes, the draft Specific Plan assumes the installation of a traffic signal at the project entrance. As noted by Caltrans (see Letter D in this Response to Comments), they concur with the TIA finding that the current right-in/right-out configuration of the project entrance/Rosemead Boulevard intersection would adequately accommodate project traffic.

Rosemead Boulevard is a state-facility. Ultimately, future traffic signalization along Rosemead Boulevard at the project entrance or another location, would be contingent both on the approval of the City's Public Works Department and Caltrans. Determination of this potential improvement, however, does not affect the disclosure of potential environmental impacts or findings of the IS/MND.

The commenter's request for a traffic signal along Garvey Avenue is not a CEQA issue and moreover, this location is beyond the study area of the TIA prepared for the proposed project. The comment will be forwarded to decision-makers for consideration.

2. Response to Comments


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2. Response to Comments

Letter D – California Department of Transportation (Caltrans), Miya Edmonson, IGR/CEQA Branch Chief
(4 pages)

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 269-1124
FAX (213) 897-1337
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life*

February 10, 2022

Ian McAleese, Senior Planner
City of South El Monte
1415 N. Santa Anita Ave
South El Monte, CA 91733

RE: Starlite Residential Development
SCH # 2022010219
Vic. LA-164/PM 4.51
GTS # LA-2022-03826-MND

Dear Ian McAleese:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced environmental document. The proposed Starlite Residential Development project would result in the redevelopment of the 12.3-acre former Starlite Drive-in Theater site for residential uses with 207 dwelling units (169 single-family homes and 38 multifamily homes). An additional entry would be created off Chico Avenue at the eastern portion of the site. The proposed project would also include 9,000 square feet of recreational facilities (pool, pool deck, and recreation building).

D-1

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Senate Bill 743 (2013) has codified into CEQA law and mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. You may reference the Governor's Office of Planning and Research (OPR) for more information:

<http://opr.ca.gov/ceqa/updates/guidelines/>

As a reminder, VMT is the standard transportation analysis metric in CEQA for land use projects after July 1, 2020, which is the statewide implementation date.

Caltrans is aware of challenges that the region faces in identifying viable solutions to alleviating congestion on State and Local facilities. With limited room to expand vehicular capacity, this project should incorporate multi-modal and complete streets transportation

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Provide a safe and reliable transportation network that serves all people and respects the environment

2. Response to Comments

Ian McAleese
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elements that will actively promote alternatives to car use and better manage existing parking assets. Prioritizing and allocating space to efficient modes of travel such as bicycling and public transit can allow streets to transport more people in a fixed amount of right-of-way.

Caltrans supports the implementation of complete streets and pedestrian safety measures such as road diets and other traffic calming measures. Please note the Federal Highway Administration (FHWA) recognizes the road diet treatment as a proven safety countermeasure, and the cost of a road diet can be significantly reduced if implemented in tandem with routine street resurfacing. Overall, the environmental report should ensure all modes are served well by planning and development activities. This includes reducing single occupancy vehicle trips, ensuring safety, reducing vehicle miles traveled, supporting accessibility, and reducing greenhouse gas emissions.

We encourage the Lead Agency to evaluate the potential of Transportation Demand Management (TDM) strategies and Intelligent Transportation System (ITS) applications in order to better manage the transportation network, as well as transit service and bicycle or pedestrian connectivity improvements. For additional TDM options, please refer to the Federal Highway Administration's *Integrating Demand Management into the Transportation Planning Process: A Desk Reference* (Chapter 8). This reference is available online at:

<http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>

You can also refer to the 2010 *Quantifying Greenhouse Gas Mitigation Measures* report by the California Air Pollution Control Officers Association (CAPCOA), which is available online at:

<http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>

Caltrans has published the VMT-focused Transportation Impact Study Guide (TISG), dated May 20, 2020 and the Caltrans Interim Land Development and Intergovernmental Review (LD-IGR) Safety Review Practitioners Guidance, prepared on December 18, 2020. You can review these resources as a reference at the following links for all future projects:

<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-05-20-approved-vmt-focused-tisg-a11y.pdf>.

"Provide a safe and reliable transportation network that serves all people and respects the environment"

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CONT'D

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2. Response to Comments

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<https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/sb-743/2020-12-22-updated-interim-ldigr-safety-review-guidance-a11y.pdf>

D-3

When a potential safety impact is identified, Caltrans encourages lead agencies to prepare traffic safety impact analysis at the State facilities for this development in the California Environmental Quality Act (CEQA) review process so that, through partnerships and collaboration, California can reach zero fatalities and serious injuries by 2050.

On February 8, 2022, Caltrans received updated Starlite Development Traffic Impact Analysis prepared on November 29, 2022 from the City. We have the following comments after our review.

D-4

The Project is not located in a Transit Priority Area and would have a project generated VMT rate of 12.67 home-based VMT per capita. When compared to the City VMT baseline value of 15.75 home-based VMT per capita and the 15 percent below baseline significance value of 13.39, the proposed Project is presumed to have a less than significant impact.

The existing Control Type of the intersection of Rosemead Blvd (SR-163)/Project Driveway (#3) is uncontrolled. This needs to be corrected and the updated HCM analysis needs to be reprocessed in order to produce an accurate report.

Currently, there is a proposed Project (EA 32080: Upgrade ADA Ramps & Accessibility; LA-164; PM 4.0/609) by Caltrans, that will be installing a Traffic Signal at the Rosemead Blvd/Fern Street and Rosemead Blvd/Klingerman Street intersections. This project is scheduled to be in construction in the Spring of 2023. We recommend this improvement to be considered in the updated HCM analysis.

D-5

On page 20 of the Traffic Impact Analysis, Table 6 indicated 1,874 daily trips, on page 52, "The proposed project is forecast to generate.....937 new daily trips". The daily trips need to be consistent. In addition, Table 5 is missing in the report as it is skipped from table 4 to Table 6.

Caltrans concurs that the current right-in, right-out configuration would adequately accommodate project site traffic. However, if changes (a break in the median) will be made at the Rosemead Blvd/Project Driveway intersection (#3), an Intersection Control Evaluation (ICE) needs to be prepared for Two-Way-Stop-Controlled or Signalized scenario. Be aware that currently there may not be enough storage for Rosemead Blvd. southbound left-turn pocket to the project site. The City and developer need to determine on the final design of the Project Driveway as any left-turn movements at Intersection #3 would cause safety impact on SR-163.

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"Provide a safe and reliable transportation network that serves all people and respects the environment"

2. Response to Comments

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Please be reminded that any work performed within the State Right-of-way will require an Encroachment Permit from Caltrans. Any modifications to State facilities must meet all mandatory design standard and specifications.

D-7

As a reminder, any transportation of heavy construction equipment and/or materials which requires use of oversized-transport vehicles on State highways will need a Caltrans transportation permit. We recommend large size truck trips be limited to off-peak commute periods.

If you have any questions, please feel free to contact Mr. Alan Lin, the project coordinator, at (213) 269-1124 and refer to GTS # LA-2022-03826AL-MND.

Sincerely,

Miya Edmonson

MIYA EDMONSON
IGR/CEQA Branch Chief

email: State Clearinghouse

"Provide a safe and reliable transportation network that serves all people and respects the environment"

2. Response to Comments

D. Response to Comments from California Department of Transportation (Caltrans), Miya Edmonson, IGR/CEQA Branch Chief, dated February 10, 2022.

D-1 The commenter provides a summary of the project description and states that Caltrans' mission is to provide a safe and reliable transportation network for all people and respect the environment.

No response required.

D-2 The commenter states that the proposed project should incorporate multimodal and complete streets transportation, which would also reduce single occupancy vehicle trips, ensuring safety, reducing vehicle miles traveled, supporting accessibility, and reducing greenhouse gas emissions.

The project site is adjacent to the Rosemead/Gern Metro Bus Lines 176 and 266, and is approximately 0.28 mile from the Garvey/Rosemead Stop on Metro Bus Line 70. A new crosswalk would be constructed at the proposed signalized intersection on Rosemead Boulevard and the Project Driveway. Future pedestrian circulation would be provided throughout the project site by a network of walkways along internal drives and open space areas. Additionally, Mitigation Measures T-1, as listed in the Mitigation Monitoring and Reporting Program (see Appendix A), would install California Manual on Uniform Traffic Control Devices (MUTCD) Pedestrian W11-2 signs at least 150 feet upstream from the crosswalk in both directions as well as at the crosswalk, repaint the crosswalk to ensure high visibility, and realign the curb ramps on Chico Avenue with the crosswalk, which would improve pedestrian safety.

D-3 The commenter encourages the City to evaluate the potential Transportation Demand Management (TDM) strategies and Intelligent Transportation system (ITS) applications in order to better manage the transportation network.

This comment will be forwarded to decision-makers for consideration.

D-4 The commenter states that the project site is not located in a Transit Priority Area and that the proposed project would generate a VMT rate of 12.67 home-based VMT per capita which is more than 15 percent below the baseline value of 15.75 VMT/capita (13.39) VMT impacts, therefore, would be presumed to be less than significant.

The commenter concurs with the IS/MND conclusion that VMT impacts are less than significant. Comment acknowledged.

D-5 This comment addresses details related to the methodology and information in the TIA prepared for the proposed project. The commenter also provides information regarding Caltrans' plans for the installation of traffic signals along Rosemead Boulevard anticipated in the Spring of 2023. These details do not affect the IS/MND transportation analysis or impact findings (which pursuant to CEQA focus on VMT and pedestrian safety). The City

2. Response to Comments

of South El Monte and the project applicant continue to coordinate required project-related improvements at the project entrance and Rosemead Boulevard.


D-6 The commenter concurs that the right-in, right-out configuration would adequately accommodate project site traffic and provides design considerations for alternative intersection control scenarios at the Rosemead Boulevard/project entrance. The City and project applicant will coordinate with Caltrans to determine the final project driveway design to ensure safe turn movements. This comment does not affect the impact analysis and findings of the IS/MND.

D-7 The commenter states that an Encroachment Permit is required to perform any work within the State Right-of-Way, and that the transportation of heavy construction equipment and/or materials which requires use of oversized transport vehicles on State highways will need a Caltrans transportation permit.

The project applicant and the City will coordinate with Caltrans and obtain permits, as applicable.

2. Response to Comments

LETTER E – Los Angeles County Sheriff Department, Alex Villanueva, Sheriff (17 pages)




OFFICE OF THE SHERIFF

COUNTY OF LOS ANGELES

HALL OF JUSTICE

ALEX VILLANUEVA, SHERIFF



February 14, 2022

Ian McAleese, Assistant Planner
City of South El Monte
1415 Santa Anita Avenue
South El Monte, California 91733

Dear Mr. McAleese:

REVIEW COMMENTS
INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION
STARLITE RESIDENTIAL DEVELOPMENT PROJECT

Thank you for inviting the Los Angeles County Sheriff's Department (Department) to review and comment on the January 2022 Initial Study and Mitigated Negative Declaration (IS-MND) provided by PlaceWorks (PW), a consultant engaged by the City of South El Monte (City) for the Starlite Residential Development Project (Project). The proposed Project, a residential development, is located at the former Starlite Drive-in Theater at 2540 Rosemead Boulevard in the City, involves construction of 207 dwelling units (169 single-family homes and 38 multifamily units) and 9,000 square feet of recreational facilities (pool, pool deck, and recreation building) on an approximately 12.3-acre site. The proposed Project would also include the demolition of the single-family home in the northeast corner of the site.

The proposed Project is located within the service area of the Department's Temple Sheriff's Station (Station). It may impact the current level of service provided by the Station due to the proposed Project which will increase the level of service required by the Station, and the cumulative impacts of new development in the nearby areas. Moreover, Section 3.16 Public Services on pages 118-119 of the IS-MND incorrectly states that no mitigation is required due to the less than significant impact on the police protection services for the proposed Project. To date, the Station is currently understaffed. However, assigning additional personnel to the Station to meet an acceptable service ratio will require modification of the law enforcement services contract, additional

211 WEST TEMPLE STREET, LOS ANGELES, CALIFORNIA 90012

A Tradition of Service
— Since 1850 —

E-1

E-2

2. Response to Comments

Mr. McAleese

- 2 -

February 14, 2022

support personnel and equipment assets. Lack of facility space for additional deputies and/or support staff will need to be addressed.

E-2
CONTD

In addition, the Department generally prescribes to the principles of Crime Prevention Thru Environmental Design (CPTED). The goal of CPTED is to reduce opportunities for criminal activities by employing physical design features that discourage anti-social behavior, while encouraging the legitimate use of the site. The overall tenets of CPTED include defensible space, territoriality, surveillance, lighting, landscaping, and physical security. The Station recommends installation of security cameras to reduce opportunities for criminal activities. With advanced notice, Station personnel can be available to discuss CPTED with the Project developer.

E-3

The Project Applicant will be required to pay all applicable development fees associated with the Project. Accordingly, the Station reviewed the various documents and provided the attached focused plan review comments (see correspondences, dated February 14, 2022 from Captain Mark Reyes).

Should you have any questions regarding this matter, please contact me at (323) 526-5657, or your staff may contact Ms. Rochelle Campomanes of my staff, at (323) 526-5614.

E-4

Sincerely,

ALEX VILLANUEVA, SHERIFF



Tracey Jue, Director
Facilities Planning Bureau

2. Response to Comments


SH-AD-32A (8/17)

COUNTY OF LOS ANGELES
SHERIFF'S DEPARTMENT
"A Tradition of Service Since 1850"

DATE: February 14, 2022

FILE NO:

OFFICE CORRESPONDENCE


FROM: MARK A. REYES, CAPTAIN
TEMPLE STATION

TO: TRACY JUE, DIRECTOR
FACILITIES PLANNING BUREAU

SUBJECT: FOCUSED PLAN REVIEW COMMENTS ON THE INITIAL STUDY AND
MITIGATED NEGATIVE DECLARATION FOR THE STARLITE RESIDENTIAL
DEVELOPMENT PROJECT

As requested by Facilities Planning Bureau (FPB), the Temple Station (Station) of the Los Angeles Sheriff's Department (Department) conducted a focused plan review of exhibits in the Specific Plan provided by KTG Y Group (KTGY) for the new Starlite Residential Development Project (Project). The proposed Project is the construction of a 207 dwelling units (169 single-family homes and 38 multifamily units) and 9,000 square feet of recreational facilities (pool, pool deck, and recreation building) on an approximately 12.3-acre former Starlite Drive-in Theatre site located in the City of South El Monte (City).

KTGY prepared the exhibits included in the Initial Study-Mitigated Negative Declaration (IS-MND) and submitted to the City in March 2021. As part of the City's review and approval, these exhibits were submitted for the Department's Station's review. The exhibits include site plans, exterior building elevations, site sections, and landscape drawings, describing the manner by which the proposed Project complies with various planning principles.

The Department reviewed the exhibits in the IS-MND prepared by KTG Y and provided review comments on the attached KTG Y's exhibits in addition to the following comments:

1. Special Protection Requirements or Recommendations:

- a. A Construction Traffic Management Plan should also be implemented as part of the proposed Project to address construction-related traffic congestion and emergency access issues. If temporary lane closures are necessary for the installation of utilities, emergency access should be maintained at all times. Flag persons and/or detours should also be provided as

E-4
CONTD

2. Response to Comments

Starlite Residential
Development Project

-2-

February 14, 2022

- needed to ensure safe traffic operations, and construction signs should be posted to advise motorists of reduced construction zone speed limits. On-site inspector shall notify the Station when these measures are in place.
- b. The proposed Project will benefit from a landscaping maintenance program that would minimize opportunities individuals to hide. The surrounding areas have experienced an increase in the amount of homeless persons loitering on the streets and sleeping encampments, and improvements deterring this practice would be beneficial. The Station also recommends limiting the height of hedge-type plants around security gates to allow visibility from the street.
 - c. The building configuration and its relationship with the adjacent existing commercial buildings and residential buildings would potentially create hiding places for criminal activities. The Station recommends the installation of security fences and gates, security cameras, and building lights with motion sensors. It is also recommended that appropriate gate hardware such as keypad/keycard access, automatic gate closer, and tire spike strips to limit unauthorized access and for easy monitoring be implemented. In addition, proposed locations of exterior building security cameras shall be located in areas where they can adequately identify vehicle license plates upon entry/exit into the proposed Project with adequate lighting to enhance visibility. The Station also recommends installation of security cameras inside the building at each level's entry/exit points, at the elevators, and at the stairwells in addition to interior keypad/keycard access.
 - d. The Station reviewed site plans provided by KTG Y, which appears to indicate that there are no existing street lights installed; outdoor lighting, standard parking light posts and exterior lighting fixtures along the building frontage will be installed at the proposed Project. We recommend the installation of outdoor lighting and street lighting with shielding devices on the proposed types of light fixtures to ensure that the light distribution does not spillover into the neighborhood.
 - e. We also recommend the installation of video monitoring system.

E-4
CONT'D

At this time, the Station has no further CPTED-related comments on the proposed Project. However, the Station reserves the right to amend or supplement our

E-5

2. Response to Comments

**Starlite Residential
Development Project**

-3-

February 14, 2022

assessment upon subsequent reviews of the proposed Project once additional information becomes available.

Thank you for including the Station in the review process for the proposed Project. Should you have any questions regarding this matter, please contact Rochelle Campomanes, Departmental Facilities Planner I, at (323) 526-5614, of our Facilities Planning Bureau.

E-5
CONT'D

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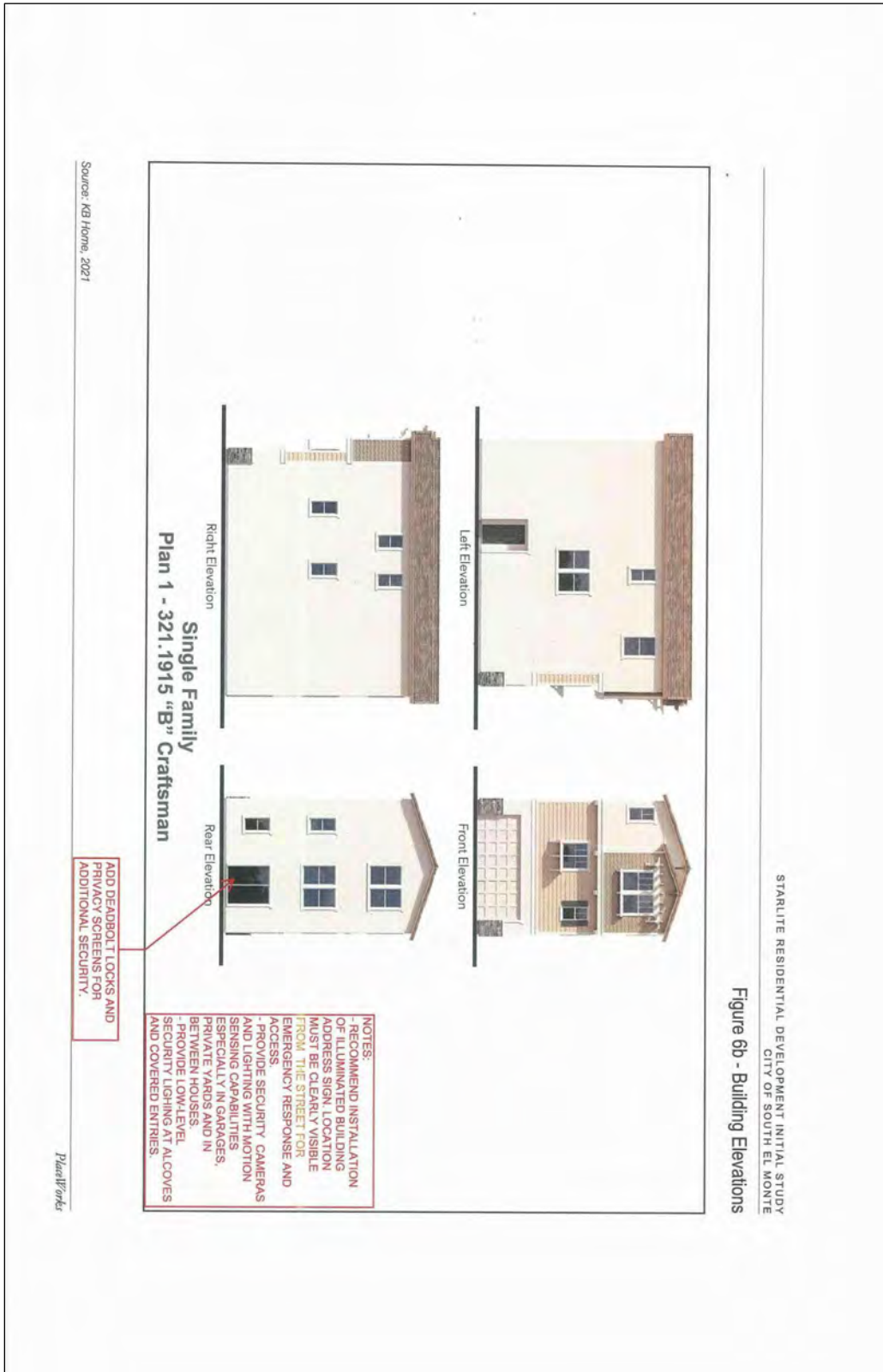
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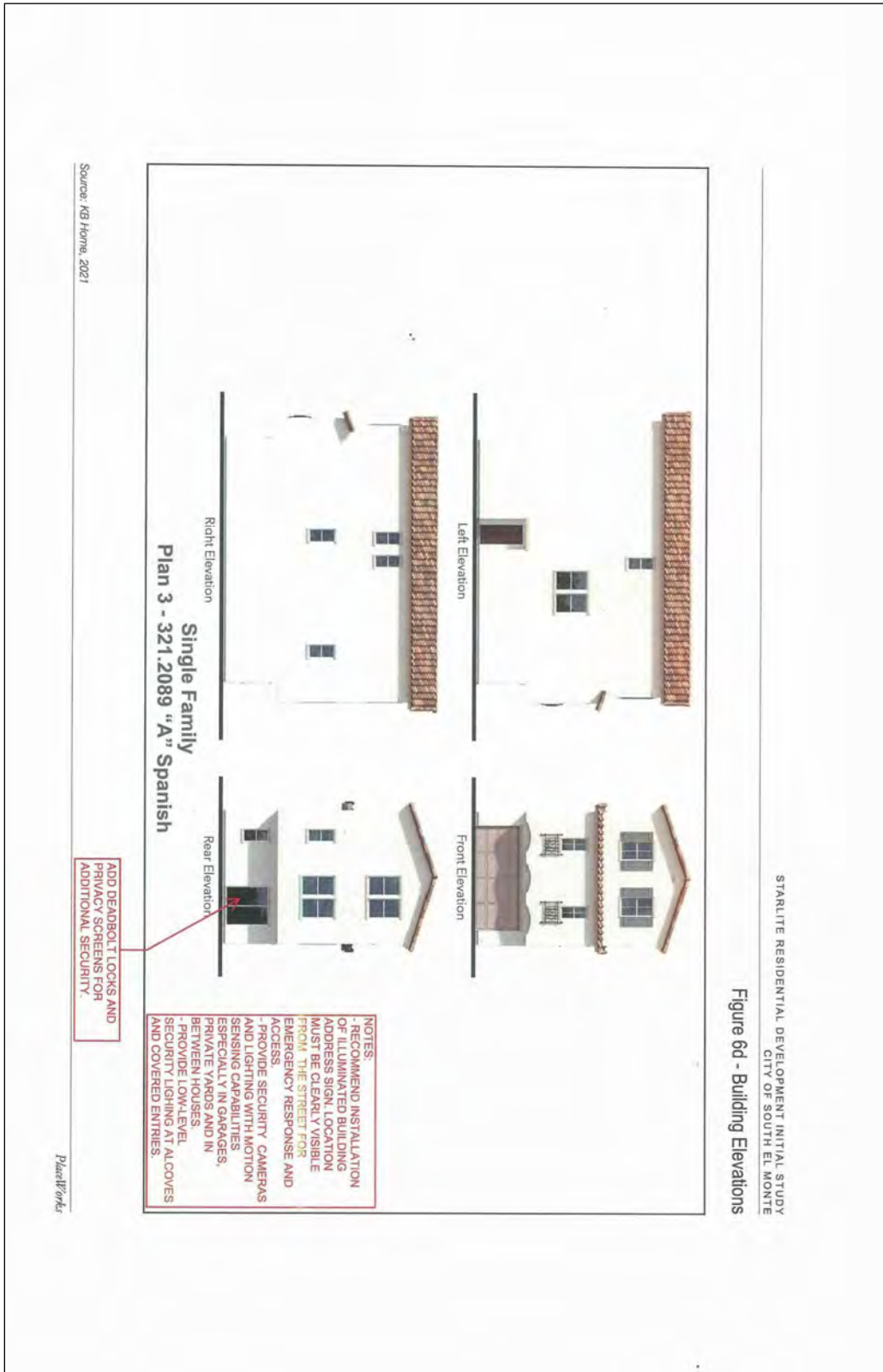
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2. Response to Comments



2. Response to Comments



2. Response to Comments



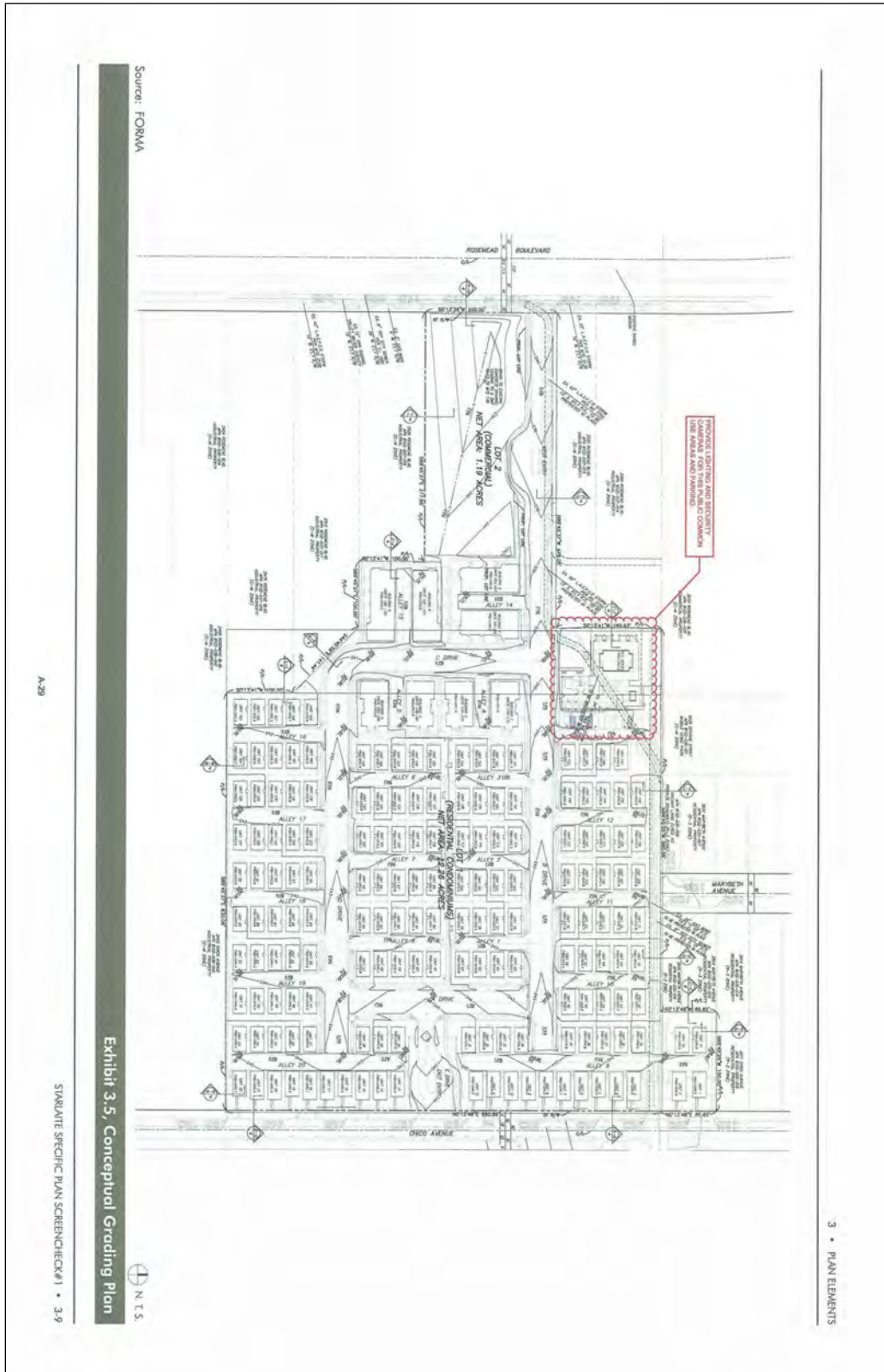
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2. Response to Comments



2. Response to Comments



2. Response to Comments

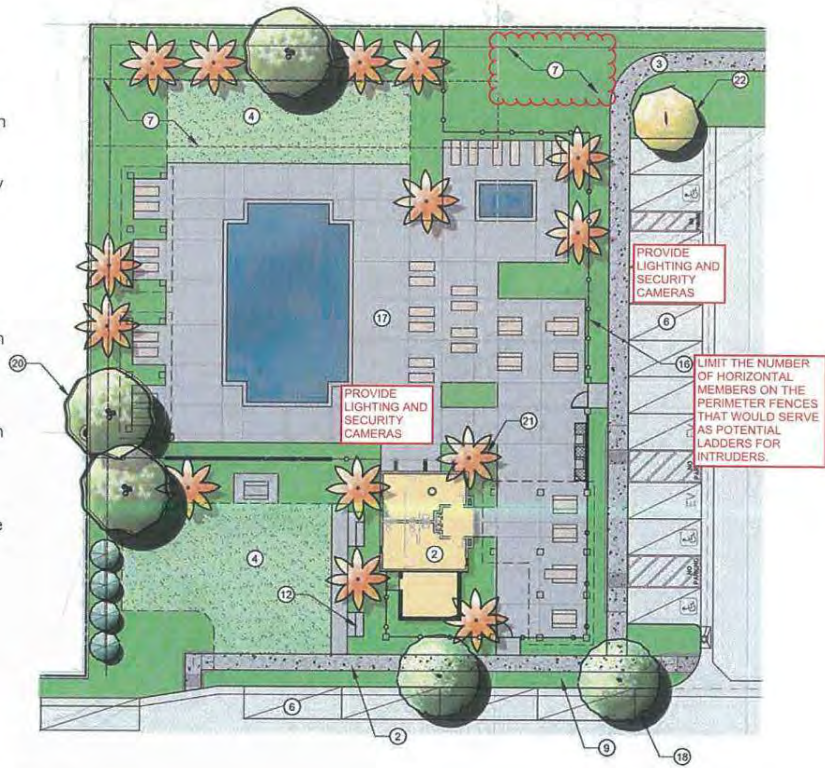


2. Response to Comments

4 • DESIGN GUIDELINES

LEGEND

- 2. Pool/recreation building
- 3. Concrete sidewalk
- 4. Open play lawn area with shovel cut lawn edge
- 5. Concrete walkway at entry
- 6. Parking
- 7. Utility easement area
- 12. Decorative bench
- 16. Tubular steel pool fence
- 17. Community recreation area
- 19. Community accent tree
- 20. Large accent /specimen tree
- 21. Vertical accent tree
- 22. Common area theme tree



For illustrative purposes only, final design may vary.

Exhibit 4.2, Conceptual Recreational Center

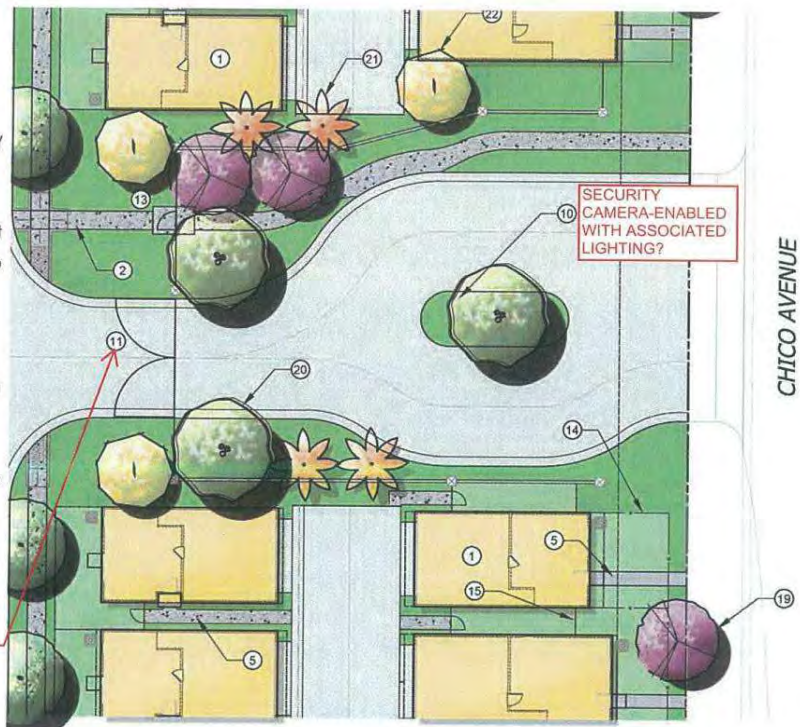
2. Response to Comments

4 • DESIGN GUIDELINES

LEGEND

- 1. Residential building
- 2. Concrete sidewalk
- 4. Open play lawn area
- 5. Concrete walkway at entry
- 10. Vehicular entry call box
- 11. Vehicular gated entry
- 14. Tubular steel fence at private yard along Chico Avenue
- 18. Parkway tree
- 19. Community accent tree
- 20. Large accent /specimen tree
- 21. Vertical accent tree
- 22. Common area theme tree

PROVIDE SECURITY CAMERA AND LIGHTING. COORDINATE WITH LACoFD FOR KNOX BOX REQUIREMENTS AND LOCATION



SECURITY CAMERA-ENABLED WITH ASSOCIATED LIGHTING?

For illustrative purposes only, final design may vary.



Exhibit 4.3, Project Entry

2. Response to Comments

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2. Response to Comments

E. **Response to Comments from Los Angeles County Sheriff Department, Alex Villanueva, Sheriff, dated February 14, 2022.**

E-1 The commenter has provided a summary of the project description. No response required.

E-2 The commenter states that the proposed project may impact current level of service provided by the Temple Sheriff's Station, and states that Section 3.16, *Public Services*, of the IS/MND incorrectly states that no mitigation is required for police services. The commenter states that the station is currently understaffed and assigning additional personnel to the station to meet acceptable ratios would require modification to the law enforcement service contract and additional support personnel and equipment assets, and the lack of facility space needs to be addressed.

The IS/MND analysis of the potential environmental impact with respect to police services accurately reflects the input provided by the Los Angeles County Sheriff's Department (Department) in response to our information request (see IS/MND, Appendix I). The response provided by Mark A. Reyes, Captain, Temple Station, does note that the station is currently understaffed and that new facilities may be required to expand services. The IS/MND analysis indicates that the proposed Starlite Residential Development would generate an estimated 913 residents requiring service by the Department. The analysis concludes that the City of South El Monte's contract with the Department is reviewed annually to ensure the appropriate level of response service and crime prevention. Services to the City under the contract are funded by the City's General Fund, which would be supported by property taxes generated by the proposed project.

The City's contract for services with the Department will consider overall City demands and the City's total population. The City has been losing residents. The 2010 U.S. Census reflected a population of 20,116 compared to the current population estimate of 19,567. Therefore, although the proposed project would generate additional population, the requirement for additional staffing related to overall City of South El Monte demand is unknown at this time and will be considered when the contract is updated.

CEQA addresses the potential physical environmental impacts of a project. For police services, the focus therefore, is the potential that a project would result in increased service requirements that would require additional facilities that upon development could result in adverse impacts to the environment. Although the project's need for one additional deputy would contribute to the Department's need for expanded physical facilities, it is not anticipated that this increased demand would result in a significant impact to the environment. The project's financial contribution per the City's contractual obligations would mitigate the direct service need of the proposed project. As noted in the IS/MND, the future expansion of Department facilities to adequately service the City of South El

2. Response to Comments

Monte and surrounding communities would be subject to CEQA review and mitigation as needed for environmental impacts.

- E-3 The commenter states that the Department generally prescribes to the principles of Crime Prevention Thru Environmental Design (CPTED), which includes defensible space, territoriality, surveillance, lighting, landscaping, and physical security.

As indicated in the Specific Plan (see Appendix B), the project has incorporated CPTED strategies to help deter crime and increase perceived safety, such as providing community entry gates, placing windows to overlook walkways and parking areas, creating landscape designs that allow for natural surveillance, and providing adequate nighttime lighting for safety.

The detailed CPTED recommendations are not CEQA issues addressed in the IS/MND. The Department's suggestions will be reviewed by City staff as part of the Specific Plan and site plan review and also forwarded to decision-makers for consideration.

- E-4 The commenter states that the applicant will be required to pay all applicable development fees associated with the project. This comment also recommends that a construction traffic management plan be prepared and details numerous CPTED design recommendations.

The project applicant will pay all applicable development fees. Also, as included in the Traffic Impact Assessment (IS/MND, Appendix D-a) and referenced in Section 3.15, *Transportation*, the project's contractor shall be required to prepare a construction traffic management plan that includes the details of any detours, coordination with emergency services and transit provider, coordination with adjacent property owners and tenants, advanced notification of temporary bus stop loss and/or busline relocation, identification of temporary alternative bus routes, advanced notice of parking loss and replacement parking within a reasonable walking distance, use of designated haul routes and truck staging areas, observance of hours of operation restrictions, and appropriate signage for construction activities.

The commenter provides the following suggestions on attached Figure 4, *Conceptual Site Plan*—coordinate with LACFD for their Knox box requirements and location, location maps may be beneficial at entrances for community, and coordinate with LACFD for fire lane/access width requirements.

As indicated in Impact 3.9(f) of the draft IS/MND, the existing driveway at Rosemead Boulevard would not be altered, and a new driveway would be constructed on Chico Street that would be designed to meet standards and specifications to allow ambulance and fire vehicle access. The County of Los Angeles Fire Department reviewed the project plans and recommended clearance with the incorporation of conditions of approval which

2. Response to Comments

pertain to access and water system requirements. The proposed project would include a Knox box for emergency access.

As noted above, the design details related to CPTED are not the purview of CEQA or the IS/MND. As indicated in Specific Plan, the project will incorporate CPTED strategies to help deter crimes and increase perceived safety, such as creating landscape designs that allow for natural surveillance. Additionally, the Specific Plan indicates that the property owner or property management entity shall be responsible for installation, maintenance, and upkeep of all common landscape areas, park and recreation areas, hardscape/parking areas, private drives, and irrigation systems within the Specific Plan area. The Specific Plan also mentions that maintenance responsibilities for open spaces, landscape areas, lighting, and common project facilities will be maintained either by a management agency, a Homeowner's Association (HOA), or similar entity.

- E5 The commenter concludes that the Station has no further project-related CPTED comments at this time but reserves the right to supplement or amend their comments as more information becomes available.

Comment acknowledged.

2. Response to Comments

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3. Revisions to the Draft IS/MND

This section includes revisions to the IS/MND based upon (1) additional or revised information required to prepare a response to a specific comment; (2) applicable updated information that was not available at the time of MND public circulation; and/or (3) typographical errors and omissions. As needed, this section also includes additional mitigation measures to fully respond to commenter concerns as well as provide additional clarification to mitigation requirements included in the MND. The provision of these additional mitigation measures does not alter any impact significance conclusions as disclosed in the MND. Changes made to the MND are shown in ~~strikeout~~ text to indicate deletions and in underlined text to signify additions.

3.1 REVISIONS IN RESPONSE TO COMMENTS RECEIVED ON THE IS/MND

Impact 3.16(a) has been revised to reflect the fire jurisdiction that provides fire and medical services to the City.

a) Fire protection?

Less Than Significant ~~According to the City's General Plan Public Safety Element, fire response and prevention services are provided by the Los Angeles County Fire Department. The City's contract with the Los Angeles County Fire Department is reviewed annually to ensure adequate fire protection services are provided. The City of South El Monte is within the jurisdiction and part of the Consolidated Fire Protection District of Los Angeles County, which provides fire protection and emergency medical services to the City.~~

The nearest fire station is Station 90, approximately 0.72 mile southeast of the project site. Los Angeles County Fire Department maintains a policy of responding to fires within five minutes from notification, which is acknowledged by the National Fire Protection Association.

The proposed project and improvements will require site plan review for consistency with the City's Public Safety Element and Los Angeles County Fire Department requirements. Upon development and operation, the project will contribute to the City's General Fund through property taxes, and the General Fund pays for the ~~City's contract with County Fire~~ services provided by the Consolidated Fire Protection District of Los Angeles County. Any facility expansion or additional personnel needs generated by the development will be reflected in the annual review ~~of the City's contract with the Los Angeles County Fire Department~~ with the Consolidated Fire Protection District of Los Angeles. Expansion or any requirement for new facilities (stations) would be speculative, but would also require environmental review under CEQA. Therefore, impacts would be less than significant.

3. Revisions to the Draft IS/MND

3.2 UPDATES TO THE PROJECT DESCRIPTION

The Project Description in the January 2022 Starlite Residential Development Initial Study circulated for public review was based on the March 3, 2021 Starlite Specific Plan included as Initial Study Appendix A. The Specific Plan has subsequently been updated to reflect supplementing the proposed General Plan Amendment (GPA) to include an amendment to the General Plan Circulation Element's Master Plan of Roadways and Bikeway Master Plan, as described below. The amendment will also require a minor change to the proposed Zone Change for the project. Both of these changes are included in the updated Specific Plan (February 18, 2022) included as Appendix B of this Response to Comments.

The proposed amendment to the Circulation Element and the modification to the proposed Zone Change do not represent substantive project changes with respect to CEQA. These changes would not result in any physical change to the environment and would not alter the impact analysis as included in the Initial Study for the proposed project. Similarly, potential future changes in circulation and traffic related to modifying the Master Plan of Roadways and Bikeway Master Plan in comparison to previous assumptions at the time of General Plan adoption in 2000 would not be expected to change CEQA findings for the Circulation Element. Fern Avenue is designated a residential and industrial collector on the Master Plan of Roadways (Circulation Element Figure C-3). Eliminating the future plan for extending this roadway would not appreciably alter VMT analysis for area projects. Moreover, Fern Avenue is not designated as a bikeway in the Circulation Element's Bikeway Master Plan (Circulation Element Figure C-4). The proposed revisions to the IS/MND as detailed below, therefore, would not meet the conditions pursuant to CEQA Guidelines 15073.5, Recirculation of a Negative Declaration Prior to Adoption, that would constitute a substantial revision requiring recirculation of the IS/MND.

3.3 MODIFIED GENERAL PLAN AMENDMENT AND ZONE CHANGE

The updated Specific Plan (see Appendix B) includes the following proposed changes to Section 2, "Planning Context."

2.1.1 General Plan Land Use & Circulation

According to the General Plan's Land Use Policy Map, the Specific Plan area is designated as "Commercial-Manufacturing" (CM) and "Medium Density Residential" (MDR). A General Plan Amendment is requested to establish "Medium Density Residential" (MDR) as the land use designation for the Specific Plan area (See *Exhibit 2.1, Existing General Plan Land Use Designation* and *Exhibit 2.2, Proposed General Plan Land Use Designation*).

The General Plan's Master Plan of Roadways and Bikeway Master Plan show an extension of Fern Avenue between Rosemead Boulevard and Chico Avenue. The Fern Avenue extension has not been implemented since the adoption of the General Plan in 2000.

3. Revisions to the IS/MND

because the City does not have the right-of-way and would need to demolish existing buildings on the site in order to implement the extension. The General Plan Amendment requests to eliminate the Fern Avenue extension from the Master Plan of Roadways and Bikeway Master Plan in the General Plan’s Circulation Element.

2.1.2 Zoning

The City’s current zoning designations for the Specific Plan area are “Commercial Manufacturing” (C-M) and “Medium Density Residential” (R-3). A Zone Change is requested to change the zoning designation of the project site from C-M and R-3 to “Medium Density Residential with Starlite Specific Plan” (R-3 with Starlite SP). (See *Exhibit 2.3, Existing Zoning Map* and *Exhibit 2.4, Proposed Zoning Map*).

(Specific Plan Exhibit 2.4, Proposed Zoning Map, is also revised as included in the revisions to the IS/MND detailed in the following section)

3.4 REVISIONS TO THE IS/MND

Section 1.4 Existing Zoning and General Plan has been modified to reflect a proposed General Plan Amendment to the Circulation Element and a modification to the Zone Change request for the proposed project.

1.4 ~~EXISTING ZONING AND GENERAL PLAN~~ AND ZONING

1.4.1 General Plan Land Use and Circulation

According to the General Plan’s Land Use Policy Map, the Specific Plan area is designated as “Commercial-Manufacturing” (CM) and “Medium Density Residential” (MDR). A General Plan Amendment is requested to establish “Medium Density Residential” (MDR) as the land use designation for the Specific Plan area (See Figure 10, *Existing and Proposed General Plan Land Use Designations*).

The General Plan’s Master Plan of Roadways and Bikeway Master Plan show an extension of Fern Avenue between Rosemead Boulevard and Chico Avenue. The Fern Avenue extension has not been implemented since the adoption of the General Plan in 2000, because the City does not have the right-of-way and would need to demolish existing buildings on the site in order to implement the extension. The General Plan Amendment requests to eliminate the Fern Avenue extension from the Master Plan of Roadways and Bikeway Master Plan in the General Plan’s Circulation Element.

~~According to the City of South El Monte General Plan land use and zoning maps, the project site is currently designated Commercial Manufacturing and Medium Density Residential (MDR), and zoned Commercial Manufacturing (C-M) and Multiple Family Residential (R-3).~~

3. Revisions to the Draft IS/MND

1.4.2 Zoning

The City's current zoning designations for the Specific Plan area are "Commercial Manufacturing" (C-M) and "Medium Density Residential" (R-3). A Zone Change is requested to change the zoning designation of the project site from C-M and R-3 to "Medium Density Residential with Starlite Specific Plan" (R-3 with Starlite SP). (See Figure 11, *Existing and Proposed Zoning Designations*).

A Vesting Tentative Tract Map for the Specific Plan area will be prepared and processed through the City in accordance with Chapter 16 of the South El Monte Municipal Code and in accordance with the Subdivision Map Act of the California Government Code.

Figure 10 - Existing and Proposed General Plan Land Use Designations

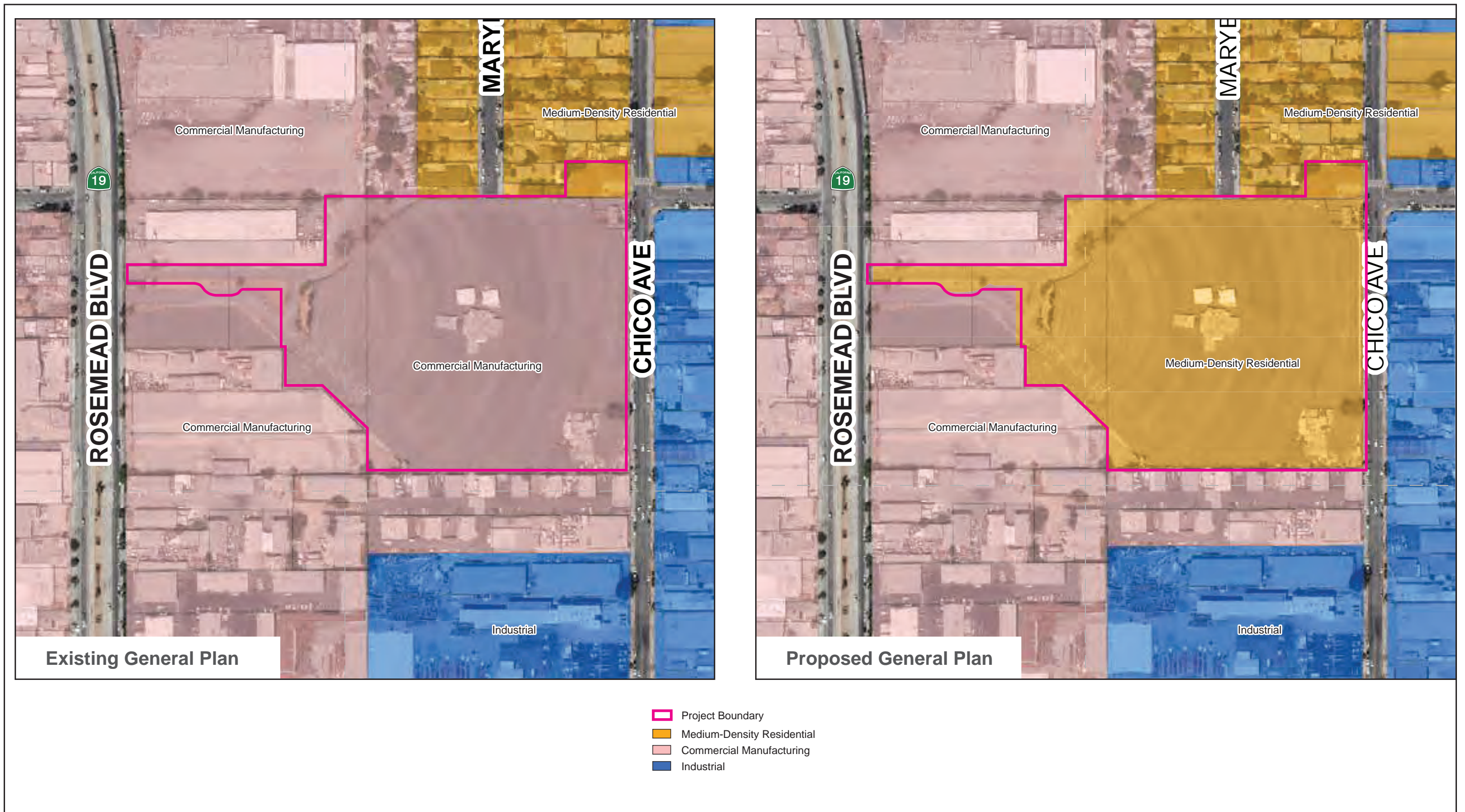
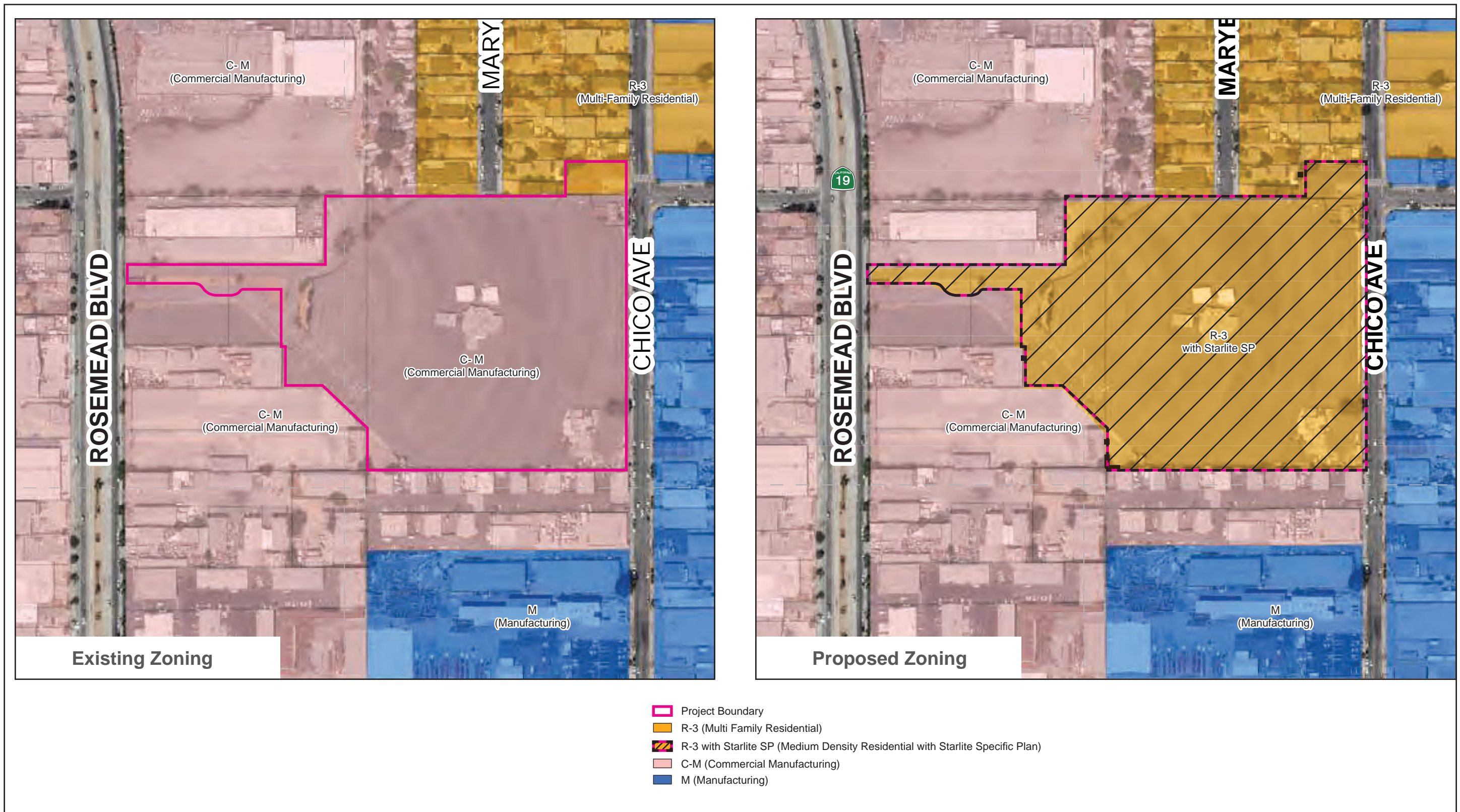


Figure 11 - Existing and Proposed Zoning Designations



Appendix A Mitigation Monitoring and Reporting Program

Appendix

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January 2022 | Mitigation Monitoring and Reporting Program

STARLITE RESIDENTIAL DEVELOPMENT

City of South El Monte

Prepared for:

City of South El Monte

Contact: Colby Cataldi, Community Development Director
1415 Santa Anita Avenue
South El Monte, California 91733
626.579.6540

Prepared by:

PlaceWorks

Contact: JoAnn Hadfield, Principal
3 MacArthur Place, Suite 1100
Santa Ana, California 92707
714.966.9220
info@placeworks.com
www.placeworks.com



Mitigation Monitoring and Reporting Program

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1.2 PROJECT SUMMARY	2
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Mitigation Monitoring and Reporting Program

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1. Introduction

1.1 PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM

This Mitigation Monitoring and Reporting Program (MMRP) has been developed to provide a vehicle to monitor mitigation measures and conditions of approval outlined in Initial Study/Mitigated Negative Declaration (IS/MND). The MMRP has been prepared in conformance with Section 21081.6 of the Public Resources Code and City of South El Monte monitoring requirements. Section 21081.6 states:

(a) When making the findings required by paragraph (1) of subdivision subsection (a) of Section 21081 or when adopting a mitigated negative declaration pursuant to paragraph (2) of subdivision (c) of Section 21080, the following requirements shall apply:

(1) The public agency shall adopt a reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment. The reporting or monitoring program shall be designed to ensure compliance during project implementation. For those changes which have been required or incorporated into the project at the request of a responsible agency or a public agency having jurisdiction by law over natural resources affected by the project, that agency shall, if so requested by the lead agency or a responsible agency, prepare and submit a proposed reporting or monitoring program.

(2) The lead agency shall specify the location and custodian of the documents or other material which constitute the record of proceedings upon which its decision is based.

(b) A public agency shall provide that measures to mitigate or avoid significant effects on the environment are fully enforceable through permit conditions, agreements, or other measures. Conditions of project approval may be set forth in referenced documents which address required mitigation measures or, in the case of the adoption of a plan, policy, regulation, or other public project, by incorporating the mitigation measures into the plan, policy, regulation, or project design.

(c) Prior to the close of the public review period for a draft environmental impact report or mitigated negative declaration, a responsible agency, or a public agency having jurisdiction over natural resources affected by the project, shall either submit to the lead agency complete and detailed performance objectives for mitigation measures which would address the significant effects on the environment identified by the responsible agency or agency having jurisdiction over natural resources affected by the project, or refer the lead agency to appropriate, readily available guidelines or reference documents. Any mitigation measures submitted to a lead

Mitigation Monitoring and Reporting Program

agency by a responsible agency or an agency having jurisdiction over natural resources affected by the project shall be limited to measures which mitigate impacts to resources which are subject to the statutory authority of, and definitions applicable to, that agency. Compliance or noncompliance by a responsible agency or agency having jurisdiction over natural resources affected by a project with that requirement shall not limit the authority of the responsible agency or agency having jurisdiction over natural resources affected by a project, or the authority of the lead agency, to approve, condition, or deny projects as provided by this division or any other provision of law.

The MMRP will serve to document compliance with adopted mitigation measures that are formulated to minimize impacts associated with the proposed Starlite Residential Development.

1.2 PROJECT SUMMARY

The proposed Starlite Residential Development project would result in the redevelopment of the 12.3-acre former Starlite Drive-in Theater site for residential uses with 207 dwelling units (169 single-family homes and 38 multifamily homes). An additional entry would be created off of Chico Avenue at the eastern portion of the site. The proposed project would also include 9,000 square feet of recreational facilities (pool, pool deck, and recreation building).

1.3 PROJECT LOCATION

The 12.3-acre project site is in the City of South El Monte at the former Starlite Drive-in Theater site at 2540 Rosemead Boulevard. The City is in the central portion of Los Angeles County and is bordered by the cities of El Monte to the north and east, Rosemead to the west, and Whittier Narrows Natural Area to the south.

The project site is accessed off Rosemead Boulevard (State Route 164 [SR-164]), which runs north-south, and is one mile south of Interstate 10 (I-10), which runs east-west.

1.4 MITIGATION MONITORING PROGRAM ORGANIZATION

CEQA requires that a reporting or monitoring program be adopted for the conditions of project approval that are necessary to mitigate or avoid significant effects on the environment (Public Resources Code 21081.6). The mitigation monitoring and reporting program is designed to ensure compliance with adopted mitigation measures during project implementation. For each mitigation measure recommended in the IS/MND, specifications are made herein that identify the action required and the monitoring and reporting that must occur. In addition, a responsible agency is identified for verifying compliance with individual conditions of approval contained in the MMRP. To effectively track and document the status of mitigation measures, a mitigation matrix has been prepared (see Table 1-1).

Mitigation Monitoring and Reporting Program

Table 1-1 Mitigation Monitoring and Reporting Requirements

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
3.3 AIR QUALITY						
AQ-1	The construction contractor(s) shall only use interior paints with a VOC (volatile organic compound) content of zero grams per liter (g/L) to reduce VOC emissions. All building and site plans shall note use of interior paints with a VOC content of 0 g/L. Prior to construction, the construction contractor(s) shall ensure that all construction plans submitted to the City's Building and Safety Department clearly show the requirement for use of interior paint with a VOC content of 0 g/L for the specified buildings.	Prior to construction	Construction Contractor	City of South El Monte Planning Division	City of South El Monte Planning Division	
3.5 CULTURAL RESOURCES						
CUL-1	Prior to any rehabilitation, restoration, or relocation, a thorough documentation of the sign, similar to a HABS/HAER report, will be completed. This report will document the sign's materials, design, character defining features, measurements, and condition of materials. This report will be used to track changes of the sign and provide a guide for future repair work. Copies will be submitted to one local and one state repository. Restoration, movement, and other handling of the Starlite Drive-In sign will be documented as an update to the Department of Parks and Recreation (DPR) record for the sign by the qualified architectural historian if restored, or similarly qualified personnel of the recipient organization if donated, and filed at the South Central Coastal Information Center and at a local library or historical society.	Prior to rehabilitation, restoration, or relocation	Project Applicant/ Developer	City of South El Monte Planning Division	City of South El Monte Planning Division	
CUL-2	The project proponent shall preserve, restore, or rehabilitate the Starlite Drive-In sign, including all historic components, in accordance with the Secretary of the Interior standards based on guidance in NPS Technical Brief 25, The Preservation of Historic Signs https://www.nps.gov/tps/how-to-preserve/briefs/25-signs.htm . To this end, the proponent shall retain a qualified architectural historian to develop a treatment plan for the work detailing a general timeline, changes to be made to the sign, which tasks are anticipated to be completed off-site (e.g. welding, soldering, glasswork), and to oversee	Prior to construction activities	Project Applicant/ Developer and Qualified Architectural Historian	City of South El Monte Planning Division	City of South El Monte Planning Division	

Mitigation Monitoring and Reporting Program

Table 1-1 Mitigation Monitoring and Reporting Requirements

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
<p>the work. Following approval of the HABS/HAER similar documentation, the qualified architectural historian will ensure that the materials are placed on file with the City of South El Monte and responsible agencies, historical societies and preservation groups, local university and community libraries, and other appropriate national and local repositories and archives, as identified by the City of South El Monte. The qualified architectural historian will prepare a brief report detailing the restoration process to show compliance with standards in NPS Bulletin 25.</p>						
<p>CUL-3 The Starlite Drive-In sign may be moved a short distance, so long as it remains within the property boundaries of the drive-in and remains highly visible from Rosemead Boulevard. Alternatively, the sign may be donated to a local historical society for eventual restoration and display. In either case the sign shall be moved by a construction company experienced in handling historic building and structures. The move shall be supervised by the qualified architectural historian, in case of restoration, or recipient organization, in case of donation.</p> <p>This mitigation measure pertains to movement of the sign from its current location to an eventual new final location. Temporary removal of portions of the sign for repair, refurbishment, or replication is anticipated to be necessary, and will be covered in the treatment plan.</p>	Prior to construction activities	Project Applicant/ Developer	City of South El Monte Planning Division	City of South El Monte Planning Division		

Mitigation Monitoring and Reporting Program

Table 1-1 Mitigation Monitoring and Reporting Requirements

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
CUL-4 Prior to the beginning of ground disturbances, the project proponent shall retain an archaeologist meeting Secretary of the Interior Standards (SOI) to oversee spotcheck cultural resources monitoring of all excavations two feet and deeper within the project area. Spotchecks should occur weekly on average, and no less often than once every seven days that ground disturbance occurs. If a cultural object is uncovered the qualified monitor shall be empowered to temporarily redirect work away from the find while it is evaluated. Work can continue a minimum of 50 feet away from the find. For finds that are not significant, work may resume immediately after the find is documented and removed. If a find is significant, a mitigation plan must be developed, and mitigation completed, prior to work continuing within the 50-foot cordon.	Prior to any ground disturbing activities	Project Applicant/ Developer and Archaeologist	City of South El Monte Planning Division	City of South El Monte Planning Division		
CUL-5 Prior to the beginning of ground disturbances, the qualified monitor will give a short Worker Environmental Awareness Program training presentation prepared by the SOI qualified supervising archaeologist to all construction staff. This presentation will inform construction personnel what cultural resources may be uncovered during the ground-disturbing phases of the project and what to do in case of a find.	Prior to any ground disturbing activities	Project Applicant/ Developer and Qualified Monitor	City of South El Monte Planning Division	City of South El Monte Planning Division		
3.7 GEOLOGY AND SOILS						
GEO-1 Once submitted, a qualified geotechnical professional shall review formal plans for site development and update/refine recommendations included in the Geotechnical Report, as appropriate. Additional site-specific data shall be used, if needed, to create an appropriate foundation design for all structures that mitigates the potential liquefaction conditions in accordance with the California Building Code and City of South El Monte building standards.	During construction activities	Project Applicant/ Qualified Geotechnical Professional	City of South El Monte Planning Division	City of South El Monte Planning Division		

Mitigation Monitoring and Reporting Program

Table 1-1 Mitigation Monitoring and Reporting Requirements

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
GEO-2 If unanticipated fossil discoveries are made, all work must halt within 50 feet until a qualified paleontologist can evaluate the find and determine the appropriate disposition of the resource. Work may resume immediately outside of the 50-foot radius.	During ground disturbing activities	Project Applicant/ Developer and Qualified Paleontologist	City of South El Monte Planning Division	City of South El Monte Planning Division		
GEO-3 Prior to the beginning of ground disturbances, a qualified paleontologist shall provide a short Worker Environmental Awareness Program training presentation to all construction staff. This presenter may be the same specialist specified in MM CUL-4 if that presenter meets both the archaeologist (see MM CUL-3) and paleontologist qualification requirement. This presentation will inform construction personnel what paleontological resources may be uncovered during the ground-disturbing phases of the project and what to do in case of a find.	Prior to any ground disturbing activities	Project Applicant/ Developer and Qualified Monitor	City of South El Monte Planning Division	City of South El Monte Planning Division		
3.9 HAZARDS AND HAZARDOUS MATERIALS						
HAZ-1 Prior to the issuance of a grading permit, the project applicant shall retain a qualified environmental consultant to prepare a Soil Management Plan (SMP). The SMP shall be distributed to all grading contractors and must be kept on site during grading activities. The SMP shall include the following: <ul style="list-style-type: none"> Procedures and protocols should another underground storage tank (UST) be encountered during grading. Requirements detailed in the SMP shall be in accordance with the requirements of the Los Angeles County Public Works' UST Program. Procedures and protocols for onsite management of soils to ensure that soils containing residual levels of Total Petroleum Hydrocarbons (TPH) are properly identified, monitored, and managed on-site. Requirements shall include the following: A certified hazardous waste hauler shall remove all subsurface materials identified in the Phase I Environmental Assessment Report as being contaminated with TPH above the Environmental Screening Levels (ESLs) for residential land. In addition, sampling of soil shall be conducted during excavation to ensure that all TPH 	Prior to issuance of a grading permit	Project Applicant/ Developer and Qualified Environmental Consultant	City of South El Monte Planning Division	City of South El Monte Planning Division		

Mitigation Monitoring and Reporting Program

Table 1-1 Mitigation Monitoring and Reporting Requirements

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
<p>impacted soils are removed, and that ESLs for residential uses are not exceeded. Excavation confirmation samples should be collected from the bottom and sidewalls of each excavation at a frequency of one sample every 25 feet. Confirmation soil samples should be collected into laboratory supplied clean, glass jars directly from the bottom and sidewall or from the excavator bucket. Samples should be sealed, labeled, and placed on ice for transportation under proper chain-of-custody to a California state-certified laboratory for analysis of TPH by USEPA Methods 8015M. Excavated materials shall be transported per California Hazardous Waste Regulations to a landfill permitted by the State to accept hazardous materials.</p> <ul style="list-style-type: none"> • The SMP shall include a Health and Safety Plan (HSP) that addresses potential safety and health hazards and includes the requirements and procedures for employee protection; each contractor shall be required to have their own HSP tailored to their particular trade that addresses the general project safety requirements. The HSP shall also outline proper soil handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction. • The SMP shall be prepared and executed in accordance with South Coast Air Quality Management District (SCAQMD) Rule 1166, Volatile Organic Compound (VOCs) Emissions from Decontamination of Soil. The SMP shall require the timely testing and sampling of soils so that contaminated soils can be separated from inert soils for proper disposal. The SMP shall specify the testing parameters and sampling frequency. Anticipated testing includes screening excavated soils for VOS. During excavation, Rule 1166 requires that soils identified as contaminated shall be sprayed with water or another approved vapor suppressant or covered with sheeting during periods of inactivity of greater than an hour, to prevent contaminated soils from becoming airborne. Under Rule 1166, contaminated soils shall be transported from the project site by a licensed transporter and disposed of at a licensed 						

Mitigation Monitoring and Reporting Program

Table 1-1 Mitigation Monitoring and Reporting Requirements

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
<p>storage/treatment facility to prevent contaminated soils from becoming airborne or otherwise released into the environment.</p> <ul style="list-style-type: none"> All SMP measures shall be printed and distributed to all grading contractors and must be kept on site during grading activities prior to beginning any grading activities. 						
<p>HAZ-2 Because on-site soils could be contaminated with residual VOCs from past use of the land, installation of a passive soil vapor barrier shall be required. Prior to the issuance of a building permit, the project applicant shall retain a qualified environmental consultant to design a passive vapor barrier that further mitigates vapor intrusion risk from residual VOC impacts at the site. The vapor barrier design shall be distributed to all construction contractors and must be kept on site during construction activities. The passive vapor barrier design shall include the following:</p> <ul style="list-style-type: none"> A multi-layer composite membrane that extends continuously beneath the floor slab of each building and is sealed against all utilities and other penetrations. The associated ventilation system beneath the foundation of each building. The passive ventilation system which shall include perforated collection vents embedded in a layer of sand beneath the multi-layer composite membrane. The collection vents shall connect to non-perforated vent riser that extent outlets at the roof of the building. For each soil boring, soil and soil gas samples shall be collected at depths of 5 and 10 feet below ground surface (bgs). A land use covenant e recorded on title to the site to prohibit any disturbance of the vapor barriers. Upon completion of Mitigation Measure HAZ-2 and prior to the issuance of a Permit to Occupy, the City shall require a report with a no further action determination be submitted from a qualified environmental consultant. This can be determined in the following way: 	Prior to issuance of building permit	Project Applicant/ Developer and Qualified Environmental Consultant	City of South El Monte Planning Division	City of South El Monte Planning Division		

Mitigation Monitoring and Reporting Program

Table 1-1 Mitigation Monitoring and Reporting Requirements

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
<ul style="list-style-type: none"> Upon completion of Mitigation Measure HAZ-2, a Remedial Action Completion Report (RACR) by a qualified environmental engineer is prepared documenting that all of the remedial measures in Mitigation Measure HAZ-2 have been successfully completed. 						
3.13 NOISE						
N-1	Where paving is required within 25 feet of adjacent, off-site structures, a static roller shall be used in lieu of a vibratory roller. This requirement shall be included in the list of conditions on construction plans.	During paving activities	Project Applicant/ Developer	City of South El Monte Planning Division	City of South El Monte Planning Division	
3.17 TRANSPORTATION						
T-1	<p>Prior to the issuance of an occupancy permit, the applicant shall enhance the pedestrian crossing at the Chico Avenue/Fern Street intersection as follows:</p> <ul style="list-style-type: none"> Install pedestrian crossing signs at least 150 feet ahead of the crosswalk in both directions as well as at the crosswalk itself pursuant to California Manual on Uniform Traffic Control Devices (MUTCD) Pedestrian W11-2. Repaint the crosswalk to ensure high visibility. Realign the curb ramps with the crosswalk. 	Prior to issuance of an occupancy permit	Project Applicant/ Developer	City of South El Monte Planning Division	City of South El Monte Planning Division	
3.18 TRIBAL CULTURAL RESOURCES						
TCR-1	<p>Retain a Native American Monitor Prior to Commencement of Ground-Disturbing Activities.</p> <ul style="list-style-type: none"> The project applicant/lead agency shall retain a Native American monitor from (or approved by) the Gabrieleño Band of Mission Indians – Kizh Nation (the “Kizh” or the “Tribe”) - the direct lineal descendants of the project location. The monitor shall be retained prior to the commencement of any “ground-disturbing activity” for the subject project, at all project locations (i.e., both on-site and any off-site locations that are included in the project description/definition and/or required in connection with the project, such as public improvement work). “Ground-disturbing activity” 	Prior to any ground disturbing activities	Project Applicant/ Developer and Native American Monitor	City of South El Monte Planning Division	City of South El Monte Planning Division	

Mitigation Monitoring and Reporting Program

Table 1-1 Mitigation Monitoring and Reporting Requirements

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
<p>includes, but is not limited to, pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.</p> <ul style="list-style-type: none"> • A copy of the executed monitoring agreement shall be provided to the lead agency prior to the earlier of the commencement of any ground-disturbing activity for the project, or the issuance of any permit necessary to commence a ground-disturbing activity. • The project applicant/developer shall provide the Tribe with a minimum of 30 days advance written notice of the commencement of any project ground-disturbing activity so that the Tribe has sufficient time to secure and schedule a monitor for the project. • The project applicant/developer shall hold at least one (1) pre-construction sensitivity/educational meeting prior to the commencement of any ground-disturbing activities, where at a senior member of the Tribe will inform and educate the project's construction and managerial crew and staff members (including any project subcontractors and consultants) about the TCR mitigation measures and compliance obligations, as well as places of significance located on the project site (if any), the appearance of potential TCRs, and other informational and operational guidance to aid in the project's compliance with the TCR mitigation measures. • The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Tribe. Monitor logs will identify and describe any discovered TCRs, including but not limited to, Native American cultural and historical artifacts, remains, places of significance, etc., (collectively, tribal cultural resources, or "TCR"), as well as any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the project applicant/lead agency upon written request. 						

Mitigation Monitoring and Reporting Program

Table 1-1 Mitigation Monitoring and Reporting Requirements

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
<ul style="list-style-type: none"> Native American monitoring for the project shall conclude upon the latter of the following: (1) written confirmation from a designated project point of contact to the Tribe that all ground-disturbing activities and all phases that may involve ground-disturbing activities on the project site and at any off-site project location are complete; or (2) written notice by the Tribe to the project applicant/lead agency that no future, planned construction activity and/or development/construction phase (known by the Tribe at that time) at the project site and at any off-site project location possesses the potential to impact TCRs. 						
<p>TCR-2 Discovery of TCRs, Human Remains, and/or Grave Goods.</p> <ul style="list-style-type: none"> Upon the discovery of a TCR, all construction activities in the immediate vicinity of the discovery (i.e., not less than the surrounding 50 feet) shall cease. The Tribe shall be immediately informed of the discovery, and a Kizh monitor and/or Kizh archaeologist will promptly report to the location of the discovery to evaluate the TCR and advise the project manager regarding the matter, protocol, and any mitigating requirements. No project construction activities shall resume in the surrounding 50 feet of the discovered TCR unless and until the Tribe has completed its assessment/evaluation/recovery of the discovered TCR and surveyed the surrounding area. The Tribe will recover and retain all discovered TCRs in the form and/or manner the Tribe deems appropriate in its sole discretion, and for any purpose the Tribe deems appropriate, including but not limited to, educational, cultural and/or historic purposes. If Native American human remains and/or grave goods are discovered or recognized on the project site or at any off-site project location, then all construction activities shall immediately cease. Native American "human remains" are defined to include "an inhumation or cremation, and in any state of decomposition or skeletal completeness." (Pub. Res. Code § 5097.98 (d)(1).) Funerary objects, referred to as "associated grave goods," shall be 	Upon discovery of a TCR	Project Applicant/ Developer and Kizh Monitor/ Archaeologist	City of South El Monte Planning Division	City of South El Monte Planning Division		

Mitigation Monitoring and Reporting Program

Table 1-1 Mitigation Monitoring and Reporting Requirements

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
<p>treated in the same manner and with the same dignity and respect as human remains. (Pub. Res. Code § 5097.98 (a), d)(1) and (2).)</p> <ul style="list-style-type: none"> Any discoveries of human skeletal material or human remains shall be immediately reported to the County Coroner (Health & Safety Code § 7050.5(c); 14 Cal. Code Regs. § 15064.5(e)(1)(B)), and all ground-disturbing project ground-disturbing activities on site and in any other area where the presence of human remains and/or grave goods are suspected to be present, shall immediately halt and remain halted until the coroner has determined the nature of the remains. (14 Cal. Code Regs. §15064.5(e).) If the coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact, within 24 hours, the Native American Heritage Commission, and Public Resources Code Section 5097.98 shall be followed. Thereafter, construction activities may resume in other parts of the project site at a minimum of 200 feet away from discovered human remains and/or grave goods, if the Tribe determines in its sole discretion that resuming construction activities at that distance is acceptable and provides the project manager express consent of that determination (along with any other mitigation measures the Tribal monitor and/or archaeologist deems necessary). (14 Cal. Code Regs. § 15064.5(f).) Preservation in place (i.e., avoidance) is the preferred manner of treatment for discovered human remains and/or grave goods. Any historic archaeological material that is not Native American in origin (non-TCRs) shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, it shall be offered to a local school or historical society in the area for educational purposes. 						

Mitigation Monitoring and Reporting Program

Table 1-1 Mitigation Monitoring and Reporting Requirements

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
<ul style="list-style-type: none"> Any discovery of human remains and/or grave goods discovered and/or recovered shall be kept confidential to prevent further disturbance. 						
<p>TCR-3 Procedures for Burials, Funerary Remains, and Grave Goods.</p> <ul style="list-style-type: none"> As the Most Likely Descendant ("MLD"), the Koo-nas-gna Burial Policy shall be implemented for all discovered Native American human remains and/or grave goods. Tribal Traditions include, but are not limited to, the preparation of the soil for burial, the burial of funerary objects and/or the deceased, and the ceremonial burning of human remains. If the discovery of human remains includes four (4) or more burials, the discovery location shall be treated as a cemetery and a separate treatment plan shall be created. The prepared soil and cremation soils are to be treated in the same manner as bone fragments that remain intact. Associated "grave goods" (aka, burial goods or funerary objects) are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later, as well as other items made exclusively for burial purposes or to contain human remains. Cremations will either be removed in bulk or by means necessary to ensure complete recovery of all sacred materials. In the case where discovered human remains cannot be fully recovered (and documented) on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to divert the project while keeping the remains in situ and protected. If the project cannot be diverted, it may be determined that burials will be removed. 	If human remains are discovered	Project Applicant/ Developer	City of South El Monte Planning Division	City of South El Monte Planning Division		

Mitigation Monitoring and Reporting Program

Table 1-1 Mitigation Monitoring and Reporting Requirements

Mitigation Measure	Timing	Responsible Implementing Party	Responsible Monitoring Party	Document Location (Monitoring Record)	Completion Date	
					Responsible Monitoring Party	Project Mitigation Monitor
<ul style="list-style-type: none"> In the event preservation in place is not possible despite good faith efforts by the project applicant/developer and/or landowner, before ground-disturbing activities may resume on the project site, the landowner shall arrange a designated site location within the footprint of the project for the respectful reburial of the human remains and/or ceremonial objects. The site of reburial/repatriation shall be agreed upon by the Tribe and the landowner, and shall be protected in perpetuity. Each occurrence of human remains and associated grave goods will be stored using opaque cloth bags. All human remains, grave goods, funerary objects, sacred objects and objects of cultural patrimony will be removed to a secure container on site if possible. These items will be retained and shall be reburied within six months of recovery. The Tribe will work closely with the project's qualified archaeologist to ensure that the excavation is treated carefully, ethically and respectfully. If data recovery is approved by the Tribe, documentation shall be prepared and shall include (at a minimum) detailed descriptive notes and sketches. All data recovery data recovery-related forms of documentation shall be approved in advance by the Tribe. If any data recovery is performed, once complete, a final report shall be submitted to the Tribe and the NAHC. The Tribe does NOT authorize any scientific study or the utilization of any invasive and/or destructive diagnostics on human remains. 						

Appendix B Draft Starlite Specific Plan

Appendix

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STARLITE SPECIFIC PLAN

DRAFT

February 18, 2022

prepared for: KB Home
prepared by: KTG Y Group



STARLITE

SPECIFIC PLAN DRAFT

FEBRUARY 18, 2022

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STARLITE SPECIFIC PLAN

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1.1 PURPOSE AND OBJECTIVE OF THE SPECIFIC PLAN

The Starlite Specific Plan provides a detailed description of the proposed land use, infrastructure, and implementation requirements for the Starlite project located on State Route 19 (SR-19)/Rosemead Boulevard in the City of South El Monte, California. The Specific Plan will be processed through the City of South El Monte, California. The Design Guidelines contained in this Specific Plan will assist in creating a sense of place and high-quality development on the project site. The Development Regulations will establish permitted uses, building setbacks, and general development criteria.

The Starlite Specific Plan is consistent with the applicable goals and policies of the City of South El Monte General Plan. The provisions and regulations contained in the Specific Plan shall apply to the Starlite project area, and shall prevail in instances of conflict with the provisions and regulations of the South El Monte Municipal Code (SEMMC) that regulate the same subject matter. Where the Specific Plan is silent on an issue, the regulations and standards contained in the SEMMC or other applicable city, state or federal code that regulate the same issue shall apply.

The Specific Plan area is located at the former Starlite swap meet site in the industrial suburb of South El Monte. Opened in the 1950s, the all-year operating theater parking lot accommodated up to 860 vehicles. The drive-in was a culture-changing phenomenon on a large property open to the public after dark. The

theatre parking lot was simultaneously used for a daytime outdoor swap meet shortly after its opening. After the closure of the drive-in theater in 1997, the site continued to be used for weekend swap meets. On any given weekend day vendors began arriving at the break of dawn, driving their packed vehicles through the swap meet's main entrance. The theater and swap meet offered entertainment at night and a business venue during the day.

Today, the Starlite swap meet is permanently closed. A new residential development is proposed on the site. The Starlite Specific Plan will enhance the community character and implement a vision that maximizes the site's future potential, and contributes toward the City's objective to meet the State of California's housing production goals.



Existing Site Photo

1.2 AUTHORITY AND FORMAT OF THE SPECIFIC PLAN

This Specific Plan is an implementation tool that:

- Implements a local response to the statewide housing crisis.
- Provides development standards and design guidance for on-site residential development.
- Develops a plan that can be implemented based on existing and anticipated future economic conditions.
- Assures appropriate financing for infrastructure, including domestic water, urban runoff and drainage facilities, and sewage disposal.

The State of California Legislature has established the authority and scope to prepare and implement specific plans. The State requires that all cities and counties in California prepare and adopt a comprehensive General Plan for the physical development of their areas of jurisdiction. To implement the policies described in the General Plan, regulating programs are adopted (e.g., zoning ordinances, subdivision ordinances, building and housing codes, etc.). California State law authorizes cities with complete General Plans to prepare and adopt specific plans (*Government Code Section 65450 – 65457*). Local planning agencies or their legislative bodies may designate areas within their jurisdiction as areas for which a specific plan is “necessary or convenient” (*Government Code Section 65451*).

Specific plans are intended to serve as bridges between the local General Plan and the individual development proposal for a specific area. Specific plans contain both planning policies and regulations, and may combine zoning regulations, capital improvement programs, and other regulatory requirements into one document.

The Starlite Specific Plan has been created through the authority granted to the City of South El Monte by the *California Government Code, Sections 65450 through 65453*. This Specific Plan has been prepared in accordance with the provisions of the California Government Code, which stipulate that a specific plan contain text and diagrams specifying the following:

- **Land Use:** The specific plan must specify the distribution, location, and extent of the uses of land, including open space, within the area covered by the plan. This discussion is included in *Section 3.2, Land Use Plan*, of this Specific Plan.
- **Public Facilities:** The specific plan must show the proposed distribution, location, extent, and intensity of major components of public and private transportation, wastewater, water, drainage, solid waste disposal, energy, and other essential facilities located within the area covered by the plan, and needed to support the land uses described in the plan. This discussion is included in *Section 3.3, Circulation Plan*, *Section 3.4, Infrastructure Plan*, and *Section 3.5, Dry Utilities and Public Services*, of this Specific Plan.
- **Development Standards:** The specific plan must include standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable. This discussion is contained in *Chapter 5, Development Regulations*, of this Specific Plan.
- **Implementation Measures:** The specific plan must include a program of implementation measures, including regulations, programs, and financing measures. A discussion of these topics is included throughout *Chapter 6, Implementation*, of this Specific Plan.
- **General Plan Consistency:** The specific plan must include a statement of the relationship of the specific plan to the General Plan. An analysis of the Starlite Specific Plan's consistency with the City's General Plan is contained in *Appendix A, Consistency with City of South El Monte General Plan*, of this Specific Plan.
- **Optional Contents:** The specific plan may address any other subject that, in the judgment of the City, is necessary or desirable for implementation of the General Plan. Community building, landscape, architectural, and sustainable design guidelines in *Chapter 4, Design Guidelines*, of this Specific Plan.

1.3 SPECIFIC PLAN AREA LOCATION

The 12.3-acre project site is located in the northern portion of the City of South El Monte, California. The Starlite Specific Plan area is located to the east of State Route 19 (SR-19)/Rosemead Boulevard and west of Chico Avenue. Regional access to the site, depicted on *Exhibit 1.1, Regional Context*, is available from the north via Interstate I-10 and from the south via State Route 60 (SR-60). Local access to the site is depicted on *Exhibit 1.2, Local Context*. Local access from both I-10 and SR-60 is provided by Rosemead Boulevard.

1.4 SPECIFIC PLAN SUMMARY

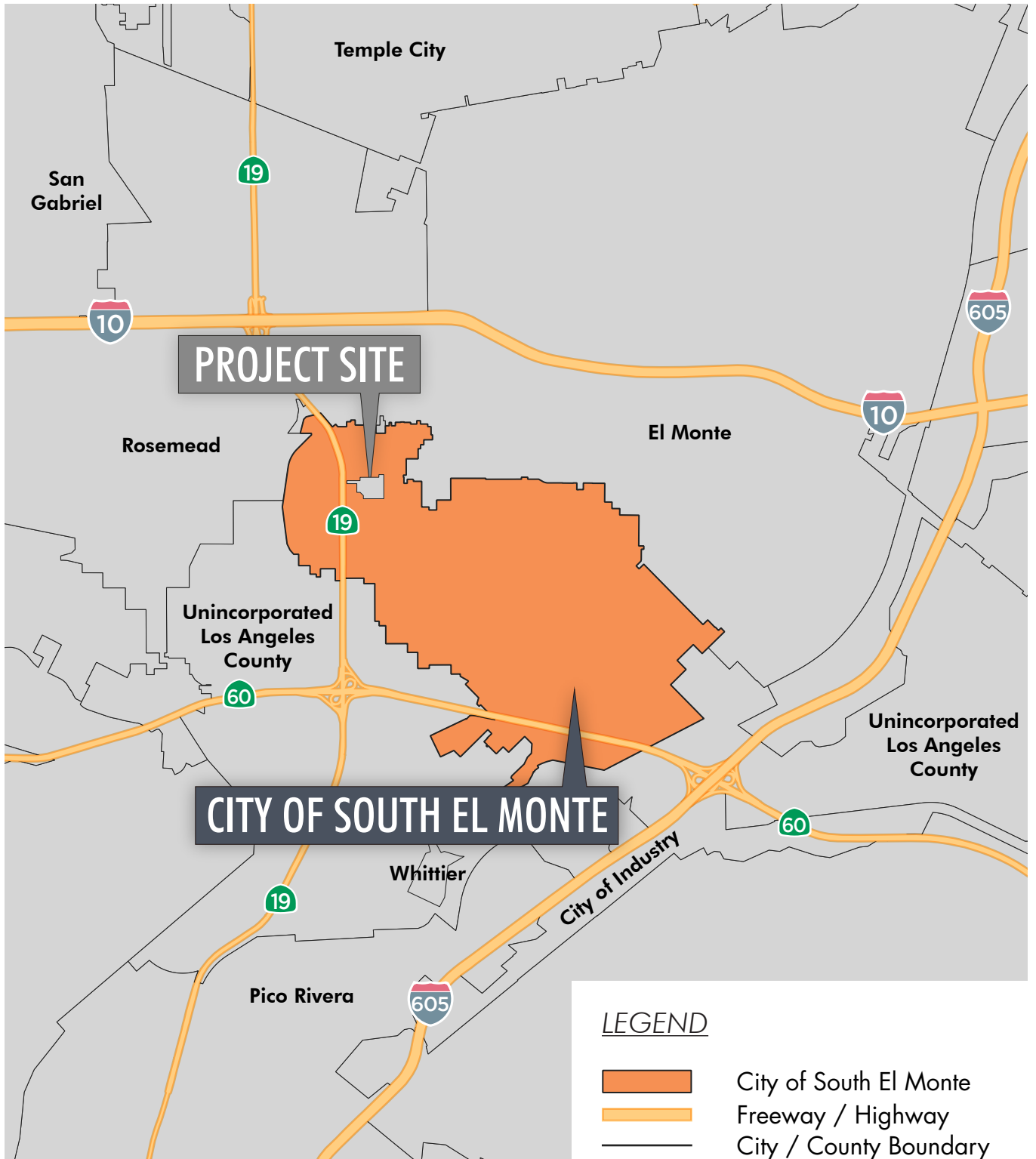
The Starlite Specific Plan project is the result of intensive planning and careful design to create a high quality infill project. The Starlite Specific Plan includes up to 207 single- and multi-family dwelling units on the approximately 12.3-acre project site. The project consists of attached and detached two-, three-, and four-bedroom dwelling units, a recreation center, and common open space.

The Starlite Specific Plan incorporates place-making principles to create a pedestrian-friendly development. The common open spaces may contain paseo, a recreation center and landscaped space. The Specific Plan area will have a unifying landscape theme, including a system of courtyards and amenity spaces throughout the project site that maximize access to the outdoors.

1.4.1 SPECIFIC PLAN GOALS

The Starlite Specific Plan is envisioned as a catalyst for the local area and the Rosemead Boulevard corridor. The Starlite Specific Plan is designed to implement a series of realistic and achievable project objectives that will help to implement the applicable City of South El Monte General Plan goals and policies, and ensure that the project is implemented as a high-quality community. These objectives, which are identified below, have been refined throughout the planning and design process.

- Include a variety of housing types, including affordable housing units for moderate-income households, consistent with the goals and policies of the City of South El Monte General Plan.
- Include an enhanced level of community recreational amenities, including but not limited to, a pool and spa.



Source: County of Los Angeles



Exhibit 1.1, Regional Context

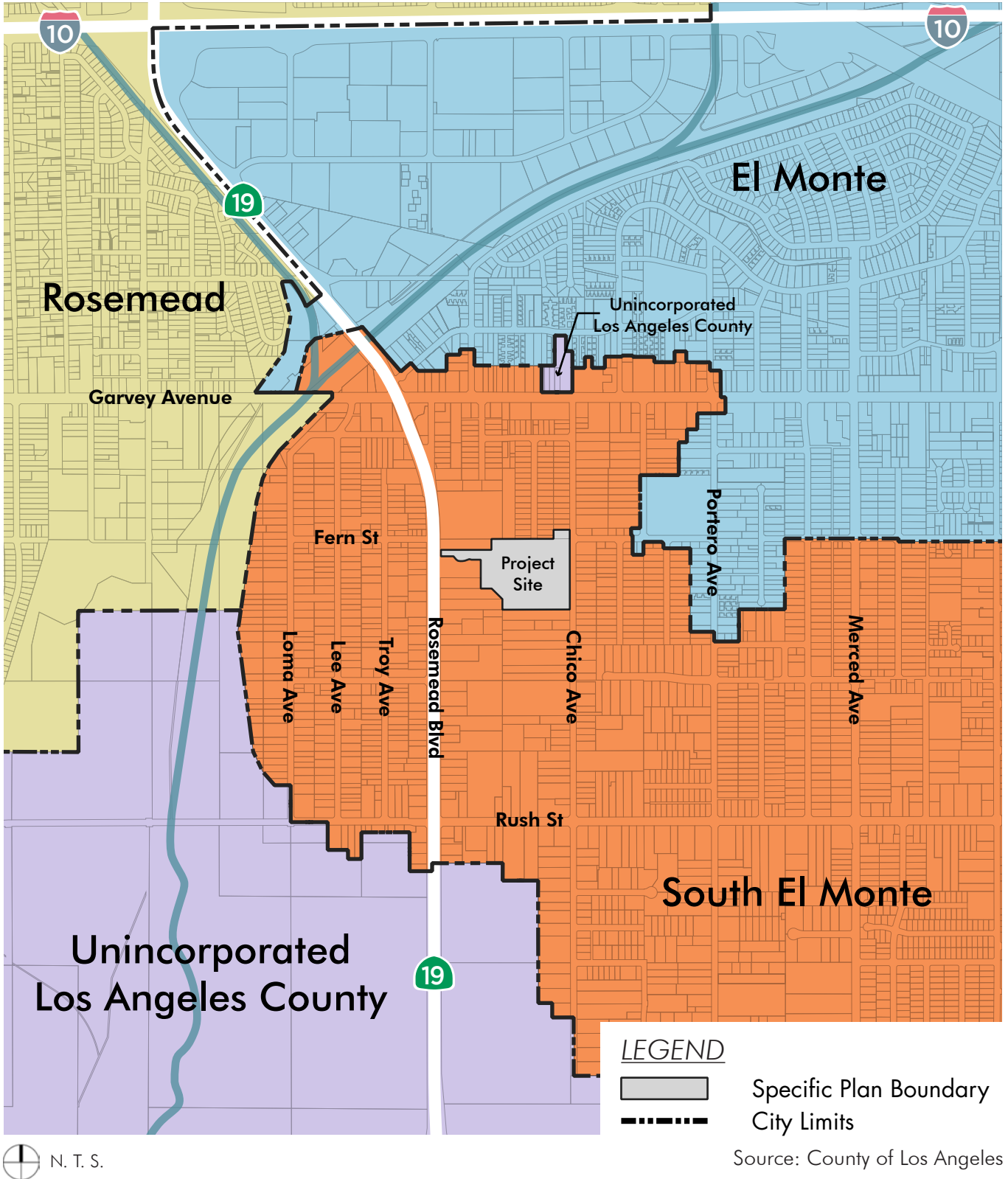


Exhibit 1.2, Local Context

- Utilize unique public financing programs to provide flexibility in the use of impact fees, boosting programs/services for the greater community.
- Provide a greater horizontal separation (buffer) from existing single-family homes abutting the site than a typical side yard setback.
- Provide new infill housing on a vacant and under-utilized site.
- Promote a pedestrian-friendly environment by including sidewalks with street trees and paseos throughout the community and establishing a strong sense of neighborhood.

1.5 DISCRETIONARY ACTIONS AND APPROVALS

The City of South El Monte is the Lead Agency for purposes of California Environmental Quality Act (CEQA) compliance. These actions are required to implement this Specific Plan:

- **General Plan Amendment:** A General Plan Amendment will be necessary to: 1) change the General Plan land use designation of the entire property from the current “Commercial-Manufacturing” (CM) and “Medium Density Residential” (MDR) to “Medium Density Residential” (MDR); and 2) eliminate the Fern Avenue extension between Rosemead Boulevard and Chico Avenue from the General Plan’s Circulation Element Figure C-3, Master Plan of Roadways and Figure C-4, Bikeway Master Plan.
- **Zone Change:** An approval of a Zone Change will be necessary to change the zoning of the entire property from the current “Commercial Manufacturing” (C-M) and “Medium Density Residential” (R-3) to “Medium Density Residential with Starlite Specific Plan” (R-3 with Starlite SP) on the City’s Zoning Map. The Starlite Specific Plan has been prepared to realize the objectives of the proposed project as defined herein.
- **Vesting Tentative Tract Map (VTTM):** A VTTM for the Specific Plan area will be prepared and processed through the City in accordance with Chapter 16 of the SEMMC and in accordance with the Subdivision Map Act of the California Government Code.

- Site Plan Review: A Site Plan Review for development within the Specific Plan area will be processed through the City in accordance with Chapter 17.23 of the SEMMC.
- Environmental Document: An Initial Study is prepared to provide the information for determining whether an environmental impact report (EIR), Negative Declaration (ND), or Mitigated Negative Declaration (MND) would be needed. The Initial Study has been prepared to support the adoption of an MND.

Final Maps will require approval by the City Council. There will also be subsequent, non-discretionary permits (e.g. grading permits, ministerial approvals, and conditions of approval) that would be necessary to implement the project.

2.1 RELATIONSHIP TO THE GENERAL PLAN AND ZONING CODE OF THE CITY OF SOUTH EL MONTE

As required by State Law, the Starlite Specific Plan is consistent with the applicable goals and policies contained in the adopted City of South El Monte General Plan. The goals and policies identified within each element of the General Plan have been evaluated, and a statement of compliance with the General Plan has been included in *Appendix A, General Plan Consistency Analysis*. This Specific Plan serves as zoning for the Specific Plan area.

2.1.1 GENERAL PLAN LAND USE & CIRCULATION

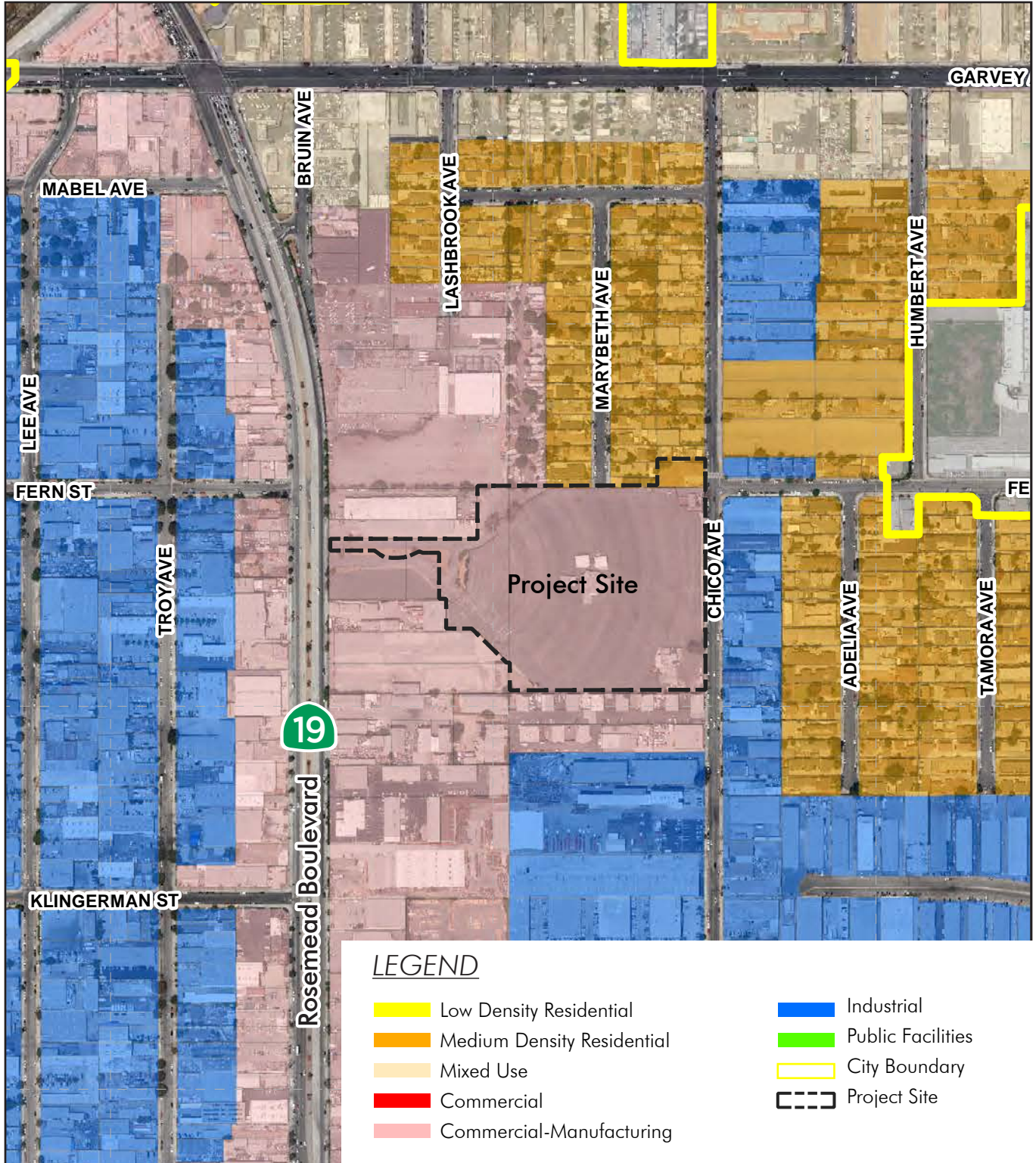
According to the General Plan's Land Use Policy Map, the Specific Plan area is designated as "Commercial-Manufacturing" (CM) and "Medium Density Residential" (MDR). A General Plan Amendment is requested to establish "Medium Density Residential" (MDR) as the land use designation for the Specific Plan area (See *Exhibit 2.1, Existing General Plan Land Use Designation* and *Exhibit 2.2, Proposed General Plan Land Use Designation*).

The General Plan's Master Plan of Roadways and Bikeway Master Plan show an extension of Fern Avenue between Rosemead Boulevard and Chico Avenue. The Fern Avenue extension has not been implemented since the adoption of the General Plan in 2000, because the City does not have the right-of-

way and would need to demolish existing buildings on the site in order to implement the extension. The General Plan Amendment requests to eliminate the Fern Avenue extension from the Master Plan of Roadways and Bikeway Master Plan in the General Plan's Circulation Element.

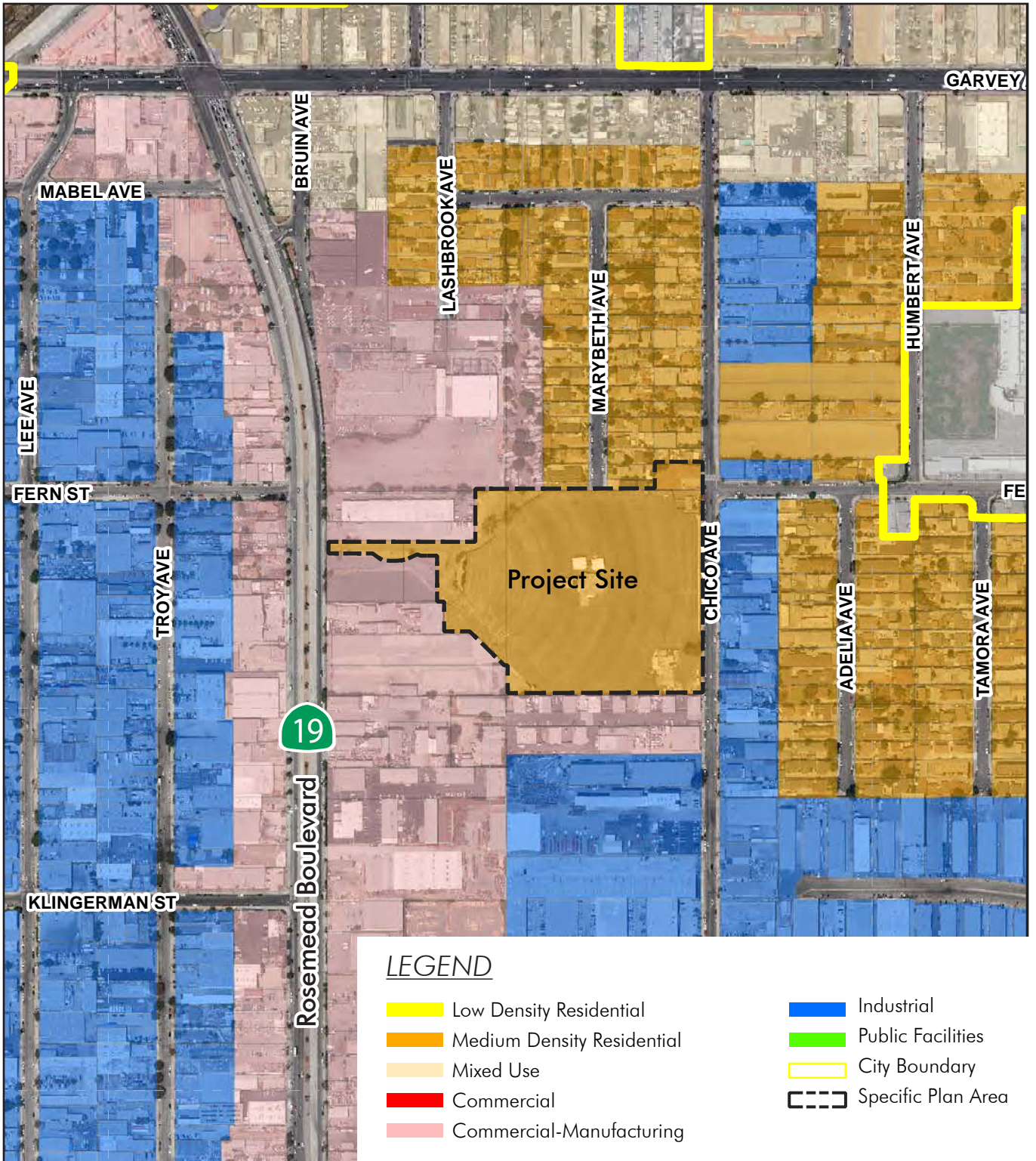
2.1.2 ZONING

The City's current zoning designations for the Specific Plan area is "Commercial Manufacturing" (C-M) and "Medium Density Residential" (R-3). A Zone Change is requested to change the zoning designation of the project site from C-M and R-3 to "Medium Density Residential with Starlite Specific Plan" (R-3 with Starlite SP). (See *Exhibit 2.3, Existing Zoning Map* and *Exhibit 2.4, Proposed Zoning Map*).



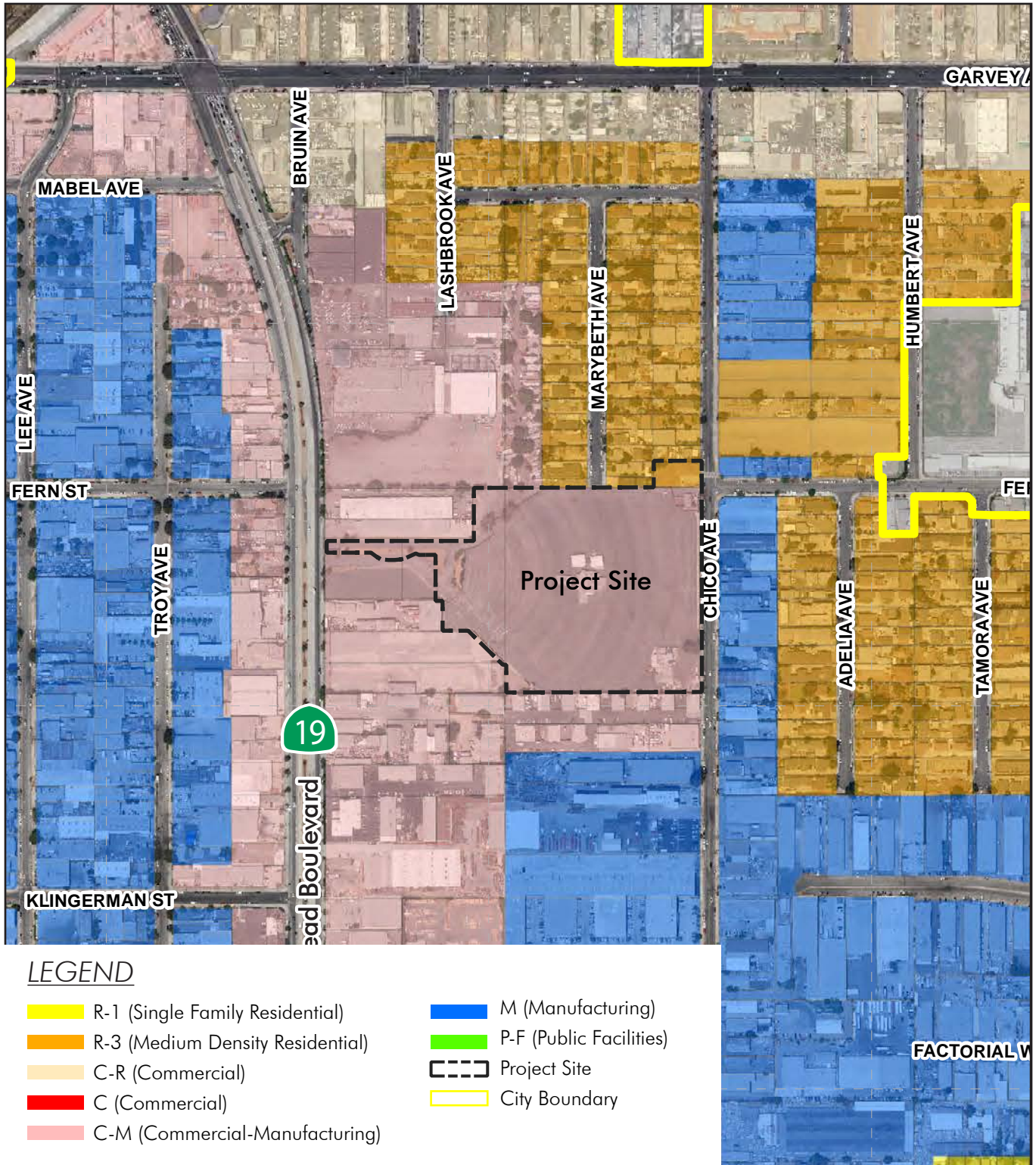
Source: City of South El Monte

Exhibit 2.1, Existing General Plan Land Use Designation



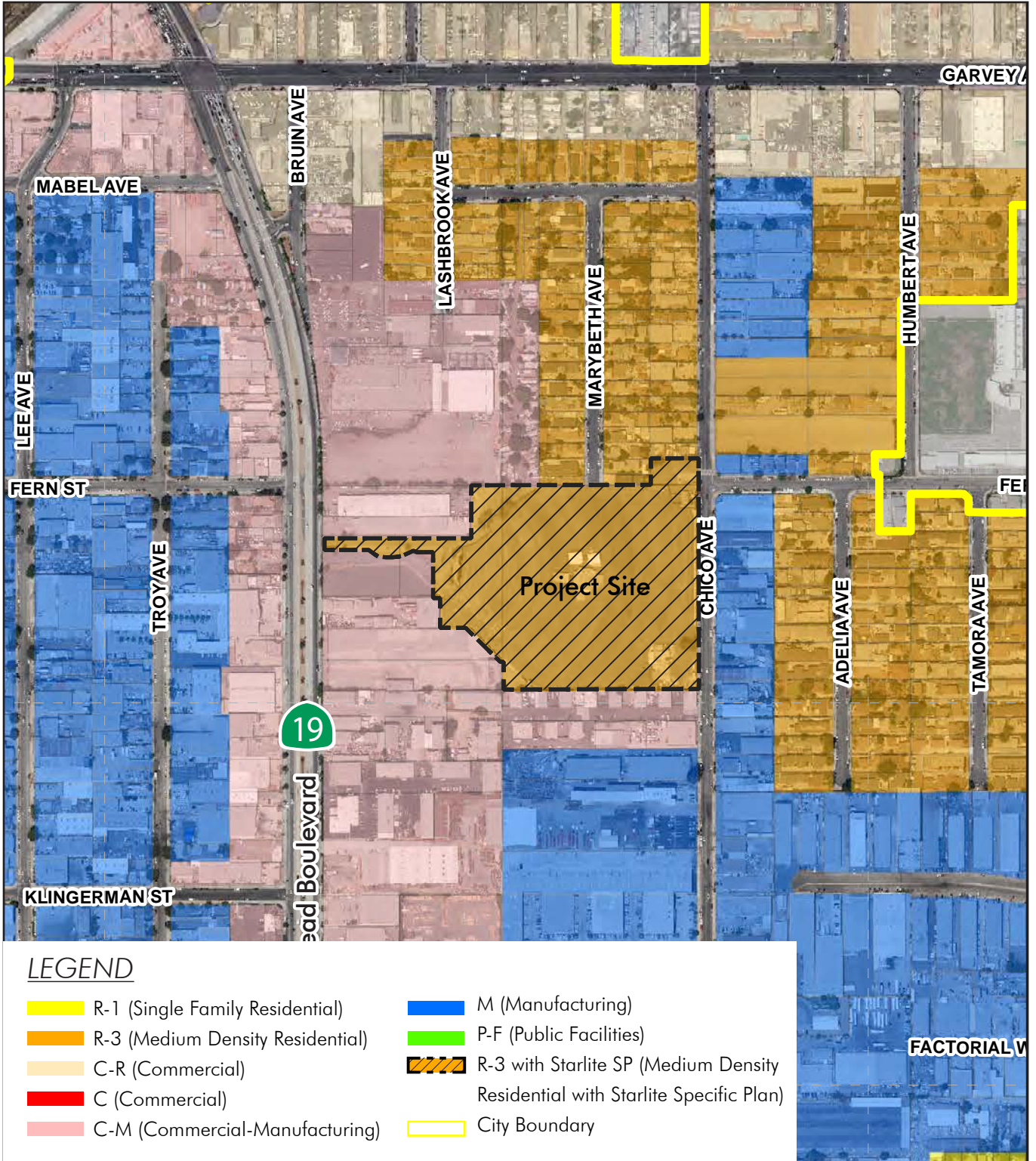
Source: City of South El Monte

Exhibit 2.2, Proposed General Plan Land Use Designation



Source: City of South El Monte

Exhibit 2.3, Existing Zoning Map



Source: City of South El Monte

Exhibit 2.4, Proposed Zoning Map

2.2 PROJECT CONTEXT AND SURROUNDING LAND USES

The site is surrounded by a number of uses that influence the design of the project. These influences are shown on *Exhibit 2.5, Surrounding Uses*, and described below:

- The retail center to the north of the Specific Plan area.
- The adjacent one- and two-story single family homes located to the north of the Specific Plan area.
- The adjacent manufacturers located to the south and east of the Specific Plan area.
- Proximity to Rosemead Boulevard.

2.3 EXISTING SITE CONDITIONS

The Specific Plan area was most recently utilized for swap meet on weekends. After the permanent closure of the swap meet in 2020, the asphalt covered site is mostly vacant with a residence at the northeast corner of the site and a vacant building at the southwest corner of the site.

2.3.1 SITE TOPOGRAPHY

The Specific Plan area is relatively flat, with an elevation range from 240 above mean sea level (AMSL) to 245 AMSL.

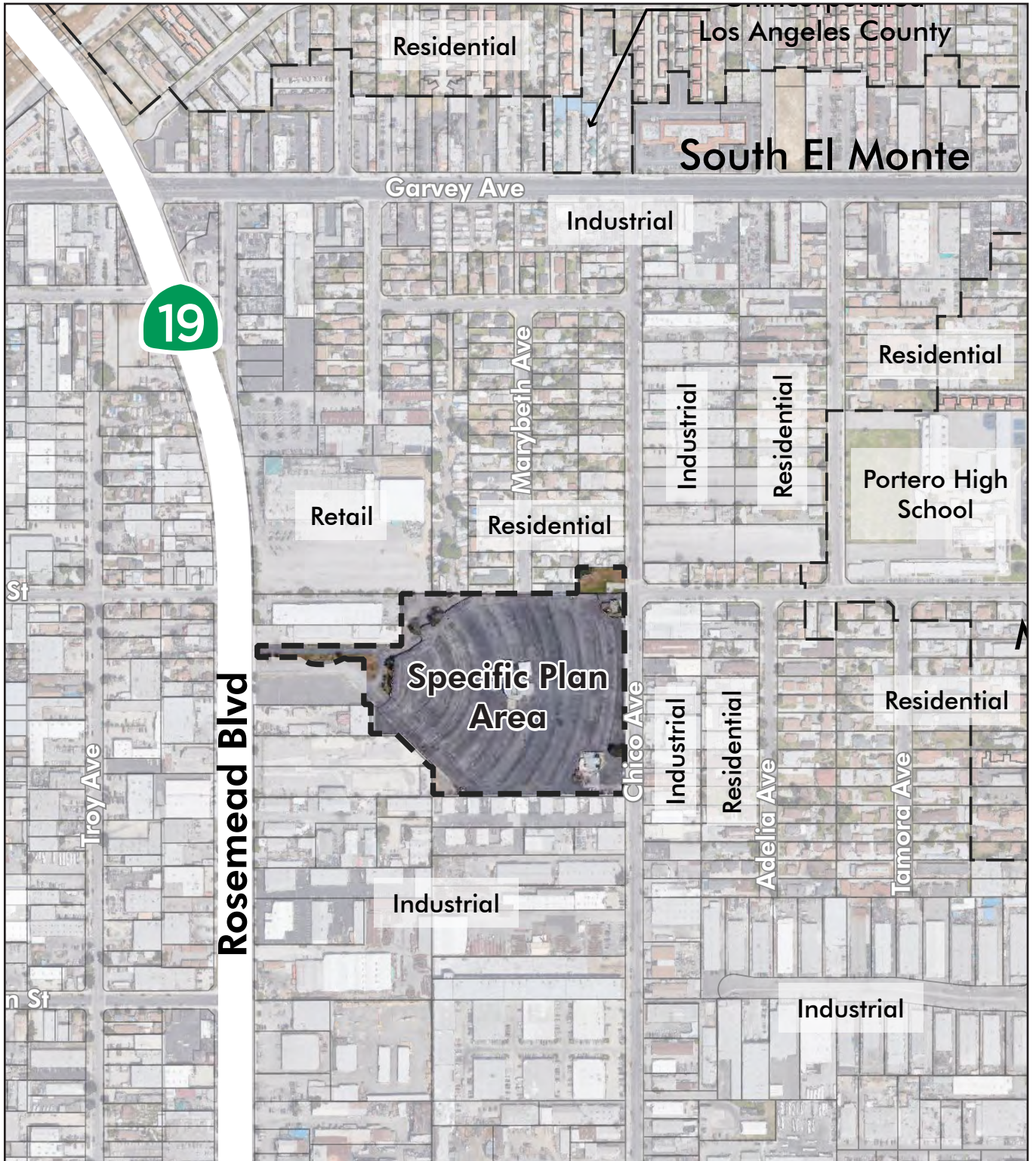
2.3.2 VEHICULAR ACCESS AND MOBILITY

Regional access to the site is provided by I-10 from the north and SR-60 from the south. Local access to the Specific Plan area is provided from Rosemead Boulevard, which is identified as an arterial highway by the General Plan. Rosemead Boulevard is comprised of four travel lanes and a median. An existing driveway connects the project site to Rosemead Boulevard.

The nearest bus stop is located at the intersection of Rosemead Boulevard, and Fern Street. This bus stop is serviced by Metro Routes 176 and 266. Route 176 provides service between the cities of South Pasadena and Montebello. Route 266 provides service between the cities of Pasadena and Lakewood (See *Exhibit 2.6, Existing Mobility Access*).

2.3.3 EASEMENTS

Five existing pipeline easements will remain. Two gas lines are generally along the northerly property line, a 10-foot storm drain runs diagonally through the northwest corner and along the north side of the driveway, which provides the direct access to Rosemead Boulevard, two other easements are located at the northeast corner of the project site.



N. T. S.

Source: Google

Exhibit 2.5, Surrounding Uses



Source: Foothill Transit, Metro

Exhibit 2.6, Existing Mobility Access

3.1 PURPOSE AND INTENT

This Chapter contains a discussion of the various plan elements for the Starlite Specific Plan, including the following:

- Land Use Plan and Circulation Plan
- Infrastructure Plan
- Dry Utilities and Public Services
- Grading Plan

Each plan works in tandem with the other plans to establish a framework for the Specific Plan area, ensuring that the Project will develop as a quality and cohesive community within of the overall urban fabric of Starlite.

3.2 LAND USE PLAN

The Starlite Specific Plan is an infill development that converts the mostly vacant site of the former Starlite drive-in/swap into a high-quality residential community to meet the City’s housing needs.

The medium density residential (MDR) designation is applied to the entire Starlite Specific Plan area, as shown in *Exhibit 3.1, Land Use and Circulation Plan*. The MDR designation allows for development of single-family detached homes, duplexes, townhomes, condominiums, and apartments. Other compatible uses serving the needs of the residents, such as parks, recreation facilities, and open space, are also allowed.

The General Plan identifies a density up to 16 du/ac for the MDR land use designation. At the maximum density of 16 du/ac, the maximum unit yield for the Starlite Specific Plan area is 197 dwelling units. The Specific Plan includes affordable housing units for moderate-income families. By providing 10.5% of the 197 units as affordable housing units, which equates to 21 dwelling units, for moderate-income households, the Starlite Specific Plan is allowed a 5.5% density bonus per Section 65915 of the California Government Code and South El Monte Municipal Code (SEMMC) Chapter 17.85 Density Bonus Provisions.

The density bonus brings the total maximum allowable number of dwelling units to 207 dwelling units on the approximately 12.3-acre project site, resulting in a gross project density of 16.88 dwelling units per acre. *Table 3.1, Land Use Summary*, provides a summary of the land use acreage, maximum number of dwelling units, and maximum density.

Table 3-1 Land Use Summary

LAND USE	GROSS AREA (AC)	MAXIMUM DWELLING UNITS (DU)	MAXIMUM DENSITY (DU/AC)
MEDIUM DENSITY RESIDENTIAL (MDR)	12.3	207	16.88

Below is the general development parameter for the Specific Plan area:

- A. Development within the Specific Plan area shall not exceed 207 dwelling units, with a maximum density of 16.88 dwelling units per gross acre.
- B. The Specific Plan area shall include a mix of detached and attached dwelling units.
- C. The Specific Plan area shall be gated.
- D. Adequate park/recreation areas and open space shall be provided to meet the needs of the residents, pursuant to Chapter 4, Design Guidelines and Chapter 5, Development Regulations of this Specific Plan.
- E. Development shall comply with the design criteria and development standards set forth in Chapter 4, Design Guidelines and Chapter 5, Development Regulations of this Specific Plan.

3.3 CIRCULATION PLAN

Regional access to the site is provided by Interstate 10 (I-10) from the north and SR 60 from the south. Local access to the project is provided by Rosemead Boulevard (SR 19), which parallels the western boundary of the Specific Plan area, and Chico Avenue to the east of the project site.

3.3.1 VEHICULAR CIRCULATION

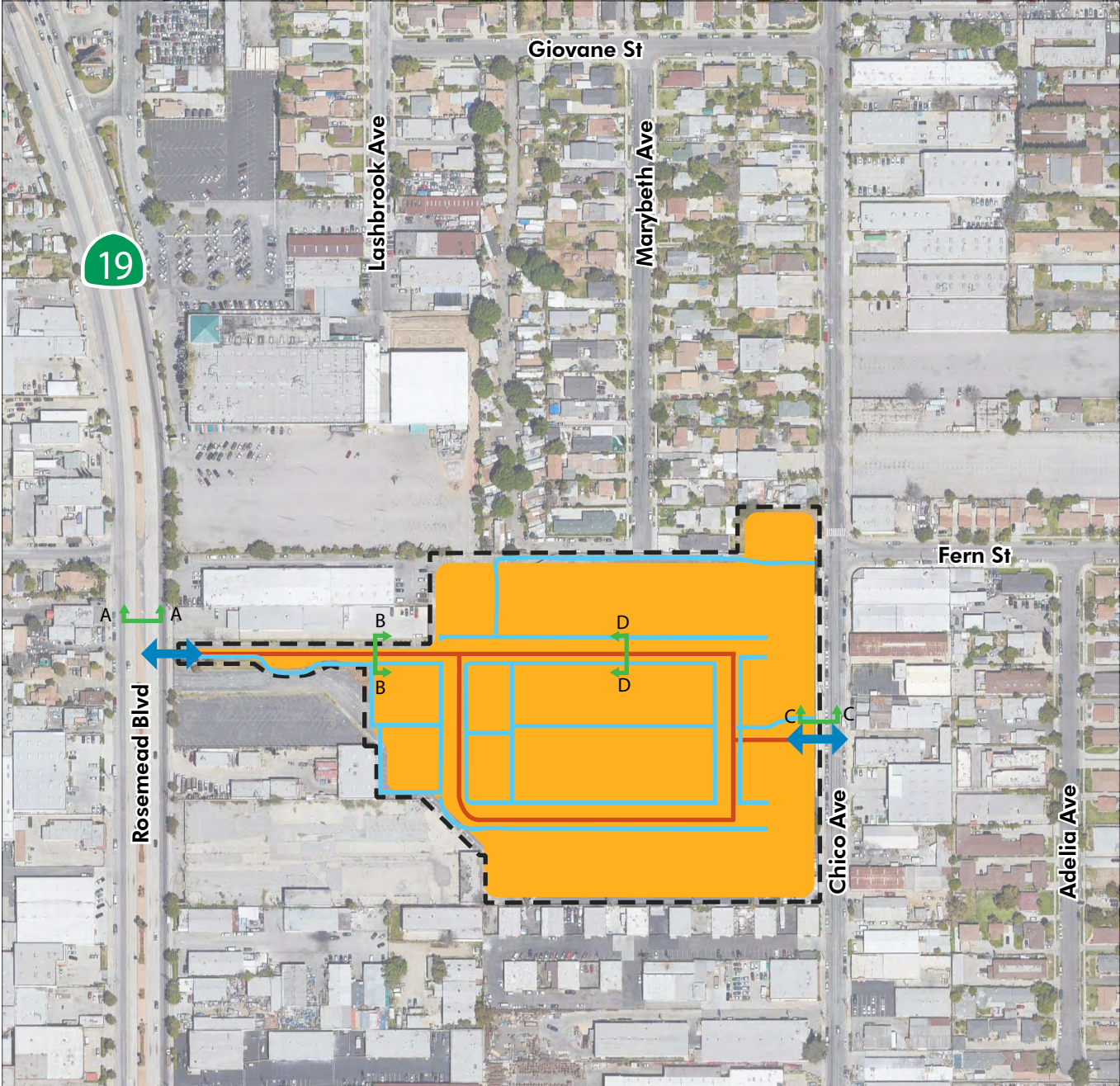
Rosemead Boulevard (SR/19) runs in a north-south direction. The Circulation Element of the General Plan designates Rosemead Boulevard as an Arterial Highway, a four-lane divided roadway. The typical existing Rosemead Boulevard section is shown in *Exhibit 3.2, Typical Street Cross Sections*. A proposed driveway providing direct access to Rosemead

Boulevard is shown in *Exhibit 3.2, Typical Street Cross Sections*. A new traffic signal will be installed on Rosemead Boulevard at the entrance to the project site.







Chico Avenue runs in a north-south direction. The Circulation Element of the General Plan designates Chico Avenue as a Residential and Industrial Collector, a two-lane undivided roadway with on-street parking. The typical Chico Avenue section is shown in *Exhibit 3.2, Typical Street Cross Sections*. As depicted on *Exhibit 3.1, Land Use Plan and Circulation Plan*, two gated project entries drives will be provided from Rosemead Boulevard and Chico Avenue. The entry drives will continue into the development and become a loop road configuration. The typical design of internal driveways within the project is depicted in *Exhibit 3.2, Typical Street Cross Sections*.

3.3.2 PEDESTRIAN CIRCULATION

Pedestrian circulation is provided throughout the development by a network of walkways along the internal drives and open space areas, which will connect to the existing City sidewalks along Rosemead Boulevard and Chico Avenue, as shown in *Exhibit 3.1, Land Use Plan and Circulation Plan*.



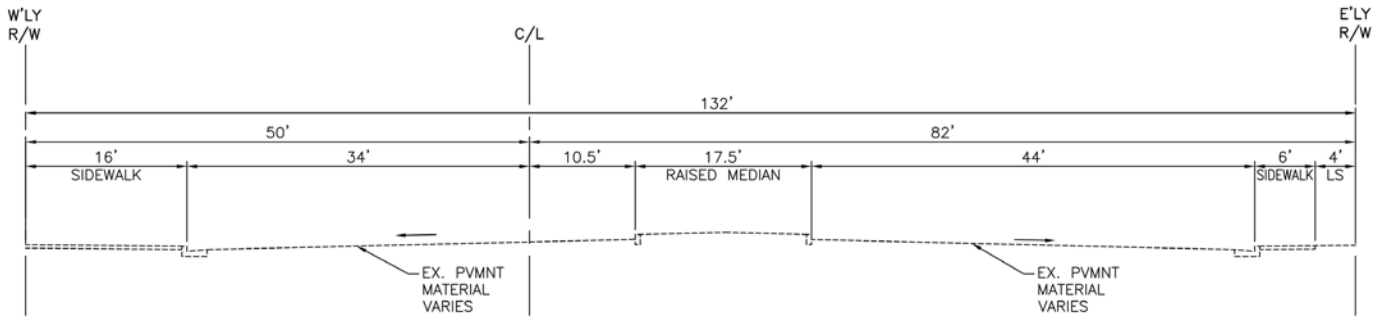
LEGEND

-  Specific Plan Boundary
-  Medium-Density Residential
-  Internal Driveways
-  Entries
-  Street Cross Section
-  Pedestrian Circulation

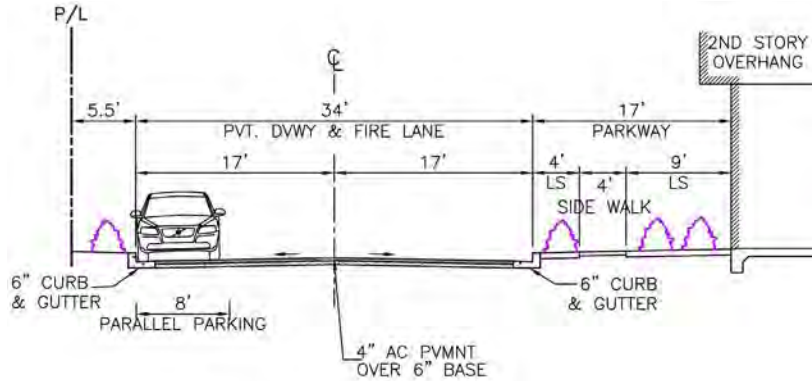
Source: FORMA , Google



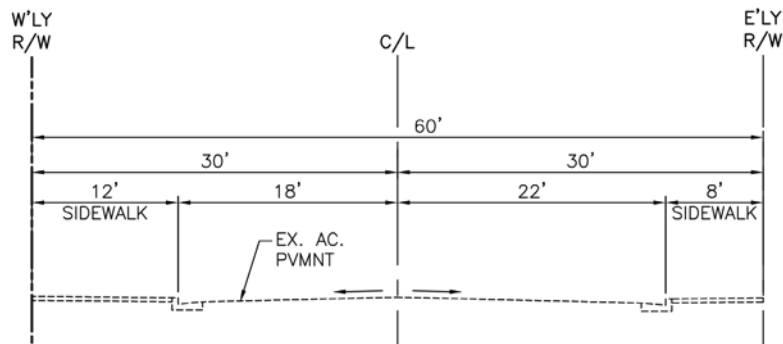
Exhibit 3.1, Land Use and Circulation Plan



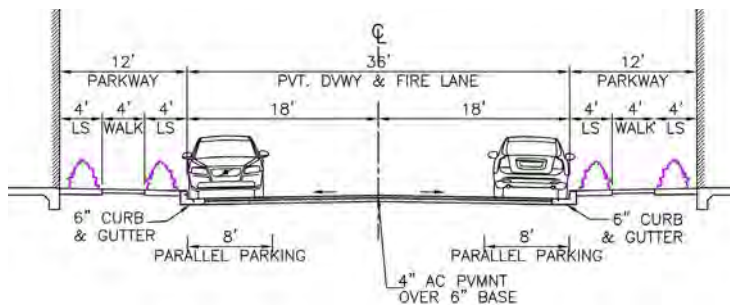
CROSS SECTION A-A ROSEMEAD BOULEVARD



CROSS SECTION B-B DRIVEWAY BETWEEN ROSEMEAD BOULEVARD AND INTERNAL STREET



CROSS SECTION C-C CHICO AVENUE AT PROJECT FRONTAGE



CROSS SECTION D-D INTERNAL DRIVEWAYS

Source: FORMA

N. T. S.

Exhibit 3.2, Typical Street Cross Sections

3.4 INFRASTRUCTURE PLAN

Design and construction of infrastructure facilities, including but not limited to, water, sewer, and storm drains, shall comply with the requirements of the City of South El Monte and/or relevant service agencies.

3.4.1 WATER SYSTEM

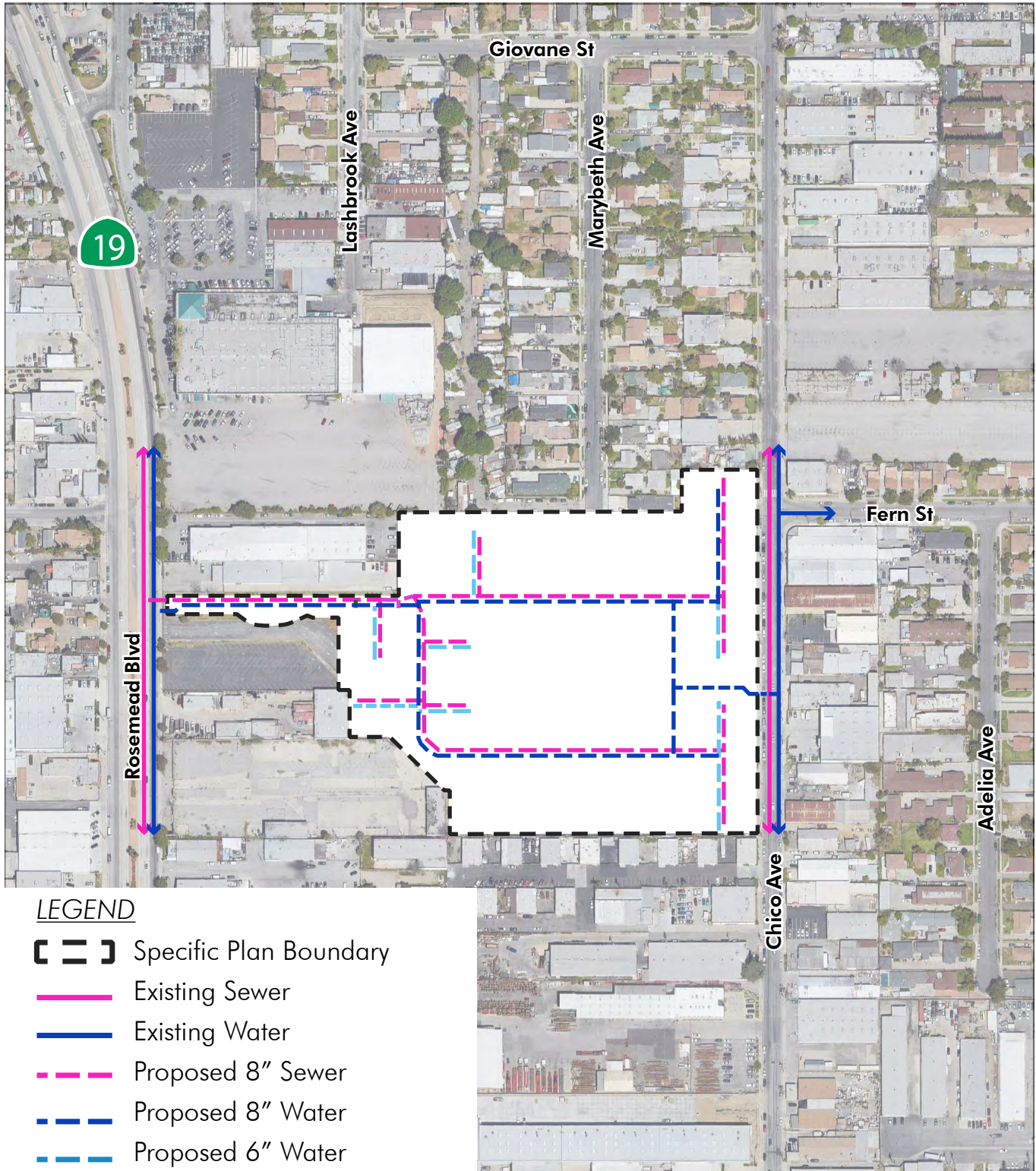
The Specific Plan area is within San Gabriel Valley Water Agency service area. There is an existing 12-inch water main in Rosemead Boulevard and a 10-inch water main in Chico Avenue. Private looping water main is proposed within the private drive aisles connecting to both Rosemead Boulevard and Chico Avenue water lines. Existing and proposed potable water system improvements are depicted in *Exhibit 3.3, Water and Sewer Plan*.

3.4.2 SEWER SYSTEM

The 8-inch public sewer main are proposed within the private drive aisles. The onsite sewer main system will extend to Rosemead Boulevard and connect to an existing 8-inch public sewer main owned by the City of South El Monte. Proposed sewer infrastructure improvements are depicted on *Exhibit 3.3, Water and Sewer Plan*.

3.4.3 DRAINAGE PLAN

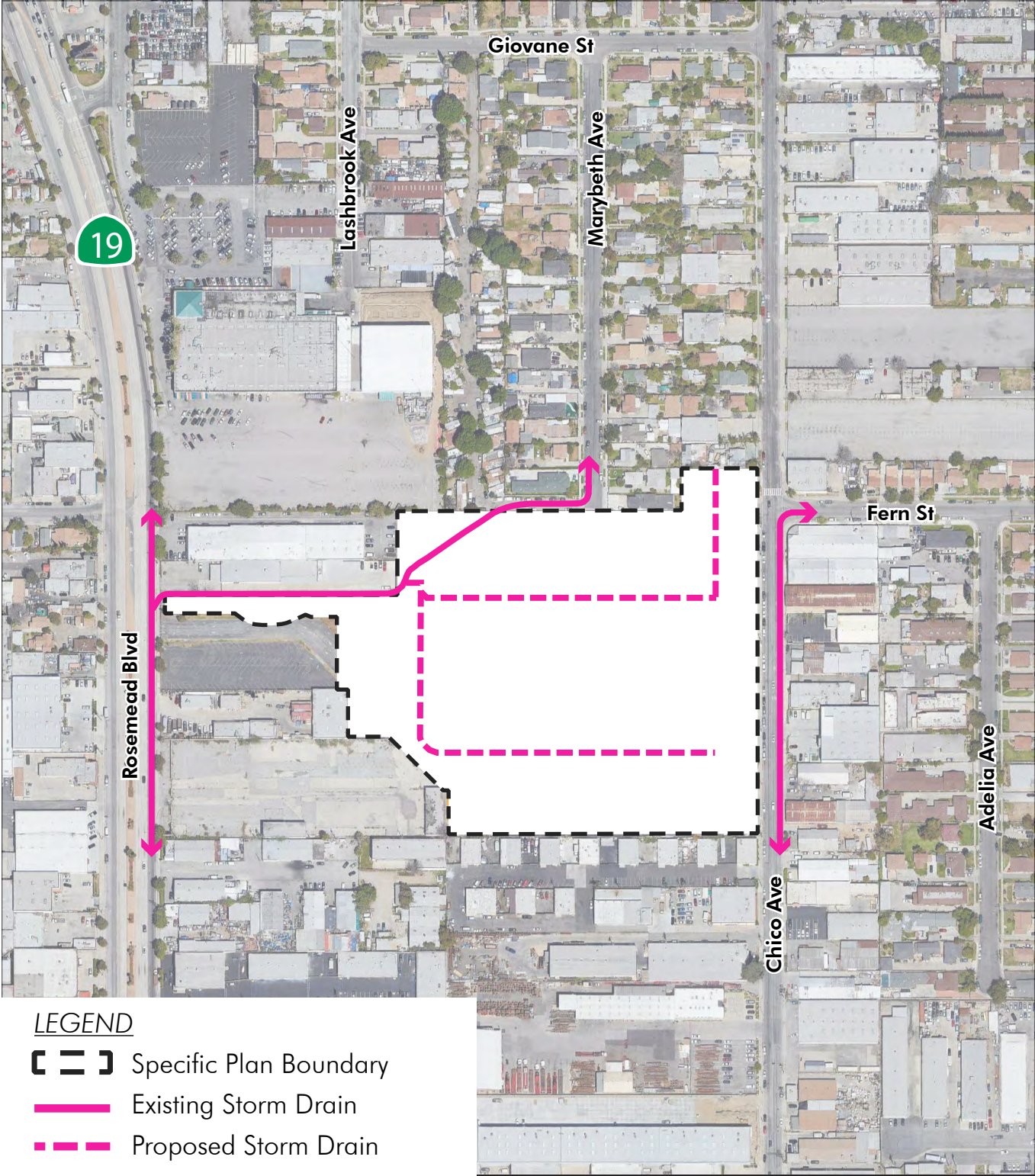
The sewer facilities and infrastructure are managed by the City's Public Works Department, owned, maintained and operated by the Los Angeles County Sanitation Districts (LACSD). Onsite runoff will be collected and detained in a central underground detention facility in compliance with the Los Angeles County Low Impact Development Manual, 2014. Storm water in excess of the required treatment volume will be conveyed directly to Los Angeles County storm drain system. Proposed storm drainage improvements are depicted on *Exhibit 3.4, Storm Drainage Plan*.






Source: FORMA , Google

N. T. S.

Exhibit 3.3, Water and Sewer Plan



LEGEND

-  Specific Plan Boundary
-  Existing Storm Drain
-  Proposed Storm Drain

Source: FORMA , Google



Exhibit 3.4, Storm Drain Plan

3.5 DRY UTILITIES AND PUBLIC SERVICES

3.5.1 DRY UTILITIES

NATURAL GAS

Natural gas service for the Specific Plan area is provided by Southern California Gas Company (SCG).

ELECTRICITY

Electricity service for the Specific Plan area is provided by Southern California Edison (SCE) through existing lines in the surrounding streets.

CABLE, TELEPHONE, AND INTERNET

Cable, telephone, and internet services within the City of South El Monte are provided by AT&T and Charter Cable Company.

3.5.2 PUBLIC SERVICES

FIRE AND EMERGENCY RESPONSE SERVICES

Fire and emergency response services are provided by Los Angeles County Fire Department (LACFD) Station 90, located approximately 1.6 miles southeast of the Specific Plan area at 10115 Rush Street, South El Monte.

LAW ENFORCEMENT SERVICES

Law enforcement services for the Specific Plan area is provided by the Los Angeles County Sheriff's Department (LASD). The nearest station is located approximately 3.5 miles northwest of the Specific Plan area, at 8838 Las Tunas Drive, Temple City.

SOLID WASTE DISPOSAL

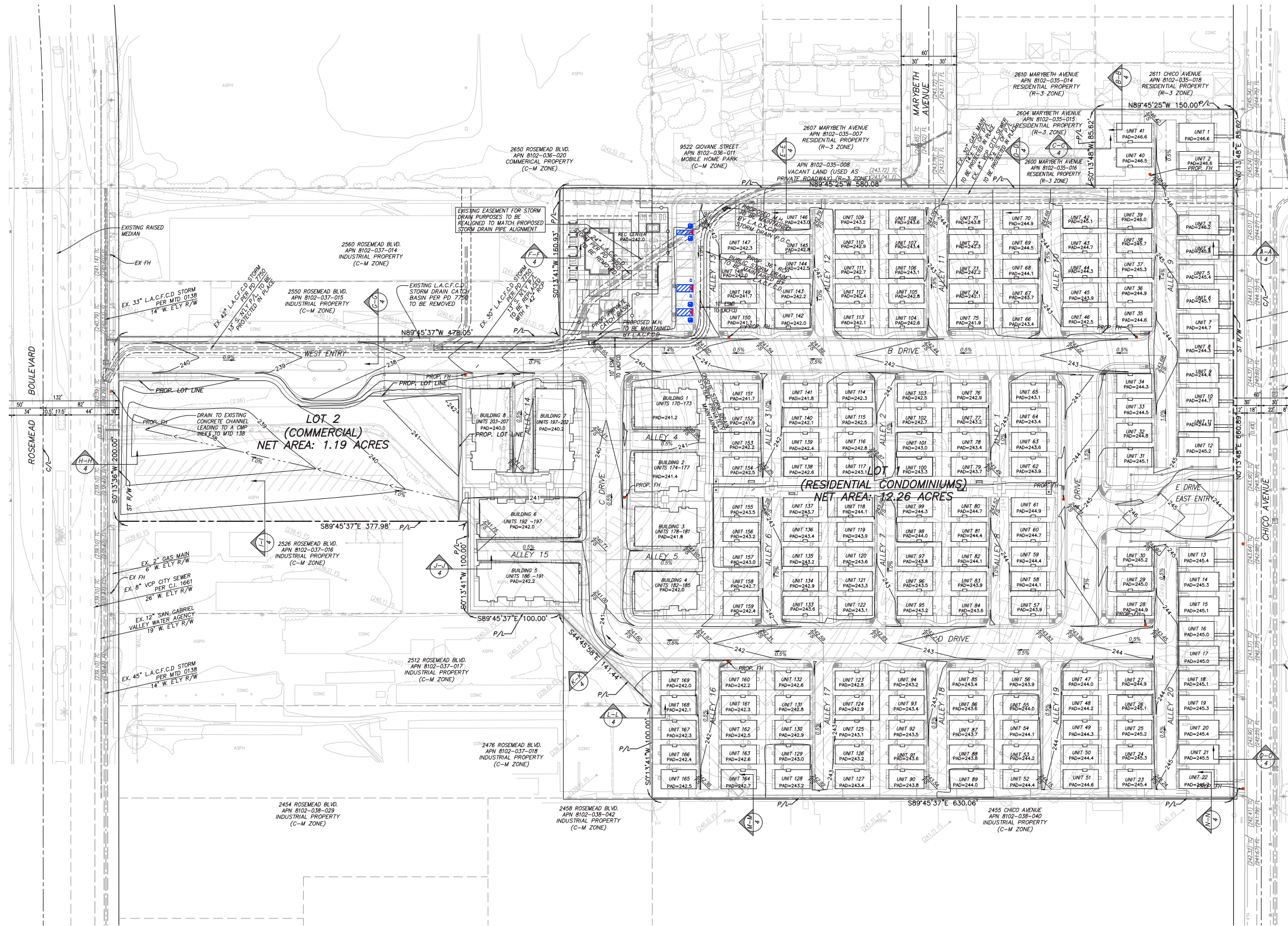
Solid waste disposal, yard waste, and recycling material collection service for the Specific Plan area is provided by Athens Services.

SCHOOLS

The site is located in the El Monte City School District. As part of the City's permitting process, a school fee will be paid to the El Monte City School District prior to City's issuance of building permits.

3.6 GRADING PLAN

Grading for the site is intended to respond to the site topography. The existing buildings will be demolished. The proposed grading concept, as depicted in *Exhibit 3.5, Conceptual Grading Plan*, is designed to balance cut and fill within the project area to the extent feasible. Final engineering may result in modifications to the overall grading concept, but the modifications should conform to the general intent of the Conceptual Grading Plan.



Source: FORMA



Exhibit 3.5, Conceptual Grading Plan

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4

DESIGN GUIDELINES

4.1 INTRODUCTION

This chapter contains architectural, landscaping, and sustainability design guidelines for the Starlite Specific Plan. These guidelines ensure that the Specific Plan area will develop as a cohesive and high-quality residential community, while still allowing some flexibility for designers to incorporate their creative expertise into the built environment. The Design Guidelines are intended to be flexible in nature while establishing basic evaluation criteria for the development review process. The strongest level of design intent is specified by using terms such as “must,” “shall” and “prohibited.” Anything with a “must” or “shall” is required. Preferred design items are noted as “encouraged,” “preferred,” “recommended,” “appropriate,” or as one that “should” be included. Preferred design items are considered “voluntary” and need not be included in a proposed development. If the approving body finds that the plans are consistent with the overall intent and goals of these Design Guidelines, the plans do not need to meet each preferred design guideline within this section. Images within this Chapter are conceptual and are intended to illustrate the proposed design aesthetic, and are not intended to depict the final design.

4.2 ARCHITECTURAL DESIGN GUIDELINES

The Starlite Specific Plan is designed to provide a pedestrian friendly residential community with an appropriate mix of housing types. The architectural design guidelines in this section have been prepared to provide the framework for high quality design. These architectural design guidelines express the desired character of future development, ensure a consistent level of quality, and accommodate emerging architectural and product trends.

The Starlite Specific Plan area will feature a mix of Spanish, Contemporary Craftsman and Modern Farmhouse architectural styles to promote interest and establish a distinct sense of place. Due to constantly evolving market conditions and homeowner preferences, other architectural styles may be permitted within the Specific Plan area after reviewing by the community development director or their designee.

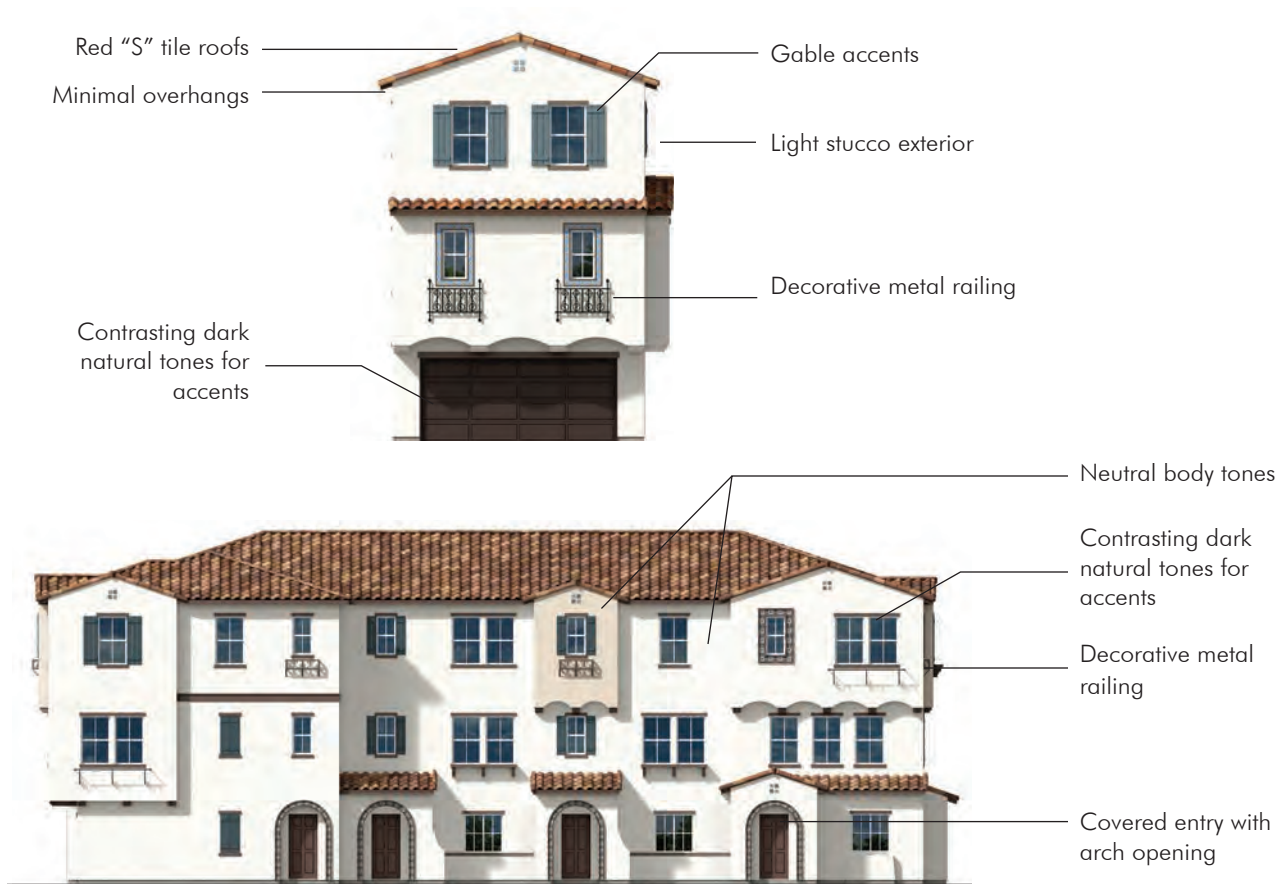
Distinguishing characteristics of these styles are described below.

Spanish

The Spanish style was popular during the 1920s and early 1930s. This style evolved in California and the southwest as an adaptation of Mission Revival infused with additional elements and details from Latin America. It is common in California, Arizona, Texas and Florida. The key elements of this style were adapted to the California lifestyle, including stucco walls, courtyards, and flat or low-pitched roofs. Plans were informally organized around private open space with simply articulated front elevations that feature few details.

Identifying characteristics of the Spanish architectural style are listed below:

- Red "S" tile gable or hip roofs; shed roofs over porches.
- Minimal eave overhangs.
- Stucco exterior walls
- Recessed entry, arch or curved element, or feature window on front elevation.
- Decorative metal railing.
- Gable accents.
- Shades of white, tan and beige neutrals are commonly used as light body colors.
- Dark natural tones that contrast against neutral body colors are used for accent and trim colors.



Contemporary Craftsman

Contemporary Craftsman architectural style is historically rooted in the traditional Craftsman style strongly influenced by the English Arts and Crafts movement of the late 19th century. Originating in California, this American style quickly spread across the country during the 1920s and 1930s. The Craftsman style sought the elimination of superfluous ornamentation, creating beauty instead through the simplified lines and masses of the building itself, and unique style promoted hand crafted quality to create warm and livable homes. Contemporary Craftsman style builds upon the identifying characteristics of its predecessor and applies these aspects of design in a manner that is practical for modern development.

Identifying characteristics of the Craftsman architectural style are listed below:

- Low-pitched gable roofs, occasionally hipped.
- Wide projecting eaves with exposed rafter tails, and decorative beam or braces added under the gable.
- Covered front porches, either full or partial-width, with roof supported by square columns.
- Stone used on post or building bases.
- Exterior finishes that blend with the natural surroundings, such as wood, stucco and stones.
- Vertically proportioned, upper mullioned double hung windows at front elevations.
- Natural tones for building body, especially browns.
- Contrasting neutral tones for trim and accents.



Modern Farmhouse

The Modern Farmhouse style is defined by simple practicality. Homes were designed to provide basic comfort and utility, be attractive, and offer flexibility to grow over time. Modern Farmhouse style is traced back to Colonial styles from New England and later the Midwest. Well into the early 20th century, most homes were designed and built by local craftsmen, resulting in substantial regional deviations across the country. Recent interpretations of this style have adapted the identifying characteristics of designs and applied them to new forms of development with contemporary flair, resulting in a style that recalls the traditional values of utility and practicality while allowing a modern lifestyle to inform the final layout and form of the house.

Identifying characteristics Modern Farmhouse architectural style are listed below:

- High pitch gabled roofs; shed roof accents.
- Wood siding in combination with stucco.
- Covered porches with simple wood columns and railings.
- Vertically proportioned windows, often grouped in two or three.
- Trim details around windows and doors.
- Light and airy body colors, generally including shades of white and/or beige.
- Muted contrasting accent and trim colors that emphasize projections and/or massing changes.



Building Orientation and Massing

The elevations of the residential community are an important element in creating a sense of place and defining a human-scaled streetscape. Building frontages should be designed to create visual interest and promote pedestrian activity.

- Attached buildings should be located and oriented to the streets and primary open space areas.
- Careful consideration should be given to street orientation and building placement to help protect privacy, views and the visual quality of the neighborhood, and maximize solar access of the buildings where feasible and reasonable.
- Buildings located along the eastern Specific Plan area boundary shall have front entries facing Chico Avenue.
- Design the front elevation of attached residential buildings to clearly delineate individual units as a way of breaking up mass.
- Buildings should incorporate layered wall planes and offset forms that may include cantilevered masses, recessed masses or entries, or volume spaces, to create interest, reduce the apparent bulk and establish pedestrian scale.
- Offset forms in the massing should be consistent with the architectural style of the building and incorporated as a functional element or detail enhancement.
- Buildings should be arranged and oriented to create a variety of outdoor spaces such as courtyards, paseo and/or usable open spaces that encourage social and recreational activity.

Roof Forms

Roofs should be designed for functionality and should enhance or complement the overall architectural design of the building.

- Select roof forms, pitches and materials that are consistent with the architectural style of the building. Consider roof forms in relationship to the building mass to improve massing relief along public streets and on other publicly visible elevations.
- Varied roof forms, offsets and materials consistent with the building's architectural style are encouraged to create variation in the skyline and diversity in the streetscene.
- Keep roof forms simple and efficient based on the architectural style and plan shape. Avoid overly complicated roof design that detracts from the characteristics of the architectural style.

Architectural Enhancements

To activate the community streetscape and maintain a dynamic and aesthetic edge along open space corridors, the elevations of buildings that are visible from the streets, pathways and park should be enhanced with appropriate architectural treatments. The enhanced articulation may be achieved in the following ways:

- Enhanced window treatments, such as shutters and trim surrounds
- Offset wall planes (horizontally or vertically)
- Roof plane breaks
- Color and/or material blocking
- Other detailing similar to those used on the front elevation such as decorative metal elements, gable roof end vents, stucco grids, etc.
- Appropriate roof materials include, but not limited to, concrete “S” tiles, flat shake or slate concrete tiles.
- Highly reflective or shiny materials, florescent colors, neon colors, bright colors as primary body colors (i.e. red, yellow, and blue) are not compatible with the architectural theme and are prohibited.
- Color and material changes should occur on massing elements and terminate on inside corners.
- Body colors should be of earthy or neutral tones such as white, beige and grey, as well as muted blue and green.
- Accent colors should be used to highlight architectural forms, special materials or other distinct architectural features. Accent colors should provide contrast to the body color without conflicting in hue and saturation.

Colors and Materials

The selection and application of building colors and materials are key considerations when creating visually interesting neighborhoods. Below are the guidelines for the Specific Plan area:

- Building and roof materials shall be appropriate to the architectural style of the building. Materials and finishes should be carefully selected for long-term durability and ease of maintenance.
- Appropriate building materials include, but are not limited to, stucco, wood or faux wood sidings, stone and brick veneer, metal for accents and concrete.

Other colors and materials not listed in this Specific Plan may be used, so long as those combinations are consistent with the architectural theme.

Plan and Elevation Requirements

- A minimum of three floor plans shall be provided for single-family detached homes. A minimum of three different elevation styles shall be provided for each floor plan.
- A minimum of two unit plans shall be provided for each attached building. Individual unit plans may be repeated between building plans. Building plans should be designed with the ability to reverse the plans and/or add elements to corner units.

4.3 LANDSCAPE AND OPEN SPACE DESIGN GUIDELINES

Landscaping within the Specific Plan area should be compatible with the landscape character of the City of South El Monte and at the same time, provides amenities that support the lifestyle and needs of the Starlite residents. The following guiding principles set forth the general direction for the design of the landscaped spaces within the Specific Plan area:

- All proposed landscaping shall be irrigated with low volume and or point source irrigation and shall meet all requirements of the California Green Building Standards Code (CGBC) and City of South El Monte standards for water efficient landscaping.
- All trees shall be irrigated with separate systems for bubblers.
- Street trees shall be carefully located so as not to obstruct the driver’s visibility.
- Street trees should be a 24-inch box minimum in size.
- Low-water use plant materials should be selected to limit irrigation needs and minimize water use. Mediterranean and other local, climate-friendly plants may be used.
- Landscape design should be integrated with building architecture and suitable to the functions of the space. Plant materials should be selected in a manner that complements the architectural styles and building form. Accent planting should be used at entries and key recreation areas.
- Landscaping should be used to screen or separate functional areas from public view, such as trash enclosures, parking areas, storage areas, loading areas, and public utilities. This landscaping should occur upon the project site and not within the right-of-way.
- Decorative paving may be used at key locations including, but not limited to, building entries, courtyards, and vehicular driveways. These areas can be enhanced with tile, brick, pavers, textured and/or colored concrete to provide distinguished direction for pedestrian, cyclist, and vehicular access.
- Pedestrian common spaces are encouraged these should include functional amenities including lounge, dining and fun interactive and relaxation areas. Landscaping should not appear empty or barren.
- Large turfed lawn areas are discouraged.

4.3.1 Conceptual Landscape Plan

The landscaping of the public spaces, including the community entries, street parkways, recreation center, paseo, and open space, is a major component of the overall community design envisioned for Starlite. Complementary to the unifying architectural themes, these landscape places form the heart and soul of the community. The overall landscape design concept is to create a pedestrian-friendly atmosphere that invites residents to walk and enjoy parks and open space and provides connectivity within the community. *Exhibit 4.1, Master Landscape Plan*, provides a detailed rendered view of the overall Specific Plan area and all proposed landscaping and vegetation.

The Starlite Specific Plan presents a variety of opportunities for outdoor relaxation, recreation, and activity. These amenity areas may be programmed with an array of features and activity spaces, and shall be distributed throughout the Specific Plan area to ensure that they are easily accessible to all residents within the community.

All landscape and irrigation plans shall be prepared by a licensed California Landscape Architect and shall obtain a landscape permit from South El Monte and meet the standards of SEMMC Section 17.25.050, Water Efficient Landscaping Criteria.

4.3.1.1 Conceptual Recreational Center

A conceptual recreational opportunity is proposed for development at the corner of the Specific Plan area. *Exhibit 4.2, Conceptual Recreation Center*, shows the detailed views of the recreation center. Features of the Conceptual Recreational Center include (but are not limited to):

- Pool/recreation building
- Concrete sidewalk
- Open play lawn area with shovel cut lawn edge
- Decorative bench
- Tubular steel pool fence
- Community recreation area
- Community accent tree
- Large accent /specimen tree
- Vertical accent tree
- Common area theme tree

LEGEND

1. Architecture building
2. Pool / Recreation Building
3. 4' wide concrete sidewalk
4. Open play lawn area with shovel cut lawn edge
5. 3' wide concrete walkway at entry
6. Parking
7. Utility easement area
8. Paseo walkway with planted nodes, accent trees, enhanced plantings, benches, and decorative gateway trellis
9. Cluster mailbox unit
10. Vehicular entry call box
11. Vehicular gated entry
12. Decorative 6' bench
13. Pedestrian access gate
14. 42" high tubular steel fence at private yard along Chico Avenue
15. 6' high vinyl fence at private yard area
16. 6' high tubular steel pool fence
17. Community recreation area with restroom building, pool, spa, open space lawn play areas, bbq counter, picnic tables and lounge furniture
18. Parkway tree
19. Community accent tree
20. Large accent tree / specimen tree
21. Vertical accent tree
22. Common area theme tree



N. T. S.

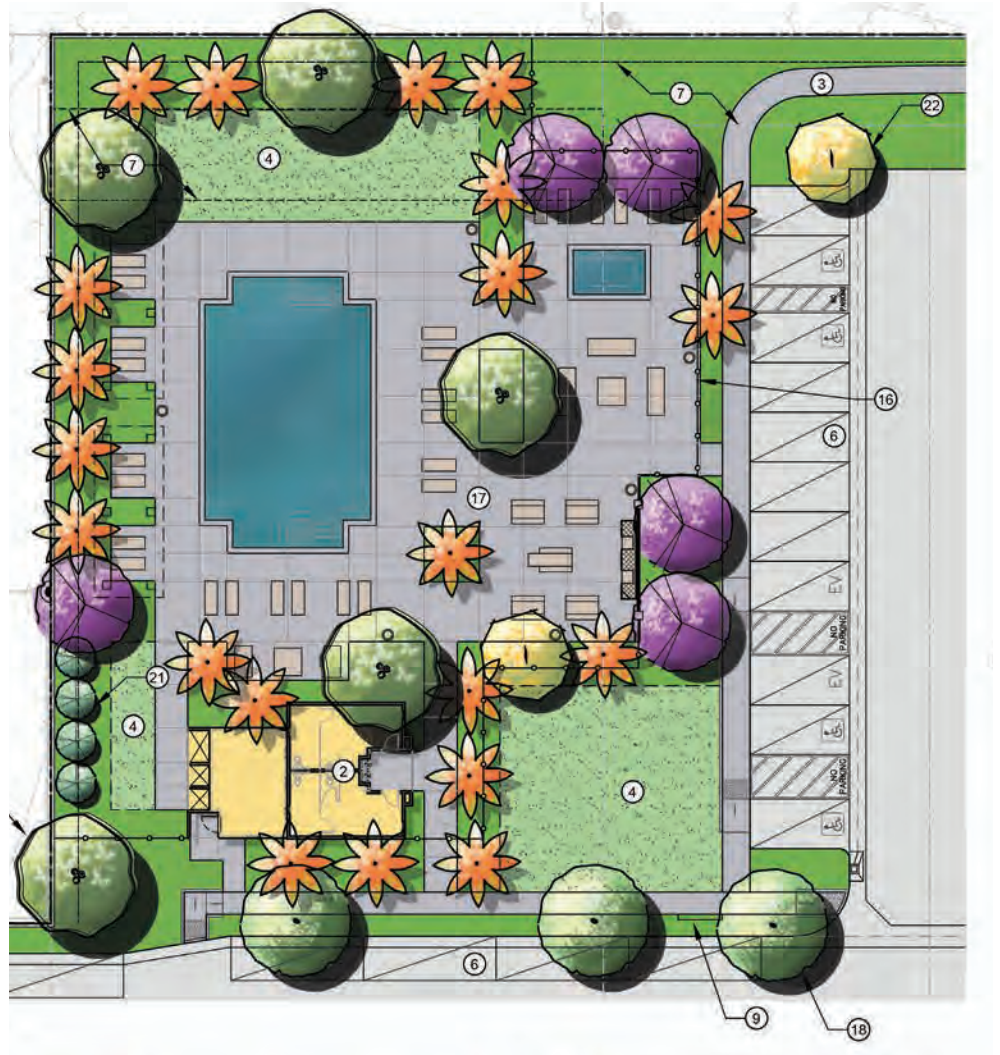
For illustrative purposes only, final design may vary.

Exhibit 4.1, Master Landscape Plan

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LEGEND

- 2. Pool/recreation building
- 3. Concrete sidewalk
- 4. Open play lawn area with shovel cut lawn edge
- 5. Concrete walkway at entry
- 6. Parking
- 7. Utility easement area
- 12. Decorative bench
- 16. Tubular steel pool fence
- 17. Community recreation area
- 19. Community accent tree
- 20. Large accent /specimen tree
- 21. Vertical accent tree
- 22. Common area theme tree



For illustrative purposes only, final design may vary.



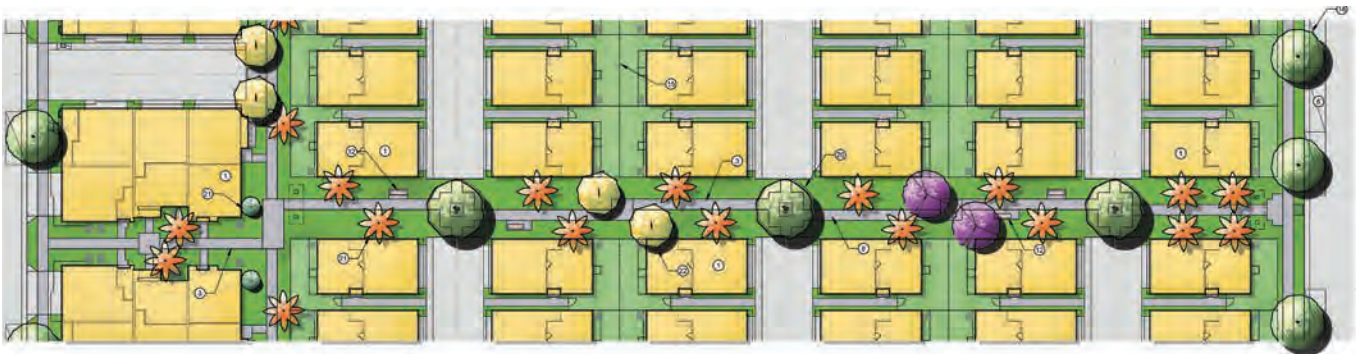
Exhibit 4.2, Conceptual Recreational Center

4.3.1.2 Project Entry

Two gated project entry drives will be provided from Rosemead Boulevard and Chico Avenue. Large specimen trees and vertical accent trees will be planted at the vehicular gated entry connecting to Chico Avenue. A vehicular entry call box is centrally located at the entry driveway. Detailed rendered view of the project entry at Chico Avenue is illustrated in *Exhibit 4.3, Project Entry*.

4.3.1.3 Central Paseo

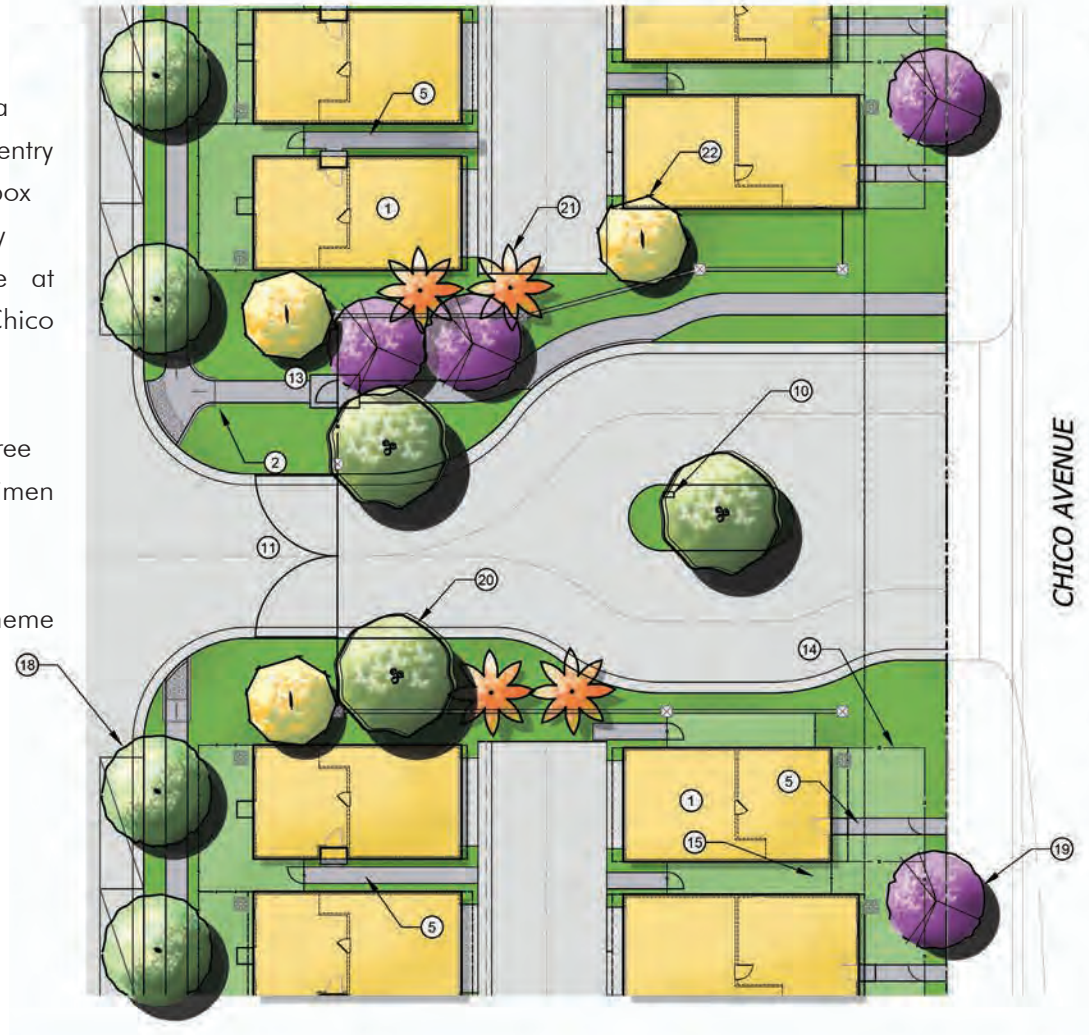
A central paseo is planned as one of the key placemaking elements within the Specific Plan area. The paseo focuses on interior community connections and the pedestrian experience. The entire paseo will be designed to offer Starlite residents a place for strolling, playing, and resting. The central paseo is anticipated to include a walkway with planted nodes, accent trees, enhanced planting, benches, and decorative gateway trellis. Fences will defined private yard areas and a variety of trees will be planted to promote interest.



Representative Example, Central Paseo

LEGEND

- 1. Residential building
- 2. Concrete sidewalk
- 4. Open play lawn area
- 5. Concrete walkway at entry
- 10. Vehicular entry call box
- 11. Vehicular gated entry
- 14. Tubular steel fence at private yard along Chico Avenue
- 18. Parkway tree
- 19. Community accent tree
- 20. Large accent /specimen tree
- 21. Vertical accent tree
- 22. Common area theme tree



For illustrative purposes only, final design may vary.



Exhibit 4.3, Project Entry

4.3.2 Fencing and Walls

Walls and fences are an important feature of the community. Walls and fences help establish and reinforce the landscape theme, provide for views in and out of a site, attenuate sound, provide security, delineate boundaries, and offer visual and physical privacy. Where such elements face the streets and common open space areas, they should be consistent in style, material, and height, serving as a unifying element throughout the community and maintaining a common theme.

- Perimeter project walls will be constructed of either masonry or tubular steel. Landscaping should be used in front of the masonry wall to soften the mass of the wall.
- Rear and side yard walls and fences may be constructed of wood or vinyl fencing, and shall be a maximum of six (6) feet in height. Walls/fencing in the front yard is typically limited to 42 inches.
- Use of wood or vinyl fencing for patio walls is encouraged. Tubular steel fencing or tubular steel fencing in combination with masonry walls may also be used.
- Tubular steel fencing should be used around the pool area.
- Pedestrian and vehicular gates within the Specific Plan area should be controlled via key fob access points as well as Knox box access.
- Walls, fences and gates shall be designed to be compatible with the architectural themes of the Specific Plan area. Landscaping should be used in combination with walls. Walls and fencing shall be made of attractive, durable, and weather-resistance materials.
- Long expanses of fence or wall surfaces should be articulated with intervening pillars, alternating heights, offsets, or other techniques to avoid visual monotony.

4.3.3 Plant Palette

The plant palette includes water-wise plant materials and establishes the intended landscape character for the Specific Plan area. Additional plant materials that are complementary to the following palette may be permitted, provided they are reviewed and

approved as part of the City's site plan review process. Recommended trees, shrubs, groundcovers, and vines are listed in *Table 4.1, Landscape Plant Palette*.

**Table 4-1
Landscape Plant Palette**

Botanical Name	Common Name
Parkway Tree	
GEMERA PARVIFLORA	AUSTRAMAN WILLOW
KOELREUTERIA BIPINNATA	CHINESE FLAME TREE
PISTACIA CHINENSIS	CHINESE PISTACHE
QUERCUS AGRIFOLIA	COAST LIVE OAK
TRISTANIA CONFERTA	BRISBANE BOX
Community Accent Tree	
CALLISTEMON VIMINALIS	WEeping BOTTLEBRUSH
CHILOPSIS LINEARIS	DESERT WILLOW
ERIOBOTRYA DEFLEXA	BRONZE LOQUAT
PLATANUS ACERIFOLIA	LONDON PLANE
RHUS LANCEA / AFRICAN	AFRICAN SUMAC
TRISTANIA CONFERTA	BRISBANE BOX
Large Accent Specimen Tree	
CHILOPSIS LINEARIS	DESSERT WILLOW
OLEA E. 'WILSONII'	FRUITLESS OLIVE VAR
RHUS LANCEA	AFRICAN SUMAC
QUERCUS AGRIFOLIA	COAST LIVE OAK
JUGLANS CALIFORNICA*	CALIFORNIA BLACK WALNUT*
Vertical Accent Tree	
CUPRESSUS SEMPERVIRENS	ITALIAN CYPRESS
PHOENIX DACTYLIFERA	DATE PALM
PODOCARPUS NIACROPHYLLUS 'MAKI'	SHRUBBY YEW PODOCARPUS
PRUNUS C. 'BRIGHT N TIGHT'	CAROLINA LAUREL CHERRY
SYCAGRUS ROMANOFFZIANUM	QUEEN PALM
TRACHYCARPUS FORTUNEI	WINDMILL PALM
Common Area Theme Tree	
CASSIA LEPTOPHYLLA	GOLD MEDALLION TREE
CHIONANTHUS RETUSUS	CHINESE FRINGE TREE
KOELRUTERIA SPP	FLAME TREE
HETEROMELES ARBUTIFOLIA	TOYON
RHUS LANCEA	AFRICAN SUMAC

Background Shrubs	
ARBUTUS UNEDO	COMPACT STRAWBERRY TREE
BUXUS SPECIES	BOXWOOD
DODONEA MICROZYGA	BRILLIANT HOP-BUSH
GREVILLEA SPECIES	GREVILLEA
LEPTOSPERMUM SPECIES	NEW ZEALAND TEA TREE
LIGUSTRUM J. 'TEXANUM'	TEXAS PRIVET
PITTOSPORUM SPECIES	PITTOSPORUM
RHAPHIOLEPIS SPECIES	INDIAN HAWTHORNE
Midground Shrubs	
CALLISTEMON C. 'LITTLE JOHN'	DWARF BOTTLEBRUSH VAR
DIANELLA SPP.	FLAX LILY VAR.
DIETES IRIOIDES	FORTNIGHT LILY
JUNIPERUS CHINENSIS	JUNIPER VAR.
MUHLENBERGIA RIGENS	DEER GRASS
MYRSINE AFRICANA	AFRICAN BOXWOOD
MYRTUS C. 'COMPACTA'	DWARF MYRTLE
NANDINA DOMESTICA	HEAVENLY BAMBOO
PITTOSPORUM SPECIES	PITTOSPORUM
RHAPHIOLEPIS SPECIES	INDIAN HAWTHORNE
SALVIA SPECIES	SAGE VAR.
Accent Shrubs	
AGAPANTHUS SPECIES	LILY OF THE NILE
CAREX TUMULICOLA	BERKELEY SEDGE
HEMEROCALLIS SPP	DAY LILY
ROSMARINUS SPECIES	SAGE VAR.
SALVIA SPECIES	SAGE VAR.
Groundcover	
BACCHARIS PILULARIS	DWARF COYOTE BUSH VAR.
LONICERA JAPONICA	HONEYSUCKLE
MYOPORUM 'PARVIFOLIUM'	MYOPORUM VAR.
ROSMARINUS O. 'PROSTRATUS'	PROSTRATE ROSEMARY VAR.
TRACHELOSPERMUM JASMINOIDES	STAR JASMINE
Vines	
BIGNONIA C. 'TANGERINE BEAUTY'	CROSS VINE
DISTICTIS BUCCINATORIA	BLOOD RED TRUMPET VINE
MACFADYENA UNGUIS CATI	CAT'S CLAW
JASMINUM POLYANTHEMUM	PINK JASMINE

4.4 SUSTAINABILITY GUIDELINES

Smart growth is a planning paradigm that advocates thoughtful and sustainable development patterns and avoids urban sprawl to conserve resources, reduce impacts, promote alternatives to single occupancy vehicle use, support livability, offer opportunities for social engagement, and achieve fiscal sustainability. The Starlite Specific Plan embraces the smart growth paradigm. New development in the Specific Plan area will be sustainable designed to conform to the State of California’s goals for greenhouse gas reduction, conserving water and energy, and providing sustainable buildings, which in turn will reduce impacts on the environment, enhance the quality of life, and encourage a healthy lifestyle for project residents.

This Specific Plan requires “Green” building practices that meet the California Building Energy Efficiency Standards and CALGreen Building Standards (California Code of Regulations Title 24, Parts 6 and 11) to reduce the impact on the environment, decrease energy costs, and create healthier living through improved indoor air quality and safer building materials. Title 24 sets forth building standard requirements including, but not limited to, planning and site design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, waste reduction, indoor air quality and pollutant control, thermal comfort, and provisions for bicycle and electric vehicle parking.

All new development within the Specific Plan area is required to meet the rigorous standards of Title 24. The development will be inspected for compliance and will include an operation manual to help end-users maintain and effectively use the sustainable building features provided. Because the concept of sustainability is evolving, it is anticipated that new sustainable strategies may be continually developed during the build-out period of the Specific Plan. Title 24 does not require every efficiency item to be

implemented. A certain threshold needs to be met and the developer has the option to choose which items to implement that meet the specified threshold.

4.4.1 Energy Efficiency

The following recommendations are provided to explore opportunities for energy efficiency that could add value to the development within the Specific Plan area:

- Where feasible, utilize passive sustainable design strategies to minimize overall energy consumption needed to heat and cool the building. These strategies include daylighting, natural sources of heating and cooling, operable windows, shading on south facing windows, ceiling fans, well-designed building envelopes with high-U values (insulation rating).
- Encourage coordination with SCE to identify opportunities to optimize energy infrastructure while minimizing cost and avoid barriers that may prevent future entry or expansion of energy efficient systems.

4.4.2 Minimize Heat Island

- Encourage the use of low albedo (reflection coefficient) materials in both paving, roofing and building materials to reflect rather than absorb incoming solar radiation.

4.4.3 Water Efficiency

- Use low-flush toilets, low-flow shower heads and other water conserving fixtures and appliances.
- Use state-of-the-art irrigation controllers and self-closing nozzles on hoses.
- Minimize turf areas within the community.
- Use drought-tolerant plants that require minimal or no irrigation.
- Use reclaimed water for irrigation of common areas, wherever available.
- Implement a landscaping plan with a plant palette that includes trees and major landscaping that will require minimal watering within 3-5 years of maturity.
- Use dimensional planning and other material efficiency strategies. These strategies reduce the amount of building materials needed and lower construction costs.
- Incorporate recycled materials, rapidly renewable materials and durable materials into building, landscape and/or infrastructure design, where possible.
- Incorporate regional or locally extracted or manufactured materials, where possible.

4.4.4 Materials Efficiency

Where possible, consider selecting sustainable construction materials and products by evaluating characteristics such as reused and recycled content, zero or low off gassing of harmful air emissions, zero or low toxicity, sustainably harvested materials, high recyclability, durability, longevity, and local production. Such products promote resource conservation and efficiency. Using recycled-content products also helps develop markets for recycled materials that are being diverted from California’s landfills, as mandated by the Integrated Waste Management Act.

5

DEVELOPMENT REGULATIONS

5.1 GENERAL PROVISIONS

This Chapter establishes the permitted uses, development standards and regulations for the planned development within the Starlite Specific Plan area. The regulations and standards contained in this Chapter of the Specific Plan shall supersede those of the South El Monte Municipal Code (SEMMC), unless otherwise stated herein.

In instances of conflicting regulations and standards, the regulations and standards and contained in this Specific Plan shall take precedence over the SEMMC. If this Specific Plan is silent on an issue, then the standards in the SEMMC or other applicable City, state or federal code shall apply, as appropriate. The provisions in this Chapter are not intended to interfere with, abrogate, or annul any easement, covenant, or other agreement between parties.

Where the language in this Specific Plan is undefined, unclear, or vague, the final interpretation and determination shall be made by the Community Development Director, or his/her designee. Any determination by the Community Development Director may be appealed to the Planning Commission. Any determination by the Planning Commission may be appealed to the City Council. All decisions by the City Council shall be deemed final.

5.2 ALLOWABLE DEVELOPMENT

The Specific Plan permits a maximum of 207 single-family and multi-family residential dwelling units at a density of up to 16.88 dwelling units per acre within the Specific Plan area. Parks, recreation facilities and open space serving the residents within the Specific Plan area are also permitted.

5.3 PERMITTED USES WITHIN THE SPECIFIC PLAN AREA

Permitted uses are identified on *Table 5.1, Starlite Specific Plan Permitted Uses*. Any other use or activity not listed in Table 5.1 may be permitted within the Specific Plan if it is compatible with the intent of the Specific Plan and is similar to a permitted use, subject to approval by the Community Development Director or his/her designee. The Community Development Director may determine to allow the use or may require approval of a Conditional Use Permit, subject to the provisions of Section 17.08.040 of the SEMMC.

**Table 5.1
Starlite Specific Plan Permitted Uses**

USES	
RESIDENTIAL, SINGLE-FAMILY AND MULTIPLE FAMILY	P
ACCESSORY BUILDINGS AND USES	P
COMMUNITY CARE FACILITIES, (SERVING 6 PEOPLE OR FEWER)	P
SMALL DAY CARE FACILITIES FOR NO MORE THAN 8 CHILDREN	P
HOME OCCUPATION, PURSUANT TO SECTION 17.76 OF THE SEMMC	P
MOBILE HOME AND TRAILER	–
ACCESSORY DWELLING UNITS	Pursuant to Chapter 17.38 of the SEMMC
EMERGENCY, TRANSITIONAL AND SUPPORTIVE HOUSING	–
LARGE DAY CARE FOR NO MORE THAN 14 CHILDREN	P
PARKS AND RECREATION USES/FACILITIES	P
SCHOOLS, PRIVATE	–
VEGETABLE, FLOWER, AND SMALL AGRICULTURAL GARDENS	P
INDUSTRIAL USES	–
COMMERCIAL USES	–
AGRICULTURAL USES	–
MODEL HOMES	T

P = PERMITTED BY RIGHT

CUP = CONDITIONAL USE PERMIT REQUIRED (PER CHAPTER 17.08.040 OF THE SEMMC)

T = TEMPORARY USE

– = PROHIBITED

5.4 DEVELOPMENT STANDARDS

The property development standards set forth in this Chapter shall apply to all land and buildings located within the confines of the Starlite Specific Plan. For detailed development standards and setbacks, please see *Table 5.2, Starlite Specific Plan Development Standards*.

Table 5.2
Starlite Specific Plan Development Standards

	DETACHED	ATTACHED
MAXIMUM DENSITY	16.88 DU/AC	
MAXIMUM NUMBER OF UNITS	207	
MINIMUM LOT DIMENSIONS	25 Wide by 50 Deep	N/A
MINIMUM LOT AREA	1,250 Square Feet	N/A
HEIGHT		
MAXIMUM BUILDING HEIGHT	36 Feet (Three Stories)	
LOT COVERAGE		
MAXIMUM LOT COVERAGE	70%	
MINIMUM SETBACK FROM¹		
EXTERIOR PROPERTY LINE ALONG CHICO AVENUE	15 Feet	N/A
OTHER EXTERIOR PROPERTY LINES	9 Feet	10 Feet
INTERNAL STREET CURB EDGE	10 Feet	10 Feet
ALLEY DRIVE EDGE	3 Feet	3 Feet
MINIMUM BUILDING SEPARATION		
SIDE TO SIDE	6 Feet (Interior); 20 Feet (Across Paseo)	15 Feet
FRONT DOOR TO FRONT DOOR	N/A	20 Feet
REAR TO REAR (INTERIOR)	20 Feet	N/A
ALLEY DRIVE MINIMUM WIDTH	20 Feet	
MINIMUM COMMON OPEN SPACE	N/A	400 Square Feet per Unit
RECREATIONAL FACILITIES		
MINIMUM SETBACKS FROM PARKING	10 Feet	
MINIMUM SETBACKS FROM PROPERTY LINE	10 Feet	
MINIMUM SETBACKS FROM BUILDING OR STRUCTURE	20 Feet	
PARKING		
MINIMUM PARKING REQUIRED PER DWELLING UNIT	Two (2) Spaces within Garage; One Guest Parking per 2 Units. Guest parking may be provided in designated parking areas or along internal streets.	Two (2) Spaces within Garage; One Guest Parking per 2 Units. Guest parking may be provided in designated parking areas or along internal streets.

1. Projections and encroachments subject to Section 5.5, Allowable and Encroachments and Projections

5.5 ALLOWABLE ENCROACHMENTS AND PROJECTIONS

An encroachment is a permitted projection into a setback. In all cases, all encroachments and projections shall comply with the California Building Code (CBC), as well as other applicable codes and regulations such as the American Disability Act and the SEMMC. The permitted encroachments are discussed below.

1. Architectural elements such as cornices, eaves, belt courses, bay windows, planter boxes, lighting fixtures, canopies, and the like that do not increase the interior floor area may encroach into any setback, provided they are at least three (3) feet from the property line.
2. Awnings may encroach into any required setback up to five (5) feet, provided there are no vertical supports located within the setback area, but may not reduce the setback distance to less than three (3) feet.
3. Landscape elements such as benches, fountains, and other decorative features may encroach into any setback, provided they do not obstruct any path of travel or intersection visibility requirements per Chapter 17.54 of the SEMMC.
4. Mechanical equipment may encroach into any required setback area up to the property line, provided the equipment is screened by landscape or material (e.g. wall) to the maximum extent feasible and allowed by the applicable utility provider.
5. Patio covers and porches may be permitted to encroach up to five (5) feet into any rear setback (measured from post or structural supports).

6. Balconies and exterior stairways may encroach up to five (5) feet into any setback, but shall be at least five (5) feet from any property line (including any posts or structural supports).
7. Accessory buildings are permitted to encroach into a required setback, subject to the provisions of Section 17.26 of the SEMMC.

5.6 FENCES AND WALLS

Walls and fences for the Specific Plan area shall not exceed 6 feet in height. A combination garden and retaining wall may increase the minimum wall height to 8 feet in height. Pilasters and other wall decorative elements are allowed. Tubular steel fence at private yard along Chico Avenue shall be 42 inch in height.

5.7 SIGNAGE

Signage within the Specific Plan area shall comply with the design requirements and procedures found within Title 17 of the SEMMC.

ADMINISTRATION & IMPLEMENTATION

This chapter outlines the procedures necessary to administer and implement the provisions of the Starlite Specific Plan, and provides an overview of the mechanisms or actions that may be required throughout the process.

6.1 DEVELOPMENT PHASING

It is anticipated that the Specific Plan will be built out in one or two phases over a period of one to two years. It is anticipated that construction will be completed in 2022 or 2023. Actual build-out will be subject to market and economic conditions, jurisdictional processing of approvals, and infrastructure timing, and may vary from the phasing currently anticipated.

Project development will include all on-site infrastructure improvements necessary to service the project including, but not limited to:

- Grading of the Specific Plan area;
- Water distribution lines and related infrastructure;
- Sewer distribution lines and related infrastructure;
- Storm water lines and related infrastructure;
- Other utility services (e.g., electricity, cable television, telephone, etc.); and
- Improvements associated with the on-site private drives.

6.2 FINANCING

6.2.1 Financing Mechanisms

Several types of financing strategies and tools are available for the Starlite Specific Plan. It is anticipated that the Specific Plan will build-out using a variety of these strategies and tools, which could include, but are not limited to, the following:

A. Statewide Community Infrastructure Program (“SCIP”)

To finance public infrastructure and impact fees, developer proposes to use the SCIP , a tax exempt financing program offered through the California Statewide Communities Development Authority (“CSCDA”). By participating in SCIP, City of South El Monte will offer competitive financing to the developer. SCIP provides two programs:

- The SCIP pooled revenue bond program which issues bonds 3 times/year (Spring, Fall & End of Year).
- A stand along SCIP CFD program which issues bonds for larger projects as the project schedule dictates.

B. Impact Fees and Exactions

Impact fees and exactions are another tool for paying for new development resulting from increased population or demand for services. The master developer for the Specific Plan will work with the City of South El Monte to determine appropriate fees and exactions, which may be identified in the SCIP program.

C. Developer Funding

Funding for on-site facilities may be tied directly to the Starlite Specific Plan. The developer may pay a fair share portion of the facility in exchange for development rights. On-site streets, utility connections from the main trunk lines and drainage facilities are typical examples of facilities that may be funded by the developer. Such improvements will usually be required concurrently with the development.

6.2.2 Infrastructure Financing

- A. The new on-site storm drain system shall be funded by the developer or through SCIP, and constructed by the developer.
- B. The water facilities and infrastructure shall be owned, operated, and serviced by San Gabriel Valley Water Company. The fair share cost associated with designing and constructing the water system shall be borne by the developer.
- C. The sewer facilities and infrastructure shall be managed by the City's Public Works Department, owned, maintained and operated by the Los Angeles County Sanitation Districts (LACSD). The fair share cost associated with designing and constructing the sewer system shall be borne by the developer.

- D. Telephone, electricity, gas lines, and cable television lines shall be installed and maintained by the appropriate utility companies.
- E. The property owner or property management entity shall be responsible for installation, maintenance, and upkeep of all common landscape areas, park and recreation areas, hardscape/parking areas, private drives, and irrigation systems within the Specific Plan area.
- F. All necessary infrastructure (e.g., private drives, sewers, water lines, storm drains, drainage improvements, etc.) shall be installed concurrently with development.

6.3 SPECIFIC PLAN ADMINISTRATION

The City of South El Monte shall administer the provisions of the Starlite Specific Plan in accordance with the State of California Government Code, the South El Monte General Plan, the South El Monte Municipal Code, the Subdivision Map Act, and other applicable State and City regulations. The development procedures, regulations, standards and specifications contained in this adopted Specific Plan shall supersede the relevant provisions of the City's Municipal Code, as they currently exist or may be amended in the future.

6.3.1 Compliance with the Adopted Specific Plan

The City of South El Monte shall monitor compliance with the adopted Specific Plan and mitigation measures at these stages, as appropriate:

- During the review and approval of subsequent conditional use permits and other permits, as appropriate.
- During the review of construction documents, and prior to the issuance of grading and building permits.
- Prior to the issuance of a certificate of occupancy for any building within the Specific Plan area.
- Prior to the recordation of any tract map or final map within the Specific Plan boundaries.

The following administrative standards apply to the implementation of future development applications (including tract maps, conditional use permits, variances, and other applicable applications for projects within the Specific Plan area.

- A. No development shall occur or building permits issued within the Specific Plan area until the proposed development is reviewed by the City's Community Development Department and found to be consistent with the adopted Specific Plan. Criteria for review and approval of proposed development shall include, but not be limited to the following:
 1. Conformance with the land use designation, maximum density, and maximum number of dwelling units for the Specific Plan area; and
 2. Conformance with the intent and development standards, goals, and policies of the Specific Plan.
- B. All tentative maps shall be consistent with the adopted Specific Plan.
- C. Building permits for dwelling units shall be issued after a final subdivision map has been recorded.
- D. It may be necessary for conditional use permits, and/or variances to implement modifications of uses or structures within the Specific Plan area. Conditional use permits and variances shall be processed through applicable City procedures and meet the provisions identified in Chapter 17.68 and 17.70 of the SEMMC.

6.3.2 Specific Plan Interpretations

In instances where any section, subsection, sentence, clause, phrase, portion or word contained within this Specific Plan is undefined, unclear or vague, the City's Community Development Director shall make a determination as to its meaning and intent.

6.3.3 Severability

If any section, subsection, sentence, clause, phrase, or portion of this Specific Plan, or any future amendments or additions hereto, is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Specific Plan, or any future amendments or additions hereto. The City hereby declares that it would have adopted these requirements and each sentence, subsection, clause, phrase, or portion or any future amendments or additions thereto, irrespective of the fact that any one or more sections, subsections, clauses, phrases, portions or any future amendments or additions thereto may be declared invalid or unconstitutional.

6.4 SPECIFIC PLAN MINOR ADJUSTMENTS AND AMENDMENTS

6.4.1 Minor Adjustments to the Specific Plan

Minor adjustments to the plans, guidelines, regulations, and standards contained in this Specific Plan may be approved at the discretion of the Community Development Director; provided, however, that such deviations are deemed to be in substantial conformance with this Specific Plan and are not detrimental to the public health, safety and welfare. Adjustments to the adopted Specific Plan must be consistent with the purpose and intent of the originally approved Specific Plan. Any decisions made by the Community Development Director may be appealed to the Planning Commission. Decisions of the Planning Commission may be appealed to the City Council. Decisions by the City Council shall be deemed to be final.

All minor adjustments must comply with the following requirements:

- A. The total number of dwelling units within the Starlite Specific Plan area may not exceed 207 dwelling units.
- B. The circulation plan network is essentially the same with only minor variations.
- C. No environmental impacts would occur above those addressed in the certified CEQA documentation for the adopted Specific Plan as a result of the proposed modifications.
- D. The public health, safety, and welfare shall not be jeopardized by the proposed modifications.

The following adjustments constitute minor adjustments to the approved Starlite Specific Plan and may be approved without amending the Specific Plan.

- A. Slight adjustments to the Specific Plan area boundaries that respond to more accurate or recent data or actual on-site conditions.
- B. Minor modifications of up to 20% to the building setback and height standards, and parking, signage, and landscape requirements.
- C. Minor changes to the circulation plan to accommodate actual conditions on-site or modify ingress and egress locations, or to respond to new information that was not available at the time the Specific Plan was originally prepared.
- D. Minor changes to the design of the internal drives cross-sections, provided that the drives have adequate capacity to handle the anticipated volumes of traffic and the design changes are deemed acceptable by the City's Traffic Engineer.
- E. Minor modifications to the design guidelines.
- F. Minor modifications to the grading plan.
- G. Minor modifications to the water, sewer, and/or drainage plan(s).
- H. Any modifications to the project phasing.

6.4.2 Specific Plan Amendments

- A. The project developer, project merchant builder, or property owner shall have the authority to initiate an amendment to the adopted Starlite Specific Plan at any time. No authorization by City staff, the Planning Commission or the City Council shall be necessary to initiate a Specific Plan Amendment.
- B. Said amendment shall not require a concurrent General Plan Amendment unless it is determined by the City of South El Monte that the proposed amendment would substantively affect the General Plan goals, objectives, policies, or programs.
- C. All Specific Plan Amendments shall be subject to the requirements of the CEQA Guidelines.
- D. The Planning Commission and City Council shall each hold a public hearing on the proposed amendment of the Specific Plan. Any hearing may be continued from time to time as deemed appropriate and necessary by the Planning Commission and City Council.
- E. The Planning Commission shall review all proposed amendments to the adopted Specific Plan. Upon the close of the required public hearing, the Planning Commission shall act by resolution to adopt, reject, or modify the proposed Specific Plan Amendment and forward its recommendation and findings to the City Council for action.
- F. The City Council shall review the Planning Commission's findings and recommendations. Upon the close of the required public hearing, the City Council shall act by resolution to adopt, reject, or modify the proposed Specific Plan Amendment.

G. Prior to approving or conditionally approving any Specific Plan Amendment, the Planning Commission and City Council must make that the following findings regarding the Amendment:

1. The proposed amendment is consistent with the South El Monte General Plan;
2. The proposed amendment is consistent with the objectives and intent of the Starlite Specific Plan;
3. The proposed amendment results in development of desirable character that will be compatible with existing and proposed development in the surrounding neighborhoods; and
4. Respects the aesthetic assets of the community consistent with economic realities.

6.5 TENTATIVE TRACT MAP

An implementing Vesting Tentative Tract Map is being processed through the City concurrently with this Specific Plan. The Vesting Tentative Tract Map will be processed according to the City’s standard Tentative Map Review process (SEMMC Chapter 16.16, Tentative Maps) and California’s Subdivision Map Act.

6.6 MAINTENANCE RESPONSIBILITIES

Successful operation of maintenance districts and associations are important in ensuring that the Specific Plan area is well-maintained. Maintenance responsibilities for the open spaces, landscape areas, lighting, and common project facilities will be maintained either by a management agency or a Homeowner’s Association (HOA), or similar entity. The project developer will be responsible for the maintenance of all areas and facilities listed in *Table 6.1, Maintenance Responsibility Matrix* until such time accepted by the appropriate entity.

**Table 6-1
Maintenance Responsibility Matrix**

MAINTENANCE AREA	LA COUNTY	CITY	HOA	SGA	UTILITY COMPANIES
Internal Driveways, Street Lights and Sidewalks			•		
Recreation Center/Common Open Space			•		
Project Entries			•		
Dry Utility Infrastructure					•
Water Systems				•	
Sewer		•			
Drainage Systems	•				

APPENDIX **A**

GENERAL PLAN CONSISTENCY ANALYSIS

The Starlite Specific Plan implements the applicable goals and policies of the City of South El Monte General Plan and is consistent with the General Plan, as amended. The analysis below demonstrates consistency between the Starlite Specific Plan and the applicable goals and policies of the City of South El Monte General Plan.

LAND USE ELEMENT		
GOAL 1.0: MAINTAIN A BALANCED MIX AND DISTRIBUTION OF LAND USES THROUGHOUT SOUTH EL MONTE.		
	Policy	Consistency Analysis
Policy 1.1	Provide opportunities for housing development at a range of densities and housing types that accommodate the varied interests and needs of present and future residents.	The Starlite Specific Plan includes both small-lot detached single-family and attached residential homes to provide unique housing opportunities to the community. In addition, the Project will provide 10.5% of the dwelling units as affordable housing units for moderate-income households, as discussed in Section 3.2 of the Specific Plan. By offering units to a variety of different income segments of the community, the Project is consistent with this policy.

GOAL 5.0: CREATE A SENSE OF IDENTITY AND PLACE FOR SOUTH EL MONTE WITHIN THE SAN GABRIEL VALLEY.

Policy		Consistency Analysis
Policy 5.2	Provide for the consistent use of street trees along all sidewalks and property frontages.	The Starlite Specific Plan includes trees along the internal streets, central paseo, and development edges throughout the entire community. Therefore, the Project is consistent with this policy.
Policy 5.6	Upgrade the visual quality of edge conditions between industrial and residential uses through street tree planting and on-site landscaping.	The Starlite Specific Plan includes landscaping along development edges, including increased setbacks, street trees, and on-site landscaping.

GOAL 6.0: PROVIDE FOR THE REVITALIZATION OF DETERIORATING LAND USES AND PROPERTIES.

Policy		Consistency Analysis
Policy 6.1	Encourage and continue use of redevelopment activities, including provision of incentives for private development, joint public-private partnerships, and public improvements, in those Business Improvement Areas designated in South El Monte.	Although redevelopment agencies no longer exist in California, the Starlite Specific Plan project includes the use of a housing density bonus by providing 10.5% of the dwelling units as affordable housing units for moderate-income households, as discussed in Section 3.2 of the Specific Plan. The project consists of an infill redevelopment and revitalizes a permanently closed swap meet.

CIRCULATION ELEMENT

GOAL 1.0: ENSURE THAT THE CITY’S STREET AND HIGHWAY SYSTEM PROVIDES ADEQUATE CAPACITY TO ENSURE ACCEPTABLE TRAFFIC FLOW.

Policy		Consistency Analysis
Policy 1.2	Continue to automate traffic signals and to develop an integrated traffic signal control system.	Although this is a City directive, the Specific Plan proposes the installation of a new traffic light at the intersection of Rosemead Boulevard and the project entry drive.

GOAL 2.0: MAINTAIN EASY, CONVENIENT ACCESS TO AND FROM SOUTH EL MONTE VIA THE POMONA FREEWAY AND ROSEMEAD BOULEVARD.

Policy		Consistency Analysis
Policy 2.2	Support Caltrans efforts to facilitate smooth traffic flow along Rosemead Boulevard.	Two gated ingress/egress points are proposed – one of which provides direct access to Rosemead Boulevard. A new traffic light at the intersection of Rosemead Boulevard and the project entry drive to help facilitate smooth traffic flow.

GOAL 5.0: PROVIDE ADEQUATE PARKING FOR EXISTING AND FUTURE VEHICLE DEMAND.

Policy		Consistency Analysis
Policy 5.2	Consider revising the zoning regulations to require new developments to incorporate a limited number of parking spaces capable of accommodating electric vehicle recharge stations.	The Specific Plan requires that future development projects shall comply with applicable CALGreen code requirements, including EV capable parking space and infrastructure requirements.

GOAL 6.0: PROTECT RESIDENTIAL NEIGHBORHOODS FROM THROUGH TRAFFIC ASSOCIATED WITH NON-RESIDENTIAL USES.

	Policy	Consistency Analysis
Policy 6.1	Investigate on an as-needed basis the appropriateness of installing speed humps and other traffic calming features to discourage through traffic.	The Specific Plan discourages through traffic and incorporates traffic calming features by installing vehicular gates at the project entries and providing a loop street that includes narrow travel lanes and on-street parking.
Policy 6.3	Institute a program and time schedule to provide sidewalks in residential neighborhoods where sidewalks are needed.	Pedestrian circulation throughout the development is facilitated by a system of interior sidewalks. These pathways will connect the interior of the development to the network of existing City sidewalks.

HOUSING ELEMENT

GOAL 1.0: PROVIDE A VARIETY OF TYPES AND AN ADEQUATE SUPPLY OF HOUSING TO MEET THE EXISTING AND FUTURE NEEDS OF CITY RESIDENTS.

Policy		Consistency Analysis
Policy 1.1	Provide adequate sites to facilitate the development of a range of residential development types in South El Monte which fulfill regional housing needs, including low-density single family units, and moderate- to higher-density single-family attached and multiple-family units.	The Starlite Specific Plan allows for the development of moderate-density single-family and multiple-family housing to help address the City’s share of regional housing needs. The Project will provide 10.5% of the dwelling units as affordable housing units for moderate-income households, as discussed in Section 3.2 of the Specific Plan.
Policy 1.3	Locate higher density housing in close proximity to public transportation, services, and recreation.	The Project is within 500 feet of bus stops for Metro Routes 176 and 266, located at the intersection of Rosemead Boulevard and Fern Avenue. Combined, these routes offer direct access to the El Monte Station (Silver Line), Sierra Madre Gold Line Station, Lakewood Green Line Station, Rosemead Square, San Gabriel Mission, the Shops at Montebello, Whittier Narrows Recreation Area, LA County Social Services Building, and Lakewood Mall. The headway on this route is currently less than every 20 minutes during the AM and PM peak hours.

GOAL 3.0: IMPROVE COMPATIBILITY BETWEEN RESIDENTIAL AND INDUSTRIAL/ COMMERCIAL LAND USES

Policy		Consistency Analysis
Policy 3.2	Provide new opportunities for housing in the City, such as through intensification in designated neighborhoods, as a means of offsetting the loss of units in industrial zones.	The Starlite Specific Plan is an infill development that converts the mostly vacant site of the former Starlite drive-in/swap into a high-quality residential community to meet the City’s housing needs.

PUBLIC SAFETY ELEMENT		
GOAL 1.0: REDUCE THE RISK OF DANGER RELATED TO NATURAL HAZARDS		
Policy		Consistency Analysis
Policy 1.2	Require liquefaction studies to be prepared for new development proposed to be located in areas of the City with high susceptibility to liquefaction hazards.	Liquefaction hazards identified during the environmental review process will be appropriately mitigated to minimize potential damage.
Policy 1.3	Work with owners of high pressure gas lines to ensure that the lines are adequately safeguarded against rupture in the event of an earthquake.	Hazards to life and property identified during the environmental review process will be appropriately mitigated to minimize potential damage.

GOAL 3.0: MINIMIZE THE ADVERSE EFFECTS OF EXCESSIVE OR UNUSUAL NOISE ON THE CITY'S RESIDENTIAL AND BUSINESS POPULATIONS.		
Policy		Consistency Analysis
Policy 3.1	Use the noise/land use compatibility standards presented in Table PS-1 as a guide for future planning and development decisions.	New residential dwellings within the Specific Plan area shall be consistent with the Noise Control Ordinance and the relevant land use compatibility criteria, exterior and interior noise standards.

GOAL 4.0: STRIVE TO MAINTAIN THE FOLLOWING INSURANCE SERVICE ORGANIZATION (ISO) RATINGS CITYWIDE: RATING OF 3 FOR RESIDENTIAL USES AND RATING 3 FOR COMMERCIAL AND INDUSTRIAL USES.

Policy		Consistency Analysis
Policy 4.3	Utilize the expertise of County Fire Department personnel to review development proposals where fire hazards are of concern.	All proposed development plans will be circulated to the Los Angeles Fire Department for evaluation on fire safety impacts.

GOAL 7.0: PROVIDE SAFE ENVIRONMENTS FOR CITY RESIDENTS AND BUSINESSES.

Policy		Consistency Analysis
Policy 7.2	Develop defensible space guidelines to be used in the review of development proposals.	The Starlite Specific Plan will incorporate Crime Prevention Through Environmental Design (CPTED) strategies to help deter crimes and increase perceived safety, such as providing community entry gates, placing windows to overlook walkways and parking areas, creating landscape designs that allow for natural surveillance, and providing adequate nighttime lighting for safety.

RESOURCES ELEMENT

GOAL 1.0: PROVIDE LOCAL PUBLIC PARK SPACE AT A RATIO OF 2 ACRES OF PARK LAND PER 1,000 CITY RESIDENTS.

Policy		Consistency Analysis
Policy 1.2	Investigate opportunities to create small neighborhood or “pocket” parks in the north half of the City.	The Starlite Specific Plan includes a neighborhood park with a variety of recreational amenities to meet the needs of the residents.

GOAL 3.0: ENSURE THAT CITY RESIDENTS AND BUSINESSES ARE PROVIDED WITH A RELIABLE, SAFE DOMESTIC WATER SOURCE.

Policy		Consistency Analysis
Policy 3.1	Continue to participate in the National Pollution Discharge Elimination Systems (NPDES) program under the direction of the Los Angeles County Department of Public Works.	The Project will comply with SEMMC Section 8.44 Stormwater Management and Discharge Control requirements.

GOAL 4.0: ACHIEVE BROAD-BASED PARTICIPATION IN WATER CONSERVATION PROGRAMS.

Policy		Consistency Analysis
Policy 4.1	Provide residents and businesses with information about landscaping and irrigation systems that reduce water use.	The proposed landscape plant palette will comply with SEMMC Section 17.25.050 Water Efficient Landscape standards. All proposed landscaping irrigation shall meet all requirements of the CGBC and City of South El Monte standards for water efficient landscaping.
Policy 4.2	Establish regulations that require new developments to incorporate water-saving plumbing fixtures.	The Specific Plan requires that future development projects shall comply with applicable CALGreen code requirements, which include water-saving plumbing fixture requirements to reduce water consumption.

GOAL 5.0: IMPROVE AIR QUALITY FOR FUTURE GENERATIONS OF SOUTH EL MONTE RESIDENTS.

Policy		Consistency Analysis
Policy 5.2	Review the zoning regulations annually to identify whether revisions are required to accommodate and encourage the use of alternative-fuel vehicles (e.g. electric cars).	Although this is a City directive, the Specific Plan promotes the use of alternative-fuel vehicles and requires that future development projects comply with the CALGreen code requirements for EV capable parking spaces and infrastructure.

GOAL 6.0: CONTROL AND REDUCE THE AMOUNT OF WASTE GENERATED IN THE CITY.

Policy		Consistency Analysis
Policy 6.1	Implement a public awareness and education program about the recycling, reduction, and reuse of materials.	Although this is a City directive, future development projects in the Specific Plan area are required to comply with the CALGreen’s waste recycling requirements.

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