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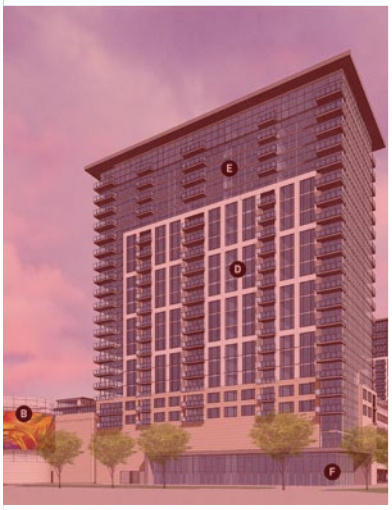
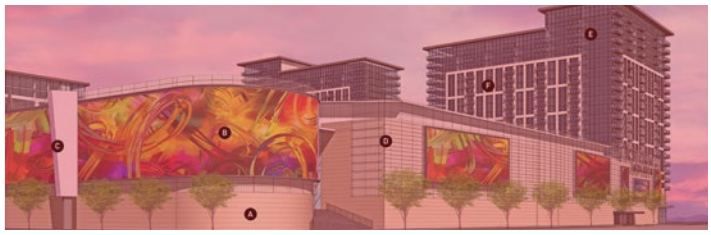
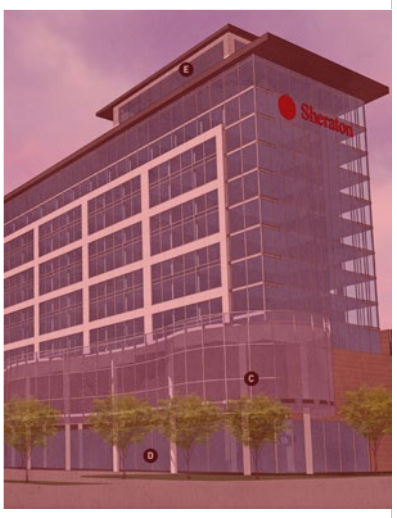
Flair Spectrum Specific Plan







January 2015

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FINAL

Flair Spectrum Specific Plan

December 2014

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Table of Contents

1.0 Introduction

2.0 Planning Framework

3.0 Development Plan

4.0 Land Use and Development Standards

5.0 Design Guidelines

6.0 Implementation and Administration

Appendix

Tables

Exhibits

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1.0 Introduction

Flair Spectrum Specific Plan

1.0 Introduction

Flair Park has a long history as a leading center for innovative and cutting edge aerospace technology and manufacturing in Southern California. A new vision has emerged for Flair Park, one that will transform this once prominent industrial center into a thriving retail, hospitality, entertainment, and residential mixed-use center. The Flair Spectrum Specific Plan is the catalyst that will put this new Flair Park vision into motion.

Flair Park is evolving. It started as a small dusty airfield with an unpaved runway and several hangars. It then transformed into a flourishing aviation and aerospace manufacturing district in the 1950s and 1960s, where new aircraft equipment were crafted and innovative designs were formed to propel rockets and spaceships into space.

Today, Flair Park consists of a mix of manufacturing uses and professional offices, creating a large employment hub in the San Gabriel Valley with a concentration of government, finance, light manufacturing, and business services.

Tomorrow, Flair Park will build upon these existing, successful uses and transform into a prosperous high-rise office and financial district that powers an economic engine for the City of El Monte and the San Gabriel Valley. The central core to this district will be the Flair Spectrum project, **a thriving retail, hospitality, entertainment, and residential mixed-use center that will serve as a catalyst to the Flair Park District.** This Specific Plan will guide the Flair Spectrum project in creating an attractive destination for residents, visitors, and businesses, while enhancing and supporting the existing industries and uses that have made Flair Park the economic hub it is today.

An assortment of planes and a hanger located at Rosemead Airport (later Fletcher Airport) in the 1940s

Cathay Bank Corporate Center in Flair Park opened in 2009

Flair Spectrum envisions a new mixed-use development with a luxury outlet retail center, residences, and a hotel

PLAN INTRODUCTION

A specific plan is a tool used to implement a city's general plan. A specific plan establishes a link between policies and implementation measures in a general plan and a development proposal for a defined area.

The Flair Spectrum Specific Plan is a comprehensive policy and regulatory guidance document for the private use and development of all properties within the Flair Spectrum Specific Plan area. The Specific Plan defines the uses that are permitted and their location, as well as the design guidelines for buildings and related improvements on the site. The Specific Plan ensures that the area develops in a coordinated manner with adequate consideration of infrastructure, services, and public safety. By providing the necessary regulatory and design guidance contained within this document, it ensures that the land within the Flair Spectrum Specific Plan implements the City of El Monte's design, land use, and economic development goals for Flair Park.

Vision El Monte

In 2011, the City comprehensively updated El Monte's General Plan "Vision El Monte." The General Plan Update went through an active engagement process with City leaders, City staff, residents, property owners, community leaders, the business community, and many other stakeholders. The General Plan contains specific goals and policies for the Flair Park Strategic Area that focuses on community design, land use, and economic development. The following are the key goals for Flair Park.

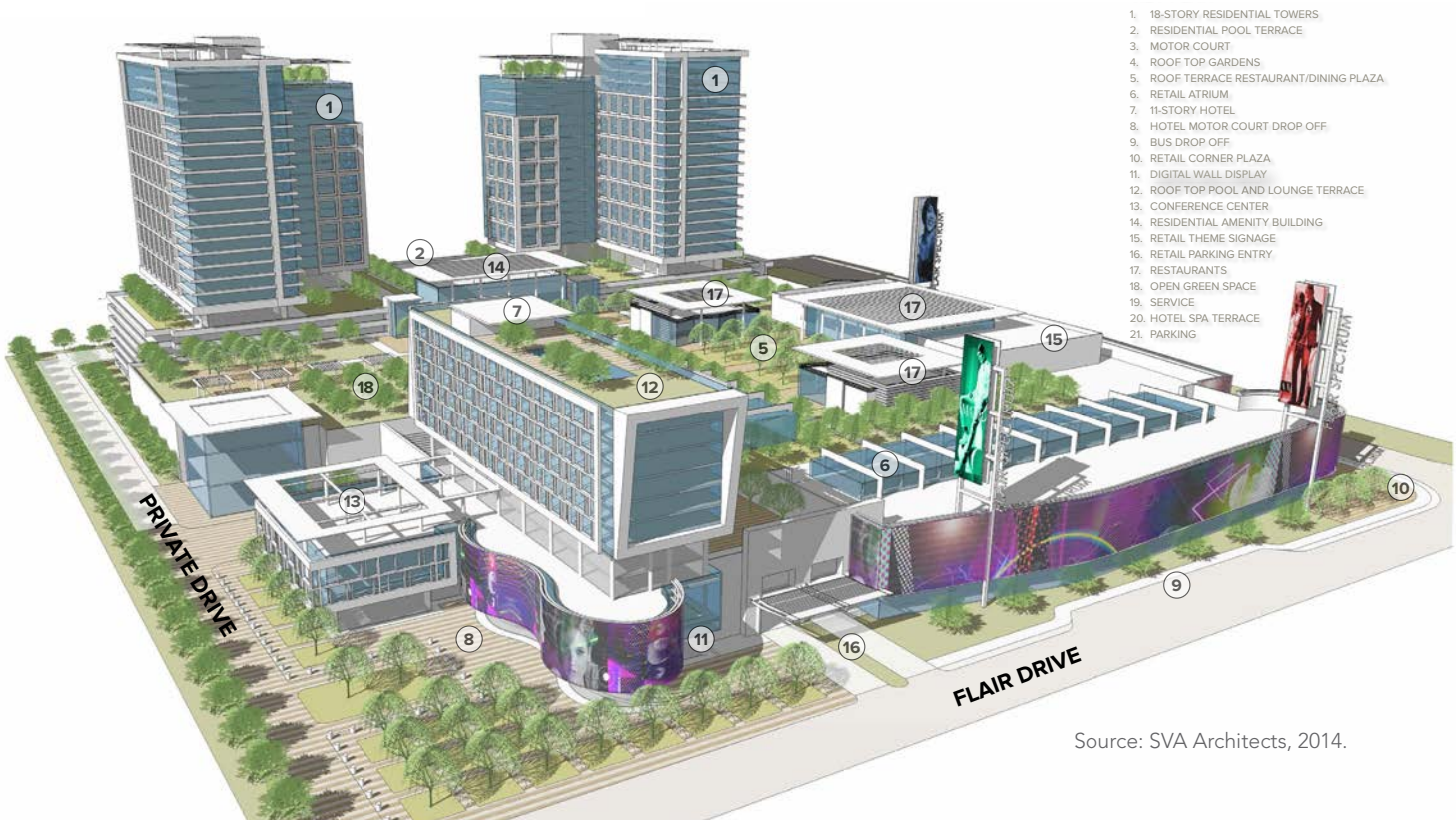
Flair Park Community Design Goal: The international finance district of the San Gabriel Valley, denoted by its iconic skyline, modern architecture, parks and natural amenities, and highly amenitized working and living environment that builds on its strengths in finance, banking, government, and institutional uses.

Flair Park Land Use Goal: Establish a first-class professional office district characterized by a diverse mix of financial, government, institutional, hospitality, and supporting land uses; distinctive architecture and iconic skyline; high-quality business park amenities; and unparalleled access to freeway, rail, and transit options.

Flair Park Economic Development Goal: Southern California's leading firms engaged in international trade and finance will locate major corporate operations in Flair Park.

The goals in the General Plan will provide the foundation for the Flair Spectrum Specific Plan. Appendix A provides a consistency analysis between the related goals and policies of the General Plan with the Flair Spectrum Specific Plan.

EXHIBIT 1.1: CONCEPTUAL PERSPECTIVE ILLUSTRATION



Source: SVA Architects, 2014.

PROJECT DESCRIPTION

This Specific Plan provides the development guidance for Flair Spectrum, a mixed-use development project located in El Monte's professional and financial district known as Flair Park. The Flair Spectrum project is intended to deliver a lively urban village experience, consisting of retail, hospitality, and residential uses, creating a unique and attractive gathering space for Flair Park, the City of El Monte, and the San Gabriel Valley.

The proposed project, which fronts on a 14.66-acre site along the Interstate 10 (San Bernardino Freeway), will include up to 640,000 square feet of luxury outlet retail stores, up to 50,000 square feet of destination restaurants, a hotel with up to 250 rooms, and two high-rise residential towers with 600 units, see Exhibit 1.1, Perspective View.

The two-level luxury outlet retail center will feature leading and design-brand items, attracting destination shoppers and travelers. The retail center's roof will include an atrium, allowing natural light to fill the building.

A large portion of the retail center's roof will consist of a restaurant/dining terrace, allowing up to 50,000 square feet of destination restaurants with outdoor dining areas. The rooftop also consists of large public gathering spaces and usable, passive landscaped areas.

The 250-room full-service hotel will be 13 stories and include the following amenities: a conference facility with small and large banquet rooms and breakout rooms, a signature restaurant and bar, cafe, rooftop resort-style outdoor swimming pool and lounge, and fitness center, see Exhibit 1.2, Northeast Corner View. The hotel will have direct pedestrian access to the luxury outlet retail center and include a motor court drop-off and pick-up area with valet service.

EXHIBIT 1.2: NORTHEAST CORNER VIEW

Source: SVA Architects, 2014.

A. Stone Base (Typical for all buildings)
B. LED Signage at Retail
C. Curved Window Wall at Conference Level
D. Hotel Lobby
E. Rooftop Lounge
F. Main Banquet Prefunction Area

The 600 residential units will be located in two high-rise residential towers with 19 floors each, which will be on top of an eight-level parking podium (one level below ground, seven above ground), see Exhibit 1.3, Tower Corner View. The green deck located above the parking podium will have lush landscaping and will provide common recreational and gathering spaces for residents, such as a pool and lounge areas, courtyards, and outdoor rooms.

Views from the residential towers and green deck will provide views of the San Gabriel Valley and San Gabriel Mountains. Direct pedestrian access to the luxury outlet retail center and rooftop restaurants will be provided from the rooftop deck of the parking structure area. A residential amenity building will provide the controlled access between the uses.

The project will provide up to 3,491 parking spaces to support the proposed mixed use project. The hotel will include a two-level, underground parking structure. The luxury outlet retail center will include a one-level, underground parking structure. The residential towers will be located above a eight-level parking structure. One level will be located underground and seven levels above ground. A shared parking plan will provide parking flexibility between uses and parking facilities and ensure an efficient allocation of parking spaces.

The mixed-use development is designed to incorporate a mixture of activities that support and encourage pedestrian activity, as well as pedestrian connectivity between the various uses and structures. Street-level pedestrian entrances will be included for each of the retail, hotel, and residential structures.

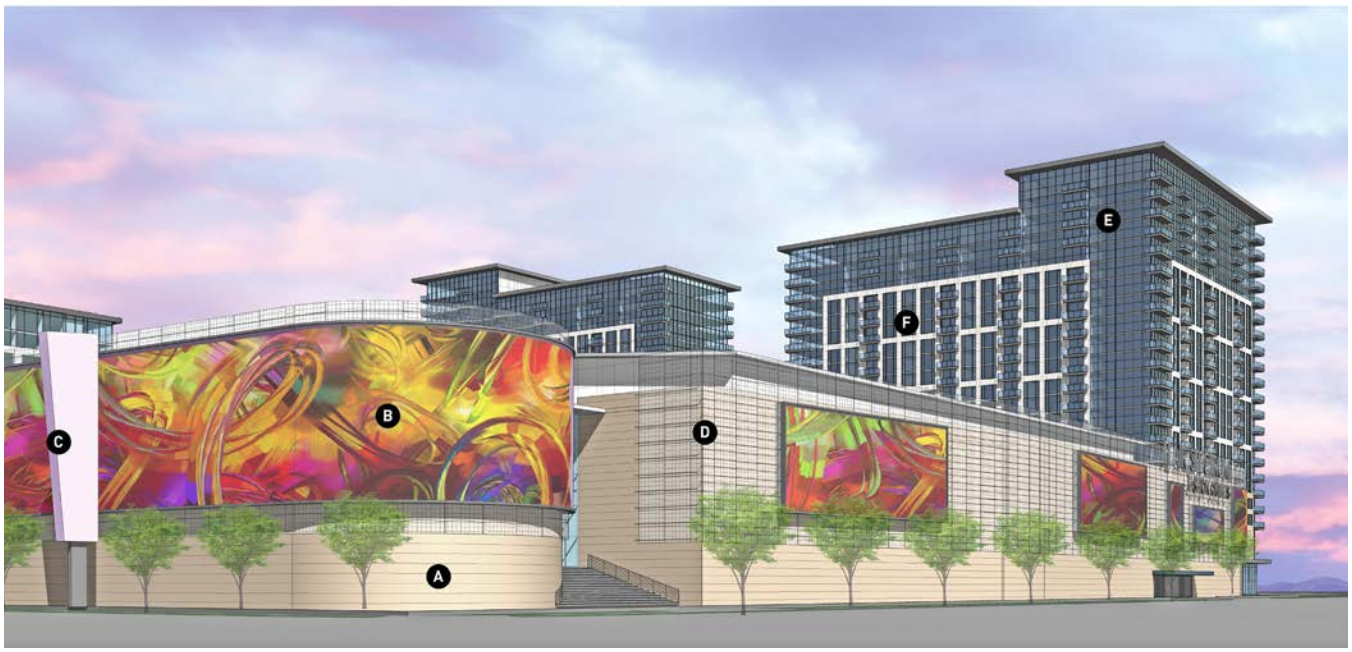
Pedestrian circulation and access is a key component of Flair Spectrum. A series of interconnecting sidewalks and pathways with appropriate lighting are provided to improve the pedestrian experience and safety, and to connect the multiple land uses. These interconnecting pedestrian paths also connect and pass through public gathering spaces that offer many pedestrian amenities to create a comfortable environment.

EXHIBIT 1.3: TOWER CORNER VIEW

Source: SVA Architects, 2014.

A. Stone Base (Typical for all buildings)
B. LED Signage at Retail
C. Backlit Decorative Metal Mesh at Retail
D. White Plaster System or GFRC
E. Efficient Dual-Glazed Window System Throughout
F. Two-Story Lobby Entries at Condominium Towers

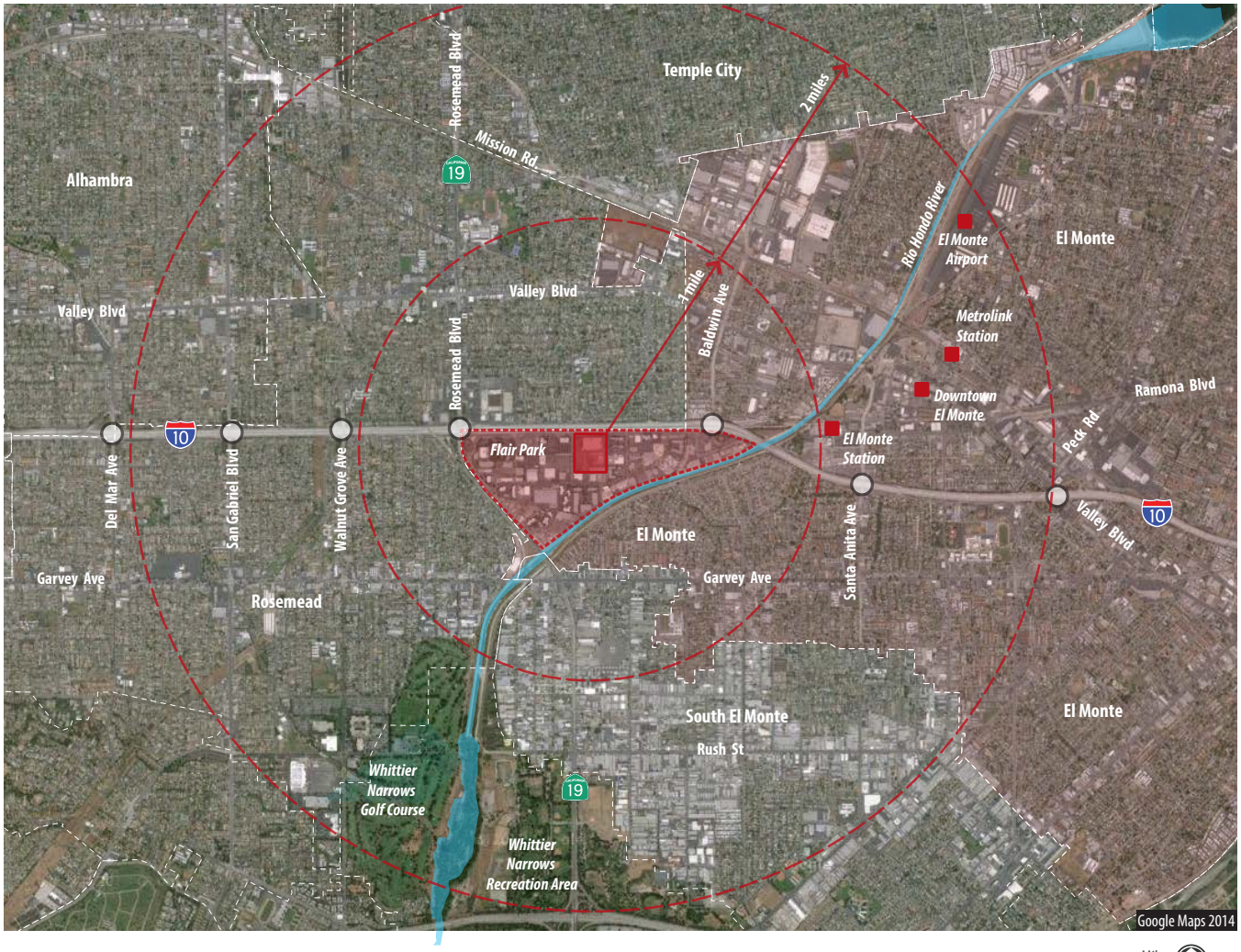
EXHIBIT 1.4: NORTHWEST FREEWAY VIEW



Source: SVA Architects, 2014.

A. Stone Base (Typical for all buildings)
B. LED Signage at Retail
C. Freestanding Retail Signs
D. Backlit Decorative Metal Mesh at Retail
E. Efficient Dual-Glazed Window System Throughout
F. White Plaster System or GFRC

EXHIBIT 1.5: REGIONAL LOCATION



LOCATION AND PLAN BOUNDARY

The Specific Plan boundary is located in Flair Park, an office and business center within the western edge of the City of El Monte. The Plan area is bounded by Flair Drive and I-10 freeway to the north and Rio Hondo Avenue to the west. To the east and south are established light industrial businesses, offices, and cultural/institutional uses. These properties are bounded by Telstar Avenue to the south and Fletcher Avenue to the east. See Exhibit 1.4 (Regional Location) and Exhibit 1.5 (Plan Boundary).

EXHIBIT 1.6: PLAN BOUNDARY

Flair Spectrum Plan Boundary

BASELINE CONDITIONS

Site Conditions

The Specific Plan area consists of approximately 14.66 acres within three parcels (APN: 8581-001-029, 8581-001-025, and 8581-001-046).

The site formerly housed several industrial buildings operated by Sargent Fletcher, a subsidiary company of Cobham. The majority of the site is paved in asphalt and was used for parking. In 2010, Sargent Fletcher abandoned the buildings and site and subsequently sold the land.

In the early 1970s, several underground storage tanks used for storing benzene and gasoline were installed on the site. Both tanks were removed in 1988. In 2014, all of the buildings located on the site have been demolished. The site has undergone extensive testing for hazardous materials. Prior to grading and construction, the site will go through soil remediation with the appropriate clearances by the Los Angeles County Fire Department Site Mitigation Unit.

Flair Park

Flair Park started as a small airfield with several small hangers and an unpaved runway located along the Rio Hondo River. The airport had several names: Western Air College, Rosemead Airport, Pasadena – Rosemead Airport, and Fletcher Airport. In the 1950s, it was the former headquarters and home to the Goodyear blimp for six months. After the airport closed in the early 1960s, the Fletcher Aviation Corporation offered available land in Flair Park for the Dodgers to build a baseball stadium. However, that never came to fruition.

Flair Park eventually transitioned to aerospace and aviation manufacturing businesses. In 1952, the Fletcher Aviation Corporation, which specialized in the manufacturing of aircraft fuel tanks, left Pasadena to buy a large site in Flair Park. Between 1953 and 2010, Sargent Fletcher (formerly the Fletcher Aviation Corporation) continually manufactured aerial refueling systems, special purpose pods, and external fuel tanks.

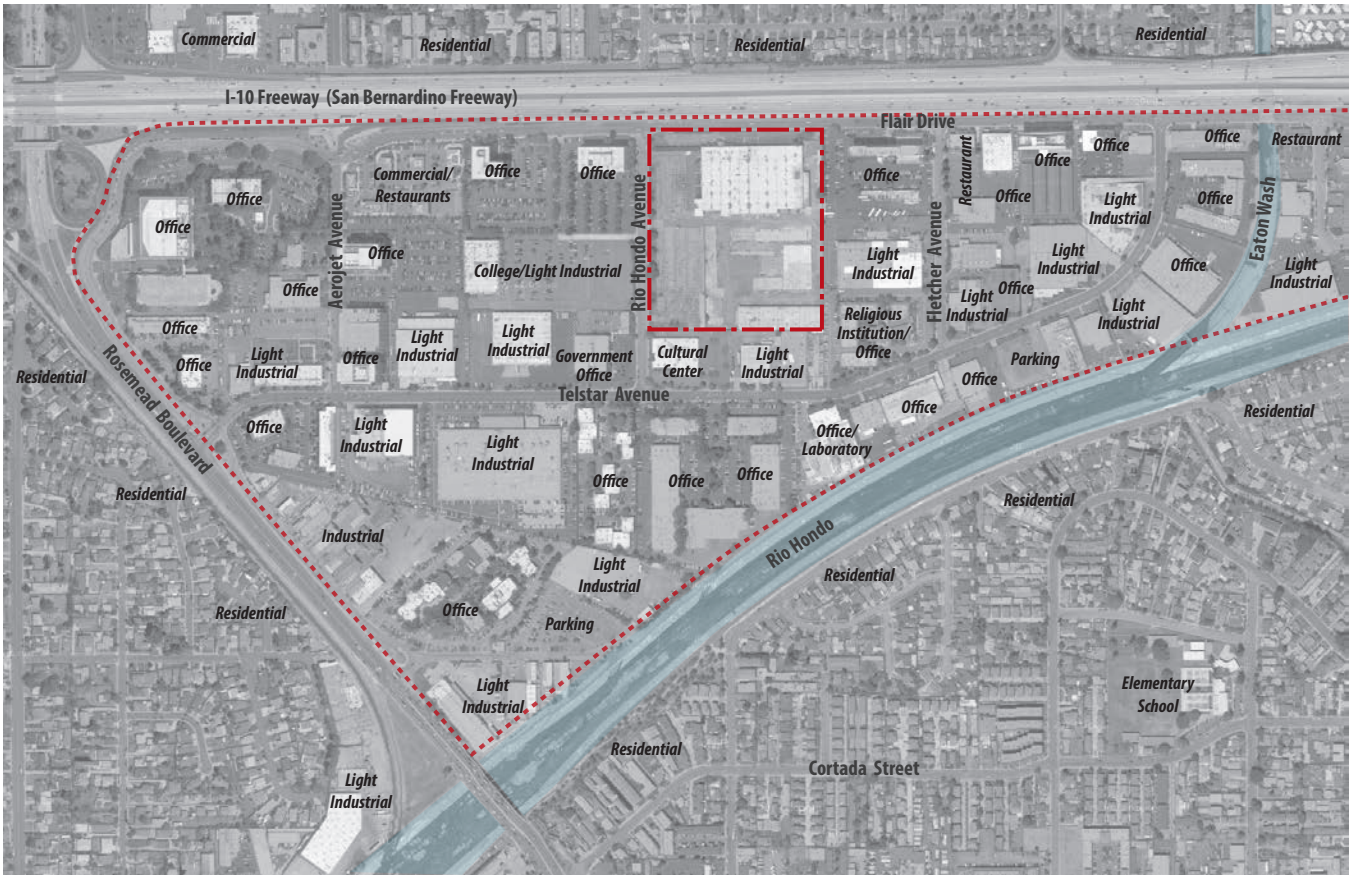
Aerojet General Corporation, a rocket and missile propulsion manufacturer, also had a facility in Flair Park (formerly at 9100 East Flair Drive).

Over the years Flair Park slowly transitioned from manufacturing to a professional office district with private companies and governmental agencies. Today, some of the major companies and agencies located in Flair Park include Wells Fargo, Cathay Bank, East West Bank, the Internal Revenue Service, and a County of Los Angeles Social Services office.

1948 aerial of Rosemead Airport with Rio Hondo along the bottom of the photo (dark brush and sandy banks)

Available Flair Park land offered to the Dodgers for a new stadium in the early 1960s

EXHIBIT 1.7: SURROUNDING LAND USES



Flair Spectrum Plan Boundary

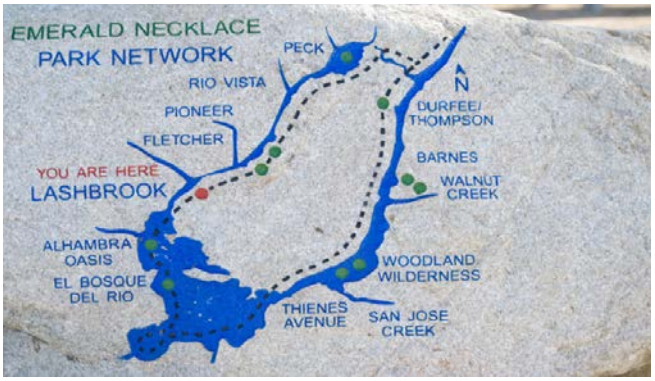
Flair Park

Flair Park Surrounding Land Uses

Flair Park generally consists of office and light industrial uses with some supporting restaurants, retail, and other uses. The Flair Spectrum Plan area is surrounded by various office and light industrial uses to the west, east, and south. To the south of the Specific Plan area is the Cultural Center of Taipei Economic and Cultural Office in Los Angeles (El Monte) and several light industrial uses. To the southeast of the Specific Plan area is a small business park consisting of a religious institution, offices, adult day care center, and government offices. Directly to the west of the Specific Plan area are various offices, light industrial uses, and a small private college, as shown in Exhibit 1.6.

Emerald Necklace

The southern boundary of Flair Park is the Rio Hondo. The river, now channelized, is a tributary of the Los Angeles River and is a Westside segment of the Emerald Necklace. The southern bank of the Rio Hondo includes a bike path, which connects portions of Arcadia and Irwindale to the Whittier Narrows Recreation Area, Montebello, Pico Rivera, and ultimately to the Los Angeles River. At Rosemead Boulevard, the trail has an underpass beneath the boulevard. There are also access points at Rosemead Boulevard, which connect to Lashbrook Park in the City of El Monte.



Emerald Necklace map painted on a stone at Lashbrook Park

ORGANIZATION OF THE SPECIFIC PLAN

The Flair Spectrum Specific Plan is organized as follows:

1. **Introduction.** This chapter provides an explanation of the role and function of specific plans, the intent and purpose of the Flair Spectrum Specific Plan, a summary of the proposed development, and the planning context – location, setting, and surrounding land uses. This chapter also describes the scope and authority of the Plan and its compliance with CEQA as well as its relationship to the City's General Plan and Zoning Ordinance.

2. **Planning Framework.** This chapter describes the policy foundation for the Flair Spectrum Specific Plan, including Guiding Principles and Specific Plan Objectives related to the development and implementation of this Specific Plan.

3. **Development Plan.** This chapter establishes the overall land use concept and provides the necessary infrastructure plans, including the circulation, water, sewer, and storm drain plans.

4. **Design Guidelines.** This chapter identifies the overarching themes for the architectural and urban design of Flair Spectrum.

5. **Land Use and Development Regulations.** This chapter establishes the land use designations and regulations for Flair Spectrum. Upon adoption of this Specific Plan, the land use and development standards within this chapter serve as the legal zoning for the Specific Plan area.

6. **Implementation and Administration.** This chapter provides requirements for development review and administration of the Flair Spectrum Specific Plan, including amendment procedures, equivalency program, and implementation priorities.

7. **Consistency with General Plan.** This chapter provides a summary on how the Flair Spectrum Specific Plan is in compliance with the City's General Plan.

A. **Appendices.** The technical studies supporting the project's design are included as appendices to the Specific Plan.

PURPOSE AND INTENT

The Flair Spectrum Specific Plan establishes land use regulations, development standards, and design guidelines tailored to the unique goals of the Flair Spectrum development at this particular location. The Specific Plan defines the uses that are permitted and their locations, as well as design guidelines for buildings and related on-site improvements. The Specific Plan ensures that the area develops in a coordinated manner with adequate consideration of infrastructure, services, public safety, and project financing.

The purpose of the Specific Plan is:

- To provide a planning framework that responds to the physical and market-driven aspects of future development opportunities;
- To reclaim the site and transform it into a visually attractive living, working, and shopping environment;
- To determine the appropriate location, maximum intensity and mix of uses through new development parameters;
- To encourage compatible land uses and interfaces with adjacent properties; and
- To conform to State laws and local ordinances and policies for the preparation of Specific Plans.

SPECIFIC PLAN REQUIREMENTS

The range of issues contained in a specific plan is left to the discretion of the decision-making body. However, all specific plans – per Sections 65450-65457 of the Government Code – must at a minimum address the following:

A specific plan shall include text and diagrams which specify all of the following in detail:

(1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.

(2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.

(3) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.

(4) A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3).

AUTHORITY AND SCOPE OF THE SPECIFIC PLAN

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

As a regulatory plan, this document serves as zoning law for the land within the Specific Plan area. Development plans, site plans, and tentative tract and parcel maps must be consistent with the Flair Spectrum Specific Plan and the El Monte General Plan. The scope of topics covered in this Specific Plan includes land use, infrastructure, development standards, design guidelines, and implementation measures, all of which must meet the minimum requirements of a specific plan, as established by California Government Code and City of El Monte Municipal Code Section 17.67.010, et.seq.

CALIFORNIA ENVIRONMENTAL QUALITY ACT COMPLIANCE

The Flair Spectrum Specific Plan is a discretionary project and is subject to the requirements of the California Environmental Quality Act (CEQA). Pursuant to State and local CEQA guidelines, an Environmental Impact Report addressing the impacts associated with the development of Flair Spectrum must be considered and certified by the City of El Monte prior to approval of the Specific Plan.

2.0 Planning Framework

Flair Spectrum Specific Plan

2.0 Planning Framework

The Flair Spectrum Specific Plan establishes a coherent and consistent policy framework that is derived from a series of guiding principles and objectives aimed at providing the foundation for the development plan, standards, guidelines, and implementation.

The Flair Spectrum Specific Plan will promote the evolution of Flair Park into a thriving retail, hospitality, entertainment, and residential mixed-use center that will serve as a catalyst to the Flair Park District. The Guiding Principles and Specific Plan Objectives outlined in this section provide the planning framework that allows Flair Spectrum to develop as it is envisioned.

COMMUNITY OUTREACH AND PUBLIC INPUT

Public engagement is a key element of developing a specific plan and establishing a framework for Flair Spectrum that will benefit the community as a whole. Flair Spectrum has conducted various meetings with stakeholders and surrounding property owners to provide information about the project and to also allow for feedback on specific concerns, environmental challenges, and questions.

El Monte Ad Hoc Committee. In Spring 2014, preliminary conceptual plans and renderings were presented to the El Monte Ad Hoc Committee, which is made up of the mayor and a councilmember.

Environmental Scoping Meeting. A public scoping meeting was held on July 30, 2014 at El Monte City Hall Council Chambers to receive public comments regarding the scope of the Flair Spectrum Specific Plan Environmental Impact Report.

Planning Commission Study Session. A study session was conducted with the Planning Commission to review the proposed project and receive public input. The Study Session was held during the public review period of the Draft Environmental Impact Report.

Planning Commission and City Council Public Hearings. The Planning Commission and City Council conducted public hearings on the Flair Spectrum Specific Plan and hear public comments.

SPECIFIC PLAN POLICY FRAMEWORK

The Specific Plan Policy Framework provides the primary policy guidance for this document. All development within the Specific Plan area shall be guided and be consistent with the Guiding Principles and Specific Plan Objectives identified here. The Specific Plan Guiding Principles proposes a set of overarching principles to shape the policies of the Flair Spectrum Specific Plan, whereas, the Specific Plan Objectives implement these principles.

Specific Plan Guiding Principles

A VIBRANT MIXED-USE PROJECT that integrates residential, retail, restaurant, and hotel uses through pedestrian connectivity and gathering spaces.

STUNNING IDENTITY using iconic architecture, eye-catching signage, and visually attractive street edges.

A DESTINATION RETAIL CENTER that provides a shared sense of place that draws customers from El Monte, San Gabriel Valley, and the Los Angeles region.

MODERN AND SOPHISTICATED RESIDENCES within high-rise towers that include amenities, services, and attractive outdoor communal gathering spaces.

AN ICONIC HOTEL FACILITY with comfortable and upscale guest rooms, along with functional amenities and spaces that resonate with visitors and travelers.

A FLEXIBLE PARKING STRATEGY that accommodates parking facilities for all residents and visitors.

A SUSTAINABLE MIXED USE CENTER through green building designs, technologies, and practices.

Vibrant mixed-use project

Stunning identity

A destination retail center

Modern and sophisticated residences

Specific Plan Objectives

The Flair Spectrum Specific Plan reflects the City of El Monte's long-term objectives that include expansion of the City's economic base that is consistent with maintaining and enhancing the high quality of life for all residents. The following objectives, achieved through implementation of the Specific Plan, have been identified for the project:

1. Establish a signature luxury mixed-use village that provides residential, retail, and hospitality uses that will **create a dynamic and lively core** for Flair Park.

2. Create **an economically vibrant and diverse center** that provides services and amenities to the community and region, while providing the City with economic benefits through employment opportunities and tax revenues.

3. Ensure the luxury retail outlet center, visitor-serving uses, residential towers, parking facilities, outdoor rooftop spaces, and street-front entrances are easily **connected through a network of visual and pedestrian linkages**.

4. To provide multi-family residential dwelling units that facilitate housing diversity and choice, particularly close to employment centers, and will include a **wide range of residential amenities and communal spaces.**

Outdoor dining spaces

Pedestrian access and connectivity

Spaces for relaxation and recreation

Amenities for residents and visitors

5. Provide flexible standards that permit limited modifications between retail, restaurants, and office spaces that **align with the ever changing market conditions and allow for long-term financial stability**.

6. Create an identifiable and a visually inviting mixed use center through **iconic architecture and placemaking principles** to create an attractive, authentic, and livable center.

7. Create a series of **attractive, interconnected gathering spaces,** including rooftop terraces, outdoor dining spaces, gardens, green decks, courtyards, pools, lounges, and other outdoor facilities to meet the recreational and social needs of residents, and guests.

8. Provide for flexible parking standards to encourage **parking facilities that sufficiently meet the parking demand for all uses** at all times.

9. **Provide for safe and efficient vehicular and pedestrian movement within and through Flair Park**, while providing connectivity to the Emerald Necklace's network of bikeways, multi-use trails, parks, and greenways located along the Rio Hondo River.

10. Lessen the potential transportation impacts to the greatest extent feasible by **providing innovative transportation demand strategies and alternative transportation options.**

Bicycle facilities

Attractive, efficient, and ample parking solutions

Attractive communal gathering spaces

Connectivity to the Emerald Necklace

11. Establish **infrastructure improvements** for water, sewer, storm drains, utilities, roads, intersections, and other facilities to adequately support development.

12. Ensure that public and recreational facilities, learning and educational institutions, and other public services **adequately serve new residents and visitors.**

13. **Minimize adverse impacts to surrounding uses** while allowing for views to the San Gabriel Mountains.

14. **Create a more sustainable environment** by incorporating strategies that minimize the consumption of natural resources, conserve energy and water, incorporate natural systems, and reduce pollutants into the environment.

Iconic hospitality facility

Sustainable design components

Roof deck outdoor spaces

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3.0 Development Plan

Flair Spectrum Specific Plan

3.0 Development Plan

The Development Plan identifies the proposed land uses, circulation, landscaping, and sustainability improvements located within the Flair Spectrum Specific Plan area, and the infrastructure and services required to support the project.

LAND USE PLAN

The Land Use Plan provides for the development of a vibrant, mixed-use community that allows for a variety of housing, lodging, employment, commercial, entertainment, and open space opportunities that expand the Flair Park District and strengthen the citywide economy. To achieve this, Flair Spectrum encourages the integration of a variety of complementary land uses and community-accessible amenities and services to establish the Specific Plan area as a key activity node within the Flair Park District.

The Flair Spectrum Specific Plan allows for a lively urban village experience consisting of attractive outlet retail shops, destination restaurants, public gathering spaces, residences, and hotel, as shown in Exhibit 3.1, Land Use Plan. At project build-out, the Specific Plan allows for up to 640,000 square feet of luxury outlet retail shops, up to 50,000 square feet of destination restaurants, a hotel with a maximum of 250 rooms, and up to 600 residential condominium units located within two modern high-rise towers.

This chapter provides the framework to guide the development of these uses and identifies the land uses, circulation plan, infrastructure, and landscape features that implement the vision for the Flair Spectrum Specific Plan. It is important to note that even though the discussion and exhibits contained within this chapter are intended to guide development within the Specific Plan area, the exhibits provided herein are conceptual in nature and may change, subject to the requirements in this Specific Plan.

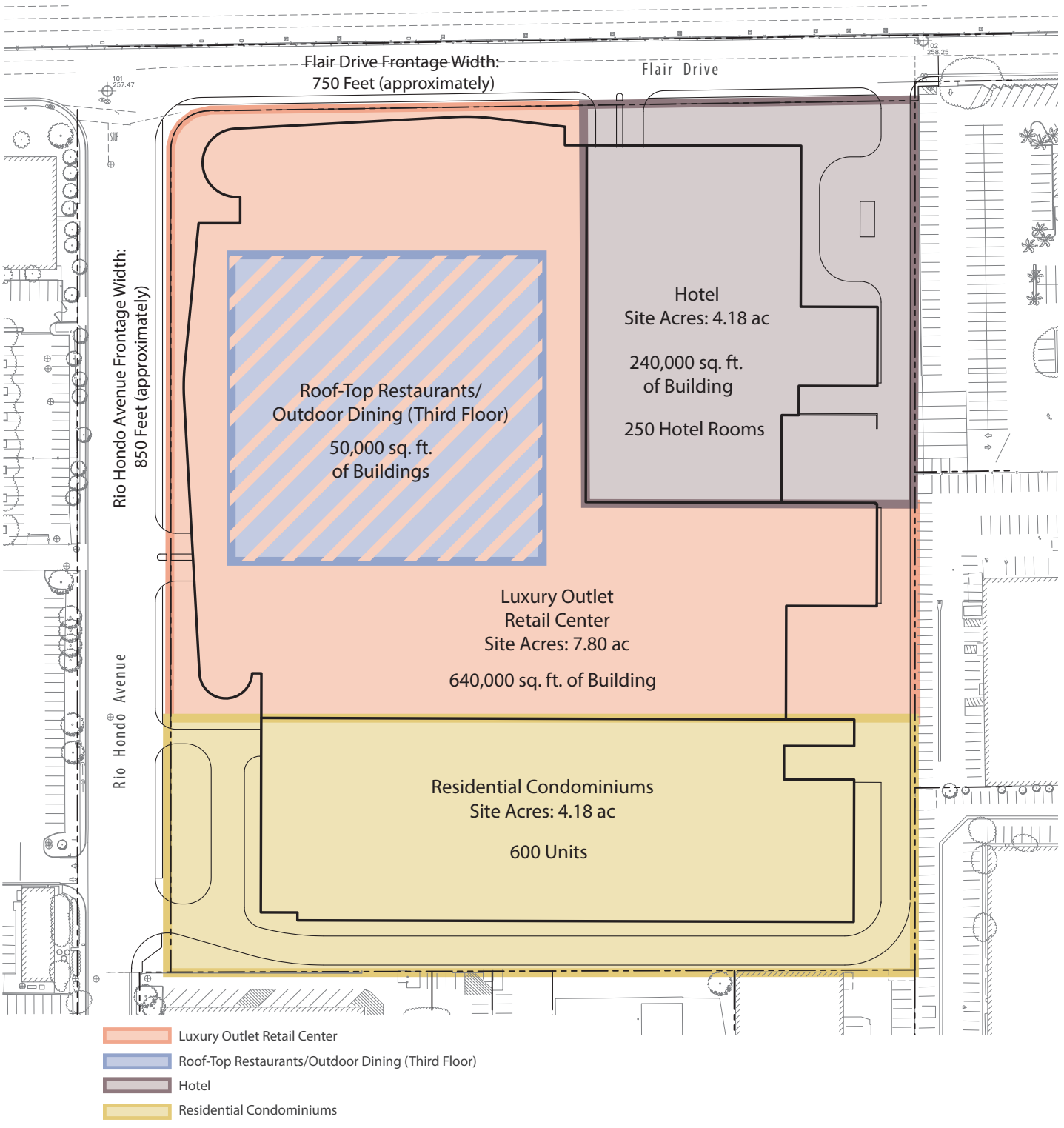
Land Use Summary

The Flair Spectrum mixed-use project is comprised of three primary Land Use Districts: Luxury Outlet Retail Center, Hotel, and Residential. Additional secondary uses are also allowed, including restaurants with outdoor dining, pools and lounges, public gathering spaces, recreational amenities, and parking. Table 3.1, Summary of Land Uses, provides the maximum build-out for each land use. Further discussion regarding each Land Use District is also provided in this section. Exhibit 3.1, Land Use Plan, identifies the location of the Land Use Districts.

TABLE 3.1: SUMMARY OF LAND USES

Land Use	Total Gross Square Feet	Hotel Rooms	Units
Luxury Outlet Retail	640,000	--	--
Restaurants	50,000	--	--
Hotel	240,000	250	--
Residential	914,920	--	600
Total	**1,844,920**	**250**	**600**

EXHIBIT 3.1: LAND USE PLAN



The Luxury Outlet Retail Center includes a two-story, fully-enclosed building with an atrium

Luxury Outlet Retail Center

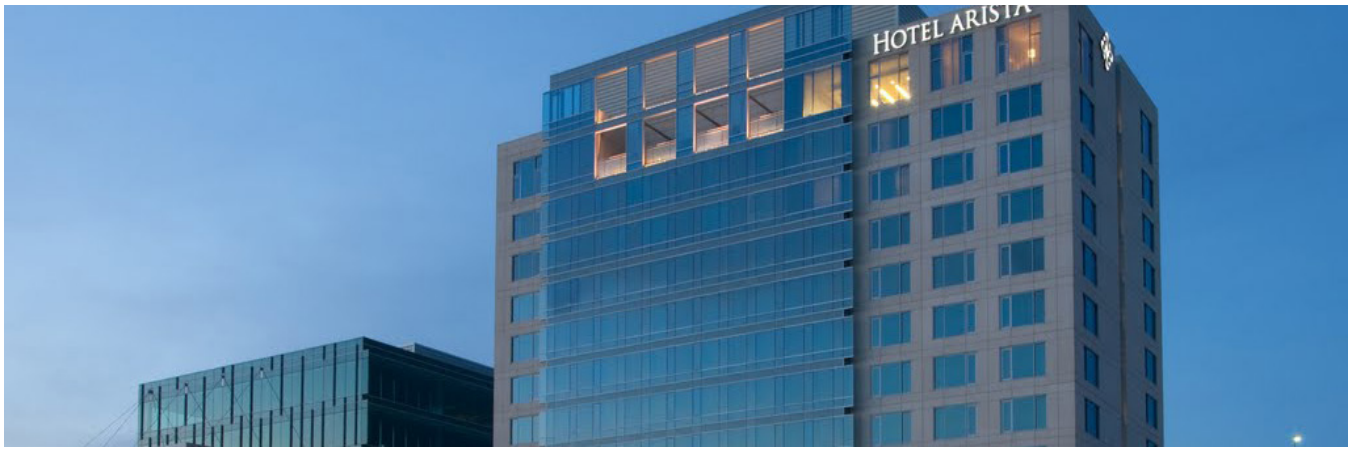
The Luxury Outlet Retail Center is comprised of two components: a two-level indoor mall and a rooftop terrace restaurant/dining plaza. The two-level indoor mall consists of up to 640,000 square feet of luxury outlet space, and the rooftop terrace restaurant/ dining plaza allows up to 50,000 square feet of restaurant and outdoor dining space. The Retail Center also features several outlet anchor stores, expansive food court area, and atrium that allows natural light to fill the building.

To complement these uses, a considerable amount of public gathering space is provided to create a lively, outdoor urban atmosphere. The building footprint of the Retail Center is located above a one-level, below grade parking podium. Key focal elements of this Retail Center are electronic pylon and digital wall signs along Flair Drive. The digital signs will display an array of visually appealing graphics to showcase the leading and design-brand goods and services.

A key component of the Retail Center, and taking advantage of Southern California's moderate weather, is the rooftop terrace restaurant/dining plaza, which is designed to incorporate a mixture of activities that encourage pedestrian activity and connectivity between the various uses and structures. The rooftop terrace features restaurants and cafés integrated within attractive public gathering spaces that offer a variety of outdoor pedestrian amenities, such as benches, tables, shaded seating areas, walking paths, public art, wayfinding signs, pageantry signs, and water features to create a relaxing and comfortable atmosphere for all users. Lush landscaping is also

Rooftop restaurants with outdoor dining areas

Expansive food court



The hotel includes lounge areas and a rooftop pool

provided to soften the space and to accent the public gathering spaces. When combined, these elements create a vibrant and dynamic gathering space that distinguishes Flair Spectrum as the core of Flair Park. The attractive public gathering spaces also ensure that the Retail Center, residential towers, parking facilities, and hotel are all interconnected to satisfy the recreational and social demands of residents, patrons, and guests.

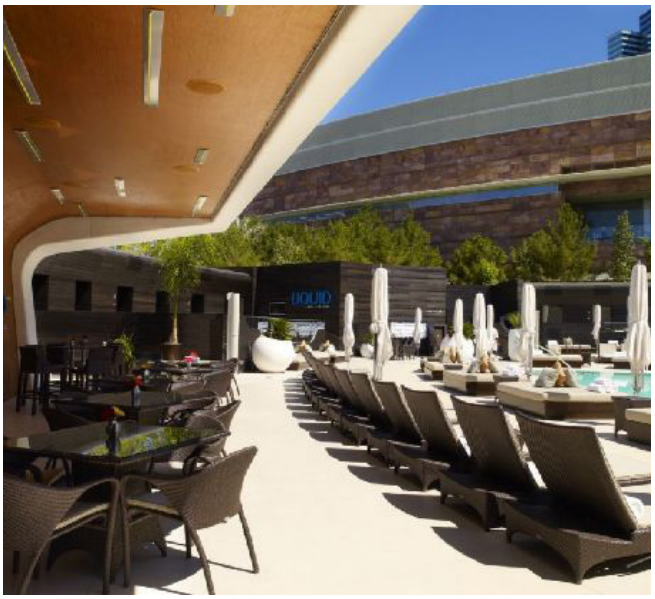
The Luxury Outlet Retail Center is designed to be accessible from both the residential towers and the hotel. As a result, residents and guests of the hotel have direct pedestrian access to the Retail Center, which encourages a more balanced, mixed-use community and reduces vehicle trips. The Retail Center can also be accessed through an attractive plaza located along Rio Hondo Avenue, which serves as the key focal point and entry for the Retail Center. To further enhance accessibility, a multi-modal linkage is also provided along Flair Drive. Vehicular access to the parking garage that serves the Retail Center is located off of Flair Drive.

Hotel

The Hotel Land Use District is comprised of a full-service hotel located on the northeast corner of the Specific Plan area. The 250-room hotel features many guest amenities, including banquet halls, conference rooms, restaurant, café, drink bar, and rooftop pool and lounge terrace.

The first floor of the hotel consists of the lobby and upscale restaurant and bar. The second floor consists of small meeting rooms and provides

Hotel restaurant and bar



Hotel roof-top pool and lounge terrace

The residential district includes outdoor common spaces and amenities

access to a large banquet/conference center. The remaining floors consist of spacious guest rooms that feature many modern amenities. The roof of the hotel features a pool and lounge terrace that offers spectacular views and a full-service drink bar. Guests of the hotel also have access to the Luxury Outlet Retail Center, which is provided through an entry point at the hotel. The entrance to the hotel consists of a motor court with decorative pavers and lush landscaping to create a grand and inviting ambiance for guests. The motor court is accessible from Flair Drive and provides check-in and valet services for guests.

Parking will be provided underneath the hotel with a two-level, underground parking structure.

Residential

The Residential Land Use District consists of unique and attractive residences located in close proximity to destination shops and restaurants that are offered in the Luxury Outlet Retail Center. Two high-rise residential condominium towers, consisting of up to 19 floors each, are located above of a multi-level parking podium. The two residential towers consist of modern architectural features, including rooftop gardens and floor-to-ceiling windows on the façade of the buildings that allow natural light to illuminate the interior of the towers. Each tower consists of up to 300 units; however, no more than 600 total residential units are allowed on-site. The residential towers are comprised of three unit types from one to three bedrooms. The unit mix for each tower is provided in Table 3.2, Residential Unit Mix. However, the unit mix is subject to change.

Primary access to the Residential District is located off of Rio Hondo Avenue, with other points of pedestrian access located along the rear service road and through the Luxury Retail Outlet Center. Residents also have direct access through the parking podium, which provides ample parking for residents and guests. A vehicular motor court located at the main entrance to the residential towers provides drop-off and pick-up areas for residents and visitors. To encourage the use of alternative methods of transportation, the Residential District is located within one block of a bus-stop located along Telstar Avenue. This bus-stop is served by Metro Bus Route 176, which provides transit access to Highland Park, South Pasadena, Alhambra, San Gabriel, Montebello, Rosemead, and the El Monte Bus Station. Additionally, bicycle facilities, including bike cages, racks, and lockers will be available to guests and residents.

A variety of recreational amenities are offered in the Residential District to create a vibrant and relaxing ambiance for residents, including both private and common open spaces. Private open space may be provided in the form of a patio, yard, balcony, or combination thereof and shall be directly adjacent to and accessible from each unit. Common open space, accessible to all residents only, can include both passive and recreational uses, such as swimming pool, spa, outdoor lounge areas, barbecue area, and indoor exercise facilities.

TABLE 3.2: RESIDENTIAL UNIT MIX

Land Use	Number of Units[1]	Percent	Minimum Unit Size
1 Bedroom	99	33%	900 sq. ft.
2 Bedrooms	195	65%	1,200 sq. ft.
3 Bedrooms	6	2%	2,000 sq. ft.
Total per Tower	300	100%	--
Total (Both Towers)	600		--

Note: 1). Residential bedroom mix is subject to change.

Relaxing communal areas designed for residents

Comfortable recreation rooms and lounge areas

These amenities are provided on the ground floor and rooftop of the residential towers. The pool and lounge area (centrally located on the ground floor) offers a variety of amenities, including seating areas, gathering spaces, lounge chairs, cabanas, and barbecue stations. North of the pool and lounge area will be a residential amenities building featuring a fitness center, game room, entertainment center, indoor lounge area, and full-service kitchen. Residents have direct access through the residential amenities building to the rooftop dining terrace and Luxury Outlet Retail Center. The rooftop gardens that are located on the roof top of both towers, will provide spectacular views of the San Gabriel Valley and San Gabriel Mountains. The rooftop gardens also feature outdoor living rooms and lush landscaping that provide a scenic backdrop for the panoramic vistas seen from the rooftop gardens.

State-of-the-art fitness center

The majority of the Luxury Outlet Retail Center's roof consists of open spaces and public gathering areas

Open Space

A unifying theme of all of the Land Use Districts is the variety of passive open space provided for the enjoyment of residents, guests, and patrons. These "public gathering spaces" are located throughout Flair Spectrum to promote a sense of place that is unique to Flair Spectrum, as shown in Exhibit 3.2, Open Space Plan. As described previously, each land use district provides unique public gathering spaces. The intent of this subsection is to describe how these spaces are interconnected to ensure Flair Spectrum is pedestrian friendly and community oriented.

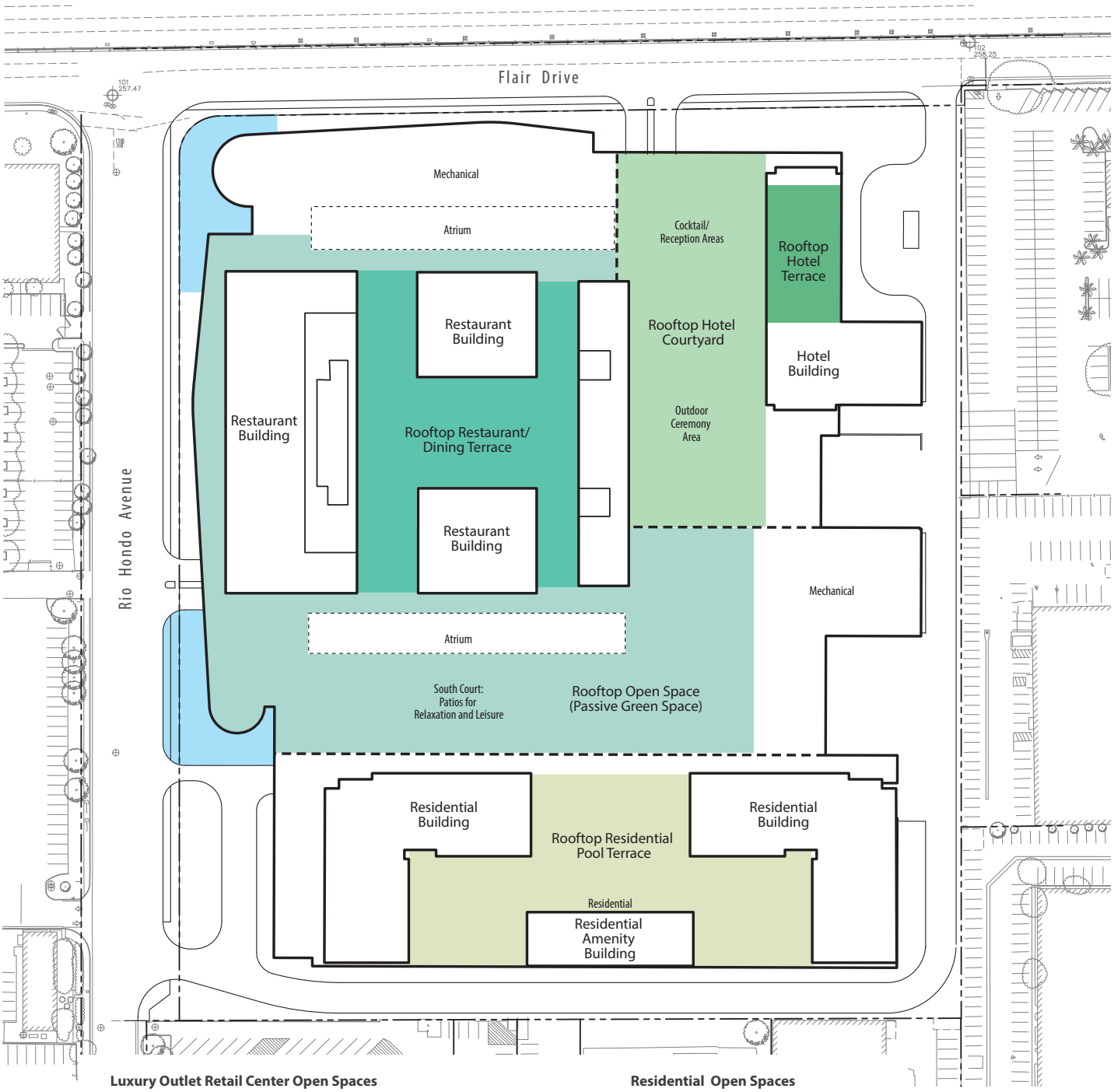
The Specific Plan area provides over 160,000 square feet of open space, including landscaped areas, gathering spaces, and hardscape areas. The largest public gathering space is the rooftop restaurant/ dining terrace and outdoor passive green space, which is centrally located above the Luxury Outlet Retail Center, providing a strong visual amenity that is easily accessible from all three Land Use Districts. See Table 3.3 for the types of open spaces that will be provided. This inviting outdoor space serves as the central gathering space for Flair Spectrum and contains many recreational elements, such as shade trees, covered trellises and pathways, tables, and outdoor seating. In addition, decorative pavers, water features, signage, and landscaping are also incorporated into the design of this space. To create a unifying theme between the public gathering spaces located throughout Flair Spectrum, signage and wayfinding pageantry is used. In addition, a series of interconnecting sidewalks and pathways with appropriate lighting is provided to improve safety and the pedestrian experience. The other public gathering spaces that are contained within the Specific Plan area are designed to satisfy the specific recreation and community facility demands of residents of Flair Spectrum. Furthermore, these outdoor spaces incorporate the newest sustainable practices, such as drought-tolerant landscaping, modern irrigation systems, and use of grey water systems to minimize water consumption.

Public gathering spaces

TABLE 3.3: TYPES OF OPEN SPACES

Land Use	Types of Open Space
Hotel	▪ Cocktail/Reception Area ▪ Outdoor Ceremony Area ▪ Rooftop Terrace (pool and lounge)
Luxury Outlet Retail Center	▪ Restaurant Dining Terrace (rooftop) ▪ Outdoor Passive Green Space ▪ Retail Plaza (street level)
Residential	▪ Private Open Space (balconies) ▪ Common Open Space (pool) ▪ Amenities Building (gym and lounge) ▪ Rooftop Gardens

EXHIBIT 3.2: OPEN SPACE PLAN



Luxury Outlet Retail Center Open Spaces

- Rooftop Restaurant/Dining Plaza
- Rooftop Luxury Outlet Retail Center Open Space
- Retail Plaza (Street Level)

Hotel Open Spaces

- Rooftop Hotel Terrace
- Rooftop Hotel Courtyard

Residential Open Spaces

- Rooftop Residential Pool Terrace

Ample parking and convenient accessibility are key features of Flair Spectrum

CIRCULATION AND PARKING

The Circulation Plan complements the Land Use Plan by linking the Residential, Hotel, and Luxury Outlet Retail Center land uses to each other, and is designed to enhance connectivity and facilitate the movement of pedestrians and vehicles. Located to the south of the San Bernardino Freeway, the Specific Plan area is generally bounded by Flair Drive to the north, Rio Hondo Avenue to the west, and office and light industrial uses to the south and east. Flair Drive and Rio Hondo provide access to Flair Spectrum, which connect to Rosemead Boulevard and Telstar Avenue. These thoroughfares provide connections to the I-10 Freeway, which is the primary regional access point to Flair Spectrum. A service road (accessible via Flair Drive and Rio Hondo Avenue) provides access to the hotel motor court and trash and loading areas located at the rear of the project. To create a balanced, mixed used community, a series of interconnecting sidewalks and pathways are provided throughout the Specific Plan area to connect the multiple land uses. The conceptual circulation plans for the Specific Plan area are shown in Exhibit 3.3, Pedestrian and Vehicular Circulation Plan.

Base Line Conditions

Base line conditions reflect the current conditions of the right-of-ways surrounding the Specific Plan area, prior to any improvements. Roadways surrounding the Specific Plan area are Flair Drive and Rio Hondo Avenue, which are both classified as local streets in the City of El Monte General Plan. Flair Drive is a 45-foot wide undivided roadway that runs east to west parallel to the I-10 freeway. Rio Hondo Avenue is a 60-foot wide, two-lane, undivided roadway that runs north to south. On-street parking is also allowed on Rio Hondo Avenue. Both of these streets are accessible from Telstar Avenue, a collector street per the El Monte General Plan. This street runs east to west and connects with Rosemead Boulevard.

Future Year Improvements

Future year improvements are proposed upgrades to the roadways surrounding and located throughout Flair Park. To accommodate the project, street improvements within Flair Park, at surrounding intersections, and at access points to the I-10 Freeway on-ramps and off-ramps may be required. The street improvements include intersection improvements (i.e., new vehicle turning lane), vehicle wayfinding signs to direct vehicles entering and exiting Flair Park, and signal synchronization to move vehicles in and out of Flair Park efficiently. Within the Specific Plan area, internal circulation and street-level entrances offer convenient access to and from the Metro Bus Route 176 transit stop located on Telstar Avenue and Rio Hondo Avenue. The City and the Applicant will consult with Metro to provide convenient transit headways and the possibility of rerouting existing transit routes to meet the transit demands of Flair Spectrum.

Furthermore, Flair Drive will be widened to include a vehicle turning lane into the parking structure; thus, minimizing vehicle queuing along Flair Drive.

Underground and above ground parking structures provide ample parking spaces

Pedestrian Circulation

Pedestrian circulation and access throughout the Specific Plan area is a key component of Flair Spectrum. A series of interconnecting sidewalks and pathways with appropriate lighting are provided throughout the Specific Plan area to improve the pedestrian experience and safety, and to connect the multiple land uses. These interconnecting pedestrian paths also connect and pass through public gathering spaces that offer many pedestrian amenities to create a comfortable environment. To enhance pedestrian connectivity around Flair Spectrum, street improvements and inviting building facades located along Flair Drive and Rio Hondo Avenue create a lively urban streetscape. These features include street-level building entrances, landscaping, and sidewalks that provide access to surrounding Flair Park properties. The Luxury Outlet Retail Center's street-level pedestrian entrance along Rio Hondo Avenue also includes public plazas to the entrances. The location of the entrances are subject to change. To maintain privacy for residents, access to the Luxury Outlet Retail Center from the residential towers is restricted to residents only. Exhibit 3.3, Pedestrian and Vehicular Circulation Plan identified pedestrian circulation.

Parking

Parking for the Specific Plan area will be provided within above-ground and underground parking structures that are shared between the Land Use Districts. Upon completion, these multi-level parking structures will provide a total of 3,491 parking spaces (as shown in Table 3.4, Parking and Exhibit 3.4, Parking Plan.

The total number of parking spaces proposed may change over the build out of the Specific Plan, but any development as part of this Specific Plan will meet the minimum requirements of parking spaces as set forth in Table 4.3 in the Land Use and Development Standards section of this Specific Plan.

Parking Structure Design

The design for the parking structures are based on a subterranean and podium design, with the buildings located above the parking structures. The following is a description of each of the parking structures located in each Land Use District.

Hotel Parking Structure.

This below grade parking structure will consist of two levels that will provide 341 parking spaces. This structure will primarily serve the hotel. Ingress and egress will be provided at the mid-blocks of Flair Drive and private driveway.

Luxury Outlet Retail Center Parking Structure.

This below grade parking structure will consist of two levels that will provide 750 parking spaces. This structure will primarily serve the retail center and hotel. Ingress and egress will be provided at the mid-blocks of Rio Hondo Avenue and Flair Drive.

Residential Parking Structure

The Residential parking structure consists of subterranean and podium parking, with one level located below grade and seven levels located above grade (beneath the residential towers). The benefit

EXHIBIT 3.3: PEDESTRIAN AND VEHICULAR CIRCULATION PLAN

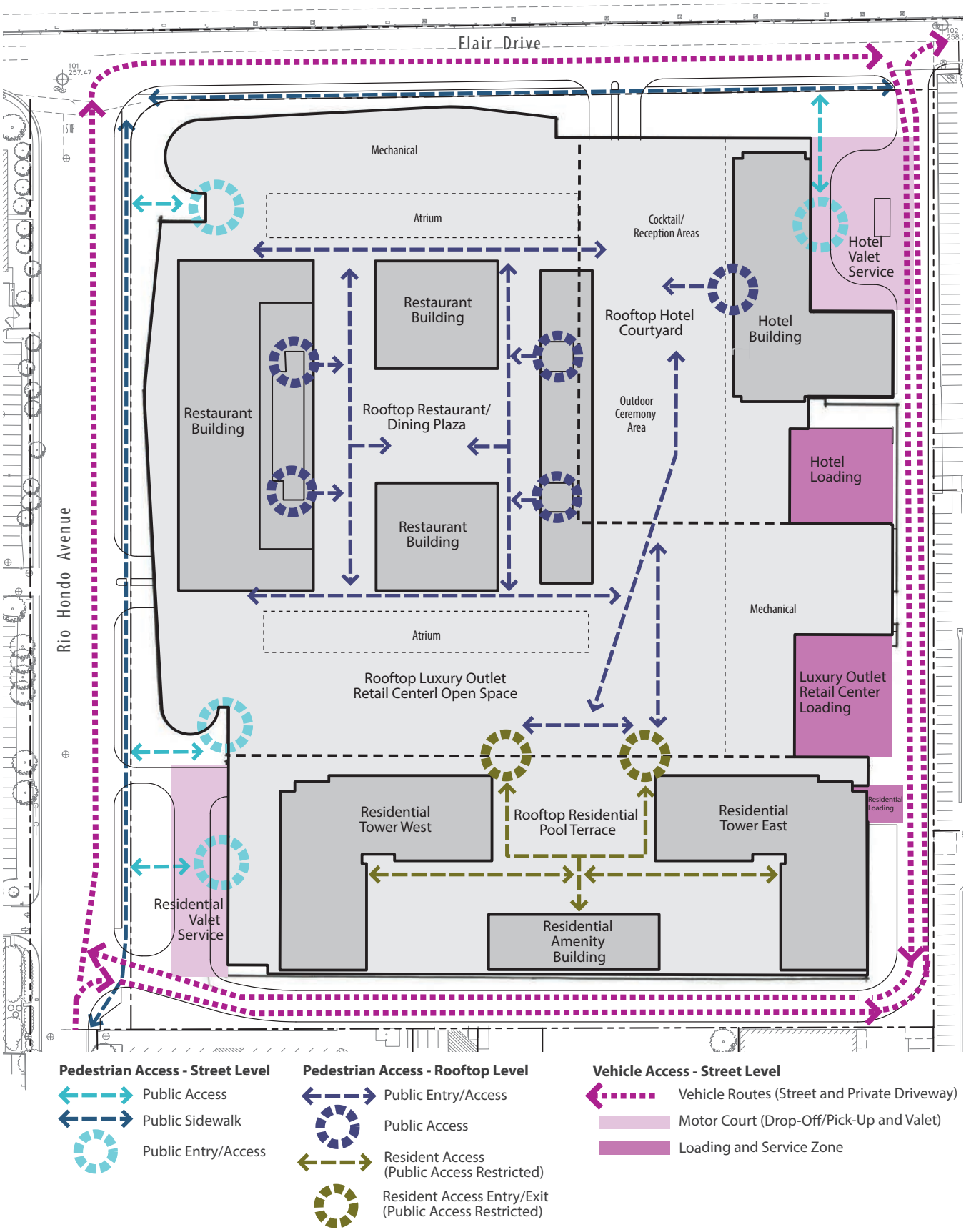


EXHIBIT 3.4: PARKING PLAN

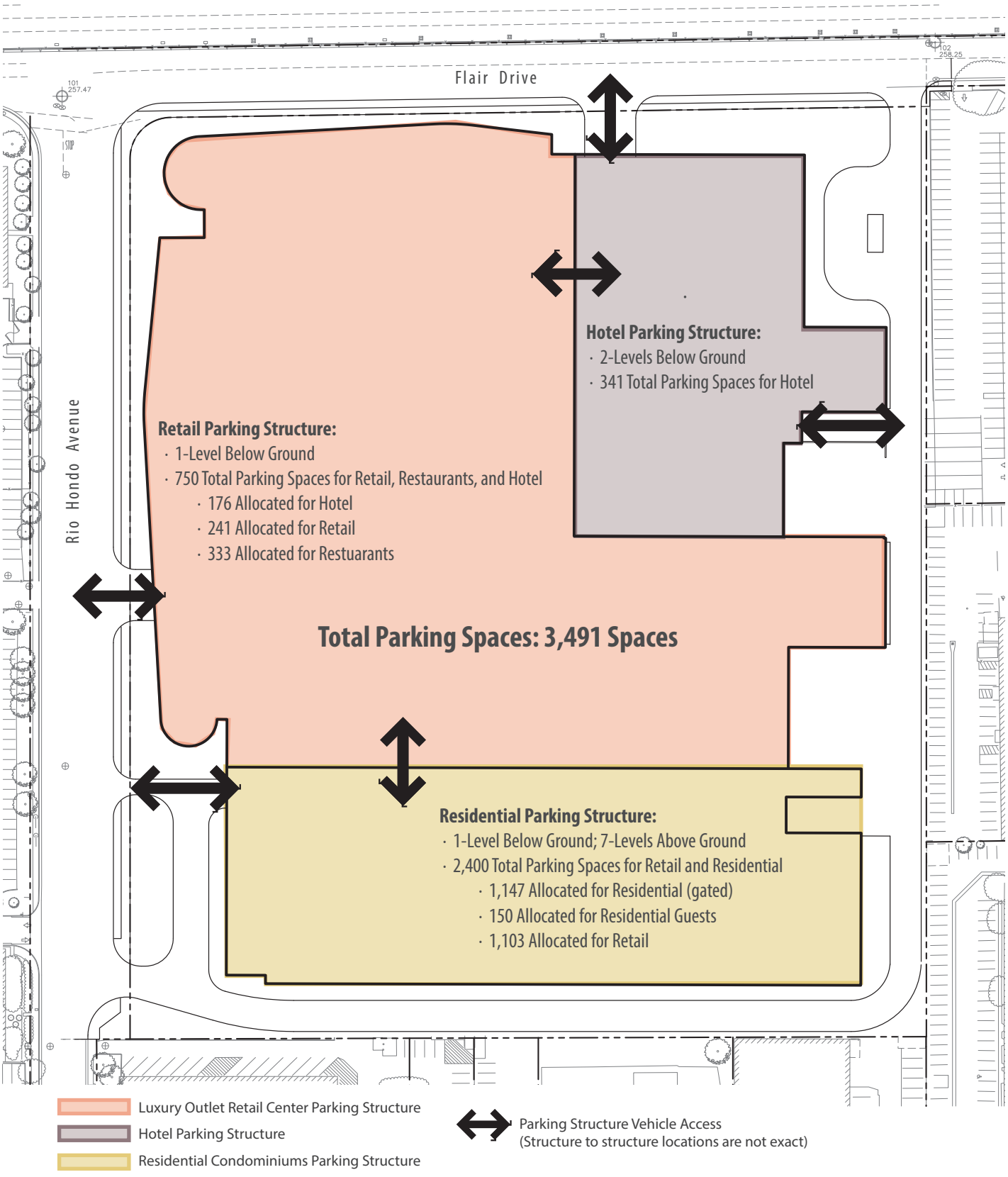


TABLE 3.4: PARKING

Parking Facility/ Location	Type	Levels	Spaces per Level[1]	Parking Provided[1]	Intended Land Use Allocation[1]	Required Parking Spaces
Under Hotel	Below Grade	2	Level 1 (134) Level 2 (207)	341	Hotel	Hotel: 517
Under Luxury Outlet Retail Center (Retail)	Below Grade	1	Level 1 750	750	Hotel, Retail, and Restaurants	Retail: 1,335 Restaurants: 333
Under Residential	Below Grade	1	Level 1 (300)	2,400	Residential, Retail, and Restaurants	Residential: 1,147 Guest: 150
	Above Grade	7	Levels 1 to 7 (300 each)			
			Total	**3,491**		**3,482**

Notes:
1. Total parking spaces provided and spaces per level are subject to change. Table 4.3 in the Development Standards identifies the minimum parking requirements.

of a podium design is that it eliminates expansive parking areas, while allowing the parking structure to be incorporated into the overall design of the building. Each level will include 300 parking spaces for a total of 2,400 spaces, with approximately 1,300 reserved exclusively for residents and their guests. This structure will provide parking for all uses. Residential parking will be controlled and gated for residents only. Approximately 150 parking spaces will be marked for residential guests.

Parking Management

The Specific Plan area incorporates a variety of strategies to manage on-site parking. A valet parking management system will be used by the hotel and residential towers to create an efficient utilization of parking. Furthermore, to ensure the efficient movement of vehicles within the parking structures, electronic message displays will be used to indicate the number of available parking spaces, and assist in directing vehicles to those available parking spaces.

Available parking space electronic display board

Sustainability

The parking structures will provide a variety of amenities that support sustainability principles, such as promoting the use of alternative modes of transportation. Electronic vehicle (EV) charging stations and bicycle facilities, such as lockers and bicycle racks will be provided at designated locations. These amenities will help support alternative transportation choices and reduce vehicle emissions and traffic congestion in the vicinity of the Specific Plan area. Furthermore, the provision of bicycle facilities has the added benefit of promoting health and fitness within the Specific Plan area.

A lush landscape environment that softens the public gathering spaces

LANDSCAPE PLAN

The landscape design approach for the Flair Spectrum Specific Plan is to enhance the built environment with aesthetically pleasing and sustainable landscaping that softens gathering spaces, hardscapes, and buildings. Landscaping will be used to define entry ways and create visual identity. With this approach in mind, the Flair Spectrum Specific Plan creates a physical environment where people can work, meet, shop, eat, and pass the time in comfort.

Landscape Design Principles

In developing the landscape design approach for the Specific Plan area, consideration was given to the following principles:

- Create project identify and sense of arrival through thematic landscaping design and use of rhythms, patterns, heights, and accents.
- Ensure harmony between the public gathering spaces, buildings, streetscapes, and private realm.
- Accessible public gathering spaces with a variety of outdoor amenities creating a comfortable and visually pleasing environment.
- Pedestrian paths that provide connection to public gathering spaces and be convenient, comfortable, and shaded.
- Utilize, to the greatest extent possible, sustainable landscaping practices and technology and water conservation methods.

Plant Materials

The landscape palette consists of plant materials that have been selected for adaptability to site conditions, including rooftop drainage, sun exposure, underground parking, soil, and climate. Careful attention was given to the transitioning of plantings between the multiple buildings and were specifically sited to create comfortable outdoor rooms on a rooftop setting. The plant materials selected are also based on natural form and appearance, overall visual impact, and demand on natural resources.

Potted plants to soften walls

Drought tolerant landscaping

Complementing landscaping and hardscapes

Sustainable Design Practices

The landscape design approach consists of a variety of sustainable design features. To conserve natural resources, water-efficient irrigation systems and drought-tolerant landscaping is used. The public gathering spaces consist of a variety of drought-tolerant plants that provide an aesthetically pleasing landscape, while requiring minimal water to survive in the arid climate of Southern California. Landscape irrigation is provided through a water efficient irrigation system that consists of drip irrigation and other efficient irrigation methods. Landscape irrigation also incorporates a gray-water system, which uses recycled water from sinks and washing machines for landscape irrigation. Landscaped bio-swales (located along the perimeter of the Specific Plan area) are also incorporated to filter stormwater runoff and reduce pollutants from runoff. Application of these sustainable design features ensures that the Specific Plan area remains sustainable to the benefit of its residents, visitors, and tenants.

Landscape Site Designs

Public Gathering Spaces

A variety of public gathering spaces are provided throughout the Specific Plan area to promote a sense of place that is unique to Flair Spectrum. These public gathering spaces include the Rooftop Dining Court, Rooftop Hotel Amenities and Spa Area, Rooftop South Court, pedestrian paths, and street edge treatments. These inviting outdoor spaces serve as the central gathering spaces for Flair Spectrum and contain many recreational and landscape elements, such as shade trees, seating, public art, shade canopies, and water features. Additionally, these outdoor spaces are designed to satisfy the specific recreation demands of residents and visitors. See Exhibit 3.5, Landscape Plan.

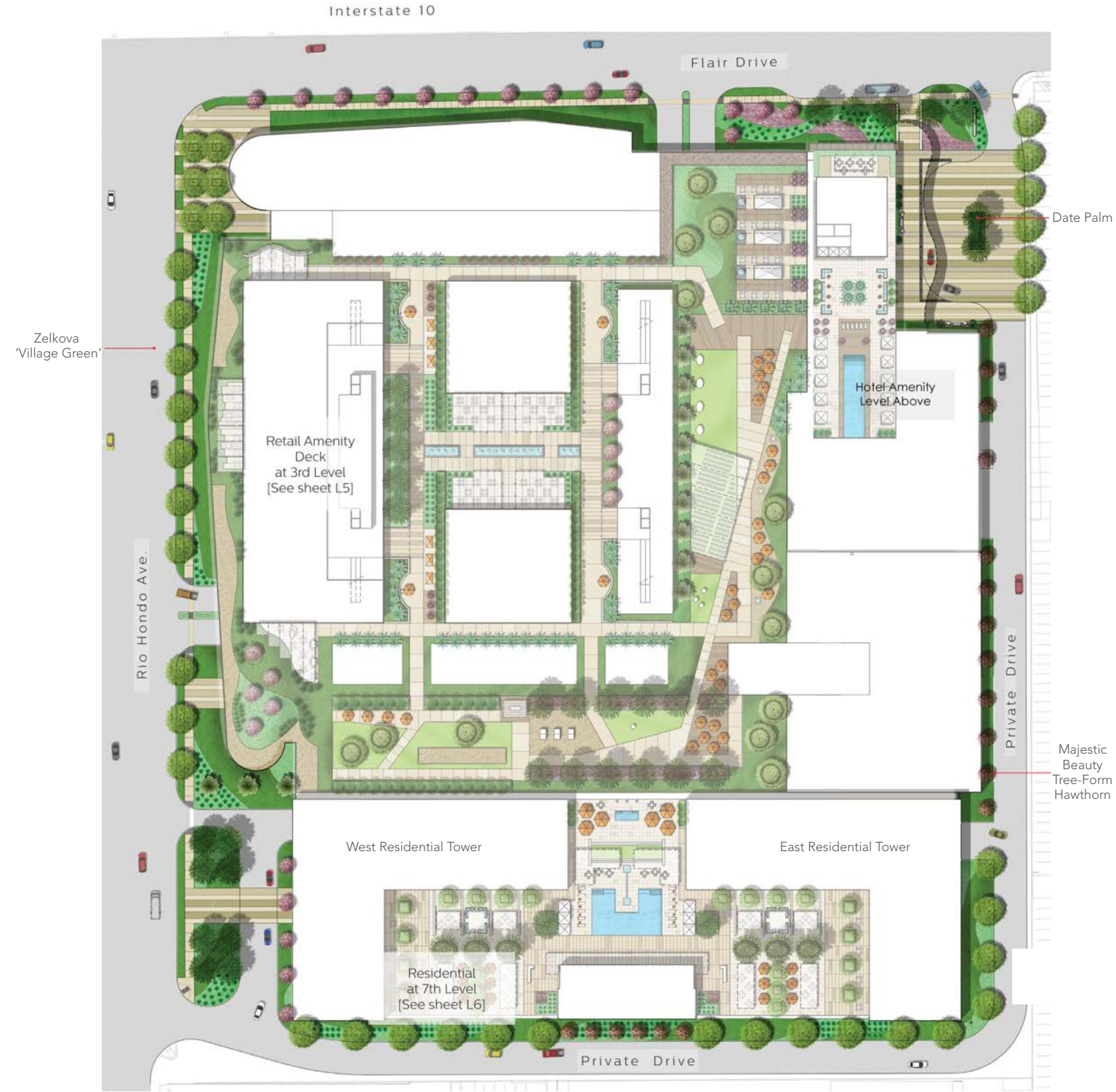
Rooftop Dining Court

A key component of the Luxury Outlet Retail Center is the Rooftop Dining Court, which consists of upscale restaurants and cafes located within an outdoor setting. The dining court features a variety of outdoor pedestrian amenities, including comfortable seating, shaded seating areas, walking paths, public art, and water features to create a relaxing and comfortable atmosphere. Lush landscaping consisting of low hedge and accent planting, decorative flowering trees, and raised planters are also provided to soften and accent this public gathering space. When combined, these elements create a vibrant and dynamic gathering space for residents and visitors to enjoy.

Rooftop Hotel Amenities and Spa Area

The Rooftop Hotel Amenities and Spa Area is located adjacent to the hotel. Accessible through the hotel lobby, this carefully designed outdoor space consists of passive, covered seating areas, comfortable outdoor furniture, water features, and lush landscaping to create a peaceful and relaxing atmosphere for guests of the hotel. Landscaping in this outdoor space primarily consists of low hedge and accent planting, deciduous canopy trees, and accent shade trees planted within decorative planters. This outdoor space is also comprised of a large,

EXHIBIT 3.5: LANDSCAPE PLAN



Source: Nowell + Associates Landscape Architecture, 2014.

Outdoor shaded dining areas

Unique and modern seating areas

grassy open area that can be used to host outdoor events, with the covered seating areas functioning as cocktail/reception areas. Lastly, well-lit pedestrian pathways provide safe connections to the Luxury Outlet Retail Center and Rooftop Dining Court from this outdoor space.

Rooftop South Court

Located to the north of the residential towers, the Rooftop South Court is designed to satisfy the specific recreation demands of residents and visitors, and to create a vibrant and relaxing ambiance for its guests. This outdoor space is a strong visual amenity that is easily accessible from all buildings. To highlight this attractive space, a variety of landscaping materials are used, including low hedge and accent planting, deciduous canopy trees, ornamental flowering trees, and accent shade trees planted within decorative planters. This space is also comprised of a grassy open space that can be used for a variety of activities, including picnicking, lawn bowling, table tennis, and exercising. This area also provides a variety of passive recreational amenities, including comfortable seating areas, visually appealing shade structures, water fountains, and engaging public art.

Pedestrian Paths

Pedestrian circulation and access is a key component of the Flair Spectrum Specific Plan. As a result, a series of interconnecting sidewalks and paths are provided throughout the Specific Plan area to connect to the multiple land uses and public gathering spaces. To create a safe and comfortable environment, pedestrian paths are designed to provide clear visibility through the utilization of shade features, appropriate lighting fixtures, and decorative pavers

Recreational amenities

Engaging public art

Comfortable shaded paths connecting activity areas

Landscape edge patterns and textures

(to clearly identify pedestrian paths). Low hedge and accent plantings are also used to enhance the pedestrian paths, while deciduous canopy trees are used to provide shade and visual comfort.

Street Level Landscape

The street level landscape, as shown in Exhibit 3.5, creates visual interest and a sense of grand entry though the use of multiple palms and landscaping at varying heights and shapes. Street edge treatments provide a transition between the streets and adjacent uses located within the Specific Plan area. The landscaping accentuates modern and attractive monument signage.

The edge treatments along Flair Drive and Rio Hondo Avenue consists of a variety of palm trees, decorative flowering trees, and deciduous canopy trees to enhance the appearance of the streets, while creating unifying patterns of colors and textures. Additionally, the sidewalks are of a comfortable width, covered by shade trees, and with adequate separation from vehicular traffic. Street-level pedestrian entrances (located at the corner of Flair Drive and at the mid-block of Rio Hondo Avenue) are identified with decorative pavers, water features, signage, accent plantings, raised planters, and palm trees.

Building edge treatments

Palms create a dramatic entrance

Infrastructure

INFRASTRUCTURE PLAN

The Infrastructure Plan identifies the infrastructure, utilities, and public services and facilities that are provided to the Specific Plan area. The key components of the infrastructure plan include water, sanitary sewer, and storm water drainage. In addition, this chapter identifies utilities (i.e., electricity, natural gas, etc.) and public services and facilities (i.e., police, fire, etc.) that serve the Specific Plan area.

Water

Potable water will be provided by California American Water (CAW). An existing six-inch water link is located under Flair Drive to the north; an existing 12-inch water line is located under Rio Hondo Avenue to the west; and an existing eight-inch water line starts under the property to the west of Rio Hondo Avenue and crosses Rio Hondo to the project site. The project will connect to the existing water line under Flair Drive and Rio Hondo Avenue via a new AWWA C900 PVC domestic water line that will run along the eastern, southern, and the southern half of the western boundary of the project site.

Sanitary Sewer

The project will connect to existing water and sewer mains. Sewer mains are maintained by the City of El Monte and wastewater is treated at the Whittier Narrows Water Reclamation Plant operated by the Sanitation Districts of Los Angeles County. An existing 36-inch sanitary sewer line is located under Rio Hondo Avenue to the west of the project site. The project will connect to the existing sanitary sewer line under Rio Hondo Avenue via new SCH 35 PVC pipes at the northwest corner of the site and the north of the entrance driveway on Rio Hondo Avenue. A new SCH 35 PVC pipe will installed at the southern boundary of the site, connecting the residential portion of the site to the sanitary sewer line under Rio Hondo Avenue (as shown in Exhibit 3.6, Utilities).

Storm Water Drainage

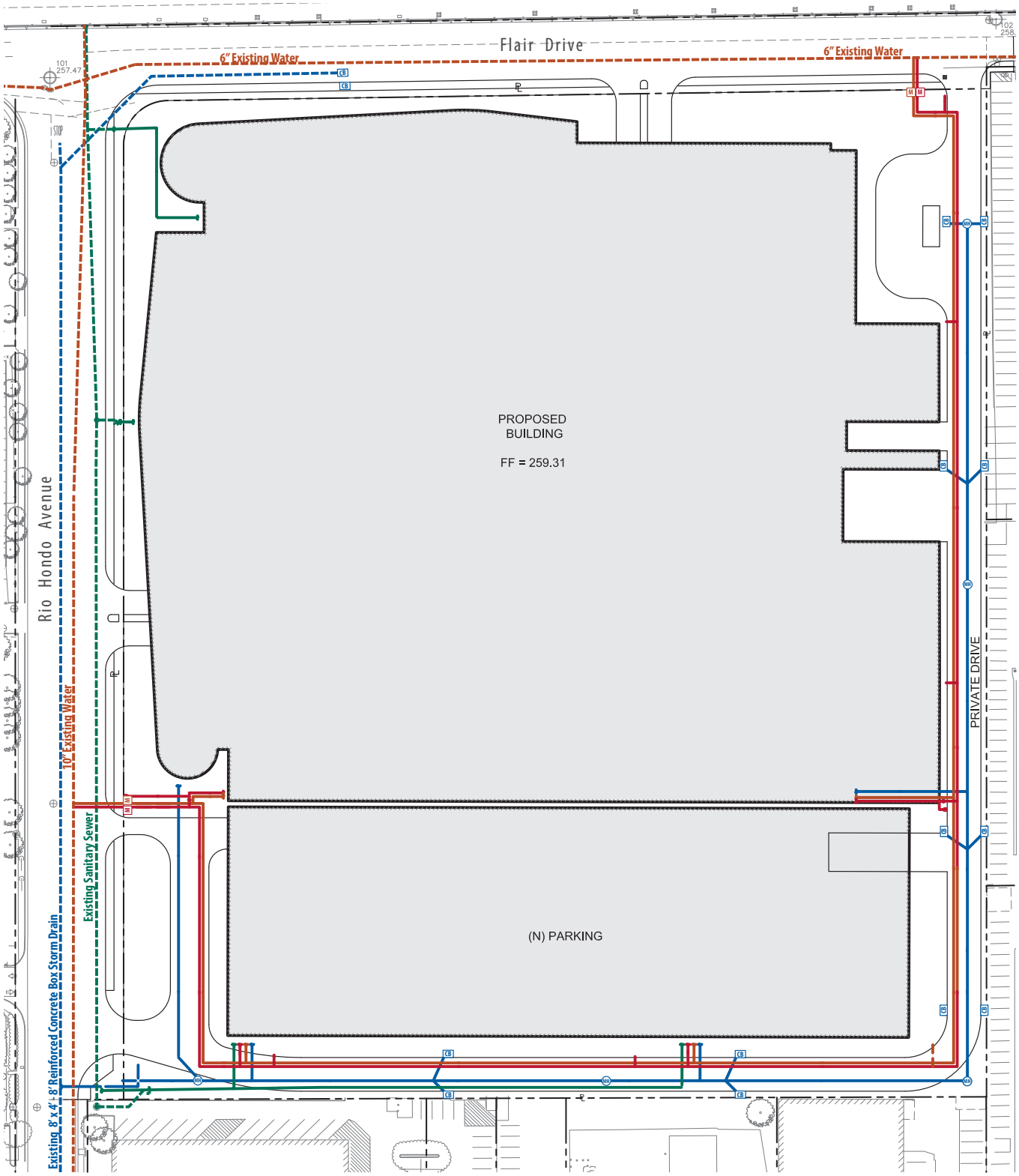
Storm water is collected through a network of catch basins and underground storm drains located within the Specific Plan Area. As shown in Exhibit 3.6, Utilities, new storm drains would connect to an existing 96-inch by 56-inch storm drain that is located beneath Rio Hondo Avenue. These new storm drains would run beneath the private driveway located along the southern and eastern boundaries of the Specific Plan area. In addition, two new catch basins would be installed along Flair Drive and 12 new catch basins would be installed along the private driveway. The Specific Plan Area will utilize a variety of low-impact development measures to manage stormwater, including bio-swales and retention basins for the potential re-use of stormwater.

Utilities

Electricity

Southern California Edison (SCE) provides electricity to the Specific Plan area and maintains above ground power lines within the Specific Plan area. Upon construction, electrical lines will be placed underground. Utilities and maintenance facilities for the hotel will be installed on the first level of below-grade parking at the northern portion of the site.

EXHIBIT 3.6: UTILITIES



Source: VCA Engineers, Inc., 2014

Los Angeles County Fire Department Station 166 - EL Monte

Utilities and maintenance facilities will be installed in the service area on the east and south sides of the retail portion of the project.

Natural Gas
The Southern California Gas Company provides natural gas to the Specific Plan area. As required, additional points of connection to existing gas lines will be provided.

Telephone
Telephone service is offered regionally by telecommunications providers, such as AT&T and Verizon. Infrastructure supporting telephone services will be provided and installed along with other utilities.

Cable
Cable television services are provided to the Specific Plan area by local area cable providers, such as Time Warner Cable. Infrastructure supporting cable television services will be provided and installed along with other utilities.

Public Services and Facilities

Solid Waste
The City of El Monte contracts its solid waste collection services through established franchise agreements with American Reclamation, Valley Vista Services, and Waste Management, Inc. The existing contract services will be expanded to provide solid waste collection services for the Specific Plan area. All solid waste collected on-site will be required to comply with Federal, State, and local regulations.

Police Services
The El Monte Police Department (EMPD) provides police protection services in the City of El Monte. The EMPD Main Police Station is located at 11333 Valley Boulevard, approximately 2.3 miles east of the project site, at the El Monte City Hall. The EMPD has an estimated average response time of four minutes and 40 seconds to Priority 1 calls to any part of the City.

Fire Protection and Paramedic Services
The Specific Plan area is served by the Los Angeles County Fire Department (LACFD) District No. 7. The nearest fire stations to the Specific Plan area are Fire Station No. 166 and Fire Station No. 42. Both fire stations are located within two miles from the Specific Plan area, and each house an engine company and paramedic.

To improve traffic flows in and out of Flair Park and assist emergency vehicles access to the Specific Plan area in a timely manner, the Environmental Impact Report (EIR) for the Flair Spectrum Specific Plan will include mitigation measures consisting of new traffic signal installations, roadway restriping, and signals synchronization to surrounding intersections and roadways. The improvement of the surrounding circulation system will help improve emergency vehicle response times. The applicant will work the Los Angeles County Fire Department and the El Monte Police Department to provide appropriate access to Specific Plan area in a satisfactorily manner that is feasible.

Public Transportation
The City of El Monte is home to significant public transit facilities and services. The following are the

services available within the vicinity of the Specific Plan area.

Public Bus Transit Service. The City of El Monte is served by Los Angeles County Metropolitan Transit Authority (Metro), the major operator of bus and rail service in Los Angeles County. The Specific Plan area is located less than 500 feet away from two Metro bus stops located at Telstar Avenue at Aerojet Avenue and Flair Drive at Fletcher Avenue. These bus-stops are served by Metro Bus' Route 176, which provides transit access to Highland Park, South Pasadena, Alhambra, San Gabriel, Montebello, Rosemead, and the El Monte Bus Station, which is located approximately one and a half miles east from the Specific Plan area.

Foothill Transit also serves the surrounding area.

Regional Rail Service. Metrolink train station is located approximately two miles from the Specific Plan area. Metrolink provides regional commuter rail service to Orange, Los Angeles, Riverside, and San Bernardino counties. Lastly, the El Monte Commuter Shuttle operates weekdays in the vicinity of the Specific Plan area.

El Monte Transit and Commuter Shuttle. The City of El Monte operates its own in-town transit system including routes that provide service along the project site and Flair Park. El Monte Transit operates on five fixed-routes that provide transportation to residents to most major shopping areas, recreation facilities and most schools within the City.

Schools

The Specific Plan area will be served by El Monte City School District and El Monte Union High School District. New students between kindergarten and sixth grade will be absorbed by Cortada Elementary School (111 Potrero Avenue), which is 0.53 miles south of the Specific Plan area. New seventh and eighth grade students will be absorbed by Potrero Elementary School (2611 Potrero Avenue), which is 2.2 miles south of the Specific Plan area. New students between ninth and twelfth grade will be absorbed by El Monte High School (3048 Tyler Avenue). The high school is 1.77 miles southeast of the Specific Plan area.

Library

The County of Los Angeles Public Library (LACPL) provides library services to the Specific Plan area. The nearest branch of the LACPL is located approximately two miles east of the Specific Plan area. The address is 3224 Tyler Avenue in the City of El Monte. The library provides internet, reading, and recreational programs.

A green roof and the use of drought-tolerant landscaping will minimize energy and water consumption

SUSTAINABILITY

Sustainable design refers to design and construction practices that significantly reduce or eliminate the negative impacts of development on the environment and its inhabitants. With this in mind, sustainable design is an integral component of the Flair Spectrum Specific Plan, which incorporates a variety of sustainable design features throughout the Specific Plan area. These sustainable design features reduce water consumption, optimize energy use, conserve natural resources, and protect air quality. The Applicant may also pursue LEED, or Leadership in Energy and Environmental Design, accreditation to ensure Flair Spectrum will have a positive impact on the health of occupants, while promoting renewable, clean energy.

The Flair Spectrum Specific Plan utilizes a sustainable design approach that emphasizes water efficiency, energy conservation, alternative modes of transportation, and the conservation of materials and natural resources. The following is a discussion on each sustainable design feature that achieves the desired sustainable design approach for the Flair Spectrum Specific Plan.

Water Efficiency

Water efficiency is the smart use of water resources through water-saving technologies and practices. To use water efficiently throughout the Specific Plan area, a variety of water efficient irrigation systems, drought-tolerant landscaping, and water efficient fixtures are used. A major component of the Flair Spectrum Specific Plan is the variety of landscaped open space provided throughout the Specific Plan area. These open spaces consist of a variety of drought-tolerant plants that provide an aesthetically pleasing landscape, while requiring minimal water to endure the arid climate of Southern California. Landscape irrigation is provided through a water efficient irrigation system, such as drip irrigation, which is generally more efficient than conventional sprinklers since they deliver low volumes of water directly to plants' roots. Landscape irrigation also incorporates a greywater system, which uses recycled water from sinks and washing machines for landscape irrigation. To further reduce water consumption within the Specific Plan area, water efficient fixtures and appliances are strongly encouraged. Landscaped bio-swales (located along the perimeter of the Specific Plan area) are also incorporated to filter stormwater runoff.

Energy Conservation

Energy conservation refers to minimizing energy consumption through energy reducing technology and practices. Flair Spectrum utilizes multiple approaches when it comes to energy conservation. Solar photovoltaic panels are installed atop the roof of the Luxury Retail Outlet Center, which will assist in powering on-site buildings and structures. To reduce the use of daytime lighting, atrium and multiple skylights are also located along the roof of the Luxury Retail Outlet Center that allows natural light to illuminate the interior of the building. A vegetated roof located atop of the Luxury Outlet Retail Center also reduces energy consumption by minimizing the

Roof top solar panel system will be integrated with the building's mechanical equipment

amount of energy required for heating and cooling of the building through natural insulation.

Energy efficient lighting fixtures are also used in the Specific Plan area. These energy efficient lighting fixtures also consist of glare shields to direct lighting away from adjacent properties and to reduce light pollution in open space areas. Energy efficient mechanical equipment, such as air conditioning units are also used to further minimize energy consumption in the Specific Plan area. The Specific Plan also strongly encourages energy efficient appliances and fixtures.

Alternative Modes of Transportation

The Flair Spectrum Specific Plan strongly encourages the use of alternative modes of transportation, such as buses, energy-efficient vehicles, and bicycles. It also encourages the use of car-pooling and ride-sharing programs to reduce vehicle emissions and traffic in the vicinity of the Specific Plan area. The City of El Monte is by Metro. The Specific Plan area is located less than 500 feet away from the Metro bus stop located at Telstar Avenue. This bus-stop is served by Metro Bus Route 176, which provides transit access to Highland Park, South Pasadena, Alhambra, San Gabriel, Montebello, Rosemead, and the El Monte Bus Station. The close proximity of the bus stop to the Specific Plan area ensures that residents, visitors, and employees have regional access to the Specific Plan area, and encourages the use of alternatives modes of transportation.

The Flair Spectrum Specific Plan area supports energy efficient vehicles and bicycles, and provides multiple amenities for these alternative modes of transportation. These amenities include designated electric vehicle (EV) parking spaces, EV charging stations, bicycle racks, and bicycle locker facilities. All of these amenities are easily accessible and are provided at secure locations. Pedestrian circulation and access is another key component of the Flair Spectrum Specific Plan. A series of interconnecting sidewalks and pathways are provided to allow convenient access to the multiple land uses located throughout the Specific Plan area. Pedestrian lighting and signage is also provided to improve safety and the pedestrian experience. These interconnected pedestrian paths also allow pedestrians to stay on-site

Flair Spectrum will include bicycle facilities such as lockers, racks and residential bicycle cages

The parking structures will include parking spaces equipped with vehicle charging stations

and not have to rely on the automobile to visit the multiple land uses, which reduces vehicle traffic and emissions in the vicinity of the Specific Plan area.

Conservation of Materials and Natural Resources

The conservation and efficient use of materials reduces waste and conserves natural resources. The Flair Spectrum Specific Plan encourages the utilization of recycled products whenever possible. Residents, tenants, and visitors are strongly encouraged to recycle, and recycling bins are provided on-site. Tenants operating in the Specific Plan area are also encouraged to be cognizant of the guidelines for recycling and managing solid waste.

In addition, renewable materials were used in the construction of Flair Spectrum, and construction debris was appropriately recycled per State and local regulations. These approaches, in addition to the sustainable design features mentioned previously, assist in conserving natural resources, and ensure Flair Spectrum is sustainable to the benefit of its residents, visitors, tenants, and the City of El Monte.

Flair Spectrum will include a Digital Wall Signs

SIGNAGE

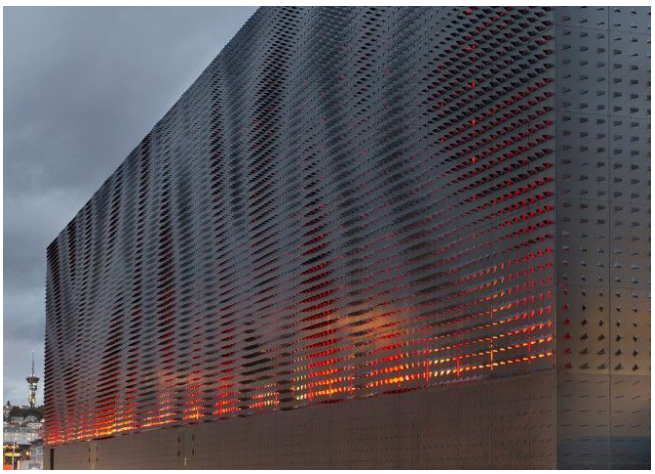
The sign program for the Flair Spectrum Specific Plan provides for tenant identification, as well as informing, and occasionally entertaining, residents and guests. Signage within the Specific Plan Area will be cohesive and use high-quality colors, materials, finishes, and illumination techniques that complement one another and are consistent with the overall design concept for the Specific Plan Area. All signs proposed for the Flair Spectrum Specific Plan will be governed by a master sign program (provided under a separate cover) that will provide consistency in design style and direction for placement and the size of signs, pursuant to Section 17.12 (Sign Standards and Signage Regulations) of the EMMC. The following is a description of the proposed signage to be located within the Specific Plan Area.

Pylon Signs

The Specific Plan Area will include Electronic Pylon Signs that will be ideally situated along Flair Drive above the I-10 Freeway. These double-sided signs will consist of electronic panels comprised of light emitting diodes (LED) or similar technology, and are capable of displaying images. The signs will inform guests of the goods, services, and entertainment opportunities available at Flair Spectrum and may also be occasionally used to advertise goods, services, and community events. One non-electronic pylon sign will be located along Rio-Hond Drive.

Digital Wall Signs

This curvilinear sign will be attached to the façade of the Luxury Retail Outlet Center located along Flair Drive, making it uniquely visible from the freeway. Similar to the technology used for the Electronic Pylon Signs, the Digital Wall Display Signs will utilize LED or similar technology to display images of the goods, services, and entertainment opportunities available at Flair Spectrum. Occasionally, these signs will also be used to advertise services and entertainment opportunities.



Sample of a Digital Wall Signs

Flair Spectrum will contain large building wall signs to advertise tenants, as well as create a sense of place.

Monument Signs

Affixed to the ground, monument signs may be located at the major entry points to the Specific Plan Area, including the intersection of Flair Drive and Rio Hondo Avenue and at pedestrian entrances. These signs will be designed to be consistent with the architectural design of the buildings located within the Specific Plan Area. The names, logos, and/or addresses of tenants and the project may be prominently displayed on these signs.

Building Wall Signs

Located throughout the Specific Plan Area, these signs will be mounted to building facades and will display the name and/or logo of tenants. Each sign will be required to maintain consistency with the development standards contained within Chapter 4, Development Standards, of this Specific Plan and the master sign program for Flair Park.

Pageantry and Retail Theme Signage

This signage will be typically attached to light poles or building facades within the Specific Plan Area, and are part of the overall themed graphics for the project. These signs may include the project's name and/or logo, seasonal greetings, special event announcements, tenant graphics, or other similar graphics. Pageantry and Retail Theme Signage may be concentrated along Flair Drive and Rio Hondo Avenue and at major entrances to the Specific Plan Area.

Vehicle and Pedestrian Oriented Directional Signs

Usually pole or ground-mounted, these signs include appropriate text and arrows to direct motorists and pedestrians to uses and destination points throughout the Specific Plan Area. These signs may be located along Flair Drive and Rio Hondo Avenue, along pedestrian paths and public gathering spaces, and within the parking structures.

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4.0 Development Standards

Flair Spectrum Specific Plan

4.0 Land Use and Development Standards

This Chapter identifies the building heights, density, setbacks, parking requirements, landscaping, signage, and other development standards for land uses located within the Flair Spectrum Specific Plan area.

PURPOSE AND INTENT

This Chapter contains the development standards for the Flair Spectrum Specific Plan area. The application of these regulations is intended to create a harmonious relationship among the Land Use Districts and to protect the health, safety, and general welfare of the community. Upon adoption of the Flair Spectrum Specific Plan, the development standards and procedures established herein become the governing zoning standards for the buildings and land uses located within the Specific Plan area.

GENERAL PROVISIONS

Minimum Requirements

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

Applicability of Development Standards and Guidelines

The land uses and development standards contained herein provide specific standards for development within the Specific Plan area. The Flair Spectrum Specific Plan supersedes the otherwise applicable City of El Monte Municipal Code (EMMC) standards and regulations, unless stated herein to the contrary. Whenever the provisions and development standards contained herein conflict with those contained in the EMMC, the provisions of the Specific Plan shall take precedence. Where the Specific Plan is silent, the EMMC shall apply.

Interpretation, Administration, Enforcement, and Appeals

The Director of Economic Development or his/her designee is authorized by the City of El Monte to interpret, administer, and enforce the provisions of this Chapter. The provisions of this Chapter shall be interpreted in a manner that best fulfills the spirit and intent of the Specific Plan, and the Director of Economic Development or his/her designee shall interpret questions arising from the application of this Chapter. A decision or determination of the Director of Economic Development or his/her designee may be appealed to the Planning Commission in accordance with the provisions of the EMMC.

LAND USES AND PERMIT REQUIREMENTS

Table 4.1, Allowable Uses, identifies permitted, conditionally permitted, accessory, and prohibited land uses for each Land Use District located within the Specific Plan area. In determining the allowed land uses and development standards for land use districts not located within the Specific Plan area, please refer to applicable sections of the EMMC. The Land Use Districts located within the Specific Plan area are as follows:

- Luxury Outlet Retail Center
- Hotel
- Residential
- Restaurants
- Office

Permitted Land Uses

A Permitted Use (P) can be established as the primary use of a building without the need of discretionary approval (e.g., Planning Commission review).

Conditionally Permitted Land Uses

A Conditionally Permitted Use (C) is permitted upon the approval of a Conditional Use Permit (CUP) by the Planning Commission.

Prohibited Land Uses

A land use indicated with a "-" symbol is prohibited within that specific land use district.

Accessory Land Uses

An Accessory Use (A) means a use of the land or of a building naturally and normally incidental to, subordinate to, and devoted exclusively to the main use of the premises.

Land Uses Not Listed

A land use not listed in Table 4.1 shall be considered a prohibited land use. For land uses similar to those listed in Table 4.1, but not expressly stated in this Specific Plan, the Director of Economic Development or his/her designee shall be granted the authority to make a determination of the applicability of similar land uses.

Land Uses Not Defined

If a word is not defined in this Section, or in other provisions of the El Monte Municipal Code, the Director of Economic Development or his/her designee shall determine the correct definition.

TABLE 4.1: ALLOWABLE USES

Land Uses[1]	Land Use District			
	Hotel	Outlet Retail	Residential	Notes
Open Space and Recreation Facilities				
Maintenance and support facilities	A	A	A	
Public open space, plazas, and courtyards	P	P	P	
Recreation facilities (active, outdoor)	P	P	P	Includes playgrounds, circuit training courses, swimming pools, and tennis courts.
Recreation facilities (active, indoor)	P	-	P	Includes gymnasiums and similar facilities.
Recreation facilities (passive, outdoor)	P	P	P	Includes lounge areas and gardens.
Rooftop decks	P	P	P	
Eating Establishments				
Bars, taverns[3, 4]	C	C	-	
Brew pub, micro-brewery[3, 5]	-	C	-	
Cafes[2]	A	P	A	
Fast-food restaurants[2]	-	P	-	Drive-through prohibited.
Food courts[3]	-	P	-	
Restaurants[3]	P	P	-	Includes outdoor dining areas.
Restaurants serving alcohol[3]	C	C	-	
Entertainment, Recreation, and Public Assembly				
Athletic clubs or health spas	C	P	-	
Banquet halls and conference facilities	P	-	-	Under 30,000 sq. ft.
Dancing and live entertainment	C	C	-	Includes night clubs, VIP rooms, and similar uses.
Motor Vehicle Related Retail Trade and Services				
Automobile rental or leasing	P	P	-	Includes on-site rental vehicles.
Parking Facilities				
Automobile parking areas	P	P	P	Underground levels permitted.
Bus and transit parking facilities	P	P	P	
Parking structures	P	P	P	
Public/Institutional				
Public utility or public service buildings, structures and uses	C	C	C	
Residential				
Multiple-family dwellings	-	-	C	

Land Uses[1]	Land Use District			
	Hotel	Outlet Retail	Residential	Notes
Retail				
Outlet anchor stores	-	P	-	
Outlet retail		P		
Automobile parts and accessory stores	-	P	-	
Bakery	-	P	-	
Book store	-	P	-	
Clothing and wearing apparel shops	-	P	-	
Confectionery store	-	P	-	
Dry goods or notions stores	-	P	-	
Jewelry store	-	P	-	
Kiosk	-	P	-	Includes informational, directory, and retail kiosks.
Multi-Tenant Development	-	P	-	
Music stores	-	P	-	
On-sale beer, wine, or liquor establishments	C	C	-	
Off-sale beer, wine, or liquor establishments	C	C	-	
Shoe stores	-	P	-	
Stationery stores	-	P	-	
Services				
Automated teller machines (ATMs)	A	A	-	Drive-through prohibited.
Banks and financial institutions	-	P	-	
Child day care centers	-	C	-	
Convenience services	A	P	A	Maximum of 2,500 sq. ft. allowed.
Hotel	C	-	-	
Offices – business or professional	A	P	-	Includes law, accounting, engineering, and similar uses.
Self-service laundries or launderettes	-	-	A	
Transportation, Communications, and Infrastructure				
Taxi service or passenger transportation services	P	P	P	
Telecommunication equipment and facilities	A	A	A	Subject to EMMC Chapter 17.82.

Notes:
1. Uses defined under Section 17.04.020 (Definitions) of the El Monte Municipal Code. If a word is not defined in this Section, or in other provisions of the El Monte Municipal Code, the Director of Economic Development or his/her designee shall determine the correct definition.
2. Not included as part of the 50,000 sq. ft. of restaurant uses identified in the Land Use Summary under Chapter 3, Development Plan.
3. Included as part of the 50,000 sq. ft. of restaurant uses identified in the Land Use Summary under Chapter 3, Development Plan.
4. Bars and taverns includes the sale of beer and wine for consumption on or off the premises where sold. No distilled spirits may be on the premises. Minors are not allowed to enter and remain. Food service is not required.
5. A brew pub is typically a very small brewery with a restaurant. A micro-brewery is a small-scale brewery operation that typically is dedicated solely to the production of specialty beers, although some do have a restaurant or pub on their manufacturing plant.

TABLE 4.2: DEVELOPMENT STANDARDS

Development Standards	Land Use District		
	Hotel	Outlet Retail Center	Residential
Square Footage and Units			
Maximum Gross Building Square Footage[1]	240,000 gross sq. ft	690,000 gross sq. ft	930,000 gross sq. ft.
Maximum Residential Dwelling Units[1]	N/A	N/A	600 Units
Minimum Dwelling Unit Size	N/A	N/A	Studio: 650 sq. ft. 1-bedroom: 800 sq. ft. 2-bedrooms: 1,000 sq. ft. 3-bedrooms: 1,200 sq. ft.
Building Setbacks[2]			
Flair Drive	10 feet	10 feet	10 feet
Rio Hondo Avenue	12 feet	12 feet	12 feet
East Private Drive	20 feet	20 feet	20 feet
South Private Drive	20 feet	20 feet	20 feet
Encroachments			
Permitted Setback Encroachments	6 feet	6 feet	6 feet
Maximum Building Height[3]			
Building Height	160 feet	80 feet	320 feet
Recreation Space[4]			
Private and Common Recreation Space	N/A	N/A	125 sq. ft. per Unit

Notes:
1. Excludes square feet for parking structures and open spaces.
2. Measured from building wall to property line.
3. Measured from existing grade to top of highest appurtenance (e.g., roof-mounted equipment).
4. Private recreation space may consist of a combination of open space and/or indoor recreation space.

DEVELOPMENT STANDARDS

Table 4.2, Development Standards, provides a summary of development standards applicable to land uses, structures, and related improvements located within the Flair Spectrum Specific Plan area.

GENERAL STANDARDS FOR LAND USES

Purpose

This section is intended to provide the general development regulations and standards for land uses located within the Flair Spectrum Specific Plan area. The following standards shall apply:

1. Buildings containing the land uses shall consist of quality architectural features.

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

3. In addition to the architectural elements standards expressed in this subsection, color changes, texture changes, and material changes shall be used.

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

5. Building entryways shall be clearly defined and incorporate architectural details.

Trash, Service, and Delivery Areas

1. All trash and garbage bins shall be stored in an enclosure and designed to architecturally integrate within the overall design theme of the Specific Plan area.

2. Service areas and loading docks shall be screened from view from adjacent streets.

3. When appropriate, a landscape buffer may be provided along service/delivery areas.

4. Loading areas shall be located as far away as possible from on-site residential units, and shall be completely screened from view from adjacent residential portions of the project.

5. Trash enclosures shall be a minimum six (6) feet in height and should be architecturally compatible with the main building.

Mechanical Equipment

1. Rooftop mechanical equipment shall be securely fastened to the roof and fully screened with architectural elements consistent with the overall design of the primary structure.

2. Exterior ventilating and mechanical equipment shall not disturb neighboring occupants and shall be screened, shielded, and/or buffered from sound from adjacent properties.

3. All mechanical equipment, including above-ground utility boxes, telephone boxes, water lines, back flow preventers, cable boxes, or similar structures shall be fully screened.

4. Satellite dishes shall be roof-mounted and screened from view.

OPEN SPACE

The Specific Plan area consists of various plazas, courtyards, and open space areas for patrons and residents to enjoy. The following are the requirements and guidelines for public gathering spaces.

Requirements for Public Gathering Spaces and Open Spaces

1. At a minimum, areas designated as public gathering spaces, landscaping areas, and open spaces shall consist of 15 percent of the entire site.

2. Public gathering and open spaces consist of pedestrian-accessible spaces, including outdoor seating areas, plazas, courtyards, passive recreational areas and outdoor amenities, water features, landscaped areas, indoor amenities, gyms, indoor lounge areas and common areas, and other similar uses.

3. Land uses located within the Specific Plan area are encouraged to coordinate the placement of public gathering spaces to provide larger public gathering spaces that serve multiple buildings. Public gathering spaces are encouraged to be contiguous and connected by landscaped pedestrian walkways.

5. Public gathering spaces shall be accessible to adjacent residential and hotel uses, and be accessible from public sidewalks.

6. To the satisfaction of the Economic Development Director, usable open space shall include the provision of trees, seating, landscaping, lighting, and other similar features.

8. Pedestrian areas that are intended to facilitate public access to exterior public amenities shall be distinguishable through the use of durable, low-maintenance surface materials, such as decorative pavers or other similar architectural treatments.

Residential Open Space

Residential components of integrated residential/ commercial mixed use developments shall provide open space, recreation, and leisure area equal of a minimum 125 square feet per dwelling unit. The following spaces shall contribute to the open space, recreation area, and leisure area requirement:

1. **Common Open Space.** Common open space is accessible to all residents for both passive and recreational uses. Amenities may include, but are not limited to a swimming pool, spa, seating areas, barbecue area, indoor exercise facilities, and multi-purpose rooms. Common open space areas shall have a minimum dimension of 10 feet in width and 30 feet in length. Common open space must contribute at least 66 percent of the required residential open space area.

2. **Private Open Space.** Private open space may be provided in the form of a patio, yard, balcony, or combination thereof and shall be directly adjacent to and accessible from each unit. Private open space is not required for every unit.

Balconies

Private open space within the Residential Land Use District may be provided in the form of balconies. The following requirements shall apply to balconies:

1. Balconies shall have a minimum area of 50 square feet and a minimum dimension of five (5) feet.

2. Balconies shall be allowed to encroach a maximum six (6) feet into a required front, side, or rear yard setback.

3. Balconies shall be enclosed with a wall or balustrade that complements the architectural design of the buildings.

TABLE 4.3: OFF-STREET PARKING REQUIREMENT

Land Use	Required Number of Parking Spaces[1]
Retail	
0-20,000 gsf	1 space per 250 gsf
20,001-50,000 gsf	1 space per 400 gsf
Greater than 50,000 gsf	1 space per 500 gsf
Restaurants (including outdoor dining)	1 space per 150 gsf
Hotel	
Hotel Rooms	1 space per room
Banquet/Meeting Space	1 space per 75 sq. ft. of usable area
Cafe/Restaurant/Bar (including outdoor dining)	1 space per 150 gsf
Residential Condominiums	
One-Bedroom Unit	1.7 spaces per unit
Two-Bedroom Unit	2.0 spaces per unit
Three-Bedroom Unit	2.5 spaces per unit
Guest	0.25 space per unit

Note: 1. Based on City of El Monte Municipal Code Chapter 17.08 (Parking Requirements) and Chapter 17.45.

OFF-STREET PARKING STANDARDS

Purpose

The following regulations are established to provide for the off-street parking of motor vehicles related to the various land uses located within the Specific Plan area. The purpose of these regulations is to ensure that parking areas are properly designed and provide a sufficient number of parking spaces to reduce traffic congestion, promote business, and enhance public safety.

Calculation of Off-Street Parking Requirement

1. Table 4.3, Off-Street Parking Requirement, sets forth the off-street parking requirement for land uses located within the Flair Spectrum Specific Plan area.

2. A minimum of eight (8) percent of all parking spaces shall be designated parking for any combination of low-emitting, fuel-efficient, and carpool/van pool vehicles.

3. A minimum number of electric vehicle charging station is one (1) electric vehicle charging station per 350 parking spaces.

Parking Standards

The following standards shall apply to all land uses, buildings, and structures located within the Specific Plan area.

Location of Off-Street Parking

1. Required parking facilities shall be located on the same building site and in proximity to the uses they serve, except as otherwise provided in this section.

2. Parking and maneuvering areas shall be arranged so that any vehicle can leave the parking area and enter into an adjoining vehicular right-of-way traveling in a forward direction.

3. Residential parking areas shall be separated by a gate or similar barrier and shall only be accessible to residents.

Markings

1. In all parking facilities, individual stalls, drive aisles, approach lanes, and maneuvering areas shall be clearly marked to expedite traffic movement. Once a parking facility has been

marked in accordance with the approved site plan, the markings shall be permanently maintained.

2. Designated parking spaces for low-emitting and fuel-efficient vehicles must be marked "CLEAN AIR VEHICLE" in the same paint used for stall striping, with the lower edge of the last word aligning with the end of the stall striping, so that the text is visible beneath parked vehicles. Lettering should be at least eight (8) inches in height.

3. Designated parking spaces for residential guest parking shall be marked "RESIDENTIAL GUEST ONLY" in the same paint used for stall striping, with the lower edge of the last word aligning with the end of the stall striping, so that the text is visible beneath parked vehicles. Lettering should be at least eight (8) inches in height.

Parking Management

To ensure the efficient movement of vehicles and pedestrians within parking facilities, the following parking management strategies shall be employed:

1. Digital parking guidance signs shall be installed within the parking facilities that indicate the location of available parking spaces by level, and assist in directing vehicles to available parking spaces.

2. Pay-first kiosks shall be installed at the entry/exit points to parking facilities to reduce the queuing of vehicles.

3. Valet parking shall be used to create an efficient utilization of parking spaces. Parking spaces designated for valet parking shall be indicated by signage and/or pavement markings.

Size of Parking Spaces

All covered or uncovered off-street parking spaces, except as otherwise noted in this Section, shall be a minimum clear unobstructed nine (9) feet in width and 18 feet in length.

Parking Access

Parking aisles for one-way aisles shall have a minimum width of 14 feet. Parking aisles for two-way aisles shall have a minimum of 25 feet in width.

Electric Vehicle Charge Stations

Electric vehicle (EV) charging stations shall be reserved for parking and charging of EV only. Each EV charging station shall be posted with signage indicating the space is reserved for EV charging purposes only.

Park Once

A "park once" policy shall be promoted for Flair Spectrum. Rather than driving from one use to another, visitors are highly encouraged to park once and walk to one or more destinations within Flair Spectrum. Similarly, residents and employees are encouraged to walk from residences or workplaces to other land uses.

Standards for Parking Structures and Garages

The following standards shall apply to both above-grade and underground parking structures and garages located within the Specific Plan area.

Site Organization

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

Access and Circulation

1. Vehicle-queuing areas at entrances and exits shall be of sufficient length to minimize vehicle stacking onto surrounding streets or within the parking structure. A minimum of two (2) vehicle lengths of queuing distance shall be provided between the street and the parking garage entrance.

2. Ramp grades shall not exceed 14 percent and parking areas shall not exceed a slope of seven (7) percent.

3. To the greatest extent possible, the architectural design of the parking garage shall eliminate possible hiding places and openings that could allow pedestrian access.

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

5. To the greatest extent possible, stairs and elevators should be located adjacent to a street or pedestrian promenade on the exterior of the structure where lobbies can be exposed to outside view.

Building Design

Freestanding parking garages shall be designed to reduce the massing and scale of the structure and be compatible with surrounding uses. The following design guidelines shall apply to parking structure design.

1. The design of the parking structure should be designed with enhanced aesthetic treatments to soften the visual appearance of the structure. This can be accomplished through a combination of the following methods:

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

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

TABLE 4.4: BICYCLE PARKING SPACES

Land Use	Minimum Bicycle Spaces Required	
	Short-Term Parking Spaces[1]	Long-Term Parking Spaces[2]
Luxury Outlet Retail	1 per 10,000 gross sq. ft.	1 per 50,000 sq. ft.
Hotel	1 per 10 rooms	1 per 50 rooms
Restaurant	1 per 12,000 gross sq. ft.	1 per 24,000 sq. ft.
Residential	1 per 25 units	1 per 10 units

Notes: 1. Short-term bicycle parking includes bicycle racks.
2. Long-term bicycle parking can include, but not limited to bicycle rooms, bike cages, and bike lockers.

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

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

Bicycle Parking Standards

Providing an adequate supply of bicycle parking at all destinations is critical in the Specific Plan area to encourage bicycle use and reduce automobile trips. Requirements in Table 4.4 are divided into short- and long-term parking requirements. Short-term bicycle parking is designed for parking needs of less than three hours, while long-term bicycle parking is designed for parking needs over three hours.

Calculation of Bicycle Parking Requirement

Table 4.4, Bicycle Parking Spaces, sets forth the bicycle parking requirement for land uses located within the Specific Plan area.

Design Requirement

1. Short-term bicycle parking shall be provided using bicycle racks that are securely anchored to the ground and allow the bicycle frame and a minimum one (1) wheel to be securely locked to the rack.

2. Long-term parking shall be fully enclosed to protect bicycles from weather. Acceptable installations include, but are not limited to: bicycle rooms, bicycle cages, and bicycle lockers.

Location

All required bicycle racks shall be located as close as possible to the entrance of the facility served. Short-term parking bicycle racks must be located no more than 75 feet of the visitors' entrance, readily visible to passers-by.

Signage

Where bicycle parking is not visible from the street, signage shall be provided that directs cyclists to the location of bicycle parking.

Lighting

All bicycle parking facilities shall be provided with lighting that provides high visibility. Lighting shall be maintained in operational condition at all times.

TABLE 4.5: LOADING SPACE REQUIREMENT

Land Use/Area	Gross Floor Area	Required Number of Loading Spaces	Loading Type
Hotel	Less than 50 rooms	1	Standard B
	51 to 200 rooms	2	Standard A
	201 and more	3	
Luxury Outlet Retail and Restaurants	Less than 20,000 sq. ft.	1	Standard A
	20,001 to 100,000	2	
	100,001 sq. ft. and more	3	
Residential	100 units and more	1	Standard B

LOADING STANDARDS

Calculation of Loading Space

Table 4.5, Loading Space Requirement, sets forth the loading space requirements for land uses located within the Flair Spectrum Specific Plan area.

Dimensions

Required loading spaces must meet these standards:

- Standard A (Large): 15 feet wide, 55 feet long, 15 feet clearance
- Standard B (Small): 12 feet wide, 30 feet long, 14 feet clearance

Location of Loading Space

Each off-street loading space shall be sufficient to permit the standing, loading, and unloading of vehicles to avoid undue interference with the public use of streets and private drives, and shall not be a part of the off-street parking area required for each particular use.

Design of Loading Spaces

1. Loading spaces or areas shall not be located in required setbacks.

2. All loading spaces shall be designed and maintained so that vehicles do not back in from, or onto, a public street.

3. All loading spaces shall have adequate ingress and egress, and shall be designed and maintained so that the maneuvering, loading, or unloading of vehicles does not interfere with the orderly movement of traffic and pedestrians on any street and/or driveway.

4. Where feasible, loading areas shall be screened, enclosed and/or located appropriately to minimize potential nuisances, such as odor and noise.

5. Loading areas shall be clearly marked as being distinct from required parking spaces and aisles, unless the City approves the use of the parking area as an undesignated overlay loading area during non-business hours.

6. No walkway, mechanical equipment, utility, waste collection/disposal receptacle, or other equipment or fixture may be placed in any loading area.

TABLE 4.6: MINIMUM ILLUMINATION LEVELS

Parking Areas/Public Spaces	Location of Foot-Candles	Minimum Foot-Candles Average
Parking Structures	Parking Surface	5.0
On-Grade Parking	Parking Surface	1.0
Sidewalks	Pavement	1.0
Public Gathering Spaces	Pavement	1.0

LIGHTING REQUIREMENTS

The lighting standards for the Flair Spectrum Specific Plan area establish a design framework to guide all future lighting improvements, and to satisfy specific lighting standards for land use located within the Specific Plan area. The design of the lighting is focused on providing comfortable spaces for people to walk and to ensure the safety of residents, visitors and employees.

Light Level Requirements

Table 4.6, Minimum Illumination Levels, displays the light intensity levels (in foot-candles) recommended by the Illuminating Engineering Society for the safe operation of vehicles and pedestrian security. Future lighting improvements should meet these minimum standards to provide adequate lighting for the Specific Plan area.

General Requirements

1. Lighting levels should be sufficient for the safety and security of vehicular and pedestrian traffic, but should not spill onto adjacent properties.

2. Lighting should be provided in all parking, vehicular and pedestrian circulation areas, and loading and storage areas.

3. Lighting should be located to ensure adequate light levels and to create an even level of illumination.

4. Use of low, bollard-type lighting and/or landscape accent lighting is encouraged, especially in pedestrian areas.

5. Exterior lighting should be architecturally integrated with the architectural building style, materials, finishes, and colors.

6. Building design should exploit the use of natural light with windows, skylights, light shelves, and similar devices, minimizing dependence on artificial light.

7. To the greatest extent possible, light sources should be shielded so that the source of the illumination is not seen from outside the structure. Lighting shall also reduce light pollution.

8. The lighting for the exterior of retail buildings and spaces shall be safe and attractive to customers. This can be achieved mainly with entrance accents and façade floodlighting.

9. The lighting for the exterior of residential buildings and spaces shall be to a level that provides security and safe ingress and egress.

10. The lighting for pedestrian sidewalks and bikeways shall be to a level that increases pathway visibility and safety of pedestrians.

10. All lighting shall utilize energy-efficient light fixtures for outdoor spaces, parking structure, and signage.

LANDSCAPE REQUIREMENTS

Purpose

This section provides the standards and regulations to ensure the quality and appearance of landscaping within the Specific Plan area.

Applicability

Standards for landscaping, walls, and fences shall comply with the provisions contained in Chapter 17.10 (Landscaping Requirements) of the EMMC in addition to the following standards.

General Requirements

1. All projects shall provide and maintain landscaping and irrigation in compliance with applicable sections of this Specific Plan and the EMMC. Standards for the provision of landscaping within the public right-of-way in conjunction with any private development shall be in compliance with the EMMC.

2. All landscape plantings areas shall be adequately irrigated. Irrigation plans shall be prepared by a licensed landscape professional. Weather-based irrigation controllers, soil moisture based controllers, or other self-adjusting irrigation controllers, shall be required for all irrigation systems.

3. Landscaping shall be installed and maintained to minimize irrigation demand using drought-tolerant and California-friendly landscaping. Shrubs, trees, vines, perennials, and ground cover shall demonstrate drought-tolerant features consistent with Chapter 17.11 (Water Efficiency) of the EMMC.

4. Where feasible, provide shaded features within outdoor public spaces and walkways between buildings.

5. Low Impact Development landscaping practices, such as bio-swales and drought tolerant landscaping is encouraged.

6. To the greatest extent possible, recycled water, including stormwater runoff, and where feasible, greywater systems are encouraged to be used for irrigation. All irrigation and planting shall incorporate an automatic irrigation system.

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

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

9. Redwood chips, decomposed granite, or other organic material as a substitute for required landscaping shall be prohibited.

10. All outdoor public gathering spaces shall be landscaped and shall use a variety of planting methods, including pots, raised planter boxes,

and trellises. The landscaping should be pedestrian friendly and provide areas of shade and accents.

11. Landscaping should not obstruct the sightlines of motorist or pedestrians.

12. Associates and property management shall be responsible for ongoing maintenance of required landscaping in accordance with the approved landscape plan for the life of the project unless otherwise exempt.

Plant Materials

1 A master landscape palette shall be submitted as part of the entitlement package to ensure harmony between the private realm, public open spaces, and streetscape.

2. Plant material shall be selected for their adaptability to site conditions, such as moisture, soils, sun, shade, wind, and resistance to insects and disease.

3. The careful attention to transitioning of proposed planting design with existing neighboring landscapes is highly encouraged.

4. All plant materials shall be selected and sited to allow for easy growth to their mature size, without obstructing vehicular circulation, pedestrian circulation, or views.

Parking Structure Edge

Parking structure facades should be designed with enhanced aesthetic treatments to soften the visual appearance of the structure. Treatments may include, but are not limited to, landscaping, signage, or special treatment of building materials (i.e., use of color or patterns) as approved by the City.

WALLS AND FENCES

Purpose

Walls and fences shall be designed to complement the prevailing architecture and design of the Flair Spectrum Specific Plan. The following regulations are established to guide the location and treatment of walls and fences.

Applicability

For the purposes of this Section, the words "fence" and "wall" shall have the same meaning, and any reference to fences shall include walls.

Height Limits

The following height limits apply to all land use districts:

1. At no time shall a fence or wall exceed eight (8) feet in height within the rear or side setback. See Exhibit 4.1, Wall Location and Height Limit, for location and proposed heights of walls within the Specific Plan Area.

2. All fences within the street setback areas shall not exceed four (4) feet in height and a minimum 50 percent open. Wall Location and Height Limit, for location of maximum wall height.

Requirements for Walls and Fences

1. Solid walls or screens should be used to minimize the visual impacts of adjacent commercial properties along the perimeter of the site.

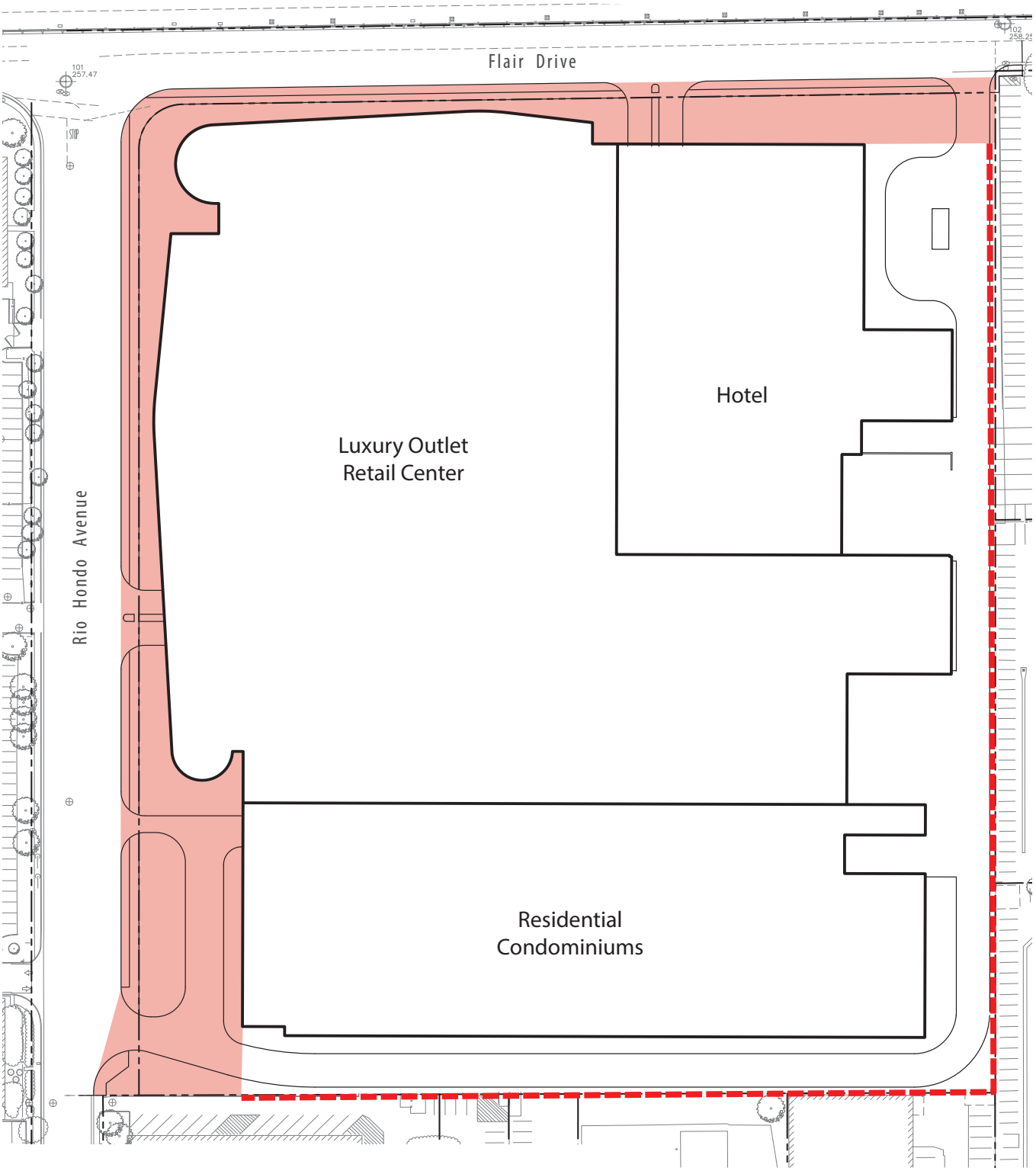
2. A maximum six-foot (6) high wall or fence may be incorporated for ground-floor screening of private outdoor spaces or residences. Other alternative methods of barriers, such as landscape screens may be used.

3. Landscape treatments shall be applied to spaces between a wall or fence and the adjacent sidewalk.

Prohibited Materials

The use of barbed wire, electronically charged fences, unpainted concrete block, plastic materials, chain link, and grape stakes are prohibited.

EXHIBIT 4.1: WALL LOCATION AND HEIGHT LIMIT



Wall/Fences Height Limit

Front Setback: 4-foot Height Limit; Minimum 50 percent open

Rear/Side Setback: 8-Foot Height Limit

SIGNS

Sign Standards

The development standards for signs set forth in Table 4.7, Sign Standards, are intended to highlight the Flair Spectrum Specific Plan Area as a distinct location. All signs proposed within the Flair Spectrum Specific Plan Area shall be governed by a master sign program that will provide consistency in design style and direction for the placement and size of signs, pursuant to Section 17.12.040(B) of the EMMC. The permitted location for signs is shown in Exhibit 4.2, Allowable Sign Locations.

Where a particular type of sign is not addressed in this Specific Plan, the applicable provisions of the EMMC shall apply.

Sign Definitions

The following terms used in this Section shall have the meanings set forth below. These definitions are intended to encompass future technologies and materials which may be utilized in the construction or implementation of the signs permitted.

Pylon Sign – Electronic: A sign that displays messages or images utilizing a series or grid of lights that may be changed by electronic means, including cathode ray, light-emitting diode (LED) display, plasma screen, liquid crystal display (LCD), fiber optic, or other electronic media or technology.

Pylon Sign – Non-electronic: A sign used for advertising purposes and whose copy or message is changed manually from time to time.

Building Wall Sign: A sign attached to or erected against the wall and/or parapet of a building or structure, with the exposed face of the sign on a plane approximately parallel to the plane of the wall.

Digital Wall Sign (Electronic): A sign which consists of digitally produced messages or images generally large in scale and which is applied to and made integral with a wall, projected onto a wall, or illuminated by LED or other pixilated lighting.

Ground Monument Sign (Project Identification): A sign that is free-standing, mounted to the ground, and does not use columns, poles, or uprights as its primary, visual structural support, and whose sign copy is limited to identifying symbol on site businesses.

Ground Monument Sign (Tenant Identification): A sign that is free-standing, mounted to the ground, and does not use columns, poles, or uprights as its primary, visual structural support, and whose sign copy is limited to a tenant's name or identifying symbol.

On-site Sign: A sign which identifies or promotes a facility, use, business, product, service, profession, commodity, activity, exhibition, display, promotion, presentation, event, person, institution, or sponsor of any of the foregoing which is conducted, sold, manufactured, produced, exhibited, displayed, promoted, presented, broadcast, televised, offered, or occurring on the premises the sign is erected,

including any incidental facility, use, business, product, service, profession, commodity, activity, exhibition, display, promotion, presentation, event, person, or institution.

Off-site Sign: A sign which identifies or promotes a facility, use, business, product, service, profession, commodity, activity, exhibition, display, promotion, presentation, event, person, institution, or sponsor of any of the foregoing which is not conducted, sold, manufactured, produced, exhibited, displayed, promoted, presented, broadcast, televised, offered or occurring on the premises the sign is erected, including any incidental facility, use, business, product, service, profession, commodity, activity, exhibition, display, promotion, presentation, event, person, or institution.

Pageantry Sign: A sign consisting of fabric or metal that is typically attached to light poles and building facades, and displays the project name, the identifying symbol of the project, and/or seasonal and special event graphics.

Retail Theme Signage: A sign consisting of fabric or metal that is typically attached to light poles and building facades, and displays the tenant's name, project name, and/or the identifying symbol of the project or tenants.

Vehicle- and Pedestrian-Oriented Directional Sign: A pedestrian or automobile-oriented sign which indicates the route to, direction of, or location of a given point, or which provides regulatory or service information of a non-advertising character.

Prohibited Signs

Except as otherwise provided, the following signs shall be prohibited:

1. Conventional plastic-faced box, canister, and cabinet signs.
2. Formed plastic-faced box or injection molded plastic signs.
3. Luminous vacuum-formed letters.
4. Odor-producing signs.
5. Off-site signs.

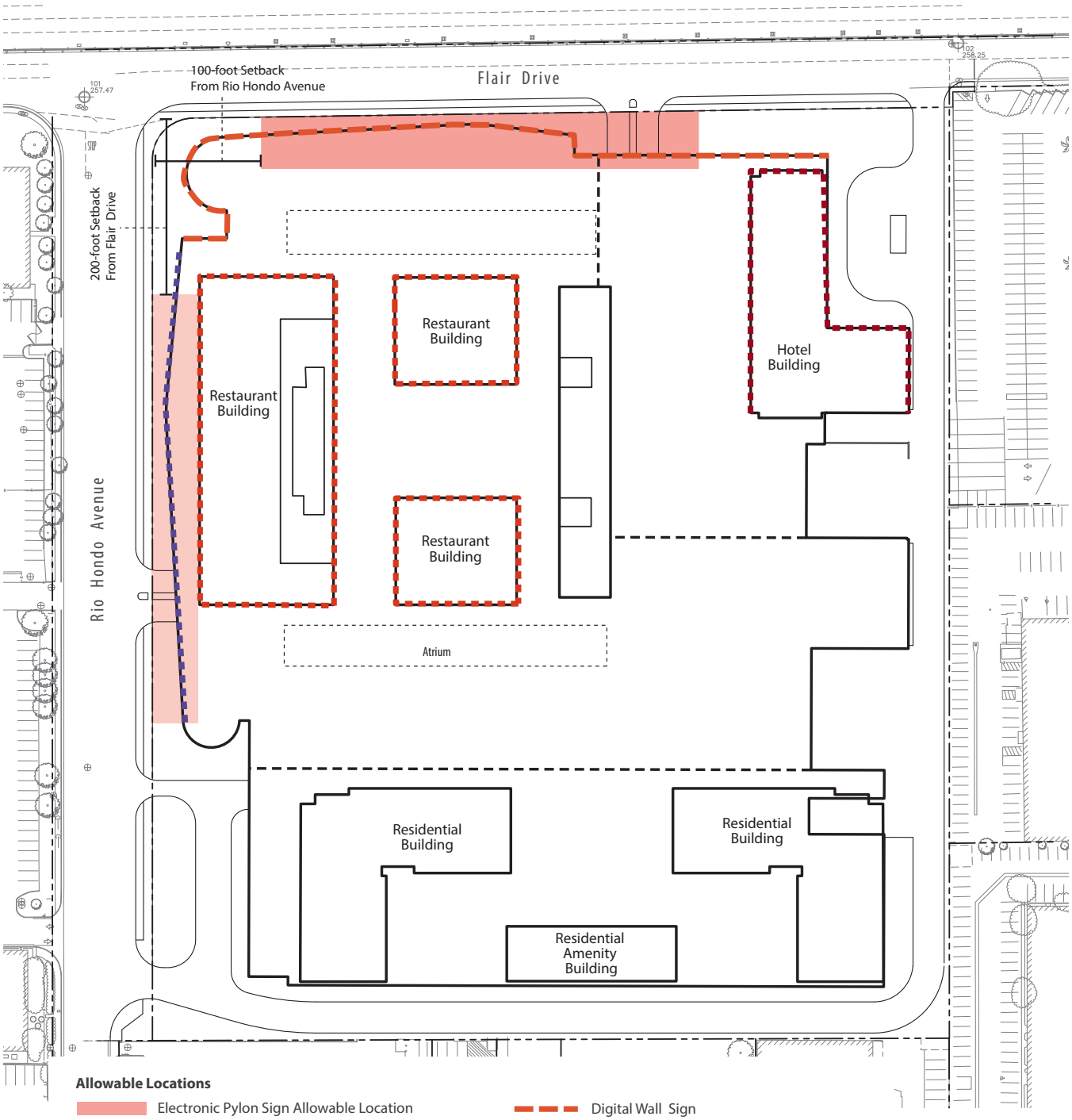
Electronic Display Signs

General Standards

1. All Electronic Display Signs, such as Electronic Pylon Signs and Digital Wall Signs, located within 100 feet of the Interstate 10 Freeway right-of-way shall comply with all applicable location, distance, size, operational, permit, licensing, and/or other requirements or limits imposed by federal or state law, including, without limitation, the California Outdoor Advertising Act, California Business and Professions Code Section 5200, et. seq., and its implementing regulations, including applicable amendments thereto. To the extent a conflict arises between any provisions of this section and applicable federal or state law, state or federal law shall take precedence.

2. To the greatest extent possible, each sign face of an Electronic Display Sign shall be oriented primarily for viewing from the I-10 Freeway, and shall be oriented away from any residential uses.
3. Electronic Display Signs shall not be permitted along Rio Hondo Avenue.

EXHIBIT 4.2: ALLOWABLE SIGN LOCATIONS



4. Electronic Display Signs shall not cause excessive distractions to motorists that could potentially lead to conflicts, such as traffic accidents. Digital images and messages displayed on these signs must remain still for a minimum of eight (8) seconds, and shall not move, flash, rotate, fade, or perform any other type of movement. The transition or blank screen time between image and/or message displays shall not exceed one (1) second.

5. Electronic Display Signs shall contain still or static messages or images only, and no part of the sign structure or image being displayed shall move or present the appearance or optical illusion of movement, including flashing, blinking, traveling lighting, varying of light intensity, or any other means not providing constant illumination.

6. The owner(s)/operator(s) of an Electronic Display Sign shall be required to donate up to five percent (5%) of the total advertising time on the Electronic Display Signs to community events, as may be requested by the City Manager.

Illumination and Brightness

1. Measurement Criteria. The illuminance of an Electronic Display Sign shall be measured with an illuminance meter set to measure foot-candles accurate to at least two (2) decimals. Illuminance shall be measured with the Electronic Display Sign off, and again with the Electronic Display Sign displaying a white image for a full color-capable Electronic Display Sign, or a solid message for a single-color Electronic Display Sign. All measurements shall be taken perpendicular to the face of the Electronic Display Signs at the distance determined by the following formula:

   Measurement Distance = √ (Area of Sign [in square feet] x 100)

2. Illumination Limits. The difference between the off and solid-message measurements using the Electronic Display Sign Measurement Criteria shall not exceed 0.3 foot-candles at night.

3. Dimming Capabilities. All permitted Electronic Display Signs shall be equipped with a sensor or other device that automatically determines the ambient illumination and programmed to automatically dim accordingly to ambient light conditions, or that can be adjusted to comply with the 0.3 foot-candle measurements.

TABLE 4.7: SIGN STANDARDS

Sign Type	Maximum Number	Maximum Sign Dimensions		Other Requirements
		Height[1]	Sign Area Face	
Project Identification Signage				
Pylon/Building Wall Sign (Electronic)	2 (2-sided face)	60 feet	680 sq. ft. per face	a) Sign shall be integrated with building. b) Permitted along Flair Drive only. c) Shall be located a minimum 200 feet from other Pylon Signs, not including Digital Wall Sign. d) Minimum 100-foot setback from Rio Hondo Avenue property line.
Pylon/Building Wall Sign (Non-electronic)	1 (2-sided face)	40 feet	480 sq. ft. per face	a) Sign shall be integrated with building. b) Permitted along Rio Hondo Avenue only. c) Minimum 200-foot setback from Flair Drive property line.
Ground Monument Sign (Project Identification)	2	5 feet	100 sq. ft.	Ground monument sign shall be located a minimum 50 feet from other monument signs.
Ground Monument Sign (Tenant Identification)	4	8 feet	150 sq. ft.	a) Tenant name and/or identifying symbol allowed on sign only. b) Ground monument sign shall be located a minimum 50 feet from other monument signs.
Building Wall Sign	3 per building	One square feet of sign area per lineal foot of building frontage		
Changeable Signage				
Digital Wall Sign (Electronic)	N/A	60	N/A	a) Not to exceed 600 linear feet. b) Shall be mounted a minimum 10 feet above existing grade.
Pageantry Signs	No Limit	N/A	N/A	Double-faced sign graphic and project name and/or identifying symbol allowed on sign.
Retail Theme Signage	No Limit	N/A	N/A	Tenant name, project name, and/or project/ tenant identifying symbol allowed.
Directional Signage				
Vehicle- and Pedestrian-Oriented Directional	Minimum number necessary to provide adequate information and direction	5 feet	20 sq. ft.	a) Wall or monument sign allowed. b) Signs shall be designed to be viewed on-site by pedestrians and/or motorists.

Notes:
1. Sign height is measured from existing grade to top of sign.

GENERAL OPERATING STANDARDS

Air Pollution

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

Exhaust Emissions

Business activity exhaust emissions shall be minimized by maintaining equipment in good operating condition and in proper tune in compliance with manufacturer's specifications. Equipment shall not be left idling for long periods of time.

Odor Emissions

Noxious odor emissions in a volume that is detrimental to or endangers the public health, safety, comfort, or welfare is public nuisance and shall be abated to prevent the further release of emissions.

Electrical Interference

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

Noise

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

Vibrations

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

Outdoor Storage

Outdoor storage areas for commercial or hotel uses shall be utilized only for the express purpose of the storage of material or equipment directly related to the use or activity on site. Such outdoor storage shall be fully enclosed by a masonry wall and stored materials shall not extend beyond the top of the wall.

5.0 Design Guidelines

Flair Spectrum Specific Plan

5.0 Design Guidelines

The design guidelines are aimed at providing direction and creating a visually attractive environment that addresses buildings, open spaces, parking facilities, signage, and sustainability.

INTRODUCTION

The overall design theme for Flair Spectrum includes a variety of architectural and design elements to enhance the uniqueness and mixed-use nature of this site. Development of each land use in the Specific Plan area will utilize design elements that bring variation and interest to the project site. The designs of buildings, public spaces, and landscaping within the Specific Plan area will provide a vibrant, urban setting for those living, working, and shopping at Flair Spectrum. The design guidelines in this chapter identify components important to the creation of this environment.

Conceptual Elevations

The following exhibits show conceptual architectural elevations for the Flair Spectrum. Exhibit 5.1 illustrates the north concept elevation from Flair Drive and the I-10 including the hotel, digital wall sign, and residential towers. Exhibit 5.2 shows the west concept elevation from Rio Hondo Avenue with one of the residential towers and hotel in the background. Exhibit 5.3 depicts the overall east elevation with the hotel and one residential tower in the foreground. Exhibit 5.4 portrays the south concept elevation, entrances to the residential towers, and the parking garage design.

EXHIBIT 5.1: NORTH CONCEPT ELEVATION

Source: SVA Architects, 2014.

A. Stone Base (Typical for all buildings)
B. LED Signage at Retail
C. Backlit Decorative Metal Mesh at Retail
D. Efficient Dual-Glazed Window System Throughout
E. Curved Window Wall at Conference Level
F. Freestanding Retail Sign

EXHIBIT 5.2: WEST CONCEPT ELEVATION

Source: SVA Architects, 2014.

A. Stone Base (Typical for all buildings)
B. Backlit Decorative Metal Mesh at Parking
C. Condominium Courtyard
D. White Plaster System or GFRC
E. Efficient Dual-Glazed Window System Throughout
F. Two-Story Lobby Entries at Condominium Towers

EXHIBIT 5.3: OVERALL EAST ELEVATION

Source: SVA Architects, 2014.

A. Stone Base (Typical for all buildings)
B. Roof Terrace over Retail (beyond)
C. Curved Window Wall at Conference Level
D. Hotel Lobby
E. Rooftop Lounge
F. Main Banquet Prefunction Area

EXHIBIT 5.4: SOUTH CONCEPT ELEVATION

Source: SVA Architects, 2014.

A. Stone Base (Typical for all buildings)
B. Backlit Decorative Metal Mesh at Parking
C. Condominium Courtyard
D. White Plaster System or GFRC
E. Efficient Dual-Glazed Window System Throughout
F. Two-Story Lobby Entries at Condominium Towers

Public plaza along the street should accentuate building entrances

DESIGN GUIDELINES

Site Planning and Building Placement

New development should contribute to the creation of coherent, well-defined and active spaces that supports pedestrian activity and social interaction. New buildings should contribute to a visually and functionally integrated pattern of development that reads as a consistent and attractive whole. Thus, the general building forms and functions and how they are organized on the site and in relation to surrounding development have as much to do with the area's character and function as a building's aesthetic characteristics.

Building Placement and Orientation

An important element in the creation of a dynamic, pedestrian-oriented retail district is establishing and supporting the civic spaces of Flair Park. All buildings will directly address the public street (i.e., rather than having buildings oriented to parking lots). Siting buildings at the street's edge gives spatial definition to the public realm that is critical to supporting pedestrian activity. It also establishes a visual connection between surrounding businesses within Flair Park. Having building entries and public plazas along the street creates a complementary and dynamic space between the street and Flair Spectrum buildings.

Attractive rooftop public spaces

Buildings that enhance the visual environment

Comfortable gathering spaces and communal areas should complement the commercial, residential, and hotel uses

Guideline 1. **Building Location.** Buildings should be sited at property lines or designated frontage lines adjacent to public street frontages in order to establish consistent and continuous building street walls. Building frontages and entrances generally should be accessible to the streets.

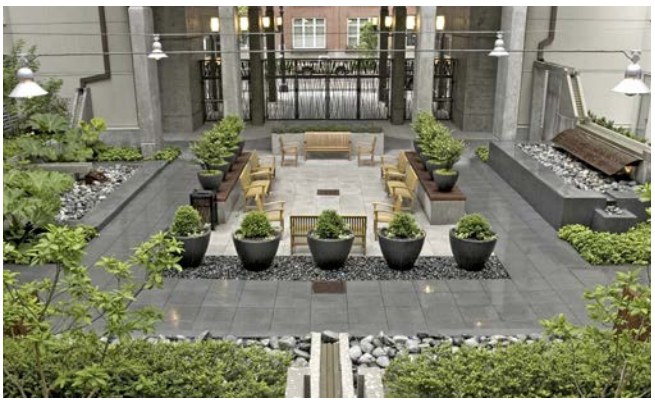
Guideline 2. **Building Entrances.** The project entrances at Flair Drive and Rio Hondo Avenue should be used to define and activate the intersection as an important node.

- Building entrances should be located at the corner to establish an orientation to both the primary and secondary street frontages and acknowledge the importance of the intersection.
- Public plazas and spaces should accentuate the building's main street entrances, particularly at the street corner of Flair Drive and Rio Hondo Avenue.

Guideline 3. **Development Adjacent to I-10 Freeway** The development of the Flair Spectrum site should be sited and designed to minimize potential for noise, air quality, and visual impacts from the freeway on building occupants, especially sensitive land uses, such as housing. Site planning and building design should consider the following:

- To the degree feasible, orient habitable spaces away from the freeway.

Outdoor living rooms with lush landscaping



Comfortable seating areas

Functional outdoor amenities for residents

- To ensure healthy indoor air quality, habitable spaces adjacent to the freeway should have sealed windows and be mechanically ventilated.
- Courtyards and operable windows should be located away from the freeway (i.e., so the building creates a buffer between the space and the freeway).
- Sufficient noise attenuation (e.g., double-paned windows) should be provided to maintain indoor noise levels that are consistent with City of El Monte standards.

Shaded outdoor dining areas

Intimate outdoor spaces

On-site Open Spaces

The provision of private, on-site open space such as plazas, courtyards, outdoor dining plaza, and roof-top terraces and gardens are integral components of a mixed-use district. These semi-public spaces provide a finer-grained, more intimate setting that encourages pedestrians to gather and linger, and can be designed specifically to complement and enhance the commercial and hospitality uses.

Guideline 4. **Semi-public Space.** The creation of semi-public (i.e., privately owned, publicly accessible) outdoor spaces such as on-site plazas, patios, courtyards, pedestrian passages, roof decks, terraces, and gardens that support internal pedestrian activity and community interaction is strongly encouraged.

Parking structures are screened from pubic right-of-way

Guideline 5. **Open Space Function.** On-site open space areas should be designed to complement and enhance the function and character of surrounding commercial, hotel, and residential uses.

Guideline 6. **Adjacent Facades.** Building frontages adjacent to semi-public outdoor spaces should include building entrances and windows that face onto the open space and architectural and landscape features that activate the facades.

Guideline 7. **Open Space Connections.** Plazas and open space areas intended for public use should have clearly defined visual and physical connections that promote a comfortable transition from the street to these spaces.

Guideline 8. **Pedestrian Passageways.** Pedestrian passageways are strongly encouraged as connective elements and open space features. They promote pedestrian activity by creating spaces scaled to pedestrian use and providing more direct routes between parking structures and street frontages.

Guideline 9. **User Comfort.** To promote user comfort, plazas and courtyards should be well-defined by buildings and plantings, comfortably scaled, landscaped for shade and ornament, furnished with areas for sitting, and lighted for evening use.

Guideline 10. **Landscaping.** Landscaping should be used to activate building facades, soften building contours, highlight important architectural features, screen less attractive elements, provide shade, and add color, texture, and visual interest. Landscape materials should be of high quality and suitable for the Southern California climate. In order to reduce water consumption, California-friendly and low-water-use plant species are preferred.

Parking and Service Elements

The guidelines in this section provide direction regarding how to place and design parking and other service elements in a way that does not detract from the appearance of the building facade or the pedestrian experience.

Parking and Vehicular Access

Parking will be a critical factor in the successful redevelopment of the Flair Spectrum project. In order to be successful, the Plan needs to ensure that adequate parking is provided to support the proposed development, and provide the policy framework for the creation of an attractive,

Parking entrances shall be easily identifiable for vehicle and pedestrian access

pedestrian-friendly mixed-use project. The Plan's parking management also promotes a "park once" environment that encourages individuals to walk to all destinations (luxury outlet retail center, restaurants, hotel) after they have parked their car.

Guideline 11. Surface Parking. In order to accommodate proposed development intensities and create an attractive pedestrian environment, surface parking is discouraged and should be kept to a minimum. Under no circumstances should parking be located in the setback between the building facade and Rio Hondo Avenue and Flair Drive.

Guideline 12. Parking Structures. Off-street parking should be located in above- and below-grade parking structures.

Guideline 13. Screened Parking. Whenever feasible, parking structures should be located behind buildings or screened from the public right-of-way.

Guideline 14. Wrapped Parking. Above grade parking should be wrapped with, or located behind, buildings so that the parking area is not apparent from adjacent public right-of-ways, where feasible.

Guideline 15. Parking Structure Design. Parking structure facades that are visible from the public right-of-way should be designed as an integral part of the projects they serve, consistent in style and materials, and avoiding both blank, unadorned walls and visible parked vehicles.

Bicycle cages provide secure parking spaces for residents

Guideline 16. Upper Level Treatment. Upper floors of parking structures that are visible from the street should be designed to screen views of cars and parking structure lighting, and to reflect a level of articulation and design character consistent with the rest of the building facade.

Guideline 17. Parking Signage. Provide clear signage to identify entrances to structured parking to facilitate ease of parking in mixed-use areas.

Guideline 18. Vehicular Access. Vehicular access to off-street parking should be provided

Attractive building design

primarily from side (Rio Hondo Avenue) streets and service driveways to minimize interruptions to the continuity of the Flair Drive facade.

Guideline 19. **Pedestrian Access.** Pedestrian entries to parking garages should be located adjacent to public streets and along major pedestrian connections where they are easily seen and conveniently accessed. They should be visually open and incorporate adequate lighting to promote a feeling of security and comfort. Architectural elements such as stair towers, entry treatments and lighting should be used to highlight pedestrian entrances.

Guideline 20. **Bicycle Parking.** Bicycle parking should be provided in easily accessible, secure, and weather protected locations.

Service Areas, Loading, and Building Equipment

As a functioning commercial area, it is essential that retailers and commercial tenants can efficiently obtain the supplies and services needed to operate. It is just as important, however, that these functions and their related facilities are carefully integrated into the design of new development so that they do not compromise the quality or character of the Plan Area.

Guideline 21. **Service and Loading Areas.** Service, loading and storage areas generally should be located to the rear of buildings and on the interior of blocks where they are out of public view, particularly from Flair Drive and Rio Hondo Avenue.

Guideline 22. **Service Access.** Wherever possible, service access should have multiple access points (Rio Hondo Avenue and Flair Drive) to minimize concentrated access along one street.

Guideline 23. **Screening.** Loading docks, storage areas, trash bins, and other service areas and facilities should be

Residential high-rise towers

Building facades will accentuate the public streetscape to the greatest extent possible

physically screened from public view in a manner that is consistent with the architectural style and character of the associated building.

Guideline 24. Siting of Building Equipment. Mechanical, electrical, and all other building equipment (e.g., back-flow devices, irrigation controls, etc.) should be concealed from all public right-of-ways, pedestrian paths and adjacent buildings.

Architectural Design

Building Massing and Scale

It is important that future buildings are designed so that their scale and massing does not overwhelm the surrounding uses and make it unattractive or inhospitable. Large buildings can be attractive and dramatic while integrating within the existing buildings. They do not have to be monolithic or imposing. There are many design techniques for adding visual interest and mitigating a building's apparent bulk and scale. The following guidelines seek to ensure integration of new buildings into the existing character of the area, while allowing for more intense development and taller buildings.

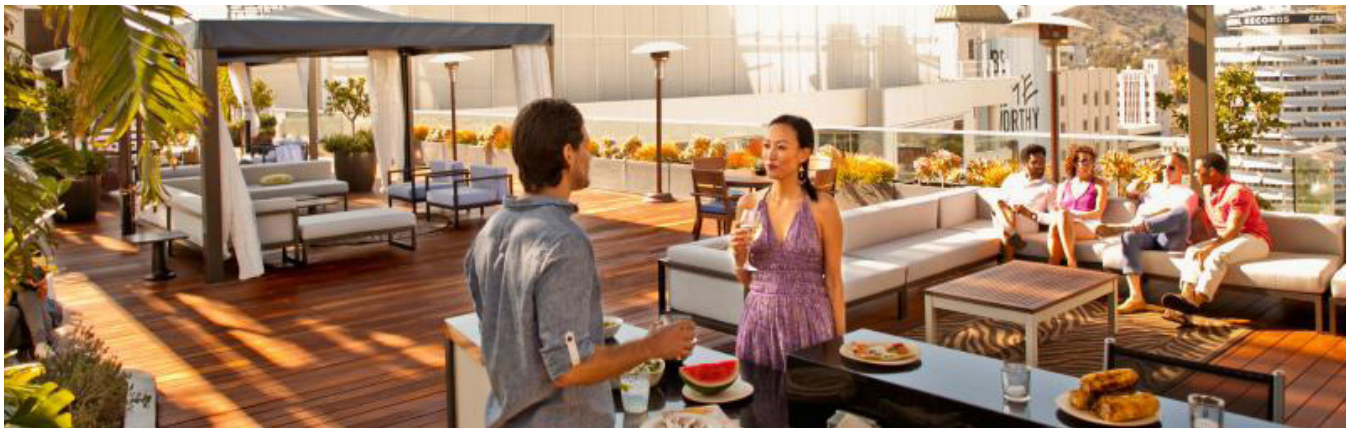
Guideline 25. High-rise Towers. New high-rise towers should:

- Employ slender profiles (i.e., smaller floor plates) in order to reduce the building's apparent bulk and minimize impacts related to shading surrounding uses;
- Taper, step back, or otherwise employ a reduction in massing of the building's upper tower above the allowable base height;
- Be designed to allow solar access and air circulation, while maintaining views and privacy for building tenants and natural light at the street level;
- Employ architectural detailing at the top of the building to create a distinguished profile that will enhance the Flair Park skyline, particularly from viewpoints along I-10 freeway.

Building Facades

Building facades are the "walls" that give definition to the public realm, and contribute significantly to the character of Flair Park. The doors, windows, and detailing that animate these facades both activate the streetscape and establish a pleasing sense of order and proportion.

Guideline 26. Pedestrian Scale and Interest. Building facades that face public streets, sidewalks, open space areas and other pedestrian areas should incorporate articulation and detailing that create visual interest, reinforce the pedestrian scale, and contribute to the creation of an active and inviting public realm. Articulation and detailing will include features such as



Shared communal spaces for residents create comfortable outdoor living environments

building entrances, display windows, awnings, canopies, balconies, bays, horizontal banding, sills, fenestration, alcoves, awnings, light fixtures, and other design features that add human scale and visual interest to the facades.

Guideline 27. **Design Strategies.** Strategies for varying facades and defining distinct modules may include: articulation of building volumes, changes in rooflines and fenestration patterns, introduction of vertical architectural features such as columns and pilasters, the use of decorative detailing and architectural elements, and changes in building materials and color.

Guideline 28. **Changes in Character.** Changes in architectural character, facade materials or color should be associated with a change in building plane or separated by a vertical feature (e.g., a column or pilaster).

Guideline 29. **Consistent Treatment.** Buildings should maintain a consistent quality and character in terms of the articulation, detailing, and finishes on all elevations visible from public streets and open spaces, not just the primary facade.

Guideline 30. **Blank Walls.** Avoid the creation of uninterrupted blank wall surfaces on all building facades—but particularly those adjacent to a public street or other areas of human activity. The maximum length of any continuous blank wall facing a street should generally not exceed 25 feet. When blank walls are unavoidable, measures should be taken to add visual interest through the use of contrasting textures, high-quality building materials, art, and exterior detailing.

Communal outdoor living rooms for residents

Residential Livability

Guideline 31. **Range of Unit Sizes.** Provide a variety of unit sizes, including larger units with two or more bedrooms.

Guideline 32. **Orientation.** Design units to allow sunlight for at least part of the day.

Primary entrances

Guideline 33. Operable Windows. To the maximum extent possible, provide some operable windows in all housing units, to allow in light and fresh air, and also to potentially eliminate the need for mechanical ventilation, where mechanical ventilation is not required for air filtering purposes. Where ventilation systems are necessary, include a minimum of two operable windows where feasible and use energy-efficient and low emission heating, ventilation and air conditioning (HVAC) systems.

Guideline 34. Shared Communal Spaces. Provide communal open areas such as landscaped areas, walks, patios, barbeque areas, tot lots, recreational facilities, turf, or other such improvements as are appropriate to enhance the outdoor environment for tenants.

- **Location:** Where community rooms are planned, locate them adjacent to either the private common open space or public open space.
- **Seating:** Provide ample seating, which can be comprised of benches, seating walls, and moveable seating. Arrange seating for gathering, conversing, and supervising children play areas, where feasible.
- **Orientation:** Design private common open spaces to maximize solar access while providing wind protection and shading.
- **Safety:** Ensure safety and visibility by designing at least a portion of units to overlook the common open space and allowing security cameras to monitor common spaces, if appropriate.

Building Entrances

Guideline 35. Entrance Hierarchy. A clear, hierarchical distinction should be made between primary entrances and secondary entrances. Primary entrances should be clearly expressed to impart a sense of prominence through scale, detailing and ornamentation that clearly denotes their stature as the main access to a building.

Guideline 36. Primary Entrances. Primary building entrances and lobbies shall be clearly visible and directly accessible from either Flair Drive or Rio Hondo Avenue.

Guideline 37. Secondary Entrances. Secondary building entrances from pedestrian passageways, and parking structures are encouraged as long as they do not detract from the primacy of the main building entrance and street frontage (i.e., buildings should not

Visual interest and identity

have primary orientation to parking lots or structures). The design of secondary entrances should be related to that of the primary entrance and the building as a whole.

Guideline 38. **Entrance Definition.** Building entrances should be well-defined and accentuated through use of facade articulation, architectural detail, and use of materials. Appropriate strategies for architecturally defining building entries can include:

- creating a recessed entry bay;
- incorporating the entrance into a taller vertical mass (e.g., a small tower) that is differentiated from the rest of the building;
- sheltering the entrance with a canopy, awning, or overhang;
- employing architectural features such as columns, pilasters, clerestory windows and sidelights, decorative tiles and light fixtures; and
- enhancing the ground surface at the entry with decorative paving.

Guideline 39. **Service Entrances.** To the degree feasible, service entrances, loading docks, and storage areas should be located and screened so they are not visible from public streets or interfere with pedestrian circulation. Ideally, service entrances and loading docks should be located to the rear or side of buildings, and preferably take access from the Plan Area's secondary streets or local service driveways, rather than Flair Drive.

Building Materials and Colors

Choice in building materials is an important contributor to the quality of the building and the public spaces.

Guideline 40. **High Quality Materials.** Durable, high quality exterior building materials should be used to convey the sense of quality and permanence, minimize maintenance concerns, and promote buildings that will last over time.

Guideline 41. **Durability.** The use of durable and attractive materials is especially important at the street level where they are more visible to the public. Examples of appropriate materials include: stone, tile, terra cotta, brick, metal, glass and architectural concrete. Materials other than those mentioned in this section are acceptable if they meet the same standards for durability and visual quality. The City will evaluate these materials on a case-by-case basis.

Outdoor lighting creates intimate ambiance for gathering spaces

Wood may also be acceptable depending on its sturdiness and appearance. Stucco should be of smooth finish to not collect dirt.

Guideline 42. **Design Context.** A materials palette should be reflective of the character of the location and type of architecture and use of the building, and a unified palette of materials should be used on all sides of buildings.

Guideline 43. **Sustainable Materials.** To minimize the overall environmental impact of development, sustainable building materials should be used to the maximum extent feasible. Such materials include those that are recycled, renewable, sustainably harvested, locally sourced, and non-toxic/low-VOC (volatile organic compound).

Guideline 44. **Visual Interest and Identity.** Building materials and colors should be used to unify and provide visual interest to building exteriors, and reinforce building identity. While greater attention should be given to the quality and detailing of materials at the ground level, there should be a consistent and unified use of materials on building facades. The number of materials and colors generally should be limited to promote a visual simplicity and harmony.

Guideline 45. **Primary Colors.** Generally, primary building colors should be more restrained and neutral in hue. Bright and highly saturated colors should be used sparingly, as accents or as part of a balanced and carefully executed color scheme.

Guideline 46. **Complementary Colors.** The use of color should complement changes in plane. Exterior trim and architectural detail, such as cornices and window and door trim, should be a contrasting color to distinguish them from wall surfaces. The use of subtly contrasting, but complementary colors is appropriate.

Lighting

Guideline 47. **Lighting Function.** Building lighting should be used to add drama and character to buildings, ensure public safety, and enhance nighttime activities within the Plan Area.

Guideline 48. **Integral Design.** Lighting should be designed as an integral part of the building that is consistent with its architectural character.

Guideline 49. **Lighting Levels and Focus.** Illumination of buildings should be focused on building entries, alcoves, signs, and distinctive architectural features. Overly bright and

Creative signage that enhances entry ways and sense of arrival

indiscriminate illumination of building facades should be avoided, because it tends to reduce the desired dramatic effect by visually flattening the building facade, in addition to wasting energy and contributing to night sky impacts.

Guideline 50. **Building-mounted Lighting**. Building-mounted lighting that illuminates the public realm is recommended as a complement to street lights in shopping areas and other high pedestrian activity areas.

Guideline 51. **Light Color and Intensity.** Careful consideration should be given to aspects of lighting design such as the color of light, intensity of light and overall visual impact of night lighting.

Building Signage

The signage guidelines for the Flair Spectrum Plan are intended to promote a lively, interesting, and attractive pedestrian environment while also facilitating local commerce. Well-designed signage will contribute to the aesthetic character and identity of the Plan Area. The allowed types, sizes, and placements of signs are intended to reaffirm this character in a way that also allows for local businesses to effectively communicate with potential customers.

Guideline 52. **Sign Standards.** Any new building development should submit a master sign program as part of the overall design to ensure a cohesive design approach to signage across all proposed land uses. This master sign program may be subject to design review.

Guideline 53. **Sign Materials.** Signage should be constructed of high-quality materials that enhance the Plan Area's character, such as wood, metal, stone, plexiglass, neon, and durable woven fabric (on awnings and canopies).

Guideline 54. **Light Color and Intensity.** Careful consideration should be given to aspects of lighting design, such as the color of light, intensity of light, and overall visual impact of night lighting. Signs should not produce digital images or messages that would create distractions or safety concerns for motorists.

Guideline 55. **Content and Legibility.** Sign message should be simple, clear, and easily legible. The sign should include the name of the business and logo, and minimal additional text. Signs that use logos only are especially encouraged. Signs should have enough contrast between content and background to optimize legibility while still maintaining compatibility with building colors.

Guideline 56 **Integral Design.** Signs should be designed as an integral design element of a building's architecture,

Natural landscaping

consistent in its architectural style, scale, articulation, proportions, materials, and color.

Guideline 57. Sign Location. Signs should be located in areas of the facade specifically designed to serve this function and not cover architectural details or ornamental elements. Ideally, signs should align horizontally, with major architectural features, and not obscure windows or other key parts of the building. To the greatest extent possible, signs that produce digital images must be oriented primarily for viewing from the I-10 Freeway, and shall be oriented away from any residential uses.

Guideline 58. Illumination. Sign illumination should be consistent with the character of the building and sign. Generally, external illumination is preferred, but should always be shielded and/or directed downward so as not to produce off-site glare. The use of internally-illuminated acrylic box signs, internally-illuminated vinyl awnings, animated, and rotating signs are discouraged.

Landscape Guidelines

Flair Spectrum is planned around the major elements of the overall landscape theme, which includes safe passages, comfortable public gathering spaces, quality landscaping, ample seating, and a variety of outdoor recreational amenities. When combined, all of these elements maintain the landscape design integrity of the Specific Plan area.

Guideline 59: Landscape Functions. Landscaping should be used to activate building façades, soften building contours, complement architectural features, emphasize focal points (i.e., entry-ways), provide shade, and add visual interest.

Shading Features

Recycling bins

Guideline 60: Landscape Palette. Landscaping shall be selected that ensures harmony between on-site land uses, public gathering spaces, streetscapes, and the private realm.

Guidelines 61: Landscape Placement. Landscaping should be used to identify, define, and enhance pedestrian paths and public gathering spaces, and provide variety, texture, color, and seasonal interest.

Guideline 62. Landscape Design. The landscape design should incorporate public art and structures, such as arbors and trellises that are complementary to the architectural style of adjacent buildings.

Guideline 63. Outdoor Furniture. Outdoor furnishings should be of high quality and consistent in style with the landscape design for the Specific Plan area.

Guideline 64. Sight Lines. Landscaping should provide natural sight lines and view corridors to distinguish architectural features and identify retail storefronts located within the Specific Plan area.

Guideline 65. Entry-ways. Project entries should use decorative pavers and flowering plants to announce arrival, frame signage, and invoke the project's overall design theme.

Guideline 66. Shade Trees. Shade trees should provide shade and visual comfort along pedestrian paths, streetscapes, and within public gathering spaces.

Guideline 67. Shaded Paths. Utilize various shading materials to shade pathways, courtyards and outdoor dining areas.

Guideline 68. Paving Materials. A combination of paving materials should be used to identify and define pedestrian paths and to provide variety. Examples of paving materials include decorative pavers and colored concrete.

Guideline 69. Screening: Landscaping that is used for screening should maximize privacy between land uses and soften undesirable views.

Guideline 70. Screening: Pedestrian and vehicular entryways should have landscaping that identifies and differs in height, color, and texture from the surrounding streetscape.

Sustainable Design

Throughout the planning process, sustainability was

identified by the community as an important objective for future development. Clearly, providing local shopping opportunities will reduce the number and length of vehicle trips to other communities, and the creation of compact, transit- and pedestrian-oriented development will reduce energy and emissions associated with local vehicle trips. The design of the area's buildings will also be important to creating a more sustainable future.

Guideline 71. Compliance with Green Regulations. New construction and building additions and alterations over defined thresholds must conform to the requirements of the State of California's Green Building Code (CALGreen).

Guideline 72. Pursue LEED Accreditation. Buildings should be designed to satisfy minimum LEED requirements to receive LEED accreditation.

Guideline 73. Green Design Strategies. The sustainable design of buildings is an evolving field in which the specific techniques and best practices are also likely to evolve with time. New development should explore design strategies that achieve the following:

- **Reduce Energy Consumption:** by designing buildings that take advantage of features such as better insulation (e.g., green roofs), natural ventilation (e.g., operable windows and thermal chimneys), natural daylighting (e.g., light shelves and skylights), energy efficient light fixtures (e.g.,florescent and LED lighting), and solar rather than gas water heaters;

- **Reduce Consumption of Energy and Resources:** by using, where feasible, building materials and finishes that are durable and long-lasting; and installing energy-generating fixtures, such as solar photovoltaic panels;

- **Reduce Water Consumption:** by incorporating features such as low-flow and waterless fixtures, and reusing stormwater (e.g., rainwater harvesting) and gray water for non-potable uses such as irrigation and toilet flushing;

- **Irrigation.** The use of water-efficient irrigation systems, water-conserving landscape irrigation practices, and drought-tolerant plants are encouraged.

- **Reduce the Consumption of Nonrenewable Resources:** by using recycled, rapidly renewable, and locally-sourced materials, and incorporate facilities for recycling and, if possible, composting.

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6.0 Implementation and Administration

Flair Spectrum Specific Plan

6.0 Implementation and Administration

This chapter summarizes the development review process for the Flair Spectrum Specific Plan and outlines the additional programs required to administer and implement the Specific Plan.

APPLICABILITY

The provisions and regulations contained in this Specific Plan provide the standards for land uses and development located within the Specific Plan area. The Specific Plan supercedes the otherwise applicable City of El Monte development standards and regulations unless stated otherwise in this document. Whenever the provisions and development standards contained in this Specific Plan conflict with those contained in the City of El Monte Zoning Code, the provisions of the Specific Plan shall take precedence. Where the Specific Plan is silent, the City of El Monte Zoning Code shall apply.

INTERPRETATION

All interpretation of the provisions of this Specific Plan shall be made by the Director of Economic Development unless stated otherwise in the Specific Plan.

REQUIRED ACTIONS AND ENTITLEMENTS

Planning Commission

Upon submittal of the Specific Plan to the City of El Monte, a public hearing will be scheduled for the Planning Commission to review the Specific Plan. The role of the Planning Commission is to advise the City Council and administer the City's Zoning Code. After a thorough and detailed review of all aspects of the project, the Planning Commission is authorized to make a recommendation to the City Council whether to approve, approve with modifications, or deny the project.

City Council

The City Council is empowered by the City of El Monte Zoning Code to certify that the environmental document prepared is consistent with the California Environmental Quality Act (CEQA), and to approve, approve with conditions, or deny the project. Upon receipt of the Planning Commission's recommendation, the City Council may approve, approve with modifications, or deny the proposed Specific Plan based upon the following findings:

- That the property proposed for the Specific Plan has unique site characteristics, such as location or surroundings that are enhanced by special land use and development standards;
- That the Specific Plan is consistent with the goals, policies, and vision of the General Plan;
- That the Specific Plan results in development of desirable character and uses that will be compatible with existing and proposed development in the surrounding neighborhood; and
- That the Specific Plan contributes to a balance of land uses located throughout the city.

Land Use Review Procedures

The procedures and regulatory provisions necessary to administer development review procedures for applicable properties, structures, and uses located within the Flair Spectrum Specific Plan area shall be subject to the requirements as set forth herein and in accordance with Title 17 (Zoning) of the El Monte Municipal Code (EMMC).

Conditional Use Permits

Applicability

Any application for a Conditional Use Permit (CUP) within the Specific Plan area shall be considered by the City of El Monte Planning Commission in accordance with the procedures established herein and Chapter 17.24 of the EMMC.

Uses Requiring a Conditional Use Permit

A CUP for a project located within the boundaries of the Specific Plan area may be approved for those uses, as shown in Table 4.1, Allowable Uses.

Application Filing, Processing, and Review

1. Application, filing, processing, and review procedures shall comply with the requirements set forth in Chapter 17.24 of the EMMC.
2. A CUP approved in accordance with the provisions of this section and Chapter 17.24 of the EMMC shall run with the land.

Subdivision Maps

The approval of subdivision maps may occur with or be subsequent to the adoption of this Specific Plan pursuant to the State Subdivision Map Act (Government Code Sections 66410-66499.58, as amended) and Title 16 (Subdivisions) of the EMMC. The project may include condominium tract map(s), lot line adjustments, and/or other subdivision actions.

EQUIVALENCY PROGRAM

The Flair Spectrum Specific Plan incorporates an Equivalency Program that allows for the composition of on-site development to respond to the future needs and demands of the Southern California economy, and changes in the project's requirements. The Equivalency Program provides flexibility for the modifications to land uses and gross square footages within the Specific Plan area. The Land Use Equivalency Program provides a framework within which permitted land uses can be exchanged for certain other permitted land uses, so long as the criteria of the Equivalency Program are satisfied.

Table 6.1, Land Use Square Footage, identifies the minimum land use square footage allowed under the Equivalency Program. Table 6.2, Equivalency Ratio, provides a listing of the equivalency ratios that have been established for the potential on-site land uses.

Criteria

The land use on any portion of the Specific Plan area may be exchanged for another land use, as long as the new land use is permitted by the Specific Plan, and the new land use does not cause impacts that are greater than those identified in the certified Environmental Impact Report (EIR) for the Specific Plan. Such determination shall be based on consideration of the following factors:

1. The development shall comply with all provisions of the Specific Plan and implement all applicable mitigation measures as set forth in the Project's Mitigation Monitoring and Reporting Program.

TABLE 6.1: LAND USE SQUARE FOOTAGE

Land Use	Maximum Specific Plan Land Use Gross Square Footages (gsf)[1]	Minimum Required
Outlet Retail	640,000 gsf	160,000 gsf
Quality Restaurant	50,000 gsf	No minimum required
Hotel	250 rooms (240,000 gsf)	No minimum required
Residential Condominiums	600 units (914,920 gsf)	300 units (457,500 gsf)
Total Square Footage	**1,844,920 gsf**	Not applicable

Note: 1. Maximum development can be exceeded if equivalency program is used and a conversion amount of gross square footage (gsf), per Table 6.2: Equivalency Ratio, is converted and meets the criteria of the Equivalency Program.

2. There shall be no fewer than 160,000 gross square feet of outlet retail, and 300 dwelling units (approximately 457,500 gross square feet), at build out constructed and/or planned within the Specific Plan area.

3. Conversion of the uses shall not cause any of the threshold levels shown in the certified EIR to be exceeded. If the uses proposed as part of this plan, or any newly proposed uses are found to be equivalent using the matrix provided in Table 6.2, the impacts are considered to be below the threshold levels identified in the certified EIR.

Under the Development Equivalency Program, no change to the Specific Plan's development standards and design guidelines (i.e., height limitations, open space requirements, etc.) are permitted. For any land uses converted under the Development Equivalency Program, all of the regulations in the Specific Plan applicable to the converted land use shall apply. For example, if the conversion results in a change from outlet retail square footage to office square footage, all of the Specific Plan's development standards and design guidelines applicable to the retail use shall apply to the new office use.

Equivalency Examples

The following are examples using the equivalency ratios identified on Table 6.2, Equivalency Ratio.

- **Example 1.** To shift 100,000 gross square feet (gsf) of Outlet Retail to General Office use, the matrix shows a conversion factor of 1.537 (from Outlet Retail to General Office). Multiplying this factor by 100,000 results in 153,700. Thus, approximately 153,700 gsf of general office may be developed in lieu of 100,00 gsf of Outlet Retail space.

- **Example 2.** In order to determine the number of Hotel rooms that could be converted from Outlet Retail space the following example is provided. To shift 100,000 gsf of Outlet Retail to Hotel, the matrix shows a conversion factor of 2.489 (from Outlet Retail to Hotel). Multiplying this factor by 100,000 results in 248,900. Thus, approximately 248,900 gsf of Hotel may be developed in lieu of 100,000 gsf of Outlet Retail. In order to determine the number of rooms, the value of 760 gsf/room is applied. Therefore, a total of 327 Hotel rooms may be developed (i.e., 248,900 gsf/760 gsf = 327 rooms) in lieu of 100,000 gsf of Outlet Retail space.

Submittal and Approval Procedures

The conversion of land uses under the Development Equivalency Program shall occur through the following procedures:

1. The conversion of land uses shall be initiated by the Applicant by filing a request for such action with the Planning Division of the Economic Development Department. The request shall specifically identify the exchange in land uses proposed at that time, accompanied by information that provides sufficient data to review the request.

2. The approval of the conversion of uses under the

TABLE 6.2: EQUIVALENCY RATIO

Land Uses		Equivalency Ratio Conversion to These Land Use Types:						
		Outlet Retail (gsf)	General Office (gsf)	Hotel (gsf)	Quality Restaurant (gsf)	High-Turnover Sit Down Restaurant (gsf)	Residential Condominium (gsf)	General Retail (glsf)
Conversion from These Land Use Types:	Outlet Retail (gsf)	--[1]	1.537	2.489	0.306	0.232	6.735	0.617
	Hotel (gsf)	0.402	0.617	--[1]	0.123	0.093	2.706	0.248
	Quality Restaurant (gsf)	3.271	5.027	8.141	--[1]	0.760	22.029	2.019
	Residential Condominiums (gsf)	0.148	0.228	0.370	0.045	0.035	--[1]	0.092

Notes: 1. No conversion necessary, same use.
2. Base trip generation rates per ITE Trip Generation Manual, 9th Edition publication.
3. Outlet Retail PM peak hour average trip rate = 2.29 trips/1,000 gross square feet (gsf).
4. Hotel PM peak hour average trip rate = 0.70 trips/room and 0.92 trips/1,000 gsf, based on 190,000 gsf = 250 rooms. The gross square footage for the hotel equates to approximately 760 gsf/room.
5. Quality Restaurant PM peak hour average trip rate = 7.49 trips/1,000 gsf.
6. Condominium PM peak hour average trip rates = 0.52 trips/DU and 0.34 trips/1,000 gsf. The gross square footage for the condominium equates to approximately 1,525 gsf/DU, based on 915,000 gsf = 600 DU.
7. General Office PM peak hour average trip rate = 1.49 trips/1,000 gsf.
8. High-Turnover (Sit-down) Restaurant PM peak hour average trip rate = 9.85 trips/1,000 gsf.
9. General Retail (Shopping Center) PM peak hour average trip rate = 3.71 trips/1,000 glsf.

Source: Linscott, Law, and Greenspan Engineers, 2014.

Development Equivalency Program shall occur in accordance with the following procedure:

a. Decision by the Director of Economic Development or his/her designee. When a request for a conversion of land uses proposes less than a 10 percent change in the Development Equivalency Program, but does not exceed the environmental thresholds identified in the certified EIR, the Director of Economic Development or his/her designee shall have the authority to approve, conditionally approve, or deny the request. The Director has the authority to refer decisions to the Planning Commission at his or her discretion. A decision of the Director of Economic Development or his/her designee is subject to appeal to the Planning Commission, pursuant to the El Monte Municipal Code (EMMC).

b. Decision by the Planning Commission. When a request for a conversion of land uses proposes a greater than 10 percent change in the Development Equivalency Program, but does not exceed the environmental thresholds identified in the certified EIR, the request shall be reviewed by the Planning Commission. The Planning Commission shall have the authority to approve, conditionally approve, or deny the request. A decision of the Planning Commission is subject to appeal to the City Council, pursuant to the EMMC.

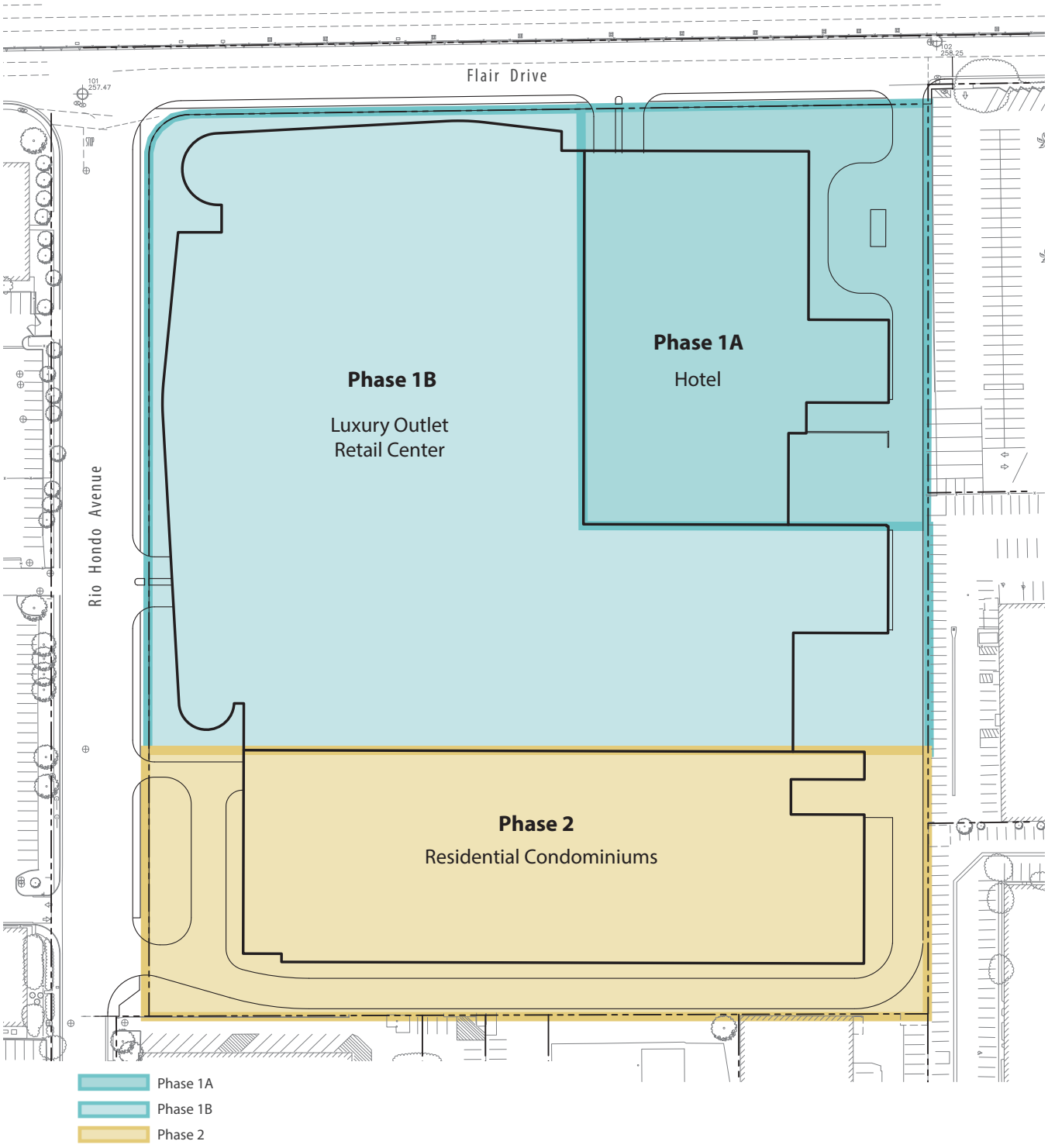
c. Decision by the City Council. When a request for a conversion of land uses exceeds the environmental thresholds set forth in the Development Equivalency Program, the request shall require approval by the City Council and additional environmental review, pursuant to the California Environmental Quality Act (CEQA).

SPECIFIC PLAN PHASING

Construction of the proposed project will occur in two phases. Phase 1 will consist of the construction of the hotel with two levels of below-grade parking, retail spaces with one level of below-grade parking, and restaurant spaces. In addition, five levels of the retail and residential parking, including one level of below-grade parking, will be constructed during this phase. This phase is anticipated to take approximately 21 months to complete. Construction of the residential towers and the remaining two levels of the parking structure will occur during Phase 2. Phase 2 is to take approximately 24 months to complete. Development phasing will meet the following objectives:

- The orderly build-out of the project based upon market and economic conditions;
- The provision of adequate parking, infrastructure, and public facilities concurrent with the development of each phase; and
- The protection of the public health, safety, and welfare.

EXHIBIT 6.1: PHASING PLAN



FINANCING AND FEES

The fair-share costs for related off-site improvements and service connections to accommodate the project shall be privately financed by the developer.

ADMINISTRATION

The Flair Spectrum Specific Plan serves as the implementation tool for the General Plan. If any provision or portions of any provision of this Specific Plan or its application to any person or circumstance are held to be invalid, the remainder of this Specific Plan and the application of those provisions to other persons or circumstances shall not be affected.

If an issue, condition, or situation occurs that is not sufficiently covered or provided for in this Specific Plan, those that are applicable for the most similar issue, condition, or situation shall be used. Unless otherwise provided, any ambiguity concerning the content or application of the Specific Plan shall be resolved by the Director of Economic Development in a manner consistent with the goals, policies, objectives, and intent established in the Flair Spectrum Specific Plan.

Specific Plan Revisions

Revisions to the Specific Plan may be requested by the Applicant or by the City at any time pursuant to Section 65453(a) of the California Government Code. Revisions are processed pursuant to the provisions of the Government Code for specific plans and the City of El Monte Zoning Code. In the event the proposed revisions require supplemental environmental analysis pursuant to CEQA, the Applicant is responsible for preparing the required CEQA documentation.

Severability

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

GENERAL PLAN CONSISTENCY

California Government Code (Title 7, Division 1, Chapter 3, Article 8, Section 65450-65457) permits adoption and administration of specific plans as an implementation tool for elements contained in the local general plan. Specific plans must demonstrate consistency in regulations, guidelines and programs with the goals and policies set forth in the general plan (See Appendix A). The Specific Plan has been prepared in conformance with the goals and policies of the City of El Monte General Plan.

CEQA CONSISTENCY

The City of El Monte is defined as the lead agency under the California Environmental Quality Act (CEQA) based on its authority to approve the Flair Spectrum Specific Plan. Prior to an approval of a project within the Specific Plan area, the City Council will be required to certify the associated environmental document.

The Public Resources Code, Section 21081.6 also requires public agencies to adopt a Mitigation Monitoring and Reporting Program to ensure that mitigation measures are implemented. Prior to a Certificate of Occupancy for any building located within the Specific Plan area, the Director of Economic Development shall confirm that applicable mitigation measures have been implemented in accordance with the approved plans.

MAINTENANCE

Maintenance of private/quasi-public open space and recreation facilities, private driveways, commercial circulation, common landscape areas, and residential common areas will be the responsibility of the residential and commercial associations that are formed within the Specific Plan area. Maintenance and upkeep of common areas and amenities must also comply with the Covenants, Conditions, and Restrictions (CC&Rs) that govern the Specific Plan area.

The maintenance association(s) shall be responsible for private driveways, parking, open space areas, signage, landscaping, irrigation, common areas, on-site sewers, storm drains, retention basins, and other responsibilities as necessary.

Appendix A: General Plan Consistency

Flair Spectrum Specific Plan

Appendix
A. General Plan Consistency

The Flair Spectrum Specific Plan has been prepared in conformance with the goals and policies of the Vision El Monte General Plan, in accordance with the California Government Code (Title 7, Division 1, Chapter 3, Article 8, Section 65440-65457).

INTRODUCTION

California Government Code (Title 7, Division 1, Chapter 3, Article 8, Section 65440-65457) permits the adoption and administration of Specific Plans as an implementation tool for elements contained within a jurisdiction's local general plan. The regulations, guidelines, and programs contained with a Specific Plan must demonstrate consistency with the goals and policies set forth in the general plan.

This chapter summarizes the Flair Spectrum Specific Plan as it complies with the Vision El Monte General Plan. Approval of this Specific Plan is based on the findings that the Flair Spectrum Specific Plan implements the goals and policies of the General Plan. The following demonstrates that the Flair Spectrum Specific Plan implements the goals and policies of the General Plan.

Community Design Element

Goal CD-6: **The international finance district of the San Gabriel Valley, denoted by its iconic skyline, parks and natural amenities, and highly-amenitized working and living environment that builds on its strengths in finance, banking, government, and institutional uses.**

Policy CD-6.1 **District Identity:** Distinguish Flair Park in its character, physical appearance, and role by considering their physical and visual separation from adjacent areas, edge and entry treatment, architecture, landscape, streetscape, and comparable elements.

The Specific Plan addresses this policy through the use of contemporary architectural elements, sustainable landscape features, innovative and modern signage, grand pedestrian entries, and attractive street frontages. Street-level entrances along Flair Drive and Rio Hondo Avenue will provide pedestrian access from the street to the residential towers, outlet retail center, and hotel. Building signage and an electronic video marquee will provide a distinctive visual identity and appearance from the Interstate 10 Freeway and Flair Drive.

The Specific Plan also addresses Goal CD-6, by allowing multi-family residential uses with numerous communal gathering spaces and recreational amenities, which specifically addresses the statement of "a highly-amenitized working and living environment" as stated in the text of the goal.

Policy CD-6.4 **Entry Statements:** Establish highly-visible entry statements, specialized pavement, and landscaping at key District entries, such as Rosemead Boulevard and Telstar Avenue, Baldwin Avenue and Interstate 10, and other key locations to heighten the sense of arrival into Flair Park.

The Specific Plan will provide highly-visible architectural features and signage, attractive landscaping located along the street frontages of

Flair Drive and Rio Hondo Avenue, and the inclusion of street-level pedestrian entrances with corner plazas that identify the entry points into Flair Park.

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

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

This policy is addressed through the Specific Plan by including landmark buildings that will establish an iconic skyline for the Flair Park District. The residential high-rise towers and hotel will redefine the skyline and will be designed to minimize the overall massing of the buildings. Buildings will also incorporate high-quality materials on all façades and will have varied roof heights that are architectural appealing. The hotel, outlet retail center, and residential towers will include street-level pedestrian entrances that create a grand entrance into each building. The hotel and residential towers will include motor courts drop-off and pick-up areas that will create a sense of grand arrival and departure. The residential towers will be designed and oriented to minimize the visual impacts to surrounding properties and neighborhoods.

Policy CD-6.14 Streetscape Improvements: Develop a comprehensive streetscape improvement plan that uniquely defines Flair Park, improves the pedestrian experience, and helps make it a special place. Include:

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

This policy is addressed by the Specific Plan through the use of attractive streetscapes along Flair Drive and Rio Hondo Avenue. A grand, pedestrian street-level entrance at the corner of Rio Hondo Avenue and Flair Drive will further enhance the streetscape and create a convenient access point for pedestrians. Signage and wayfinding pageantry will provide visual connections from the street-edge to the various buildings and uses. A series of interconnecting sidewalks and pathways with appropriate lighting

will be provided throughout the Specific Plan Area to improve the pedestrian experience and safety. Innovative signage and wayfindng pageantry that complements the project's architecture and landscaping will create a sense of place that will distinguish the project.

Land Use Element

Goal LU-6: **Establish a first-class professional office district characterized by a diverse mix of financial, government, institutional, hospitality, and supporting land uses; distinctive architecture and iconic skyline; high-quality business park amenities; and unparalleled access to freeway, rail, and transit options.**

Policy LU-6.4 **District Design:** Create a unique, coherent image for Flair Park through the thoughtful integration of modern and eclectic architecture, attractive streetscapes, internal circulation, wayfaring signage, subdistrict focus, and building designs.

The Specific Plan proposes unique and modern architecture, with multiple buildings of varying heights that create a new iconic skyline for Flair Park. The location of buildings and landscaping will be used to create an attractive streetscape for both Flair Drive and Rio Hondo Avenue. This will provide the future impetus for other streetscapes in Flair Park. Additionally, internal pedestrian circulation will be provided by a network of interconnecting paths and access points that will lead to a collection of public gathering spaces and plazas. Signage will be unique to the site, complement the architecture of the buildings, and direct visitors by means of thematic wayfinding signs.

Policy LU-6.8 **Circulation:** Improve access to and within Flair Park and provide transit service from El Monte Downtown, El Monte Gateway, and Metrolink Station through direct shuttles consistent with recommendations in the Circulation Element.

This policy is addressed through the required street improvements within Flair Park, surrounding intersections, and access points to the Interstate 10 Freeway on-ramps and off-ramps. The street improvements include intersection improvements, vehicle wayfinding signs to direct vehicles entering and exiting Flair Park, and signal synchronization to move vehicles in and out of Flair Park efficiently. Within the Specific Plan Area, internal circulation and street-level entrances will offer convenient access to and from the Metro Route 176 transit stop located on Telstar Avenue and Rio Hondo Avenue. The Applicant will also consult with Metro to provide convenient transit headways and the possibility of rerouting existing transit routes to meet the transit demands of the project. Furthermore, Flair Drive will be widened to include a vehicle turning lane into the parking structure; as a result, minimizing vehicle queuing along Flair Drive.

Policy LU-6.9 **Streetscape:** Improve streetscape and internal access through the enhancement of primary roadways where necessary to ease mobility and transit access, and a distinctive wayfaring system.

Buildings will be located along street frontages and landscaping will be used to create an attractive streetscape for both Flair Drive and Rio Hondo Avenue, which will provide the future impetus for other streetscapes in Flair Park. In addition, internal pedestrian circulation will be provided through a network of interconnecting paths and access points that will lead to multiple public gathering spaces and plazas. Signage will be unique to the site, complement the architecture of the buildings, and direct visitors by means of thematic wayfinding signs.

Policy LU-6.13 **Brownfield Cleanup:** Require property owners to cooperate with local, state, and federal agencies to fund the full cleanup of brownfields of former heavy industrial properties prior to selling or transferring the property, unless the new owner agrees to assume responsibility for full clean up costs.

The Applicant has initiated the required studies and has begun clean-up of the site per state and

federal regulations. The Specific Plan will include an environmental impact report (EIR), which will identify mitigation measures regarding the clean-up of the site.

Housing Element

Goal H-2: **Adequate sites for new housing that create a vibrant downtown, revitalize transportation corridors with quality housing, and motivate reinvestment and revitalization in neighborhoods.**

Policy H-2.1 **Housing Sites:** Provide adequate sites through land use, zoning, and specific plan designations to allow single-family homes, apartments, mobile homes, and special needs housing.

The Specific Plan will allow up to 600 new multi-family residential units within two high-rise towers. These units will provide new housing choices that are not currently available in the City of El Monte.

Policy H-2.7 **Architectural Design:** Require architectural excellence through the exemplary use of materials, colors, site planning, environmentally sustainable practices, building treatments, landscaping, and other best practices in concert with community expectations for quality.

This policy is met through the Specific Plan by employing innovative urban design strategies, state-of-the-art building façade treatments, high-quality materials, sustainable building practices, attractive rooftop gathering spaces, and other architectural features that will create an authentic destination, with a compelling urban experience and sense of place that is unique to El Monte.

Goal H-3: **A diversity of quality housing types and prices that meet the needs of residents, support the economic development and revitalization, and provide opportunities for residents of all ages and income levels.**

Policy H-3.8 **Development Standards:** Provide zoning, development standards and appropriate regulatory incentives to facilitate quality live-work, mixed use, and other housing suited to different lifestyle needs.

The Specific Plan will allow an urban mixed-use district that provides high-rise residential towers, hospitality amenities, a modern retail environment, and destination restaurants to accommodate multiple lifestyles.

Circulation Element

Goal C-1: **A regional freeway, rail and airport transportation system that meets the needs of business, facilitates efficient movement of goods, and minimizes adverse effects on El Monte's residential neighborhoods.**

Policy C-1.7 **Traffic Mitigations:** Require cost of transportation mitigations and improvements needed for new development to be borne by applicants. For mitigation required for regionally significant projects, developers shall pay a fee to help fund a project-specific report.

This policy is met by the Specific Plan through its fair-share funding of traffic mitigation to off-set the costs of street and intersection improvement as a result of the project. The EIR associated with the Flair Spectrum Specific Plan will identify transportation mitigation measures and related improvements.

Goal C-5: **A connected, balanced, and integrated system of walking, biking, and equestrian paths and trails that is accessible and safe and connect to homes, residences, parks, and other community destinations.**

Policy C-5.3 **Bicycle Hubs.** Establish bike hubs in the community (centralized locations with convenient bike parking for trip destinations or transfer to other transportation modes) at key transit nodes or commercial nodes.

The Specific Plan's development standards will require bicycle racks and lockers within parking structures. These facilities will be easily accessible to customers, employees, visitors, and residents.

Policy C-5.6 **Pedestrian Amenities.** Provide amenities along pedestrian routes, such as well-maintained and landscaped sidewalks, tree shade cover, benches, pedestrian phases at signalized intersections, and mid-block signalized or well-signed pedestrian crosswalks.

The street improvements along Flair Drive and Rio Hondo Avenue will include street-level building entrances, landscaping, and sidewalks that will provide access to surrounding Flair Park properties. The retail outlet center's street-level pedestrian entrances at the corner of Flair Drive and Rio Hondo Avenue, and at the mid-block of Rio Hondo Avenue, will include public plazas to identify the entrances. The plazas will include additional landscaping and outdoor amenities. Internal public gathering spaces and plazas will include shade trees, benches, and other pedestrian amenities to create a comfortable environment.

Goal C-6: **Integration of circulation and land use development policies and practices that support walking, bicycling, and use of transit through a variety of supportive land use development and urban design measures.**

Policy C-6.2 **New and Substantially Rehabilitated Development.** Require new development to provide amenities for transit, bicyclists, and pedestrians and to provide connections to the bicycle and pedestrian networks where appropriate.

This policy is met by the Specific Plan through the development standards that require bicycle racks and lockers within the parking structures. These facilities will be easily accessible to customers, employees, visitors, and residents.

Policy C-6.3 **Parking Districts.** Encourage parking districts in the downtown, Flair Park, and other appropriate areas to enable the efficient and cost-effective provision and use of parking, including the possible construction of parking structures.

The Specific Plan's parking standards require that adequate parking spaces be provided within the parking structures to satisfy the demands for this mixed-use project. The development standards also require the efficient movement of vehicles and pedestrians within the on-site parking structures. Electronic signs will display the location of available parking spaces by level, and will assist in directing vehicles to available parking spaces. Pay-first parking kiosks will also reduce queuing of vehicles exiting the parking structures.

Policy C-6.4 **Parking Supply.** Require residential, commercial, industrial, and other land uses in the community to provide adequate on-site parking for their respective uses; allow for joint-use parking provided the parking needs of individual uses are satisfied.

The parking requirements contained within the Specific Plan requires that adequate on-site parking spaces be available to satisfy the parking demands for the retail outlet center, hotel, and residential land uses. The parking structures include a joint-use/shared parking program to efficiently utilize all parking spaces, while providing sufficient parking spaces to meet the peak parking demand. Valet parking management systems for hotel and residential towers will also create an efficient utilization of parking spaces.

Economic Development

Goal ED-6: **Southern California's leading firms engaged in international trade and finance will locate major corporate operations in Flair Park.**

Policy ED-6.1 **Business Visitation:** Interview firms engaged in international trade and finance to identify their business needs and location criteria; at Flair Park, address the locational needs of

these firms to create a competitive business location.

The Specific Plan addresses this policy since the project will be designed to provide international appeal. The retail outlet center, restaurants, and hotel uses will create a competitive advantage to surrounding Flair Park businesses by providing amenities that could attract diverse, international-based businesses.

Policy ED-6.3 **Specific Plan:** Adopt a specific plan to implement the vision of Flair Park and guide the visioned development in concert with the Land Use and Community Design Elements.

This policy is met by preparing this Specific Plan to implement the vision of Flair Park, and to guide the development of the Specific Plan Area pursuant to the Land Use and Community Design Elements.

Policy ED-6.4 **Land Use Regulation:** Revise land use regulation as necessary to minimize discretionary regulatory actions for speculative mid- and high-rise office development and office-based businesses in Flair Park; prohibit larger development investments that are inconsistent with or do not further the vision for Flair Park.

This policy is addressed through the Specific Plan by providing regulations for land uses that will be consistent with the vision for Flair Park. The development standards contained within this Specific Plan provide clear guidance for allowed uses that do not require additional discretionary actions by the City.

Policy ED-6.5 **Business Environment:** Make infrastructure, streetscape, design and parks improvements to Flair Park, as specified in the Land Use, Community Design, and Parks and Recreation Elements, to support business reasons for locating and expanding in El Monte)

This policy is addressed through the Specific Plan by providing diverse public open spaces and plazas, attractive streetscapes, destination restaurants, and a hotel that could support new businesses in locating and expanding in Flair Park and in the City.

Public Services and Facilities Development

Goal PSF-4: **Well-managed network of infrastructure evidenced by rigorous capital improvement planning, preventive maintenance, and equitable financing.**

Policy PSF-4.7 **Specific Plans:** Require that specific plans contain comprehensive infrastructure master plans that detail infrastructure conditions and needs; prepare a financing plan to fund improvements and a cost-sharing arrangement for property owners to pay for infrastructure.

The Specific Plan contains details for infrastructure improvements for the proposed project. Prior to the adoption of the Specific Plan, the Applicant will be responsible for all infrastructure improvements required by the City and borne by the development.

Public Health and Safety Element

Goal PHS-8: **Proper planning for the threat of manmade and natural hazards so as to minimize, to the greatest extent possible, the risk to life, limb, property, and essential facilities through emergency preparedness, recover, and response.**

Policy PHS-8.2 **Land Use Compatibility:** Require the inclusion of noise-reducing design features in development consistent with standards in PHS-1, Title 24 California code of Regulations and the El Monte Municipal Code.

This policy is addressed by the Specific Plan through development standards that ensure appropriate noise-reducing design features are incorporated into the residential units and hotel rooms to protect residents and guests from noise impacts.

Policy PHS-8.3 Site Planning: Incorporate noise considerations into the site plan review process, particularly with regard to parking and loading areas, ingress/egress points and refuse collection areas.

The Specific Plan requires that parking, loading, and trash areas be designed to minimize noise impacts to sensitive land uses (e.g., hotel and residential towers). Sound-attenuation features will be integrated into the hotel and residential towers to minimize noise and vibrations. The placement of the loading and trash areas at one location will ensure these areas do not impede vehicular traffic located along the private drives, and allows vehicles to load and unload quickly at one location.

Health and Wellness Element

Goal HW-2: Land use patterns that promote increased physical activity as a means to reduce rates of obesity, heart disease, diabetes and other health-related issues.

Policy HW-2.3 Walkable Retail. Encourage nodes of neighborhood-serving retail uses within walking distance (one-quarter mile) of all residences.

This policy is addressed through the Specific Plan by allowing a mix of land uses that are connected by multiple pedestrian paths. As a result, this will allow residents and visitors to easily walk to the outlet retail center, plazas, restaurants, and other amenities without having to rely on the automobile for transportation.

Policy HW-2.4 Commute to Work. Encourage development patterns that create new employment and housing opportunities to be within reasonable distance to high-frequency transit service. Promote and support high-density, mixed-use development near existing and proposed high-frequency transit service and in proposed and existing commercial areas.

This policy is addressed through the Specific Plan by developing a mixed-use project within one block of Metro's Route 176 located along Telstar Avenue. The nearest bus stop is on Telstar Avenue at Rio Hondo Avenue. Metro Route 176 provides transit access to Highland Park, South Pasadena, Alhambra, San Gabriel, Montebello, Rosemead, and the El Monte Bus Station.