

Montebello

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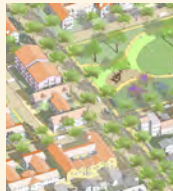
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A Introduction

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

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

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



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

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

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

1. The History of Montebello

Early History



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

In 1769, California was “discovered” by an intrepid group of Spanish explorers led by Gaspar de Portolá, Father Junípero Serra, Juan Crespí, and others, which culminated in the Spanish colonization of Alta California. Upon their conquest of California, the Spanish



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

During the Spanish era of California (1769-1822), the state’s abundant land was carved into large swaths, or ranchos, which were in turn conferred to those who were held in high regard with the Spanish government. This practice continued after

Mexico won independence from Spain in 1822. What would become Montebello fell within the boundaries of three ranchos during this time: Rancho San Antonio (south and west, conferred to Antonio Maria Lugo in 1810), Rancho Paso de Bartolo (east, granted to Juan Crispin Perez in 1835), and Rancho La Merced (north, conferred to Casilda Soto de Lobo in 1844). In 1845, Casilda Soto de Lobo and her three sons erected an adobe residence on a gentle bluff overlooking the Rio Hondo, in what was then the Rancho La Merced. The adobe was subsequently acquired by rancher Juan Matias Sanchez, who lived there until his death in 1885. Known as the Sanchez Adobe, the structure is still standing and is currently occupied by the Montebello Historical Society.

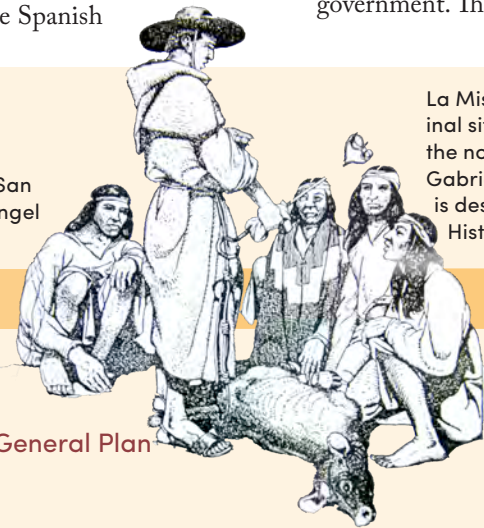
The Montebello area was the site of a decisive moment in the Mexican American War. In 1847, a battalion of about 500 Mexican soldiers faced off against American insurgents in what was known as the Battle of Rio San Gabriel. The battle took place along the banks of the Rio Hondo, and ultimately resulted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



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

1700

1771 Mission San Gabriel Arcangel is founded



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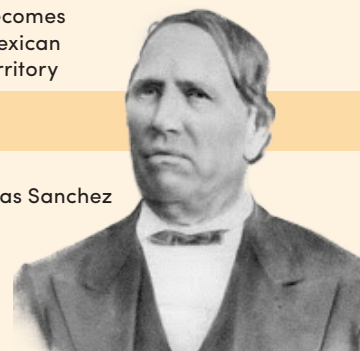
La Mision Vieja: The original site of the mission at the northwest corner of San Gabriel Blvd and Lincoln Ave, is designated as a California Historical Landmark.



1800

1822 California becomes Mexican territory

Juan Matias Sanchez





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

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

Community Origins

Members of the consortium subsequently divided the land among themselves. Approximately 1,200 acres of the Repetto land was given to Newmark and his nephew, Kaspare Cohn. Interested in subdividing and developing the land, Newmark and Cohn enlisted the help of

hydraulic engineer William Mulholland to construct a water system that would bring much-needed irrigation to the area. Completion of the water system circa 1899 rendered the area suitable for new development. Newmark, Cohn, Mulholland, and their associates incorporated the Montebello Land and Water Company in 1900. It was at the behest of Mulholland that the name “Montebello” was bestowed upon the tract, invoking the Italian word for “beautiful hill” and referencing the hills that framed its northern edge.

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

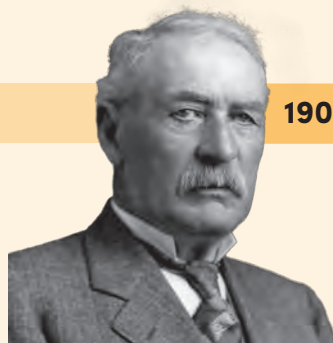
In its early years, Montebello was aggressively marketed as an agricultural community, notable for its ample amount of developable land, plentiful water, and mild climate that was free of frost.

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

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



1850 California was admitted to the Union in 1850



1900

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

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



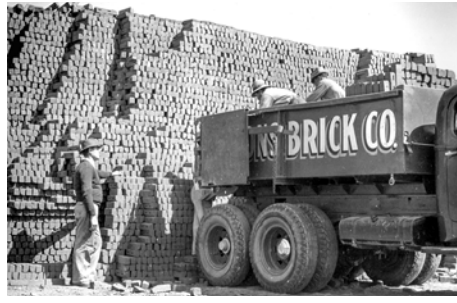


Wilcox Nursery, circa 1935

develop as the agricultural and floriculture industries flourished.

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

Agriculture and floriculture were the primary engines driving Montebello’s economy during the community’s formative years. However, industry also played a heavy hand in sustaining the town’s early



Simons Brick Company, circa 1940

growth. In 1905, the Simons Brick Company – a manufacturer of red commonface bricks – opened a brickyard in the southern reaches of Montebello, about two miles south of the center of town. Known as Simons Brickyard No. 3, the facility grew into what was described as the single “largest brick manufacturing plant in the world,” occupying 223 acres and producing some 750,000 bricks per day.

Oil Discovered



Circa 1917, the Standard Oil Company discovered underground oil reserves in the hills north of Montebello. Emboldened by the discovery, Standard Oil and other



Montebello oil fields.

companies leased a large amount of land in the hills under agreements by which the owners were given royalties for use of their land. One of the wells drilled by Standard Oil yielded “10,000 barrels daily, making it the biggest producer in the State” upon its discovery.

City Incorporated

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

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

1910

1917 c Oil discovered in Montebello Hills

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1920

1920 City incorporation



1928 Diner Shaped like an oil can

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

Advent of the Automobile

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

Most new development in Montebello at this time was located near the original townsite, along Whittier Boulevard and north of the Union Pacific Railway right-of-way. However, by the 1920s a second, lesser-known population center had also emerged on the opposite side of

the railroad tracks. The Simons Brickyard facility in South Montebello had built a company town for its workforce, most of whom were immigrants from Mexico. The town, which was formally called “Simons” but was known colloquially as “El Pueblo de Simons,” was a sophisticated operation, complete with “its own stores, post office, bank, school, churches, recreation centers, moving-picture theater, billiard halls,” and hundreds of dwellings to house the company’s laborers and their families. Most of Simons has since been redeveloped, but vestiges of the former company town remain in the form of small houses along Date Street and Español Avenue.

Industry and Subdivision

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

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

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



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

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

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

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



1925 Montebello Park

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



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

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

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

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



1930

1937 Vogue Theatre on Whittier Boulevard

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

Postwar Development

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

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

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



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

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

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

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

1953 Interstate 5 opens



1950



1960

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

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

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

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

Contemporary Development

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

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



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



Metro Heights is planned as a walkable community.

the entire length of the mall." The mall was, and continues to be, an important commercial anchor of Montebello and a regional shopping destination.

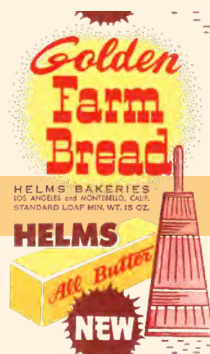
In 1990, City officials approved the construction of a 20-acre commercial center on a large parcel of land across the street from the mall. Called Montebello Town Square, the project is anchored by several large retail chains as well as a movie theater. It complements the adjacent mall and solidifies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

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

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



1968 Armenian Genocide Martyrs' Monument erected in Bicknell Park



1969 Helms Bakery consolidates production in Montebello

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



2. The Architecture of Montebello

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



Residential Architecture



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

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



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



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



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



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



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



Commercial and Institutional Architecture

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

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

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

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

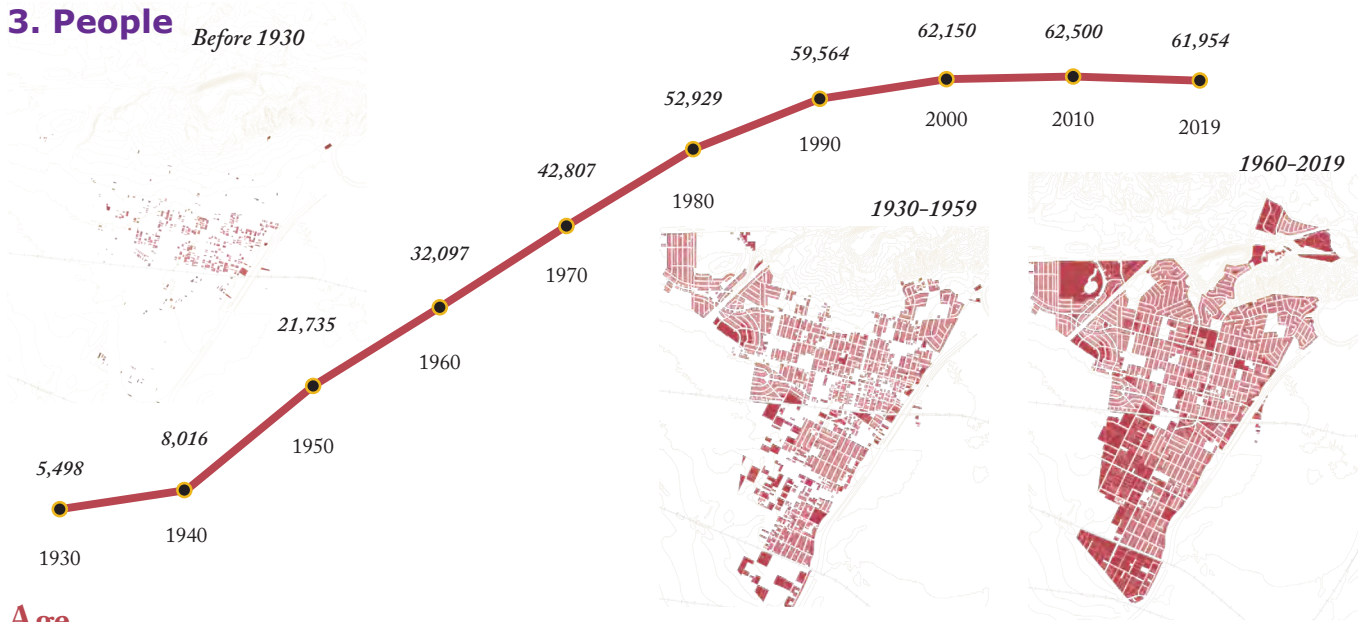


Contemporary (Non-Residential): Commercial and institutional buildings in Montebello that date to the late 1970s and beyond are best classified as “contemporary.” These contemporary-styled buildings are typically simple in form, are clad in economical materials like stucco, and have large on-site parking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

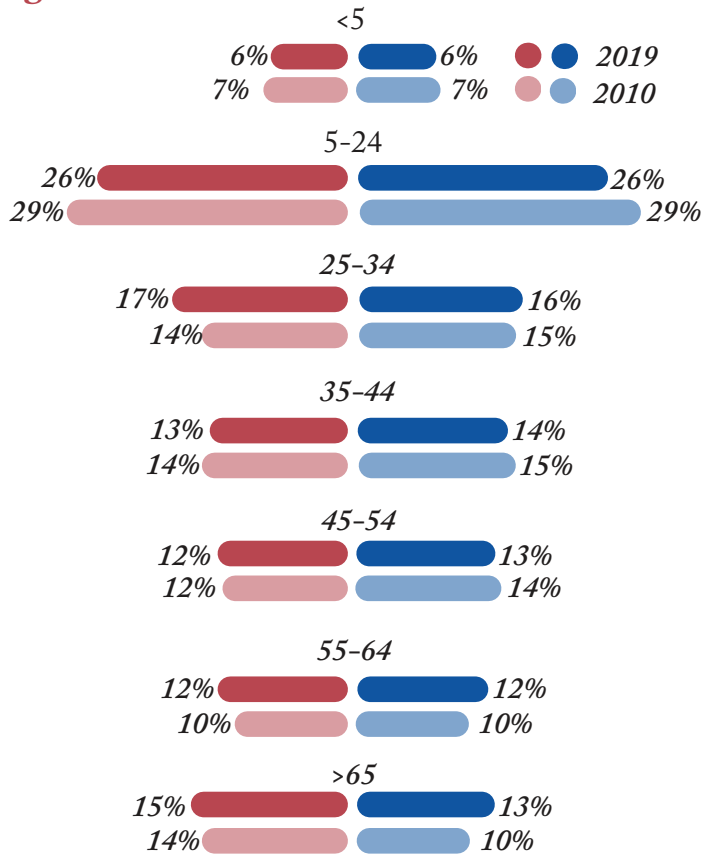


3. People

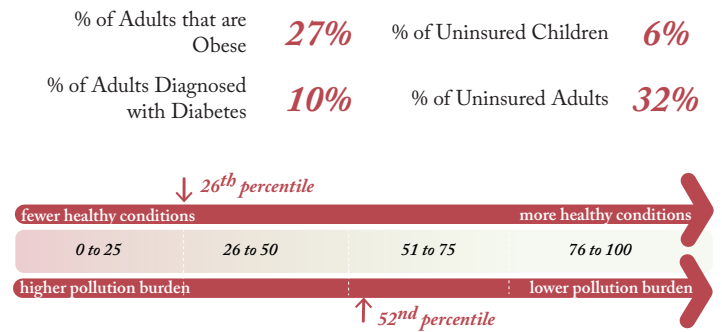
Before 1930



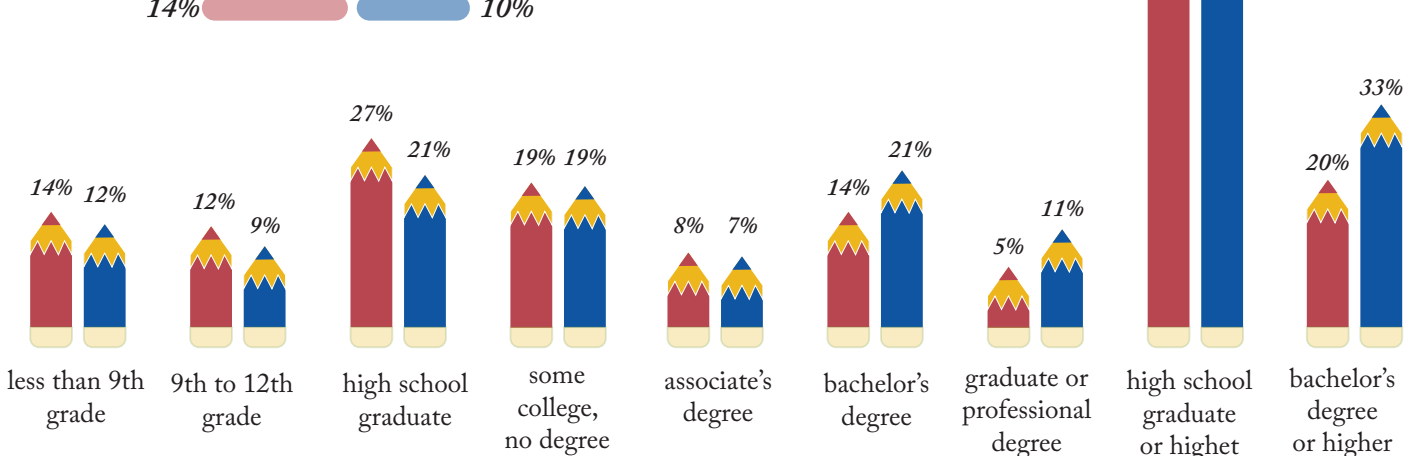
Age



Health



Education





Population
61,954



Median Household
Income
\$56,150



Poverty Rate
13.9%



Bachelor's Degree or
Higher
19.8%



Employment
25,600



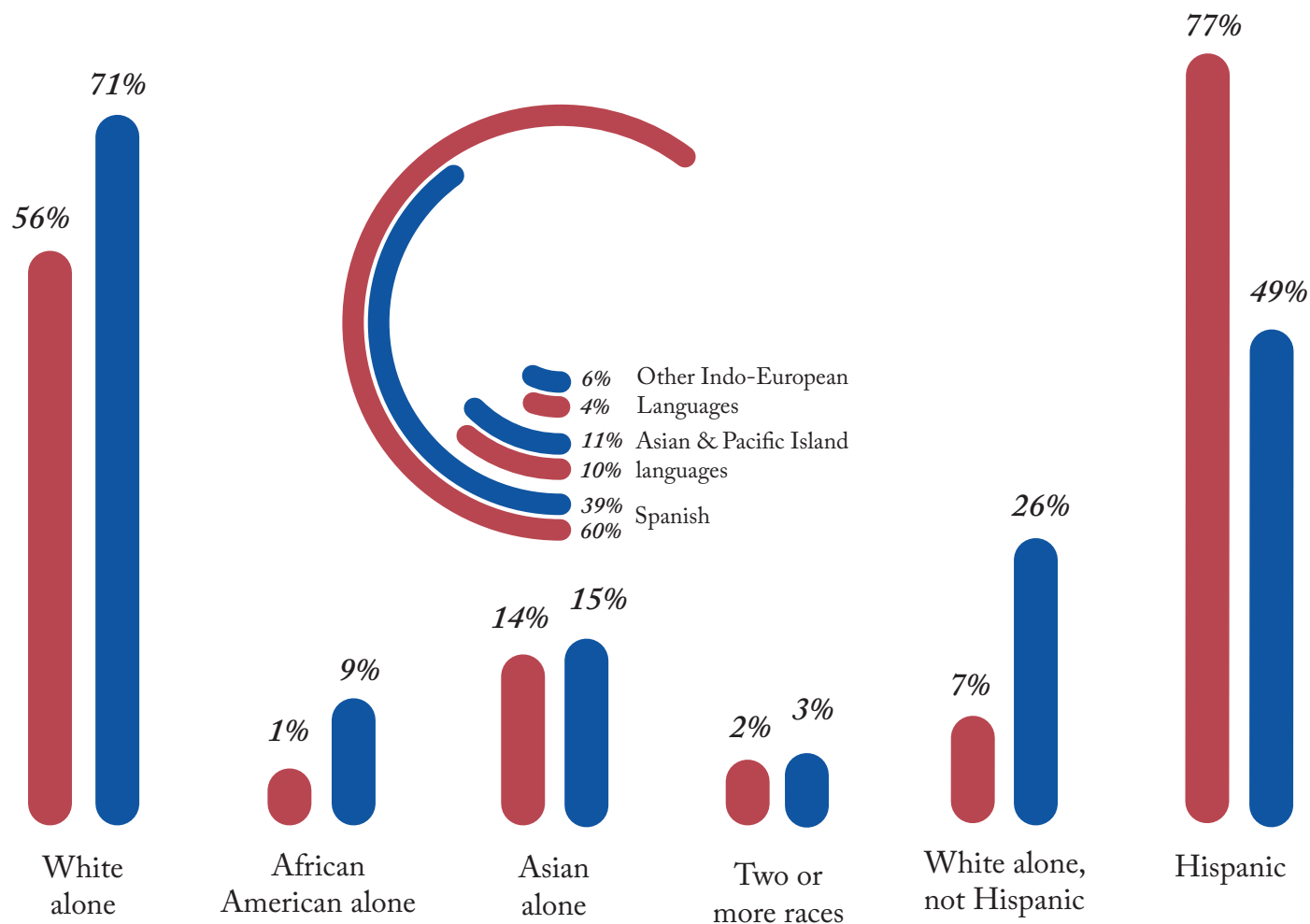
Total Housing Units
19,919

● Montebello

● Los Angeles County

Race

Languages



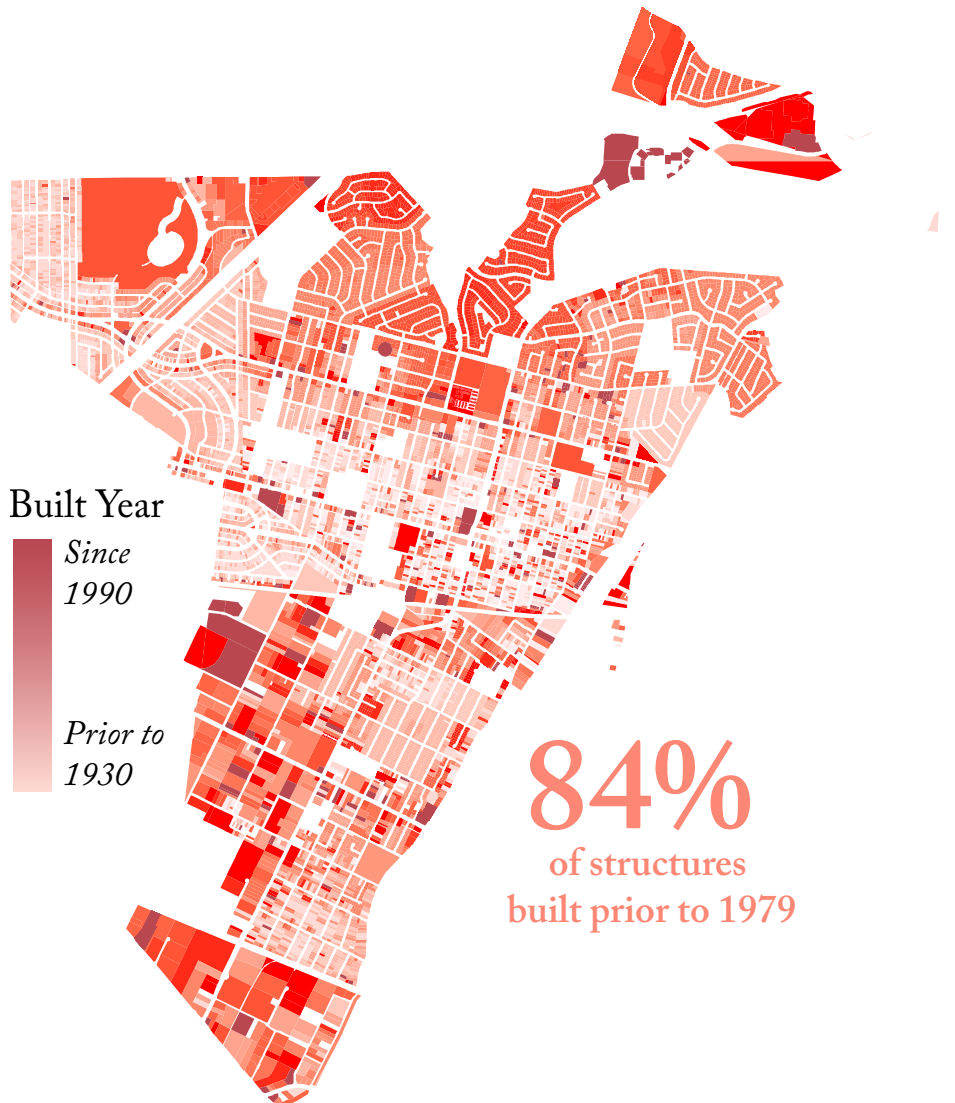
Income



4. Housing

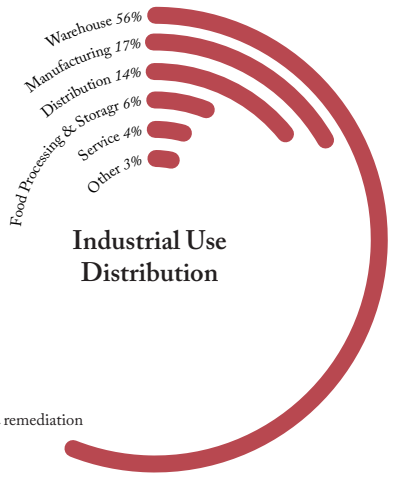
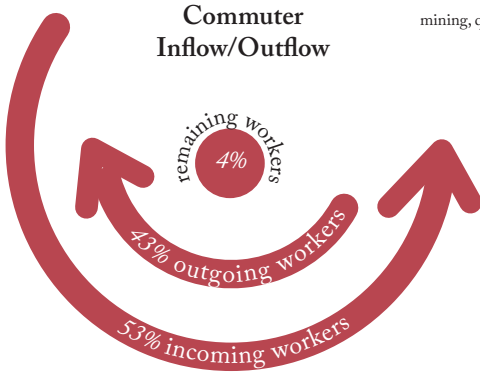
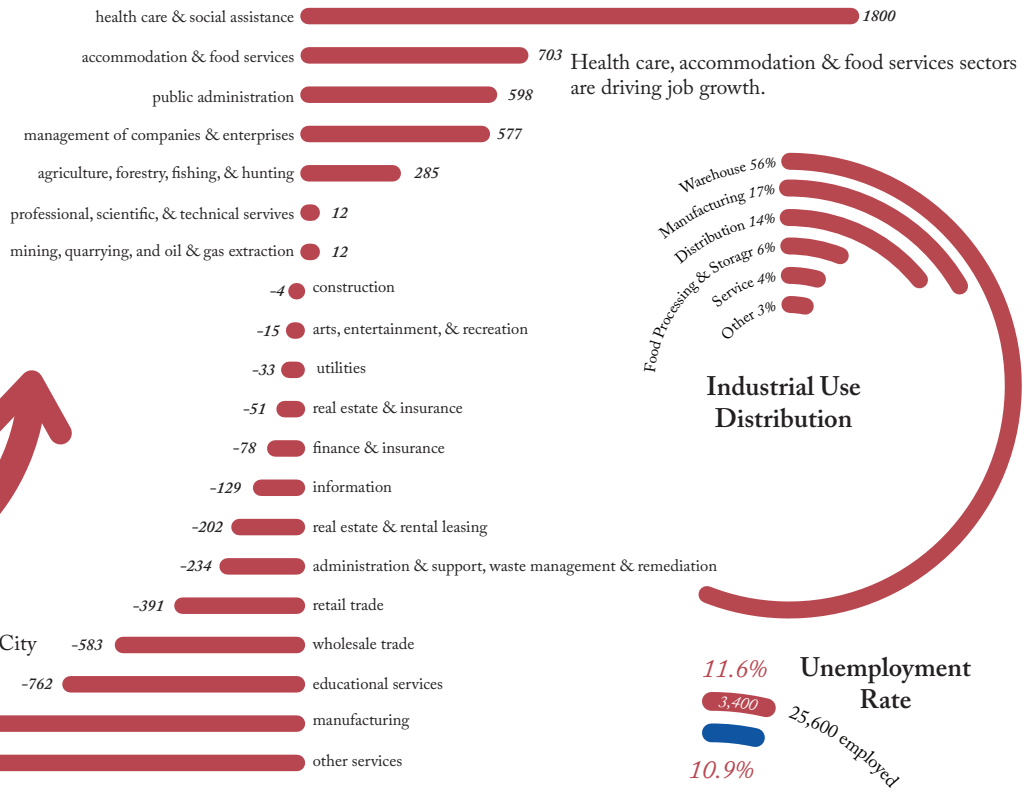


	Montebello	Los Angeles County	State of California
Average household size	3.30	2.99	2.95
Median home value	\$492,300	\$583,200	\$505,000
Median household income	\$56,150	\$68,044	\$75,235
Housing tenure			
Average commute time			

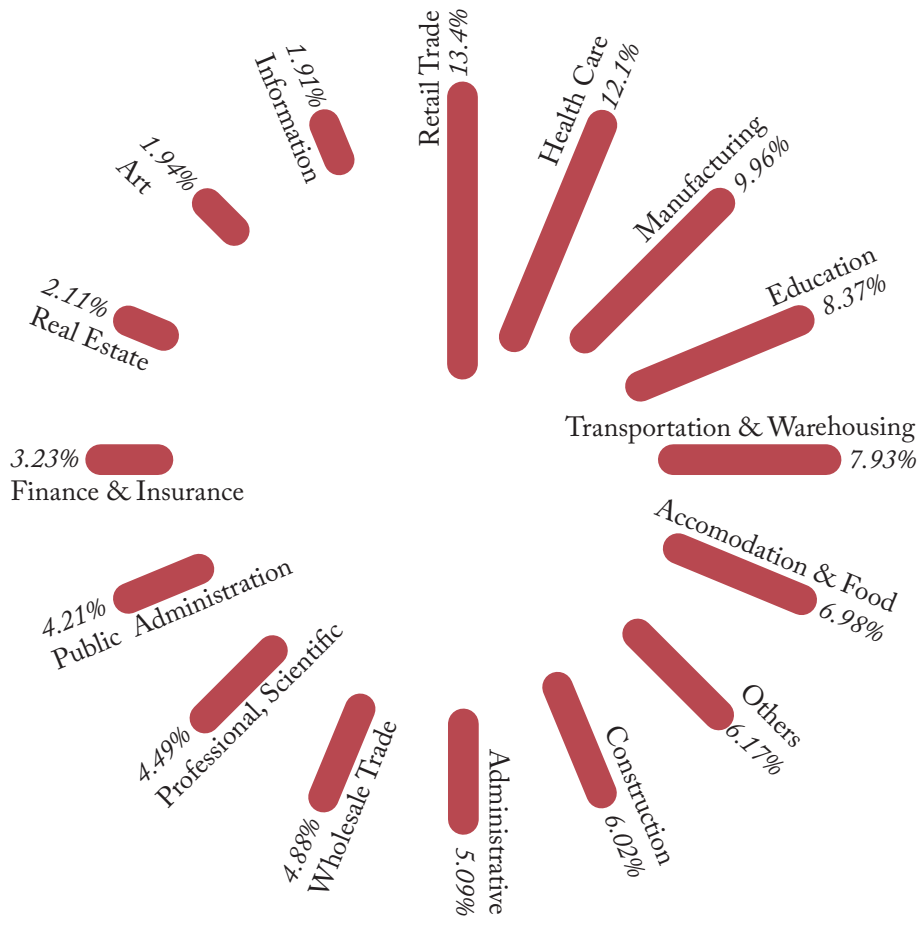


5. Economy

Employment Trend (2008-2018)



Most Montebello residents work outside of the City



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

6. Fiscal Health

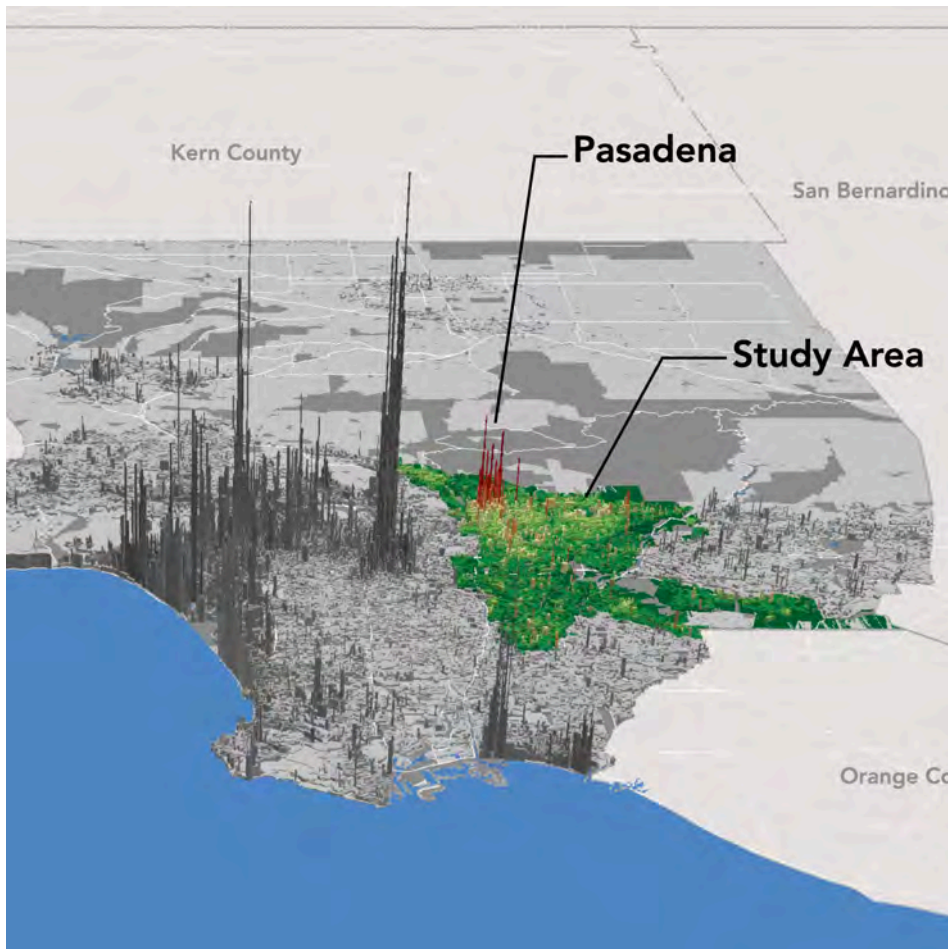


Figure A.1. Taxable value. The map shows which areas are generating the maximum amount of value for the space and resources they consume, and which are not. The darker shades represent greater tax value per hectare. By analyzing this pattern, we can see how mixed-use, traditional development close to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

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

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

Table A.1. Total assessed value in 2021.

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

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

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

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

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

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

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

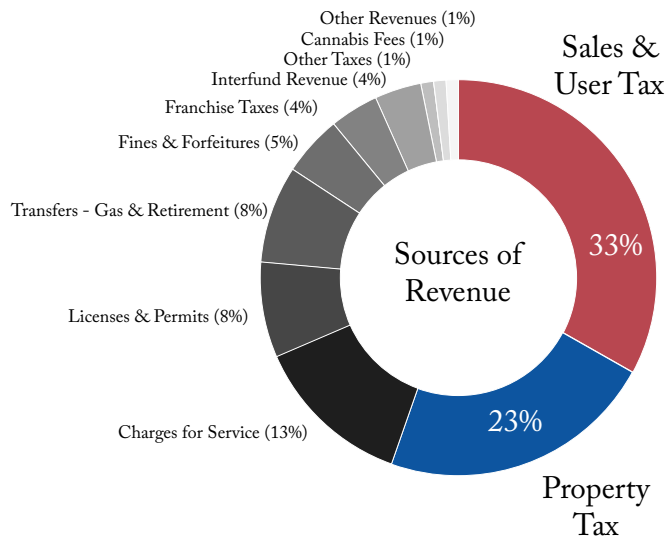


Figure A.2. Sources of revenues, City of Montebello. Over 50% of the revenues come from Sales/User Tax and Property Tax. Source: City of Montebello Budget.

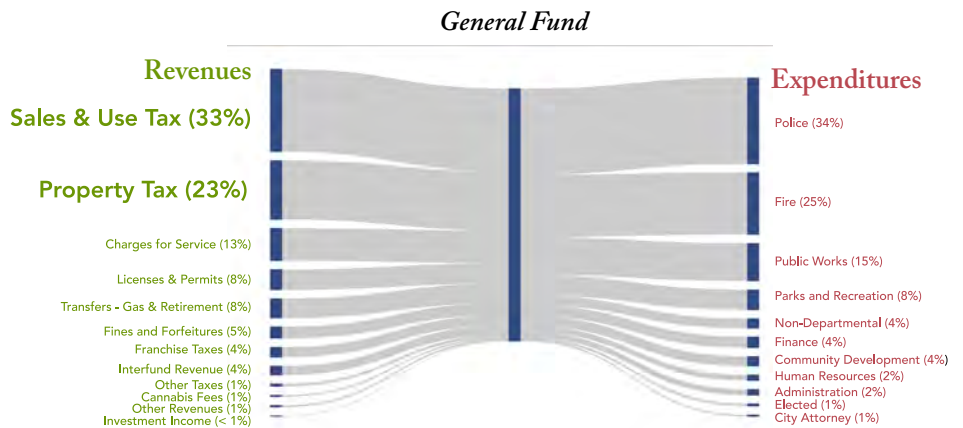


Figure A.3. Sources of General Fund revenues and how money is spent. Police and Fire Services account for over 50% of all expenditures. Source: City of Montebello Budget.

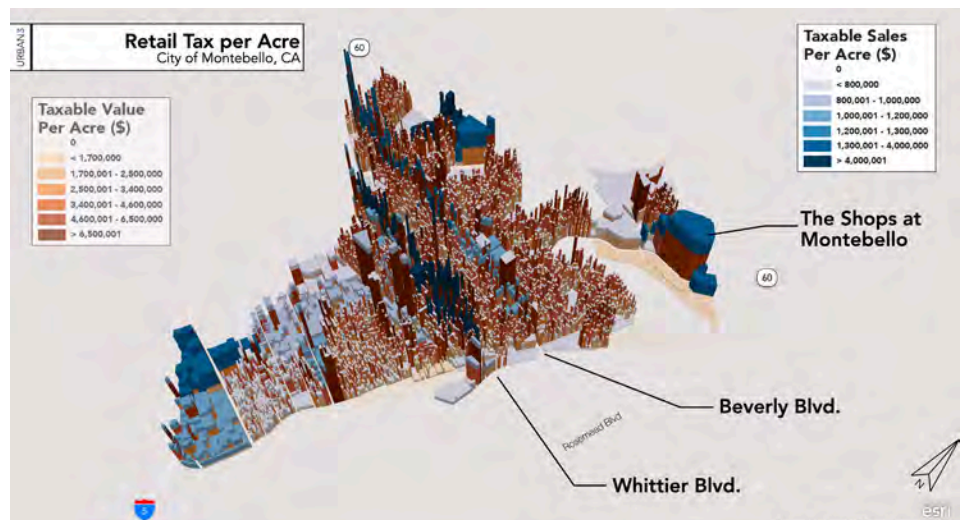


Figure A.4. Productivity model showing property tax and sales tax per acre. Beverly and Whittier Boulevard are the most productive areas. The mall and the industrial areas to the south are productive with sales tax per acre. Source: Los Angeles County Assessor, 2020.

Value Per Acre



Wells Fargo

\$18,042,213 per acre



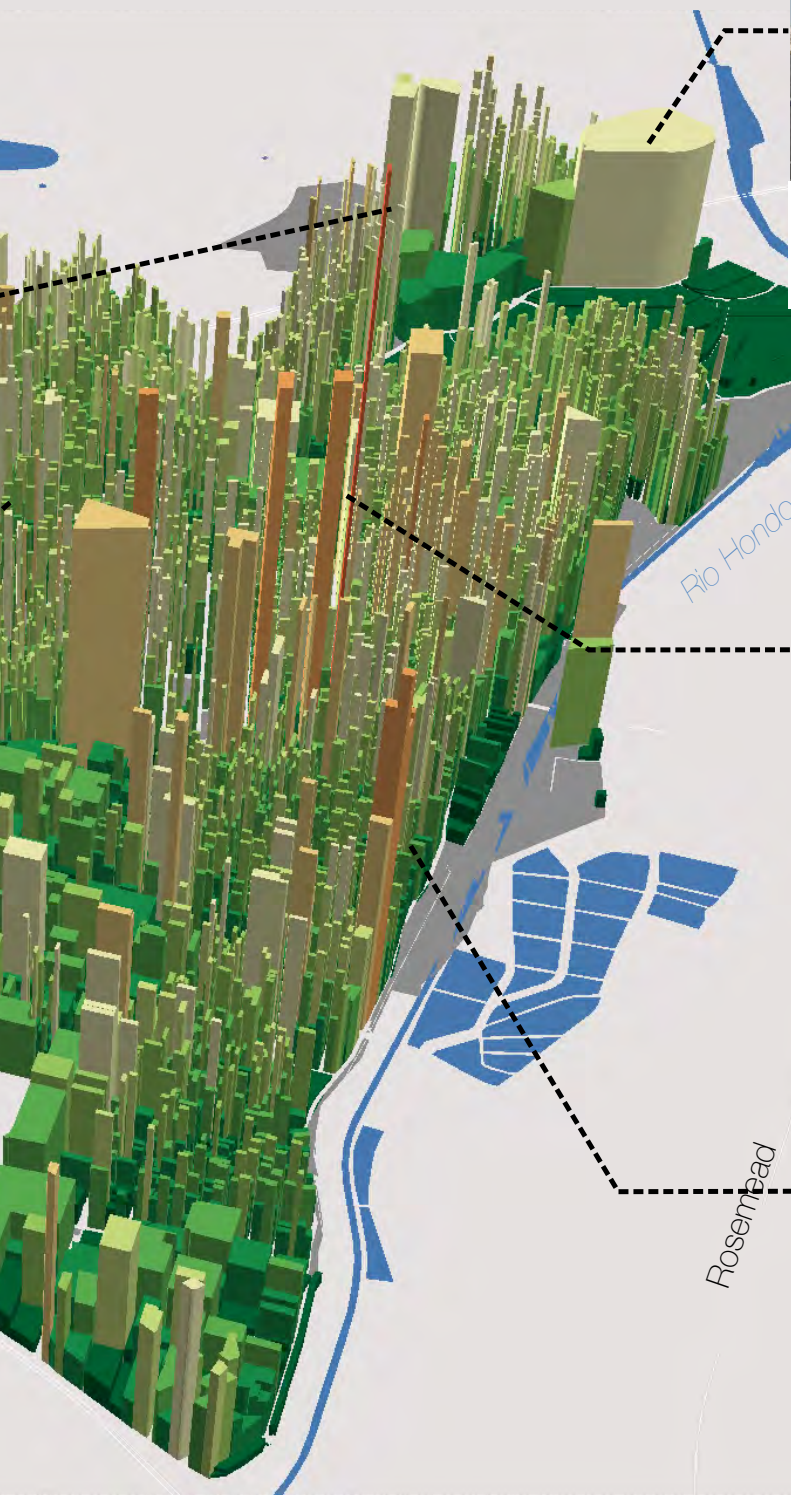
Average Single Family Res.

\$2,135,654 per acre

6

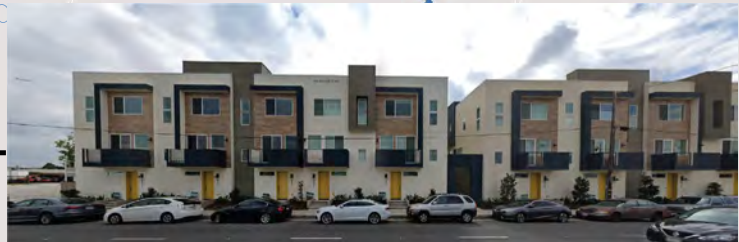
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Figure A.5. Montebello's value per acre. Source: Los Angeles County Assessor, 2020.



The Shops at Montebello

\$5,370,549 per acre



Jade Place

\$13,561,434 per acre



Rio Walk

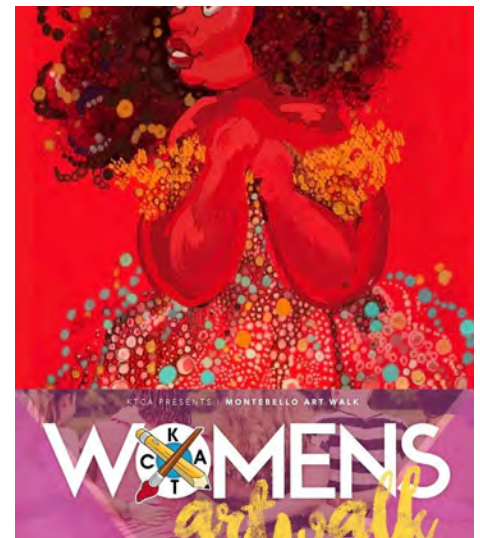
\$5,370,549 per acre

7. Creative Montebello

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



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





art and craft vendors.

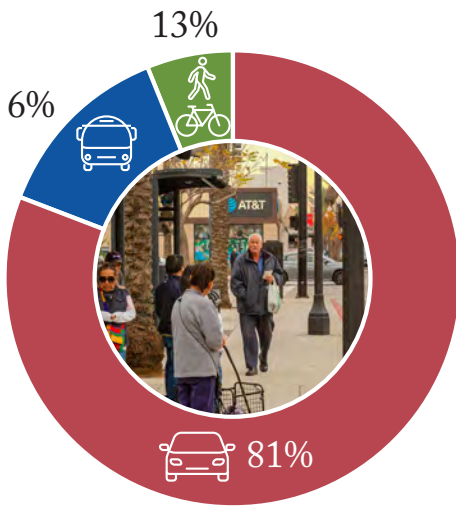


Montebello ArtFest features a unique blend of local art, music, and food.



Armenian Genocide Martyrs Memorial Monument.





8. Getting Around Montebello

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

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

A. Driving

Classification	Standards
Major Roadway	<ul style="list-style-type: none"> Controlled access, signalization, and road dividers Generally 80 to 120 feet wide
Secondary Roadway	<ul style="list-style-type: none"> Controlled access, signalization, and road dividers Generally 60 to 84 feet wide
Collector	<ul style="list-style-type: none"> No dividers nor controlled access Generally 60 to 70 feet wide

Table A.3. Roadway classifications.

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

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

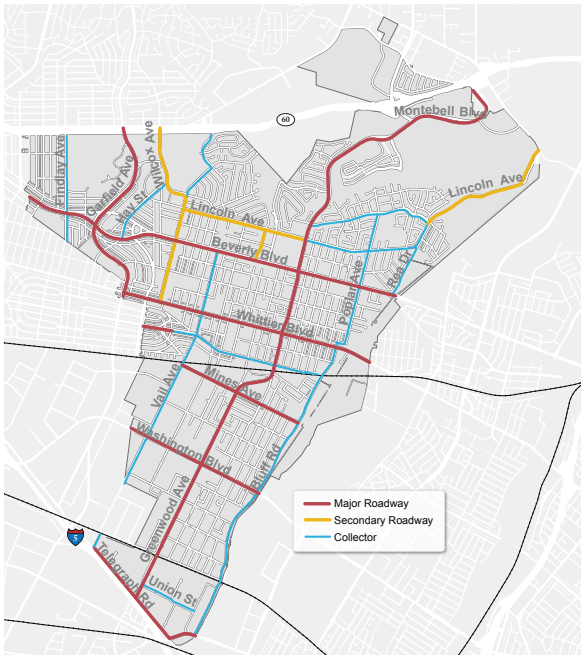


Figure A.6. Existing roadway classification map.

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

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

Key findings related to existing roadway conditions are as follows:

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

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

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

B. Parking

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

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

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

Table A.6. Minimum Parking Requirements.

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

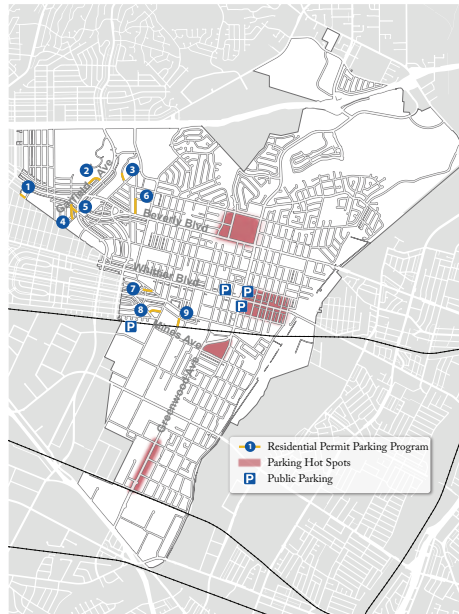


Figure A.7. Existing Parking Conditions.

Key findings related to existing parking conditions are as follows:

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

C. Goods Movement

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

D. Transportation Demand Management

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

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

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

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

Table A.7. TDM Requirements.

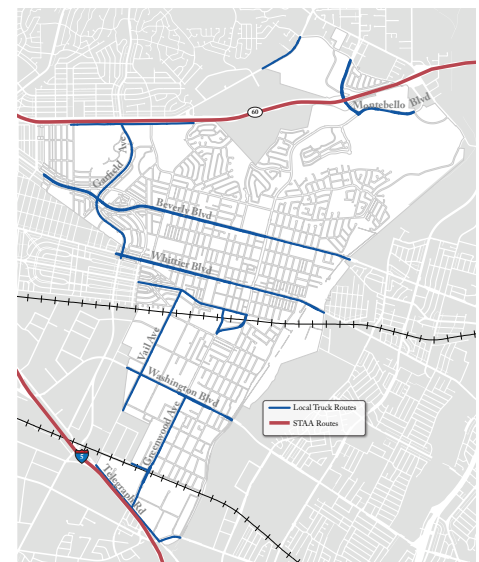


Figure A.8. Existing Goods Movement.

Transit

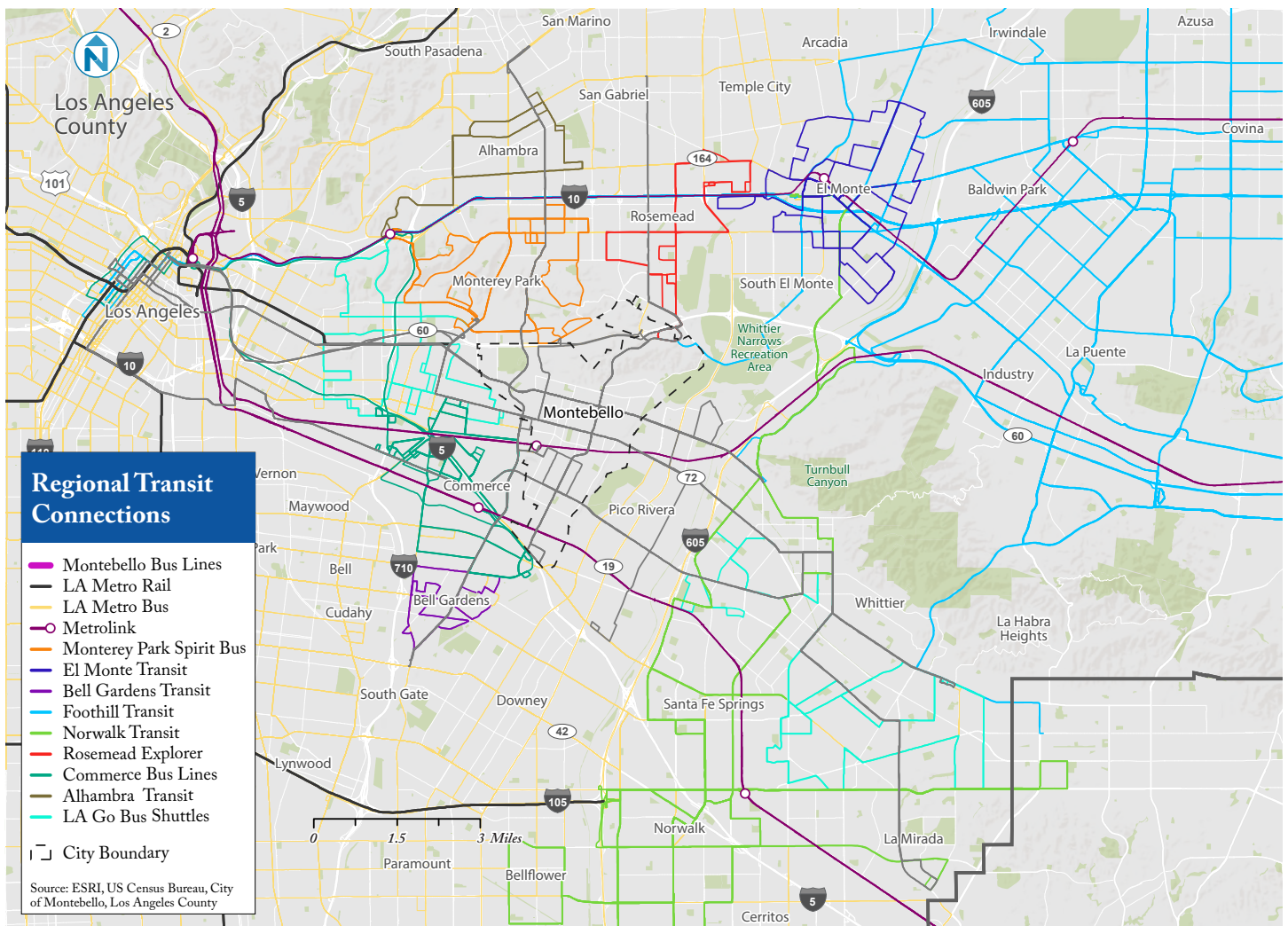


Figure A.9. Montebello Bus Lines and Connecting Transit Providers. Source Nelson\Nygaard.

Montebello is served by four public transit agencies:

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

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

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

passengers to their respective work sites. The same shuttle picks up Metrolink passengers from their work sites and drops them off at the Metrolink Station in the afternoon.

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

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

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

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

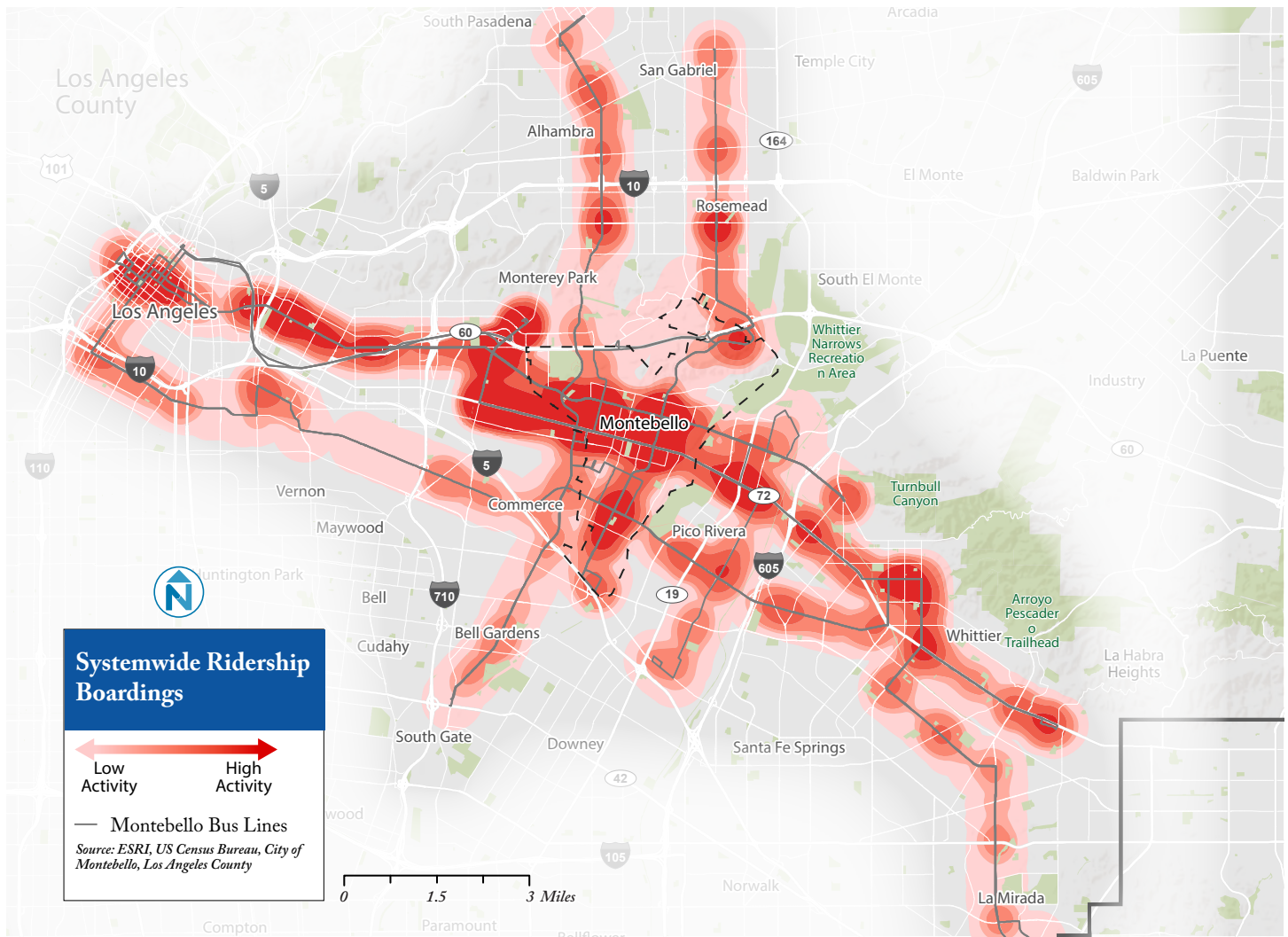


Figure A.10. Weekday system ridership. Source Nelson\Nygaard. Montebello Bus Lines ridership is highly concentrated along two corridors: Whittier Boulevard between Atlantic Boulevard and Whittwood Town Center; and Beverly Boulevard between downtown Los Angeles and the San Gabriel River.

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

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

Key findings related to existing transit conditions are as follows:

- The city can benefit from improved passenger amenities at bus stops outside the downtown area;

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

Route	Destinations Served	Hours of Operation	Peak Headways (minutes)	Off-Peak Headways (minutes)
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Montebello Bus Lines (MBL)

10	Galleria Monterey, Atlantic Station, East LA College, Montebello City Park/ Senior Center, Pio Pico Historic Park	4:30 AM – 10:00 PM	15	20
20	Montebello Mart, The Shops at Montebello, Montebello Town Square, San Gabriel Country Club	5:30 AM – 9:30 PM	30	35
30	El Paseo South Gate Shopping Center, Montebello Country Club, George E Elder Memorial Park, Garfield Medical Center, Monterey Park, Alhambra	5:10 AM – 8:50 PM	80	90
40	Downtown Los Angeles, Little Tokyo Market Place, Evergreen Recreation Center, Grave of Lou Costello, Kaiser East Los Angeles, Montebello City Hall	5:00 AM – 10:00 PM	15	20
50	Downtown Los Angeles, Lou Costello Jr Recreation Center, PIH Health Whittier Hospital, Whittier College, Whittier Public Library, Jackson Elementary School, Olive Lawn Memorial Park	4:30 AM – 8:30 PM	45	55
60	Whittier Narrows Natural Area, Pico Rivera	6:00 AM – 6:30 PM	80	80
70	The Shops at Montebello, Montebello Metrolink Station	5:20 AM – 7:05 PM (Monday -Friday only)	90	90
90	Downtown Los Angeles, Pico Park Community Center	5:30 AM – 6:25 PM (Monday -Friday only)	45	45



LA Metro

18	Montebello/Commerce Metrolink Station; East Los Angeles Doctors Hospital; Downtown LA; Koreatown	4:17 AM – 3:34 AM (Weekdays and Weekends)	5-10	30-40
62	The Citadel; Metropolitan State Hospital; Paddison Square; Norwalk/Santa Fe Springs Metrolink Station; Long Beach Towne Center	4:15 AM – 12:15 AM (Weekdays); 4:30 AM – 12:17 AM (Weekends)	30-45	50-60
66	Montebello/Commerce Metrolink Station; MacArthur Park; Lafayette Park; Southwestern University; Downtown LA; Koreatown	3:51 AM – 1:39 AM (Weekdays); 4:45 AM – 1:39 AM (Weekends)	10-15	60
106	Montebello Town Center, Cal State LA	3:51 AM – 1:09 AM	20	40-50
108	Slauson A Line Station; Slauson Harbor Transitway Station; Culver City Transit Center/Westfield Mall; Venice Pier	4:08 AM – 11:23 PM (Weekdays); 5:00 AM – 11:17 PM (Weekends)	10-20	50-60



Metrolink

Riverside Line	Riverside Downtown, Jurupa Valley/ Pedley, Ontario, Pomona, Industry, Montebello/Commerce, L.A. Union Station	4:35 AM - 9:35 AM; 1:20 PM - 7:25 PM	40	30
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Table A.8. Existing transit services.



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



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

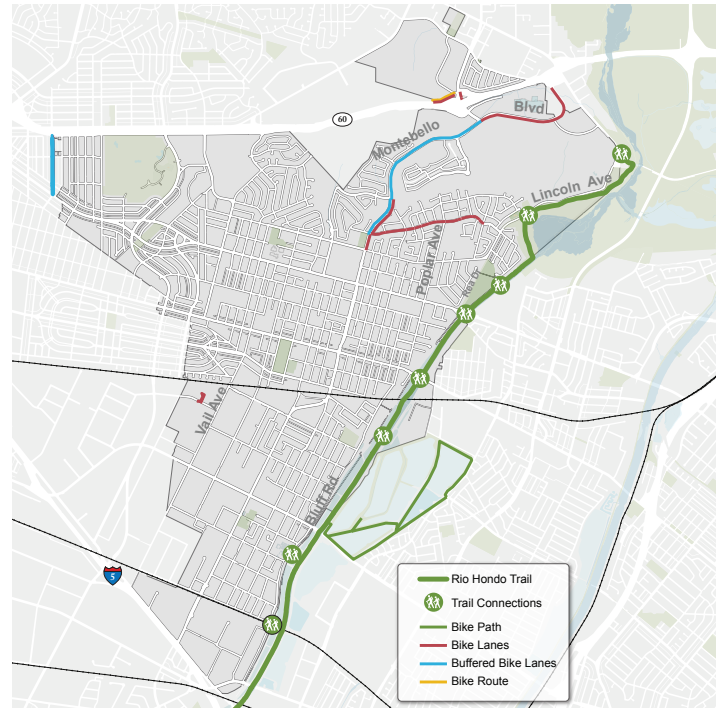


Figure A.11. Existing Bike and Trail Map.

E. Biking

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

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

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

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

F. Walking

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








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

Table A.9. Citywide Pedestrian Facility Conditions.

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

Key findings related to existing walking conditions are as follows:

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

9. Purpose and Authority

CITY OF montebello



GENERAL PLAN UPDATE 2040

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

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

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

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

- Recasts the 1973 General Plan to incrementally generate a place that fulfills the city's vision by 2045;
- Sets forth the principles, goals, policies, and actions to help achieve the community vision, establishing the basis for evaluating choices and making near- and long-term decisions;
- Defines integrated strategies for environmental stewardship,

economic development, land use and community design, housing, transportation, resilience, health, safety, recreation, and culture to help achieve the community's vision; and

- Prioritizes actions to advance on-going implementation.

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

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

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

A. Relationships to Other Plans

Downtown Montebello Specific Plan
The Downtown Montebello Specific Plan vision calls for a vibrant, more walkable, mixed-use, and transit accessible place

with many cultural, dining, and retail options. The Downtown Montebello Specific Plan will guide public funding and seek to attract private investments. As the Downtown Montebello Specific Plan and the General Plan were prepared and adopted simultaneously, the two documents are entirely consistent with each other.

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



B. Process

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

This General Plan was developed in conjunction with the Downtown Montebello Specific Plan. This allowed a wider dialogue about linkages and the downtown’s role within the larger city framework and to reinforce the General Plan’s central theme

C. Team Organization

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

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

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

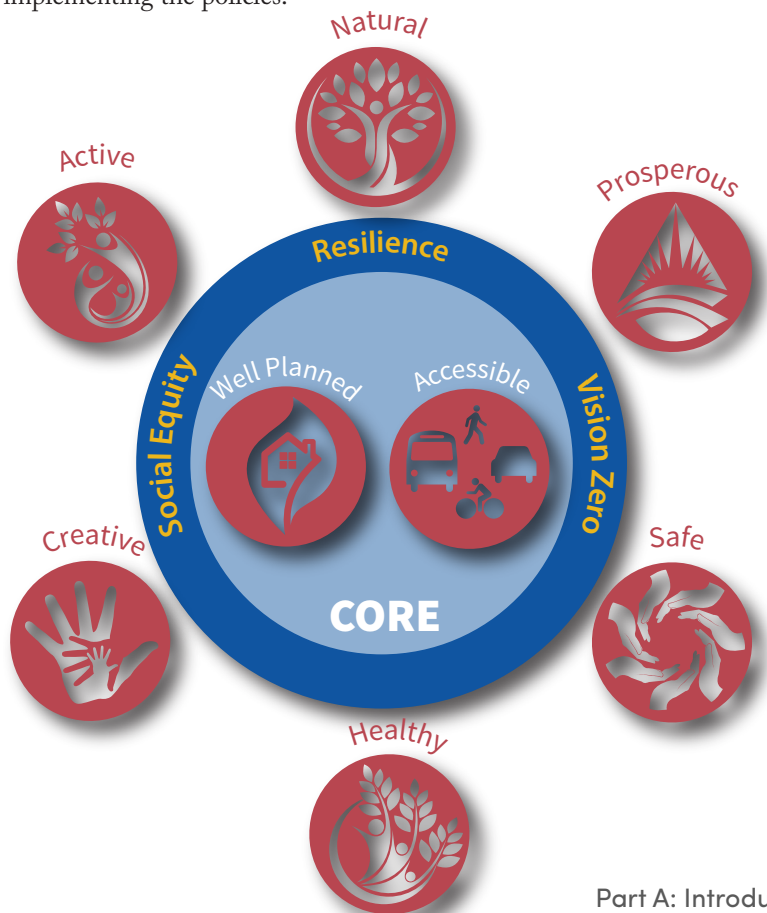
The Well-Planned and Accessible focus groups formed the CORE focus group that considered Montebello’s approach to growth and preservation, incorporating perspectives from the other six groups. The CORE group developed and assessed alternate land use, circulation, and infrastructure scenarios. The Focus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

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

of conserve and grow wisely. The planning process for Montebello, which began in September 2020, was designed around extensive, thoughtful input from the local community. The process to develop the General Plan and Downtown Montebello Specific Plan consisted of eight steps spanning a period of 36 months.

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

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



D. Civic Engagement

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

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

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

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

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

1. Online participation captured an audience that doesn't typically attend public meetings. Project website and Facebook encouraged the public to learn and convey their opinions on what was important for the City to consider over the next 20 years.
2. Project Tour of the Downtown area and other opportunity sites throughout the City helped identify what policies and regulations are working and what needs adjustment.



36 Montebello General Plan

Civic Engagement Strategy

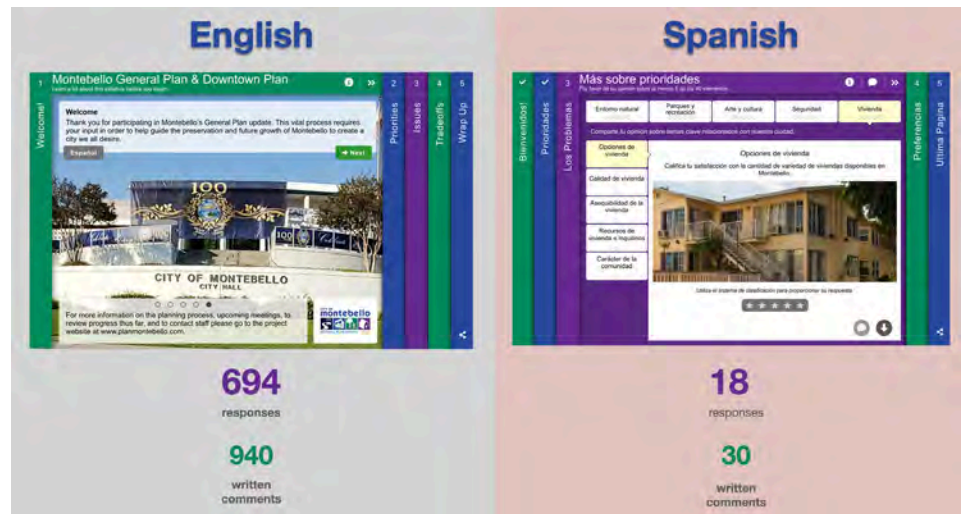
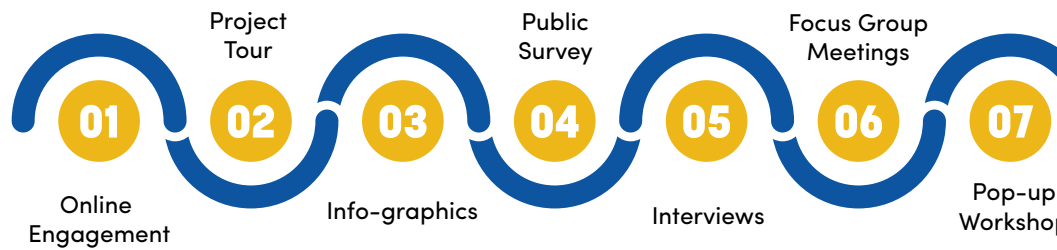


Figure A. 12. Community Survey. The interactive survey with a link (and QR Code) was disseminated in the City newsletter (Spring and Summer editions, reaching all 24,000 resident and business addresses in Montebello twice).

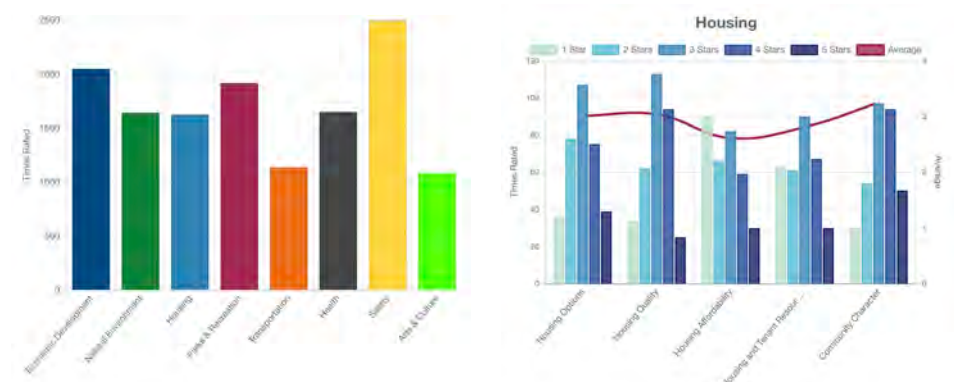


Figure A. 13. Community Survey Results. Safety, economic development, and parks and recreation were rated as top three priorities to addressed in the General Plan. The community also noted the need to address housing affordability and access to resources.

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



5. Interviews allowed an open and candid discussion to better understand existing visions, barriers to implementation, and opportunities. In November 2020, property owners, tenants, business owners, and civic and community leaders were interviewed.
6. Focus Group Meetings were used to gather qualitative information, review economic drivers and real estate trends, growth and mobility options and develop goals and policies to achieve the community vision.
7. A Pop-up Workshop was conducted during the planning process. The workshop introduced the planning effort to the public and sparked a dialogue through a series of interactive planning exercises intended to share and gather information. The event hosted fun activities for kids as an incentive for participation.
8. Book-a-Planner took planning to the public that typically do not participate in the planning process. Book-a-Planner session was conducted with the Montebello Chamber of Commerce.
9. Noon Talks brought four experts to provide perspective, present alternatives, and stimulate community dialogue on key trends, issues, and opportunities. The following speakers assisted the project team in educating and engaging the community: Montebello Economy, Lance Harris
 - Vibrant Places, Vinayak Bharne
 - Mobility and Parking, Tim Erney
 - Great Neighborhoods and Codifying the Vision, Vinayak Bharne and Kaizer Rangwala
10. Visioning Workshop was a collaborative and rigorous planning event that harnessed the talents and energies of individuals to create and support an overall vision for the City and the Downtown Specific Plan area. The four-day compressed timeframe facilitated creative problem-solving by accelerating decision-making and reducing non-constructive negotiation tactics, and encouraged people to abandon their usual working patterns and “think outside of the box.”
11. Joint City Council and Planning Commission Meetings allowed advisory- and decision-making bodies to review interim progress and provide direction. A total of four joint meetings were conducted.
12. Validate Feedback involved proactively notifying stakeholders if and when their suggestions were implemented.



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E. General Plan Format

The document is organized into four parts.

Part A features existing conditions and the planning process.

Part B features the shared community vision for Montebello.

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

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

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

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

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

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

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



B Vision

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

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

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

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



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

focus



NATURAL

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

01

02

PROSPEROUS

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



WELL PLANNED

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

03

04

ACCESSIBLE

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





HEALTHY

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

05

06

SAFE

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



ACTIVE

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

07

08

CREATIVE

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



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

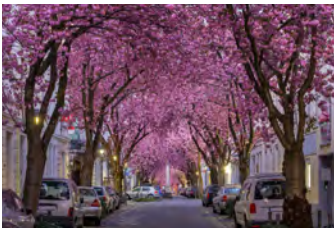
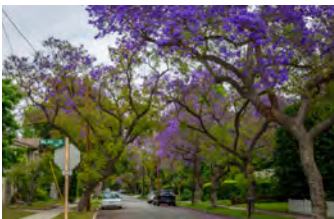
KEY CONCEPTS OF THE VISION



1 Utilize easement areas for recreational uses



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



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



6 Hillside Neighborhoods: Maintain views of city lights.

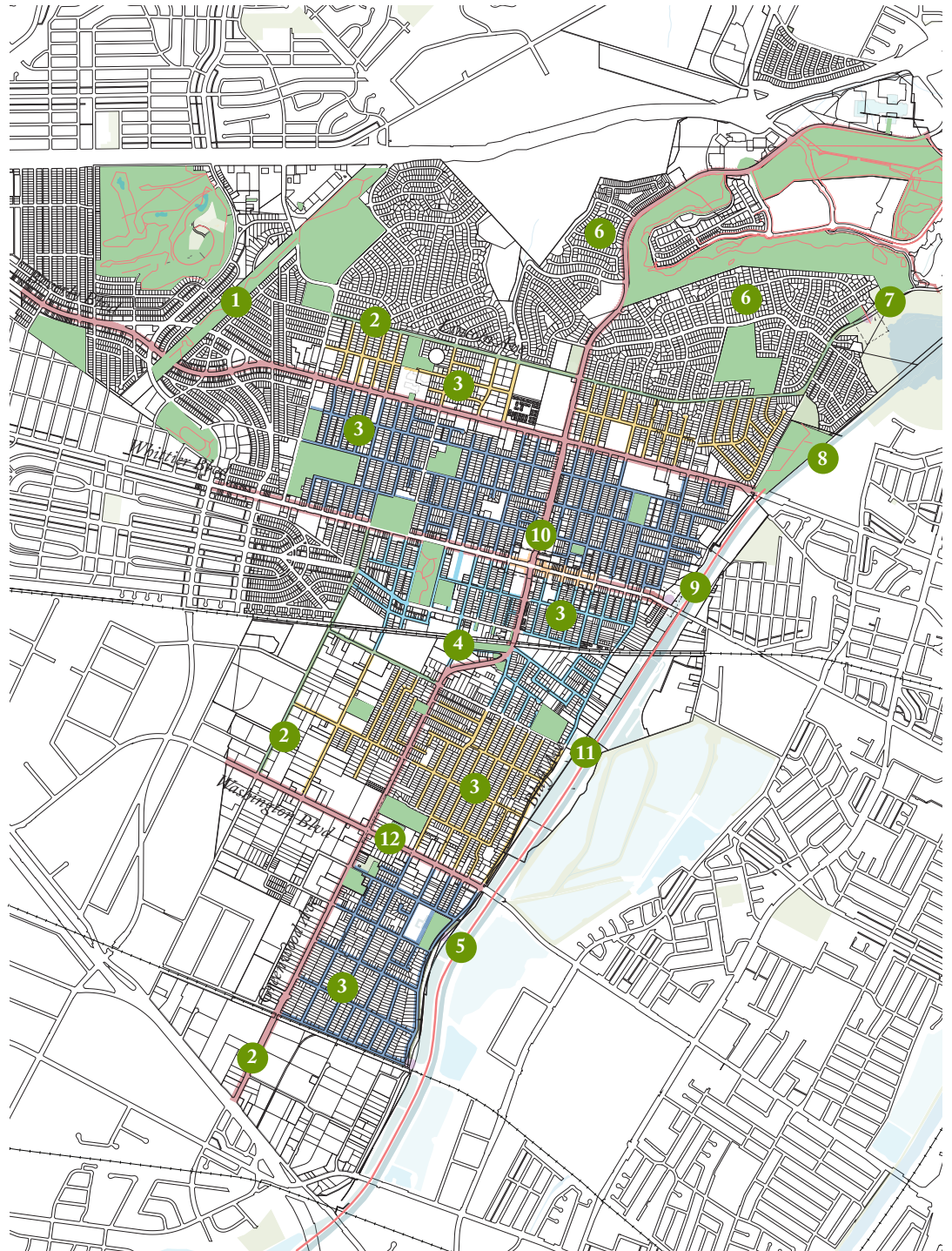


Figure B.2. Green Infrastructure Map.

4 Proposed new open space

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

A. Green Infrastructure

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

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

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

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

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

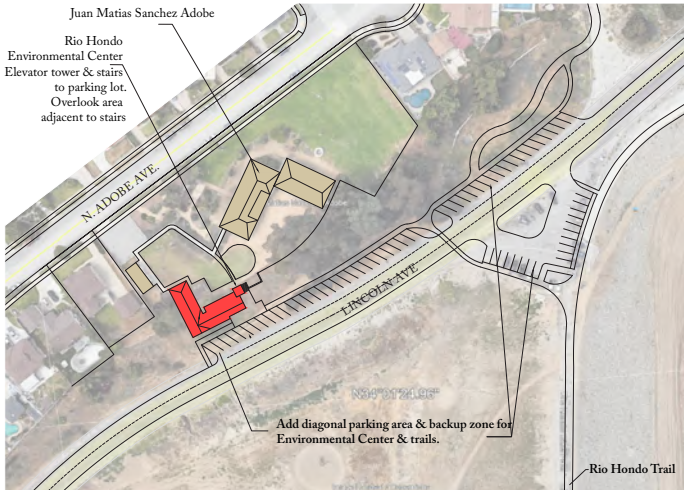


Figure B.3. Proposed Adobe Sanchez entrance along Lincoln Avenue.

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

8 Existing Rio Hondo connector in park enhance park connection.

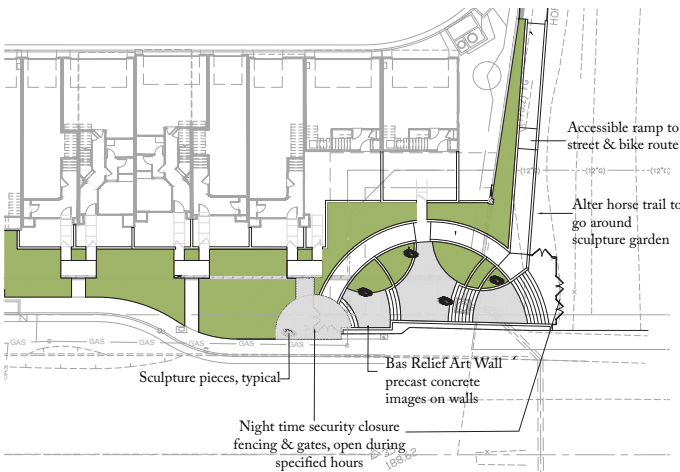


Figure B.4. Proposed sculpture park that links Downtown to the Rio Hondo Channel.

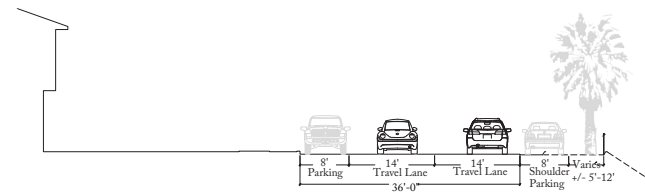
9 Sculpture park and new Rio Hondo connector. Accent entry street trees to reinforce Montebello entrance.

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

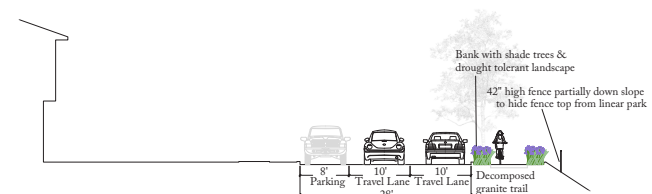
11 Rio Hondo trail system with enhanced pedestrian and bicycling connectors to Montebello neighborhoods.

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

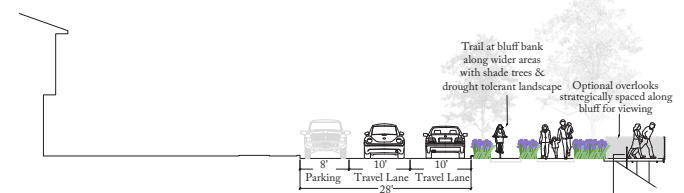
Existing South Bluff Road



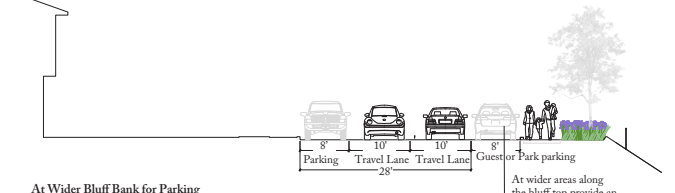
Proposed South Bluff Road



At Narrow Bluff Bank



At Wider Bluff Bank



At Wider Bluff Bank for Parking

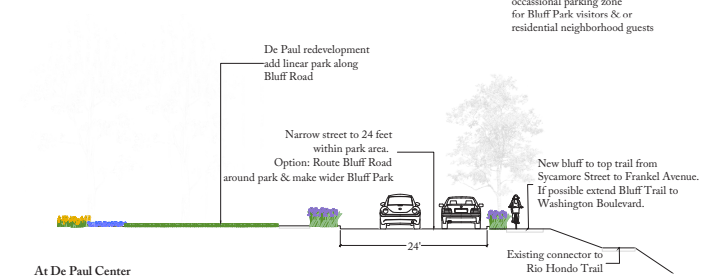
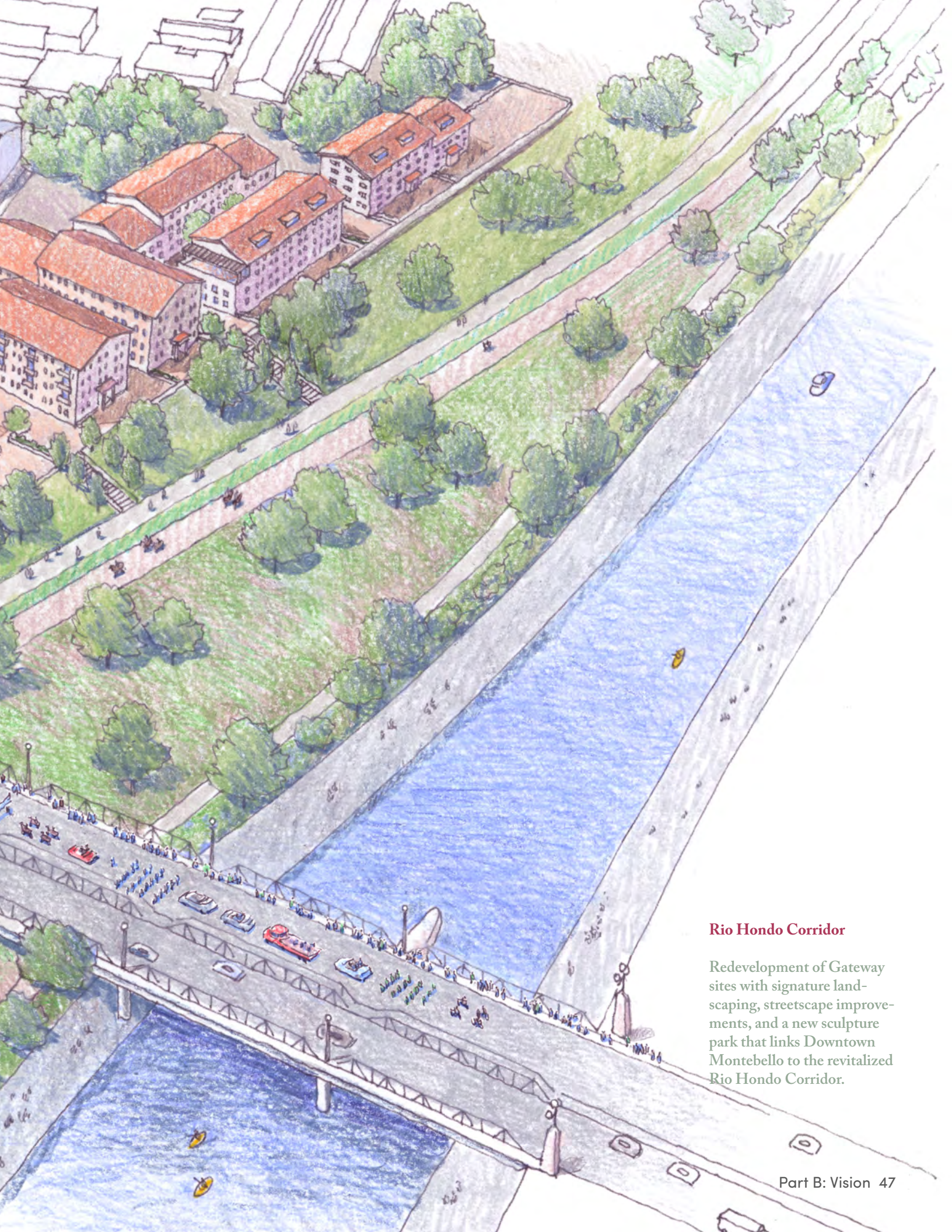


Figure B.5. Sections through the Rio Hondo Channel.





Rio Hondo Corridor

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



Figure B.6. Illustrative Master Plan.

B. Prioritize Productive Growth



Figure B.7. Existing value per acre.

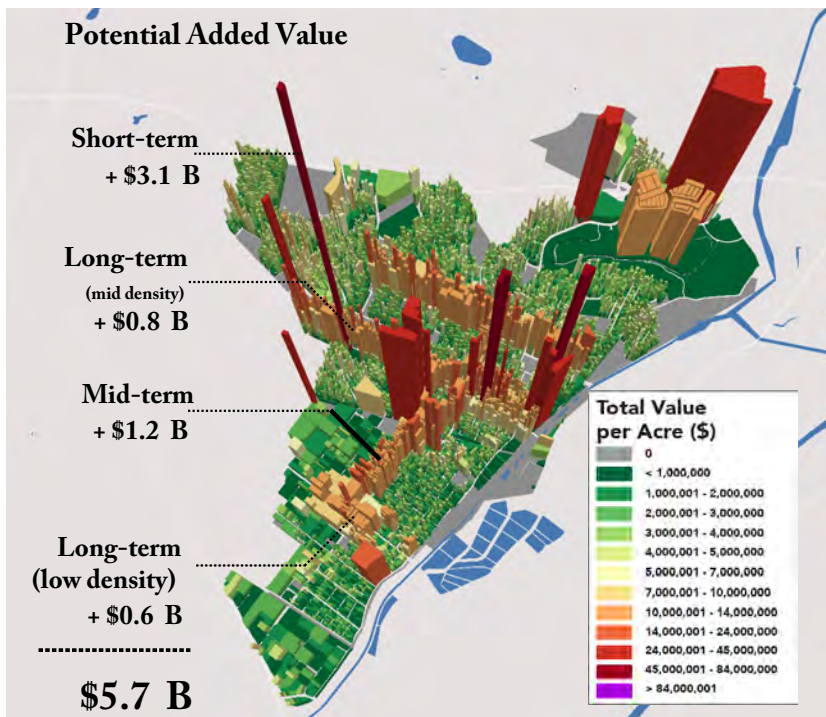


Figure B.8. Proposed value per acre.

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

What is productive growth?

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

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

C. Vibrant Downtown



Figure B.9. Downtown Illustrative Master Plan.

Enhancing Whittier Boulevard – The historic Main Street along Whittier Boulevard east of 11th Street has the makings of a memorable downtown. The Downtown Montebello Specific Plan developed in conjunction with the General Plan proposes to enhance the street through selective market supported infill

development with two and three-story buildings that will augment the character and quality of the street as well as activate the street giving new energy to the area through unique, local, and high-quality experience-based retail opportunities.



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

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

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

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

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



Downtown Montebello

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



D. Great Streets



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

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

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

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

Washington Boulevard — A transit boulevard. The anticipated Gold Line along Washington Boulevard west of N Montebello Boulevard is a significant development opportunity for the city. It can become a new vibrant mixed-use transit

district where people can live close to public transit, thereby diminishing reliance on the car and would be particularly attractive to future residents that work in the greater downtown Los Angeles area. The district is planned with a new plaza located along Washington Boulevard (south of the Greenwood Elementary school) that can become a major new public space and also mark this district in a special way.

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

E. Great Neighborhoods



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

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

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

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

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

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

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

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

F. More Choices for Getting Around

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

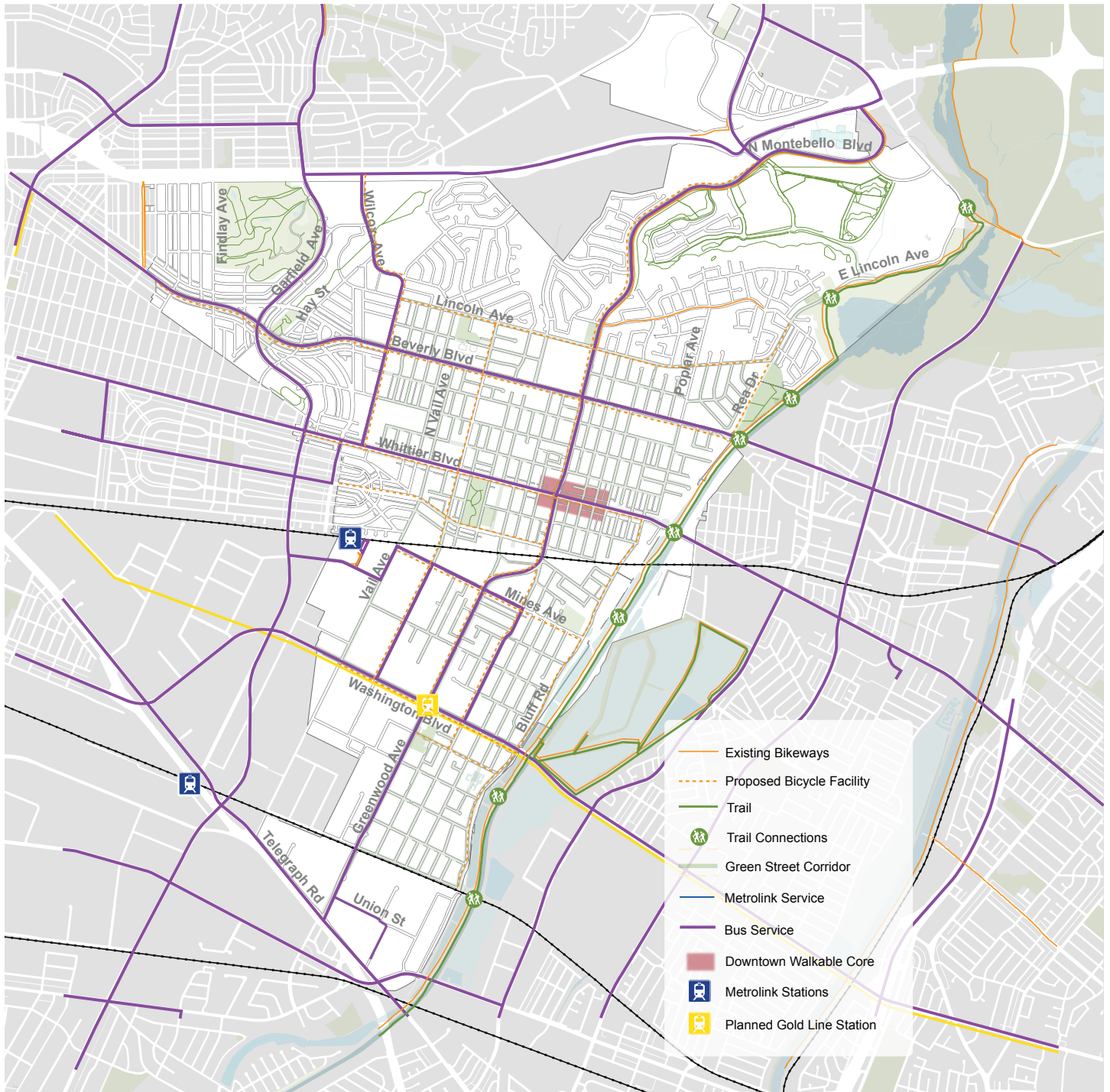


Figure B.10. Active mobility plan identifies an integrated network of walkways and bikeways that connect the Montebello neighborhoods to employment, recreation, education and destinations that meet their daily needs.



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

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

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

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

The General Plan encourages walkable urban development

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

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

G. An Incremental Plan

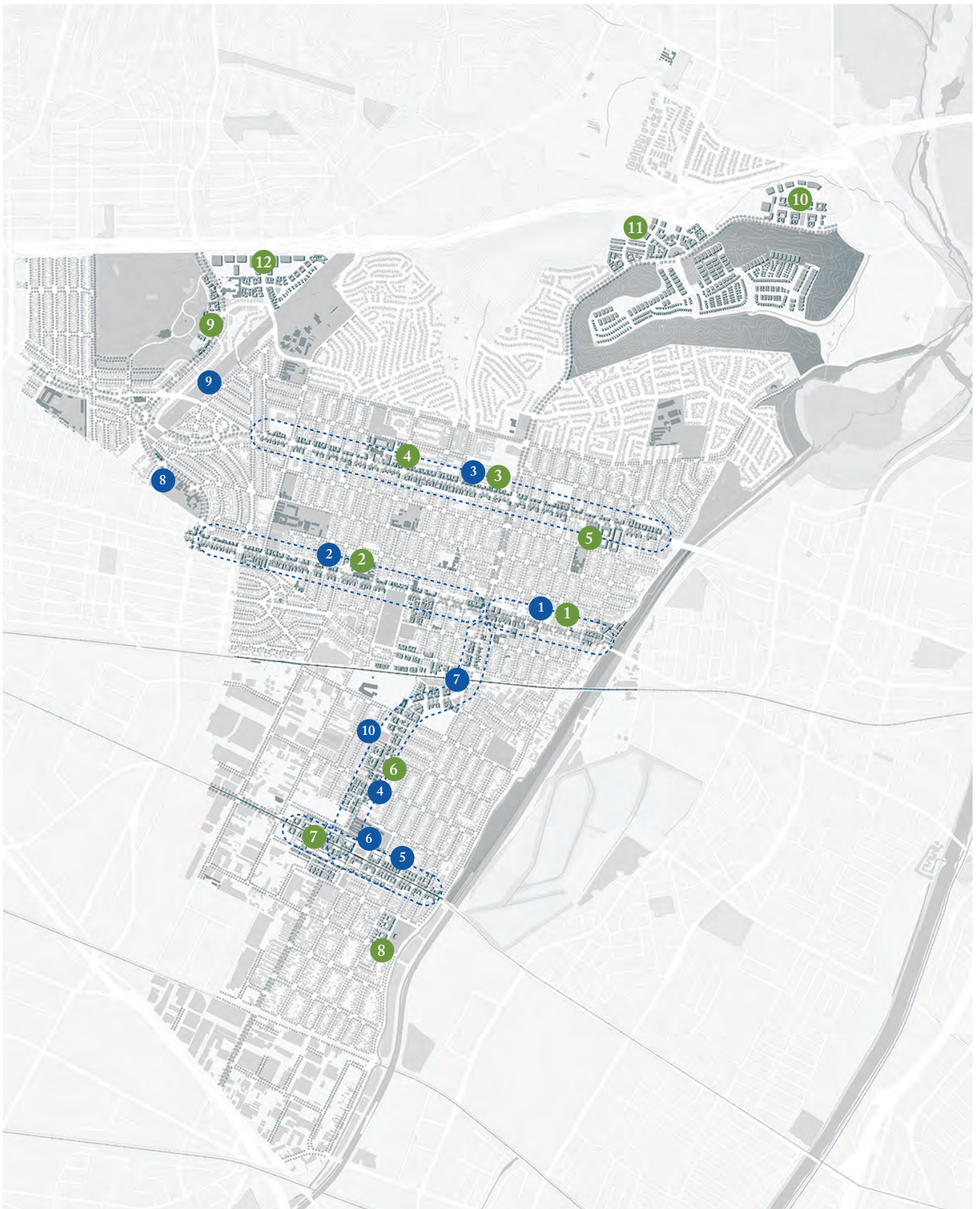


Figure B.11. Phased Public-Private Development Plan.

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

Public Projects

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

Public-Private Projects

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



C Goals & Policies

The Montebello General Plan features the following eight elements:

1. **Our Natural Community** — Addresses how Montebello can thrive in balance with the community’s natural ecosystems.
2. **Our Prosperous Community** — Addresses how Montebello can attract and retain high-wage and high value enterprises, and diversify and increase the local tax base.
3. **Our Well Planned Community** — This chapter will feature the preferred land use plan that directs new growth by reinvesting in key opportunity areas like the Downtown, Corridors and large parcels along the highway, while protecting natural resources, respecting stable residential neighborhoods, and making great places by insisting on the highest standard in architecture, landscaping and urban design.
4. **Our Accessible Community** — Addresses transportation choices advocated by SB375 and AB 1358 by strengthening and balancing pedestrian, bike, and transit connections in the City and surrounding region.
5. **Our Healthy Community** — Will seek to build effective partnerships that improve physical and mental health and social well being.
6. **Our Safe Community** — Will increase awareness for emergency, minimize threat to life and damage to structures from hazards.
7. **Our Active Community** — Addresses parks and open spaces to provide enriching recreational options for the entire community.
8. **Our Creative Community** — Weave arts, cultural events, community programs into everyday life.

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

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

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

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

Goals, Policies, Actions

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

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

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

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



1 Our Natural Community

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

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

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

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

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

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

A. GUIDING PRINCIPLES

- A. **Systems Approach and Multiple Benefits:** Green infrastructure is the network of green spaces that protects natural ecosystems and provides associated benefits for people, wildlife, and the economy.
- B. **Collaboration:** Green Infrastructure provides multiple environmental, economic, and social benefits. To adopt the Green Infrastructure approach, multiple professions will need to actively contribute. Planners, architects, civil engineers engaging collaboratively with ecologists, horticulturists and sociologists. Collaboration that draws on diverse perspectives and aligns knowledge and resources is needed.
- C. **Equity:** Underserved or underprivileged communities often lack adequate park access and facilities. Green infrastructure can be used to enhance air and water quality and overall public well-being. New parks and open spaces can enhance the health of local residents by providing opportunities for physical activity, interactions with nature, and destination community gathering places.

B. MAJOR NATURAL COMMUNITY CHALLENGES

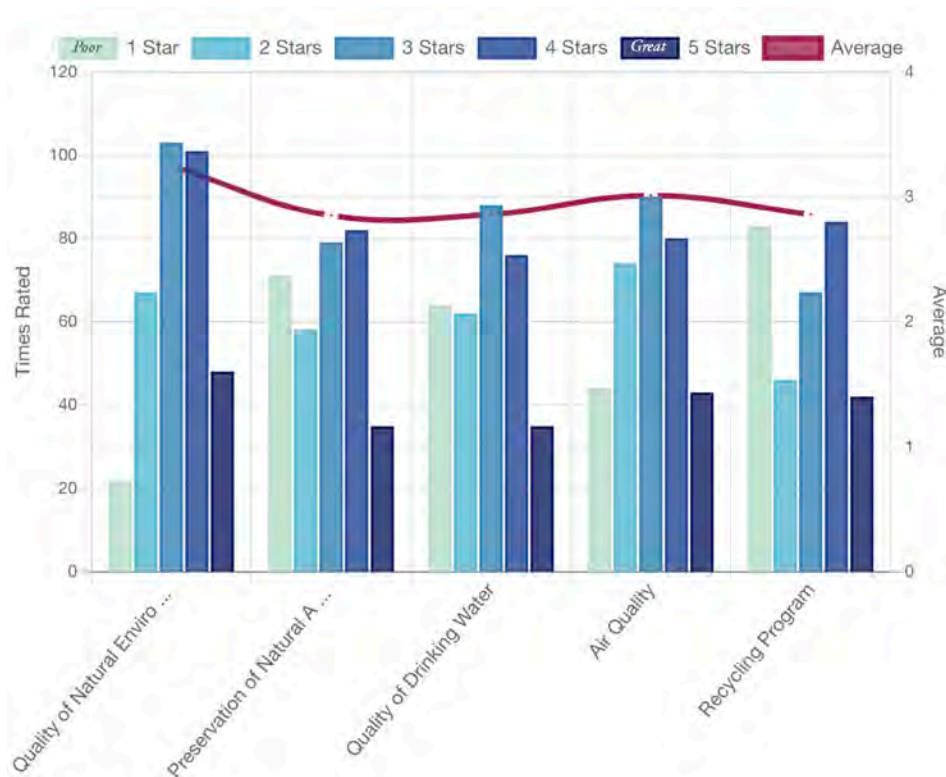


Figure C1.1. Community Survey.

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



C. GREEN INFRASTRUCTURE

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

Scale	Examples	Use	Movement	Sense of Identity	Return on Investment
Regional	Rio Hondo Channel, Edison Easement	Contributes to improving water management, transportation, economic development, recreation, energy conservation, biodiversity (improve habitat for wildlife), physical and mental health	Network of paths and walkable streets link: <ul style="list-style-type: none"> • Montebello to adjacent cities, and • Neighborhoods within Montebello 	<ul style="list-style-type: none"> • Enhances community character and identity; • Reinforces identity by incorporating distinctive natural and cultural resources; and • Opportunities to integrate public art 	<ul style="list-style-type: none"> • Enhances community character and identity; • Reinforces identity by incorporating distinctive natural and cultural resources; and • Opportunities to integrate public art
City	Existing and proposed City Parks, street trees				
Local	Community gardens, pocket parks, Bioretention/bioswales and other open spaces				
Parcel	Courtyards and yards				
Building	Green roof				

Table C1.1. Scales of Green Infrastructure.

1. Components of Green Infrastructure

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

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

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

Green Streets: Also relatively large in scale, Green Corridors

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

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

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

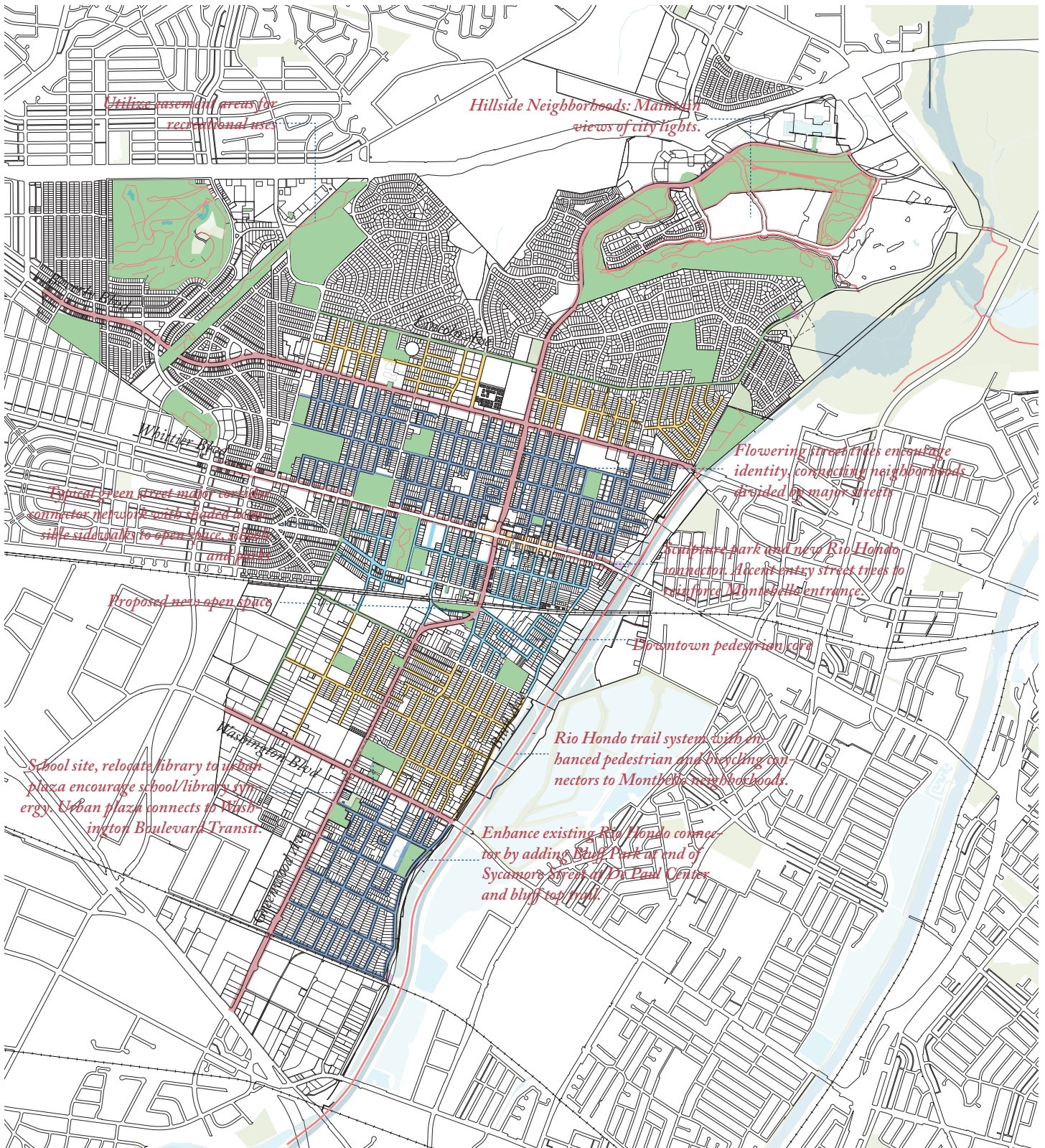


Figure C1.2. Green Infrastructure Map.



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

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



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

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



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



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



Multiple benefits of Green Infrastructure:

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

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

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

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

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

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

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

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

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

2. Policies and Actions

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

P1.1 Enhance air and water quality, increase public green space through the integration of green infrastructure.

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

VZ Vision Zero

SE Social Equity

R Resilience



D. AIR

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

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

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

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

through chemical reactions. Fine particulate matter poses a serious health threat to all groups, but particularly to the elderly, children, and those with respiratory problems. More than half of the fine particulate matter that is inhaled into the lungs remains there, which can cause permanent lung damage. These materials can damage health by interfering with the body's mechanisms for clearing the respiratory tract or by acting as carriers of an absorbed toxic substance.

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

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

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

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

- Planning for and providing feasible

and convenient alternative travel facilities and modes that emit fewer pollutants per person;

- Striving to ensure that trip generators (such as homes) and destinations (parks, shops and businesses) are located near one another to allow for shorter trips;
- Promoting walkable and mixed-use development in the downtown area, along key corridors, and neighborhood center sites that are served by high quality transit systems; and
- Promoting complete street policies that encourage walking and use of public transit, thereby reducing traffic congestion and improving air quality.
- Green Infrastructure in the form of trees and plants absorb certain pollutants from the air through leaf uptake and contact removal. Montebello's widely planted trees and plants will also cool the air and slow the temperature-dependent reaction that forms ground-level ozone pollution (smog).



1. Greenhouse Gas Emissions

- a. **Assembly Bill (AB) 32**—the Global Warming Solutions Act of 2006 requires California to reduce statewide greenhouse gas (GHG) emissions to 1990 levels by the year 2020. The General Plan and its specific actions to reduce community related and City operations-related greenhouse gas emissions would facilitate implementation of AB 32 and would lay the framework to help meet future goals.
- b. **Senate Bill (SB) 32**—In September 2016, the governor signed SB 32 into law, extending AB 32 by requiring the state to further reduce GHGs to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged).
- c. **2005 Executive Order S-3-05** —EO S-3-05 was signed in 2005, establishing statewide GHG emissions reduction targets for the years 2020 and 2050. The EO calls for the reduction of GHG emissions in California to 2000 levels by 2010, 1990 levels by 2020, and 80 percent below 1990 levels by 2050. The 2050 emission reductions target would put the state's emissions in line with the worldwide reductions needed to reach long-term climate stabilization as concluded by the Intergovernmental Panel on Climate Change 2007 Fourth Assessment Report.
- d. **2018 Executive Order B-55-18**—In September 2018, the governor issued Executive Order (B-55-18), which established a new statewide goal of achieving carbon neutrality by 2045 and maintaining net negative emissions thereafter. This goal is in addition to the existing statewide GHG reduction targets established by SB 375, SB 32, SB 1383, and SB 100.
- e. **Sustainable Communities and Climate Protection Act of 2008** — Senate Bill 375 requires regional transportation planning organizations (like SCAG) to develop a Sustainable Community Strategy (SCS) designed to coordinate regional transportation plans with land use intensities to reduce future GHG emissions. Local



adherence to SB 375 and the regional SCS is not mandatory; however, the goal is to motivate local governments to align their land use planning with the adopted SCS to capitalize on the new CEQA streamlining opportunities (SB 97 updates). SB 375 provides financial and regulatory incentives to achieve the target GHG reductions, including streamlined environmental review for projects that conform to an adopted SCS. The CEQA streamlining provisions require local governments to define the extent of GHG production and identify ways to substantially reduce GHGs in the future to minimize a potentially significant environmental impact. If the General Plan reduces city-wide emissions to a level that is less than significant, then a later project that complies with the requirements may be found to have a less than significant impact. This will allow

the applicant to complete a quick consistency analysis for their project instead of a project specific analysis for greenhouse gases that tends to be costly and time consuming. Potential improvements in air quality is an additional benefit to pursuing GHG reductions for Montebello.

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



E. WATER

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

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

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

1. Water Quality

a. MS4 Stormwater Permit

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

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

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

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

2014).

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

- Infiltration;
- Harvest and reuse; and
- Biofiltration

b. Enhanced Watershed Management Program (EWMP)

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

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

2. Best Practices for Water Management:

- a. **Green Streets:** Green Streets are defined as public right-of-way areas that incorporate infiltration, biofiltration, and/or storage to collect, retain, or detain stormwater runoff as well as a design element that creates attractive streetscapes.
- b. **Low Impact Development (LID):** LID is a strategy for improving the quality runoff by requiring that development projects direct runoff to treatment systems consisting of vegetation and soil.
- c. **Recycled Water Systems:** Recycled water is municipal wastewater that goes through specified treatment so it can be suitable for a beneficial use. Currently approved uses of recycled water in California include non-potable uses, such as irrigation of turf and landscaping, agricultural uses, dust control and industrial cooling. With additional treatment recycled water can also be used to recharge groundwater aquifers.

3. Policies and Actions

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

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



2 Our Prosperous Community

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

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

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

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

A. GUIDING PRINCIPLES

1. **Integrated Approach:** Montebello's government, business, education, and the community will work together to create a vibrant local economy, through a long-term investment strategy that: encourages local enterprise; serves the needs of local residents, workers, and businesses; promotes stable employment and revenues by building on local competitive advantages; protects the natural environment; increases social equity; and is capable of succeeding in the regional marketplace.
2. **Inclusive:** Montebello will create opportunities for all socio-economic groups of the population and distribute investment and productive growth fairly across the City.
3. **Small-scale manufacturing:** Montebello will revitalize its corridors and downtown streets by bringing in and supporting small-scale manufacturing businesses that offer well-paying jobs and support local business ownership.
4. **Place-making:** Montebello will have a distinctive identity that creates a quality of life that is attractive for business retention and future residents and private investment. Community development efforts will help to create and preserve the community's sense of uniqueness, attractiveness, history, and cultural and social diversity, and include public gathering places and a strong local sense of place.

B. MAJOR PROSPEROUS COMMUNITY CHALLENGES

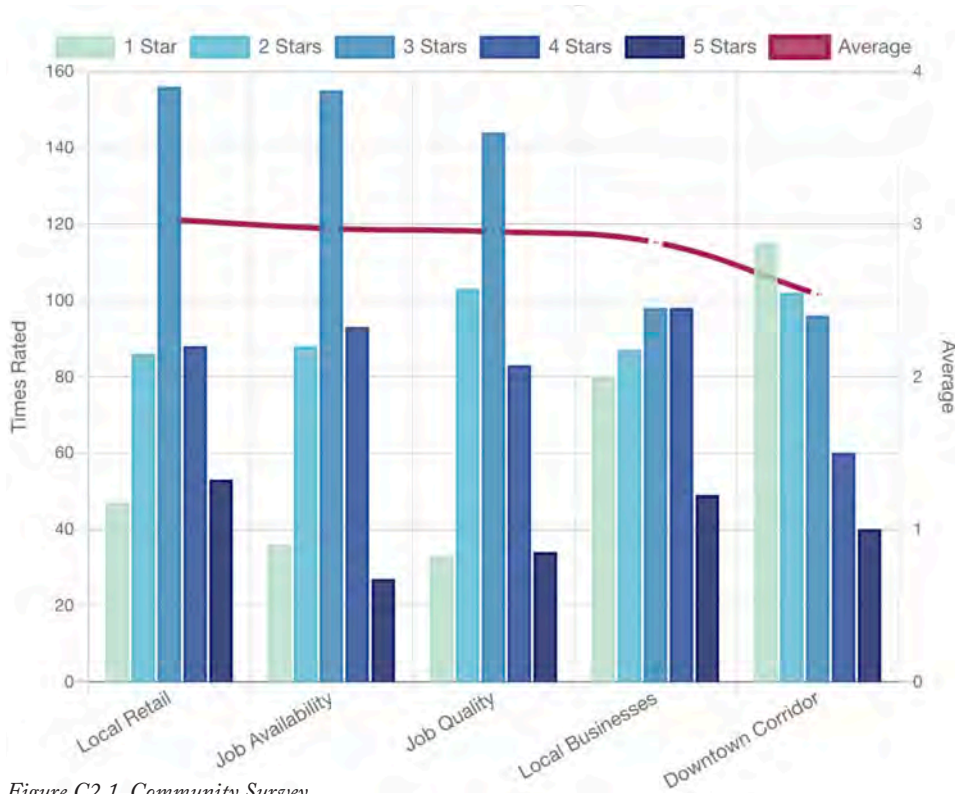


Figure C2.1. Community Survey

Sample of written comments from the Community Survey:

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

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

Montebello's greatest assets are:

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

Montebello's challenges are:

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

Opportunities in Montebello:

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

- Reverse decades of disinvestment in South Montebello. Provide the southern half of Montebello with the same opportunities and economical investment.

Public Interventions for Business

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

C. ECONOMIC CONTEXT

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

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

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

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

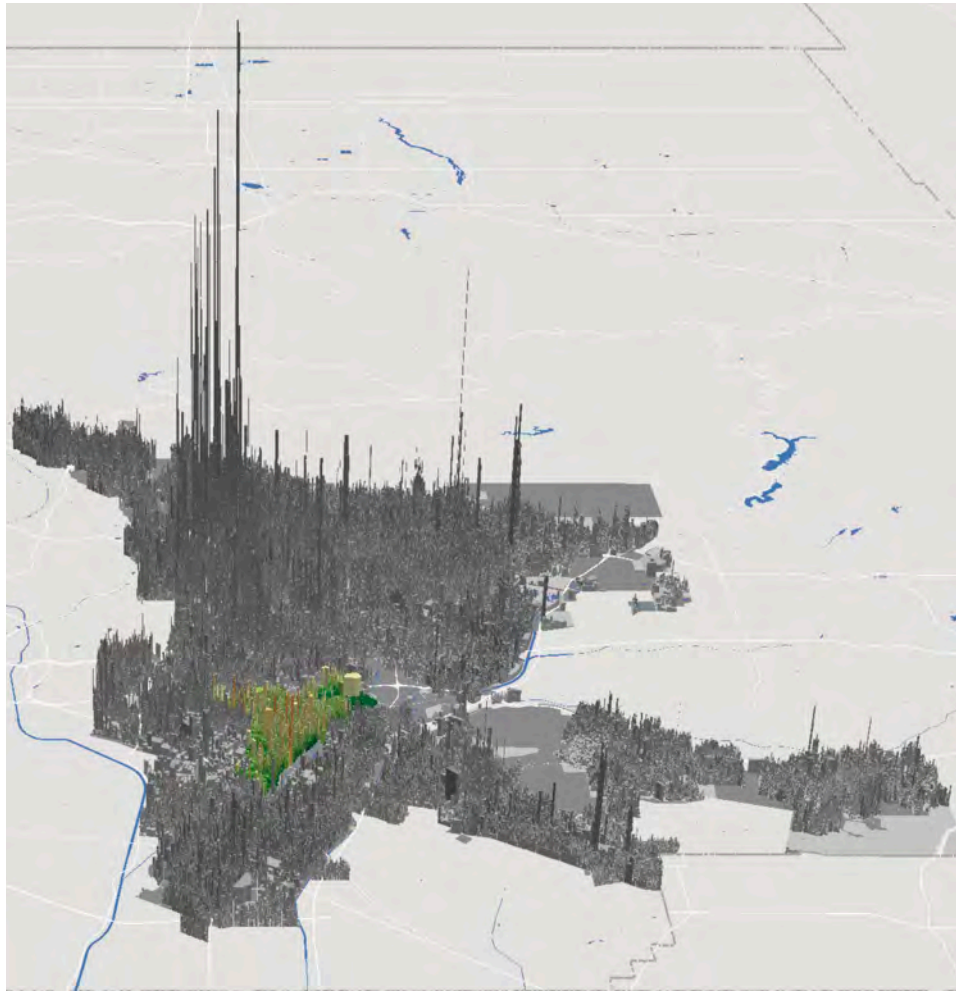


Figure C2.2. Economic Context. Montebello benefits from being near a major international employment center in Downtown Los Angeles. The future Metro Gold Line will further enhance connections to Downtown Los Angeles and the region (2035). Source: Los Angeles County Assessor Office, 2020.

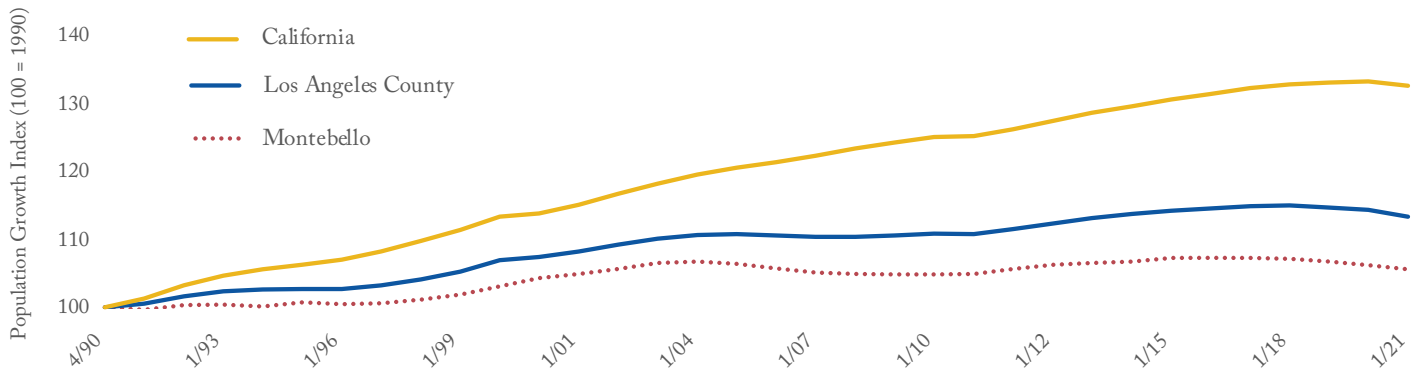


Figure C2.3. Population Growth Index. Population and households are expected to grow at a rate that is below projections for the greater Los Angeles County area. The rate of future growth could be affected by the introduction of Gold Line Extension light rail service, which could make the City a more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

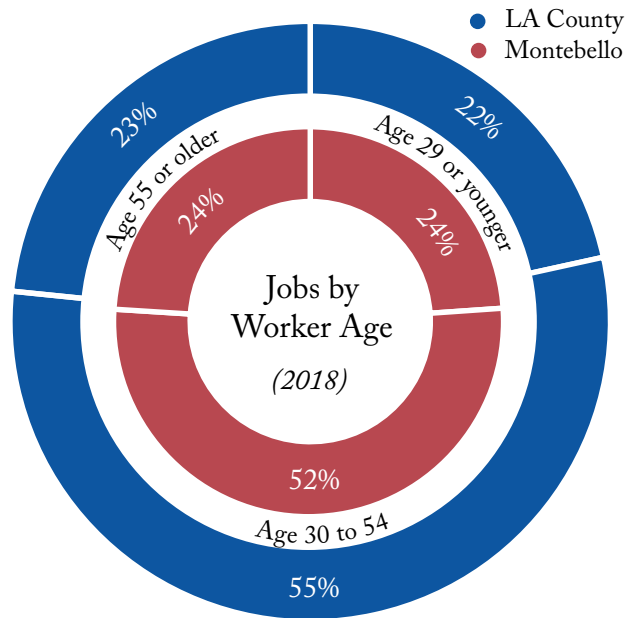
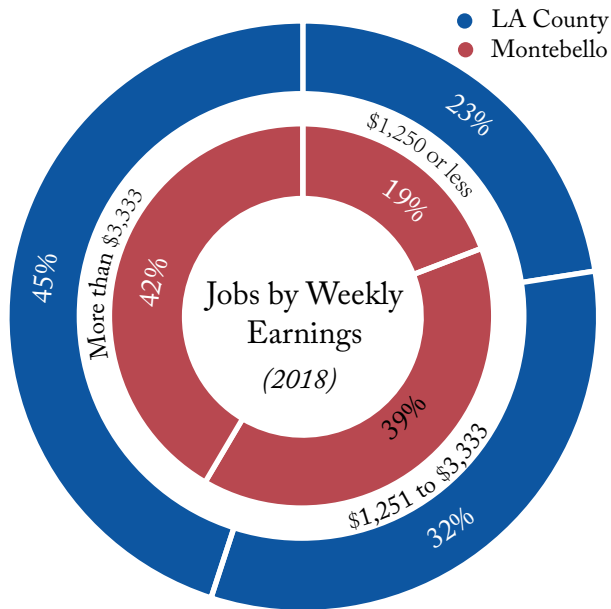


Figure C2.4. Job Earnings. Workers in the City tend to have lower earnings than the County and have slightly different age characteristics. Source: US Census LEHD.

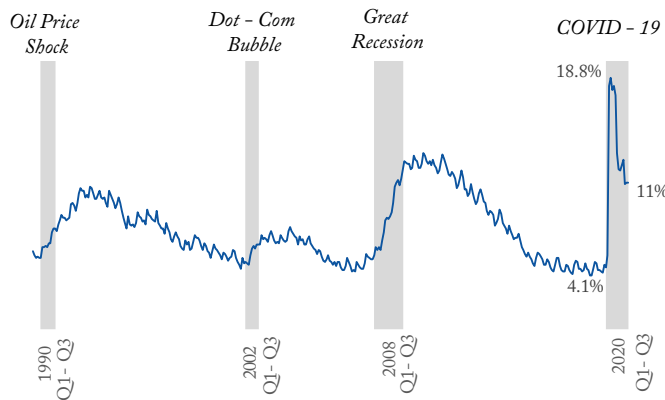


Figure C2.5. Historic Unemployment Trends in Los Angeles County. The COVID-19 recession is an ongoing economic recession in direct result of the global pandemic. The recession is currently the worst economic crisis since the Great Depression. Source: US Census LEHD

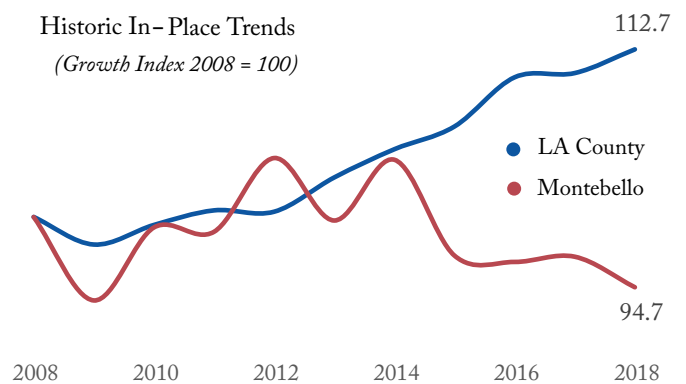


Figure C2.6 In-Place employment refers to jobs located in the City. Since 2008 the City has lost approximately 1,200 jobs. Source: US Census LEHD

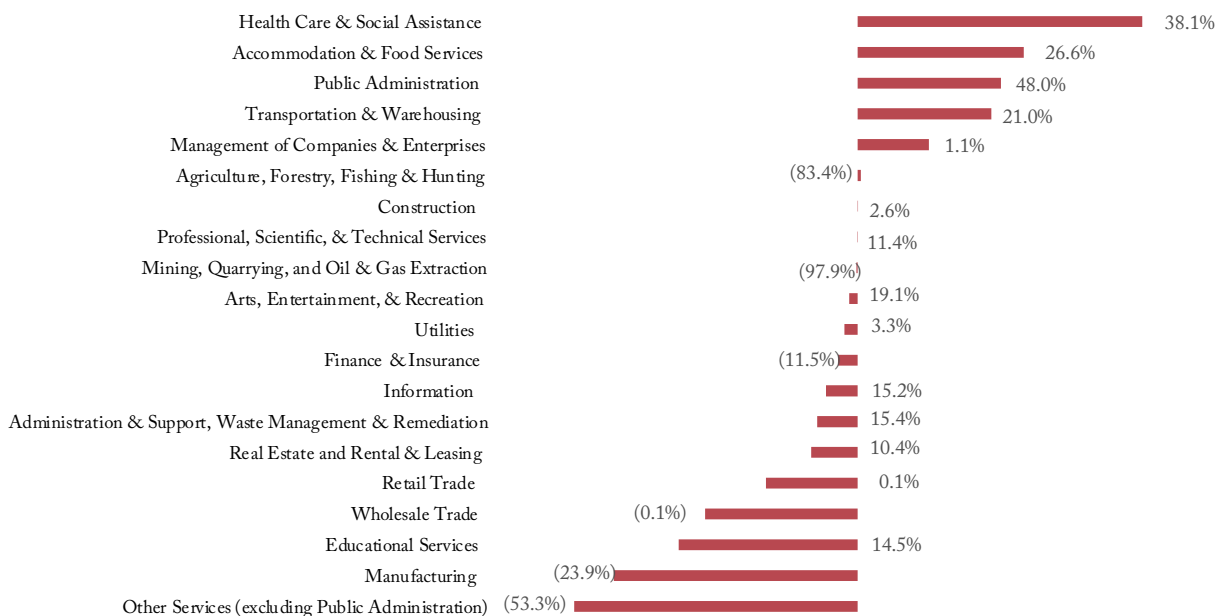


Figure C2.7. Montebello Change in Employment (2008 - 2018). Job growth in Montebello has been driven by Health Care & Social Assistance and Accommodation & Food Services. Source: US Census LEHD.

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

The City is largely built out, resulting in slow growth projections for both population and housing. As a result, new development opportunities will be needed to grow the City’s base of residents and employment opportunities to ensure its long-term

sustainability. Given anticipated demand for various residential and commercial land uses, the identification of key development sites should be explored within the Focus Areas to encourage future development. These include the future Metro station area, Downtown Montebello Specific Plan Area, commercial corridor’s intersections for higher intensity development, and transitional areas or redevelopment opportunities with “low/underperforming” Industrial/Commercial uses.

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

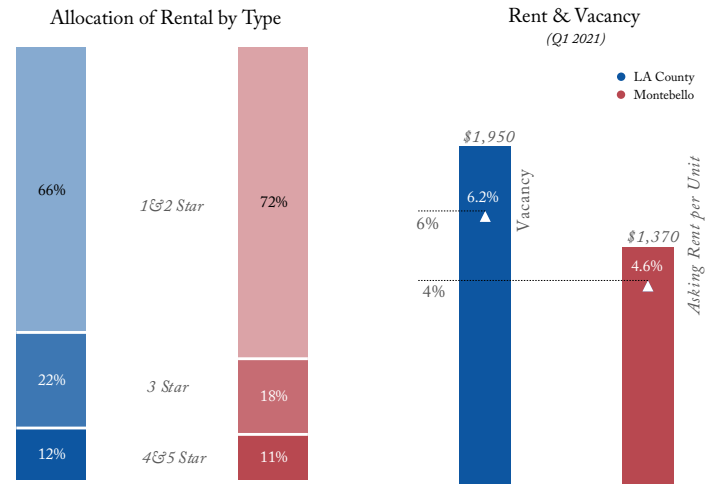


Figure C2.8. Renter-occupied units in the City, defined by the Star rating (class) is closely aligned with the County. The vacancy rate is very low in the City below industry standards for stabilized vacancy, which typically suggests new development is demanded.

1. Multi-Family Land Uses

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

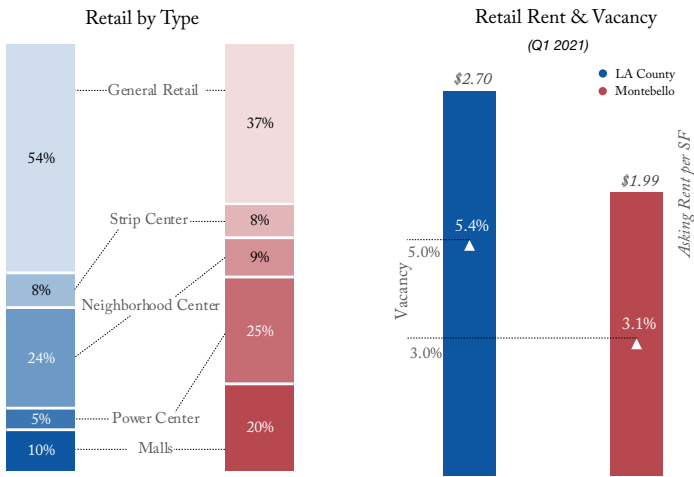


Figure C2.9. The City has an over-representation of retail space in Malls and Power Center. These retail typologies rely on a broader market to support sales. Neighborhood/Community serving retail, which relies on a more local market, are underrepresented. Overall, the City has a lower average asking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

2. Retail Land Uses

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

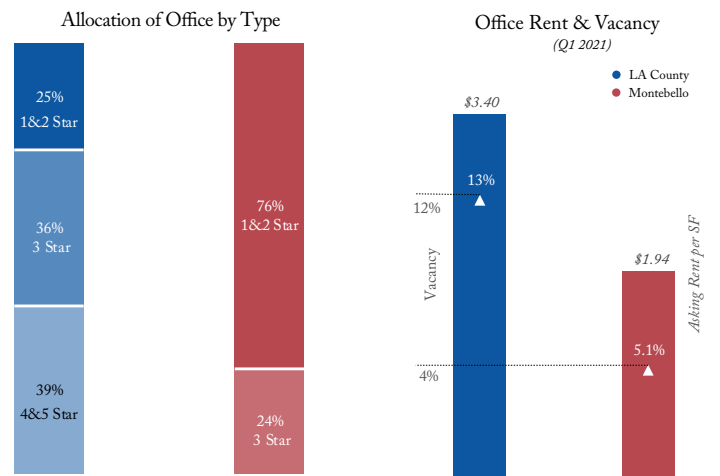
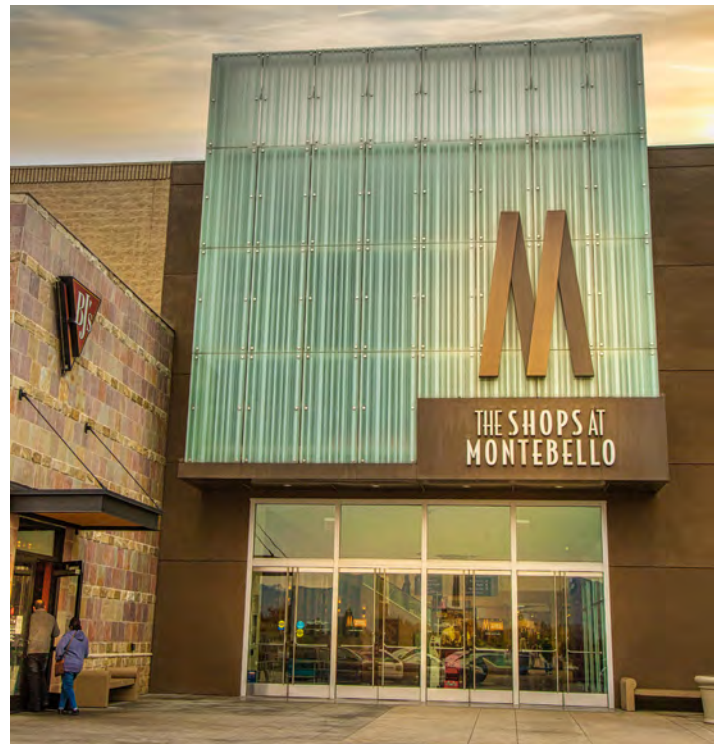


Figure C2.10. Over 75% of the existing office supply in the City is 1 or 2 star rated, which denotes a lower-class office product. The average asking rent is lower than the County, which aligns with lower quality/older office product. The current estimated vacancy is very low, which suggest stable tenants.

3. Office Land Uses

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



ADR & Occupancy (2010 - 2019)

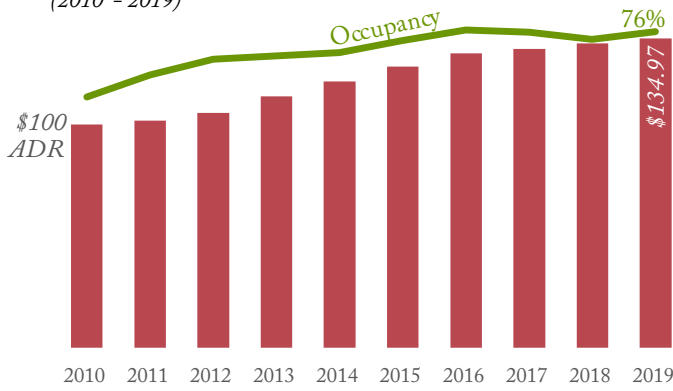


Figure C2.11. Average Daily Rates (ADRs) and Occupancy have increased over the last 10-years but remain lower than the overall County averages.



5. Hotel Uses

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

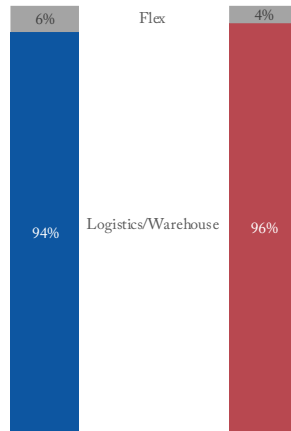


4. Industrial Land Uses

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



Allocation of Industrial by Type



Industrial Rent & Vacancy (Q1 2021)

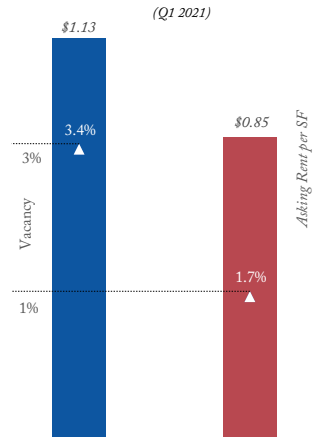


Figure C2.12. The City has a similar allocation of Logistics/Warehouse and Flex in comparison with the County. The average asking rent per square foot is typically lower than the County average. The City's vacancy percent is almost half of the County.

D. POLICIES AND ACTIONS

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

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

1. Support Economic Development Capacity and Leadership

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

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

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

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

Potential organizational structure for the economic development organization include:

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

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

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

A2.1b Monitor economic development activities in the City.

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

 Vision Zero

 Social Equity

 Resilience

2. Promote Infill Development

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

P2.2 Promote corridor development.

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

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

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

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

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

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

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

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

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

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

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

A2.3a Capitalize on transit adjacency.

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

A2.3b Prioritize placemaking.

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

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

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

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

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

 Vision Zero

 Social Equity

 Resilience

3. Protect and Invest in Existing Assets

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

P2.5 Nurture the local business community.

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

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

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

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

A2.5b Support local business operations. SE R

The City can:

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

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

Providing a local incubator space can help businesses form and prosper, and help strengthen networks around a particular industry.

A2.5d Create pathways to high-quality jobs for residents. SE R

Establishing avenues for youth to pursue high-quality jobs can help assure economic vitality and resiliency. The City can partner with local high schools to expand work-based learning opportunities through internships, and offer technical programs (particularly in STEM or healthcare) as part of daily curricula. The City can also host events and programming at the Catherine Hensel Youth Center, to familiarize young adults with local job opportunities.

P2.6 Preserve and enhance industrial areas.

Given the demand for industrial uses identified in the market analysis, it is critical to support the continued evolution of commercial industrial development in the City. This could take the form of higher intensity Flex/Industrial development as well aligned with developing industrial trends for growth industries within the greater Los Angeles Industrial Market area.

A2.6a Promote more compatible land uses adjacent to industrial areas. SE R

A2.6b Explore potential for higher value productive industrial users. R

Target emerging industrial sectors that can provide high-value and high-wage jobs in the City.

VZ Vision Zero

SE Social Equity

R Resilience

4. Prioritize Fiscal Sustainability

Montebello is a land management corporation that anyone who lives or does business in is also an investor in. Land is the primary resource of any city, and how it uses land influences the costs the city will face and its ability to pay for services. Luckily, through planning and development processes the city can understand and influence the way it grows.


The fiscal analysis focused on the per acre metric as a unit of productivity. This metric normalizes total revenues and tax values into a direct “apples-to-apples” comparison, utilizing land consumed as a unit of productivity. Put another way, different cars have different-sized gas tanks, so the gallon is used as a standardized measure, not the tank. Therefore, “miles per gallon”, not “miles per tank” is common practice to gauge efficiency. The same principle is applied to measure the financial productivity of various development types across a community on a value per acre scale instead of total value.

P2.7 Encourage urban infill and compact development.

The tax production per acre is considerably higher in more dense downtown and corridors than development in less dense fringes that is only accessible by automobiles and therefore requires acres of land for parking. Downtowns and urban corridors are more highly utilized and highly valued. They save money on upfront infrastructure; reducing the cost of ongoing services like fire, police and ambulance; and generate greater tax revenues.

A2.7a Promote infill development on vacant and underutilized sites (such as surface parking lots), particularly on corridors and in the Downtown area.  

Vacant or underutilized sites that currently detract from the City's pedestrian environment by breaking with retail frontages and provide no or little street activation, and do not fully capitalize on the City's fiscal opportunity.

A2.7b Ensure that new infill development is not a fiscal burden to the City.  

Require proponents of new developments to provide fiscal impact analyses, which are then independently peer reviewed at the proponent's expense, to inform entitlement decision making.

P2.8 Remove regulatory and procedural barriers to fiscally productive land uses and good design.

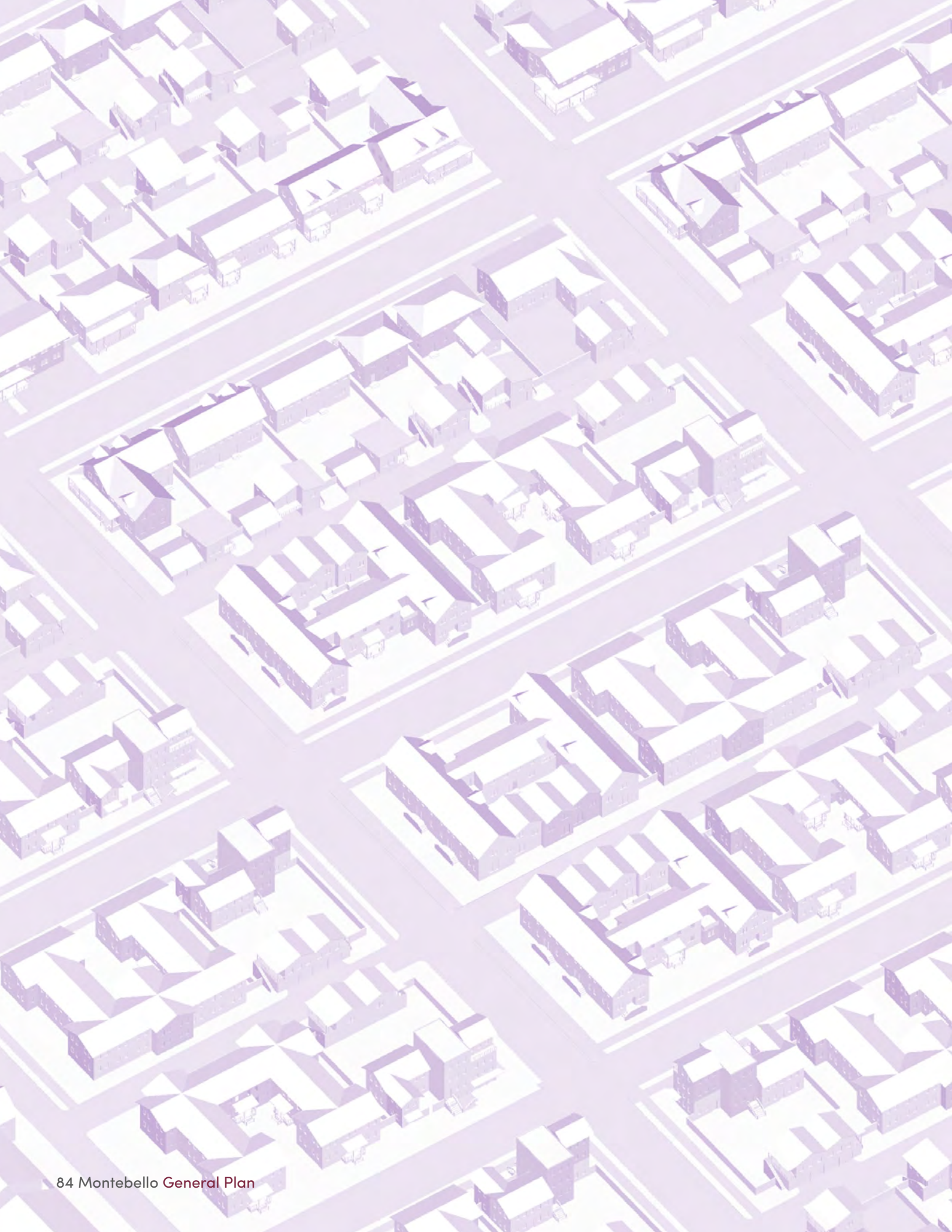
A2.8 Amend General Plan policies and zoning and development standards to allow more intensive uses while being respectful to the contextual setting.  

Introduce new infill buildings and renovate existing buildings in a manner that preserves and enhances Montebello's walkable urbanism of interconnected streets lined by buildings that engage, frame, and activate the street. The infill building design should respect the existing small and fine-grain context and enrich the public realm.

 Vision Zero

 Social Equity

 Resilience



3 Our Well Planned Community

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

This chapter indicates why, how, and where Montebello will grow. The vision and strategy for growth was developed through open, transparent, and broad-based public involvement. The different components of the Well Planned Community chapter are developed on an integrated platform that supports multiple benefits from implementation.

The General Plan coordinates the community's priorities into a spatial and physical framework to achieve the vision. The policies are linked to place. The organizing framework recognizes that Montebello provides a range of options to suit diverse needs. The framework therefore supports a range of complete human habitats of distinctive character and intensity from the natural, sub-urban, to the urban core. The form and character of the different human habitats is conceived as a geography of diverse place types such as neighborhoods, districts, and corridors. The allocation of separate land use designations are based on geography of places that address "form and character" of the place.

The General Plan informs the nature of intended change in different areas. The stable areas are preserved and maintained, struggling areas are programmed for regeneration, and new neighborhoods are designated for expansion on vacant parcels. This approach focuses policy, regulation, and the techniques used to implement the community vision for areas of change.

A. GUIDING PRINCIPLES

The land use recommendations have five main focuses:

- 1. Preserve Natural Areas:** Protect existing natural areas such as the Rio Hondo Channel, aquifer-recharge areas, the Montebello Hills dedicated open spaces, and agricultural parcels.
- 2. Preserve and Enhance Stable Residential Districts:** Existing residential subdivisions in stable condition may need minor attention and continued support through appropriate regulations and provisions that recognize their particular features and characteristics. The level of change ranges from reinvestment in existing buildings and minor improvements to utility infrastructure and the public realm, to the occasional infill development that completes the prevalent development pattern.
- 3. Revitalize Industrial Areas:** Support existing productive industrial areas while being flexible to take advantage new opportunities presented by emerging technology and transit station along Washington Boulevard.
- 4. Revitalize Downtown, Corridor, and Neighborhoods:** Direct new growth to downtown, corridor, and neighborhoods in need of reinvestment where viable infrastructure is already in place.
- 5. Invest in Underserved Areas:** Reinvest in often underserved neighborhoods and corridors in South Montebello. This area sends more revenues to the City compared to other neighborhoods yet have historically failed to get their fair share of investments.

B. PATTERN OF DEVELOPMENT

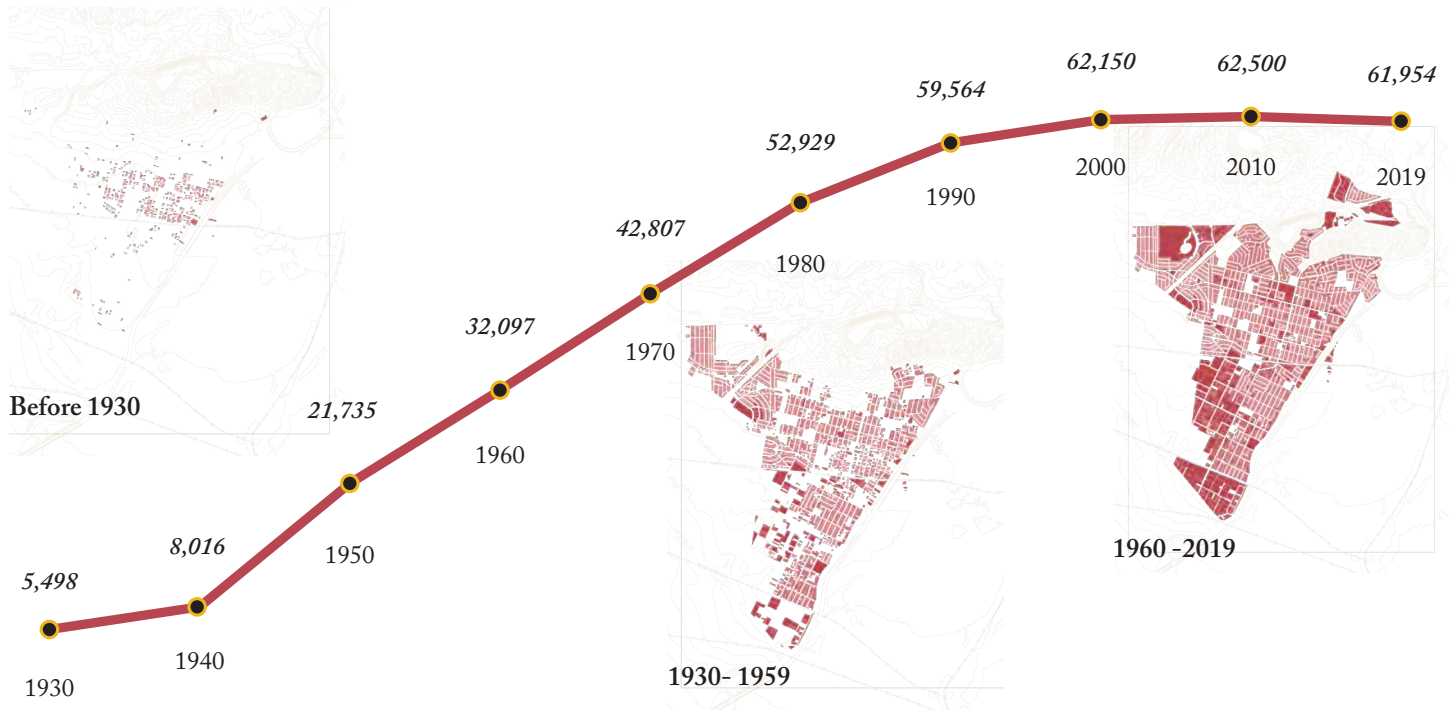


Figure C3.1. Historic growth pattern.

Majority of Montebello's building stock was constructed between the 1940's and 1970's. The pattern of development was walkable and mixed use neighborhoods, supported by transit services along the corridors.

Like most of Southern California cities, development of residential subdivisions, shopping centers, and suburban office parks in the past few decades has been mostly designed to be accessed by the automobile. To fuel this demand, zoned parcels along the corridors and larger parcels along the highway have been zoned for commercial uses.

Montebello is now built out. However, built out does not mean complete or no room for change. The recent escalating destabilization of large-format retail comes at a time of not only shifts in online shopping, demographics and associated consumer preferences, but also growing concerns about inefficient use of natural resources and the costs and environmental impacts of sprawling development patterns.

Online purchasing and changing preferences have shifted to shopping from

the comfort of our home, leaving much of the brick-and-mortar shopping centers and strips in decline.

Montebello is transitioning from expansion and development to maintenance, preservation, and restorative infill activities. New wealth creation opportunities are likely to be in repositioning the underperforming commercial areas — filling in, fleshing out, and maturing with productive growth.

Besides productive physical growth, the City can become more resilient, healthier, cultured, accessible, nourishable, and serviceable, with lovable distinctive place to live and work.

Like all of Southern California, Montebello is suffering from a massive affordable housing crisis. Faced with a shortage of new construction, exploding costs, and very little choice, the rational direction is infilling, repairing, and enhancing our existing commercial centers and corridors — and accelerating the shift from cars to walking, biking and transit. These commercial corridors are served by frequent transit, and provide the opportunity for improvements that could also make them

safe for walking and biking, and enhancements including trees and urban greening to make them climate-safe and attractive. The compact and walkable urban development approach can reduce infrastructure costs and ongoing expenses for Montebello while also boosting tax revenues.

The General Plan seeks to maintain and enhance the stable residential and industrial districts, and preserve and restore the natural habitat. Within the downtown, corridor, and large struggling shopping centers, the General Plan seeks to promote and enhance the walkable, compact, and diverse neighborhoods that provide economic, environmental, social, and health benefits.

The shift from automobile to people based development patterns will require reform in land subdivision and block size; street design; land use; and building form. Walkable places require all four design characteristics to work in concert. For example: addressing building form by replacing a commercial strip center with sidewalk adjacent buildings but neglecting to address the design of the high-speed arterial street will not induce people to walk.

C. URBAN FORM

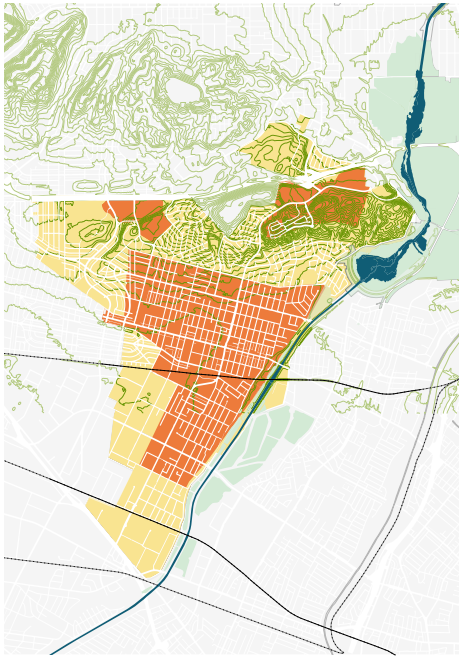


Figure C3.2. Areas of stability and reinvestment.

Neighborhoods are the basic building block of Montebello. The General Plan identifies a range of neighborhoods with a balanced mix of human activity with uses including homes, workplaces, shops, civic buildings, and parks. The vision of the General Plan is to protect, enhance and create complete, compact and connected neighborhoods that provide a high quality of life for residents. Montebello neighborhoods will mix a variety of residential types within a walkable network of green streets and parks, schools and neighborhood centers to serve daily shopping needs.

Corridors are natural or urban, often forming boundaries, as well as connections, between neighborhoods and/or districts. Natural corridors are the Rio Hondo drainage channels or green streets



Figure C3.3. Green Infrastructure weaves together the various community assets.

and easements. Urban corridors are transportation thoroughfares that frequently encompass major access routes, especially ones with commercial destinations, including transit routes.

Districts are areas emphasizing specific types of activities and exhibiting distinct characteristics. Districts are areas of the city that are dominated by a single activity that is functionally specialized with supportive uses and are somewhat more automobile-oriented. Districts play an important role in a city since they are the primary commerce (industrial, office, retail) areas that provide jobs and economic development opportunities.

The core of the city consists of diverse and walkable neighborhoods. Within the neighborhoods, new growth will largely be

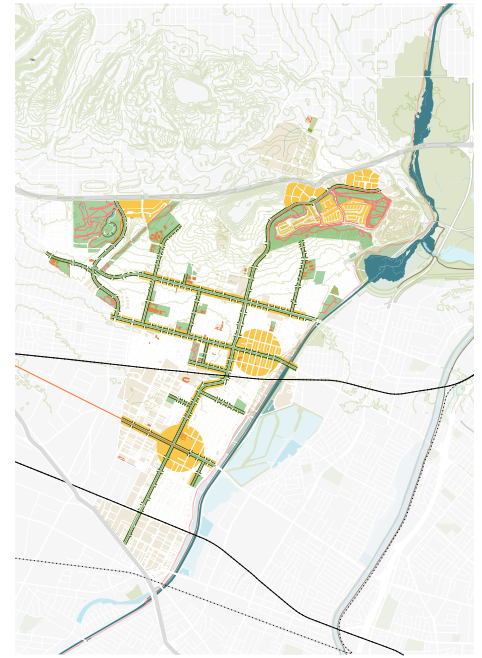


Figure C3.4. Reinvestment focused in the downtown area, the corridors, and large tracts along the highway.

directed to Downtown, corridors, and new planned neighborhoods along SR-60. The more recent development to the north and west is largely stable single-family residential districts accessible by the automobile. Industrial areas are located along the western and southern edges of the City.

The Green Infrastructure Plan weaves together the existing and proposed parks and open spaces with green streets. Different flowering trees define and reinforce the distinctive neighborhood characteristics in keeping with Montebello's historic "City of Flowers" moniker.

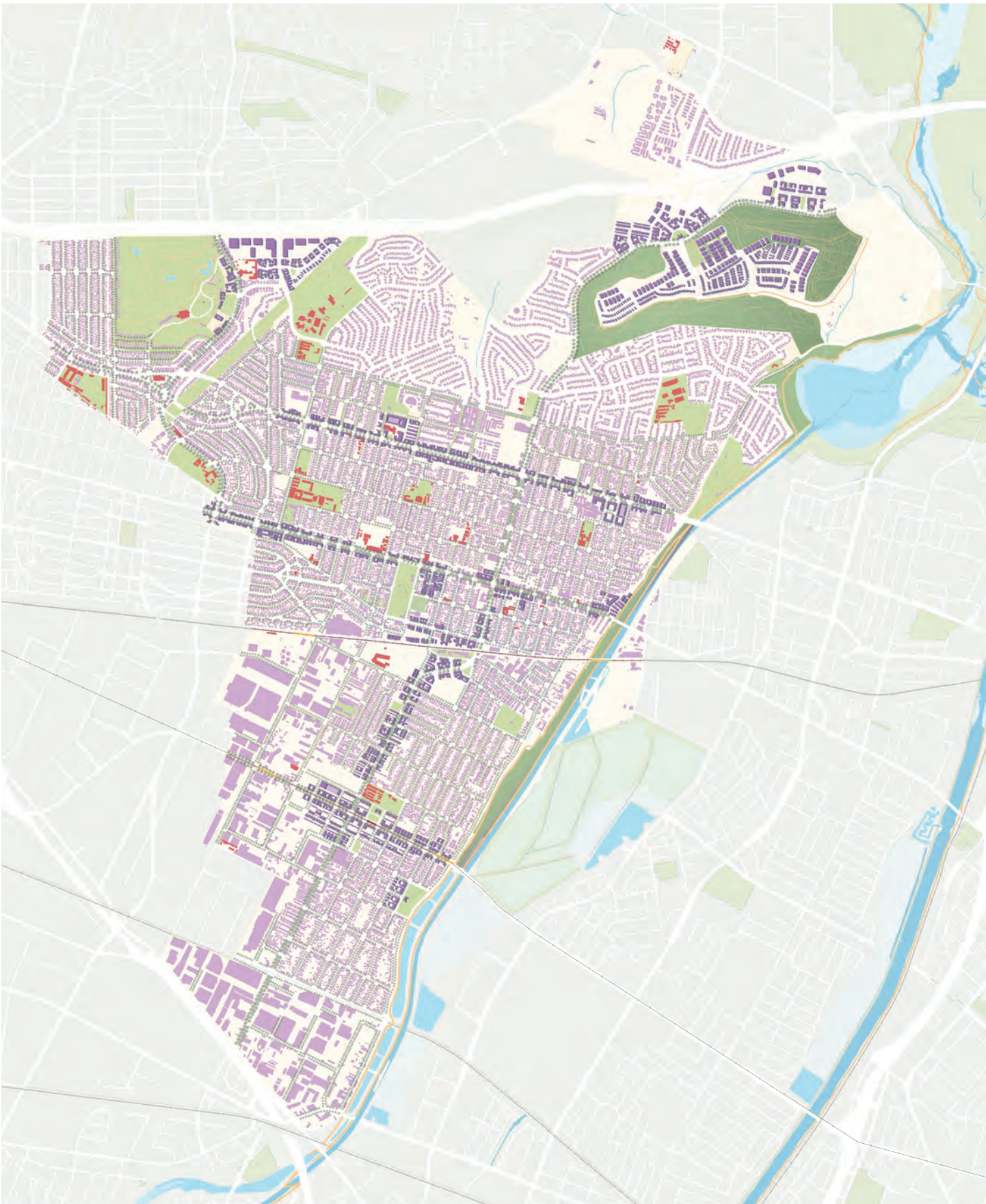


Figure C3.5. Illustrative Master Plan.

D. LAND USE CATEGORIES

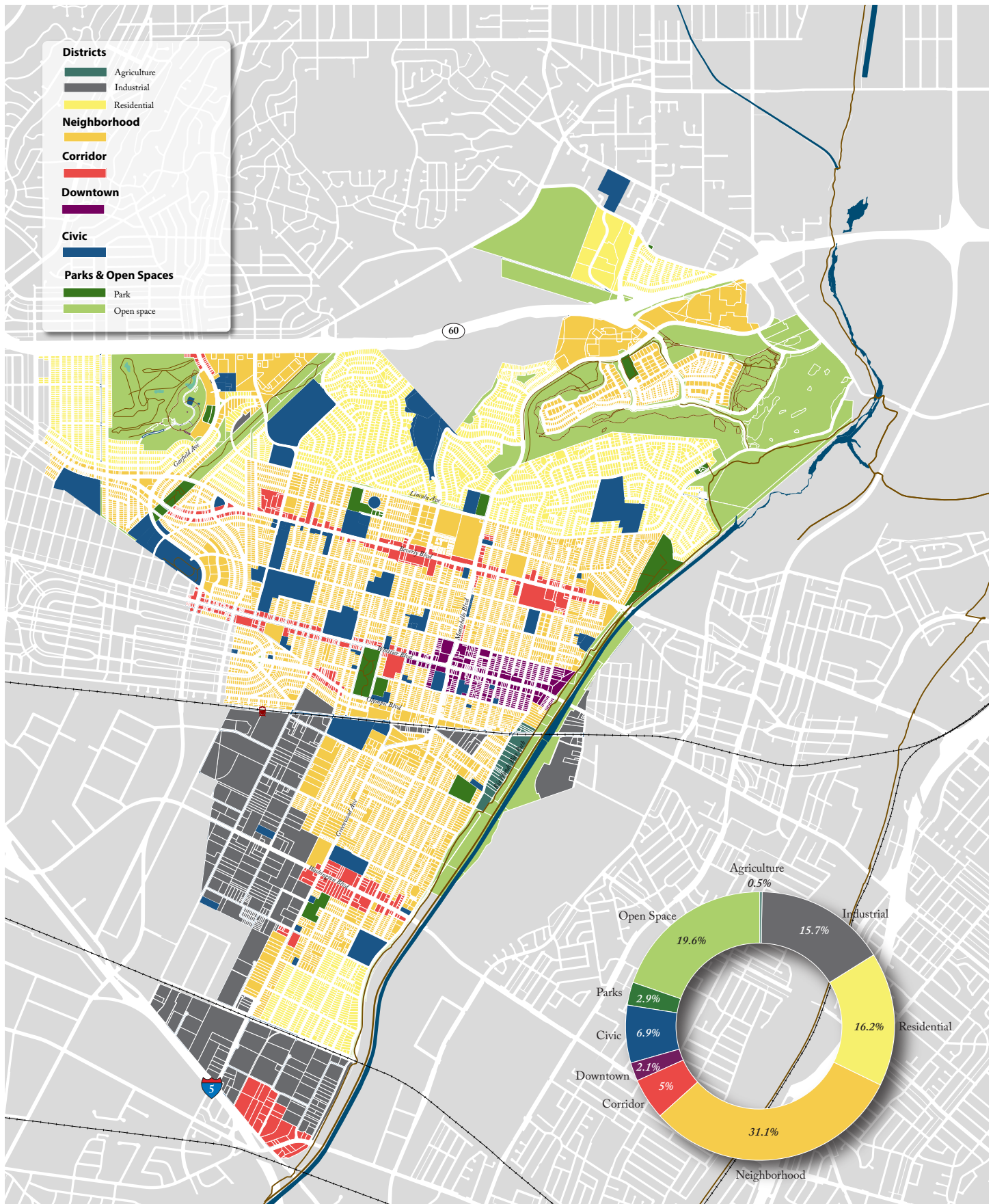


Figure C3.6. Land Use Map.

1. Districts



a) Agriculture

The agriculture district preserves the historic use of the area for horse ranch and racing stables next to the Rio Hondo Channel. The horse ranches are located on the east side of Bluff Road at a lower elevation closer to the Rio Hondo Channel. In some instances, single-family residences are located along Bluff Road frontage. The properties have direct frontages on the Rio Hondo Channel which allows equestrian activities along the Rio Hondo channel. A public bike path at Roosevelt Avenue provides access to the Rio Hondo Channel. The Ranch properties include horse barns and multiple sheds supporting equestrian activities with indoor and outdoor areas for horses to roam.

Scale: House-scale with barns.

Intensity: Typically larger lots with a range of intensity from 1 unit per acre to 4 units per acre.

Height: 1-2 stories.



b) Residential

Preservation and enhancement of stable residential subdivisions. Within the Residential District, commercial, residential, and civic uses are separated from each other. Daily needs are accessible only by car. Roads are arranged in discontinuous pattern that reduces the choice of route and mode of transport. Primarily detached, single-family residences are designed as separate pods containing similar building types, sizes, and dispositions, leading to a limited range of environments, experiences, functions, uses, prices, and populations.

Scale: House-scale.

Intensity: Typical intensity range from larger 1 acre per unit to 20 units per acre. Recent legislation allowing accessory dwelling units has the potential to increase the number of units per lot.

Height: 1-2 stories.



c) Industrial

Suitable for light manufacturing, service, light industrial makes this land versatile for development and employment. The lower intensity manufacturing, usually at the scale of one to three stories, can be located next to residential neighborhoods due to their low emissions of sound, light and air pollution.

Scale: Block-scale buildings

Height: 1-3 stories

Intensity: Based on context and use, the FAR varies between 0.3 to 1 for larger parcels at key locations.

2. Neighborhood



The physical size of the neighborhood is defined by a five-minute walk from its geographic center to its edge, covering approximately a quarter of a square mile. Primarily residential with mixed use encouraged along avenues, boulevards and parkways. The basic needs of daily life are available in close proximity. The neighborhood offers transit, employment, and shopping, plus civic and leisure activities. Streets from a connected network, providing alternate routes that help to disperse traffic, and are equitable for vehicles, pedestrians, and bicyclists. Diversity in the type, size, and disposition of buildings, streets, and open spaces creates many options in environments, experiences, functions, uses, prices, and populations.

Scale: House-scale and some block-scale buildings. Attached, semi-detached, and detached buildings.

Height: 1-3 stories

Intensity: 15 to 40 units per acre

3. Corridor



Scale: Block scale buildings with human scale details at street level.

Height: 1-4 stories

Intensity: Varies based on context. Generally, 40 to 60 unit per acre. Commercial development varies from Floor Area Ratio (FAR) of 2.0 for the Beverly Hospital area to modest FAR of 0.3 street level commercial storefronts at key intersections.



Montebello's corridors are distinctive with varying context and diverse building types.

Outside the downtown area, Whittier Avenue is characterized by one- and two-story mixed use buildings. These buildings offer affordable commercial space for local entrepreneurs to nurture and grow small-scale manufacturing and retail in Montebello.

On the east side, the Beverly Avenue Corridor is anchored by Beverly Hospital campus and supporting medical uses. Besides meeting the community's health needs, the hospital provides high-wage high-value jobs. Beverly Avenue has the potential to become a dynamic corridor with growth opportunities for research, medical, and bioscience interests. A Master Plan should be developed to provide a unifying vision and precise and clear standards that accommodates hospital growth in a contextual manner respectful of the adjacent residential areas.

The proposed light rail line along Washington Boulevard provides a unique opportunity to coordinate land use changes to maximize the corridor's potential for economic growth and physical transformation into a mixed-use pedestrian-scale environment.

Some commercial corridors are lined mostly with low-rise single-use commercial strip centers and surface parking areas provide opportunities for new transit, affordable housing, and economic centers. The linear tracts of land present unique opportunities to coordinate building development, transportation, and greenway connection. Intensification of the corridors will increase housing supply and reduce displacement by permitting housing on underperforming commercial corridor sites -- redeveloping strip malls entails no direct displacement as no one lives there yet.

4. Downtown



Scale: Block scale buildings with human scale details at street level.

Height: 1-5 stories

Intensity: Varies based on context. Generally, 40 to 80 unit per acre. Commercial development varies from FAR:2 for the downtown core to modest FAR of 0.3 for street level commercial at key intersections.

Downtown is a Citywide destination where people work, live, shop, and play. It is accessible from across the City by multiple modes of transportation. Downtown is characterized by low and mid-rise mixed-use buildings placed close to the sidewalk to create a thriving pedestrian environment which is supported by high quality streetscapes and public spaces. Range of open spaces and walkable streets weave together the various downtown assets.

The downtown area supports continued reinvestment and context sensitive intensification that enhance housing choices and promotes local businesses. The larger Downtown area spans three distinctive neighborhoods along Whittier Boulevard:

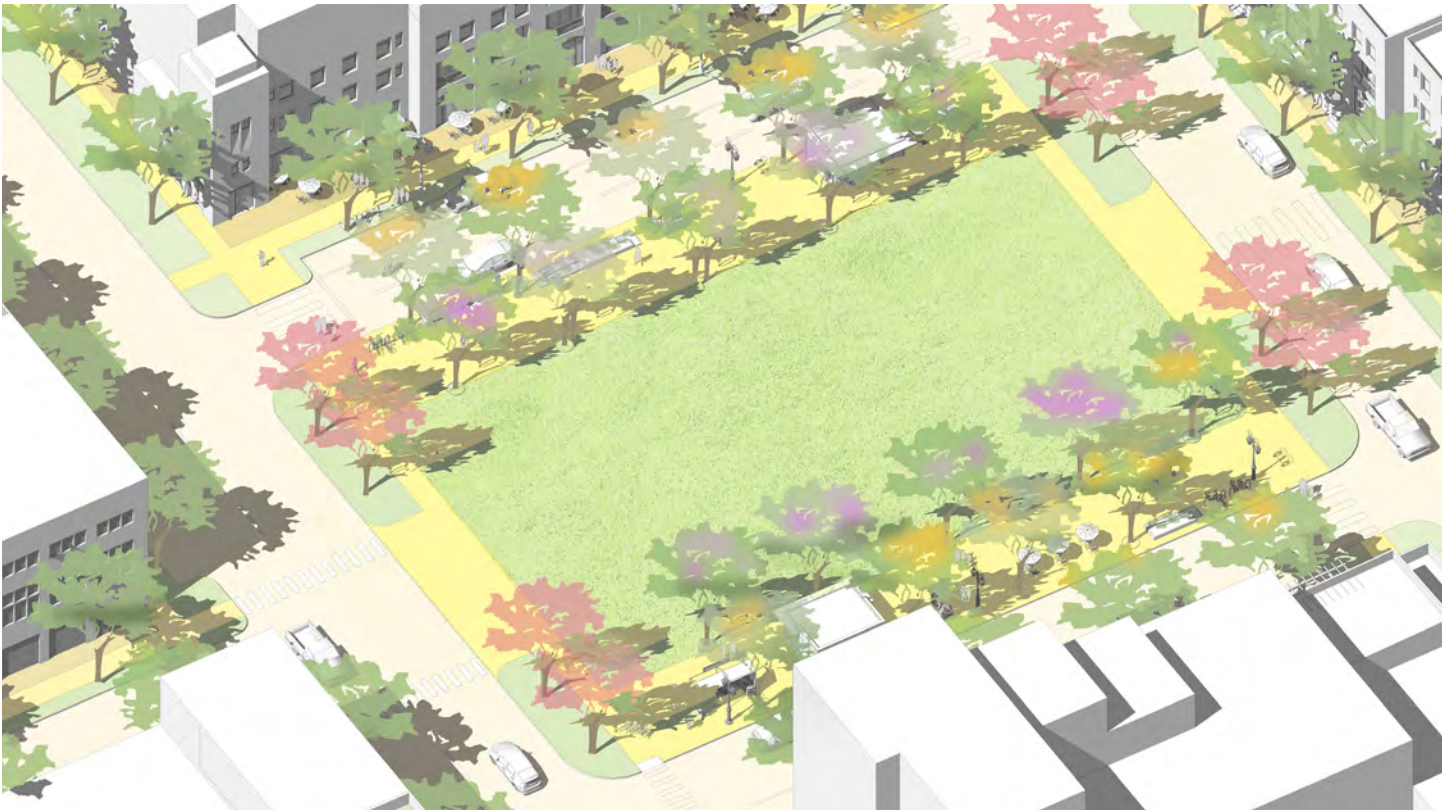
1. The Downtown Core: The City owns many parcels in the core and can leverage them for higher intensity urban mixed-used development with a significant place-maker in the downtown area.
2. Montebello City Park: On the western edge, the Montebello City Park is the center for a variety of recreation activities, cultural events, and festivals throughout the year.
3. Rio Hondo Channel: On the eastern edge, the Rio Hondo Channel connects many neighborhoods in Montebello and is part of the larger regional 17-mile Emerald Necklace greenway. A new stepped sculpture park will link the downtown to the Rio Hondo Channel. Redevelopment of key parcels along Whittier Boulevard and unique streetscape improvements will create a signature entry to the Downtown and the City.

5. Civic



Public or quasi-public in operation, civic buildings and spaces are the cornerstone of neighborhoods and a symbolic reflection of Montebello's values and aspirations. The civic buildings may operate in the fields of the arts, culture, education, recreation, government, transit, security, health, and safety. Since public buildings represent a collective identity, their design should set them apart from more conventional private buildings. Civic building sites should be located within or adjacent to a civic space, or at the terminated vista of a significant thoroughfare. These places are easily accessible by foot or automobile and have formal access points that address the street.

6. Parks



Parks and recreational facilities are designated public spaces that are meant to be walkable with forms of active and passive recreation. These areas usually contain formal access points from the street and can be any size up to a regional park.

7. Open Spaces



Open Spaces such as wetlands, basins, or waterways are mainly natural features with a focus on preservation and sometimes allow for passive recreation. These lands mainly perform environmental functions that allow for natural wildlife and ecological interactions to occur, therefore, necessitating conservation practices when applicable. Open spaces should be analyzed to understand how uses like wind farms, solar farms, stormwater facilities, community gardens/community supported agriculture, apiaries, or other similar uses are integrated into the open space category.

E. PROJECTED GROWTH

While there is relatively strong demand for a variety of land uses within Montebello, the actual amount and scale of development that can occur is limited by the amount of available land, financial feasibility of new development, fiscal priorities, and the level of acceptable density aligned with community character and vision. The location and amount of projected growth for the next 20 years in this General Plan is a result of market study; careful block-block assessment of catalytic sites; design, fiscal, and financial feasibility; and community preference.

Planning Designation	Floor Area Ratio	units/acre	Acres	Square Footage of Commerce	Units
Agriculture		0 to 1	21.11	0	21
Industrial	0.5 ¹		728.19	15,856,276	0
Residential		1 to 20	751.69	0	15,034
Neighborhood	0.25	15 to 40	1445.45	787,129	54,927
Corridor	0.5 ²	40 to 60	233.89 ⁴	238,807	12,500
Downtown	0.5 ³	40 to 80	97.69	106,287	7,425
Civic			319.82	0	0
Parks			134.57	0	0
Open Space			910.61	0	0
Total			4,643.02	16,988,499	89,907

1. Industrial FAR varies between 0.3 to 1 for larger parcels at key locations, with most parcels being developed at 0.5 FAR.

2. Corridor FAR varies between 0.3 to 2 for parcels at key locations, with most parcels being developed at 0.5 FAR.

3. Downtown FAR varies between 0.3 to 2 for larger parcels in the Downtown Core, with most parcels being developed at 0.5 FAR.

4. The Corridor Designation includes a 14.6 acre hospital site along the Beverly Boulevard Corridor. The hospital use will continue for the foreseeable future therefore no residential units or additional square footage for commerce are analyzed for impacts on the 14.6 acre site. Any future residential or additional commerce use on this site would require a master plan and the impacts of the land use change would need to be analyzed accordingly.

Table C3.1. General Plan Capacity Table

	Place Type	Residential (units)	Non-residential	
			Commerce (square feet)	Hotel Rooms
A	Downtown	3,536	101,059	
B	Corridors			
1	Whittier Boulevard	356	53,579	
2	Beverly Boulevard	2,600	87,556	
3	Washington Boulevard	3,177	49,223	
4	Montebello/Greenwood Boulevard	2,257	16,553	
C	Neighborhoods			
1	The Shops at Montebello	1,868	20,038	104
2	Metro Heights	851	25,700	
3	Montebello Town Center	350	4,792	
4	Garfield Ave (golf course)	800	6,970	
5	Along Olympic Boulevard	738	3,485	
6	De Paul Center	360	0	
	Total	16,893 units	368,955 square feet	104 rooms

Table C3.2. Projected Growth by land use categories (Place Types)

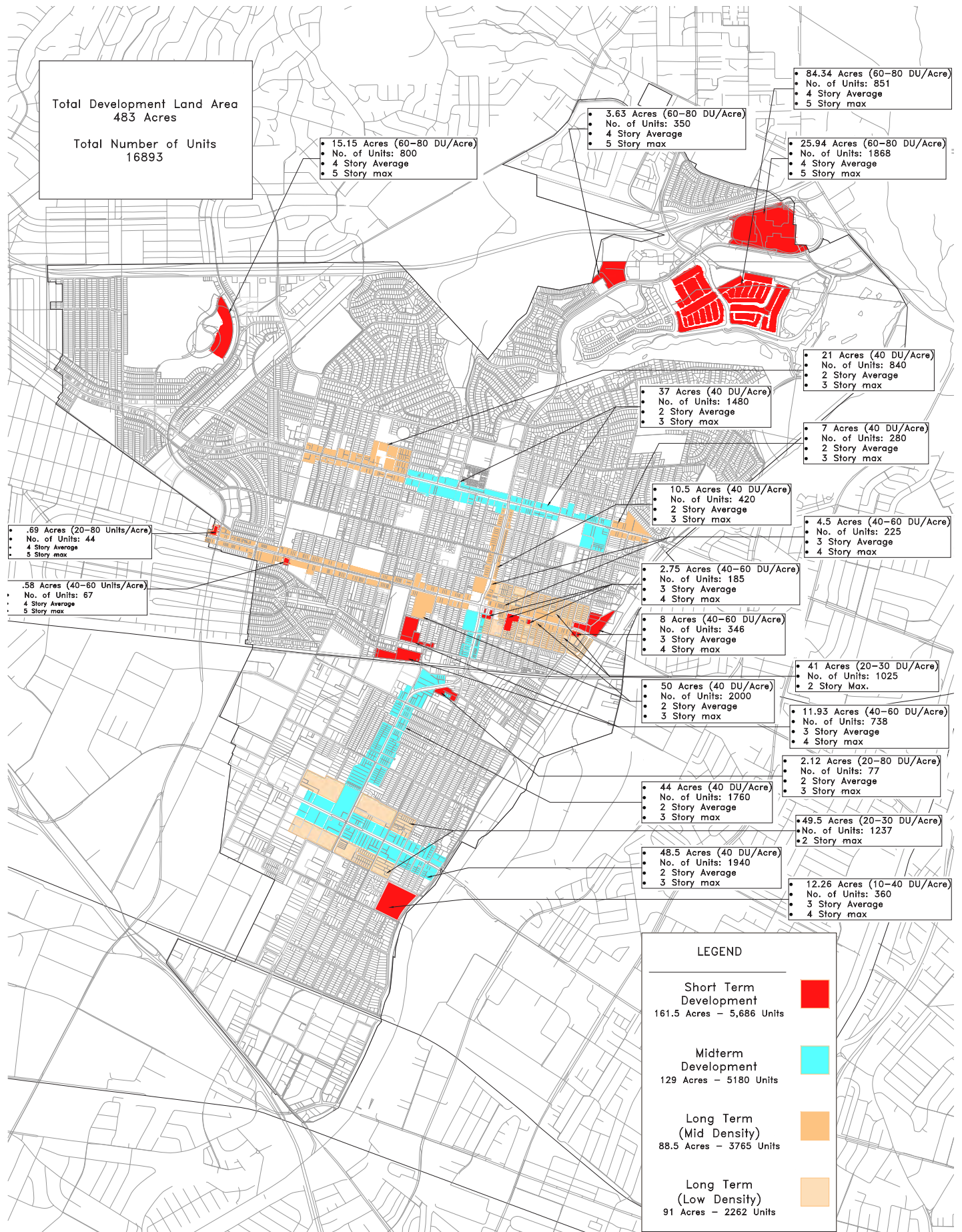


Figure C3.7. Projected growth location and amount.

F. HOUSING

Montebello is a desirable place to live and continues to attract new housing development. The continuing high cost of housing in Southern California amplifies the need for providing affordable housing at all income levels. The provision of adequate affordable housing continues to be a high priority for Montebello.

Montebello is committed on course toward making decent and affordable housing both a community benefit and a human right. The purpose of the 2021-2029 Housing Element update is finding community support for building substantial new housing, especially affordable housing, among their residents. Success will require patient dialogue, coalition-building, visionary thinking, and political will to put policies into action. The Housing Element identifies and analyzes the current and future housing needs of residents within Montebello and establishes goals, policies, and programs to meet Montebello's housing needs. The City seeks to conserve and rehabilitate existing housing as well as provide opportunities for new development. The Housing Element has enlisted Montebello's diverse constituencies to develop workable solutions.

The Housing Element policies and programs are focused around three main goals:

- Conservation and Preservation of existing supply.
- Increase housing production to improve affordability for the City's current and future residents.
- Ensure fair and equal housing opportunity.

See Montebello Housing Element (2021-2029) for comprehensive discussion on housing needs, constraints, resources, opportunities, vision, policies, and programs.

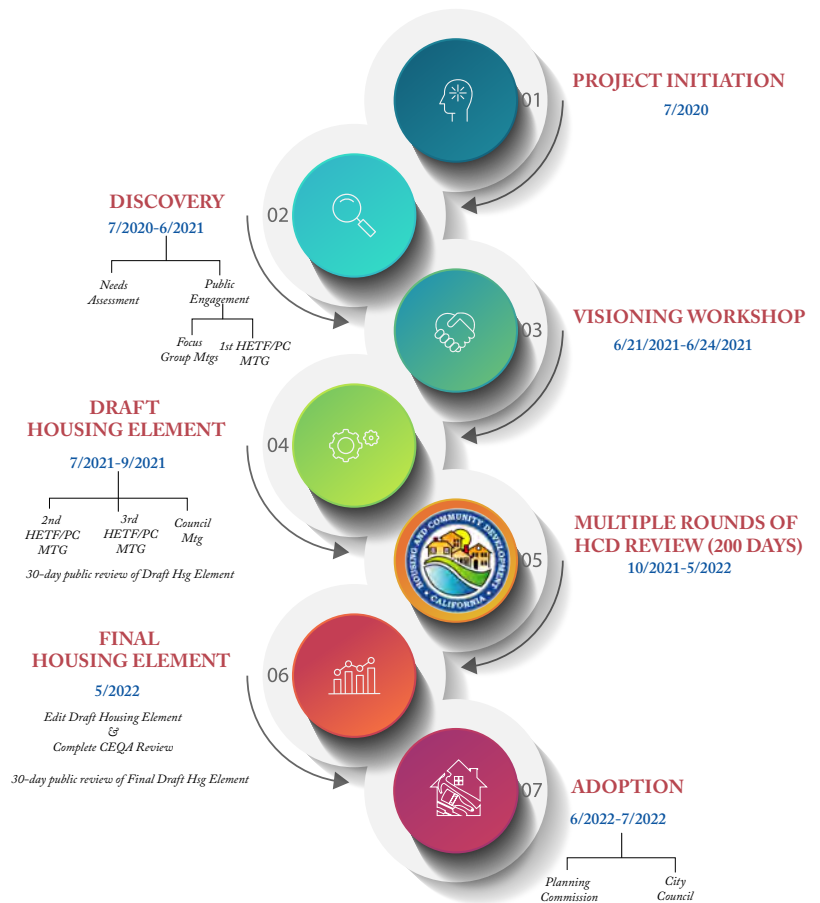
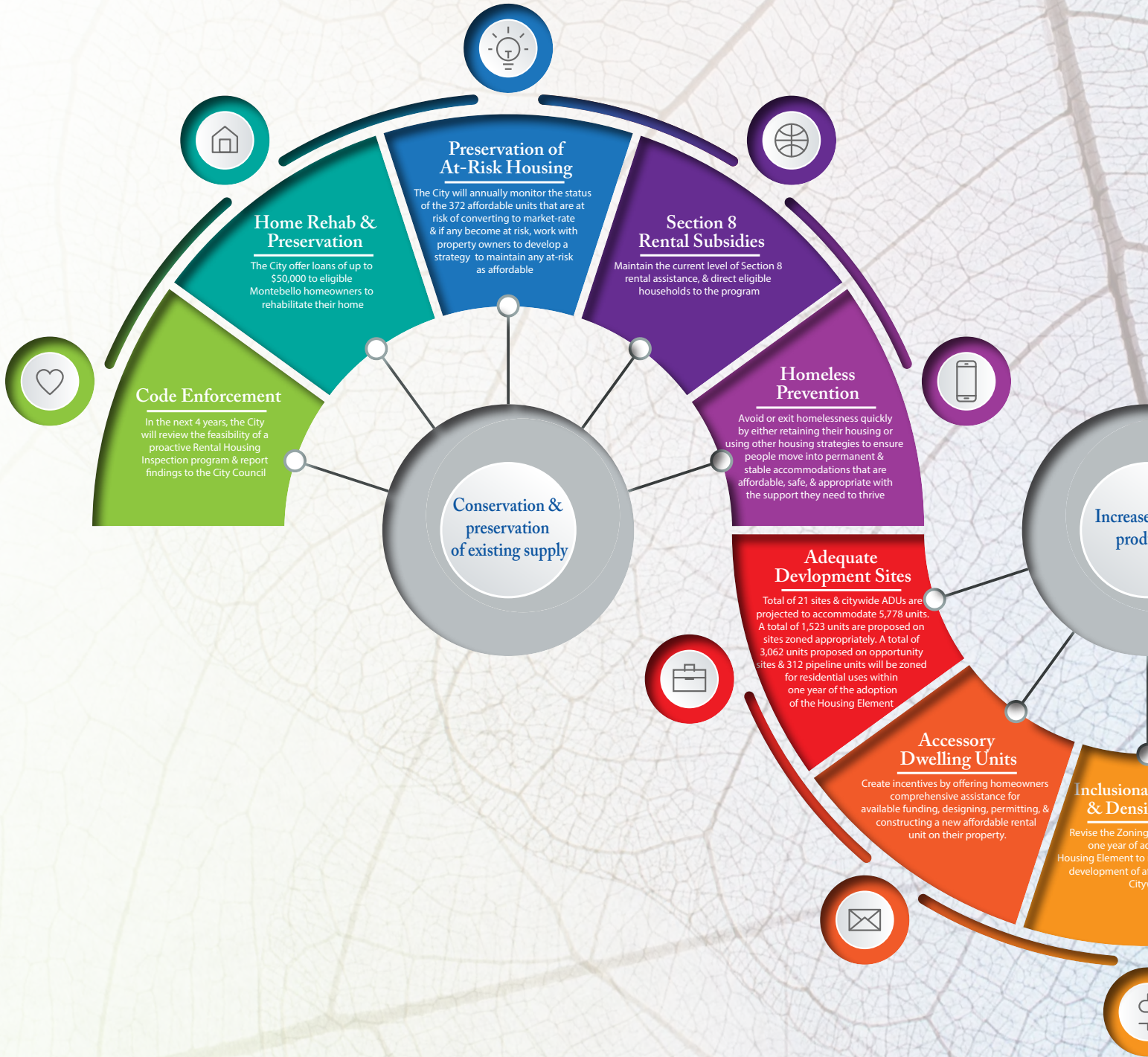
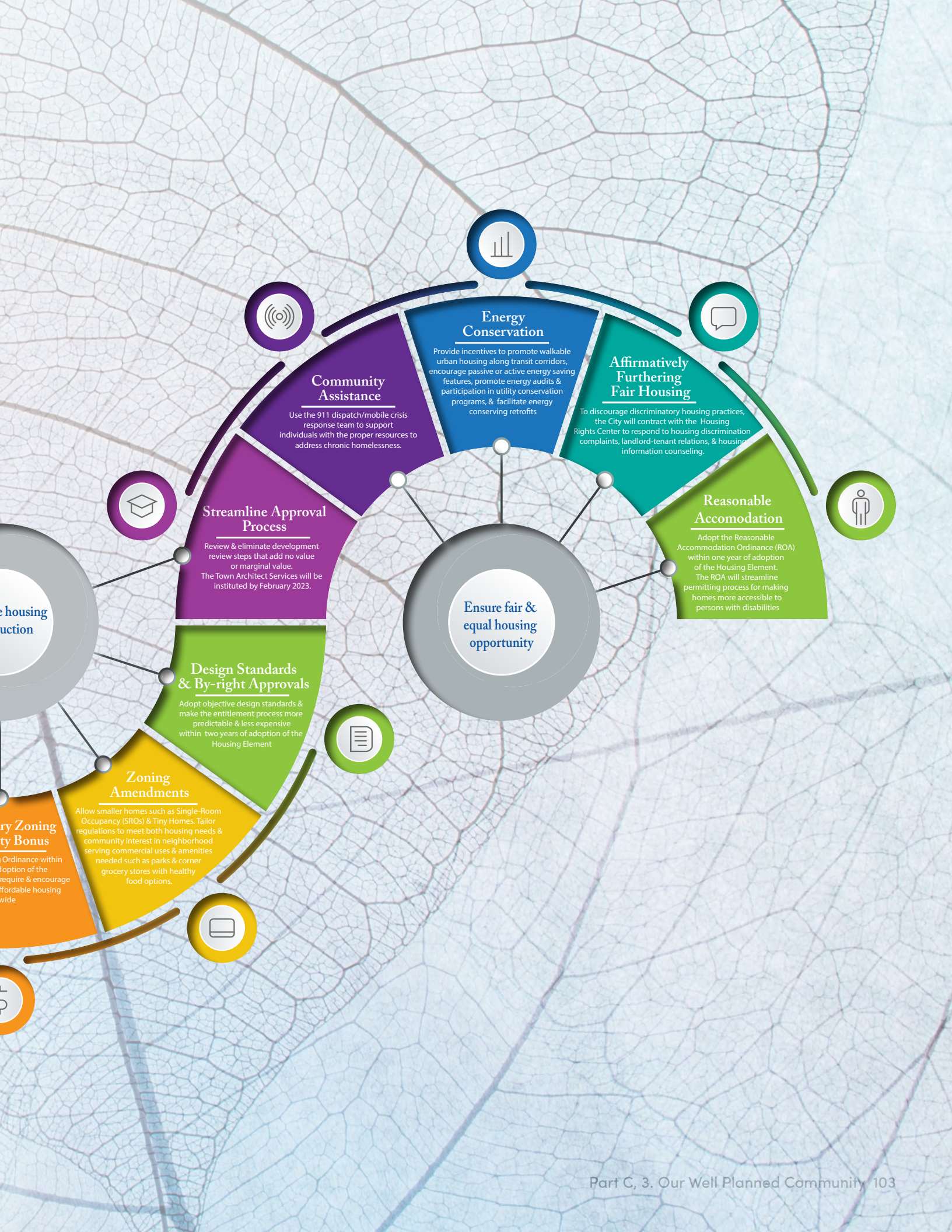


Figure C3.8. Housing Element Update Process.

3 Goals, 15 Programs





Energy Conservation

Provide incentives to promote walkable urban housing along transit corridors, encourage passive or active energy saving features, promote energy audits & participation in utility conservation programs, & facilitate energy conserving retrofits



Affirmatively Furthering Fair Housing

To discourage discriminatory housing practices, the City will contract with the Housing Rights Center to respond to housing discrimination complaints, landlord-tenant relations, & housing information counseling.



Reasonable Accomodation

Adopt the Reasonable Accommodation Ordinance (ROA) within one year of adoption of the Housing Element. The ROA will streamline permitting process for making homes more accessible to persons with disabilities



Ensure fair & equal housing opportunity



Community Assistance

Use the 911 dispatch/mobile crisis response team to support individuals with the proper resources to address chronic homelessness.



Streamline Approval Process

Review & eliminate development review steps that add no value or marginal value. The Town Architect Services will be instituted by February 2023.



Design Standards & By-right Approvals

Adopt objective design standards & make the entitlement process more predictable & less expensive within two years of adoption of the Housing Element



Zoning Amendments

Allow smaller homes such as Single-Room Occupancy (SROs) & Tiny Homes. Tailor regulations to meet both housing needs & community interest in neighborhood serving commercial uses & amenities needed such as parks & corner grocery stores with healthy food options.

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G. SCHOOLS

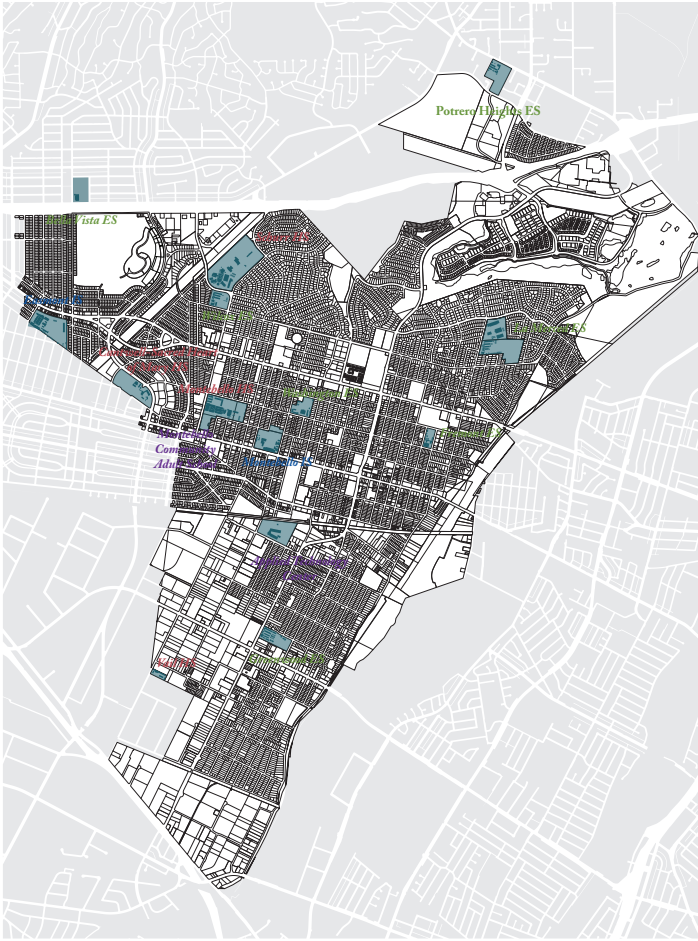


Figure C3.9. Montebello Schools.

Montebello Unified School District provides public education from Kindergarten through 12th Grade in the City of Montebello. The District includes 7 elementary schools, 2 intermediate schools, and 4 traditional high schools.

About 10,381 students attend Montebello public schools.

MUSD	Enrollment
Elementary Schools	3,014
Intermediate Schools	2,286
High Schools	5,081

Table 3C.3 School and Enrollment, Montebello Unified School District. Source: MUSD.

Projected Enrollment

Buildout of the General Plan will result in the addition of 16,985 housing units. Assuming most of this growth is multi-family housing the estimated number of students resulting from the additional housing units could be approximately 2,872 students.

The Montebello Unified School District forecasts indicate an overall decrease in enrollment over the next 10 years within the elementary, intermediate, and high school grade levels. Additionally, majority of the projected growth is all in multi-family units in the downtown area and along the corridors. Multi-family units typically have fewer school age children.

The District’s existing facilities are sufficient to accommodate the large number of students projected to be generated by the proposed Project.



Figure C3.10. The Montebello-Commerce YMCA’s Youth and Government program has provided high school students an experiential learning program by modeling California’s legislature and courts. The goal of this initiative is to nurture the next generation of civically engaged citizens so that they recognize the importance of civic knowledge, awareness, and action.

H. INFRASTRUCTURE ADEQUACY

1. Hydrology

a) Watershed Setting and Regional Drainage Facilities

The City of Montebello is located within the Los Angeles River Watershed which includes 824 square miles and a river length of 55 miles. One of the major tributaries to the LA River includes the Rio Hondo River and its associated watershed that the City of Montebello is located within. The LA River is hydraulically connected to the San Gabriel River Watershed by the Rio Hondo through the Whittier Narrows Reservoir. Flows from the San Gabriel River and Rio Hondo merge at this reservoir during larger flood events and flows from the SGR Watershed may impact the LA River. Most of the water in the Rio Hondo is used for groundwater recharge during the dry season.

In addition to the City's storm drain system and the Rio Hondo Channel, the Montebello Forebay Spreading Grounds (MFSGs) are a vital component of the existing drainage facilities in the area. The MFSGs are owned and operated by the Los Angeles County Department of Public Works (LACDPW). They are located south of the Whittier Narrows between the Rio Hondo Channel and the San Gabriel River. The MFSGs are unconfined aquifers that replenish deeper potable aquifers by capturing and infiltrating surface water from the Rio Hondo Channel and the San Gabriel River.

The MFSGs include two facilities, the Rio Hondo Coastal Spreading Grounds, and the San Gabriel Coastal Spreading Grounds, which are connected by an interconnection pipeline located in Mines Ave. To ensure the MFSGs have the capacity to infiltrate stormwater from the direct surrounding areas, inflow from the upstream areas is controlled by the Whittier Narrows Dam controls.

Ultimately, all flows from the City that are not intercepted and routed to the MFSGs converge with the channelized Los Angeles River and continues south to Long Beach prior to discharging into the Pacific Ocean.

b) City of Montebello Existing Storm Drain Facilities

Storm drain lines throughout the GPU area include both City and LACFCD lines to convey stormwater runoff to regional drainage systems. Each of these entities inspect and maintain the storm lines within their individual jurisdictions. The City-owned storm drains are typically a combination of smaller drain pipes and box drains, whereas the LACFCD lines consist of both small drain pipes and major box drain structures.

Stormwater runoff generated from the City is conveyed via numerous storm drain lines that ultimately discharge into the Rio Hondo Channel along the eastern boundary of the City. In some cases, the City-owned storm drain system discharges directly to the Rio Hondo Channel. There are also instances where the City-owned drains discharge to the LACFCD system prior to reaching the channel. Lastly, the channel also accepts a controlled

flow from the Whittier Narrows Dam to the north of the City.

The DSP area primarily drains via city catch basins and laterals to the BI 9901 Montebello storm drain system (132" RCP) which is owned and maintained by the LA County Flood Control District.

The Rio Hondo Channel, as well as the connections listed in Table C3.4, is owned by LACFCD. The Rio Hondo Channel also accepts a controlled flow from the Whittier Narrows Dam to the north of the City.

Existing Pipe ID	Location	Existing Pipe Size
BI 1225 – Unit 2	San Gabriel Blvd	120"
Poplink Drain – U2 Line B	South of Whittier Narrows Recreation Area	78"
BI 0555 – Line A – Montebello	South of Whittier Narrows Recreation Area	108"
Poplink Drain – U1 Line A	North side of Grant Rea Park	60"
BI 9901 – Montebello	E Madison Ave	132"
BI 1109 – U2 Line B	Rio Hondo Bike Path at W Roosevelt Ave	Not available
DDI 0023 – Montebello Trunk	W Mines Ave	48" or greater
BI 5701 – Line A – Montebello	Date St/S Bluff Road	72"
Telegraph Road Drain – Rio Hondo Channel	Between Telegraph Rd and Santa Ana Fwy	72"

Table C3.4. LACFCD Storm Drain Connections to the Rio Hondo Channel. Source: Los Angeles County Storm Drain System GIS.

At the current time, neither hard copy or electronic versions of the City's storm drain system exist. Refer to Figure X below for an exhibit depicting the existing LACSD storm drain system throughout the City.

c) General Plan Storm Drain Capacity

i) Partial Infrastructure Evaluation Report

The Partial Infrastructure Evaluation Report (PIER) was prepared for the City by AAE, Inc. in April 2009. The purpose of the report was to create an inventory of existing storm drain facilities throughout the City, identify areas where deficiencies exist or identify where additional storm drain infrastructure is needed, and to develop planning level cost options for system upgrades.

Based on the report, it was found that areas of the city are underserved due to the lack of storm drain and catch basins, therefore relying too heavily on surface flows within the streets. In instances of large storm events, the gutters may overflow into the street or over the curb, potentially causing car accidents or damage to private property.

The PIER developed a 10-year construction plan to add additional storm drain infrastructure with the capacity to handle the minimum of a 10-year storm. Expanding the storm drain system was estimated to cost an average of \$1,200,000 per year, totaling \$20,502,637 over the ten years based on 2008 construction cost or \$33 million in today's dollars.

ii) Storm Drain Improvements

Improvement projects are added to the City Capital Improvement Plan (CIP) based on budget availability. The PIER identified 23 projects for the 10-year improvement plan. The projects consist of adding additional storm drain pipes and catch basins, as well as repairs, upgrades, and improvements to damaged elements of the existing system. An estimated 58,300 lineal footage of new storm drain was recommended to be added to reduce localized flooding and reduce surface flow conveyance. The PIER also indicated there were no known fund sources for the storm drain improvements outside of the City General Fund Budget. LACF-CD had limited funding for high priority improvements with no plans to increase that funding. The report also identified that projects could move forward in a cooperative fashion between the City and the County but limited coordination has occurred to date.

d) City Existing Floodplain Mapping

According to FEMA, the vast majority of the City lies within Zone X which is outside the 500-year flood limits. The eastern boundary of the City adjacent to the Rio Hondo is identified as Zone A (100-year Flood Zone) and the upper northeastern portion of the City is identified as Zone D which indicates flood hazards are undetermined and flood insurance is not required but available for purchase. Refer to Figure C3.12 for the City of Montebello Flood Zones.

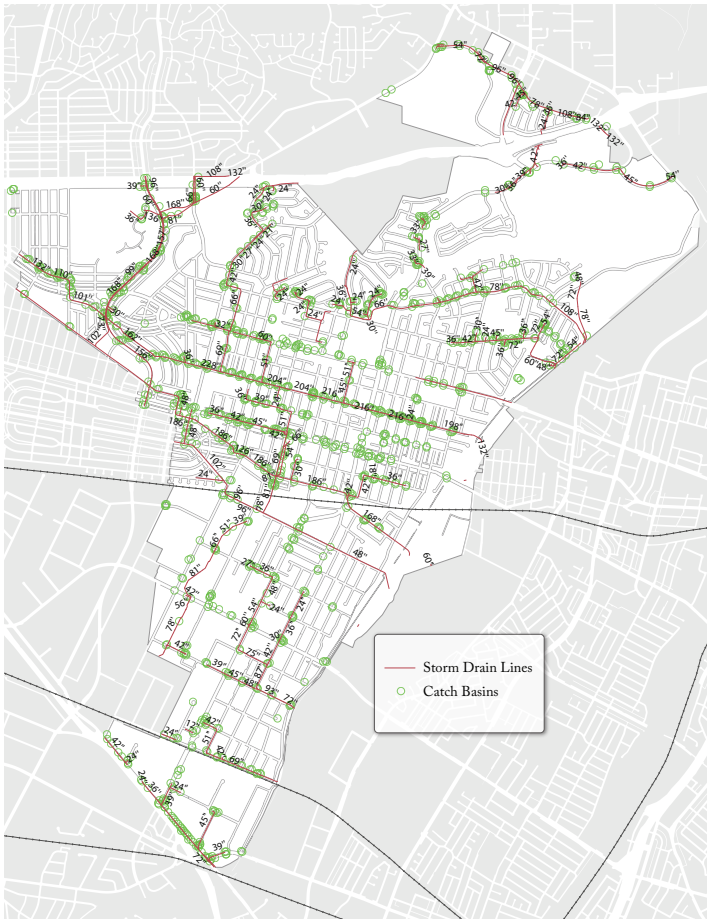


Figure C3.11. LA County Storm Drain Facilities within City of Montebello.

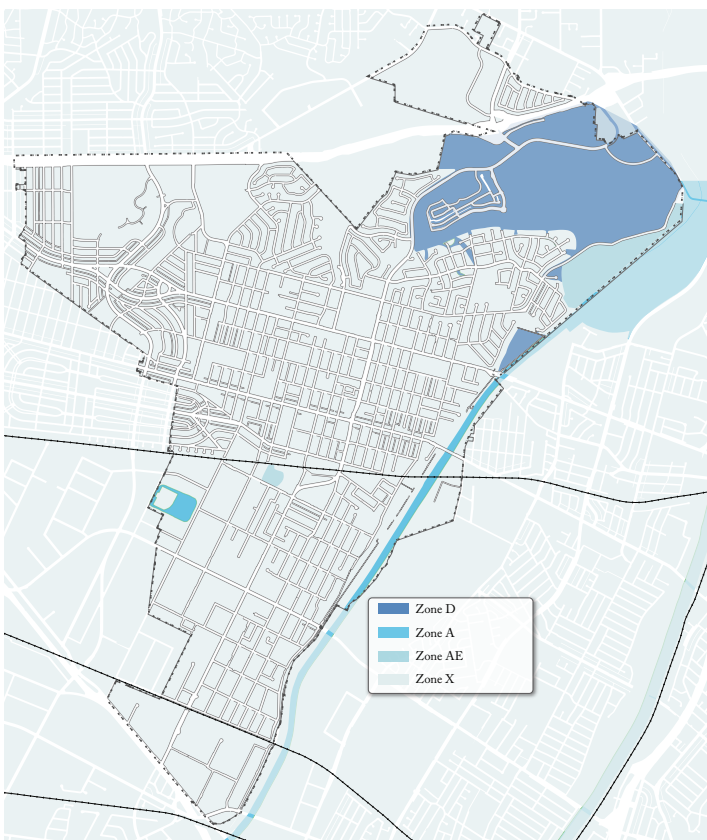


Figure C3.12. City of Montebello Flood Zones

2. Sewer & Wastewater

a) Existing Sewer System and Facilities

The existing sanitary sewer collection system for the City is owned by the City of Montebello. As of the 2023/2024 Capital Improvement Program, it is the City's intent to enter into a Consolidated Sewer Maintenance District with LA County Public Works where LA County takes over maintenance operations. According to the City of Montebello Sanitary Sewer Master Plan, the sanitary sewer system has 19 delineated drainage basins. Refer to Figure C3.13 for the existing sewer facilities within the City of Montebello.

The City sewer system is comprised of a network of gravity sewer pipes covering approximately 97 miles with sizes ranging from 6" to 27". The City collection system includes roughly 1,995 manholes, 19 of which are summit "legacy" manholes that have two outgoing lines and result in more maintenance than a standard sewer manhole. One of the City's objectives is to ultimately replace all summit manholes.

In 2007, AAE Inc. prepared a Sanitary Sewer Master Plan (SSMP) to evaluate the infrastructure of the City's sewer system and determine any existing or future deficiencies based on land use. For each of the 19 drainage basins, a total sewer generation was estimated to provide a baseline condition and to allow for comparison against proposed land use changes. The base flow was determined by utilizing the Los Angeles County Sanitation Districts (LACSD) standard methodology for estimating wastewater return rates based on zoning types. The Master Plan determined the average wastewater base flow in the study area to be 3.22 mgd.

b) City-wide Sewer Capacity Assessment

A hydraulic modelling program was utilized to conduct a steady-state analysis of wastewater infrastructure throughout the City. Hydraulic capacity deficiencies were then evaluated using depth to diameter (d/D) ratios under peak dry weather flows under existing and future build out conditions based on the General Plan.

The analysis of the City's existing gravity sewer system was based upon existing land uses and dry weather peaking. Pipes should meet the City's established criteria as follows:

- Existing pipes, all sizes: $d/D = 0.75$ at peak dry weather flow;
- New pipes ≤ 12 -inches in diameter: $d/D = 0.5$ at peak dry weather flow; and
- New pipes ≥ 15 -inches in diameter: $d/D = 0.75$

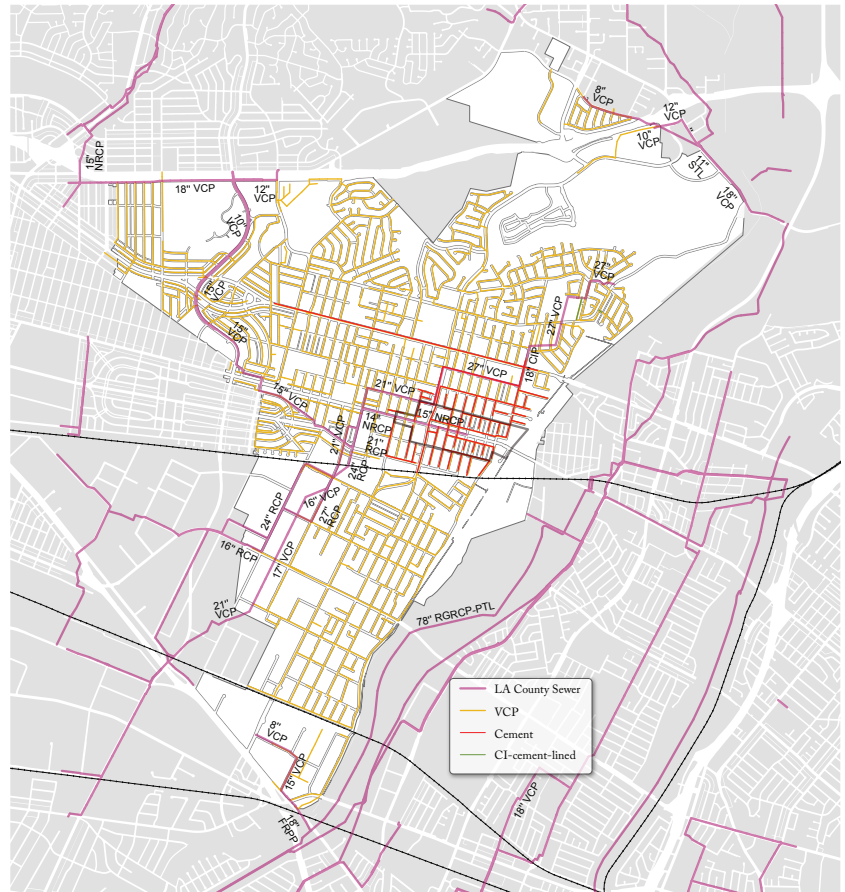


Figure C3.13. Existing Sewer Facilities.

at peak dry weather flow.

As part of the SSMP, closed-circuit televising (CCTV) equipment was used to ensure the sewer system was functioning properly. Innerline Engineering televised 4.6 miles, approximately five percent, of the sewer system in 2004. The majority of the CCTV monitoring occurred in roughly the center of the City on either side of West Olympic Boulevard, with the exception of two lines to the south at Sycamore Street and South Greenwood Avenue. The CCTV monitoring noted the pipe segments were primarily deficient with cracks, fractures, or offset joints. The remainder of the deficiencies include blockage, root and grease.

Under existing conditions, 268 segments were found to be in exceedance of the City's established d/D ratio per the established criteria. Under the wet weather full buildout scenario, approximately 535 line segments were identified as hydraulically deficient.

In total, it was found that 135,962 feet of hydraulically deficient pipe and 13,096 feet of structurally deficient pipe needed to be replaced, totaling 149,058 feet of pipe. This accounts for approximately 30% of the total system. The report identified a 10-year water improvement program that included inspections and upgrades for a total of roughly \$39 million in 2009 dollars, which is approximately \$51 million in today's dollars.

c) Downtown Montebello Specific Plan (DMSP) Sewer Capacity Assessment

The DMSP area is primarily serviced by city sewer lines made of cement which are incurring long-term maintenance, structural integrity and capacity issues. A significant number of issues identified in the city-wide sewer capacity assessment occurred within the downtown area. The area is also serviced by one LACSD trunk line that is also identified a 15" non-reinforced concrete pipe (NRCP). LACSD confirmed their agency is finalizing a cured-in-place pipe (CIPP) lining for the existing 15" in Whittier Boulevard in the downtown area and is anticipated to start construction within the first six months of 2024. The CIPP project will enhance hydraulics and structural integrity of the existing line. Based on the need to significantly improve the sewer system within the downtown area to support existing and future land use changes, the City recently approved a project funding request for Fiscal Year 2023 for the Montebello Sewer System Rehabilitation Project – For Consideration of Federal and State Appropriations for the downtown area. A total of \$5.1M was requested from Congress and State of California.

3. Water Distribution System

a) Existing Water System

The City of Montebello is currently served by four water purveyors: San Gabriel Valley Water Company, California Water Service Company, Montebello Land and Water Company, and South Montebello Irrigation District. Refer to Figure C3.14, which depicts the water purveyor service areas.

The various purveyors were contacted to obtain maps for the existing water system, but maps were only obtained from San Gabriel Valley Water Company. Additional research was conducted to find information on the various water systems including review of the individual Urban Water Management Plans (UWMP), but there is extremely limited information available.

The San Gabriel Valley Water Company provides water service for the northern and southern portions of the city. The CA Water Service Company provides water service for the western portion of the City. The Montebello Land and Water Company provides water services for the middle/interior area of the city. The South Montebello Irrigation District provides water services for the middle/southern portion of the city.

b) Partial Infrastructure Evaluation Report (PIER)

As part of the PIER an evaluation of the water system was conducted to identify capital improvements. The report also noted a lack available information for their analysis.

At the time of the report, there were two system areas analyzed: The Northern System and the Southern System. The Northern System serves largely residential customers, in addition to some shopping centers and the Montebello Golf Course. The Southern System primarily serves the industrial/commercial area south of the BNSF railroad tracks and similar customers within the City of Commerce. Across both system areas, there were approximately 1,620 metered domestic and fire protection services for an estimated residential population of 4,900 people. The peak day demand in 2002 was 2,920,000 gallons per day (gpd). Under normal circumstances, peak water demand exceeds peak sewer demands. For this particular case, water demands for portions of the City were not available which resulted in a peak demand less than sewer which accounted for the entire City area.

Based on plans available in 2008, the PIER was able to quantify the existing water infrastructure for both the Northern and Southern Systems. A summary of each system is depicted in Table C3.5.

Type	Quantity/Length	Size
Northern System		
Connected Customer Services	1,420	Various sizes, 3/4"-6"
Water Pipe	15.5 miles	4"-24" and Unknown Size
Fire Hydrant	185	Generally, 6" with 4" and 2-1/2" outlets. Several 6" hydrants with 3 outlets and some 4" hydrants
Southern System		
Connected Metered and Fire Protection Customer Services	200	Various sizes
Water Pipe	7.4 miles	4"-14" and Unknown Size
Fire Hydrants	95	6" with 4" and 2-1/2" outlets

Table C3.5. Water system summary. Source: Partial Infrastructure Evaluation Report (2009).

Within the two City water system areas, it was found that there are a number of existing fire hydrants with pipes smaller than 6" that are inadequately spaced. As part of the water system changes, these hydrants will need to be replaced with the minimum 6" size fire hydrants with proper spacing based on land use zoning.

c) Water Improvements

A 10-year Capital Improvement Project (CIP) was developed for both the Northern and Southern System. Improvements to the system generally consists of water meter and water line replacements, but the CIP also includes inspections, seismic upgrades for the reservoirs, and well improvements. Over the 10 years, the water improvements are expected to cost approximately \$37 million in 2009 dollars, which equates to roughly \$48 million in today's dollars.

d) Urban Water Management Plans

As part of the existing conditions review, the following UWMP were obtained and reviewed:

- CA Water Service Company;
- Montebello Land and Water Company; and
- San Gabriel Water Valley Company.

For each of the UWMP's, the water providers have documented sufficient water supply for the proposed demand for normal year supply, single dry year supply and multiple dry years supply as required. No deficits or insufficient supplies are identified within the 2020 UWMP's.

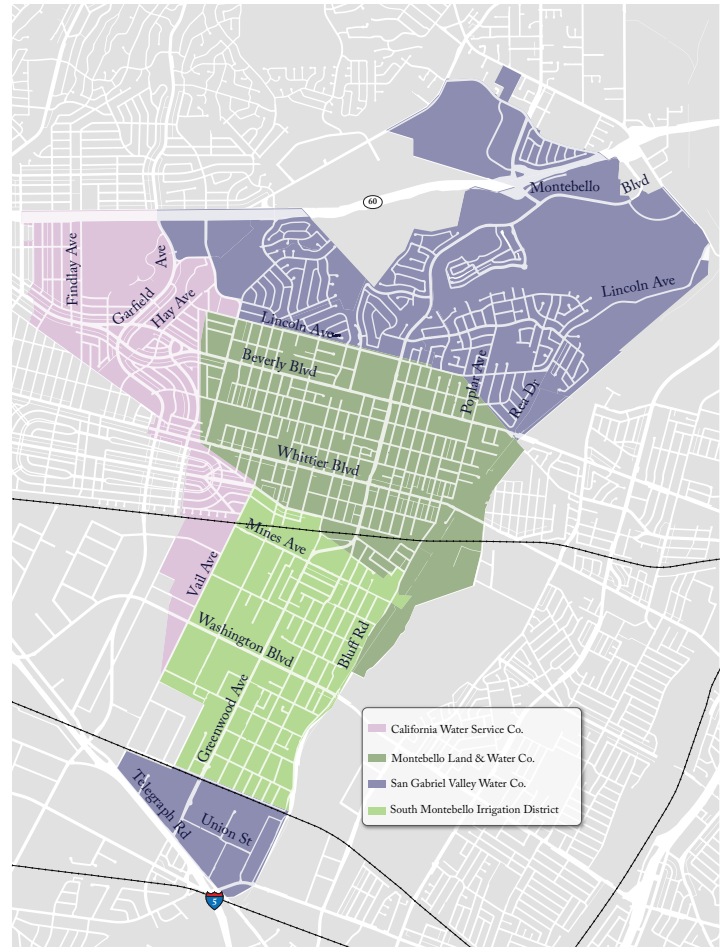


Figure C3.14. Water Service Providers.

4. Water Quality

a) MS4 Stormwater Permit

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

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

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

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

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

- Infiltration;
- Harvest and reuse; and
- Biofiltration.

b) Enhanced Watershed Management Program (EWMP)

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

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

5. Dry Utilities

a) Electricity

The City receives all electrical service from Southern California Edison (SCE). SCE operates across the majority of southeastern California, including large portions of San Bernardino, Orange, Ventura, Los Angeles, Tulare, Inyo, and Riverside Counties. Across its service area, SCE operates 12,635 miles of transmission lines, 91,375 miles of distribution lines, 720,800 distribution transformers, and 2,959 substation transformers, delivering service to over 15 million customers.

As part of statewide reporting requirements, SCE regularly prepares an Integrated Resource Plan (IRP). The 2020 IRP examines trends in demand and the portfolio of energy supplies that SCE can utilize across the planning period out to 2045. The IRP also discusses compliance with California legislation requiring a 50 percent renewable portfolio standard by 2030. This shift towards renewable energy sources requires potential rate adjustments and changes in infrastructure, which the IRP addresses as well. The IRP does not note any existing deficiencies in the GPU area under the demand and supply scenarios identified.

b) Natural Gas

Natural gas service to the City is provided by Southern California Gas Company (SoCalGas). SoCalGas is the primary distributor of natural gas in Southern California, providing service to a 20,000 square-mile area. Its distribution system is the nation's largest natural gas distribution utility, and SoCalGas serves over 22 million customers.

SoCalGas prepares an annual California Gas Report ("CA Gas Report") that identifies demand forecasts as well as potential changes in supply. The CA Gas Report covers an 18-year demand and forecast period through 2035. The CA Gas Report projected potential declines in demand across the reporting period as statewide greenhouse gas emission reduction programs and public pressure to switch to emissions-free energy sources become more prevalent. There are currently no existing or projected deficiencies in supplies or infrastructure across the SoCalGas service area given the current demand scenario.

I. POLICIES AND ACTIONS

1. Land Uses: Growth, Preservation, and Reinvestment

P3.1 Preserve natural areas.

Natural Areas consist of lands approximating or reverting to a wilderness conditions, including those with limited development potential due to topography, hydrology, vegetation or value as an environmental resource. These resources can include water channels and wildlife corridors, as well as natural areas, many of which are identified in the generalized enduring green infrastructure. A Natural Area designation would encourage conservation and preservation, prevents degradation of these areas, and would utilize the principles of low impact development stormwater infrastructure.

A3.1a Preserve a network of habitat and open space, thereby protecting biodiversity and enhancing the City's quality of life. **VZ** **SE** **R**

A3.1b Encourage parkland dedication and conservation easements for trails that support the City's Parks Master Plan and the Green Infrastructure Plan. **VZ** **SE** **R**

Montebello's Green Infrastructure includes existing and proposed trails, paths, parks and open spaces, green streets and green buildings.

A3.1c Capture the inherent value of parks, open spaces, and trails by providing more opportunities for people to live and work on properties with direct frontage on these investments. **SE** **R**

A3.1d Allow and encourage historical agricultural and related uses to continue to occur as permanent land uses. **SE** **R**

The agriculture district preserves the historic use of the area for horse ranch and racing stables next to the Rio Hondo Channel.

P3.2 Direct growth and redevelopment to the Downtown Area.

Montebello's downtown is remarkably walkable, with many older buildings still standing and the traditional street grid largely in place. Montebello will reimagine this valuable asset as a regional destination. The City of Montebello places one of its highest priorities on the reinvigoration of downtown, whose strategic location, walkable blocks, and historic buildings will once again make downtown a vibrant destination and center of commerce, culture, shopping, and the arts.

A3.2a Encourage growth and density by improving underutilized downtown parcels for development. **SE** **R**

Encourage intensive mixed-use development within on-quarter mile of public transit routes.

A3.2b Support streetscape projects on Whittier and Montebello Boulevards to reduce traffic speed in downtown area. **VZ** **SE** **R**

Local businesses rely on walk-in visits by customers who stumble upon them while strolling, without any prior intention of shopping there. When drivers slow down to notice the stores and stop, people on foot feel safer walking from business to business, and the whole structure of downtown spaces generates more tax revenue per acre for the city.

A3.2c Integrate better design in public spaces to create enjoyable places to stay and contribute to the economic viability of the downtown area. **SE** **R**

Encourage civic space investments that affect economic competitiveness and quality of life.

P3.3 Revitalize established neighborhoods and corridors.

Montebello's older neighborhoods feature walkable streets, parks, a mix of uses, and a variety of housing types. Revitalization includes improving public infrastructure and facilities, new parks, infilling empty lots as well as parking lots, and restoring valuable older buildings.

A3.3a Provide non-residential uses that are accessible for the convenience of individuals living in residential districts. **VZ** **SE** **R**

A3.3b Protect adjoining properties from the potential adverse impacts associated with non-residential uses on corridors adjacent to residential areas with proper mitigation measures that address scale, massing, traffic, noise, appearance, lighting, and drainage. **VZ** **SE** **R**

A3.3c Reduce the length and number of vehicle trips generated by residential development by enhancing the accessibility to non-residential areas. **VZ** **SE** **R**

Walkability should be integral to the design of the street and neighborhood shopping should be within a reasonable walking distance from residential uses. Encourage developers to designate and plan for mixed-use corners at the time of approval to properly plan for accessibility to these areas.

VZ Vision Zero

SE Social Equity

R Resilience

P3.4 New development will create diverse and walkable neighborhood.

- A3.4a Create diverse neighborhoods instead of a monoculture of single-housing type. ● ●
- A3.4b Encourage a block and street layout that promotes walkable and bicycle friendly road designs with slower vehicular design speeds. ● ● ●
- A3.4c Site new residential areas accessible to roadways, sidewalks, trails, transit, parklands, schools, existing utilities, and retail commercial goods and services. ● ● ●
- A3.4d Encourage properties to redevelop in an urban form utilizing place-based zoning designations. ● ●

P3.5 Retrofit suburban development.

Suburban areas divide housing, shopping, and offices into separate districts that can only be reached by private car. This modern ideal of single-use districts is increasingly less attractive to those who are disenchanted with lengthening commutes and the lack of exercise allowed for by living in drive-only neighborhoods. The three main strategies for retrofitting are:

1. *Adaptive reuse;*
2. *Enhancing walkability, diversity, and intensity of use; and*
3. *Re-greening, from small parks and plazas, to restoring wetlands ecologies.*

- A3.5a Reuse the existing structure. ● ●
Adaptive reuse of vacant and underutilized large floor-plate buildings with minor modifications can breathe new life and make the building more pedestrian-friendly. Besides residential, office, medical, and educational uses, civic uses, light industrial, entertainment, and co-working spaces can mix with the traditional retail center.
- A3.5b Integrate more housing choices in existing subdivisions. ● ●
Varying degrees of housing types, affordability, accessibility and incentives can attract greater diversity. For example, housing for seniors and “empty nesters” allow for people to “age in place” or to be near their families.
- A3.5c Add new units to existing subdivisions. ● ●
Infilling residential neighborhoods with accessory dwelling units (ADUs) can provide affordable housing choices for singles and seniors, and increase residential density without dramatically altering the established character and pattern of development.
- A3.5d Invest in public realm improvements. ● ●
New public spaces such as squares, plazas, parks, or walkable and vibrant streets can enhance sense of community.

P3.6 Preserve and enhance the industrial district while retaining and expanding existing businesses.

Montebello industries provide jobs and is an important source of revenues for the City. Industrially designated land is a scarce and valuable resource vital for the future economic growth of the City of Montebello. A flexible framework will facilitate the industrial districts to be competitive and take advantage of new and emerging industries and opportunities arising from future transit service along Washington Boulevard.

- A3.6a Support innovative and flexible land use framework for industrial district. ●
To help cultivate the Industrial area as a distinct mixed-use district, the City will also need to allow for the proliferation of uses and amenities, that in turn support the branding of the industrial district.
- A3.6b Encourage the use of “green” technologies to minimize noise, air, and water pollution. ● ●
Incentivize sustainable business practices, both passive and active, that encourage energy efficiency, improve indoor air quality, and encourage water and resource conservation.

● Vision Zero

● Social Equity

● Resilience

2. Water

- P3.7 Maintain high-quality reliable potable water and non-potable water services, diversify supply and maintain and create facilities that meet existing and future water demands including drought conditions.**
- A3.7a Regularly review and evaluate future iterations of five local Water District’s Urban Water Management Plans (UWMP) and other regional water supply assessments in order to maintain an understanding of available supply sources and update plans for expansion of supply infrastructure as necessary. These Districts include San Gabriel Valley Water Company, City of Montebello System, CA Water Service Company, Montebello Land and Water Company and South Montebello Irrigation District. **SE R**
- A3.7b Coordinate with the local Water District providers to expand recycled water infrastructure for efficient reuse throughout the City. **SE R**
- A3.7c Ensure the resiliency of local water supplies by promoting infiltration of stormwater on both small-scale and large-scale scopes, including coordination with the Los Angeles County Public Works on maximizing infiltration capacity of the Montebello Forebay Spreading Grounds. **SE R**
- A3.7d Implement water reuse strategies where potable water, gray water, recycled water and stormwater are all viewed as viable sources and integral components to a holistic water management program. **SE R**
- A3.7e Regularly review federal, state, and local water quality standards and ensure that water distributed to all areas of the City meets these standards. **SE R**
- P3.8 Maintain, upgrade, and expand water pipeline, storage, and pumping infrastructure to meet projected domestic, commercial, and fire flow demands for all land uses within the City.**
- A3.8a Regularly review updates to the local Water District providers Water Master Plans and coordinate their water capital improvement plans with the City’s capital improvement plans in order to effectively manage the water infrastructure system. **SE R**
- A3.8b Construct, maintain, and revitalize distribution infrastructure as needed throughout the City in response to changes in demands land use patterns and aging infrastructure and incorporate fair cost-sharing policies between beneficiaries, developers, water suppliers and the City. **SE R**

3. Wastewater

- P3.9 Ensure that wastewater in the City of Montebello is safely and efficiently conveyed and treated under all demand scenarios, including existing and future average and peak flow sewer flow scenarios.**
- A3.9a Prepare a City-wide Sewer Master Plan including the preparation of a city-wide sewer hydraulic model to evaluate existing and future capacities, sewer line integrity and develop a prioritized Capital Improvement Plan for sewer infrastructure. **R**
- A3.9b Coordinate with the Los Angeles County Sanitation Districts to ensure adequate regional treatment and conveyance capacity under future land uses. **R**
- A3.9c Construct, maintain, and revitalize wastewater infrastructure as needed throughout the City in response to changes in demands land use patterns and aging infrastructure and incorporate fair cost-sharing policies between beneficiaries, developers, water suppliers and the City. **SE R**

VZ Vision Zero

SE Social Equity

R Resilience

4. Stormwater

- P3.10 Utilize and maintain a robust stormwater conveyance system that protects the City from flooding impacts while seeking multi-benefit solutions including water quality.**
- A3.10a Prepare a City-wide Storm Drain Master Plan in coordination with LADPW to evaluate existing and future capacities, storm drain line integrity and develop a prioritized Capital Improvement Plan for storm drain infrastructure. **SE R**
- A3.10b Develop and refine cost-sharing policies for new developments in the City that require capacity improvements for local storm drain infrastructure so that costs are equitably split between beneficiaries, developers, and the City. **SE R**
- A3.10c Promote regional multi-benefit stormwater projects through the participation in the Upper Los Angeles River Watershed Group and Enhanced Watershed Management Plan. **R**
- P3.11 Effectively treat all urban runoff and stormwater and ensure that local groundwater supplies and downstream receiving waters are protected.**
- A3.11a Maintain and update City-level regulatory language that ensures that all new development complies with pertinent regional and State-level stormwater treatment requirements. **SE R**
- A3.11b Inspect all new developments during both construction and operational phases for compliance with local, regional, and state level water quality regulations. **SE R**
- A3.11c Encourage the implementation of low impact design features for all new developments and redevelopments within the City. **SE R**

5. Electricity and Natural Gas

- P3.12 Ensure that all City residents are safely and affordably supplied with electricity and natural gas throughout all future buildout scenarios.**
- A3.12a Review local and regional demand and supply planning documentation to ensure that improvements can be adequately prepared for and trends in power demand and generation are followed. **SE R**
- A3.12b Maintain City capital improvement plans to ensure that any necessary connections or upgrades are adequately funded and constructed in a time efficient manner. **SE R**
- P3.13 Provide and maintain adequate and orderly systems for the efficient collection and disposal of solid waste for existing and future development.**
- A3.13a Coordinate with solid waste service provider to ensure that waste pickup, recycling, and disposal occurs in the most efficient and sustainable manner possible. **R**
- A3.13b Conduct Citywide outreach and education to reduce solid waste generation at the household and business level to minimize landfill loading. **R**

VZ Vision Zero

SE Social Equity

R Resilience



4 Our Accessible Community

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

Achieving an accessible community for all users will require developing a transportation network that complements and supports the City’s land use, built environment, and urban design objectives. The City will establish new multimodal corridors that cross the city to serve as the backbone of its circulation network and provide enhanced connections to and within growth neighborhoods and areas of opportunity.

This General Plan lays out a transportation network that is developed through a Complete Streets lens, ensuring that the network is safe and accessible for all users, regardless of their preferred mode of travel and of their age or ability. A network of complete streets with multimodal facilities (such as those that accommodate transit riders, bicyclists, and pedestrians) can help encourage shorter and non-vehicular trips, which in turn can reduce citywide vehicle miles traveled (VMT) and bring about associated public and environmental health benefits. Such a network can also enhance connectivity and mobility options for existing and future areas of development.

The City’s existing transportation network provides facilities that are oriented towards automobiles. Consequently, the vast majority of residents use private vehicles for both commute and non-commute trips. As such, there is substantial potential to improve the citywide network to address the needs all users traveling to, from, or within the city. This chapter provides recommendations aimed at improving the citywide transportation network, as well as along key corridors and within the Downtown Montebello Specific Plan Area.

A. GUIDING PRINCIPLES

The circulation recommendations were developed under the following guiding principles:

1. Provide safe and convenient multimodal travel options for residents, employees, and visitors through creative reimagining of the City’s transportation facilities.
2. Implement policies and actions to achieve a meaningful shift in travel characteristics from private vehicles to transit and active transportation.
3. Establish citywide mode split and vehicle-miles traveled (VMT) targets to guide investments in infrastructure and programs.
4. Identify circulation plans for each primary mode of travel (e.g., driving, riding transit, bicycling, and walking).
5. Develop approaches to proactively address future transportation infrastructure and changes in mobility options and technologies.
6. Balance the demand for parking for each part of the city through programs and policies to support and encourage taking transit, biking, walking, and other non-vehicular modes.
7. Balance the need for regional and local goods movement for industrial uses with reducing the effects of trucks and heavy vehicles on other modes and local streets.

B. ACTIVE TRANSPORTATION MODES



Improving bicycle and pedestrian facilities and conditions, the City can improve the convenience of these non-motorized modes and encourage a mode shift by people who live in, work in, or visit Montebello. For example, the City has the opportunity to address the lack of bikeways in the city, including the lack of bicycle connections to the Rio Hondo Trail and to bicycle facilities outside the City limits. And while sidewalks and crosswalks are generally provided across Montebello, the City can provide shade and sidewalk buffers along major and secondary arterial roadways to improve the comfort levels of pedestrians. Filling in missing sidewalks and improving crossing facilities can also bridge gaps in the walking network, including in downtown Montebello.

The City's vision for accessibility includes an active transportation strategy for implementing safe and comfortable bicycle and pedestrian networks (see Figure B.10).

The bicycle aspect of the City's active transportation strategy includes two types of bicycling facilities:

- Citywide bicycle facilities are generally located on major and secondary roadways and provide access to major destinations and to adjacent local and regional bicycle facilities.
- Local bicycle facilities are generally located on secondary and collector roadways and provide access between local destinations within the city, often providing connections between citywide facilities.

























Complementing the bicycle facilities, the City's active transportation strategy includes various types of pedestrian improvements to improve the comfort and convenience of walking throughout the city:

- Green street major corridors are major thoroughfares that offer improved amenities such as shading and accessible sidewalks to facilitate walking connections to open space, parks, schools, and other destinations.
- Green street secondary connectors are secondary streets that offer improved accessible, shaded sidewalks and can serve to connect major corridors to local residential streets.
- Within the downtown pedestrian core, the pedestrian environment will include improvements such as widened sidewalks, enhanced crosswalks, and the reduction of vehicle lanes.

By implementing this plan's active transportation strategy for bicyclists and pedestrians, the City can strive to remove existing barriers to nonmotorized transportation and nurture a shift to walking and biking trips.



1. Policies and Actions

- P4.1 Support and promote walking, biking, and other nonvehicular modes as an alternative to driving within Montebello.**
- A4.1a Prepare and adopt an active transportation plan (ATP) with bicycle and pedestrian improvements built upon the San Gabriel Valley Council of Government (SGVCOG) recommendations.   
 - A4.1b Balance the provision of on-street bike lanes and regional bikeways along arterial roads with on-street bike routes/boulevards and local-serving bikeways along residential streets.   
 - A4.1c Coordinate with adjacent jurisdictions to ensure that the City's bikeways are connected and consistent with existing and planned bikeways at the City limits.   
 - A4.1d Facilitate non-motorized connectivity to key destinations in the city through bicycle- and pedestrian-oriented wayfinding signage.   
 - A4.1e Improve access to the Rio Hondo River Trail by opening additional access points and positioning wayfinding between the trail and key destinations in Montebello.   
 - A4.1f Require new development projects to provide adequate bicycle and pedestrian access, plus the provision of safe and secure bicycle parking.   
 - A4.1g Enhance the pedestrian and bicycle experience in the Downtown Montebello Specific Plan area and other key destinations through amenities such as wide sidewalks, low-stress bikeways, landscaping, pedestrian-oriented lighting, high-visibility crosswalks, and other improvements.   
 - A4.1h Establish citywide mode split and VMT targets as a means to reduce traffic congestion, support healthy communities, and improve accessibility by transit-dependent populations.   

 Vision Zero

 Social Equity

 Resilience

C. PUBLIC TRANSIT AND RIDESHARE

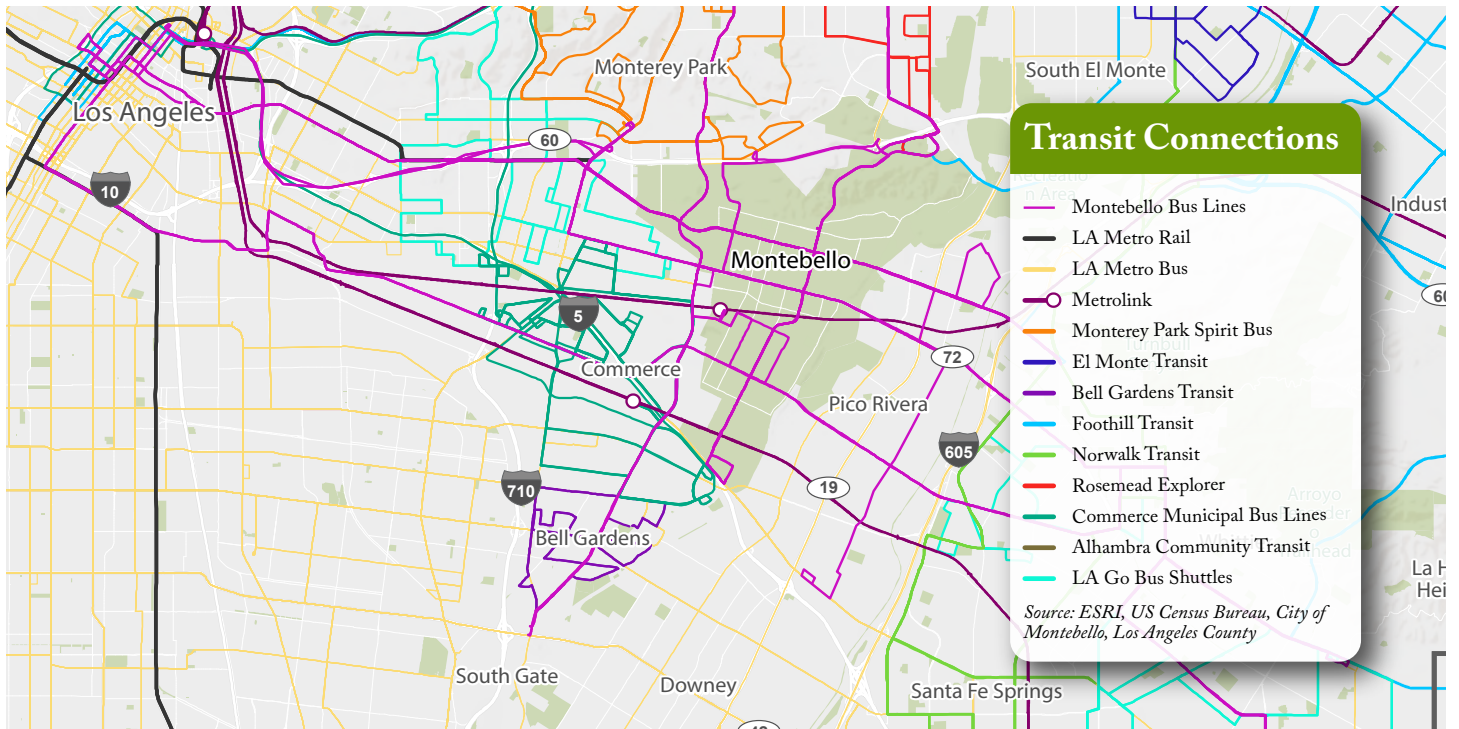


Figure C4.1. Regional transit connections.

Similar to walking and bicycling, the use of public transit and rideshare in the city can be encouraged by services and facilities that reduce barriers to utilizing these modes. For example, while the majority of the city is within walking distance (0.25 miles) of an existing bus stop or train station, access can be improved for primarily residential areas in the northern and eastern portions of the city which are not within walking distance, as shown in Figure C4.1. In addition, changes can be made to improve transit access and comfort for areas that currently are within walking distance of existing transit service. In the near term, the City can install shelters at bus stops outside the downtown area, as well as improve walking and bicycling facilities to and from the Montebello/Commerce Metrolink Station. In the long term, with the planned LA Metro Gold Line station at Greenwood/Washington, attention should be paid to gaps in connectivity between the station and local destinations.

The City can accommodate access to existing and future transit service through three principal categories of measures: improving access to transit stops and service, improving facilities at transit stops, and improving transit service.

Providing transit connectivity for areas that lack access, as well as improving access and comfort for people already within walking distance of transit stops, can be achieved through following strategies listed below, which can be implemented by the City in collaboration with partner agencies:

Improve Access to Transit Stops and Service

- Study options for supplementing local bus service and improving connections to local destinations and rail stations

such as local shuttles, demand responsive services, or micro-transit services.

- Support rideshare and shared mobility by providing sufficient curb space for passenger loading at key destinations.
- Improve access to and from existing and planned transit stations through first/last mile (FLM) techniques.
- Incorporate micromobility (e.g., bike share and scooter share) into transit and active transportation improvements.

Improve Facilities at Transit Stops

- Enhance major bus stops and transfer points through improved bus stop amenities.
- Implement small- and large-scale mobility hubs at key multimodal transfer points.

Improve Transit Service

- Explore bus stop spacing and locations, and work with transit agencies to relocate bus stops when needed to improve user access and transit performance.
- Review and update local bus service to improve access to future rail service and areas of future growth in the city.

The regular application of these strategies by the City will ensure that connectivity between destinations and existing and future transit service is continuously maintained and improved.

1. Policies and Actions

P4.2 Promote the use of public transit through high-quality local and regional transit service and facilities.

- A4.2a Partner with LA Metro to improve regional bus routes that serve Montebello through modifications to headways and hours of operation, adjustments to bus stop locations, and modification of routes to serve new development areas. **VZ SE R**
- A4.2b Coordinate with Montebello Bus Lines (MBL) to improve geographic and temporal bus service coverage throughout the city. **VZ SE R**
- A4.2c Reorient MBL routes or provide new routes to serve the future Gold Line Greenwood Station and new areas of development in the city. **VZ SE R**
- A4.2d Enhance bus stops in the city incorporating high-quality transit stop design and amenities that creating a simple, legible, and pleasant experience at the bus stop. **VZ SE R**
Provision of comfortable shelter and seating can significantly improve perception of wait time and rider satisfaction. Ensure the waiting passengers can be seen from outside by using glass or open design for the back wall. Include lighting in the shelter, or locate shelters in a well-lit area. Signs at bus stop must indicate critical information including the stop name, route number, stop number, direction or destination, and system logo.
- A4.2e Coordinate with Metrolink to enhance the Montebello/Commerce Station's passenger amenities, bus transfer facilities, parking facilities, and other elements to encourage rail ridership in the city. **VZ SE R**
- A4.2f Coordinate land use and transportation planning efforts to develop transit-supportive land uses near existing and future major transit hubs. **VZ SE R**
- A4.2g Partner with LA Metro as Gold Line alignment and planned Greenwood Station alternatives are studied to ensure that the final station siting and configuration (e.g., at grade or above grade) maximizes accessibility and minimizes negative effects on other modes and safety. **VZ SE R**
- A4.2h Improve connectivity within growth neighborhoods, areas of opportunity and for transit-dependent populations to enhance access to local and regional transit services. **VZ SE R**

P4.3 Foster multimodal accessibility between transit services and destinations within the city.

- A4.3a Improve walking and bicycling access to the existing Metrolink Montebello/Commerce Station and the future Gold Line Greenwood Station. **VZ SE R**
The development and implementation of first/last mile (FLM) improvements could include:
- *Widened and improved sidewalks;*
 - *Connected bikeways with safe and secure bicycle parking at key destinations;*
 - *Passenger loading/unloading zones for ridesharing services at key destinations;*
 - *Pedestrian- and bicycle-oriented wayfinding; and,*
 - *Bikeshare and scootershare stations at key destinations.*
- A4.3b Explore the feasibility of establishing a microtransit or fixed-route shuttle service to provide convenient access between the future Gold Line Greenwood Station and key local destinations such as the Downtown Montebello Specific Plan area, City Hall, and the Beverly Boulevard corridor. **VZ SE R**
- A4.3c Create small-scale mobility hubs at key multimodal transfer points. **VZ SE R**
Mobility Hubs can serve as focal points for local micromobility and wayfinding networks, with amenities such as: transit and bike route information; bike repair stations; shade; and pedestrian-scaled lighting and wayfinding.
- A4.3d Implement larger-scale mobility hubs along Montebello Boulevard and Greenwood Avenue to facilitate multimodal access to/from the future Gold Line Station. **VZ SE R**

VZ Vision Zero

SE Social Equity

R Resilience

D. PARKING RESOURCES

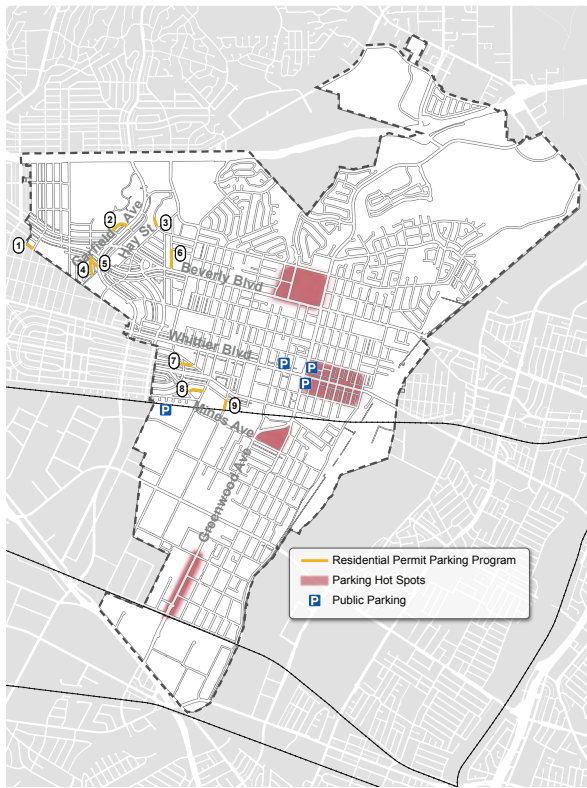


Figure C4.2. Parking Strategies.

Location	Strategies
Downtown Montebello Specific Plan Area	<ul style="list-style-type: none"> Residential Permit Parking Program Flexible Parking Standards
Greenwood Station Area	<ul style="list-style-type: none"> Shared Parking Parking In-Lieu Fees New Multiuse Parking Facilities
Montebello/Greenwood Corridor	<ul style="list-style-type: none"> Flexible Parking Standards
Beverly Corridor	<ul style="list-style-type: none"> Flexible Parking Standards Shared Parking
Whittier Corridor	<ul style="list-style-type: none"> Flexible Parking Standards Shared Parking

Table C4.1. Parking Strategies.













The City’s management of its on-street and off-street parking supply plays a critical role in the overall transportation network and the mode choices made by residents, workers, and visitors. The availability and nature of the parking supply can affect whether people choose whether to drive or to walk, bicycle, take public transit, or take rideshare to a destination in the city. In addition, the traffic patterns exhibited by drivers looking for parking (especially if parking is limited) can negatively affect the safety and comfort of local walking and biking facilities, discouraging their use. Therefore, by optimally managing parking at key destinations, the City can balance the demands of parking with the need to foster safe and comfortable nonmotorized conditions. Currently, while the City provides parking throughout the city and at key destination, there is often an imbalance between supply and demand at key locations and during periods of peak demand.

While the City currently maintains a residential permit parking program in areas impacted by commercial parking demand spillover, additional measures can be taken in certain parts of the City to update supply and/or management. In order to effectively address future parking supply and management of existing and future parking demand, the strategies listed below can be implemented at key locations in the city:

- Residential Permit Parking Program (RPPP): Continue the City’s current program, focusing on residential streets that can be affected by spillover commuter or retail parking. This can help reduce the negative effects of new commercial development on residential neighborhoods.
- Shared Parking (SP): Encourage public and private off-street parking areas to serve multiple land uses or development sites. This can help maximize the efficiency of parking resources, especially those that serve uses with peak parking demand occurring at different times.
- Parking In-Lieu Fees (PIF): Allow new development to offset costs of the provision of required on-site parking with payments to the City. By using these funds to construct new parking facilities or develop and implement parking management program, the City can decrease the number of individual, disconnected parking facilities and improve the urban form.
- Flexible Parking Standards (FPS): Allow for flexibility of parking provided by new developments based on factors such as on-site TDM, vicinity to high-quality transit, adjacency to bicycle facilities, availability of other parking supply, and other factors. This can help improve the urban form and increase walkability.
- New Multiuse Parking Supply: Establish new off-street parking facilities to facilitate dense mixed-use development. This measure is especially applicable to downtown Montebello and the area surrounding the planned Gold Line Greenwood Station.
- Public Parking Fees (PPF): Balance short-term and long-term parking demand at key locations by modifying parking fees and time limits at key on-street parking locations, such as downtown Montebello and near the planned Gold Line Greenwood Station.

Key corridors and areas for implementing these parking strategies are illustrated in Figure C4.2 and detailed in Table C4.1.

1. Policies and Actions

- P4.4** Manage parking and develop curbside regulations to balance the needs for parking, passenger loading, and commercial loading while avoiding negative effects to the walking, biking, and transit experience.
- A4.4a Update the City's curb regulations to balance the needs for on-street parking, rideshare-based passenger loading, e-commerce deliveries, and other modes in areas with high demand.   
- A4.4b Develop a parking management plan and/or district surrounding the future Gold Line Greenwood Station to reduce spillover parking onto residential streets and secondary negative effects on walking and bicycling.   
- A4.4c Establish parking management plans for the Downtown Montebello Specific Plan area and along key corridors such as Beverly Boulevard, Whittier Boulevard and Montebello Boulevard/Greenwood Avenue to balance the parking needs of diverse land uses and the circulation needs of people walking, bicycling, and taking transit.   
- A4.4d Update the City's parking code to allow shared parking arrangements, flexible parking standards and parking in-lieu fees in mixed-use areas and/or in proximity of high-quality transit.   

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E. MULTIMODAL COMPLETE STREETS

While the City maintains a roadway classification map that defines roadways in the city in terms of how they accommodate vehicular traffic, it should also develop a parallel network of designated complete streets to define how streets can accommodate multiple modes, as opposed to purely vehicular throughput. The complete streets network would consist of streets that serve multiple modes, whether automobile, buses, bicycles, pedestrians, or trucks, where the City must balance multiple needs and priorities to ensure that all modes are accommodated in the city, thus facilitating a shift toward non-vehicular modes.

The City's complete streets network is proposed to consist of the following two categories:

1. **Multimodal Boulevards:** These are key corridors for connecting multiple modes within and through the city, providing access to both local and regional destinations. Along multimodal boulevards, the City's designs and strategies must balance vehicles, parking, goods movement, public transit, bicycles, and pedestrians.
2. **Multimodal Connectors:** These are multimodal roads that bridge gaps between local streets and corridors. Along multimodal connectors, the City has designated at least two modes which must be balanced through complete streets design.



1. Multimodal Boulevards

Implementing the network of complete streets that serves users of all ages and abilities requires a reimagining of how streets space and rights-of-way can be utilized to provide facilities beyond vehicular lanes. The example cross sections exhibited below illustrate how this could be implemented at several locations in Montebello where multimodal facilities would be beneficial to

enhancing access and travel options for nearby uses. Note, these example cross sections serve to illustrate concepts – additional study and design would be necessary to construct these or other improvements along the corridors.

Montebello Boulevard/Greenwood Avenue: Montebello Boulevard and Greenwood Avenue form a key north/south corridor through the city, and provides connections to retail destinations and the future Gold Line Greenwood Station. This is a key multimodal boulevard where the City can balance multiple modes with facilities such as shading, accessible sidewalks, bus stops and amenities, and bikeways connecting to regional destinations. Flexible parking standards along the corridor can also help manage demand and balance the needs of multiple modes.

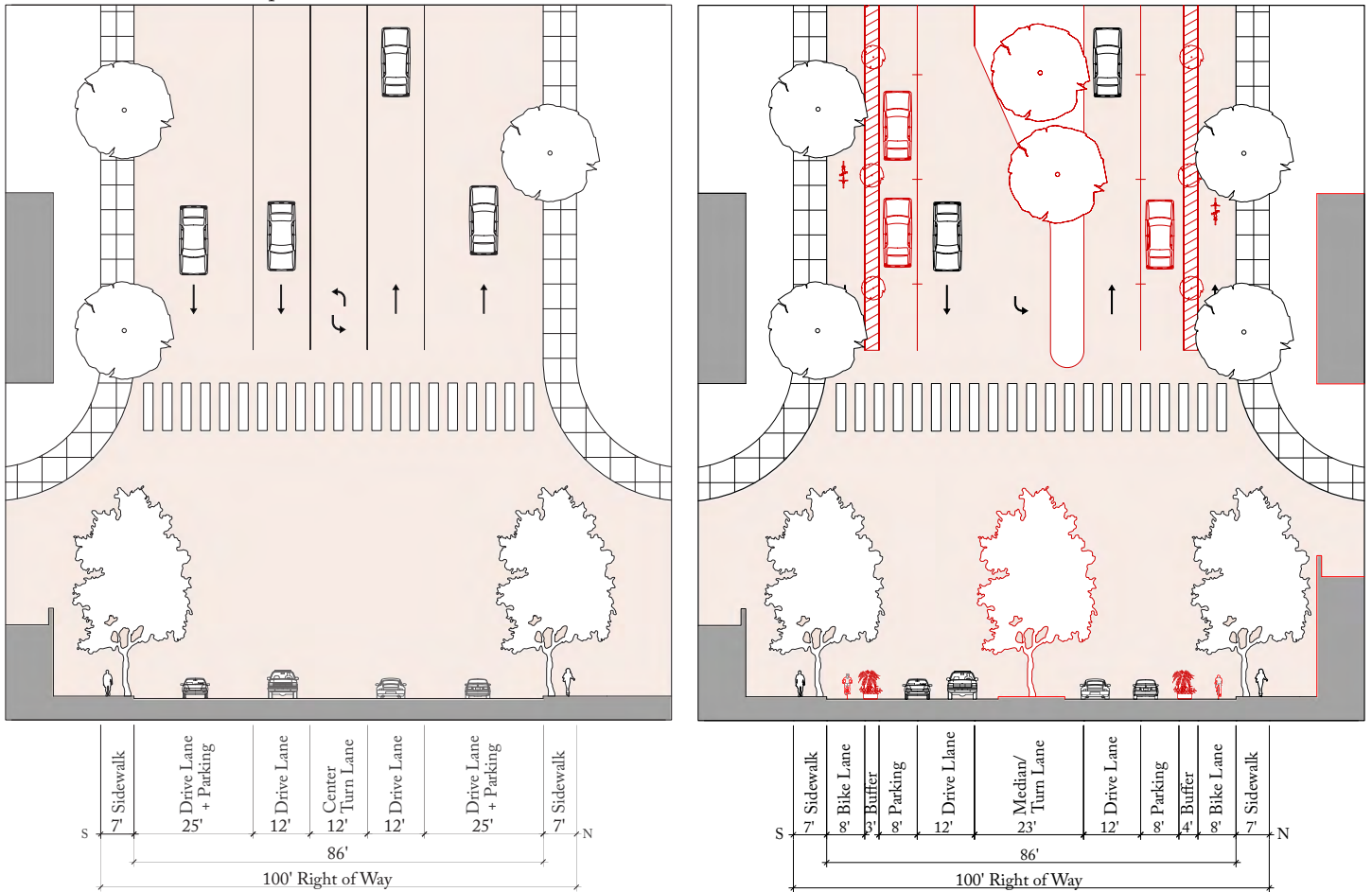


Figure C4.3. Greenwood Avenue at Washington Boulevard

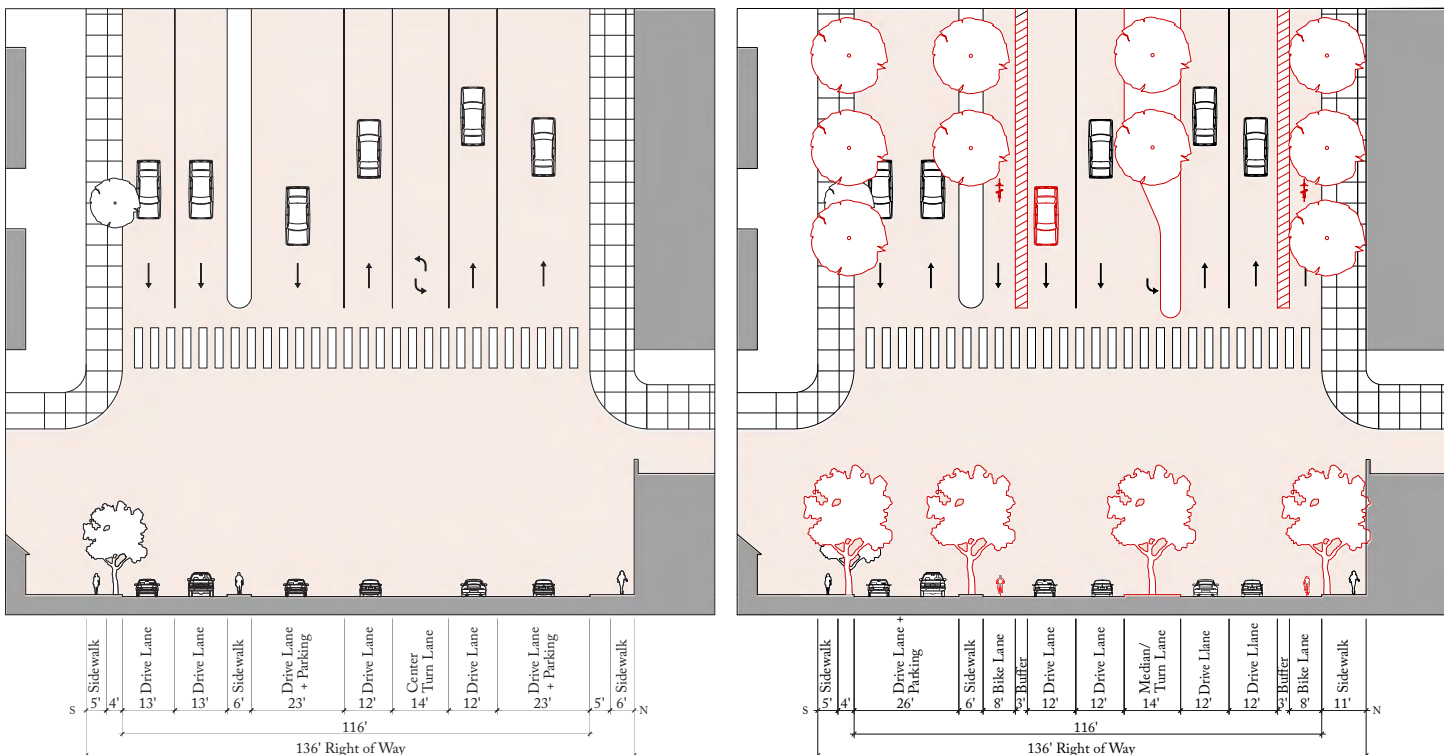


Figure C4.4. Montebello Boulevard between Beverly Boulevard and Cleveland Avenue

Whittier Boulevard: Whittier Boulevard is a key east/west corridor and includes the downtown area. Along the corridor, the City can balance users' needs through improvements such as shaded and accessible sidewalks, comfortable bus stops and other transit improvements, and bikeway connecting to both local and regional destinations. Parking measures such as shared parking and flexible standards are also recommended. Within the downtown area, additional focused pedestrian and parking measures can help improve safety and comfort for visitors of all ages and abilities.

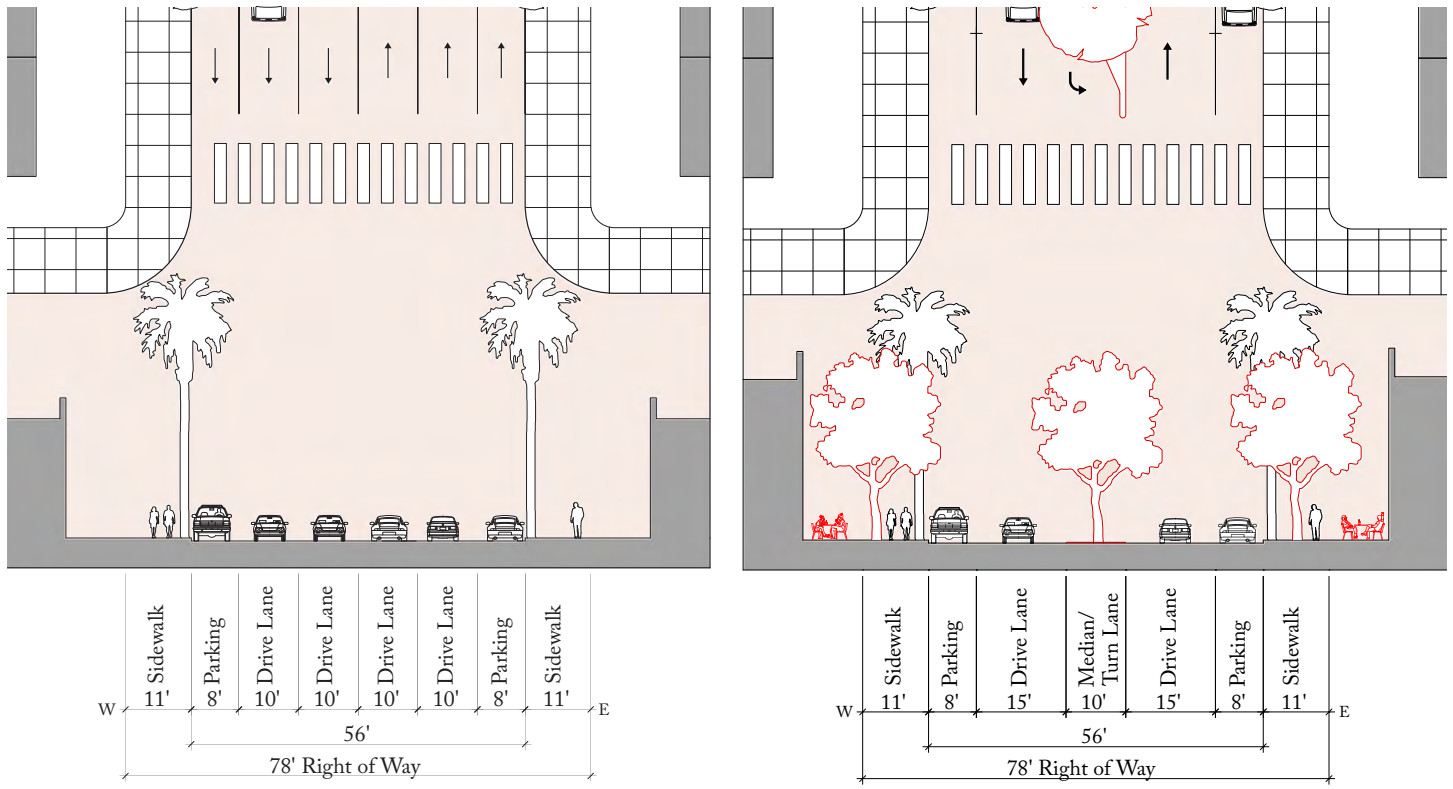


Figure C4.5. Whittier Boulevard -- Montebello Boulevard to Bluff Road

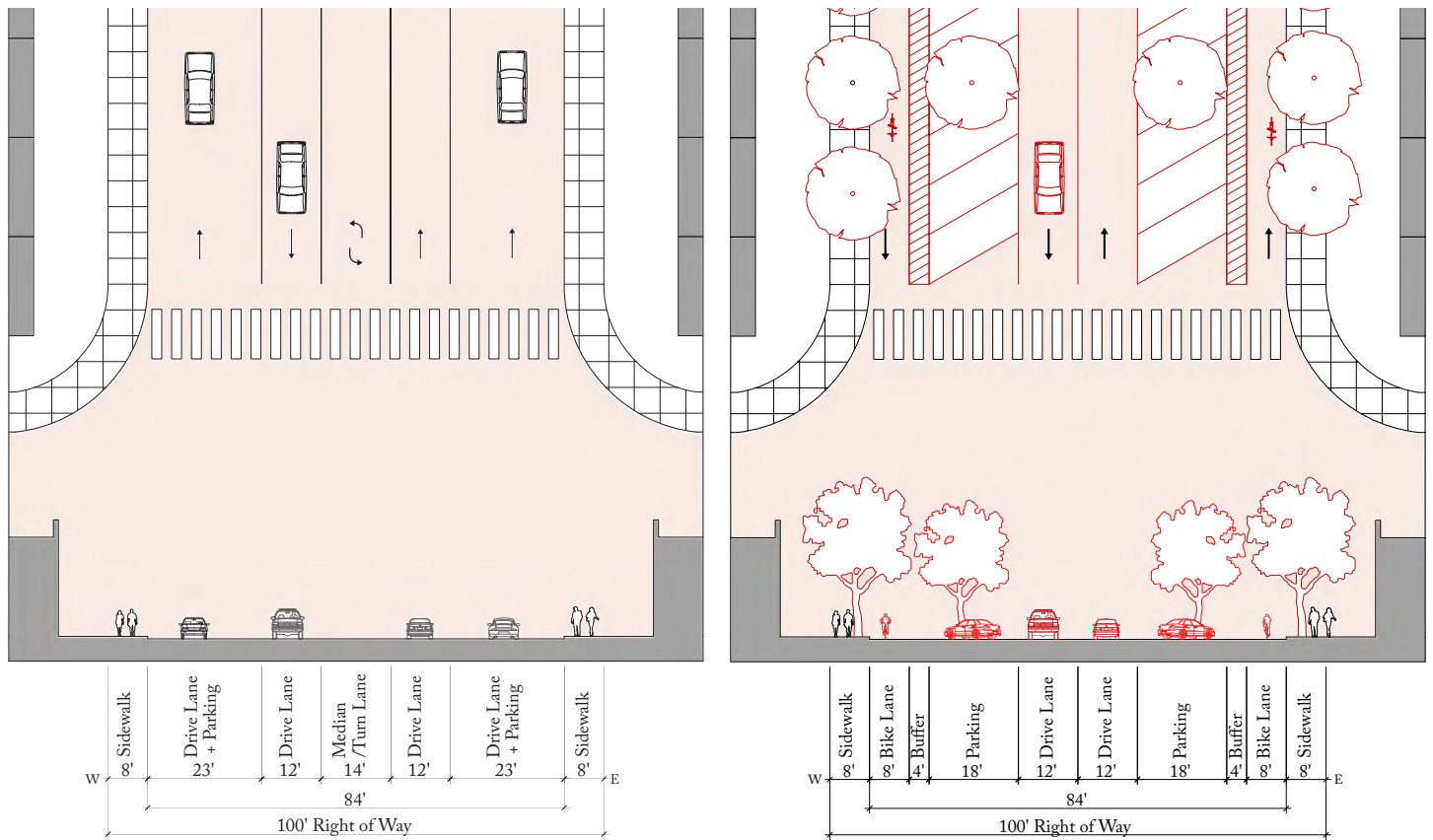


Figure C4.6. Whittier Boulevard -- Garfield Avenue to Montebello Boulevard

Washington Boulevard: Washington Boulevard is an east/west multimodal boulevard which will play a key road in local and regional connectivity with the planned Gold Line extension and Greenwood Station. To accommodate existing and future multimodal needs, the City should implement improvements such as shaded and accessible sidewalks, bikeways connecting to local destinations, bus stop amenities, and first/last mile transit access improvements. Within the station area, focused parking measures can balance the parking and active transportation needs of the station area and surrounding neighborhoods.

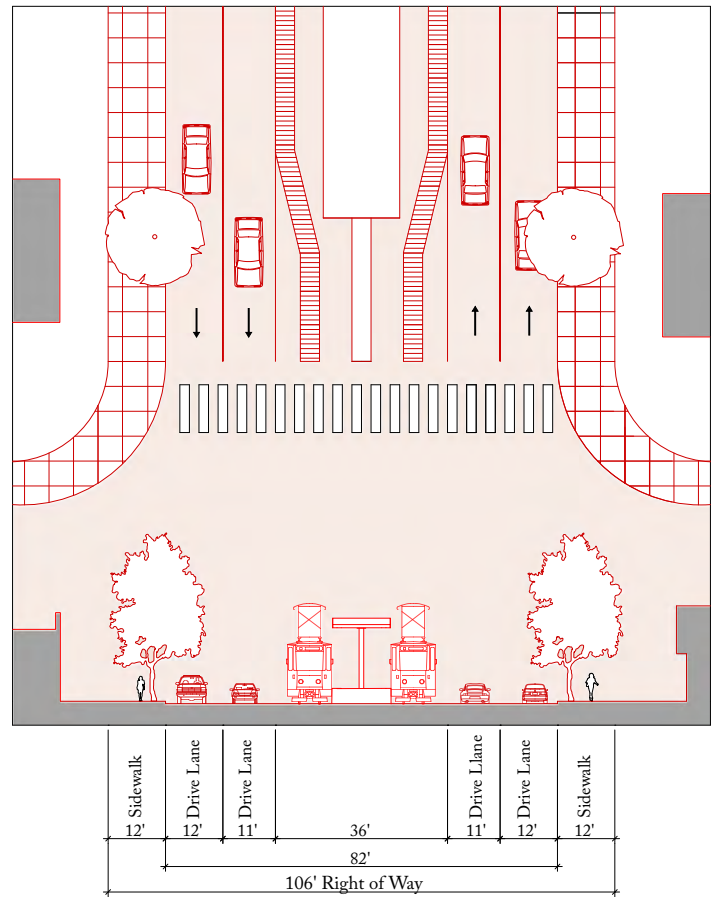
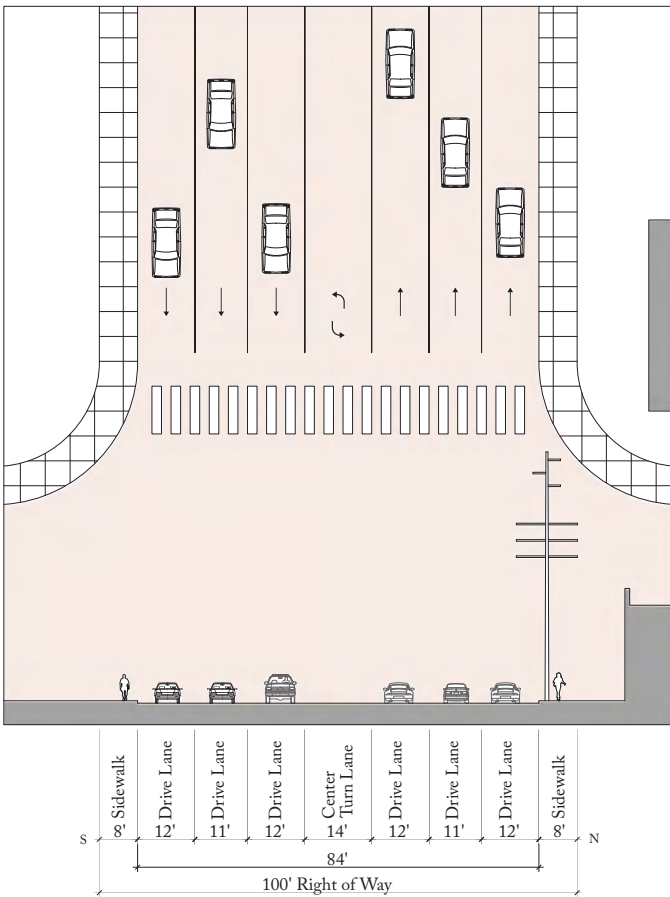


Figure C4.7. Washington Boulevard

Beverly Boulevard: Beverly Boulevard is a key east/west corridor providing connectivity to retail and regional active transportation facilities. As a key multimodal boulevard, vehicular and non-vehicular modes can be accommodated with measures such as shaded accessible sidewalks, bus stops and amenities, and bikeways connecting to regional destinations. Parking measures such as shared parking and flexible standards are also recommended.

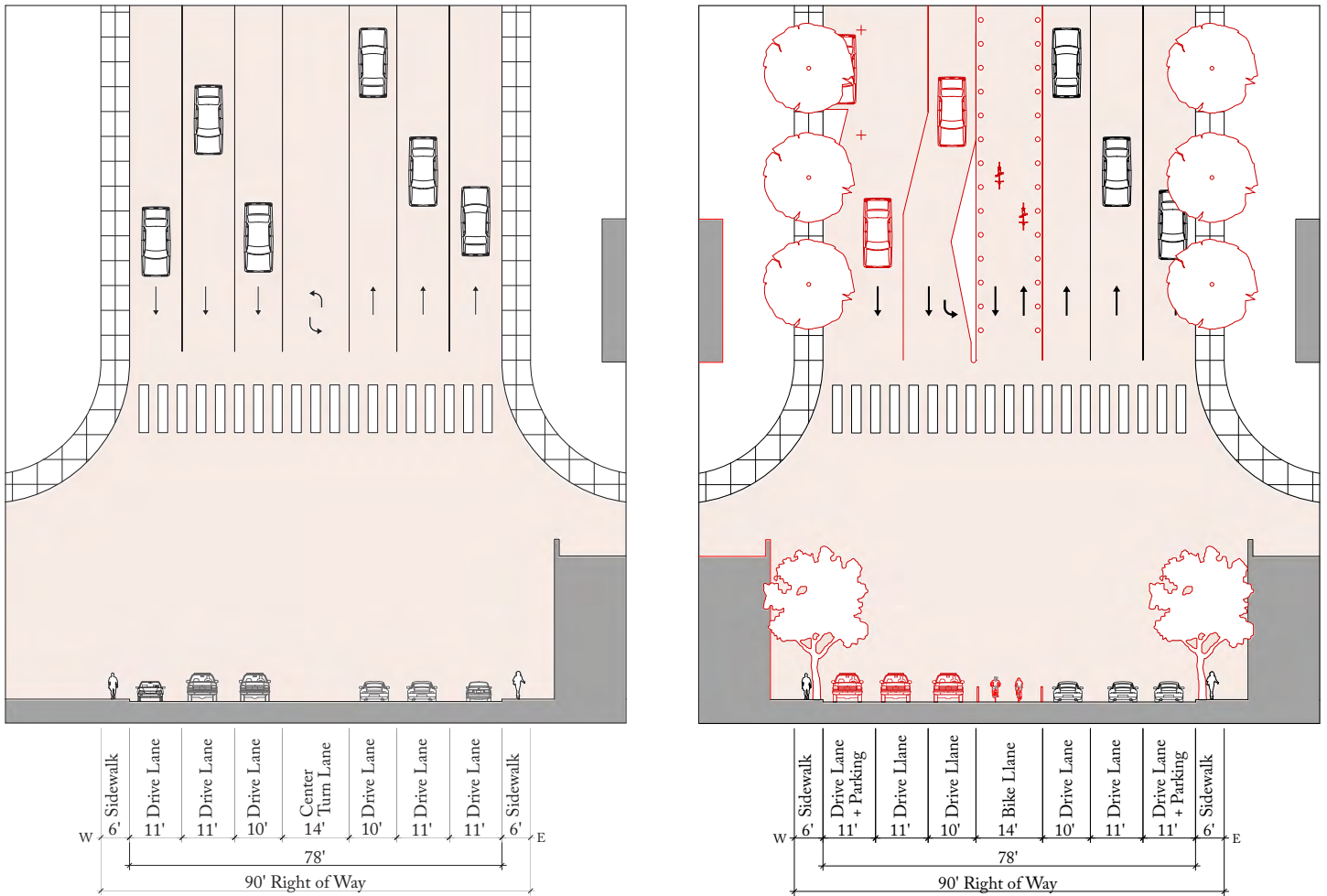


Figure C4.8. Beverly Boulevard at Wilcox Avenue

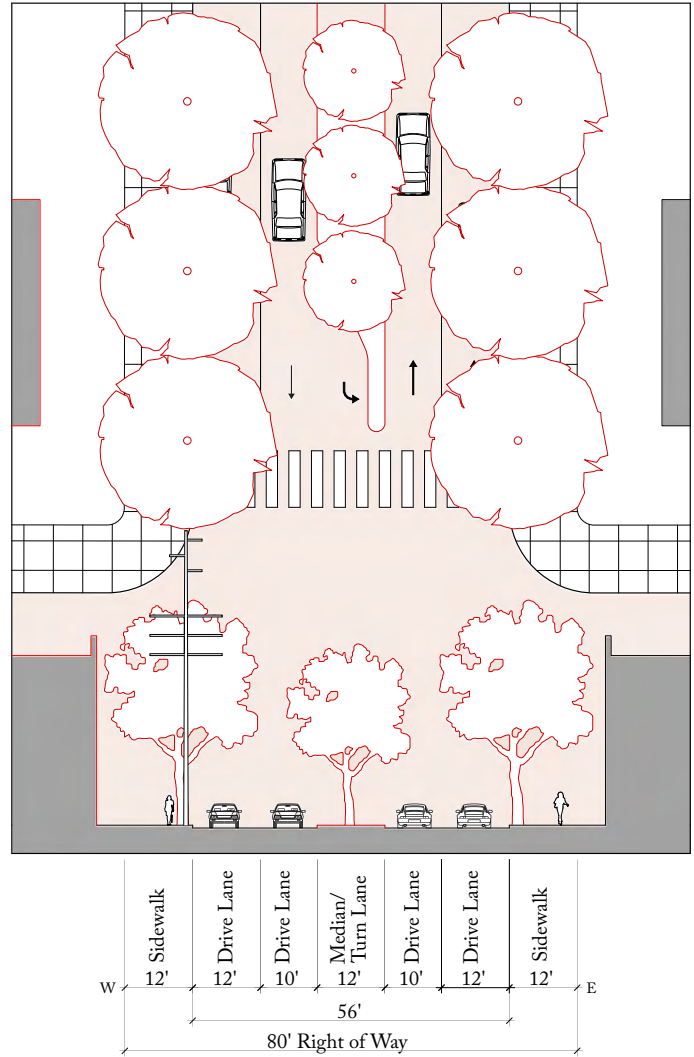
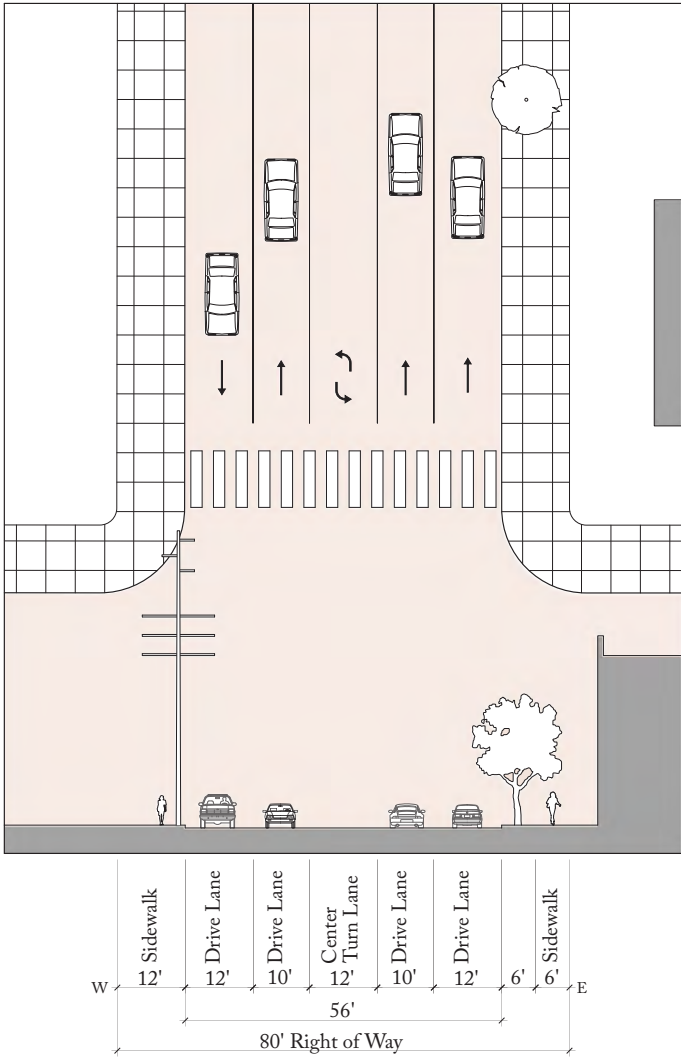


Figure C4.9. Beverly Boulevard at Montebello Boulevard

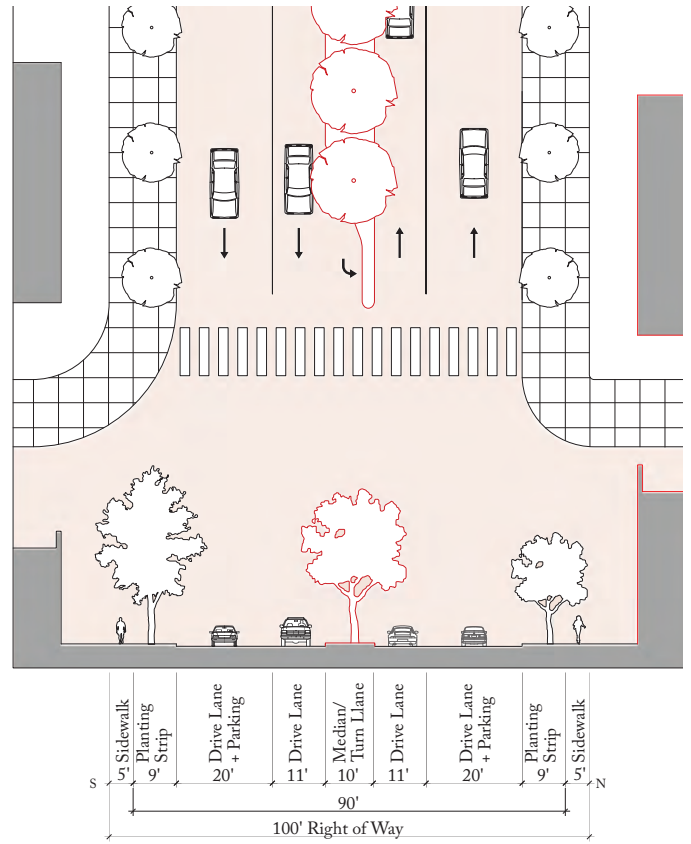
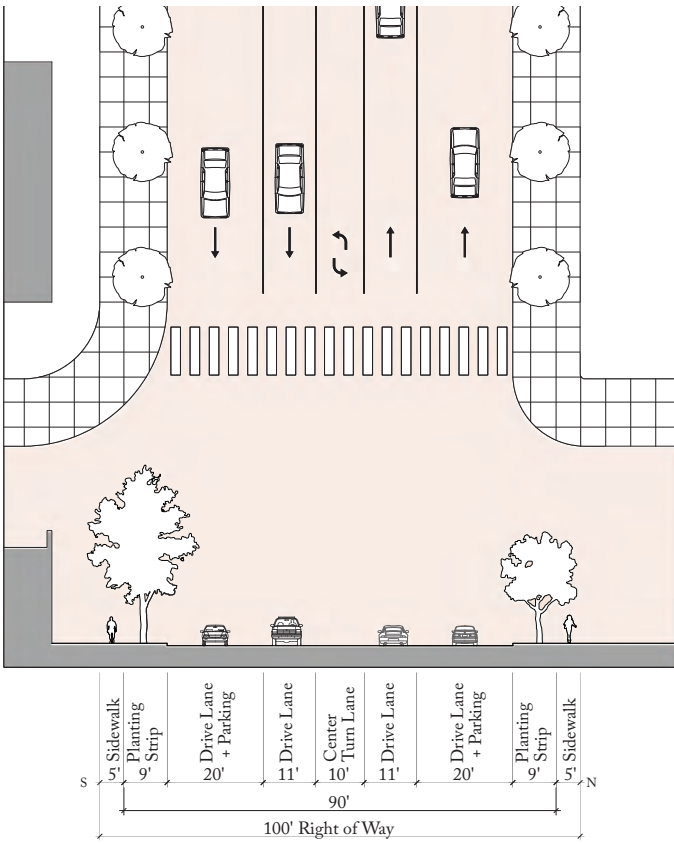


Figure C4.10. Garfield Avenue -- North of Whittier Boulevard

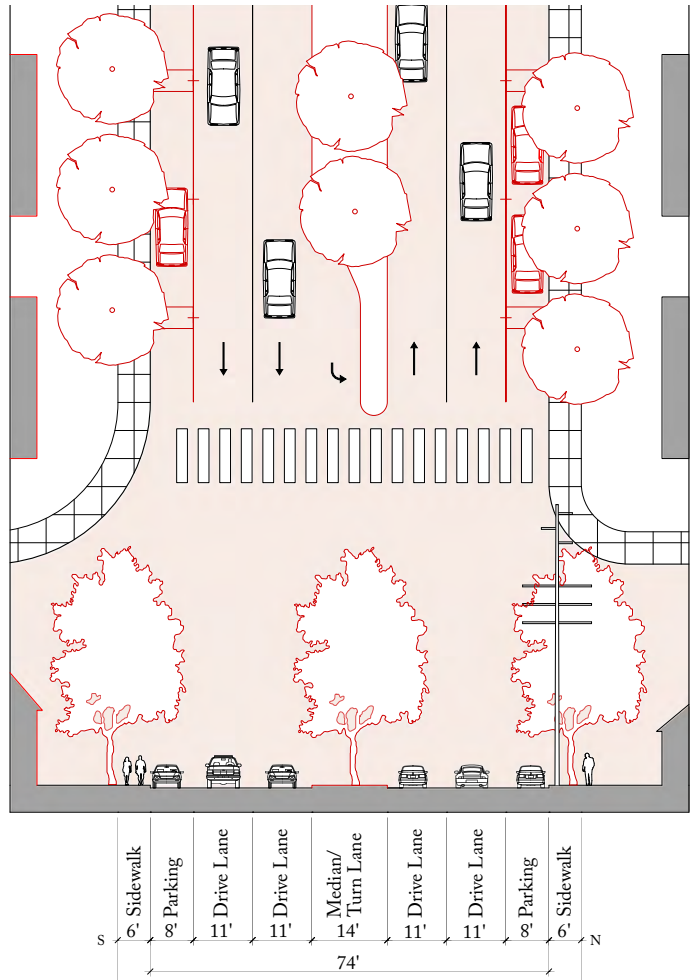
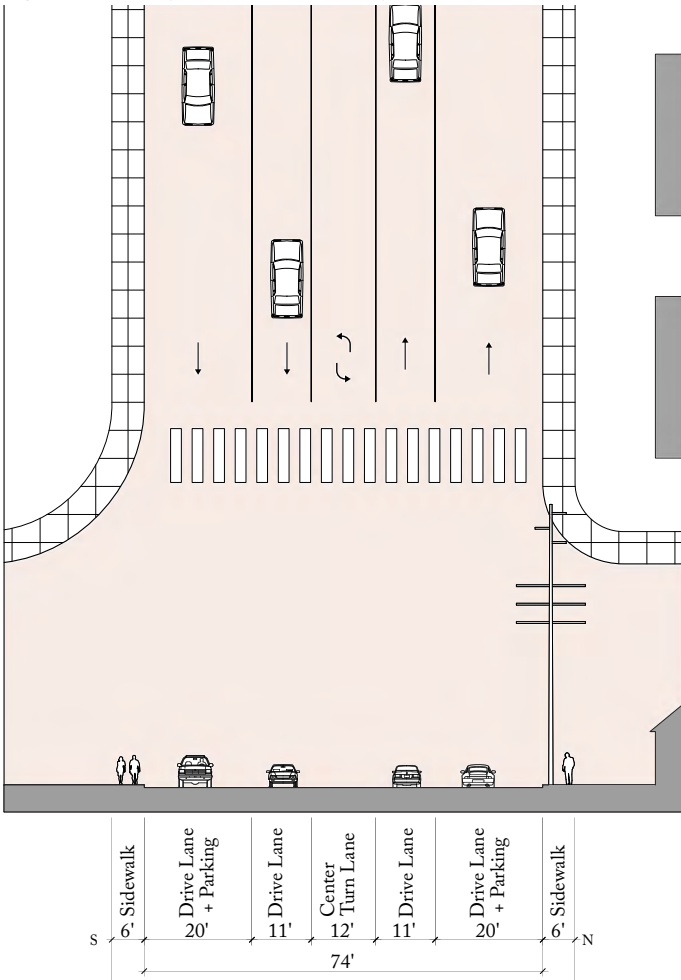


Figure C4.11. Greenwood Avenue -- South of Washington Boulevard
130 Montebello **General Plan**

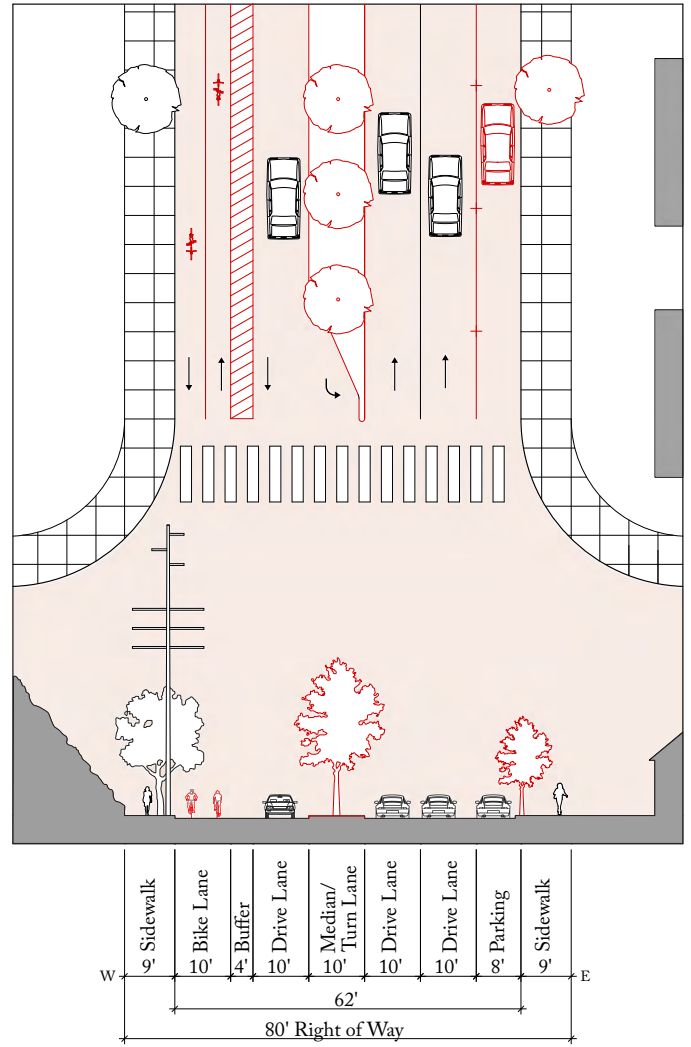
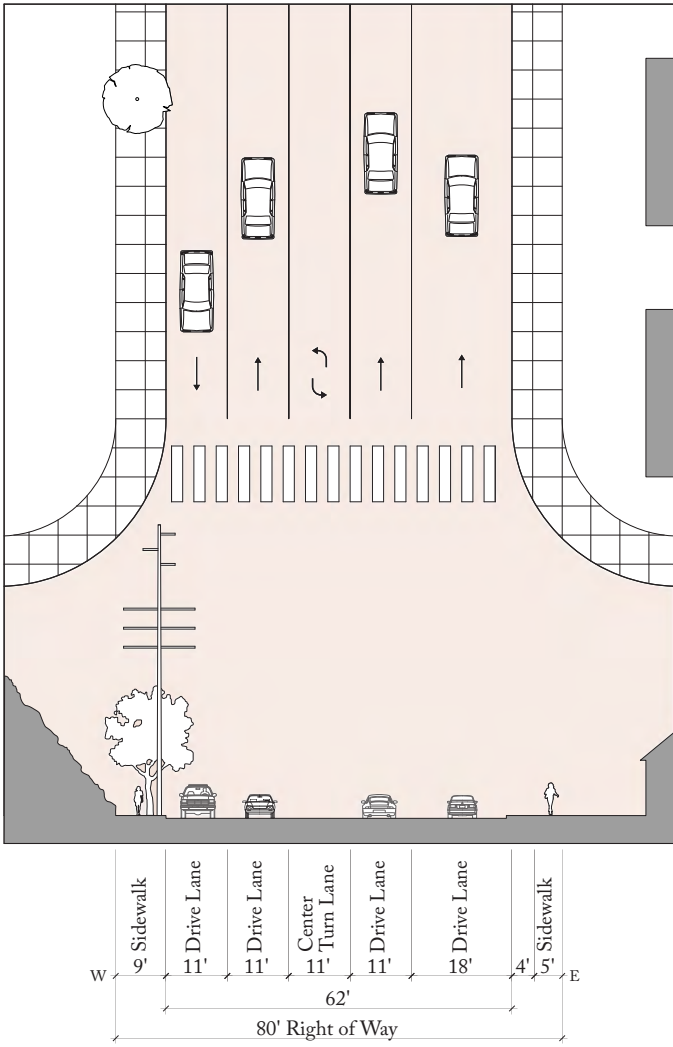


Figure C4.12. Lincoln Avenue

2. Roadway Classifications

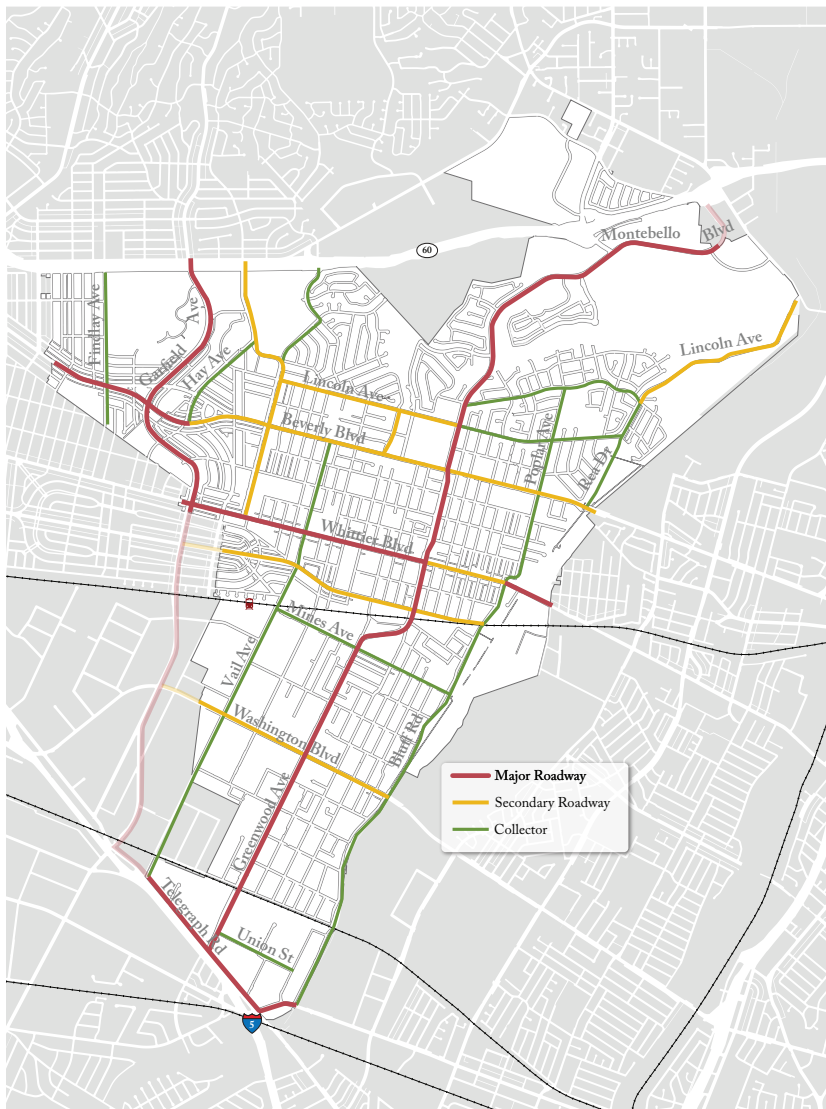


Figure C4.13. Roadway Classifications

Achieving a complete streets network of multimodal facilities necessitates appropriately classifying roadways in the city.

The proposed updated citywide functional classifications are shown in Figure C4.13. The updated map maintains the functional classifications in the previous General Plan, but the following roadways have been reclassified to better complement their surrounding land use context and provide the street space to better serve future bicyclists, pedestrians, and transit users.

- Washington Boulevard: Along the anticipated Gold Line extension alignment, reclassify from Major Roadway to Secondary Roadway.
- Mines Avenue: Reclassify from Major Roadway to Collector.
- Olympic Boulevard (west of Montebello Boulevard): Reclassify from Major Roadway and Collector to Secondary Roadway.
- Whittier Boulevard (Montebello Boulevard to 1st Street): Within downtown Montebello, reclassify from Major Roadway to Secondary Roadway.
- Beverly Boulevard (east of Hay Street): Reclassify from Major Roadway to Secondary Roadway.

It should be noted the standard width for Collector roadways is proposed to be updated from generally 60 to 70 feet wide to generally 70 feet wide or less.

3. Goods Movement Network

Providing safe and convenient multimodal travel options through a network of Complete Streets requires balancing the needs of local and regional goods movement with the effects on other roadway users. The City currently has a designated network of local truck routes to accommodate goods movement between local industrial uses, freeways, and other freight facilities; this local truck route network should regularly be reviewed and updated to accommodate existing and future multimodal transportation needs and complement the local built environment. The proposed updated local truck route network is shown in Figure C4.14 and changes from the current network are reflected in the figure and detailed below.

- Remove Whittier Boulevard east of Montebello Boulevard from the local truck route network to reflect area's vision as a place to walk and bike to retail and dining destinations. In order to accommodate east-west freight movement, designate Montebello Boulevard between Whittier Boulevard and Beverly Boulevard as part of the local truck route network so that heavy trucks can connect to Beverly Boulevard from Whittier Boulevard. This would require coordination with the City of Pico Riviera to ensure that vehicles traveling along Whittier Boulevard from the east use Paramount Boulevard to continue along Beverly Boulevard.
- Keep Washington Boulevard as part of the local truck route network. However, the City should monitor evolving land use and transportation conditions along Washington Boulevard resulting from the planned Gold Line extension. Should it be required to improve bicycle and pedestrian accessibility around the proposed light rail station near Washington Boulevard/Greenwood Avenue, or should capacity of the roadway be affected by the configuration of the rail line, the City should revisit Washington Boulevard's designation and consider other options for east-west freight movement in that area.

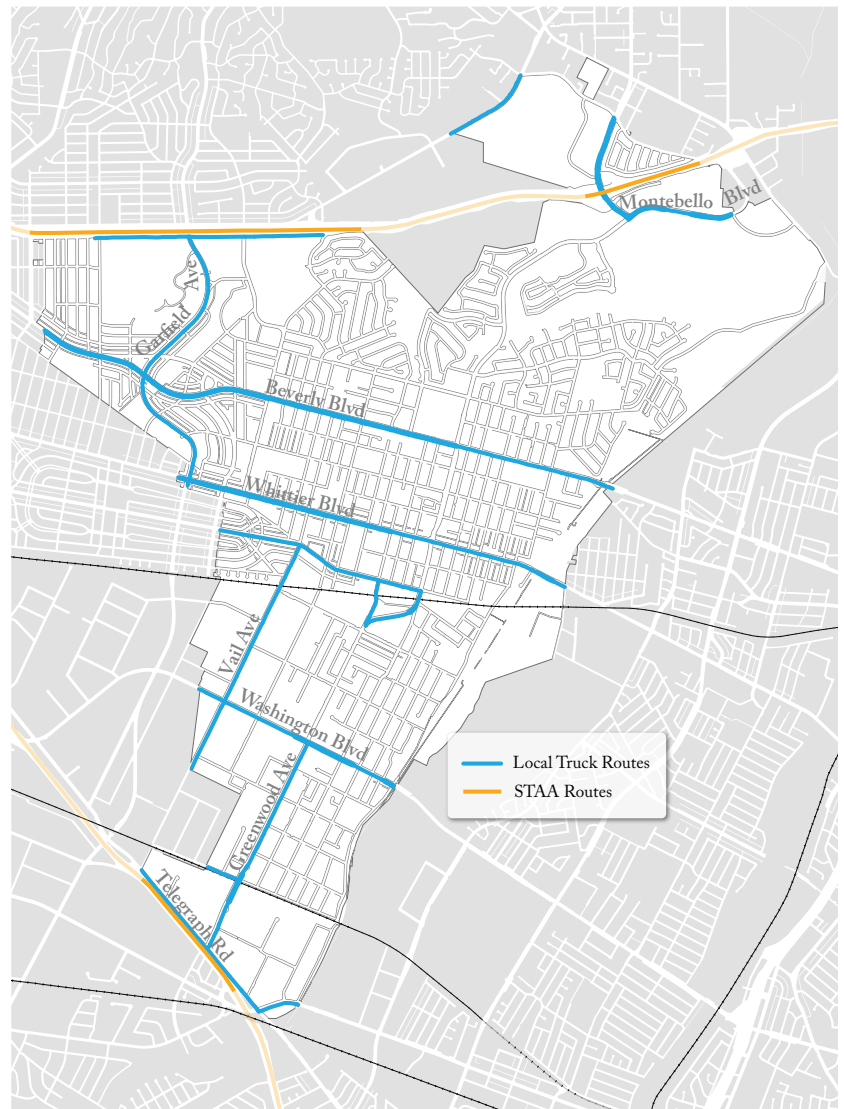


Figure C4.14. Local Truck Route Network

4. Policies and Actions

- P4.5 Provide a network of complete streets that are safe and accessible for all transportation modes and users, including those with impaired mobility, with a system of multimodal and context-appropriate roadways that support a shift to alternative travel modes and a reduction in VMT.**
- A4.5a Develop and formally adopt a citywide Complete Streets Ordinance. **VZ SE R**
- A4.5b Utilize a Complete Streets approach that acknowledges all users when improving existing transportation facilities or designing new transportation facilities in the city. **VZ SE R**
- A4.5c Adopt and implement updated roadway classifications that reflect the various multimodal needs and land use contexts in different areas of the city including the downtown area. **VZ SE R**
- A4.5d Consider the implementation of two-way center turn lanes and raised medians along currently undivided roadways to improve traffic flow, safety, and crossing distances. **VZ SE R**
- A4.5e Implement active transportation improvements when roadways are undergoing rehabilitation, resurfacing, or other modifications. **VZ SE R**
- Examples of active transportation improvements include high visibility crosswalks and bike lanes.*
- A4.5f Incorporate regional and national design guidance from LA Metro and NACTO, and other best practice guidebooks into local roadway design standards. **VZ SE R**
- A4.5g Ensure that roadway designs safely accommodate goods movement in the City's industrial areas. **VZ SE R**
- A4.5h Develop a citywide roadway network that ensures funds and improvements are distributed equitably among the City's different neighborhoods. **VZ SE R**
- A4.5i Regularly review and update the local truck route network to accommodate existing and future multimodal transportation needs and complement the local built environment. **VZ SE R**
- P4.6 Balance local and regional vehicular throughput needs, as well as their effects on other modes of travel.**
- A4.6a Require new development projects to assess effects on local traffic operations as part of non-CEQA analysis. **VZ SE R**
- A4.6b Partner with Caltrans and LA Metro on regional highway planning to reduce congestion on local roadway facilities. **SE R**
- A4.6c Partner with Caltrans to ensure that freeway ramp intersection signal timing plans complement signal timing at City-operated traffic signals. **VZ R**
- A4.6d As appropriate, establish flexible vehicular operational standards along facilities that serve mixed-uses and are key to bicycle and pedestrian connectivity, such as within the Downtown Montebello Specific Plan area. **VZ SE R**
- A4.6e Monitor residential streets and implement traffic calming as needed to discourage cut-through traffic, developing strategies in conjunction with the neighborhood at large. **VZ SE R**
- A4.6f Reclassify roadways under the City's functional classification so that they better complement their surrounding land use context and provide the street space to better serve future bicyclists, pedestrians, and transit users. **VZ SE R**

VZ Vision Zero

SE Social Equity

R Resilience

- P4.7 Prioritize the safety of all modes and users when designing and developing the citywide transportation network.**
- A4.7a Enhance safety at current rail at-grade crossings, including those for Metrolink and the future Gold Line alignment, through improve signage, striping, and signage to increase visibility for all roadway users. VZ SE R
 - A4.7b Explore opportunities to provide grade-separated bicycle and pedestrian crossings at locations where railroad tracks serve as a barrier to direct walking and bicycling connectivity, such as residential streets cut off by railroad tracks. VZ SE R
 - A4.7c Regularly review multimodal crash statistics along key corridors and at major intersections to inform roadway safety improvements. VZ SE R
 - A4.7d As the future Gold Line routing and station plans are finalized, work with LA Metro to ensure safe pedestrian access, minimize disruptions to local circulation, and conflicts with other modes. VZ SE R
 - A4.7e Encourage Caltrans to provide safe pedestrian crossings and other facilities at freeway ramps. VZ SE R
 - A4.7f Require new developments to prepare emergency evacuation plans as appropriate. VZ R
 - A4.7g Ensure that the City’s citywide circulation network maintains emergency response access, including along key north-south and east-west corridors. VZ SE R
 - A4.5h Monitor and implement improvements as needed for safe walking and bicycling access to schools. VZ SE R
 - A4.5i Utilize educational strategies to improve awareness of safe walking, biking, and driving habits. VZ SE R
- P4.8 Ensure the City’s transportation network and planning efforts incorporate new transportation technologies while also preparing for the needs of potential future technologies and modes.**
- A4.8a Incorporate micromobility services such as bicycle- and scooter-share into first/last mile improvements. VZ SE R
 - A4.8b Explore the feasibility of implementing microtransit service between Metrolink, the future Gold Line Greenwood Station, and key destinations and attractors in the city. VZ SE R
 - A4.8c Incorporate shared mobility services passenger loading and ecommerce-based commercial loading into curb space planning in high-demand areas such as the Downtown Montebello Specific Plan area. VZ SE R
 - A4.8d Design future parking structures in a flexible manner that allows conversion to other uses in the future. R
 - A4.8e Monitor and evaluate the development of new mobility technologies. R
- Evaluate and monitor new technologies such as connected and autonomous vehicles, what is needed to accommodate them, effects on travel and/or parking demand, and the potential effects on all modes of travel.*
- VZ Vision Zero SE Social Equity R Resilience



5 Our Healthy Community

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

For determining health of a person, their zip code is more important than their genetic code. Where people live profoundly affects their health putting residents at a severe disadvantage in achieving their full health potential.

Majority of our time, effort, resources, and attention is spend in counseling, education, and clinical intervention at an individual level when the causes of our health issues is determined outside the four walls of hospital & doctor's offices. More effective health outcomes can be achieved with broader population level interventions that improve factors such as income, financial stability, education, food access, and housing stability. The built environment shapes daily experiences and can impact a person's physical, mental, and social well-being. The built environment is the layout and design of a community's buildings, streets, sidewalks, and infrastructure and includes the spaces and places where people live, learn, work, play, and recreate.

The General Plan integrates health and equity considerations to create a framework for:

- Aligning health equity policies across city departments and health agencies; and
- Incorporating equity in civic engagement and community investment.

Residents must have equitable distribution of opportunities and resources for optimal health and well being. Health inequities arise mostly from the inequitable distribution of resources and opportunities that people need to be healthy. Montebello will act affirmatively to reduce these health inequities through strategic public space investments that promote physical activity and create incentives for healthy food retail. The City will discourage tobacco and excessive alcohol use. In collaboration with the private sector, the City will create safe spaces that reduce violence and unintended injuries, and support efforts to eliminate local sources of pollution. The Housing Element Programs will expand access to safe and affordable housing, increase employment and training opportunities, and reduce exposures to environmental hazards. Working together, Montebello will foster a culture of health by promoting civic engagement and offering community programs that support healthy lifestyles and reduce social isolation, which is a major contributor to ill health.

A. GUIDING PRINCIPLES

1. **Prioritize Prevention:** Focus on preventive health. Chronic diseases are often preventable and associated with unhealthy and risky behaviors that are shaped by the built environment in which we live, work, learn, and play.
2. **Collaborate for Multiple Benefits:** Healthy choices require healthily systems. Health is intrinsically linked to the economy, transportation, environment, and social policy areas. Montebello will strategically partner to carry out projects that benefit more than one end (achieve co-benefits) and create efficiencies across agencies (find win-wins) which is essential for securing support from partners, reducing redundancies, and ensuring more effective use of limited public resources.
3. **Healthy Choices:** Systems shape choices. If we design systems differently we can make the healthy choice the easy choice for all people. We can make it easier for people to adopt healthy behaviors, healthy choices, and prevent the onset of costly chronic diseases. Health will be omnipresent and universal—in our homes, schools, and workplaces.
4. **Equity:** Given the strong ties between inequity and poor health, a strategic focus of health policies, programs, and processes is targeted towards communities at greatest risk, and those that require the greatest support.

B. MONTEBELLO HEALTH

1. Health Profile

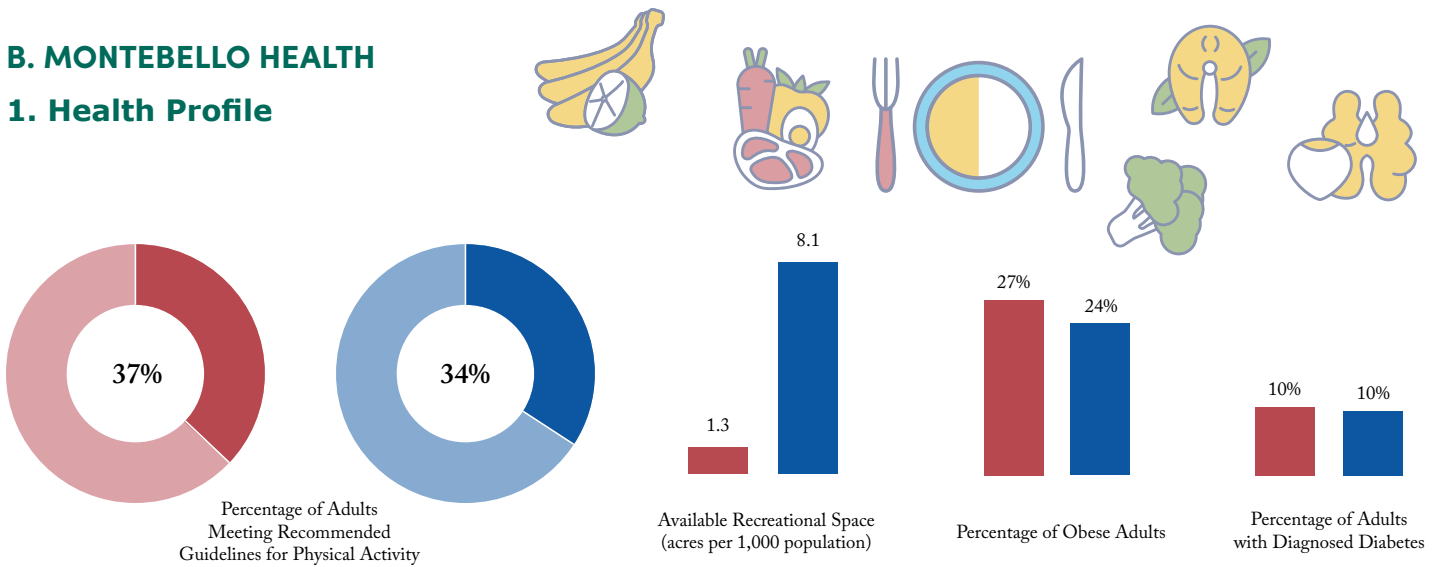


Figure C5.1. Physical activity, access to open space, obesity, and diabetes. Source: LA County Health Profile of Montebello.



Almost two-thirds (63%) of Montebello residents not getting enough exercise and over half (56%) the residents lack access to sources of healthy food. Lack of physical activity and poor diet are the leading cause to the current obesity epidemic and are major risk factors for heart disease, diabetes, cancer, and many other chronic health conditions.

are hugely reliant on the physical design of the City. It is difficult to be active if the city lacks safe, walkable and bikeable streets and open spaces for recreation across the entire City.

The General Plan vision calls for green infrastructure that provides safe and enjoyable streets and open spaces and create incentives for healthy food retail.

While being physically active and eating healthy are individual lifestyle choices they

Making lifestyle changes like becoming physically active, eating a diet that is rich in fruits, vegetables, lean meats, and fiber, and quitting smoking can reduce the risk of colon cancer. Obesity can increase an individual's lifetime risk of breast cancer.

Tobacco use is a leading preventable cause of premature death and disability. Montebello can prohibit smoking in public spaces, such as parks, beaches, outdoor dining areas, and apartment buildings to reduce exposure to second-hand smoke. Secondhand tobacco smoke contributes to heart disease, cancer, and other diseases.

Youth who smoke often continue smoking into adulthood, which increases their risk for lung cancer, heart disease, stroke and other serious health problems. Montebello can reduce youth access to tobacco products by promoting zoning and licensing restrictions to regulate the location and density of tobacco retailers and vape shops, particularly in youth-sensitive areas and vulnerable neighborhoods.

In addition to lung cancer and chronic obstructive pulmonary disease, smoking is a major risk factor for cardiovascular disease. Cardiovascular disease-related deaths include deaths due to heart disease and stroke.

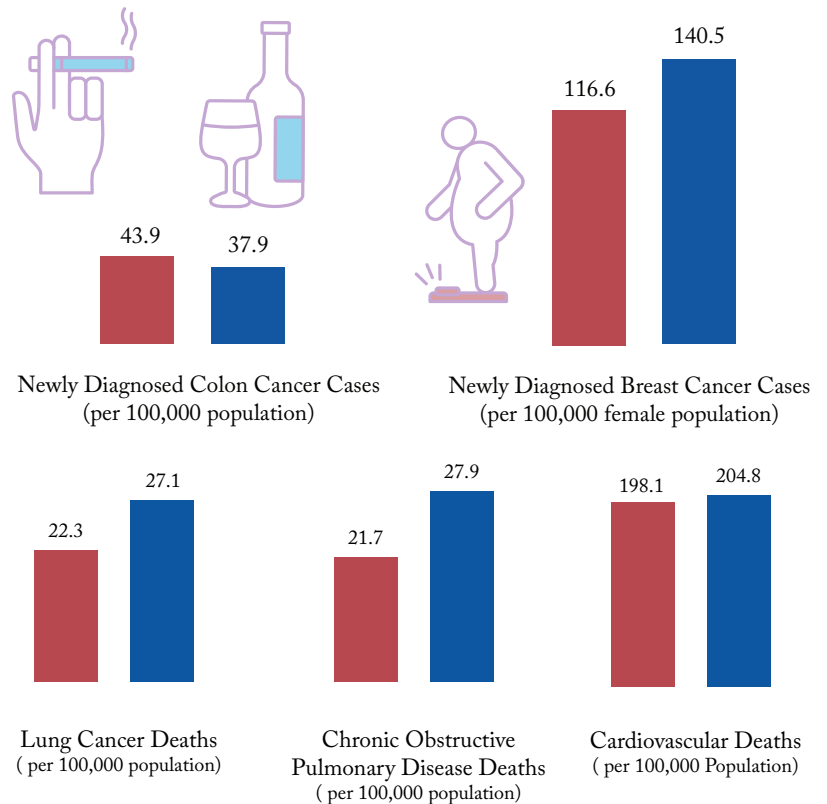
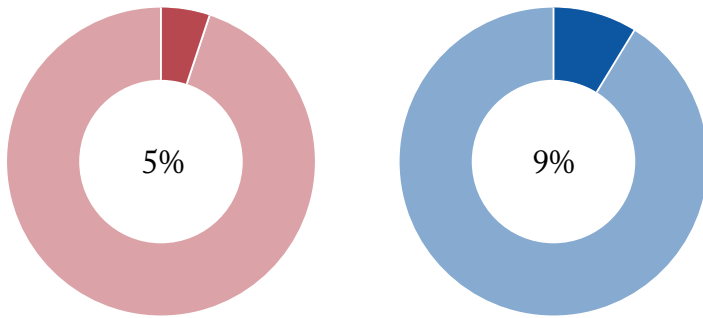
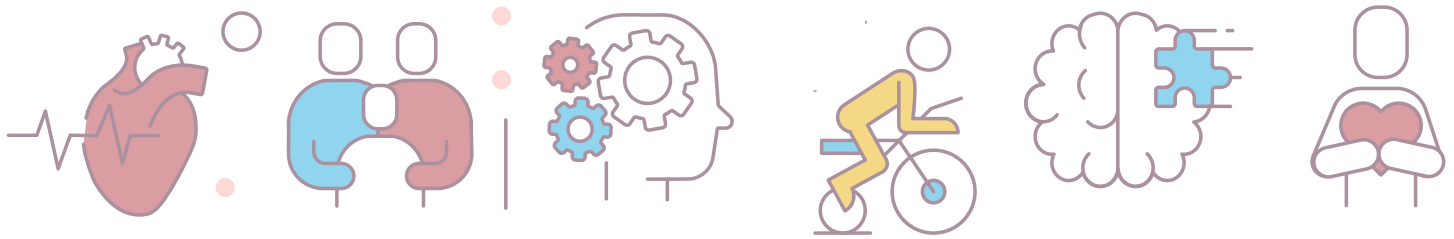
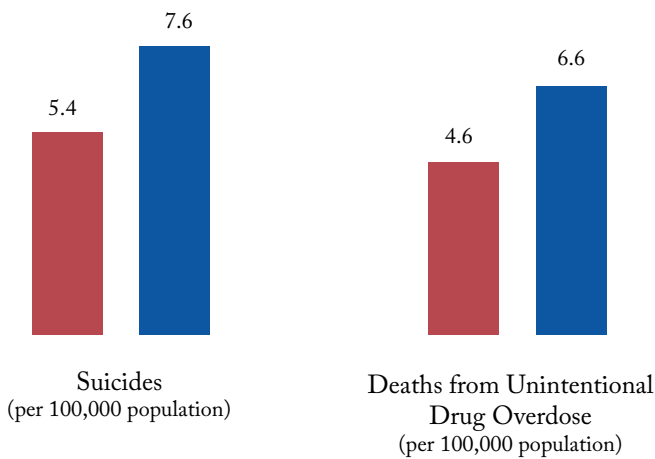


Figure C5.2. Tobacco use. Source: LA County Health Profile of Montebello.



Percentage of Adults with Diagnosed Depression



Good mental health can improve people's enjoyment, coping skills, and relationships, educational achievement, employment, housing and economic potential, help reduce physical health problems, ease healthcare and social care costs, build social capital, and decrease suicides. The physical and social environments of urban life can contribute both positively and negatively to mental health and wellbeing.

Individuals who are exposed to chronic stress from poverty, unemployment, homelessness, physical and mental health problems, previous trauma, personal crises, family break up, addiction, and immigration are at a greater risk for developing mental health conditions, such as depression, anxiety, or post-traumatic stress disorder.

Montebello is an urban area. The residents experience an increased stimulus level: density, crowding, noise, smells, sights, disarray, pollution and intensity of other inputs. These stimuli can increase the body's baseline levels of arousal, stress, and preparedness, and drive people to seek relief: quiet, private spaces; over time this urge may evolve into social isolation associated with depression and anxiety.

While ensuring access to timely and affordable mental health interventions and services is important for effectively treating mental health conditions, promoting well-being at the community level may help prevent these conditions from developing.

Montebello can take an active role in fostering mental health by designing places that promote good mental health, ensuring community safety, promoting employment opportunities and economic security, expanding affordable housing, creating varied opportunities for residents to engage in community issues, reducing the stigma associated with mental health, and providing support services.

Figure C5.3. Mental Health. Source: LA County Health Profile of Montebello.

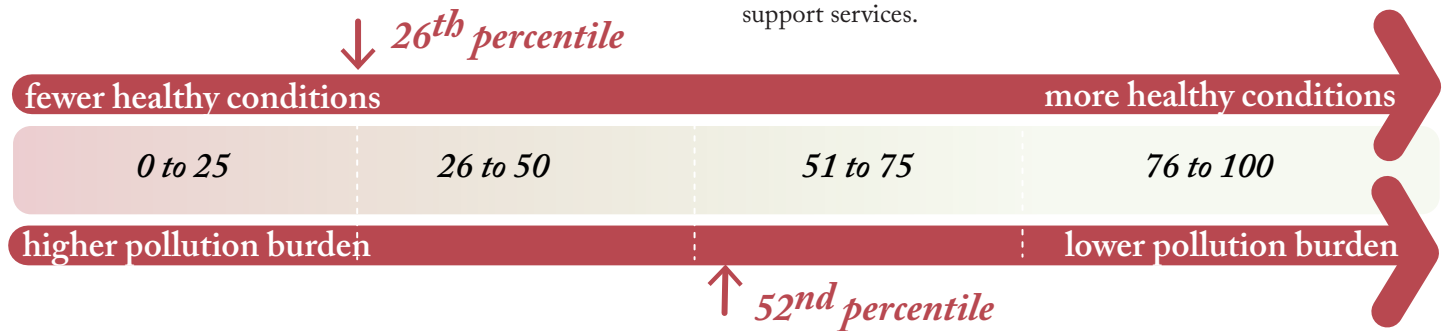


Figure C5.4. The California Healthy Places Index (HPI) is calibrated to correlate with life expectancy. In addition to environmental factors, it takes into account the diverse non-medical economic, social, and political factors that influence physical and mental function, behavior and disease. The California Healthy Places Index (HPI) Clean Environment Score is a composite measure of pollution that was developed by the Public Health Alliance of Southern California. It is based on the average levels of four common environmental pollutants used in the California Environmental Protection Agency's CalEnviroScreen 3.0 tool.



2. Community Outreach

The stakeholder interviews, community survey, and focus group meetings established baseline conditions, identify trends, constraints, and opportunities. An integrated vision and strategies for healthy living were developed during a four-day long visioning workshop. The insights from the various civic engagement efforts identified the following major health challenges in Montebello:

- Obesity, asthma, mental health issues, heart disease;
- Pattern of development (auto-centric) does not support active transportation;
- Streets discourage walking and biking, intersections that cause traffic fatalities, and disempowered communities;
- Poor air quality;
- Lack of opportunities for physical activities;
- Lack of access to healthy, nutritious, and affordable food. Need regular farmers market that can provide local and healthy food options;
- Limited health care options. Existing hospital facility needs to be upgraded to provide state of the art health care;
- Need to better promote existing exercise facilities and events within the City; and
- Stores, restaurants, schools, and public facilities do not promote healthy eating.

C. BUILT ENVIRONMENT

The built environment includes the physical makeup of places that promote active lifestyle and transportation options, improves access to nutritious and affordable food, brings people together, and reduces noise pollution.

The design of neighborhoods and streets can have a significant impact on the way that people behave. Built environment pollution in terms of air, water, soil, noise, vibration and debris can affect people's health. The health benefits of walking is immense and can be easily designed into people's everyday lives, particularly in low-income areas where stresses, preventable diseases and healthcare demands are high and money is tight.

The design of roads and transportation networks has significant impacts on health and wellbeing, from road collisions to traffic noise and the increasingly recognized effects of air pollution. There are also wider impacts on the disruption of social networks, which are in turn so important for health and wellbeing. Exposure to noise pollution from traffic and transit causes stress, annoyance, and sleep disturbance. The careful design of the built environment can mitigate the effect of noise pollution on physical and mental health.

Thoughtful planning policies and design can improve community health, which is the core of a healthy economy, environment, society, and leads to increased quality of life, greater social engagement, and longer lifespans.



1. Healthy Streets

Urban streets provide the platform for everyday activities and therefore should be designed to support human health and well-being for all people. The ease at which people move from one place to another, access services, enjoy their surroundings, and feel safe impacts their mental health and comfort. Streets provide links to critical services such as health care and education and

require safe, secure, and accessible routes. Streets should provide an inclusive place for people burdened with poverty or social inclusion challenges. Streets with reduced traffic volumes and speeds extend the territory of the private spaces that line the street, increasing the opportunity for social interaction.

2. Access to Nutritious Food

While individuals make their own nutritional choices, they make these choices within the context of the built environment — the accessibility and availability of healthy food. Residents living in areas with limited access to healthy food options are often forced to shop at local convenience stores or eat at fast-food establishments if that is all that is available. The limited options result in a diet that is high in caloric content, but poor nutritionally, leading to an increased risk of obesity and diabetes. This is especially true for low-income residents without access to sufficient transportation options.

Zoning regulations when paired with economic incentives can help establish grocery stores and farmers markets in food desert areas. Expanding routes to focus on low-income neighborhoods and linking them to supermarkets and grocery stores can improve access to healthy food. Policy and regulatory interventions should be paired with educational component such as classes on health and nutrition, such as cooking, eating healthy on a budget, or learning to use farmer's markets and Community Supported Agriculture (CSA). City and School officials can adopt policies for healthy concession stands at extra-curricular events, fundraisers that sell food that meet or exceed the USDA Smart Snack standards and implementation of policies for healthy foods at staff meetings.

Nutrition Education at Montebello Unified School District (MUSD)

MUSD Nutrition Services provides free breakfast, lunch, and supper to all students. Meals meet and exceed federal and state age-appropriate nutrition standards based on the Dietary Guidelines for Americans. The nutrition information for meals is available on the District's website.

MUSD has made nutrition education a priority for over 20 years. Nutrition education programs provide knowledge and practical skills to all grade levels beginning with pre-school. The Harvest of the Month program integrates teacher materials with Common Core standards and includes classroom taste tests of seasonal fruits and vegetables. Students' language arts, math, science, art and social science skills strengthen while they learn nutrition principles. The cafeterias offer a variety of fruits and vegetables to reinforce classroom learning.

This program extends to families and communities as well. MUSD Nutrition Services offer parent nutrition education to help families create a healthful environment at home. Nutrition awareness is promoted at community events throughout the year. A myriad of nutrition and physical activity resources are available on the District's website.



Simonian Family Garden at the Montebello-Commerce YMCA provides gardening lots to community members.



Montebello-Commerce YMCA receives donations from local partners allowing distribution of fresh produce and other nutrition and supplies to those in need. Since the beginning of the pandemic, the YMCA has provided over a half a million free meals to food insecure families along with free diapers and baby formula, free flu shots and COVID-19 vaccinations.

3. Social Connectedness

The built environment has the power to integrate or segregate communities. Physical environments designed to enhance social connections enrich people's lives on a daily basis and in moments of crisis, such as in the aftermath of manmade or natural disasters, when people's reliance on neighbors and local friends is critical to their survival.

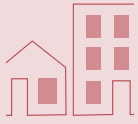
Built environments in neighborhoods, such as porches and tree-lined streets, can promote neighborly conversations and civic pride. The design qualities of a place—walkability, sense of place, greenness, street design, architecture—have the potential to increase social interaction, the integration of diverse people, social support, civic pride, social resilience, and social and political involvement.

Places should be designed to combat loneliness and social isolation and foster social capital and community. Following are few physical design considerations in designing places and buildings: that increase opportunities for social interaction and cohesion:

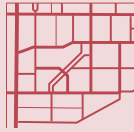
- Creating places that are safe, inclusive and walkable;
- Create programming, mix uses, offer amenities that make people linger to enjoy the place and support local businesses;
- Provide options for different age related preferences, abilities, and group sizes;
- Use architectural detailing and variety at eye-level to add interest and a sense of scale;
- Bring natural light into the core of a space through windows and skylights that connect people to the outside and give the place warmth; and
- Offer spaces to linger and socialize.



Healthy City Design



1 Mixed Uses



2 Network of Human Scale Streets



3 Active Living



4 Shared Streets



5 Access to Nutrition Food



6 Access to Open Space



7 Outdoor Seating



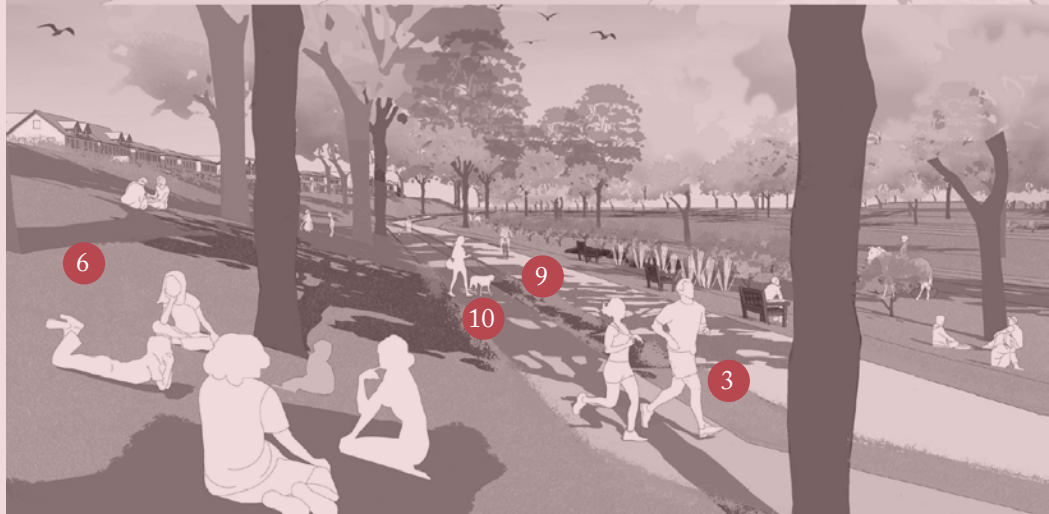
8 Noise Control



9 Bike Infrastructure

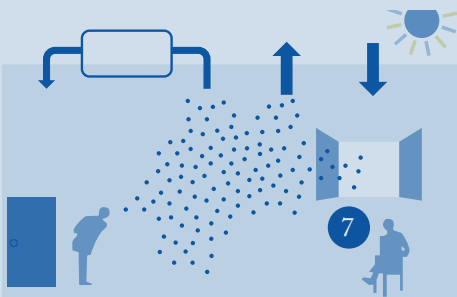
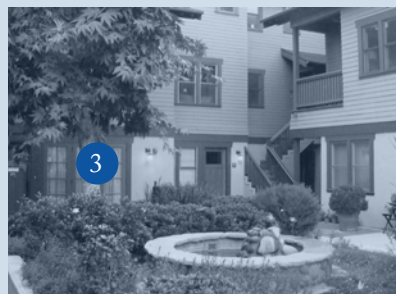
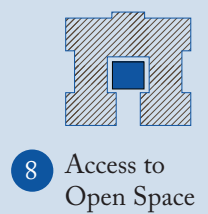
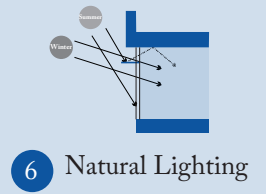
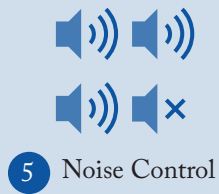
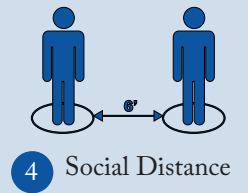
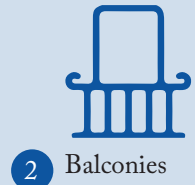
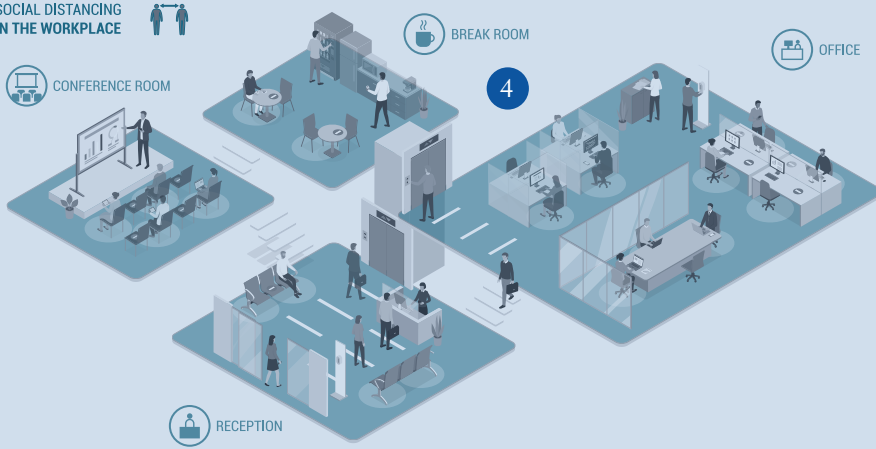


10 Pet Friendly



Healthy Building Design

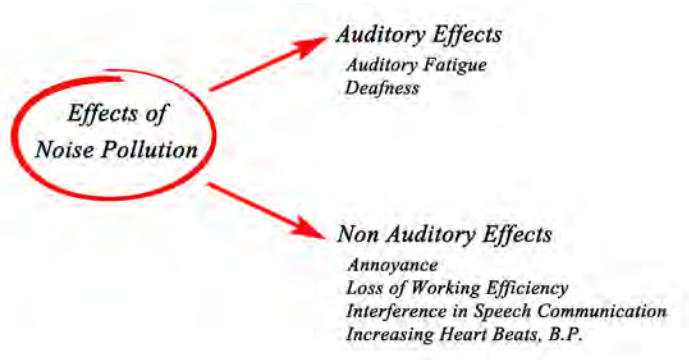
SOCIAL DISTANCING
IN THE WORKPLACE



D. NOISE

Sounds can be pleasant and relaxing such as sounds from birds, water, leaves rustling, or children playing at a distance. Natural sounds enhance the appreciation of a place and should be encouraged. Sounds can also become unwanted noise. Noise is part of the everyday experience for residents, workers, and visitors to the City of Montebello. It is an inevitable consequence of the urban city, the density of development, and the intensity of activity in a small area. The noise resulting from the vibrancy of the City for many is iconic, invigorating and an essential element or ‘buzz’ of the City ‘soundscape’. However for others City noise can detract from enjoyment, be an annoyance, or detrimental to health and well-being. Chronic noise from traffic, trains, commercial and entertainment uses, and noisy neighbors can adversely affect mental tranquility.

The purpose of this section is to identify noise-sensitive land uses and the most predominant sources of noise in the City, and limit the exposure to excessive noise levels.



1. Context

The predominant source of noise in Montebello is motor vehicles on roadways within the City and the Metrolink and freight trains. The roadways with the highest traffic volumes (such as the Interstate 5, SR 60, and major arterial roadways such as Montebello Boulevard, Greenwood Avenue, Garfield Avenue, Washington Boulevard, Whittier Boulevard, and Beverly Boulevard) produce the highest noise levels. No airports are located within Montebello, and aircraft noise is also not a major noise source, although certain aircraft related noise (such as from low-flying helicopters) can be of concern.

Some large factories in Montebello, particular ones with large amount of outdoor activity could potentially be a major “point sources” of noise.

Existing noise levels in the community must be understood in the context of the fundamental physical characteristics and impacts of sound and noise and how they are measured; and applicable regulations governing noise. Existing and future noise levels, expressed as noise contours, are therefore shown in Figure C5.7 and Figure C5.8.

2. Fundamentals of Sound

Sound is technically described in terms of the loudness (amplitude) and frequency (pitch). The standard unit of measurement of the loudness of sound is decibel (dB). Since the human ear is not equally sensitive to sound at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) performs this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

Decibels are based on the logarithmic scale. The logarithmic scale compresses the wide range in sound pressure levels to a more usable range of numbers. In terms of human response to noise, a sound 10 dBA higher than another is judged to be twice as loud; and 20 dBA higher four times as loud; and so forth. Everyday sounds normally range from 30 dB (very quiet) to 100 dB (very loud). Examples of various sound levels are shown in Figure C5.5.

Noise levels typically drop off at a rate of 6 dBA per doubling of distance from point sources. Noise from lightly traveled roads typically attenuates at a rate of about 4.5 dBA per doubling of distance. Noise from heavily traveled roads typically attenuates at about 3 dBA per doubling of distance. Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The manner in which older homes in California (approximately 30 years old or older) were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows. The exterior-to-interior reduction of newer residential units and office buildings is generally 30 dBA or more (FTA, May 2006).

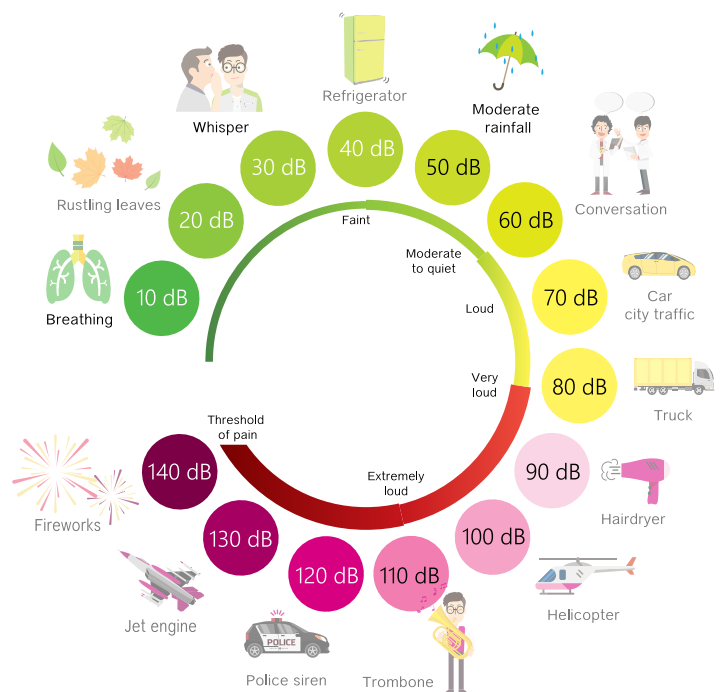


Figure C5.5: Typical Noise Levels.

3. Definition and Impacts

Noise has been defined as unwanted sound and it is known to have several adverse effects on people. From these known effects of noise, criteria have been established to help protect the public health and safety and prevent disruption of certain human activities. These criteria are based on such known impacts of noise on people as hearing loss, speech interference, sleep interference, physiological responses and annoyance. Each of these potential noise impacts on people are briefly discussed below:

- Hearing loss is not a major noise concern in outdoor environments in Montebello because the potential for noise induced hearing loss is commonly associated with occupational noise exposures in heavy industry or very noisy work environments.
- Speech Interference is one of the primary noise concerns. Normal conversational speech is in the range of 60 to 65 dBA, and any noise in this range or louder may interfere with speech.
- Sleep Interference is a major noise concern because sleep is the most noise sensitive human activity. Sleep disturbance studies have identified interior noise levels that have the potential to cause sleep disturbance. Sleep disturbance does not necessarily mean awakening from sleep, but can refer to altering the pattern and stages of sleep.
- Physiological responses are those measurable effects of noise on people which are realized as changes in pulse rate, blood pressure, etc. While such effects can be induced and observed, the extent to which these physiological responses cause harm or are signs of harm is not known.
- Annoyance is the most difficult of all noise responses to describe. Annoyance is a very individual characteristic and can vary widely from person to person. What one person considers tolerable can be quite unbearable to another of equal hearing capacity.

4. Noise Metrics

Community noise is generally not a steady state, and varies with time. Under conditions of non-steady state noise, some type of statistical metric is necessary to quantify noise exposure over a long period of time. Several rating scales have been developed for describing the effects of noise on people. They are designed to account for the known effects of noise on people.

The potential for noise to affect people is dependent on the total acoustical energy content of the noise. A number of noise scales have been developed to account for this observation. These scales are: the Equivalent Noise Level (Leq), the Day Night Noise Level (Ldn), and the Community Noise Equivalent Level (CNEL).

Intermittent or occasional noise such as that associated with many stationary noise sources is not of sufficient volume to exceed community noise standards that are based on a time averaged scale such as the Ldn scale. To account for intermittent noise, another method to characterize noise is the Percent Noise Level (L%). L% is the level exceeded a certain percentage of the time during the measurement period. Examples of various noise environments in terms of L% are shown in Figure C5.6.

5. Statutory Authority

California has mandated that each city prepare a Noise Element as part of its General Plan. The Noise Element follows guidelines in Section 65302(f) of the State Government Code and Section 46050.1 of the Health and Safety Code. Section 65302(f) of the State Government Code requires the following:

- i. A noise element shall identify and appraise noise problems in the community. The noise element shall recognize the guidelines established by the Office of Noise Control and shall analyze and quantify, to the extent practicable, as determined by the legislative body, current and projected noise levels for all of the following sources:
 - a. Highways and freeways.

- b. Primary arterials and major local streets.
 - c. Passenger and freight online railroad operations and ground rapid transit systems.
 - d. Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation.
 - e. Local industrial plants, including, but not limited to, railroad classification yards.
 - f. Other ground stationary noise sources including, but not limited to, military installations, contributing to the community noise environment.
- ii. Noise contours shall be shown for all of the sources and stated in terms of community noise equivalent level (CNEL) or day-night average level (Ldn). The noise contours shall be prepared on the basis of noise monitoring or following generally accepted noise modeling techniques for the various sources identified.
 - iii. The noise contours shall be used as a guide for establishing a pattern of land uses in the land use element that minimizes the exposure of community residents to excessive noise.
 - iv. The Noise Element shall include implementation measures and possible solutions that address existing and foreseeable noise problems, if any. The adopted noise element shall serve as a guideline for compliance with the State's noise insulation standards.

The guidelines for preparation indicates that the Noise Element should present the noise environment in terms of noise contours, and for those areas identified as containing noise sensitive facilities, the noise environment should be determined by monitoring.

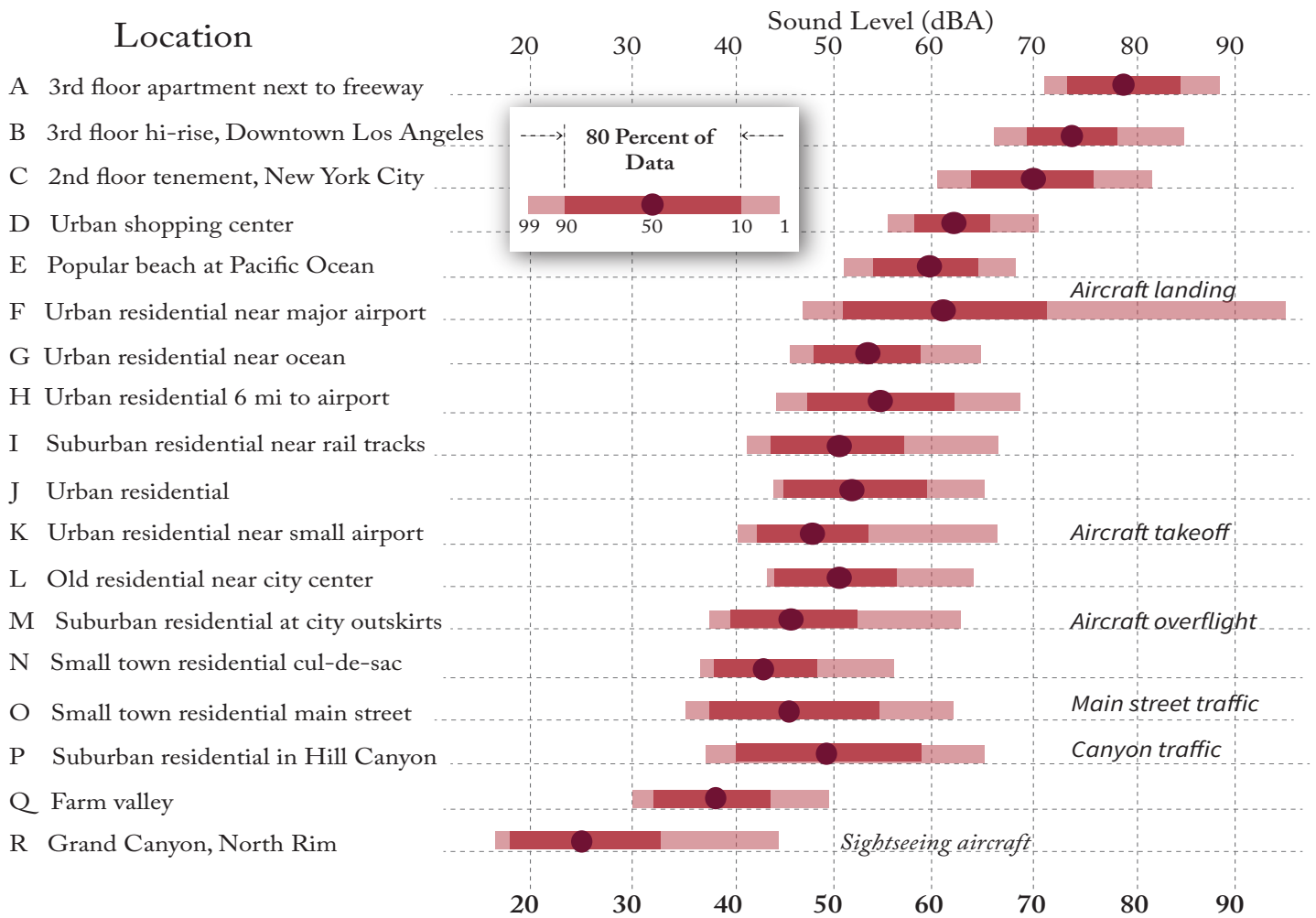


Figure C5.6: Examples of daytime outdoor noise levels. Source: Community Noise, EPA, 1971.

Leq	Is the sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over a given sample period. Leq is the “energy” average noise level during the time period of the sample. Leq can be measured for any time period, but is typically measures for 15 minutes, 1 hour, or 24 hours.
Ldn	Is a 24-hour, time-weighted annual average noise level. Time-weighted refers to the fact that noise occurring during certain sensitive time periods is penalized for occurring at these times. In the Ldn scale, 10 dB are added to nighttime (10 pm to 7 am) noise levels. This penalty attempts to account for increased human sensitivity to noise during the night, when most people sleep.
CNEL	Is similar to the Ldn scale, except that 5 dB are also added to evening (7 pm to 10 pm) noise levels.

6. Noise Standards and Guidelines

Land Use/Noise guidelines have been produced by a number of Federal and State agencies including the Federal Highway Administration (FHA), the Environmental Protection Agency (EPA), the Department of Housing and Urban Development (HUD), the American National Standards Institute, and the State of California. These guidelines, presented in the following paragraphs, are all based on cumulative noise criteria such as Leq, Ldn, or CNEL.

In 1974, the EPA published a document entitled “*Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety.*” Table C5.1 shows requisite noise levels for various land uses from this document. In this table, 55 Ldn is described as the requisite level with an

adequate margin of safety for areas with outdoor uses including residences and recreational areas. The EPA “levels document” does not constitute a standard, specification or regulation, but identifies safe levels of environmental noise exposure without consideration for economic cost for achieving these levels.

The FHA has adopted and published noise abatement criteria for highway construction projects. The noise abatement criteria specified by the FHA are presented in Table C5.2 in terms of the maximum one hour Leq. The FHA noise abatement criteria basically establishes an exterior noise goal for residential land uses of 67 Leq and an interior goal for residences of 52 Leq. The noise abatement criteria applies to private yard areas and assumes that typical wood frame homes with windows open provide 10 dB noise reduction (outdoor to indoor) and 20 dB noise reduction with windows closed.

The State of California requires each City to adopt Noise Elements as part of their General Plans. Such Noise Elements must contain a Noise/Land Use compatibility matrix. A recommended (but not mandatory) matrix is presented in the “Guidelines for the Preparation and Content of Noise Elements of the General Plan.” This Noise Element uses the State’s recommended Noise/Land Use compatibility matrix as the basis for the City’s Noise/Land Use Compatibility Matrix, shown in Table C5.3.

Title 24 of the California Health and Safety Code (the California Building Standards Code) establishes an interior noise standard of 45 dBA CNEL for multiple residential units and hotel/motel structures. Additionally, Title 24’s energy conservation requirements for dual-pane windows also help reduce transmission of outside noise to interior living spaces.

	Measure	Indoor			Outdoor		
		Activity Interference	Hearing Loss Consideration	To Protect Against Both Effects (b)	Activity Interference	Hearing Loss Consideration	To Protect Against Both Effects (b)
Residential with outside space and farm residences	L _{dn}	45		45	55		55
	L _{eq(24)}		70			70	
Residential with no outside space	L _{dn}	45		45			
	L _{eq(24)}		70				
Commercial	L _{eq(24)}	(a)	70	70(c)	(a)	70	70(c)
Inside Transportation	L _{eq(24)}	(a)	70	(a)			
Industrial	L _{eq(24)} (d)	(a)	70	70(c)	(a)	70	70(c)
Hospitals	L _{dn}	45		45	55		55
	L _{eq(24)}		70			70	
Educational	L _{eq(24)}	45		45	55		55
	L _{eq(24)} (d)		70			70	
Recreational areas	L _{eq(24)}	(a)	70	70(c)	(a)	70	70(c)
Farm land, general unpopulated land	L _{eq(24)}				(a)	70	70(c)

- a. Since different types of activities appear to be associated with different levels, identification of a maximum level for activity interference may be difficult except in those circumstances where speech communication is a critical activity.
- b. Based on lowest level.
- c. Based only on hearing loss.
- d. An Leq(8) of 75 dB may be identified in these situations so long as the exposure over the remaining 16 hours per day is low enough to result in a negligible contribution to the 24-hour average, i.e., no greater than an Leq of 60 dB.

Note: Explanation of identified level for hearing loss: The exposure period which results in hearing loss at the identified level is a period of 40 years.

*Refers to energy rather than arithmetic averages.

Source: U.S. Environmental Protection Agency, Information On Levels Of Environmental Noise Requisite To Protect Public Health And Welfare With An Adequate Margin Of Safety, March 1974.

Table C5.1: Environmental Protection Agency Noise Guidelines.

Activity Category	Design Noise Level - LEQ	Description of Activity Category
A	57 (Exterior)	Tracts of land in which serenity and quiet are of extraordinary significance, serve an important public need, and where the preservation of those qualities is essential if the area is to continue to serve its intended purpose. Such areas could include amphitheatres, particular parks or portions of open spaces, or historic districts which are dedicated or recognized by appropriate local officials for activities requiring special qualities of serenity and quiet.
B	67 (Exterior)	Picnic areas, recreation areas, playgrounds, active sports areas and parks which are not included in category A and residences, motels, hotels, public meeting rooms, schools, churches, libraries, and hospitals.
C	72 (Exterior)	Developed lands, properties, or activities not included in Category A or B above.
D		For requirements of undeveloped lands see FHWA PPM 773.
E	52 (Interior)	Residences, motels, hotels, public meeting rooms, schools, churches, libraries, hospitals, and auditoriums.

Note: These sound levels are only to be used to determine impact. These are the absolute levels where abatement must be considered. Noise abatement should be designed to achieve a substantial noise reduction - not the noise abatement criteria.

Source: Federal Highway Administration, Highway Traffic Noise Analysis and Abatement Policy and Guidance, June 1995.

Table C5.2: Federal Highway Administration Noise Criteria.

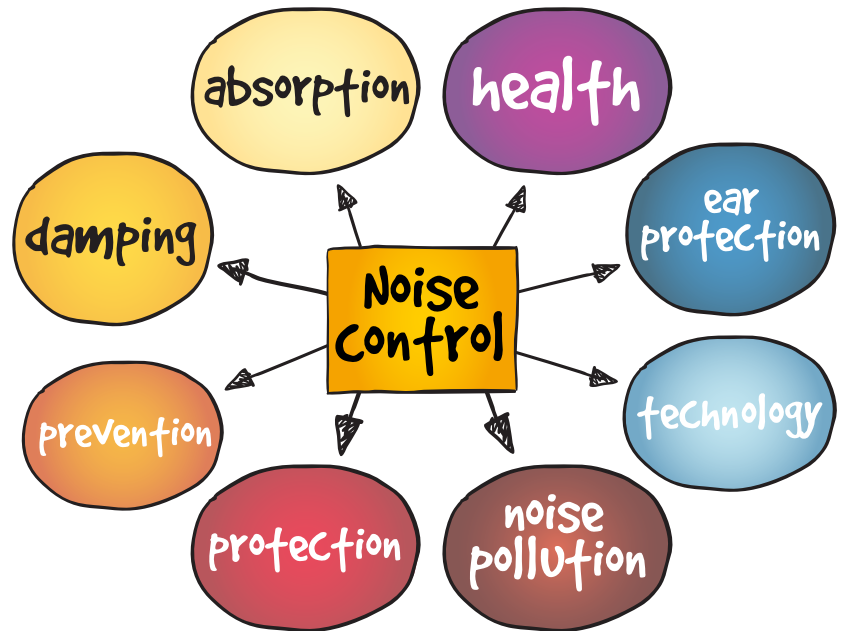
7. Montebello Code

The Montebello Municipal Code, Chapter 9.08 - Offenses Against Public Peace controls loud, raucous and excessive noise and vibration in the city. The Code defines, loud noises as “any sound or vibration which disturbs the peace and quiet of a reasonable person of ordinary sensitiveness, and prevents such person from the enjoyment or use for which the property they occupy was intended. Complaints of a noise disturbance from two or more persons shall constitute prima facie evidence that a noise is loud and raucous.”

Following are few acts considered as excessive noise by the Municipal Code:

- The use of any radio, stereo, or sound amplifying equipment in such a manner as to disturb the peace, quiet and comfort of the neighboring inhabitants between the hours of 8 pm and 7 am on any day;
- The creation of any noise which disturbs the peace and quiet of a reasonable person in connection with loading or unloading of any vehicle, or the opening and destruction of bales, boxes, crates and containers between the hours of 10 pm and 7 am;
- Noise sources associated with construction, demolition, grading, repair or remodeling of any real property other than between the hours of 7 am and 8 pm on weekdays, and 9 am to 6 pm on Saturdays, Sundays, and legal holidays; and
- Any pile driver, pneumatic hammer, bulldozers or other construction vehicles, or other devices operated between the hours of 8 pm and 7 am.

Any person violating provisions of the Code is guilty of a misdemeanor or an infraction. Repeated noise disturbance calls to the same location within a 24 hour period result in a service fee charge for all personnel and equipment costs, or other damage and expenses as set by City Council. Any repetitive violation could be declared to be a public nuisance and may be abated by a restraining order or injunction issued by a court.



8. Noise Impacts of Proposed Growth

The focus of the General Plan Update is to preserve the stable and established neighborhoods of the City and direct majority of the growth to the Downtown area and the Corridors. Following analysis, policies, and actions have been prepared to satisfy applicable City of Montebello noise standards and guidance provided by Appendix G of the California Environmental Quality Act (CEQA) Guidelines for significance criteria.

Off-site Traffic Noise: Traffic generated by the proposed growth will influence noise levels at adjacent land uses. To quantify the traffic noise level increases **XX** roadway segments were assessed based on the change in the average daily traffic (ADT) volumes. To assess the off-site noise level impacts associated with the proposed Project, noise contour boundaries were developed for Existing and Horizon Year 2040 traffic conditions (see Figure C5.7 and C5.8). The results of the analysis show that the project-related traffic noise level increases under Existing and Horizon Year 2045 scenarios will be less than significant.

On-site Transportation Noise: The primary source of noise impacts will be traffic-related noise from SR-60, I-5, and roadways, and rail-related noise from the Metrolink and Freight Lines.

Exterior Noise Levels: Future noise-sensitive land uses located near SR-60, I-5, and the Metrolink and Freight Lines will require exterior noise mitigation.

Interior Noise Levels: With typical building construction and a windows-closed condition, a minimum 25 dBA CNEL reduction is achievable for residential dwelling units. Detailed interior noise analysis based on site-specific architectural floor plans and elevations is required to satisfy Title 24, Part 2, of the California Building Code 45 dBA CNEL interior noise level standard for residential dwelling units. Future interior noise levels of residential dwelling units exceeding 45 dBA CNEL would require interior noise mitigation.

Land Use Category	Community Noise Exposure Ldn or CNEL, dBA						
	55	60	65	70	75	80	85
Residential - Low Density Single Family, Duplex, Mobile Homes	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Residential - Multi-Family	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Transient Lodging - Motels, Hotels	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Schools, Libraries, Churches, Hospitals, Nursing Homes	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Auditoriums, Concert Halls, Amphitheatres	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Sports Arena, Outdoor Spectator Sports	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Playgrounds, Neighborhood Parks	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable	Clearly Unacceptable
Golf Courses, Riding Stables, Water Recreation, Cemeteries	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Unacceptable	Clearly Unacceptable
Office Buildings, Business Commercial And Professional	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Industrial, Manufacturing, Utilities, Agriculture	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable

- Normally Acceptable. Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.
- Conditionally Acceptable. New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
- Normally Unacceptable. New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
- Clearly Unacceptable. New construction or development should generally not be undertaken.

Table C5.3. Land Use/Noise Compatibility Matrix

On-site Rail Vibration Analysis: Rail activities are anticipated to generate vibration levels of up to 73 VdB at 50 feet from trains traveling at 50 mph. To reduce the on-site transportation noise and vibration levels a site-specific noise and vibration study would be required for all future development located along Metrolink and Freight Lines.

Operational Noise: Stationary-source (operational) noise are expected to include: air conditioning units, loading dock activities, outdoor restaurant dining and music activities, and parking lot vehicle movements. Special noise generators such as music (live or otherwise), sound amplification devices, and tenant-specific noise sources shall require a site-specific noise analysis prior to building permit approval.

Construction Noise: Construction activity can result in varying degrees of ground vibration, depending on the equipment and

methods used, distance to the affected structures, and soil type. It is expected that ground-borne vibration from Project construction activities would cause only intermittent, localized intrusion. Pile driving, loaded trucks, large bulldozers, and jackhammers within 50 feet of nearby sensitive land uses (e.g. residential, school, etc.) shall be minimized, or alternative equipment or methods shall be used, unless the vibration levels are shown to be less than the County of Los Angeles’ root-mean-square velocity (RMS) threshold of 0.01 in/sec RMS. Further, construction at the Project site will be restricted to Municipal Code daytime construction hours, unless otherwise permitted by the City, thereby reducing potential vibration impacts during the sensitive nighttime hours.



Figure C5.7. Existing Noise Contours map.



Figure C5.8. Future Noise Contours map.

E. EDUCATIONAL ATTAINMENT

Education typically leads to better jobs, more money and many other benefits, including better health insurance, which leads to better access to quality health care. Higher earnings also allow workers to afford homes in safer neighborhoods as well as healthier diets. Educational attainment predisposes a person to experience more positive health outcomes both in their ability to navigate their own healthcare and to make positive decisions related to personal health behaviors.

Montebello Unified School District (MUSD) serves approximately 26,000 students from Headstart to grade twelve. There are seventeen elementary schools, six intermediate schools, four comprehensive high schools, an alternative high school, and community day school.

As shown in Figure C5.9, the tract north of State Route-60 received score of 0.5 to 0.75. The northwest and southern tract of the City received a lower education score of 0.25 to 0.50. The rest of the City tracts received the lowest education scores of less than 0.25. These education scores are based on math and reading proficiency, high school graduation rates, and student poverty rates.

Based on a review of performance on the state indicators and local performance indicators included in the California School Dashboard, Montebello USD has made a significant (3.2%) increase in the graduation rate. Additionally, the two student groups with the lowest graduation rates made very large increases to their graduation percentages: English Learners (12.1% increase) and Students with Disabilities (5.9% increase). Another significant student group, Foster Youth, experienced a graduation rate increase of 16.8% to 88.5%, where the rate is only 59% state-wide.

District and school personnel are specifically assigned to support our Foster and Homeless students. MUSD connects with county services to support students in transition and who have experienced multiple adverse childhood experiences (ACEs). Personnel throughout the district have worked to understand how ACEs affect a student's ability to learn and perform in school. This emphasis will continue. Dashboard data indicate the MUSD's chronic absenteeism declined significantly and is below the state average. The MUSD homeless student group suspension rate (2.9%) made a 0.7% decline to just above the district average and is in the green performance level. This is especially significant when the state average is 5.9%.

Current Montebello programs to address access to Education and Employment include:

College Bound Today: Since its creation in 2009, College Bound Today (CBT) has demonstrated exemplary collaboration in responding to today's educational challenges to help Montebello youth. In partnership with Montebello Unified School District (MUSD), CBT's college guidance program was created as an elective high school activity to provide college resources at no cost to students and their families. The nonprofit college access mentoring program is dedicated to increasing the percentage

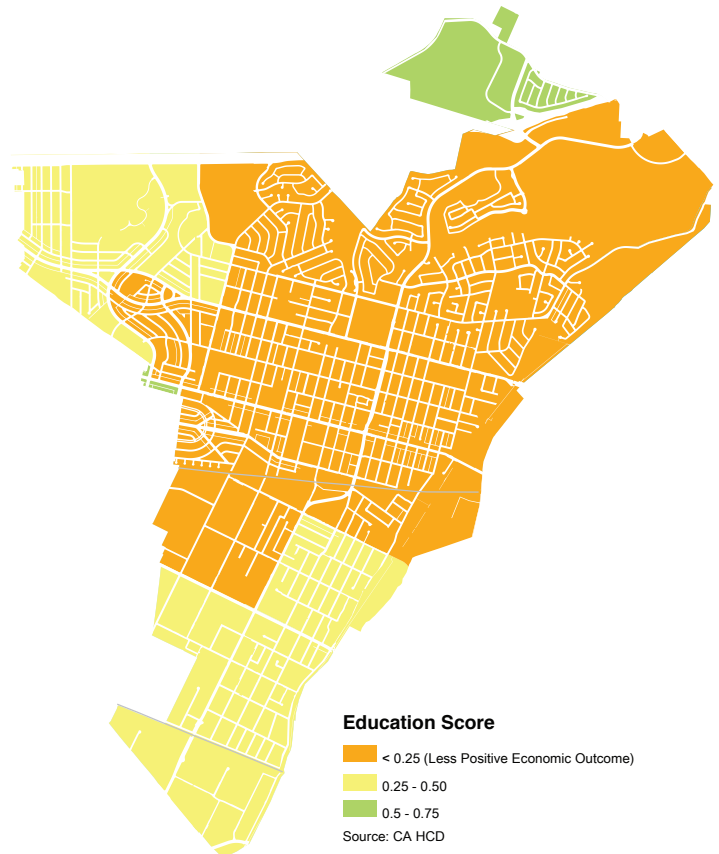


Figure C5.9. Education scores.

of high school graduates within the MUSD who apply to and attend 4-year colleges and universities. CBT provides support in navigating the college application process for youth and families who often come from low-income families with limited access to college resources. This includes organizing Saturday meetings and field trips with mentors, SAT prep and visits to universities. Thanks to College Bound Today's collaborative efforts with mentors, students, parents, staff, and MUSD and their Board of Education, the program has served hundreds of students.

After School Program: Montebello High School provides after school programs that include:

- Homework help and tutoring sessions;
- Extended library hours;
- SAT preparation;
- Credit Accrual/online classes/distance learning;
- Personal guidance; and
- Enrichment Activities.

F. POVERTY

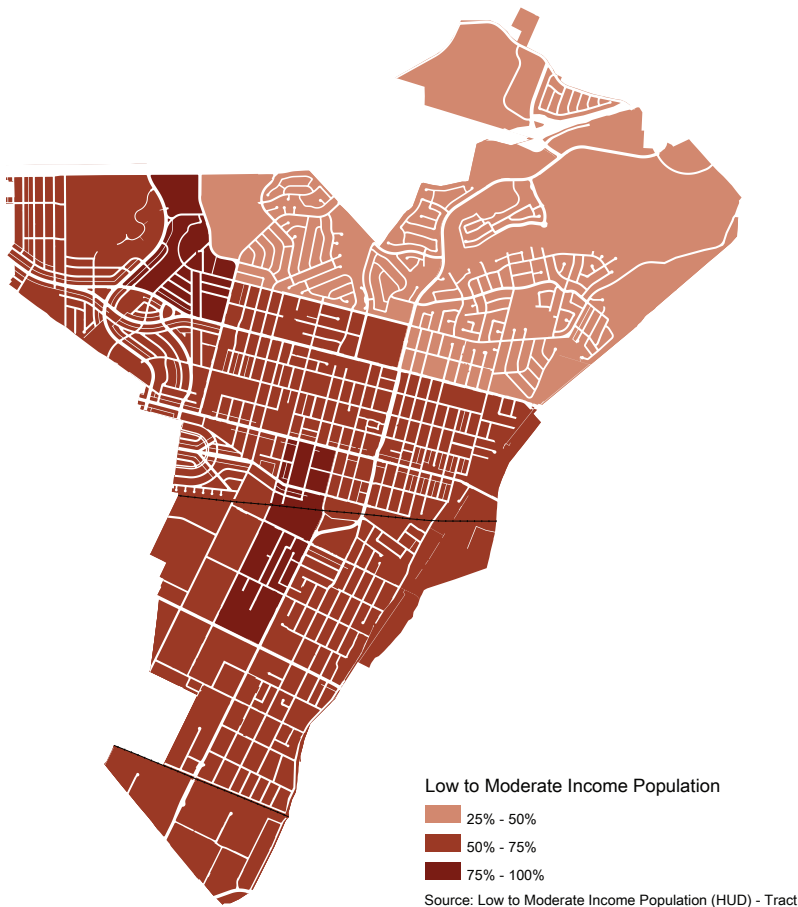


Figure C5.10. Concentration of low to moderate income housing.

Income Category	Montebello		Los Angeles County	
	Households	Percent	Households	Percent
<30% AMI	4,085	20.6%	641,055	19.5%
31-50% AMI	4,050	20.4%	482,070	14.6%
51-80% AMI	4,050	20.4%	578,285	17.5%
81-100% AMI	2,345	11.8%	312,595	9.5%
>100% AMI	5,315	26.8%	1,281,185	38.9%
	19,845	100%	3,295,200	100%

Table C5.4. Income Distribution. Source: HUD CHAS Data (based on the 2013-2017 ACS, 2020).

	CalWorks	General Relief	Cash Assistance Program for Immigrants	Medi-Cal	CalFresh	In Home Supportive Services	Unduplicated
Cases	464	151	46	11,528	4,290	1,976	15,211
Persons	1,152	152	46	21,393	7,695	1,976	24,310
Average Benefit Amount per Case	\$763.43	\$215.83	\$814.49	n/a	\$417.8	n/a	

Table C5.5. Public Assistance Programs. Source: Los Angeles County Department of Public Social Services, May 2021.

Poverty affects health by limiting access to proper nutrition and healthy foods; shelter; safe neighborhoods to learn, live, and work; clean air and water; utilities; and other elements that define an individual's standard of living. Individuals who live in low-income or high-poverty neighborhoods are likely to experience poor health due to a combination of these factors.

In 2019, approximately 13.9% of Montebello residents lived in poverty, and of these 22.6% are less than 18 years old. The groups with the highest percentage living in poverty were female-headed households with children under 18 years old at 31.1%, followed by female-headed households at 20.8%.

Variable	% of Total Households
Population in Poverty	13.9%
— Under 18	22.6%
— 18 to 64 years	11.2%
— 65 years and over	12.4%
Married Couples in Poverty	7.7%
— With Children under 18	13.2%
Female Households w/ no Spouse Present in Poverty	20.8%
— With Children under 18	31.1%

Table C5.6 Poverty Status in Past 12 Months. Source: ACS 2019.

Table C5.5 indicates the numerous public assistance programs available to Montebello residents. Female adults comprise the majority of general relief recipients. The majority of persons receiving public assistance in Montebello consist of children and female adults.

Montebello has three licensed care facilities to assist residents with special needs such as the elderly or children in foster care. These facilities include two elderly care facilities and one children's facility that provide a total of 170 beds.

G. ACCESS TO HEALTH CARE

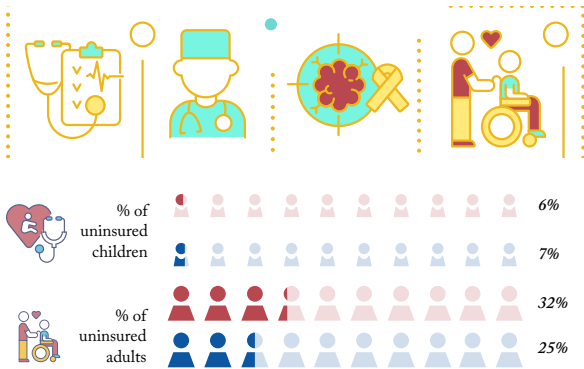


Figure C5.11. Health care access. Source: LA County Health Profile of Montebello, 2018.

Regular and reliable access to health services can prevent disease and disability, and detect and treat illnesses or other health conditions.

The number of uninsured people in Montebello (32%) is higher than the County (25%). The rates in the County and Montebello are particularly high among low income Latinos. Even among people who have health insurance, many continue to experience difficulty accessing needed healthcare including essential dental services.

Montebello can play an important role in advocating for needed services and in providing information on free or low-cost services. Montebello hospitals can also provide medical and dental services through their community benefit programs and other community services.

H. MENTAL HEALTH

The World Health Organization (WHO) defines mental health as a state of well-being in which every individual realizes their full potential, can cope with the normal stresses of life, can work productively and fruitfully and is able to make meaningful contribution to the community.

Individuals who are exposed to chronic stress from financial, work and family demands, unsafe living environments, social isolation, or discrimination are at a greater risk for depression, anxiety, or post-traumatic stress disorder. Mental health condition increases the risk for other adverse outcomes such as substance abuse or death from suicide or drug overdose. The COVID-19 control measures have further increased social isolation, loneliness, and generated feelings of uncertainty, fear, anxiety, and hopelessness.

Mental health is a complex problem and requires an integrated systems approach that engages all partners collaboratively. This includes availability of good mental health care, fighting crime, poverty, discrimination, and inequity, improving education, and connecting people with chronic mental conditions to different types of community support, including social events, fitness classes, and social services. The built environment is vital in reframing the mental health agenda. Safe and healthy housing that reduces exposure to environmental pollution, walkable neighborhoods with access to parks and open space that increase physical activity and social interaction can reduce rates of depression.

Current Montebello programs to address access to healthcare and mental health include:

- To assist schools and parents in helping students cope with violence, loss, and grief, Montebello Unified School District provides some helpful resources that are applicable for coping with any tragedy. Counseling and student support specialists (school counselors, school psychologists, school social workers, and school nurses) and local mental health specialists work with individual students and staff.
- The Montebello Senior Center has programs and events throughout the year that promote mental health.

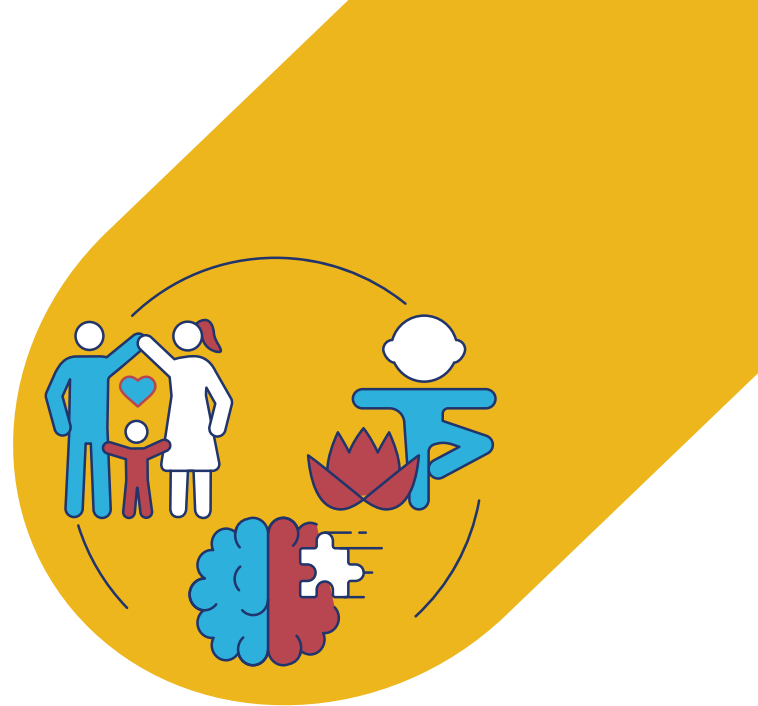
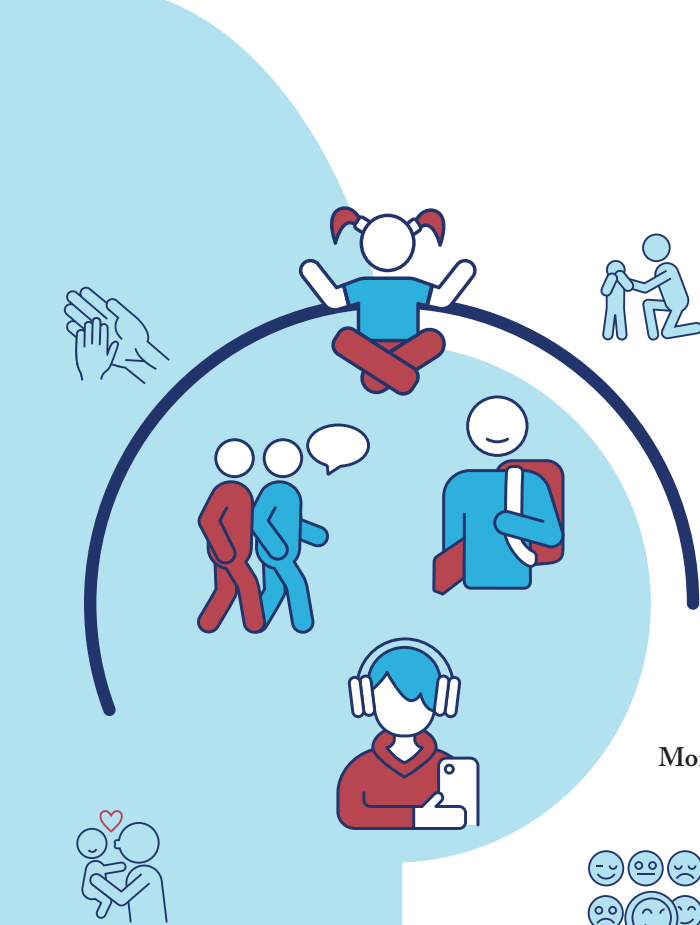


City and building design can help promote good mental health, help prevent mental illness, and help support people with mental health problems:

- Green space should be integrated into all designs — incorporating features such as street trees and flowers into commutes, views of nature from office windows, and gardens for lunch, in addition to larger walkable spaces where one can exercise and socialize.
- Regular exercise is as effective as anti-depressants for treat-

ing mild-moderate depression. Safe, walkable, and bikeable streets incorporates exercise into daily activities.

- Compact, walkable neighborhoods with diversity of uses provide opportunities for natural, daily, and safe social interaction.
- Urban noise and light can disrupt sleep, as can traffic restrictions. Good building insulation and street trees can absorb noise, while street lighting oriented downwards can reduce residential light pollution.



Montebello Unified School District

Mental Health Services & Socio-Emotional Learning Program:

Montebello USD addresses the socio-emotional and mental health needs of the school community through a tiered support framework.



- Tier 1 (Universal) Supports involve practices supporting the behavioral and social-emotional wellbeing of all students in an inclusive and equitable learning environment. These practices include implementation of school-wide social-emotional learning through preventive classroom lessons utilizing universal screening data to inform SEL instruction. School support personnel engage students in classroom presentations promoting mental health awareness and de-stigmatization, student social-emotional skill-building and anxiety-reduction strategies. In addition, schools participate in year-round, school-wide activities supporting the implementation of the Positive Behavioral Interventions & Supports (PBIS) framework, Kindness/Olweus Bullying Prevention Program, and character development initiatives (Character Counts!).

- Tier 2 (Targeted) interventions focus on services for identified students who need additional behavioral and social-emotional supports. These interventions include 1:1 response to student's non-crisis, social-emotional and substance abuse needs as well as school-based support groups addressing behavioral concerns impacting students' classroom performance and non-clinical socio-emotional and/or substance abuse needs including anxiety-reduction strategies, depression, and the impact of loss and trauma.

- Tier 3 (Intensive) interventions focus on individualized interventions for students with high needs requiring intensive/chronic behavioral, social-emotional, and mental health services. These include school-based response to students needing individualized support plans, students in crisis and linkages to community based-mental health supports.







Delivery of this tiered support framework is achieved through the coordination of services by the school's student response team (Administrators, School Counselors, School Psychologists), and partnership with nine community mental health agencies, Substance Abuse Counselors and the Student & Family Wellness Program Therapists providing school-based mental health and related services to the school community.







I. POLICIES AND ACTIONS

1. Built Environment

P5.1 Create and enhance equitable access to spaces that will foster positive interactions and encourage healthy lifestyles.

- A5.1a Create public spaces with seating, art, and play features near shopping and business areas of the City (partner with restaurants to create sidewalk outdoor seating areas to activate the sidewalk).  
- A5.1b Ensure that parks, recreation facilities, and other community services are equitably distributed and accessible throughout the community.  
- A5.1c Partner with the Montebello School District to provide joint-use facilities and/or seek agreements and joint ventures with private entities to increase physical activity.  
Prioritize lower-income, higher density areas, specifically in South Montebello, where park and recreation facility deficits exist. Mitigate issues associated with joint-use facilities, such as vandalism, wear and tear, and maintenance.







P5.2 Create a multimodal transportation system that encourages active living and healthy lifestyles in all areas of the City across a broad spectrum of ages, interests, and abilities.

- A5.2a Use recreation programming and community health education to encourage and promote physical activity, healthy eating, and other healthy lifestyle habits.  
- A5.2b Use the City's website, newsletter, and social media accounts to promote walking and bicycling including promoting active transportation to events and maintaining a public user-friendly map-based inventory of bike routes and parking facilities.  

2. Access to Healthy Food










P5.3 Improve the neighborhood retail environment.

Develop a healthy and equitable food system that will allow the Montebello community to have access to a range of affordable foods. Replacing alcohol outlets with healthy food stores can increase neighborhood safety, reduce violence, and reduce exposure to poor-quality food.





- A5.3a Adopt land use regulations to limit unhealthy food outlet density (such as fast food, liquor, and convenience stores).  
- A5.3b Identify and utilize incentives, grants, and/or programs to encourage:  
 - Restaurants to create a healthier dining experience for customers (ex. highlighting healthy options, offering smaller portions); and
 - Existing convenience/corner stores to sell fresh foods.
- A5.3c Promote healthy lifestyles, activities, and food choices at City facilities and City-organized events by requiring healthy food/beverage options (when food is present) and adopting a healthy food procurement policy including increasing the availability of water.  

3. Noise

P5.4 Minimize noise impacts to ensure that noise does not detract from Montebello's quality of life.

- A5.4a Manage relationship between homes and major noise sources through zoning and environmental review and design measures.  
- A5.4b Require development projects to implement mitigation measures, where necessary, to reduce exterior and interior noise levels to meet adopted standards and criteria. Require mixed-use structures to minimize the transfer of noise from commercial uses to residential uses.  
- A5.4c Discourage through traffic in neighborhoods through noise-attenuating roadway materials, and modifications to street design.   
- A5.4d Minimize stationary noise impacts on sensitive receptors, and require control of noise from construction activities, private developments/ residences, landscaping activities, and special events.  

P5.5 Minimize excessive construction-related noise and vibrations.

- A5.5a Adopt and implement measures that reduce construction noise and vibrations.  
- A5.5b Construction plans submitted to the City shall include construction noise analysis (and vibration analysis where applicable) and identify measures to mitigate excessive noise and vibrations associated with demolition, grading, and construction plans.  
The noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed Federal Transit Administration (FTA) architectural damage thresholds.



Healthy Kids Day at the Montebello-Commerce YMCA, 2016.


















Vail High School students tend an amazing garden at the YMCA's Simonian Family Gardens at the Montebello-Commerce YMCA.



Senior Health Fair at the Montebello-Commerce YMCA.

4. Mental Health

- P5.6** Promote opportunities for people to build connections with their peers, neighbors, and the greater community supporting inter-generational and inter-cultural programs, activities, and events.
- A5.6 Engage residents in community conversations and volunteer opportunities so they can find fulfillment in ways that benefit themselves and the community.  
- P5.7** Facilitate contact with nature through network of public and private green space.
- A5.7a Prioritize new parks in areas underserved by parks and open space.  
- A5.7b Remove barriers and enhance access to existing parks.  
- A5.7c Amend development regulations to require new development to provide a range of public and private open spaces.  
- P5.8** Harnesses naturally occurring power of the sun, direction of wind and other climatic effects to maintain consistent indoor temperatures and occupant comfort.
- A5.8a Encourage correct orientation of buildings with appropriate fenestration that bring natural light into buildings.  
- A5.8b Increase access to the Rio Hondo Channel.  
People that are closer to nature are less stressed, and their mood and general mental health improves.
- A5.8c Support range of transportation options for seniors that allow them to maintain their independence to get around town and stay connected.   
The Montebello Transit Department offers Dial-A-Tax services for Montebello residents, disabled individuals at least (18) years of age & senior citizens, age 62 and older only. The service is available 24 hours a day, seven days a week.

 Vision Zero

 Social Equity

 Resilience



6 Our Safe Community

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

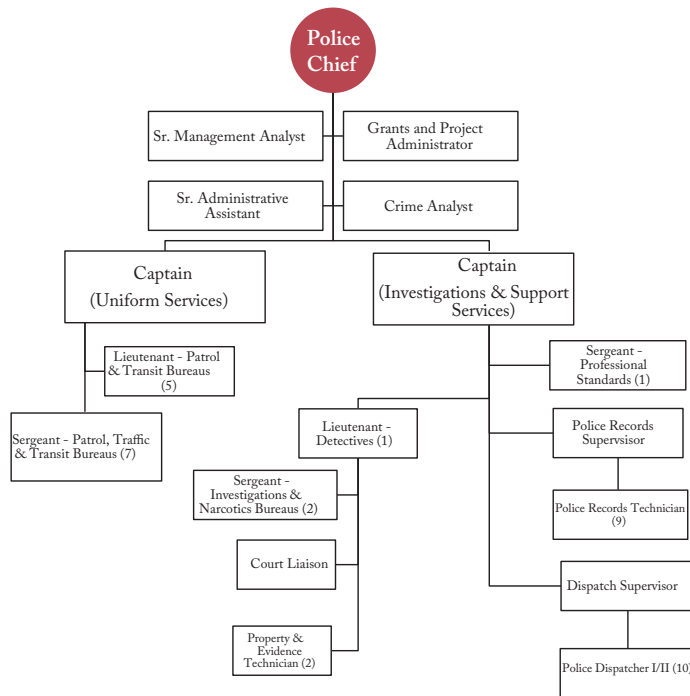
Providing for the public's safety is ultimately the responsibility of the City of Montebello and one of its highest priorities. "Public safety" means not only putting an end to the levels of crime and violence that impact the everyday lives of our residents, but just as importantly, delivering lifesaving rescue services, preventing fires, and preparing for and responding effectively to acts of terror, natural and manmade disasters, and pandemic events.

A. GUIDING PRINCIPLES

1. **Holistic Community Safety:** Enforcement alone is not the only response to crime reduction. A renewed focus should be on preventative measures. A quality education, good paying jobs, stable housing and less crime are all closely linked. The City will actively pursue restorative Justice and healing — repairing the harm to people, relationships, and the community caused by crime. A new Public Safety Commission will be created to provide oversight and implement the actions recommended in the General Plan.
2. **Prevention:** Identify and create upstream mechanisms that prevent the need for policing, fire fighting, and emergency services, and invest in impacted communities to address long standing inequities.
3. **Collaboration and Mutual Respect:** Safeguard civil liberties and privacy of its citizens while ensuring public safety.
4. **Equity:** Given the strong ties between inequity and safety, a strategic focus of safety policies, programs, and processes is targeted towards communities at greatest risk, and those that require the greatest support.
5. **Resilience:** Sustainability of resources and programs to keep the community safe.

B. POLICE

The Montebello Police Department is a full-service law enforcement agency, which includes patrol, investigations, support services, and community outreach programs. The Chief of Police is responsible for planning, organizing, directing, and coordinating public safety and law enforcement activities in the City. There are four divisions in the Police Department:

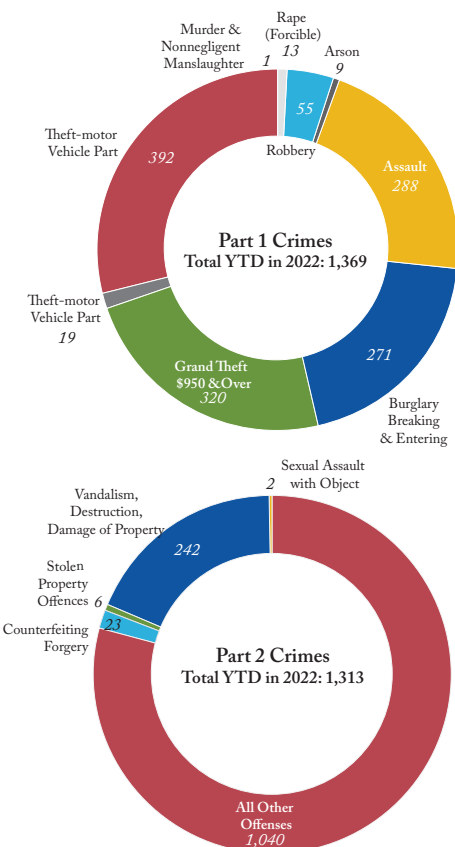


The Administration Division's primary responsibility is to provide general management direction and control. The Uniform Services Division is commanded by a Captain, whose primary responsibility is to provide general management direction and control for the Uniform Services Division. The Uniform Services Division consists of Uniformed Patrol, Traffic, K-9 Services, Special Response Team, Explorers, Reserves, Jail Facility, Transit Security, Mental Health Evaluation Team, Police Cadet program, and the Chaplain program.

A Captain commands the Investigation and Support Services Division. It consists of the Detective Bureau, Narcotic Unit, Personnel and Training, Communications, Records, Crime Analysis, Property and Evidence, Grant Administration, Community Relations and Computer Services.

The general fund primarily funds the Police Department. Other funding sources, when available, include asset forfeiture, supplemental law enforcement fund, and various state and federal grants. The police department is also responsible for the Montebello Bus Lines security and receives Prop C funding for transit security operations.

Figure C6.1. Police Department Organization Chart



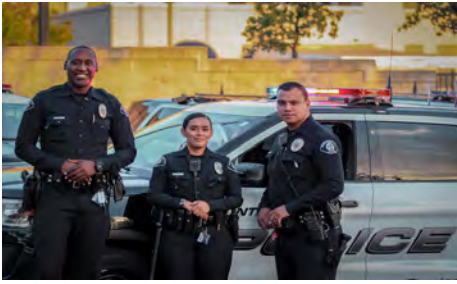
1. Major Public Safety Challenges

The following challenges were identified by the community in surveys, interviews, and various community workshops:

- Streets are unsafe for walking and biking — need to slow down traffic on city streets;
- Perception of gang presence;
- Perception of theft activities;
- Lack of lighting in residential areas, shopping centers, southern Montebello, crosswalks, and alleys;
- Future growth will warrant a corresponding increase in personnel; and
- Feel unsafe in parks;
- Need Citizens on Patrol to assist the officers during the normal course of operation, and during times of disasters or emergencies. However they cannot supplant regular officers or minimum deployment levels.
- Unpleasant confrontation with homeless individuals — homeless people are at railroad tracks, the Rio Hondo corridor, supermarkets, city parks, Metrolink Station, and South Montebello;
- Need to address local civil rights, hate crimes, programs/events of diversity other than just ethnic culture, and bullying of young students;

Figure C6.2. 2022 YTD Crime Stats. Source: Montebello Police Department

2. Existing Programs



Uniform Patrol: The patrol division is the largest division within the police department and provides around-the-clock law enforcement services. Patrol is the backbone of the police department and primarily focuses on patrolling city streets, answering calls for service, and identifying potential crime problems. The Montebello Police Department is dedicated to providing the highest quality of service to our community. Staffing consists of patrol officers, field supervisors and is often augmented by community service officers, traffic officers, and police cadets.



Traffic: The Montebello Police Department Traffic Unit is responsible for investigating traffic collisions, all traffic related crimes, and strives to reduce traffic related deaths, injuries, and property damage through enforcement. The majority of complaints the traffic bureau receives are related to parents behaving poorly while picking up and dropping off their children at school.

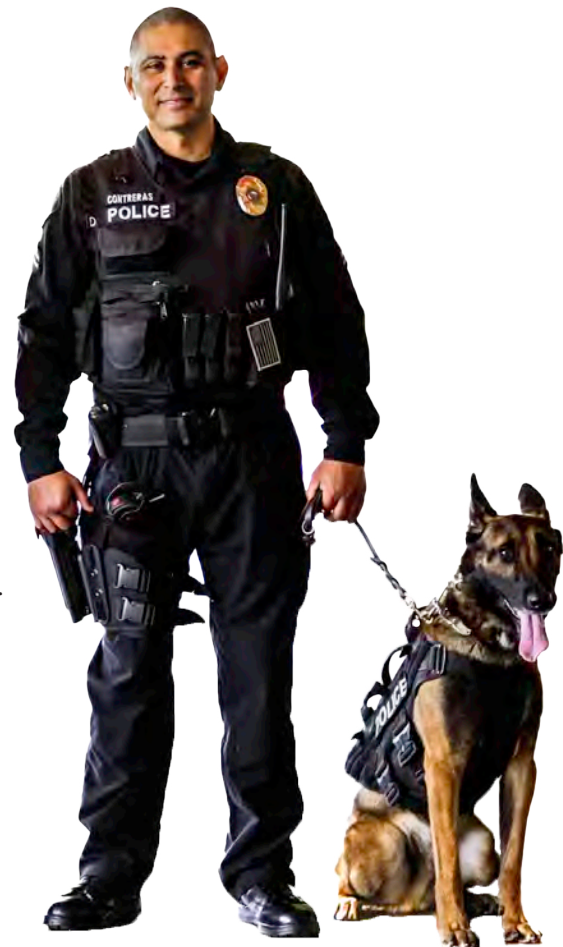
K9 Services: The Montebello Police K9 Services Unit was the "Flagship" of all K9 units in the San Gabriel Valley and south-

east Los Angeles area, with many agencies attempting to replicate the program. This unit is currently supervised by a sergeant who is an experienced former K9 handler. Currently, there are two police service dogs assigned to patrol. The K9's are trained to protect the handler and other officers. The dogs often search buildings, buildings, fields, backyards, etc. for fleeing or hiding suspects who are often armed and dangerous. The dogs are also cross-trained in narcotics detection and article searches.

Jail Facility: The jail facility has a 20-bed capacity. The G4S, a private correctional firm which operates the jail facility under the oversight of a lieutenant. The facility is staffed by trained custody personnel and supervised by a G4S Jail Commander. The jail meets every requirement set forth by the board of corrections. The Montebello City Jail offers several programs to the community. The Self-Pay Inmate Program is an alternative to serving a sentence in county jail. With the permission of the sentencing court, people may select to serve their sentence in the Montebello City Jail in two ways; to serve on consecutive days or weekends. The Montebello City Jail also offers Live-Scan fingerprint services.

3. Volunteer Programs

Police Reserves: The Montebello Police Department's Reserve Corps includes sworn volunteers from throughout Southern California. The members come from a wide variety of backgrounds and professions. Their common bond is their commitment to volunteerism and their love for law enforcement. Coordinated by a Lieutenant and a Sergeant, Reserve Officers serve in Patrol, Traffic, the Detective Bureau, the Narcotics Bureau, and Personnel & Training. In addition, Reserve Officers assist with tactical alert situations, National Night Out, and the Department's numerous holiday functions. Reserve Officers also volunteer their time in planning and staffing numerous other city events including the Department's DUI/CDL checkpoints. Over the years the Reserve Corps has also been instrumental in preparing men and women to become full time police officers. Many of the full time police officers currently working for the department were once members of the Reserve Corps.





Police Department Initiatives

- Montebello Police Department will continue to support and expand third-party policing (neighborhood watch/business watch).
- In light of recent mass shooting events nationwide, the Montebello Police Department has conducted active shooter training at local schools and community groups. The Police Department is also currently reviewing various technologies that could improve efficiency while reducing response time to calls. School Resource Officers were assigned at two Montebello High Schools at the beginning of the school year.
- To improve accountability the Police Department has implemented Body Worn Cameras. Police officers will receive annual Cultural Diversity/ Racial Profiling training in partnership with the Museum of Tolerance.



Police Explorers: This program is for youth in the community and provides them training and mentoring. Once they are trained and attend a police explorer academy, they can assist in community events.

social ministry to department personnel and citizens of the Montebello. Chaplains are on-call 24 hours a day. They voluntarily provide counseling for a variety of issues, many of which are common to the law enforcement profession.



Citizens on Patrol: Citizens patrol is dedicated to supporting the Montebello Police Department and enhancing the quality of life for the residents of Montebello. Citizens patrol supports our community by providing our department with the following assistance:





Montebello Mental Health Team: This unit is comprised of a sworn police officer and a Mental Health Clinician from the Los Angeles County Department of mental health.

Chaplains: The Chaplain program is designed to offer a professional religious and

- Traffic control;
- Crime watch;
- DUI checkpoint assistance;
- Community events; and
- Crime scene assistance.



4. Policies and Actions

P6.1 Promote crime prevention strategies.

A6.1a Continue to support crime prevention and neighborhood watch programs throughout the city.  

A6.1b Follow principles for Crime Prevention Through Environmental Design (CPTED) to reduce neighborhood crime and violence.  

CPTED design strategies reduce fear and incidence of crime and improve quality of life via the built environment through territoriality, natural surveillance, access control, activity support, and maintenance. Pedestrian-scale lighting in targeted areas decreases the likelihood of theft and violence and increase the feeling of safety and security.

A6.1c Reduce opportunities for criminal activity through physical design standards, recreation opportunities, educational programs, and counseling services.  

A6.1d Incorporate natural surveillance principles and best practices into development codes and review processes.  

Promote “eyes on the street”.

- *The way that buildings, sidewalks and parking lots are designed and sited can make it easier for neighbors and passers-by to keep potentially unsafe areas in view, thereby discouraging crime.*
- *Joint use agreements and partnerships increase access to parks and recreations spaces while also increasing neighborhood safety by fostering “eyes on the street” and creating a sense of community safety and security*

P6.2 Encourage efforts to improve the image of safety in neighborhoods.




A6.2a Build social relationships within neighborhoods to reduce crime by facilitating community action.  

- *Develop partnerships among neighborhood residents, police and local government agencies to solve problems as they arise, prevent crime, and reduce violence.*
- *Leverage resources within partnerships to support efforts to improve the image of safety in neighborhoods through public education and by eliminating visual factors indicating crime (boarded-up houses, graffiti, and litter).*
- *Enforce code violations and encourage code compliance with delinquent or absent landowners.*


A6.2b Strongly supports community policing efforts.  

The practice of community policing is an important part of crime prevention and has helped to return a sense of unity between local law enforcement and the community.

P6.3 Prevent bicycle and pedestrian accidents.

A6.3a Design local streets to minimize traffic volumes and/or speed, as appropriate, without compromising connectivity for emergency first responders, bicycles, and pedestrians.   

This could be accomplished through management and implementation of complete street strategies, short block lengths, narrow streets, and/or traffic calming measures.

A6.3b Use traffic calming tools to assist in implementing complete street principles. Possible tools include roundabouts, curb extensions, high visibility crosswalks, and separated bicycle infrastructure.   

Traffic calming measures such as bike lanes, speed bumps, speed humps, speed tables, raised crossings, undulations, traffic circles and roundabouts, curb extensions, and median or pedestrian refuge islands can prevent bike and pedestrian injuries.

 Vision Zero

 Social Equity

 Resilience

C. FIRE

The Fire Department is an “all-risk” organization, Montebello Fire & Rescue responds to the needs of the community regardless of the nature of the incident. The Department currently has five (5) Divisions: Fire Operations (Suppression and Emergency Medical Services-EMS), Fire Prevention and Risk Reduction, Communications, Fire Community & Outreach Services and Fire Administration. Our Divisions are compromised by innovated strategic approaches and non-traditional models to provide higher standards of service to our community. The Department has a total of 76 Full-Time Employees (FTEs) and 4 Part-Time Employees (PTEs).

The Department has six apparatus: three type 1 engines, one tractor drawn aerial truck, one brush engine, and one CalOES fire engine. Call volume runs approximately 8,000 annually, and has been trending upward with a 17% increase from 2013 to 2018, and a 9% projected increase in 2021. MFD follows a firefighter/paramedic model, and thus the Department is the first responder for all emergency medical service (EMS) needs; the City contracts with an ambulance service for EMS transport. Dispatch services are provided by Verdugo Fire Communications Services (VFCC) which answers calls for 13 local agencies.

The Operations Division (Suppression and Emergency Medical Services) operational mission and objective is to save lives, conserve property, and minimize environmental impact with efficient and effective response to fires, floods, medical emergencies, hazardous materials releases, extrication incidents and other rescue calls while also providing non-emergency public assistance. To support this objective, the fire department participates in automatic and mutual aid agreements with neighboring fire jurisdictions, as well as State agencies. Our Firefighter/Paramedics provide emergency medical services, providing pre-hospital emergency medical care and patient stabilization while assisting with transportation (CARE Ambulance) to medical facilities as necessary. Medical services provided to patients who are injured or ill are provided by advanced life support (ALS) by State certified Paramedics. The Firefighter/Paramedics are managed by a team of emergency medical professionals, including the EMS Battalion Chief, Medical Director (MD), a paramedic coordinator (Fire Captain), and a registered nurse educator, they are responsible for paramedic training, certification, equipment, quality improvement, and legal aspects for all basic and advanced emergency medical services. The registered nurse directs EMS continuing education, to ensure quality assurance of care and advanced use of medical equipment and technology support.

The Shift Battalion Chief is responsible for the day to day activities performed by the line personnel, the division is staffed by 56 all sworn fire personnel assigned to three shifts (Shift A, Shift B and Shift C), currently staffed by Fire Battalion Chief (3), Fire Captains (12), Fire Engineers (13), Firefighter/Paramedics (24), and Paramedic Trainees (4). This Division provides firefighting capability, emergency medical response, and other emergency services, including wildland services. On a daily basis the division staffs 3 fire engines, and 1 ladder truck, at 3 fire stations that are strategically located. Montebello is the fourth busiest fire

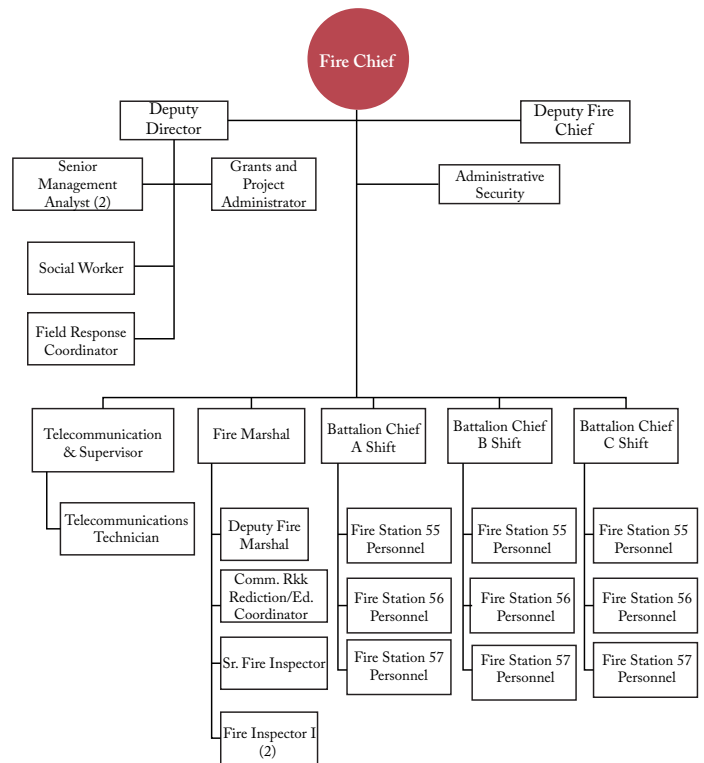


Figure C6.3. Fire Department Organization Chart.

department of the sixteen agencies (fourteen public and two industrial) served by the Verdugo Fire Communications Center. The Division also oversees the Firefighter Auxiliary (18+) and the Youth Fire Explorer (Ages 12-17) Programs. Currently, the Division responds to nearly 8,000 calls for service each year, with 75% of the Montebello service incidents are medical in nature.

The Fire Prevention and Risk Reduction (FPRR) Division main responsibility is to educate the community about the benefits of proper safety practices and to identify and eliminate all types of hazardous conditions that pose a threat to life, property, and the environment. The Division is comprised of a mix of civilian and sworn personnel, such personnel are the Fire Marshal, Fire Prevention Captain(s), Senior Fire Inspector, and two Fire Inspectors. The FPRR Division completes a wide variety of inspections. These include land entitlement, new construction, commercial and industrial facilities, schools and institutions, and specialized inspections related to film permits. Additional specialized functions are: Land development services, Inspection of schools, institutions, high-rise buildings, and Arson investigations.

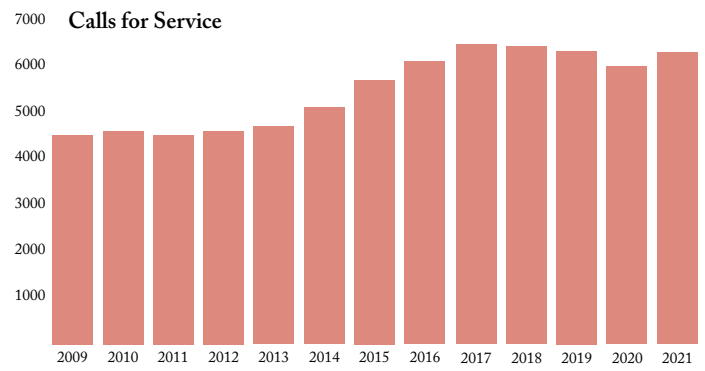
The Communications Division primary objective is to ensure the life safety of first responders (Fire, Police, Transportation, and other emergency professionals) that participate in the City of Montebello’s communication radio system and that all radio users can operate safely in these extreme dynamic communication environments. The Fire Department is a committee member of the Interagency Communications Interoperability (ICI) as a Governance Member due to owing our own radio system infrastructure, and also supports active subscriber members (Public Safety Agencies) through access agreements. The Division is currently staffed by full-time Communications Supervisor and

a Communications Technician. The primary responsibility is to provide an uninterrupted operational radio system for all Montebello personnel, including police, fire, transit, public works, code enforcement, parks, etc. In addition to the City personnel, Montebello provides access to the radio system for the following Police Departments: Downey, Vernon, Whittier, and Montebello Unified School District. The Fire Department has a total of seven (7) radio sites, located within and outside the City of Montebello.

The Fire Community & Outreach Services Division is a unique Fire Division as it has an emphasis in community health and wellness through the implementation of innovated approaches to address health and safety conditions that impact vulnerable populations, that decrease the use of the 911 Dispatch System and Emergency Rooms of non-emergency issues, and improve the quality-of-life for those at-risk through a field-based paramedic service and educational outreach and engagement. Current populations being served are seniors, home-bound, unhoused, behavioral health (mental health and substance use), and medically compromised individuals.

The current programs are:

- Montebello Community Assistance Program (MCAP), is a field-based outreach program that serves a wide-range of individuals with multiple medical complexities, facing multiple conditions that impact their quality of life, such as compromised health conditions, homelessness and behavioral health conditions. The program is staffed by a Firefighter/Paramedic, Social Work Coordinator, Field Based Case Manager and Housing Navigator.
- Operation Stay Safe (Tiny Homes) oversight of 30 tiny homes to serve individuals who are unhoused, as a bridge to permanent housing and/or long-term housing. Those being served will be receive wrap-around supportive services, such as case management, transportation, housing services, and emotional supportive services.
- Geriatric Case Management- Currently being developed. This program is intended to serve the senior population with case management and supportive services that need additional support to improve their quality-of-life and addressing their complex health, mental, emotional and social conditions. The Field Based Case Manager will provide wellness checks, home-visits and other services.



Incident Calls for Service in 2021

Incident Calls for Service in 2021	Incidents
Fire	217
Overpressure, rapture, explosion, overhear (no fire)	2
Rescue & EMS	4,774
Hazardous Condition (no fire)	104
Service Call	262
Good Intent Call	410
False Alarm	504
Natural Disaster	2
Special Incident	10

Figure C6.4. Calls for services has increased over the past decade with most of the calls being for medical assistance. Source: Montebello Fire Department.

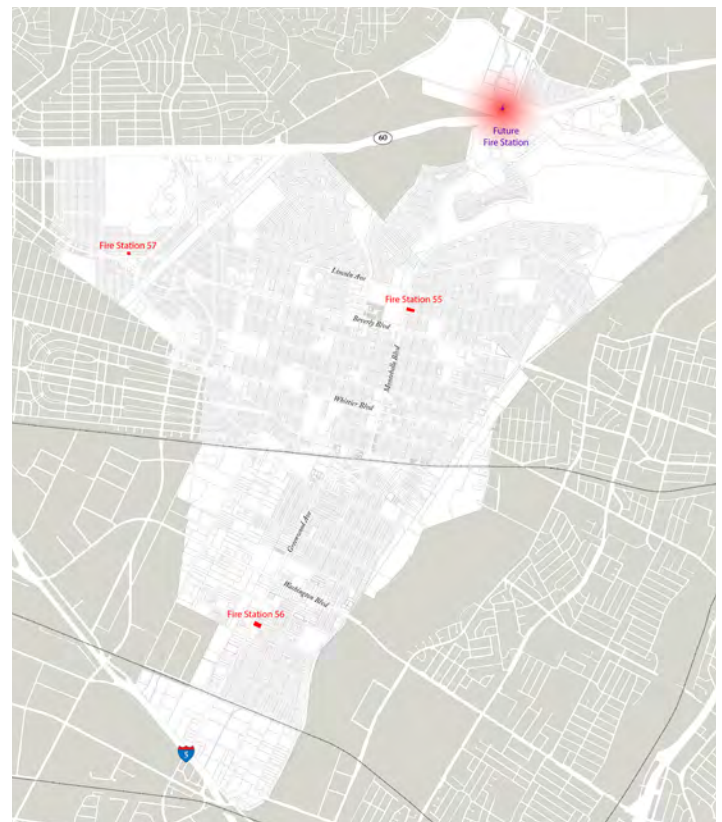


Figure C6.5. Montebello Fire Stations. A fourth fire station is proposed in the northern part of Montebello.

The Fire Administration Division is responsible for planning, organizing and directing all activities within the fire department including fire suppression, emergency medical services, communications, community and outreach services and prevention activities. Supervision of department staff, coordination of activities with other departments, completion of highly complex assignments and staff assistance to the City Manager and City Council is included. Of importance is budget management, personnel, human resources and payroll administration and organizational development. The administration division supports each division of the department to provide the most effective service level within available resources.

The Fire Department receives its primary funding from General Fund, Fee-for-Service and project-specific funding from Grants, such as FEMA Federal Emergency Management Agency, CalWater, San Gabriel Valley Council of City Governments (SGVCOG), San Gabriel Valley Regional Housing Trust (SGVRHT), Gateway Cities Council of Governments (Gateway COG), and the Community Development Block Grant (CDBG).

1. Major Public Safety Challenges

- Future growth will warrant a corresponding increase in personnel in Fire Department;
- The call volume for service at the Fire Department has gone up dramatically (75% of the calls are medical calls for paramedics — and 25% percentage of all calls are fire related calls) — training needs are higher: need a medical director and support staff with various accreditations;
- Need for facilities upgrades for Fire Station #57 built in 1947 and has limited structural space, and some of the apparatus will not fit. The Fire Headquarter was built in 1964 to last about 30 years;
- Fire Department trains in empty warehouses or on streets on weekends — a new training center is needed. The Fire Department is operating at a 90% efficiency rate. A fourth Fire Station is needed in the community. Potential future funding sources are grants and impact fees; and
- The area dams are vulnerable to failure and could pose a flooding threat in the Montebello area.
- There are several target hazards in the City, increasing the need for specialized equipment and training, including ability to respond adequately to situations that include violence.
- City needs to mitigate risk, so it can adequately respond and recover from natural and manmade disaster.
- There are several residential neighborhoods with single exit routes in the City, as seen in Figure C6.6. They include:
 - Merek Drive, Peacock Lane, and 4th Street- Single egress via 4th street. Approximately 20 residential units affected.
 - Maiden Lane (200 E. Block) – Singular egress via Maiden Lane. Approximately 20 affected single-family homes and apartment complexes.
 - Fremont Square (200 E. Block) – Singular egress via Fremont Square to Poplar Ave. Approximately 20 affected single-family dwellings and apartment complexes.
 - Cleveland Avenue (200 E. Block) – Singular egress via Cleveland Ave. to Poplar Ave. Approximately 20 affected single-family dwellings and apartment complexes.
 - Natasha Lane (100 S. Block) – Single egress via Natasha Lane to Whittier Blvd. Approximately 20 affected single-family dwellings.

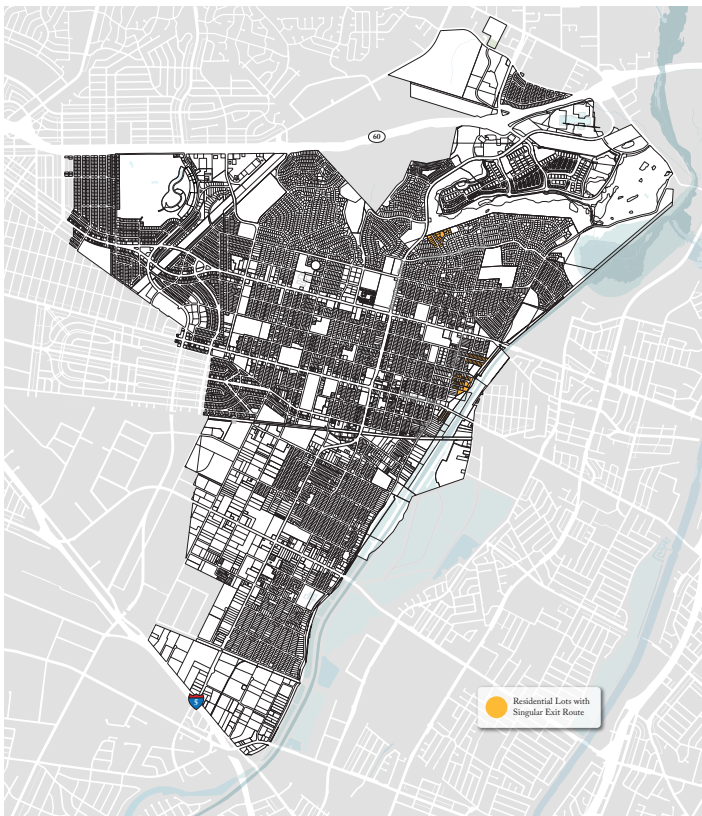


Figure C6.6. Residential lots with single exit route.

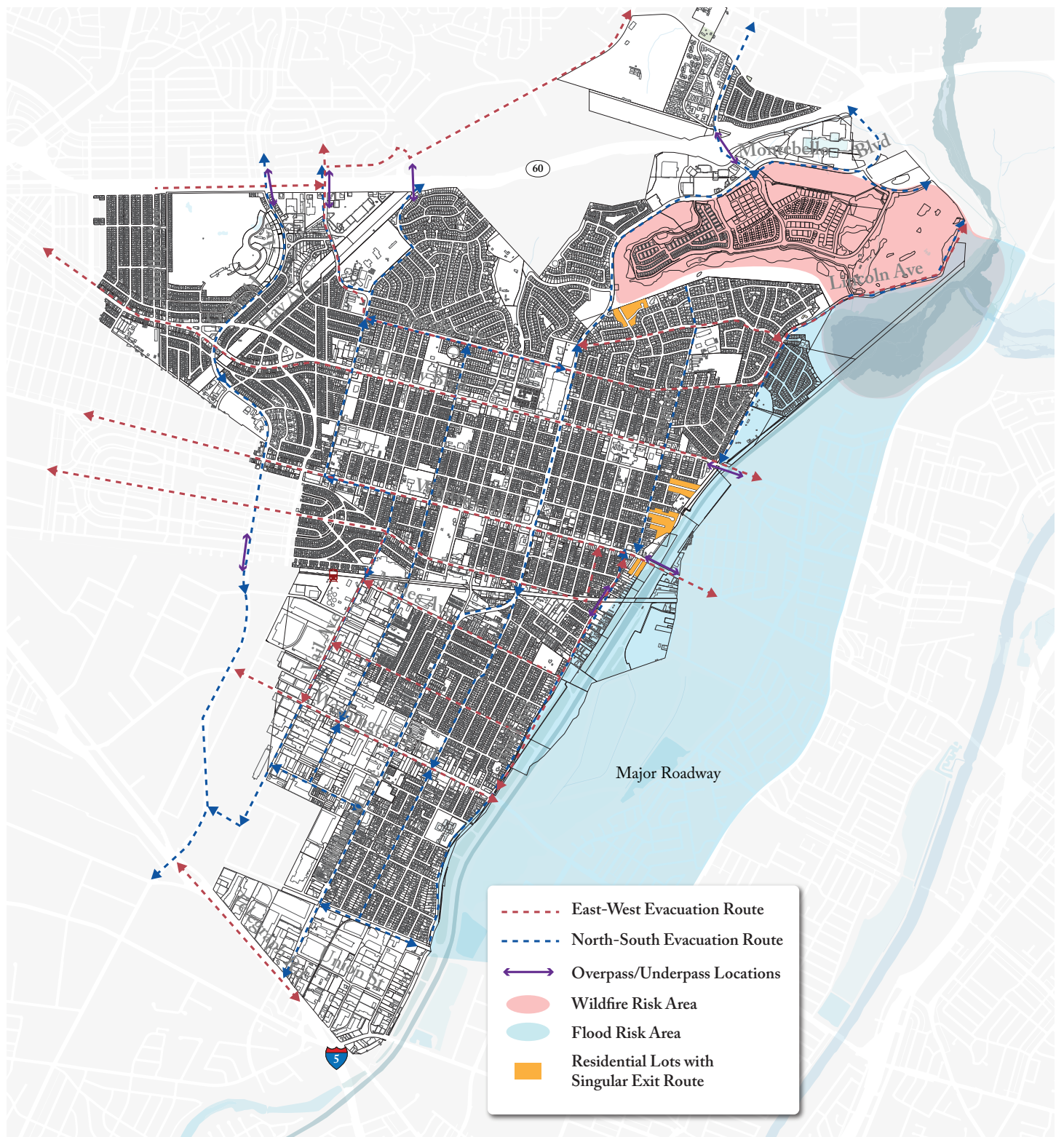


Figure C6.7. Evacuation routes.

Evacuation Routes: There is a greater percentage of population in the central area of the city, as well as pockets of vulnerability with dense multi-family dwellings and assisted living complexes that may require a greater level of assistance during evacuation proceedings. Therefore, emergency responders must be flexible in emergency scenarios, considering the location and extent of a hazard may disrupt established evacuation routes. Given the potential for congestion when certain evacuation routes are closed, emergency responders should consider contraflow lane reversal as one strategy to efficiently evacuate residents. All but

four outbound evacuation routes rely on a bridge (Figure C6.7). These bridges should be inspected prior and post hazard events to ensure the evacuation routes remain viable. Social vulnerability indicators, including age, disability, and other mobility factors should be further examined to determine other potential barriers to evacuation besides distance to and capacity of evacuation routes. These recommended strategies require advanced coordination across departments to ensure an efficient and well communicated process for evacuation in response to various hazard scenarios.

2. Existing Programs



Inspection and Plan Review: The Fire Prevention and Risk Reduction (FPRR) Division is responsible for the completion of thousands of inspections throughout the year. These inspections include construction related inspections, complaint follow-up inspections, weed abatement inspections, as well as annual business inspections-which are also performed in conjunction with the Engine Company Inspection Program. The Bureau is also responsible for the completion of approximately 1000 plans reviews every year. These plan reviews involve the review of both commercial and residential, in new construction and tenant improvements, throughout the City of Montebello.

Investigations: The Fire Prevention and Risk Reduction (FPRR) Division performs fire investigations in an attempt to determine the origin and cause of fires, to prevent fires in the future. Although most fires are accidental, some fires are found to be criminal in nature, needing further investigation by an Arson Investigator. These investigators are specially trained fire investigators, cross-trained in a law enforcement capacity. This training allows for fire personnel to work closely or autonomously from the Montebello Police Department or other law enforcement agencies. Investigators respond to both fire and environmental incidents for investigations. During a year, investigators respond to about 100 calls for service. In addition to these calls for service, Montebello Arson Investigators annually participate in the local enforcement of the use of illegal fireworks.

Chaplains: The Chaplain program is designed to offer a professional religious and social ministry to department personnel and citizens of the Montebello. Chaplains are on-call 24 hours a day. They voluntarily provide counseling for a variety of issues, many of which are common to the law enforcement profession.

Montebello Community Assistance Program (MCAP): The MCAP is a first responder and behavioral para-medicine model approach launched by the City of Montebello Fire Department. The program establishes collaborations with various community-based organizations, local healthcare providers, and work with surrounding cities. Working in a field-based outreach and services model, MCAP is staffed by a Firefighter/Paramedic, Social Worker/EMT, Field-Based Case Manager, and Housing Navigator. This team works in partnership with people experiencing homelessness to address complex medical conditions, mental health, and/or substance abuse disorders. The MCAP team

determines the evidence-based treatments and impactful system navigation services through the data collection and evaluation. MCAP also provides intensive care management services, behavioral health support, assist with linkages to housing needs, and raise awareness among local leaders and community residents to decrease social stigma as it relates to behavioral issues and homelessness. MCAP connects clients with the following services in the community:

- Food/Showers Assistance
- Substance Use Disorder Assistance
- Medical Assistance
- Mental Health Assistance
- Dental Assistance
- Linkages to Housing Services (Interim and Long-Term Housing)
- Social Service Assistance



Operation Stay Safe is the first to be managed by a municipal fire department in the entire state. 30 homes, measuring 64 square feet provide shelter for unhoused residents on a parking lot at Montebello-Commerce Metrolink Station.



Public Education: The Montebello Fire Department- Fire Prevention and Risk Reduction (FPRR) Division heads up the Public Fire Education that takes place in Montebello. These programs include events such as Fire Service Day, held in May; and Fire Prevention Week, held in October-which commemorates The Great Chicago Fire of 1871, both of which allow the community to visit and tour the local fire stations. In addition, the Fire Department provides specialized fire education programs to schools, day cares, and senior citizens. These programs provide information about the proper installation and use of smoke detectors, establishment of emergency evacuation plans, Stop The Bleed Community Training, Cardiopulmonary resuscitation (CPR) Community Training, Firework Awareness and Education, and the "STOP, DROP, and ROLL" program.

Disaster Preparedness: The City takes a pro-active role in disaster preparedness and mitigation — (specifically) address preparedness, training, exercise, public education; mitigation efforts before and after disaster; response actions to save lives and property from effects of an emergency or disaster; and recovery.

Emergency Operation Plan: The City's Emergency Operations Plan (EOP) establishes an Emergency Management Organization (EMO) and assigns functions and tasks consistent with California's Standardized Emergency Management System (SEMS), and the National Incident Management System (NIMS). It provides for the integration and coordination of planning efforts through a whole community approach and authorizes the City's personnel to perform their duties and tasks before, during, and after an emergency. The Emergency Operations Plan follows The Federal Emergency Management Agency (FEMA) Comprehensive Preparedness Guide (CPG) 101, November 2020, Version 3.0. The Emergency Operations Plan's content is based upon guidance approved and provided by the Federal Emergency Management Agency (FEMA) standard on EOP organization for a local jurisdiction and the California Office of Emergency Services (Cal OES). The intent of the EOP is to provide direction on how to respond to an emergency from the onset, through an extended response and into the recovery process. It promotes a common understanding of the fundamentals of community-based, risk-informed planning and decision making to help planners examine a threat or hazard and produce integrated, coordinated and synchronized plans. The goal of the EOP is to simplify the planning process across all areas of 1) Prevention, 2) Protection, 3) Mitigation, 4) Response and 5) Recovery. It assist the City to develop and maintain viable all-hazards, all-threats.

Hazard Mitigation Plan (HMP): Under the Disaster Mitigation Act of 2000 (DMA 2000), the Federal Emergency Management Agency (FEMA) requires a Hazard Mitigation Plan (HMP) from local governments and certain special districts, counties, and states within the country that wish to receive federal mitigation funds if they should become available.

The City is in the process of conducting a Risk Assessment Plan for the Department and seeking funding to conduct an update Hazard Mitigation Plan (HMP).



Figure C6.8. Whittier Narrows Dam Failure Inundation Map (HAZUS).
Source : Emergency Planning Consultants.

Hazardous Materials and Human Caused Hazards: Manufacturing, transporting, and storing hazardous materials in an urban environment can pose threats to the safety of workers, and to the safety of businesses and residences located near these materials. The City recognizes the importance of identifying and regulating the use, production, and transportation of hazardous materials and making planning decisions to minimize exposure to hazards. Hazardous materials such as cleaning products, paints, solvents, and fuels are commonly used and found in small quantities throughout Montebello. Types of hazardous materials regularly transported into, out of, and through the city consist of flammable liquids, corrosive materials, compressed and/or poisonous gases, explosives, flammable solids, and irritating materials. Accidents on major roadways could result in releases of hazardous materials. The U.S. Department of Transportation regulates the transport of hazardous materials on city streets, and I-5 freeway. When acutely toxic hazardous materials are transported, the California Highway Patrol must be notified. If city streets are used, the Montebello Police Department must be notified. The City does not designate specific haul routes for hazardous materials, because the handlers and users of hazardous materials are dispersed throughout the city.

Seismic Hazard: Dam inundation describes flooding that could result from the structural failure of a dam, generally caused by seismic activity. Seismic activity may also cause inundation by a seismically induced wave, called a seiche that overtops the dam without also causing dam failure. Landslides flowing into a reservoir could also cause dam failure or overtopping.

There are some portions of the City of Montebello within the potential inundation boundaries of the Whittier Narrows Dam. This area may be affected in the event of a seismically-induced seiche or potential failure of the dam. The City of Montebello's Local Hazard Mitigation plan identifies approximately 150 single-family buildings that will suffer varying degrees of damage (slight, moderate, extensive or complete). These buildings are located along the eastern border of the city, as seen in the figure below. An estimated 335 households would be displaced due to the flood, and roughly 950 people will seek temporary shelter. The estimated total economic loss for the Whittier Narrows Dam failure scenario is \$39.19 million dollars. Due to the distance of this area of Montebello from the ocean, it would not be considered subject to inundation by tsunamis.

Montebello Brownfield Overlay District (MBOD): The Montebello Brownfield Overlay District (the “Brownfield Area”) is comprised of an approximately 55-acre area. From 1940 through 1955, a portion of the Brownfield Area was used as a landfill identified as the Chapin Road Landfill. Prior to 1940, the Brownfield Area was used for agriculture purposes. Subsequent to its closure, the Brownfield Area was used for industrial chemical blending and mixing from 1960 to 1987 (Source: Department of Toxic Substance Control, <https://dtsc.ca.gov/your-environment/>). The Chapin Road Landfill is currently recognized as a pre-regulation closed Landfill and given its date of closure and documented measurements of hazardous material, any required remediation/mitigation is unknown without further analysis.



Figure C6.9. Montebello Brownfield Overlay District.

To better understand the current condition of the Brownfield Area, the City has engaged an environmental engineer to research and establish an informed analysis that would allow staff to assess the subject area, and determine if there is any risk of contamination exposure and suggest additional investigation, mitigation, and/or remediation activities, if any are warranted. In addition, the City will explore the viability of repairing the road network and developing a storm water masterplan to ensure run-off water from the area is being appropriately controlled using adequate infrastructure and/or best management practices.

These efforts are intended to ensure public safety, including the safety of residents, visitors, employees, and businesses occupying the Brownfield Area as well as the surrounding areas. In the long term, the City plans to explore opportunities that would promote a green industrial economy by encouraging land use decisions that enhance the quality of life and place for residents, visitors, and businesses resulting in positive results for the region.

3. Policies and Actions

P6.4 Provide a high level of fire protection service in the community.

- A6.4a Maintain an average fire department response time of less than 3 minutes to emergency calls for service. ● ●
- A6.4b Continue to secure adequate equipment and attract and retain personnel while collaborating with neighboring jurisdiction and partner agencies to adequately respond to emergencies and incidents in all parts of the City. ● ● ●

P6.5 Maintain a current Emergency Operations Plan.

- A6.5 Regularly review and update the City’s safety plan every two years. ● ●

P6.6 Minimize damage and maximize resilience from emergencies.

- A6.6a Consult and collaborate with federal, state, and regional agencies to identify and regulate the disposal and storage of hazardous materials, and prevent the illegal transportation and disposal of hazardous waste. ● ●
- A6.6b Collaborate with appropriate agencies to identify and inventory all users and handlers of hazardous materials to proactively mitigate potential impacts. ● ●
- A6.6c Determine the presence of hazardous materials and/or waste contamination prior to approval of new uses and require that appropriate measures be taken to protect the health and safety of site users and the community. ● ●
- A6.6d Improve public awareness of best practices for and participation in household hazardous waste management and disposal. ● ●
- A6.6e Partner and collaborate with property owners, businesses, and community groups to develop strategies to protect and minimize risks from existing hazardous material sites to existing nearby sensitive uses. ● ●

D. CLIMATE VULNERABILITY AND RESILIENCE

Climate change is driven by the human contribution of certain gases like carbon dioxide and methane into the atmosphere. These gases, commonly known as greenhouse gases (GHGs) absorb and re-emit heat that has been discharged from the Earth's surface. This works to trap heat near the Earth's surface, increasing the natural greenhouse effect. GHGs from human activities have been collecting in the atmosphere since the 1800's and are raising global average temperatures. This rise in average temperatures across the globe affects precipitation patterns, temperature, and ocean water levels, temperatures, and chemistry. The Intergovernmental Panel on Climate Change (IPCC), a United Nations subgroup responsible with global advancement and communication of climate change understandings, has concluded that global climate change will impart adverse effects on the Earth's natural and built systems, resources, and populations.

Montebello is, and will continue to be, affected by the impacts of climate change in the form of increased extreme heat days, increased average temperature, stronger storms, more severe floods, deeper and longer droughts, and more frequent and expansive wildfires. Specific impacts on the community of Montebello will vary based on social, economic, and physical characteristics of the City's populations and assets. This section of the Safety Element assesses the projected impacts climate change will have on the city.

1. Relevant Legislation

Senate Bill (SB) 1035 (2018) requires Montebello and all California cities and counties to update their safety element with new information on flood hazards, fire hazards, and climate adaptation and resilience, in conjunction with the housing element or local hazard mitigation plan update cycle, which occur every 8 years and 5 years, respectively. The following climate vulnerability assessment was prepared in accordance with California Government Code Section 65302(g) (as updated by SB 379), to satisfy the requirement that Montebello include a climate vulnerability assessment in conjunction with the update to its Safety Element.

2. Climate Drivers and Hazards

The IPCC has established several scenarios used to describe possible future GHG emissions and associated warming. Two of these are commonly used to compare possible futures and have been selected for this assessment.

- The Representative Concentration Pathway (RCP) 4.5 represents a "medium emissions" scenario in which emissions peak around 2040 and then decline through the end of the century. This scenario assumes global agreement and implementation of GHG reduction strategies.
- The RCP 8.5 represents a "high emissions" scenario in which emissions continue to rise throughout the 21st century.

a) Climate Drivers

i) **Temperature:** Observations over the past century indicate that temperature has increased in Montebello. Warming is expected to increase in Montebello in the coming decades as evidenced under the two GHG emission scenarios:

- Under RCP 4.5, future model-average temperature values in Montebello are projected to increase by 4.1°F by mid-century (2035-2064) and 5.2°F by end of century (2070-2099).
- Under RCP 8.5, future model-average temperature values are projected to increase by 4.9°F by mid-century and 8.2°F by end of century.

ii) **Precipitation:** Historically, precipitation in Montebello is highly variable from year to year. In Montebello, and in most of California, large, discrete storms generate a significant portion of the City's total precipitation. According to California's Fourth Climate Change Assessment Los Angeles Regional Report (2018), climate model projections suggest that potential changes in average precipitation in the coming decades will be trivial in comparison to the City's historic natural variability. However, both wet and dry periods are expected to become more extreme and frequent, leading to overall increased variability in the City, LA region, and in California. Climate models project that by the end of the century, the largest precipitation events in the Montebello will increase in volume (inches of rain per day) between 0.16 and 0.30 in RCP 8.5.

b). Climate Hazards

i) **Extreme Heat:** The intensity and frequency of extreme heat days is expected to increase. In Montebello an extreme heat day is when the maximum temperature exceeds 100.5°F. Historically, between 1961-1990, the city experienced three extreme heat days per year on average.

- Under RCP 4.5, by the end of the century, extreme heat days are expected to increase to 17 days per year.
- Under RCP 8.5, extreme heat days are expected to increase to 34 days per year.

ii) **Drought:** Drought conditions tend to occur on a large scale, so this analysis considers the Southern California region looking at the future of drought in Montebello. Southern California is prone to periods of extreme drought conditions, with the most recent occurrence taking place between 2011 to 2015. Climate projections suggest that with overall temperatures increasing through the century, irrespective of whether average precipitation increases or decreases, there will likely be longer and more extreme droughts in the region. In Montebello, the historical average length of dry spell is 161 days. This average is projected to increase by the end of century by 8 days (RCP 4.5) to 17 days (RCP 8.5).

iii) **Wildfire:** Climate change is projected to exacerbate wildfire risk by creating hotter and dryer landscapes, notably, due to increased variability in precipitation. In the Los Angeles Region,

wildfire risk is influenced by a multitude of compounding factors that include its mostly warm and dry Mediterranean-type climate, continuing expansion of the wildland urban interface, drought events, periodic episodes of Santa Ana winds, historical fire suppression, human activities, topographical factors, and the type and spatial distribution of vegetation.

There have been several small fires in the City of Montebello in the last decade. In 2015, a fire burned almost 400 acres near Lincoln Boulevard in the Whittier Narrows recreation area. In 2018, a brush fire burned less than 50 acres near Lincoln Ave. and San Gabriel Blvd. Although Montebello is not designated as a very high fire hazard severity zone (VHFHSZ), neighboring jurisdictions including the City of Whittier and the unincorporated community of Hacienda Heights, to the east of the City, have high fire risk. Additionally, the northeastern portion of the city is in the wildland-urban interface (WUI). Land and developments in the WUI are particularly susceptible to property damage during wildfire event.

Findings from modeling studies suggest that overall, there will be increased fire probability in the Los Angeles region, due to variable and decreasing precipitation and increasing temperatures. However, over time, urban areas such as Montebello and the surrounding cities may see reduced fire risk as high-density human development increases and vegetation land decreases.

iv) Riverine and Stormwater Flooding: Climate driven increases of heavy precipitation events can pose particular risk to Montebello’s low-lying residential areas along the Rio Hondo River, which are prone to flooding. Additionally, the city has a high concentration of impermeable surfaces that can cause urban flooding during significant precipitation events.

According to the City’s HMP the overall risk of disastrous flooding in Montebello is low, however, the Plan identifies four areas in the city that are at higher risk of flooding.

- West side of Grant Rea Park along the Rio Hondo Channel
- Garfield Avenue between Via Paseo and Beverly Boulevard
- East side of Rio Hondo Channel from Beverly Terrace to Mines Avenue
- Mines Avenue from Maple Avenue to Greenwood Avenue

Additional low-lying portions of the city are susceptible to urban flooding, due to a combination of factors including debris accumulating in storm drains, aged drainage systems, and high concentrations of surface impermeability.

v) Air Quality: Worsening air quality due to climate change can create respiratory issues for sensitive populations and have impacts in indoor environments that do not have adequate air filtration systems. There are several notable causes of air quality decline, found below:

- Dust. Increased temperature leads to dry, dusty conditions also associated with drought. Increases in dust conditions

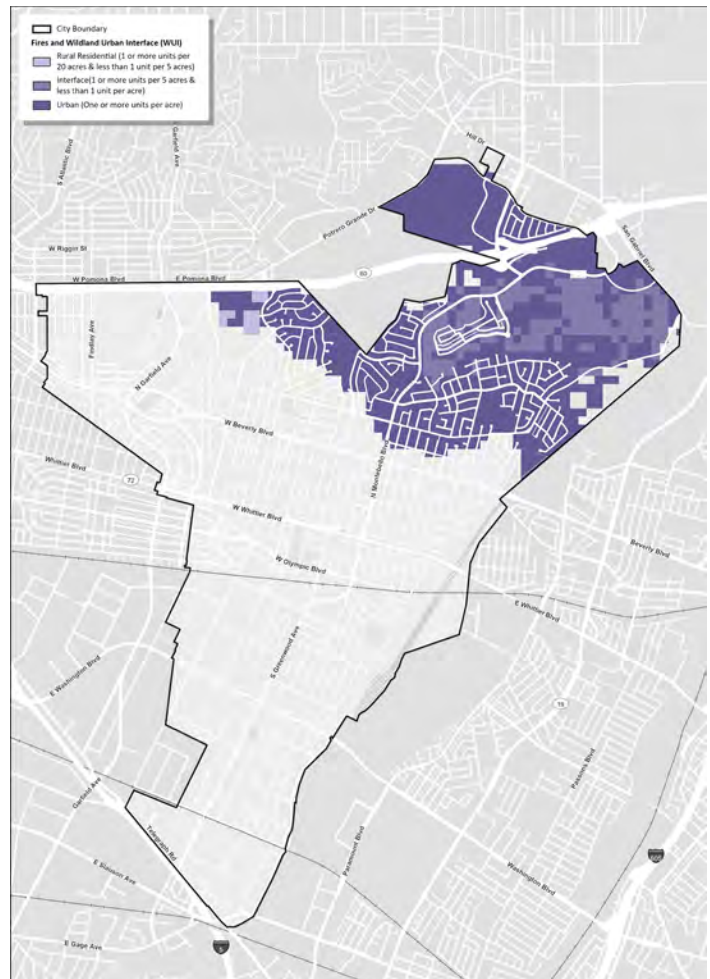


Figure C6.10. Montebello Wildland-Urban Interface. Source: California Department of Forestry and Fire Protection.

increases exposure to particulate matter, including PM10 (particulates less than 10 microns in diameter). PM10 can cause increased respiratory disease, lung damage, cancer, premature death, reduced visibility, surface soiling.

- **Smog.** Higher temperatures are positively correlated with air pollution concentrations and increases in ambient temperature leads to higher rates of smog, also referred to as ozone. The Los Angeles basin is the smoggiest region in the nation, despite implemented reductions that have improved air quality over time. Groups most sensitive to ozone include children, the elderly, people with respiratory disorders, and people who exercise strenuously outdoors. Ground-level ozone has also been shown to have particularly disproportionate adverse impacts on populations experiencing homelessness and lower median income.
- **Fewer Natural Filtrations.** Precipitation variability and long periods of dry spells lead to less reliable air quality for the entire region. Moisture in the air can filter pollutants and provide for overall improved conditions. Urban vegetation can directly affect air quality, and trees remove gaseous air pollution. Rising temperatures could increase mortality for large healthy trees which would reduce the ability for urban vegetation to reduce air pollutants, therefore increasing pollutant exposure to sensitive populations.
- **Wildfire Smoke.** Temperature, severe wildfire conditions, and the area burned by wildfires have all increased throughout the Los Angeles region and are expected to continue to increase. Higher temperatures accompanied by an increase in the incidence and extent of large wildfires will lead to increased wildfire smoke and associated toxins and air pollution.

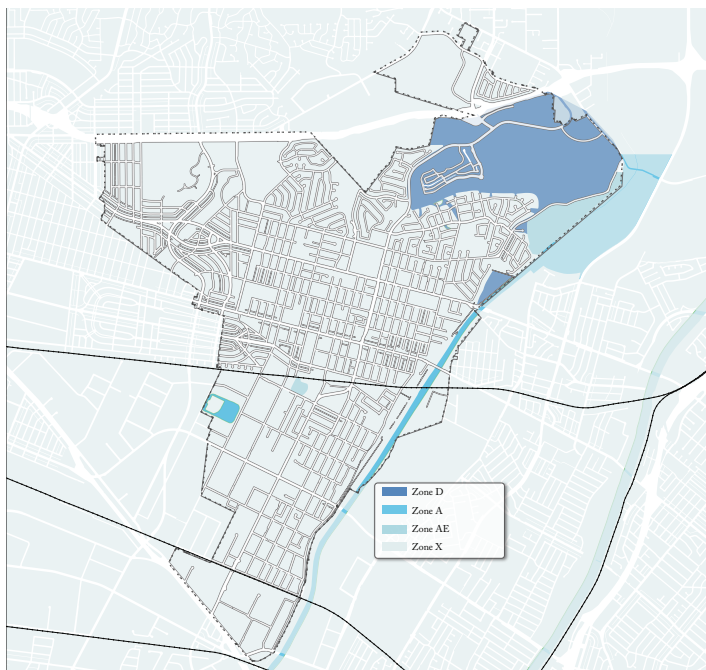


Figure C6.11. Floodzones. Source: FEMA.

3. Climate Vulnerability

a) Vulnerable Populations

While all people in a community will experience climate change, some may be more affected than others. For example, older adults and young children may be more at-risk to heat illness during an extreme heat event. Sensitivity to climate hazards can be influenced by several factors, including differences in individual health, age, and ability; institutional bias or exclusion from political and decision-making power; inequities in infrastructure and access to health care, economic opportunity, education, and other services; and inequities in environmental and living conditions. Vulnerabilities within a community can inhibit that community’s adaptive capacity or their ability to cope with climate change impacts. Development and implementation of programs and projects that improve the community’s adaptive capacity, including addressing some of the underlying contributing factors, will reduce the negative impacts that climate change could have on vulnerable populations.

Climate change will disproportionately impact certain populations in the City of Montebello. The following vulnerable populations have been identified in the city based on the Healthy Places Index (HPI) mapping tool. There are often numerous interacting factors that impact a population’s vulnerability to climate hazards; however, for the purpose of this assessment, they were grouped based on the sensitivity that increases their risk the most. Priority populations are grouped as outlined below:

- **Individuals With High Outdoor Exposure.** People experiencing homelessness.
- **Under-Resourced Individuals.** Low income, unemployed, renters, individuals with no health insurance, isolated individuals, individuals with no health insurance, individuals with educational attainment of less than 4 years of college.
- **Individuals Facing Societal Barriers.** Communities of color, linguistically isolated individuals, students.
- **Individuals With Chronic Health Conditions.** Seniors.

i) Potential Impacts: Individuals With High Outdoor Exposure. In the City of Montebello, people experiencing homelessness face high exposure to outdoor conditions and are at high risk from various climate hazards including extreme heat, drought, wildfire, flooding, and air quality. Unhoused individuals experience higher rates of respiratory conditions, mental illness and other chronic health conditions that increase sensitivity to climate hazards and may limit access to resources to support in response. People experiencing homelessness are disproportionately impacted by poor air quality during extreme heat or wildfire conditions because they are typically living outdoors and are therefore exposed to air pollutants at higher rates. People experiencing homelessness are exposed to health-related impacts associated extreme heat because they have limited access to shelter and air conditioning. During flooding or wildfire events, people experiencing homelessness are disproportionately at risk because they may not have

the ability to evacuate safely.

Under-Resourced Individuals. Under-resourced individuals often do not have access or the ability to afford resources needed to prepare for, cope with, and recover from climate change impacts, such as air conditioning or air filtration. When evacuation is necessary due to climate hazards such as wildfire or flooding, under-resourced individuals may lack the financial resources to evacuate and/or find an affordable alternative place to stay when evacuated. Individuals in these groups often live in homes that are less protected against climate hazards. Individuals without health insurance are more likely to have undiagnosed pre-existing health conditions which may make them more susceptible to health impacts from climate hazards. Isolated individuals lacking access to transportation may not be able to evacuate during climate hazards and may face greater barriers to accessing resources to prepare for, respond to, and recover from climate hazards.

Individuals Facing Societal Barriers. Individuals facing societal barriers are directly impacted by social and economic challenges that are ubiquitous in our modern society. These challenges create educational, resource, economic, and health disparities that leave communities of color, linguistically isolated individuals, and students at greater risk to climate change impacts. Individuals that are linguistically isolated have no to limited English proficiency. Linguistically isolated households may not understand important safety, public health, or evacuation orders and communications when conducted exclusively in English during a hazard event, which may compromise the ability of residents to remain safe and healthy. In California, individuals of color are more likely to live in high hazard risk areas and less likely to be homeowners, which leaves them more susceptible to climate hazards. Students may experience educational disruption and setbacks including reduced rates of graduation and college attendance as result of climate hazards that cause school closures, loss of personal property, and/or psychological distress, particularly students with additional characteristics that increase sensitivity to climate hazards.

Individuals With Chronic Health Conditions. Individuals in these groups are more likely to have pre-existing medical conditions or chronic illnesses that may exacerbate the risk of illnesses and medical problems from climate hazards. Climate hazards often generate secondary hazards that can greatly impact public health and community safety. For example, Wildfire smoke can significantly impact air quality, and cause health impacts, from mild eye burning to irritated air ways, heat stroke and even cardiac issues.

b) Natural Resources

Natural and recreational resources within Montebello as detailed in the Parks Master Plan include approximately 125 acres of parkland. This includes 40 acres of mini and neighborhood parks, 39 acres of community parks and centers, and 46 acres of special use and regional park facilities.

At the northwest corner of the city is the Montebello Country Club, a 120-acre golf course that is situated at the western foot of the Montebello Hills. There are 480 acres of privately owned land

in the Montebello Hills, constituting the City's largest swath of remaining undeveloped space. Within Montebello's residential neighborhoods, the primary amenity is street landscaping. Neighborhood parks like Ashiya Park and Acuna Park are accessible to pedestrians.

i) Potential Impacts: Increased temperatures can cause vegetation stress in parks, landscaping, and open spaces in the city. Indirect impacts could include reduced carbon storage and increased tree and vegetation mortality, as well as increased irrigation and related costs. Extreme temperatures can also impact summer recreation and community programming, resulting in economic losses for the city. Drought will likely increase irrigation requirements for maintaining landscaping, park facilities, and street trees, while water use restrictions would potentially prevent asset managers from meeting this increased watering demand, resulting in water-stressed vegetation, increased vegetation mortality, and potentially reducing the quality of and benefits provided by recreational resources such as open spaces and parks. Climate hazards such as wildfire and flooding can impact natural resources in the city by damaging or destroying vegetation, trees, and infrastructure in City parks and open spaces.

c) Buildings and Facilities

A jurisdiction's vulnerability increases when buildings and facilities are not designed, operated, and/or maintained to function effectively under extreme weather conditions or can be damaged by extreme weather conditions. Due to the roles they play in supporting general community functioning and hazard response, the following City buildings and facilities are particularly important to assess for climate change impacts: municipal buildings, educational facilities, hospitals, residential and commercial development, roadways and transportation facilities, active transportation routes, fire stations, and police stations. Several critical buildings and facilities in Montebello, as identified by the City's HMP, include:

- City Hall: 1600 W. Beverly Boulevard
- Fire Stations:
 - Montebello Fire Department (Station No. 56): 600 N. Montebello Boulevard
 - Montebello Fire Station No. 56: 1166 S. Greenwood Avenue
 - Montebello Fire Station No. 57: 2950 Via Costa Street
- Montebello Police Station: 1600 W. Beverly Boulevard
- Beverly Hospital: 309 W. Beverly Boulevard
- Whittier Narrows Dam: 909 N. Lincoln Avenue
- 21 educational facilities identified throughout the city
- 18 hazardous material sites identified throughout the city

i) Potential Impacts

Increased temperatures, drought, and air quality are likely to result in minimal impact to physical structures. As a result, strain on HVAC and air filtration systems may occur, along with increases in cooling costs and other negative impacts on occupants of buildings that are not adequately weatherized. Wildfires and flooding are climate hazards that pose direct risk to buildings and facilities in Montebello. Table 6.1 was retrieved from the City's HMP and shows the impacts of hazards including earthquakes, wildfire, flooding, dam failure, and drought, on various City facilities and infrastructure.

	Earthquake	Wildfire	Flooding	Dam failure	Drought
Essential Facilities					
City Hall 1600 W. Beverly Boulevard	X				X
Montebello Fire Station No. 55 600 N. Montebello Boulevard	X				X
Montebello Fire Station No. 56 1166 S. Greenwood Avenue	X				X
Montebello Fire Station No. 57 1600 W. Beverly Boulevard	X				X
Beverly Hospital 309 W. Beverly Boulevard	X				X
Transportation Systems					
Roads and Bridges	X	X	X	X	X
Lifeline Utility Systems					
Water, Electricity, Natural Gas, Oil, and Fuel	X	X	X	X	X
High Potential Loss Facilities					
Whittier Narrows Dam 909 N. Lincoln Avenue	X		X	X	X
Hazardous Materials Facilities					
This information is maintained by the City of Montebello Fire Department and is available upon request.					

Table C6.1. Critical Facilities Vulnerable to Hazards, Hazard Mitigation Plan, 2017.

d) Critical Infrastructure and Services

There are variety of services and critical infrastructure that are vulnerable to climate change in Montebello. Assets and services in this category include water services, wastewater, storm drainage and flood protection, solid and hazardous waste and recycling, fire services, emergency services, medical services, utilities and major utility corridors, public transportation, roadways, and active transportation routes.

i) Potential Impacts: Climate hazards including extreme heat, drought, flooding, wildfires, and poor air quality can lead to strain on infrastructure and services group. This can affect the City's ability to provide critical services and resources to residents; and the infrastructure in place may not be adequately prepared to sustain increasing and compounding hazards. In addition, heavy precipitation or wildfire events could damage infrastructure and

services, impacting the services they are designed to provide. Additionally, stormwater flooding can reduce overall water quality through transport of pollutants including potentially hazardous materials via runoff into the water drainage system and wherever floodwaters accumulate as well as algae blooms from increased nutrients.

4. Existing Plans and Programs

Adaptive capacity is the ability to adjust to the consequences of climate change. This section summarizes the ways in which the City currently manages for the negative impacts of climate change. Types of adaptive capacity include adjustments in behavior, resources, and technologies. The City of Montebello has actively taken steps to increase the city's adaptive capacity. Existing policies, plans, programs, and institutions that increase the city's resilience to climate change impacts are organized by climate hazard and listed below:

- City of Montebello General Plan Safety Element This Safety Element is a strategic and long-term document identifying goals and polices that guide and direct the City in terms of implementing policies, programs, and resources. The Safety Element is one of seven General Plan elements required by the State of California that provides the City with information on hazards and public safety services, and establishes goals, policy direction, and implementation measures intended to limit the community's exposure to a range of hazards.
- City of Montebello Emergency Operations Plan (EOP) (2005)- The City's EOP describes the City's emergency response and recovery operations including identifying evacuation routes and communication protocols in the City.
- Hazard Mitigation Plan (HMP) (2017)- The City's HMP contains documentation of the City's mitigation planning process, and identify hazards, potential losses, mitigation needs, goals, and strategies.
- City of Montebello Parks Master Plan (2021)- The parks master plan serves as a planning and asset management tool for the City's parks and open spaces, and aids in providing an understanding of the recreational and open space assets the City owns and operates, as well as the financial investment required to maintain, repair, and/or improve these assets.
- Community Emergency Response Team (CERT)- CERT members assist citizens and police, fire, and medical professionals during major disasters.
- Emergency Network of Los Angeles- This network, made up of nonprofit community-based organizations in Los Angeles County provides assistant to individuals, families, and organizations following emergencies and disasters.

5. Policies and Actions

Certain human activities, natural conditions, and climate change impacts, as discussed in the Safety Element, create hazards in Montebello. These hazards pose risks to individuals and properties and affect how property is developed and used. Risk from such hazards can be reduced or avoided by recognizing the hazards and adopting and implementing land use and emergency response policies that provide ample community protection. Un-

derlying all policies and actions is the precept that all buildings and structures in the City of Montebello should conform to the appropriate building standards in order to protect every citizen to the degree practical. Additional concerns, such as air and water quality are addressed in the Our Natural Community chapter of the City's General Plan.

1. Earthquake (Seismic) and Fault Hazards

- P6.7 Identify and appraise the geologic and seismic hazards within the community. Reduce the loss of life, damage to property, and the economic and social dislocations resulting from future earthquakes.**
- A6.7a Continue to update land use standards and development regulations related to the level of seismic hazards as new data and regulations become available. **R**
- A6.7b Require all aspects of the earthquake, fault rupture, liquefaction, and related seismic hazard evaluation process (planning, investigation, analysis, reporting, review, construction, and operations) for new development and redevelopment to be conducted and independently reviewed by qualified professionals. **R**
- A6.7c Require new or substantially remodeled development located within areas of liquefaction potential to be properly designed and constructed for to earthquake safety, and require all development (including City-owned facilities) to comply with established seismic safety standards. **R**
- A6.7d In the northern portion of the City above the projected location of the Puente Hills Blind Thrust Fault Zone, consider the development of potential Co-Seismic Hazard Management Zones (CSHMZs) for new construction and redevelopment to evaluate the potential impacts of surface movements such as uplift and ground tilting. **R**

2. Fire Safety

- P6.8 Provide protection from wild and urban fire hazards to persons, property, and city assets.**
- A6.8a Develop a "City of Montebello Water Master Plan" and upgrade water lines throughout the city to ensure that they provide adequate fire flows necessary for firefighting. **R**
Regular maintenance and long-term integrity of water supply locations for firefighting purposes should be identified.
- A6.8b Provide adequate staffing, equipment, technology, training and funding for the Montebello Fire Department to ensure that the department is continually equipped and trained to meet existing and projected service demands and response times. **R**
- A6.8c Continue to use the development review process to project plans to the Fire Department and other reviewing agencies for fire safety review, including building materials, access, and circulation. **R**
- A6.8d Inspect all fire hydrants for operational readiness on an annual basis, and repair and/or replace all defective hydrants. **R**
- A6.8e Use public funding, where available and practical, to assist private landowners in implementing defensible space and building retrofits to achieve a low-risk condition. **R**
- A6.8f Ensure that all existing and new residential development located in the Wildland Urban Interface (WUI) and any other future designated wildfire hazard zones have at least two emergency evacuation routes as well as adequate evacuation access (ingress and egress). **R**
- A6.8g Sponsor and support public education programs, such as neighborhood events, the Montebello Fire Department website, social media content, and printed educational materials to promote defensible space standards and emergency evacuation protocols. **R**
Prioritize outreach and public education programs for the city's vulnerable populations, as identified by the Healthy Places Index.
- A6.8h Maintain a maximum response time of 5 minutes for fire suppression services. Require new development to ensure that fire response times and service standards are maintained. **R**
- A6.8i Implement fire prevention and suppression programs in areas of high fire hazard areas, including both urban and wildland areas. **R**
- A6.8j Maintain adequate fire breaks in areas within and adjacent to areas of high wildfire hazard. **R**

2. Fire Safety (continued)

- A6.8k Coordinate firefighting efforts with local, state, and federal agencies. R
- A6.8l Increase the resilience of existing development in high-hazard areas built prior to modern fire safety codes or wildfire hazard mitigation guidance. R
- A6.8m Maintain adequate fire suppression capability in areas of intensifying urban development, as well as areas where urban uses and open spaces mix. R
- A6.8n Continue annual brush inspections and enforce clearance requirements on public and private property within the Wildland Urban Interface and any other future designated wildfire hazard zones, as dictated by CAL FIRE, in accordance with the Board of Forestry and Fire Protection Fire Safe Regulations, California Building Standards Code, and Montebello Municipal Code related to ongoing maintenance of vegetation clearance on public and private roads, roadside fuel reduction plan, and defensible space clearances. R
- A6.8o Increase the resilience of new development in the Wildland Urban Interface and any other future designated wildfire hazard zones in compliance with the Board of Forestry and Fire Protection Fire Safe Regulations, California Building Standards Code, and Montebello Municipal Code. Require all new development to be served by a water system that meets applicable fire flow requirements. R
- A6.8p Increase the resilience of existing development in the Wildland Urban Interface and any other future designated wildfire hazard zones built prior to modern fire safety codes or wildfire hazard mitigation guidance in compliance with the Board of Forestry and Fire Protection Fire Safe Regulations, California Building Standards Code, and Montebello Municipal Code. R
- A6.8q Require development of new public facilities, when feasible, to be located outside of and any other future designated wildfire hazard zones to ensure critical infrastructure is fire resilient. R
- A6.8r Maintain a maximum response time of 5 minutes for fire suppression services. Require new development to ensure that fire response times and service standards are maintained. R
- A6.8s Ensure that re-development after a large fire complies with the requirements for construction in the Wildland Urban Interface and any other future designated wildfire hazard zones. R
- A6.8t Ensure that the planning and design of development in and any other future designated wildfire hazard zones minimizes wildfire hazards and includes adequate provisions for vegetation management, emergency vehicle access, and firefighting while also complying with current fire codes. R
- A6.8u Require fire protection plans for new development in and any other future designated wildfire hazard zones. R
- A6.8v Require visible home and street addressing, and signage across the city. R
- A6.8x The Montebello Police and Fire Departments should routinely assess and project future emergency service needs associated with wildland and urban fire hazards. R

R Resilience

3. Flood Safety

P6.9 Minimize the risks from flooding and related hazards to persons, property, and city assets.

- A6.9a Cooperate with the Los Angeles County Flood Control District (LACFCD), Federal Emergency Management Agency (FEMA), and other local, state, and federal agencies involved in preparing and implementing flood standards and regulations. R
- A6.9b Support public education programs on flood protection and emergency preparedness and procedures. Prioritize language appropriate outreach and public education programs for the city's vulnerable populations as identified by the Healthy Places Index. R
- A6.9c Maintain storm drains to prevent local and stormwater flooding and encourage residents to assist in maintaining those drains that are the responsibility of the homeowner. R
- A6.9d Whenever feasible, locate new essential public facilities, including health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities, outside flood hazard and dam inundation zones. R
- A6.9e Continue to maintain and upgrade the city-operated flood control system to ensure it can protect existing and planned development. Include evaluations of the system under projected changes in storm frequency and intensity. R
- A6.9f Require that all aspects of the dam failure flood/inundation evaluation process (planning, investigation, analysis, reporting, review, construction, and operations) for new development and redevelopment be conducted and independently reviewed by qualified professionals. R
- A6.9g Request that the Los Angeles County Flood Control District regularly assess all dams upstream from Montebello for earthquake soundness. R

4. Extreme Heat Resilience

P6.10 Minimize potential threats to public health and safety from extreme heat events.

- A6.10a Promote and expand the use of drought-tolerant green infrastructure, street trees, and landscaped areas, as part of cooling strategies in public and private spaces and promote the addition of shade structures in public spaces. R
- A6.10b Continue to provide access to cooling centers during extreme heat events, prioritizing outreach to vulnerable populations such as seniors and under-resourced individuals who do not have air conditioning. R
- A6.10c Expand public outreach and warning systems to increase preparedness for extreme heat events. R
- A6.10d Explore opportunities to incorporate cool pavement practices into new streetscape or urban design. R
- A6.10e Promote the use of cool roofs to reduce the urban heat island effect. R

5. Geology and Soil Hazards

P6.11 Minimize the risks of geotechnical hazards to persons, property, and city assets.

- A6.11a Encourage development in low hazards areas and implement actions that minimize changes to the natural topography and drainages. Protect public safety and reduce potential property damage due to geologic and soil hazards by using proper design and construction techniques. ^R
- A6.11b Require that all aspects of the geotechnical and engineering geology evaluation process (planning, investigation, analysis, reporting, review, construction, and operations) for new development and redevelopment be conducted and independently reviewed by qualified professionals. ^R
- A6.11c Regulate development in Alquist-Priolo Earthquake Fault Zones consistent with levels of acceptable risk. ^R
Require the submission of geologic and seismic reports, as well as soils engineering reports, in relation to applications for land development permits whenever seismic or geologic problems are suspected.
- A6.11d Prioritize that siting of new critical use facilities be based on comprehensive geotechnical evaluation and consideration of seismic and other geotechnical hazards. ^R

^R Resilience

6. Disaster Preparedness and Emergency Response

P6.12 Take necessary steps to establish and maintain the City’s capability to respond promptly and effectively to emergencies.

- A6.12a Review service levels regularly and adjust service accordingly to meet the demands of continued growth in population, development, tourism, and other factors which could change the needs for emergency services. **R**
- A6.12b Establish designated emergency response and evacuation routes throughout the city, for each climate hazard (e.g., flooding, fire, etc.), focusing on the most vulnerable populations including seniors and geographically isolated individuals. **R**
- A6.12c Regularly update and maintain emergency preparedness and evacuation plans; create public information/education programs to enable coordinated response, recovery, and mitigation efforts by the city and other governmental agencies. **R**
- A6.12d Foster cooperation with neighboring cities and agencies to enhance mutual aid opportunities following natural hazard events. **R**
- A6.12e Ensure operational readiness of the City’s Emergency Operations Center (EOC). **R**
- A6.12f Adopt, monitor, and maintain service delivery objectives based on national time standards for all fire, rescue and emergency response services. **R**
- A6.12g Coordinate with other area jurisdictions and local community groups and businesses to execute a variety of exercises to test operational and emergency plans and identify potential deficiencies in services that may occur during a disaster. **R**
- A6.12h Address any deficiencies identified during emergency operations testing exercises by amending the City’s Emergency Operations Plan accordingly. Continue to update the City’s Emergency Operations Plan every five years. **R**
- A6.12i Update the Hazard Mitigation Plan every five years and evaluate the mitigation plan annually to determine the effectiveness of programs and to reflect changes in land development or programs that may affect mitigation priorities. **R**
- A6.12j Develop and support a network of resilience hubs to facilitate health, food, medical, and emergency services, especially to vulnerable populations during climate hazards such as extreme heat events, flooding, and poor air quality events. **R**
- A6.12k Evaluate critical facilities to assess the feasibility of retrofitting to increase long-term resilience to climate change hazards including extreme heat, extreme precipitation events, and wildfire. **R**

7. Disaster Recovery

P6.13 Plan for efficient and rapid recovery from disasters.

- A6.13a Develop and implement plans based off emergency operations testing exercises to conduct orderly and efficient reconstruction of Montebello following a major disaster. **R**
- A6.13b Ensure that disaster recovery efforts involving the disposal of materials adhere to federal, state and city regulations. **R**
- A6.13c To the extent possible, ensure that appropriate and effective action is taken to safeguard life and property during and immediately after emergencies, and assist in returning their lives and businesses to normal following a major event. **R**
- A6.13d Ensure transparency and access to language appropriate public information throughout the disaster recovery process. **R**

R Resilience



7 Our Active Community

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

The focus of this chapter is to guide spatial design and programming to enhance Montebello's active living. Physical activity simply means movement of the body that uses energy. Following are three areas that can promote and enhance Montebello as an active community:

1. **Active Living:** Active living is an approach to life that values and includes physical activity in everyday living. This includes simple everyday activity at school, home, or work such as walking, climbing stairs, cleaning, or gardening.
2. **Active Travel:** Active travel means getting around in a way that involves physical activity, like walking or cycling. It usually means short journeys, like walking to the shops or local school, cycling to work or to see friends and family, or cycling to the bus station. Many journeys people make using cars are under half mile, so there's real potential to swap the car for walking and cycling. Encouraging more active travel brings lots of benefits – in terms of improved public health and air quality, increased road safety, better street life, and reduced carbon emissions.
3. **Active Recreation:** Physical activity through recreation brings pleasure, stress relief, and social and health benefits. A playful city provides for the diverse play needs for all age groups, while being a source of imagination and joy.

The planning process conducted an assessment of the condition and quality of current parks to provide a baseline; engaged the community to define a new vision that is both inspirational and achievable; create a long-term plan for how and where to invest to ensure the parks and recreation system supports residents, employees, and visitors as Montebello continues to grow and change; and provide citywide strategies and priorities that will inform development of the Capital Improvement Program and implementation of the Park Master Plan.

A. GUIDING PRINCIPLES

Montebello will create a seamless, sustainable system of parks, recreation and open spaces that offers multiple social, environmental, and economic benefits. This vision will be guided by the following principles:

1. **Multiple Benefits:** Every single public action should generate multiple public benefits to maximize taxpayer dollars.
2. **Seamless:** Every element of the City, including neighborhoods, parks, natural areas, streets, civic centers and commercial areas, should be connected.
3. **Equity:** Every resident should be able to enjoy the same quality of public facilities and services regardless of income, age, race, ability or geographic location
4. **Access:** Every resident should be able to safely and comfortably walk, bicycle, drive and/or ride transit to parks and community facilities. Reduce spatial and economic barriers tied to park access. Parks should bridge the gap in supporting great places for everyone.
5. **Placemaking:** Placemaking creates lasting value. The design of a park or open space, or the buildings and landscape design that define that space should all contribute to the physical and cultural fabric of the place.

B. BENEFIT OF PARKS AND RECREATION SYSTEMS

Parks, open spaces, and recreation systems are valuable community resources that can generate multiple resiliency benefits if thoughtfully planned, designed, and managed as part of a broader public realm that includes mobility, stormwater, and utility systems, at the same time play a crucial role in shaping urban form. Parks provides visual delight, recreational opportunities while providing health, ecological, social, and economic benefits.

Health Benefits

People exercise more when they have access to parks. Regular physical activity can improve health and reduce the risk of diseases while improving mental health, and alleviating symptoms of depression and anxiety.

Economic Benefits

Parks enhance property values, increase municipal revenue, bring in homebuyers and workers, and attract retirees. Parks provide sites for special events and festivals that can attract tourists.



Environmental Benefits

Parks facilities conserve natural resources and wildlife habitat, protect air and water quality, and preserve open space for current and future generations. Parks cool and clean the air, improve and modify local wind circulations, and better regulate precipitation patterns.

Social & Equity Benefits

Public parks provide equal access, regardless of age, gender, socioeconomic status, ethnicity, or ability. Parks and recreation facilities can foster community pride, bring people together to express their identities, create destinations, and connect people to each other and nature.

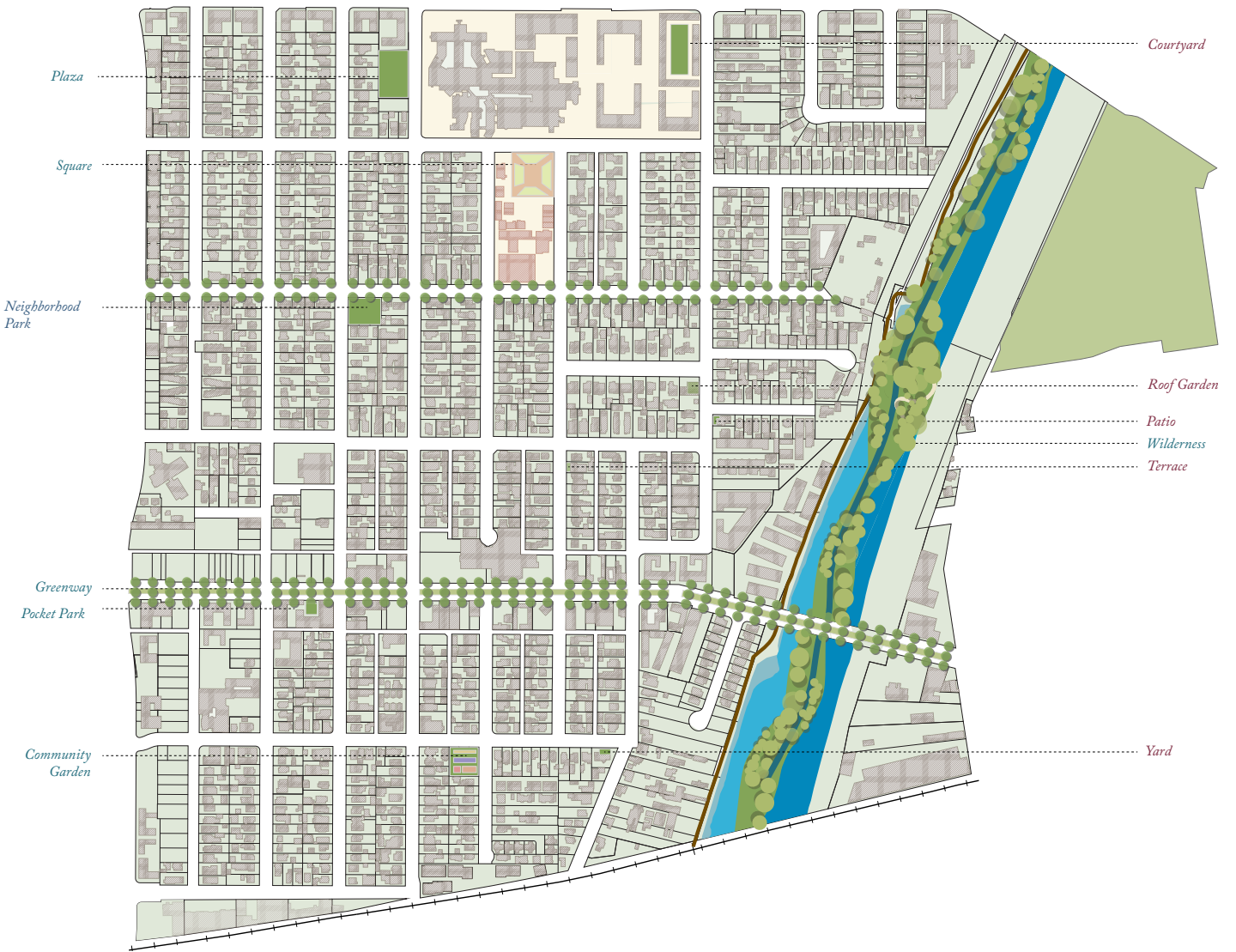


Figure C7.1. Range of public and private park and open space types.



C. PARKS AND OPEN SPACE TYPOLOGY

Montebello neighborhoods shall have access to a range of open space types of varying character and function. Public open spaces are provided at the regional, city, neighborhood, and block level; and private open spaces are provided on the lot or within the building. The different open spaces may be combined. For example, a playground may be within a greenway. A regional trail system should connect the neighborhoods to community and regional level amenities.

Montebello parks, open spaces, and recreation systems will not be regarded as isolated facilities, but as elements of an integrated public realm. Each space will be designed to generate multiple community benefits.

	Scale	Open Space Typology	Character and Function
Public	Regional	Wilderness/Nature	Natural environments rich in wildlife that are left in the natural state.
		Greenway	A network of spaces that includes pathways for walking and biking while also allowing wildlife to move through urban areas. Typically found along creek corridors.
	City	Community Park	A large area for active recreation that includes sports fields and community facilities such as swimming pool.
		Neighborhood	Neighborhood Park
	Square		A formal public space, no larger than a block, located at the focal point of civic significance, enclosed by key buildings, typically paved and allows passive recreation.
	Plaza		A public space circumscribed by civic or commercial frontages, with formal landscaping.
	Community Garden		A semi-private grouping of garden plots available for small-scale cultivation by residents of apartments and other dwelling types without private gardens. Community gardens strengthen community bonds, provide food, create recreational and therapeutic opportunities and promote environmental awareness and education.
	On the Block	Quadrangle	A private/public open space enclosed by buildings accessible by a small opening to the street.
		Pocket Park	A fenced area for child's play within walking distance to nearby homes, closely overlooked by residents. The play areas contain soft and hard surfaces, play equipment, and benches with ample shade provided by tree cover.
		Parklet	A parklet is an expansion of the sidewalk into one or more on-street parking spaces to provide new streetscape features such as seating, planting, bicycle parking, or elements of play.
Private	On the Lot	Courtyard	A public or private open space surrounded by walls or buildings. The court is paved or landscaped.
		Within the Building	Terrace
	Yard		A private landscaped area of a lot. Typically, the area is free of buildings and structures. Exceptions include permitted encroachments such as porches, patios, and terraces. Portions of the private yard may be used as a kitchen-garden for small-scale cultivation of food.
	Within the Building		Patio
		Roof Garden	Roof gardens are useful in urban situations where yards may not be available. Roofs are also useful for small-scale cultivation.

Table C7.1. Range of public and private park and open space types.

D. EXISTING PROFILE

1. Parks

While Montebello is surrounded by natural features to the northeast and east, the city itself is largely built-out with little undeveloped land.

- Montebello's parks and open space network are comprised of the following elements: Formally programmed public parks and gardens operated and maintained by the City of Montebello;
- Undeveloped open spaces;
- Trails and streetscapes; and
- Semi-recreation areas, such as school yards and playgrounds.

Montebello is largely built-out with few vacant parcels available to develop into future parkland. The city's current stock of parks are small neighborhood parks as opposed to larger, regional parks capable of serving a larger population. The Edison Easement (EE) in the northwest portion of the City is a fantastic opportunity for a trail. Montebello does not have existing city-wide plans that require street trees, which has resulted in many city streets that have few or no street trees. Without the shade provided by canopy trees, it can feel hot and uncomfortable to walk and bike and discourages using active modes to access open space.

Along the existing Rio Hondo Channel there is an existing regional bike and pedestrian trail with connections to the nearby parks, schools, and neighborhoods. Existing stormwater detention basins along the Rio Hondo channel have potential to be designed to incorporate recreational uses and increase the city's access to parkland. Establishing bike and pedestrian-oriented design recommendations and standards for the public right-of-way, such as planting shade street trees, green infrastructure, pocket parks, and other pedestrian oriented amenities will help the city's streets to function as extensions of the open space network.

Montebello currently has approximately 125 acres of parkland. This includes 40 acres of mini and neighborhood parks, 39 acres of community parks and centers, and 46 acres of special use and regional park facilities.

The community survey and feedback from community focus group meetings found 65% of respondents are satisfied with the quality of the City's parks. Community members feel there's room for improvement to parks in terms of perceived safety at parks, park maintenance, adding amenities, and increasing the number of parks. Montebello's parks are well loved, with some room for improvement. For example, many of Montebello's parks are separated from the surrounding neighborhoods with walls and have limited ingress/egress points. This condition can create a sense of isolation and a lack of perceived safety for park users. Developing welcoming entry points and limiting the use of walls can improve the sense of safety. Tree cover in Montebello's parks vary, some have ample mature tree canopies that provide shade

and others have more limited tree canopy coverage. Program amenities at parks include ball fields, basketball courts, a skate park, and playgrounds. Several of the city's parks have no hard programming and simply provide open green space.

There is an opportunity to improve connectivity to parks through the development of a local bike network to connect these recreational destinations to other activity nodes in Montebello, such as schools, employment hubs, retail areas, transit stops, and neighborhood centers, as well as to the existing regional bike and pedestrian trail along the Rio Hondo Channel. Exploring opportunities to acquire land in conjunction with development, such as the recently dedicated 5.5 acre public park and 314.6 acres of open space property in Montebello Hills, improving access to the Rio Hondo and associated detention basins, and the Edison Easement represent major opportunities to expand the city's parks and open space network.

Redevelopment of the 12 acre DePaul Center provides unique opportunity for a 6 acre park infill along the Rio Hondo Channel.

2. Open Spaces

Montebello Hills: The Montebello Hills Specific Plan Area (Montebello Hills) is a planned infill residential development on approximately 488 acres. Within the 314.6 acres Open Space area at Montebello Hills, approximately 260.6 acre Reserve will be set aside in perpetuity to provide habitat for the California gnatcatcher, a federally designated-threatened bird species. These areas are hilly, containing generally north/south trending minor canyons comprised of native (e.g., coastal sage scrub, chaparral, etc.) and non-native plant communities. It should be noted that due to the threatened status of the California gnatcatcher, most of the Open Space area will be fenced and closed to public access.

Rio Hondo Area: The Rio Hondo Area includes the County Flood basins and open space. The primary function of these detention basins is stormwater management. The basins present opportunities for passive recreation as they are empty most of the year. The flood basins offers great opportunities to mitigate park demand in some of the most park deficient areas of the City. With safety precautions in place, the City and County could explore use agreement for passive recreation.

Montebello Golf Course: At 45.6 acres, the Montebello Golf Course is the largest City owned facility that offers a unique golfing experience in an urban area. Recent studies show a declining trend in the popularity and demand for golfing. Golf is not a universally accessible recreational activity — a specific user group enjoys it more than the broader population. Operational and maintenance costs are high. Furthermore, the golf course has not been a fiscally sustainable use. The redesign of the golf course will replace the 18-hole city-owned course with a nine-hole course, including a putting green area, and a new 6-hole/10-hole, par 3 short course with lights.

The City has carved out a 15.15 acre frontage parcel on a City-owned property located along North Garfield Avenue to facilitate affordable housing development. The Garfield Avenue frontage

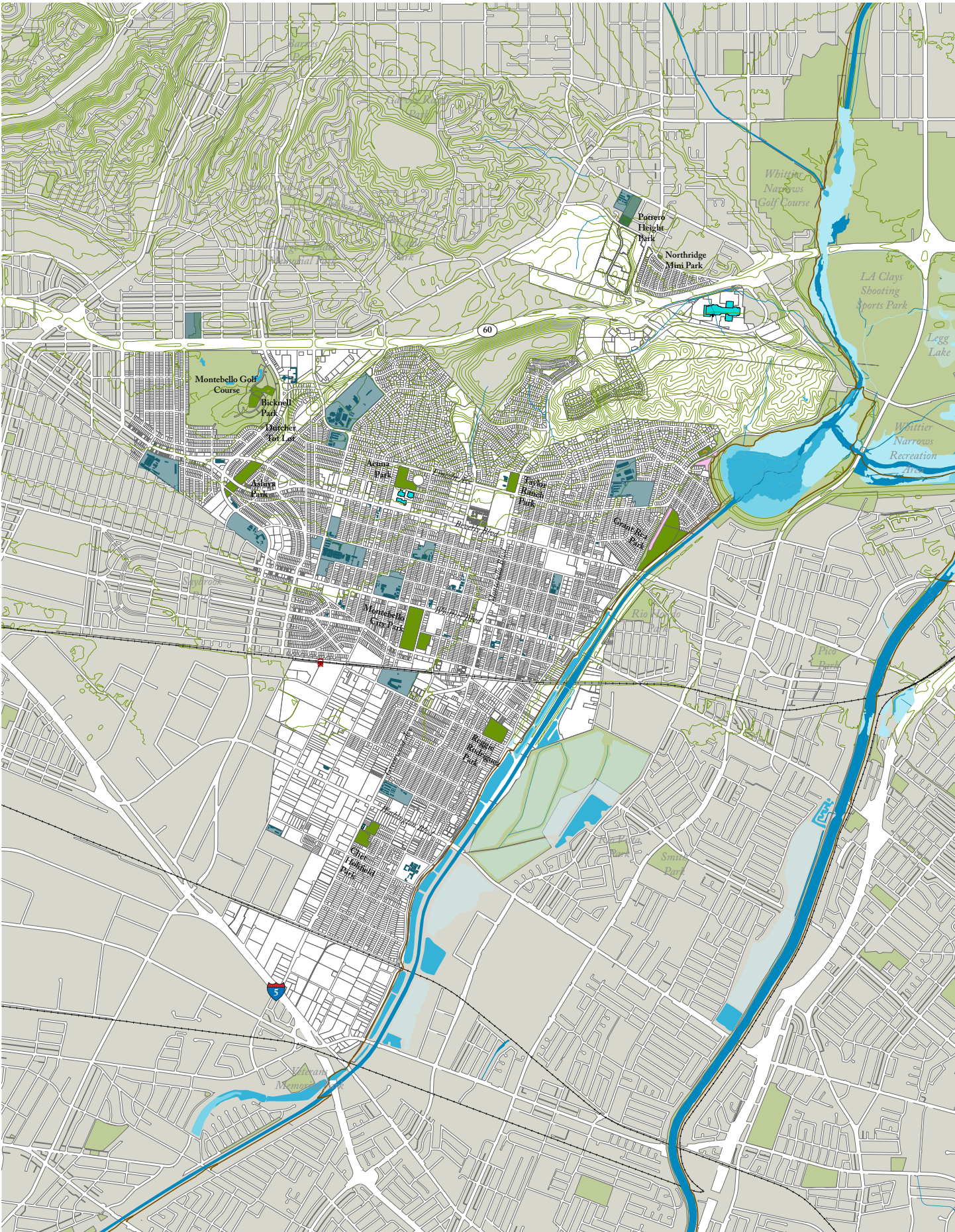
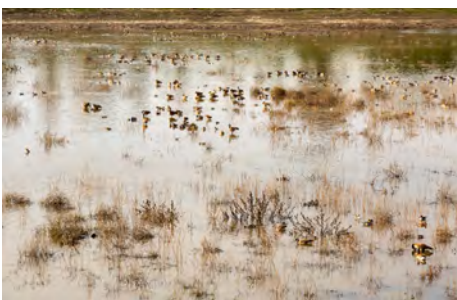


Figure C7.2. Map shows existing parks and open spaces in and around Montebello.



of the parcel could be developed with neighborhood serving commercial development. The site is large enough to accommodate a 3 acre public park and series of smaller public and private open spaces for the residents consistent with the park like setting. The public park would not only serve the residents within the development but would be a welcome amenity for the existing neighborhood across the street.

3. Trails

Rio Hondo Trails: This multi-use trail runs parallel to Rio Hondo through the San Gabriel Valley. The northern end starts along the reservoir at the Peck Road Water Conservation Park and follows along the channel to Whittier Narrows Recreation Area into Montebello. The Rio Hondo River Trail is a popular hiking, horseback riding, wildlife watching, and bicycle route that defines the City's eastern edge.

Montebello Hills Trails: The Montebello Hills site is a Specific Plan area with up to 1,200 planned residential dwelling units. The development features 8.1 acres of publicly-accessible trails. Specifically, the 8.1 acres are split between recreational trails (at 4.2 acres) and a scenic promenade (at 3.9 acres).

Bluff Top Trail: The General Plan proposes a bluff top linear trail park with intermittent parallel parking on bluff side from Sycamore Street to De Paul Center. Parallel parking to remain in front of residences.

4. Semi-public Recreation Areas

Several public schools in Montebello have school yards and playgrounds. While they are not open to the public, they are accessible by students.

5. Nearby Parks and Open Spaces

Parks, open spaces, and facilities outside, but adjacent to Montebello include Whittier Narrows, Bosque Del Rio Hondo, Legg Lake, Rio Hondo Park, and Veterans Memorial Park. These facilities are within half-mile or 10 minute walk from the City border, and also available to Montebello residents.



		Size (acres)	Facilities	Description
A Parks				
1	Acuna Park	6.23	A neighborhood park located on Victoria Avenue. The park includes amenities such as playgrounds, multi-purpose fields, a restroom, and 36 parking spaces.	Acuna Park is named after Montebello police officer Henry Acuna, who was killed in the line of duty.
2	Ashiya Park	7.93	A neighborhood park on Edison property that is under a lease agreement with the City. Amenities include sports fields, basketball courts, playgrounds, a restroom, and 2 parking spaces.	Ashiya Park is named after Montebello's sister city: Ashiya, Japan. The Montebello-Ashiya Sister City Agreement is part of the "people-to-people program" started by President Dwight D. Eisenhower in 1956.
3	Bicknell Park	5.88	A neighborhood park located within the Montebello Golf Course/ Country Club area. Amenities include a Monument, Scout House, and 65 parking spaces.	This park is home to the Armenian Genocide Martyrs Monument commemorating Armenian Genocide victims.
4	Chet Holifield Park	6.23	As Montebello's southernmost park, this neighborhood park hosts basketball courts, baseball fields, and playgrounds, a restroom, and 50 parking spaces.	Park is named after Congressman Chet Holifield who attended public schools in Montebello in the 1920s. This park is also home to the Chet Holifield Library.
5	Dutcher Tot Lot	0.04	Currently, the lot is closed and has been overtaken by plants. There are no amenities at the Dutcher Tot Lot.	This mini-park attached to the Montebello Golf course is named after one of Montebello's mayors, John Dutcher. This open space could provide a small playground area with seating.
6	Grant Rea Park	21.8	Amenities at this park include baseball and softball fields, basketball courts, playgrounds, a recreational center, 3 restrooms, and 215 parking spaces. Grant Rea Park is also home to the Montebello Barnyard Zoo and miniature water park.	Grant Rea Park is the largest park in Montebello and is named after World War II hero, Lt. Grant Martel Rea.
7	Montebello City Park	16.53	The community park is home to a skatepark, amphitheater, senior center, gym, pool, playgrounds, a restroom, 97 parking spaces, along with many more amenities.	Montebello City Park is the oldest park in Montebello located off Whittier Boulevard.
8	Northridge Mini Park	0.26	Amenities at this park include picnic tables and open green space.	Mini Park is located on the corner of Arroyo Drive and Lawrence Avenue in Northern Montebello.
9	Potrero Heights Park	1.62	This park contains the Potrero Heights Community and Senior Center which provides social, recreational, and educational activities. Additional amenities at the park include playgrounds, picnic areas, and 21 parking spaces.	Potrero Heights Park is a 1.6 acre mini park located on Arroyo Drive. The Senior Center located at the park is owned and operated by Los Angeles County.
10	Reggie Rodriguez Park	7.60	This neighborhood park located on the eastern side of Montebello contains sports fields, playgrounds, community center, a restroom, and 30 parking spaces.	Reggie Rodriguez Park is named after a Vietnam War hero and Montebello resident, Reggie Rodriguez.
11	Sanchez Adobe Park	1.14	This park is on an open field surrounding the Sanchez Adobe Museum. Sanchez Adobe Park is a mini park located on Adobe Avenue.	Establish a presence for Sanchez Adobe along Lincoln Avenue. Possible new programming of historical site and Lincoln Avenue parking area to reduce neighborhood traffic, add an environmental center which transcends access up slope, or trail heads to Rio Hondo + skyline, and possibly equestrian parking at dam area.
12	Taylor Ranch Park	3.59	This park hosts sports fields, basketball courts, picnic areas, a restroom, and 80 parking spaces.	Taylor Ranch Park is a neighborhood park in north Montebello off Montebello Boulevard that was completed in 2020.



		Size (acres)	Facilities	Description
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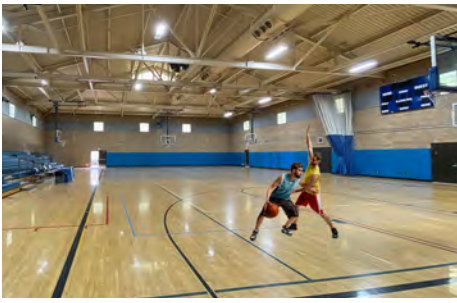
B Open Space

1	Montebello Hills	314	The Montebello Hills Specific Plan Area is a planned infill residential development on approximately 488 acres. Within the 314.6 acres Open Space area at Montebello Hills, approximately 260.6 acre Reserve will be set aside in perpetuity to provide habitat for the California gnatcatcher, a federally designated-threatened bird species.	The Reserve area is hilly, containing generally north/south trending minor canyons comprised of native (e.g., coastal sage scrub, chaparral, etc.) and non-native plant communities. Due to the threatened status of the California gnatcatcher, most of the Open Space area will be fenced and closed to public access.
2	Montebello Golf Course	45.61	The Montebello Golf Course includes greens, fairways, driving range, club house and parking lots, and 77.07 acres of natural open space which includes the roughs, hazards, water features, other non-playable areas.	The Golf Course was started in 1928 and is owned by the City.
3	Rio Hondo Channel	100	The Rio Hondo Area includes the County Flood basins and open space. The primary function of these detention basins is stormwater management. The spaces within the City's boundary account for approximately 100 acres of land. The basins present opportunities for passive recreation as they are empty most of the year.	The flood basins offers great opportunities to mitigate park demand in some of the most park deficient areas of the City. With safety precautions in place, the City and County could explore use agreement for passive recreation.

C Montebello School Open Spaces

1	Montebello High School	28.2	Montebello High School offers a unique opportunity for a joint use agreement (JUA) with the City of Montebello because its site is being redone. Through this remodeling process, the school presents the opportunity to consider the reuse of spaces and JUA in its design.	
2	La Merced Intermediate and Elementary School	27.2	La Merced Intermediate and Elementary School has a large, underutilized portion of land on its property. This open space provides the opportunity for a large JUA recreation space.	
3	Greenwood Elementary School	8.73	Greenwood Elementary School has playing fields, playground, and basketball court. This open space provides the opportunity for JUA recreation space on the City's southside.	

Table C7.2. Existing Montebello park and open space.



6. Recreation

Catherine Hensel Youth Center: The Center is home to a number of indoor and outdoor sports facilities. Basketball and badminton courts, and public swimming pool are available throughout the year.

George Hensel Aquatic Center: The George Hensel Aquatic Center is a swimming facility that offers aquatics programs, lap swimming, free swim, and swimming lessons. It hosts swim teams, schedules swim times, and offers special programming. The Swimming Pool also provides changing rooms and other amenities.

Grant Rea Recreation Building: Community building utilized to host recreation programs, classes, and activities for the City. The facility is available for rental by Civic Groups, Montebello Based Non-Profits, Co-Sponsored Sport Organizations, businesses, and for private individuals for family events. The facility is directly adjacent to Grant Rea Park that includes sports fields, a splash pad, batting cages, a barnyard zoo, picnic areas, and open space. Includes connected outdoor restrooms.



Chet Holfield Community Center: The facility hosts recreation programs, classes, and activities for the City. The facility is also available for rental by Civic Groups, Montebello Based Non-Profits, Co-Sponsored Sport Organizations, businesses, and for private individuals for family events. The facility is directly adjacent to the Chet Holfield Los Angeles County Library and Chet Holfield Park playground, sports fields, pool, and open space. Includes indoor snack bar area with sink & indoor restrooms.



Potrero Heights Community Center: The Potrero Heights Community and Senior Center is located on the northern edge of the City at the entrance to Potrero Heights Park. The Center was recently constructed in 2012 and is approximately 4,000 square feet. The building features multiple large glass roll-up doors which allow the building to be opened to the park on both sides of the building with additional outdoor plaza space for programmed events. The Center is owned and operated by Los Angeles County. The City owns and operates a small community center on the City-owned portion of the park and hosts after school programs at this location.

Reggie Rodriguez Community Center: This park's new community center provides a 6,300 square foot space including a two-story multi-purpose room, a snack bar which serves both the building and the park, storage areas, an elevator, two rooftop decks and space for four non-profit agencies (including a child care facility, a clinic and a computer laboratory) providing services for the at-risk youth of the neighborhood. There is also a neighborhood police drop-in station for the Montebello police.



Sanchez Adobe Museum: The Juan Matias Sanchez Adobe is the oldest standing building in Montebello. Its history dates back to the late 1800s making this museum a historic site as well. The museum is managed by the Montebello Historical Society who also put on battle re-enactments in the surrounding Sanchez Adobe Park.

Montebello Unified School District's Extended Learning Opportunity (ELO) provides after-school and/ or before-school and summer programs. ELO works with Community Based Organizations to provide homework help, health & fitness, nutrition and healthy lifestyles, academic enrichment and visual and performing arts. There is no cost to participate.



Other Private Facilities: Private recreational facilities include places like Montebello-Commerce YMCA which provides recreational activities that serve the community. The Montebello-Commerce YMCA provides State of the art exercise equipment, fitness classes, instructors/personal trainers to achieve healthy lifestyle. Private recreational facilities may also include homeowners association (HOA) parks and amenities which may serve the residents within the HOA neighborhood.



E. STANDARDS

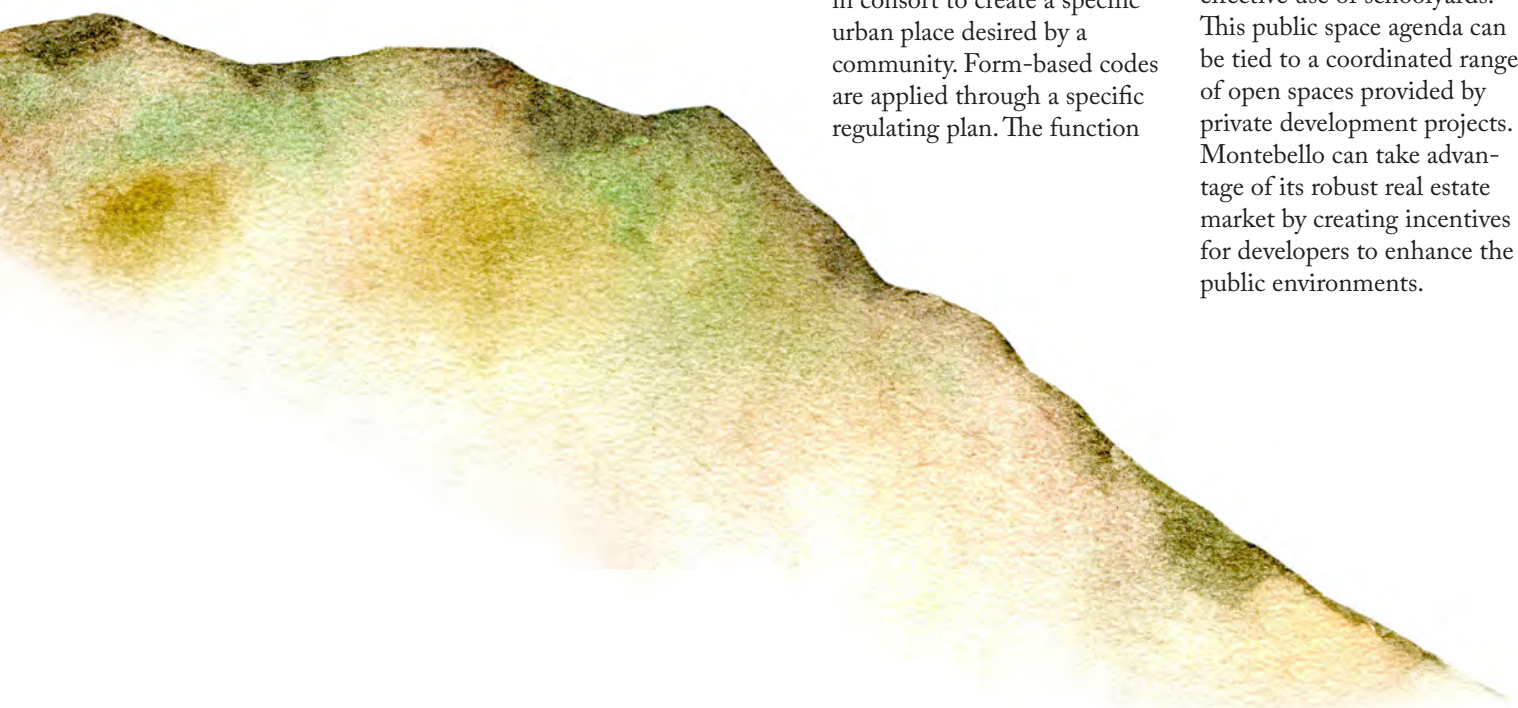
The 1999 General Plan recommended four acres of park and recreational facilities per 1,000 people. Montebello has no requirement for providing public open space. Typically, when parcels are subdivided, park fees are collected for open spaces. Since Montebello is built out there is seldom subdivision activity resulting in park fees.

Private open space is presently required in the form of minimum yards in front, side, and rear of the building and a limitation on the percent of lot that can be covered by a building. **Limitations of existing standards:** Public open spaces are required either as a percentage of land area or a prescribed ratio of acreage based on total population. The process is largely a numerical exercise that seldom address the spatial and artistic quality of open space. The open space often ends up being remnant parcels of leftover land after development that is difficult to access, use, and secure. The open spaces are banal and boiled down to minimum regulations that produce similar places with no regard to local character.

Form-Based Codes: The Downtown Montebello Specific Plan will be regulated by a form-based code. In the form-based approach, the open space requirements are carefully integrated with block, street, building, and frontage standards to work in consort to create a specific urban place desired by a community. Form-based codes are applied through a specific regulating plan. The function

and location of all small and large open spaces and their relationships with the streets and buildings are called out on the regulating plan. Depending on the scope and context, the open spaces include a diverse range of integrated public and private spaces at the building, lot, block, neighborhood, community or regional level. The individual building types specify private open spaces required at the lot and building level. This approach allows neighborhoods access to a range of public and private open spaces.

Future Opportunities: Montebello is built out and large open spaces are difficult to come by. Besides quantity, Montebello must also address access to open space in several neighborhoods and explore unconventional solutions. The city should assess how existing public spaces are performing or under-performing and re-imagine some of the under-performing assets particularly the street space. A new plaza at the transit stop, carving out community gardens and parklets within excess street space are few examples of a repurposed public realm. Another option is to partner with the schools for more effective use of schoolyards. This public space agenda can be tied to a coordinated range of open spaces provided by private development projects. Montebello can take advantage of its robust real estate market by creating incentives for developers to enhance the public environments.



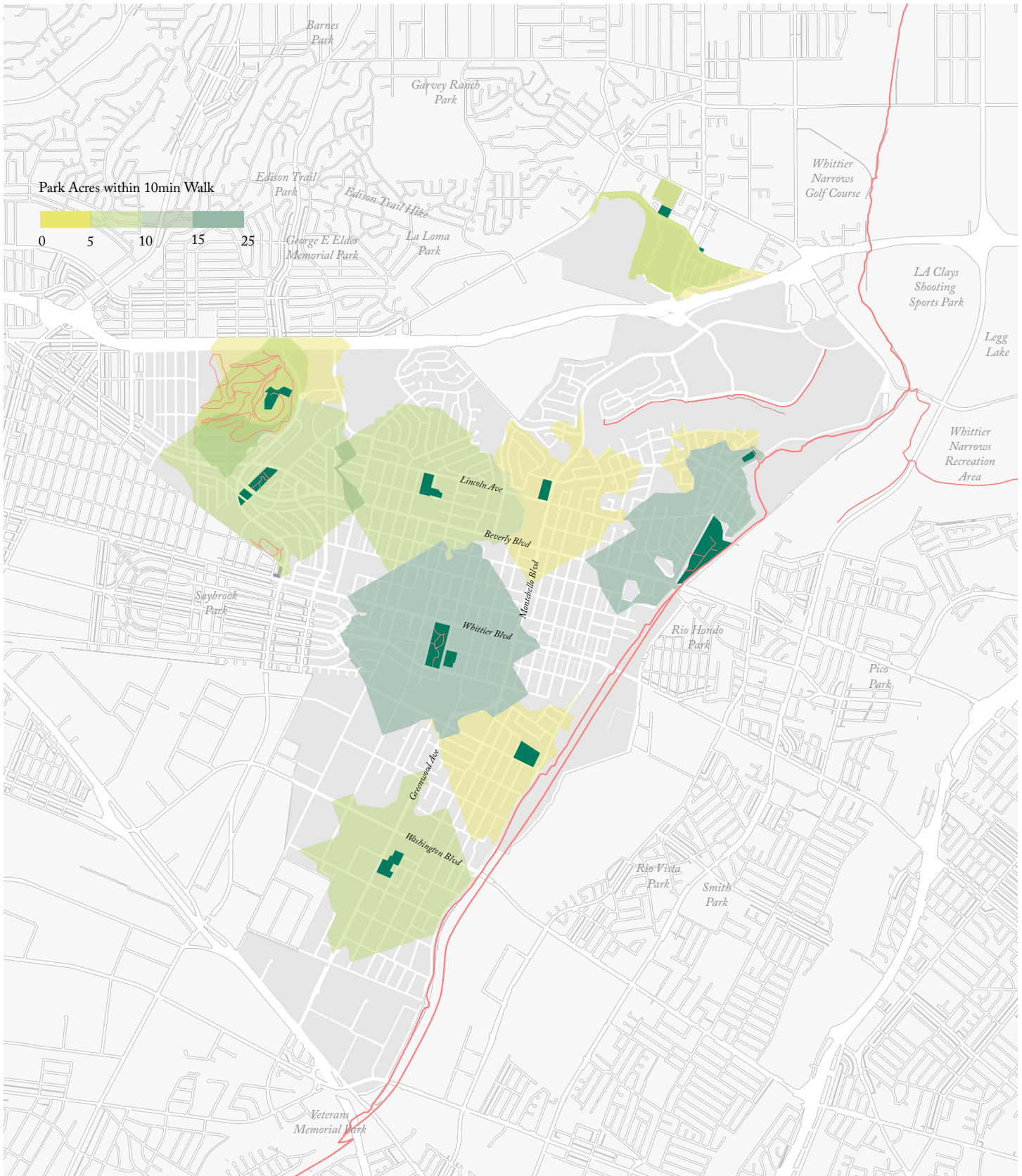
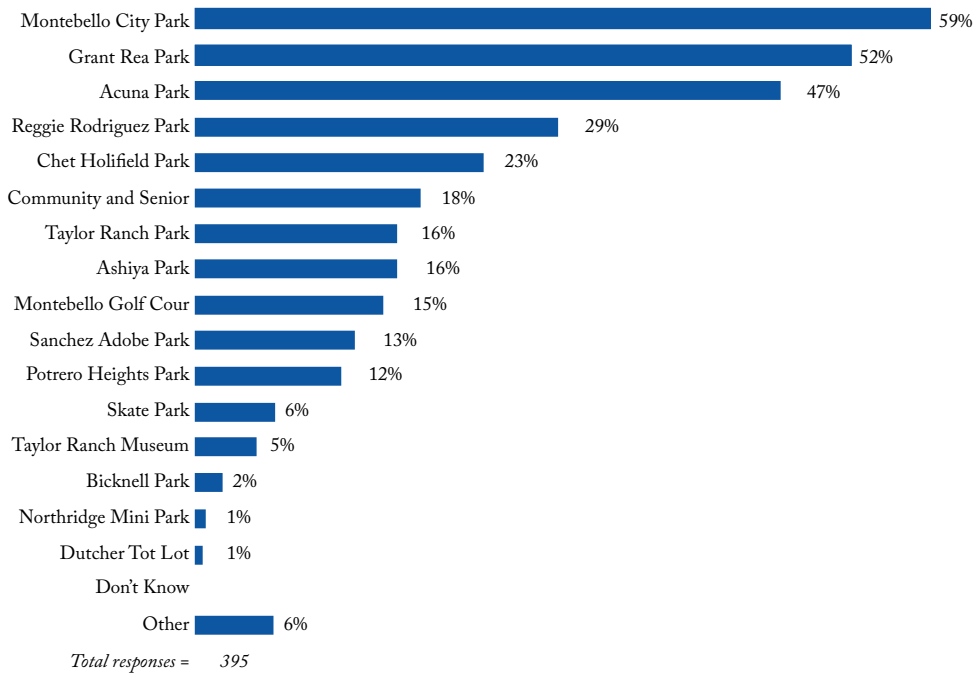
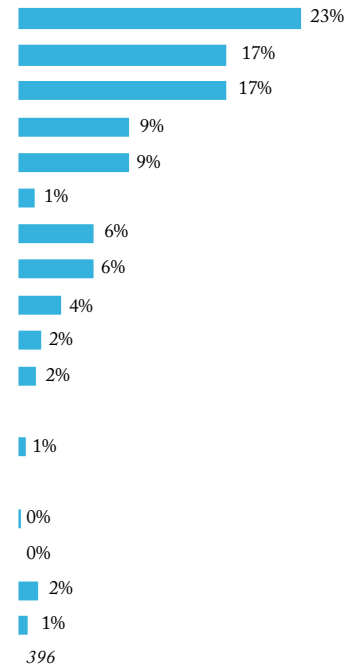


Figure C7.3. Park Shed: Access to parks within 15 minute walk.

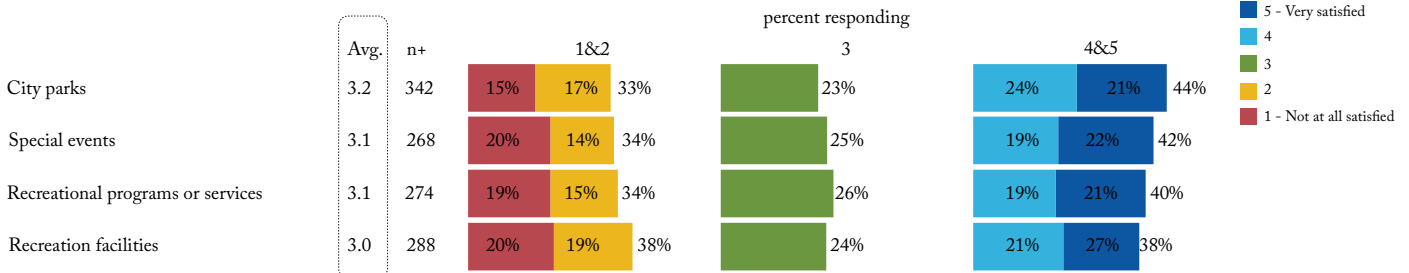
Which parks/recreational facilities have you used in past 12 months?



Which park do you live closest to?



How satisfied are you with quality of parks, recreation programs/services, & events?



*Ratings categories are sorted in descending order by the average rating
Source: RRC Associates and KTUA

Figure C7.4. Community survey results.

F. COMMUNITY NEEDS

- Gaps in the coverage** — expand the parks and open space system to allow each resident access to park and open space within a 10 minute (1/2 mile) walk. In some cases, residents may be within a 1/2 mile of a park based on straight line measurement, but must go substantially further to reach a park either because there are limited entrances or limited sidewalks leading to a park.
- Connect the system** — paths and bikeways can improve access to local and regional parks, recreational facilities, and open spaces. Besides humans, the urban forest canopy planted with native species planting, and stormwater bioswales along these connective corridors can also create safe paths of travel for local wildlife.
- Shrinking Public Resources** — create the most benefit with shrinking capital and operating expenditure and bridge the

gap by leveraging the robust development market, grants, and private funding to meet the community's needs.

- Growth Impacts** —As population increases and some areas densify, it is important to ensure access to parks and open space, particularly in areas where residents may have little private outdoor space.
- Public versus Private Open Space** — Montebello neighborhoods should have access to a range of public and private open spaces. The open spaces at the regional, neighborhood and block level tend to be more public and the open spaces at the lot and building level tend to be private. Lean maintenance budgets are encouraging creative public-private agreements that maintain public access but pass on the maintenance responsibility to associations or private individuals. Open spaces attract and retain jobs and revenues. Carefully examining the economic impacts of open space helps informed decision-making about creation and maintenance of open spaces.

G. COMMUNITY CHALLENGES

Based on community input received throughout the planning process, the parks, open spaces, recreation facilities, and programs are actively used by Montebello's residents. Following are key issues identified by the Community:

1. Improve access to parks;
2. Add parks, places for sports, and recreation spaces;
3. Maintenance, repairs, and security improvements are needed throughout the park system;
4. Improve connections to the Rio Hondo Channel;
5. Parks need to be designed better to offer opportunities for people to exercise, socialize, relax and enjoy being part of their community;
6. There are not enough activities that can support people to live healthier lives or promote wellbeing;
7. Need more programs for senior and youth; and
8. Senior programs have not changed in over 40 years, same clubs, nutrition programs, activities. More technology, access to services, dedicated caseworkers, resources, accessibility to better transportation are needed.



H. POLICIES AND ACTIONS

1. Access

P7.1 Expand park inventory to strive for the standard of 5 acres per 1000 residents.

To preserve the compact character of the neighborhood larger sports fields and parks should be located on the edges where they can also serve multiple neighborhoods. Small and frequent open spaces should be dispersed throughout the neighborhood. People that walk to the open spaces tend to use the open spaces more frequently than those that drive.

To encourage maximum use, the open space circulation system should integrate and connect with the circulation patterns of the neighborhood. The entrances and exits should be easy to locate from inside and outside the open space. Primary access route through the open space should be clearly identifiable, well maintained, and well lit.

A7.1a Amend development code to require new development to provide its fair share of public and private open spaces. **SE** **R**

A7.1b Provide parks, open spaces, and trails at Montbello Hills. **SE** **R**

A7.1c Provide parks, open spaces, and trails along the Edison Easement. **SE** **R**

A7.1d Increase access to the Rio Hondo trail. **SE** **R**

A7.1e Collaborate with the school district to facilitate access and community use of school grounds when school is closed. Develop a joint use agreement with the school district to ensure the partnership is equitable. **SE** **R**

P7.2 Ensure the maximum distance between residents' homes and the nearest public park is 1/2 mile.

Invest in the acquisition of new parkland that can make parks a part of everyday life in existing and future underserved areas. The City should introduce and develop a collection of smaller pocket parks that can be woven into existing urban areas with insufficient access to parks. Additionally, areas in the Downtown and along the Corridors where the city is focusing future transportation investments will help improve, increase, and expand access to future parkland.

A7.2 Expand the overall parks and recreation system through repurposing public land like excess street-space, partnering with other organizations like Montebello School District, churches, and similar institutional uses for access and joint use of open space and facilities, and use other creative means to help address service gaps in available open spaces. **SE** **R**

P7.3 Promote, expand, and protect a green infrastructure that links the natural habitat.

A7.3a Prepare a citywide Green Infrastructure Framework. **VZ** **SE** **R**

A7.3b Use parks as functional landscapes that perform green stormwater infrastructure and flood mitigation roles to enhance resiliency, recreational use, and beauty. **R**

New parks will be designed with resiliency in mind with multi-benefit landscapes that protect against flooding, clean and filter stormwater, produce shade and prevent heat island effects, and promote not just environmental resiliency, but also social resiliency.

A7.3c Encourage simple, small, and low-cost demonstration green infrastructure projects both in the public and private realm. **VZ** **SE** **R**

Parks can be everywhere humans can find a spot for peaceful reflection. The advent of green roofs is offering new opportunities to site innovative parks on roof tops.

A7.3d Include an urban trails signage program that connects corridors and trails within the City to other regional trails. **VZ** **SE** **R**

P7.4 Identify and remove barriers to access parks. Encourage walking and biking as preferred way to get to and from parks.

A7.4a Increase the number of entrances to existing parks to expand the number of residents within walking distance of a park. **VZ** **SE** **R**

A7.4b Proactively plan entrances and access points for new parks to ensure the greatest number of residents are within walking distance. **VZ** **SE** **R**

A7.4c Prioritize new access or entry points near existing mobility networks, including sidewalks, bike routes, trails, and transit. **VZ** **SE** **R**

A welcome change during the pandemic was streets transformed to be people-centered — from walking and biking to outdoor dining and street games. In downtown core and select neighborhoods, streets should be designed for people while accommodating cars.

VZ Vision Zero

SE Social Equity

R Resilience

P7.5 Make parks safer.

Visibility is an important design criteria for enhancing people’s comfort and security. Dense, visually impenetrable planting creates the opportunity for crime.

A7.5a Design parks to be in the line of sight of adjacent land uses and activities to ensure visibility. The frontages of the buildings should have active edges such as front doors, windows, and storefronts. **SE R**

A7.5b Lighting should direct movement between destinations. **VZ SE R**

A7.5c Increase presence of security officers in parks of concern. **SE R**

2. Facilities and Amenities

P7.6 Address deferred maintenance of citywide park system.

A7.6a Prioritize maintenance items that need immediate repair. Evaluate the list annually to create priorities to be addressed. **SE R**

A7.6b Consider outsourcing service repairs as needed to meet the demand for deferred maintenance. **SE R**

P7.7 Explore adding indoor facilities, recreation, teen, and Senior Centers.

A7.7a Find underutilized areas within the key growth areas of the City for additional indoor facilities, recreation, teen and senior centers. **SE R**

A7.7b Study the feasibility of adding a recreation facility on the western edge of town. **SE R**

New parks will be designed with resiliency in mind with multi-benefit landscapes that protect against flooding, clean and filter stormwater, produce shade and prevent heat island effects, and promote not just environmental resiliency, but also social resiliency.

P7.8 Develop flexible use areas that can be used for multiple events and activities.

The recreation center’s role is expanding; it is becoming a community center. Centers must be designed to appeal to a variety of activities and sports—to justify their investment, to appeal broadly across the community, and to achieve high utilization. Designing-for-change looks beyond today’s intended use. Adaptability, resilience, and reuse are essential to good design of facilities and fields, which seeks to enhance usability, functionality, and value over time.

A7.8a Assess the feasibility of creating a multi-use field at Reggie Rodriguez and Grant Rea Parks. **SE R**

A7.8b Identify areas for multi-use fields. **SE R**

P7.9 Provide diverse programs and events.

A7.9a Install outdoor fitness and exercise equipment in programmable spaces in neighborhood parks. **SE R**

A7.9b Increase and enhance programs for individuals with disabilities. Consider programmatic ADA inclusion requirements. **SE**

A7.9c Offer organized walking programs for seniors and families in safe environments. **VZ SE R**

A7.9d Offer additional enrichment classes for Seniors, using contract or volunteer instructors to maintain affordability. **SE R**

A7.9e Offer special events in neighborhood parks that reinforces its unique sense of place and community. **SE R**

A7.9f Develop partnerships with environmental advocacy groups, schools, and educators to offer environmental education programs and camps in local parks and open spaces. **SE R**

Educating the public through nature/environmental programs can increase the knowledge of residents and encourage them to use parks.

VZ Vision Zero

SE Social Equity

R Resilience

P7.10 Provide multi-purpose courts to accommodate trends and more variety in court sports.

Multi-purpose courts allow for a variety of sports to be played in a smaller footprint allowing for optimum utilization of limited park space.

A7.10 Identify existing courts that can be converted to multi-purpose courts. Prioritize multi-purpose courts in areas where level of service is lacking. Add multi-purpose courts including line striping for sports that are growing in demand. **SE R**

P7.11 Communicate recreation opportunities to city residents.

A7.11 Develop a marketing plan that includes outreach, pricing, promotion, program mix and social media. **SE R**

The Plan could address the following marketing and outreach strategies:

- *Publish a quarterly program guide to provide branding and program registration information;*
- *Develop a social media plan that has both resources and is aligned with current trends and updated continually;*
- *Increase communication and coordination with youth sports providers by creating a youth sports advisory board;*
- *Emphasize use of the City's webpage to assist patrons to remain up to date on recreation program opportunities; and*
- *Continue specific emphasis on program promotion in the Spanish language.*



Safety Around Water classes for underserved community so that all children may be water safe offered at the Montebello-Commerce YMCA in partnership with City of Montebello and Union Pacific Foundation.

3. Capacity

P7.12 Strive for financial resiliency to provide, maintain, & operate parks & recreational programs into an uncertain future.

A7.12a Reevaluate user fees for services to ensure it covers staffing, maintenance, and upkeep. **SE R**

A7.12b Assure that the City's Park Impact Fee Ordinance is kept current and reflects the appropriate impact fee for residential development. **R**

A7.12c Consider expanding volunteer opportunities such as Adopt-a-Park, Teen Internships, Neighborhood Cleanups, Habitat Restoration, Youth Sports Coaches and Officials, etc. to enhance volunteer efforts in the City. **SE R**

P7.13 Create and promote opportunities to participate/ volunteer in the expansion/maintenance/operations of parks, recreation, events, projects & programs.

A7.13a Use the City website and MyMontebello app to promote special events and allow public to report any graffiti, or street, sidewalk, light, tree problem, or issues at parks. **SE R**

A7.13b Create a parks map with safe walking path to parks, with mileage information. **VZ SE R**

P7.14 Continue to partner with other recreation service providers to develop programs and services to meet changing demand and trends.

A7.14 Coordinate with local recreation providers to reduce duplication of services. **R**

Local recreation providers include: Police Athletic & Activities League (PAAL), schools, youth sports providers, Montebello-Commerce YMCA, the Boys & Girls Club of West San Gabriel Valley, the Montebello and Chet Holifield Libraries, etc.

P7.15 Explore creative or alternative funding opportunities for programs & capital projects.

A7.15a Explore establishing a Community Foundation or "Friends of Montebello Parks" organization for the purpose of soliciting park land donations; applying for private grants the City cannot apply for on its own; and for fundraising to acquire park land and open space. **R**

A7.15b Explore naming rights, sponsorships and asset management opportunities to create ongoing revenue for maintenance and operations of existing facilities. **R**

A7.15c Explore contracts with private business to provide and operate some of the recreational activities which would be financed, constructed, and operated by the private sector with additional compensation paid to the City. **R**

A7.15d Explore inter-local agreements between two or more local units of government and/or between a local unit of government and a non-profit organization for the joint usage/development of sports fields, regional parks, or other facilities. **R**



8 Our Creative Community

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

Arts and culture are the soul of the city. It can bring people together, build bridges to cultural understanding and provide a sense of community identity and possibility.

Montebello is a vibrant community where residents celebrate all of life's opportunities and dreams. The arts and culture is an expression of the unique character, adding to the vibrancy, conviviality, civic pride, and economic value of Montebello.

The purpose of this chapter is to:

- Express a shared community vision for arts and culture;
- Promote coordination and collaboration within the arts community;
- Increase awareness of the potential of arts and cultural activity to contribute to community and economic development;
- Strengthen, leverage, and integrate artistic and cultural resources across all facets of local government to creatively advance broader objectives in the areas of economic prosperity, social equity, the environment, and cultural vitality; and
- Lay out a roadmap to leverage the collective resources to elevate Montebello's profile as a creative, innovative community, and to expand and enhance artistic and cultural opportunities for the arts/creative community and the broader community.

A. GUIDING PRINCIPLES

1. **Inclusive:** Montebello will provide, foster, and facilitate inclusive cultural experiences that reflect the diverse gender, age, ability, income, culture of ethnic groups, religious, linguistic and artistic identities of the City;
2. **Accessible and Equitable:** Creative placemaking can have a meaningful positive impact in low-income neighborhoods and along distressed commercial corridors of the City. Residents and visitors will have equitable and easy access and opportunity to engage with art and culture locally;
3. **Flexible:** Montebello will develop, facilitate, and support creative and entrepreneurial ideas and approaches to cultural planning and culture in the City, considering affordability and resilience;
4. **Engage Local Artists:** Consult local arts organizations and city or county art commissions or councils to find local artists; and
5. **Collective Leadership:** Rather than being the sole deliverer, the City of Montebello is a connector, facilitator, and enabler for delivering public policy and services. Collaboration within and across municipal government and with the wider public, private and non-profit sector is absolutely critical. Through collaborations, there are opportunities to share responsibility and pool resources more effectively to support planning, operations, maintenance, and programming.



B. VALUE OF ARTS & CULTURE

Enhance Livability: Access to arts and culture makes a positive contribution to the livability of Montebello. The realm of arts and culture creates an environment for residents and visitors to reflect, explore, be challenged, play and learn. Art and cultural events activate public space, promote interaction and facilitate memorable experiences.

Economic Driver: Arts and culture provide an authentic identity and experiences which makes Montebello attractive to employers and employees, and supports tourism. The skills and knowledge of local artisans creating, crafting, and developing leading ideas and products when supported and nurtured can grow into creative industries that grow local economy.

Creative Youth Development: Arts education offers a pathway for students to access their deepest and most authentic selves and provides them with a creative outlet for expression and reflection, while helping students improve their academic scores, increasing student graduation rates, and get high value jobs.

Celebrate Diversity: Montebello has great social, ethnic, and economic diversity. The arts and culture enables the celebration of diversity, creativity, and innovation, while participation in arts and cultural events and festivals can help create opportunities to build social connection, understanding and cohesion.

C. CREATIVE PROFILE

1. Events and Projects

City Events

- Halloween Festival and Train Ride
- Dia De Los Muertos Community Altar
- Veteran's Day Ceremony
- Tree Lighting Ceremony/Holiday Event
- Pet Fair/Pet Vaccine Clinics
- Stride for Pride 5K Walk/Run
- Downtown Street Fest
- Montebello Night Market
- Summer Concert Series
- Battle of the Bands
- 9/11 Commemorative Ceremony

- Easter Eggstravaganza

- Memorial Day Ceremony

- Anniversary Parade/5K

- Skate Competitions at the Skate Park

- City Service Saturdays --a volunteer community clean-up effort

Library Events

- Hispanic Heritage Month Art Activity

- Variety of concerts throughout the year

- Teen Art Club

- Teen Writing Club

- Painting with Acrylics for Children

- Spray Ink Art Activity

School Events

- Visual Art shows and contests

- Arts partnership with the Friends Of Montebello

- Southern California School Band & Orchestra Association Festival

- Arts festival

- Theatre, Dance, Band, and Orchestra Performances

- Competitions- choir, dance, music

- Film- Los Angeles Latino International Film Festival

- TEAL- Technology Enhanced Arts Learning- Professional Learnings



Hispanic Heritage Month celebration of Frida's Kablo's life and accomplishments.



Mariachi concert at the library.



End of Summer concert at the library featuring bilingual songs in Spanish and English.



DIY School Supplies program where kids decorate their own notebooks, pencil bookbags, and create pencils toppers and keychains.



Mehndi demonstration and application.



Extended Learning Opportunity, Montebello Intermediate Action Youth America - Beauty and the Beast - Theater Club



La Merced Intermediate Action Youth America - Mariachi Club

Library Arts Education

Young families and children visiting the library seek reading materials for school as well as recreational opportunities such as computer games and activity kits. To address these needs the Library plans to host more school readiness programs (such as Smarty Pants Storytimes). A special-needs adult community regularly uses the library space — the Library plans to serve their needs with tailored storytime and art activities. Following are a select list of arts education programs offered by the LA County Library in Montebello:

- **Smarty Pants Storytime** - Storytime with books, songs, rhymes, and movement while learning school readiness skills for ages 2 - 5 with their parent or caregiver.
- **Storykeepers: A Library Adventure** - a library-themed puppet show for children that promoted the power of reading, imagination, and believing in yourself.
- **Clay Sculpture for Kids** - Kids (ages 5 to 12) learned to sculpt a favorite character or animal by learning the basics of form and anatomy, enhancing both their creativity and focusing skills.
- **Ramadan Stories and Art Activity:** Children learned about Ramadan through stories and art activities.

School Arts Education

The Montebello Unified School District provides dance, music (band/choral), theatre/drama, media arts (film, graphic, digital, and visual arts education at various locations:

Applied Technology Center

- Media Arts- Career and Technical Education
- Visual Arts

Community Day School

- Film*
- Visual Arts

Montebello High School

- Dance CTE
- Band/Orchestra Music

- Choral Music

- Theatre

- Media Arts- CTE

- Visual Arts

- Film*

Vail High School

- Film*

- Visual Arts

Montebello Intermediate School

- Band/Orchestra Music

- Visual Arts

- Film*

La Merced Intermediate School

- Band/Orchestra Music

- Visual Arts

- Film*

Greenwood Elementary School

- Film*

** Film Partnership with The Latino Film Institute- Youth Cinema Project*

Other Art Educators

ARTSTUDIO.LA: Offers a comfortable fine arts and music studio environment for students to learn at their own pace and style. ARTSTUDIO.LA partners with some of the most talented artists in Los Angeles to showcase works of art in open gallery settings.

Sarabeth's Studio: The studio helps students learn to sing with as much ease as possible, while refining the instrument for the classical and musical theater repertoire. With focus on technique, diction, artistry, performance practice, and audition prep, the lessons are typically split between technical exercises and detailed work on the song of the student's choice. All lessons are private, one-on-one sessions.





Figure C8.1. Montebello's creative expression.



Figure C8.2. Montebello's creative assets.

D. COMMUNITY NEEDS

Major Active Community Challenges:

- Need more cultural events.
- Promote the cultural events.
- Montebello has rich culture and talent — need to promote local artists.
- Need to elevate the architectural design of buildings.
- Need a comprehensive Public Art program.
- Gateway signs into the City are dated and not well maintained.



E. VISION

As Montebello evolves, arts and culture will continue to be the connective tissue that brings people together through history, stories, and creativity.

Montebello will pursue creative placemaking that integrates arts and culture with good architecture, landscape, and urban design and leverages those investments to serve and transform different areas of the City. Placemaking is a key strategy for job growth, improved public safety, and increased tax revenues.

For developers, creative placemaking creates distinctive, culturally rich, engaging, and economically thriving places. Benefits include greater community buy-in, faster approval cycles, higher market values, lower turnover rates, and effective branding and

market recognition.

Montebello's neighborhood will benefit from enhanced social cohesion, improved health and economic outcomes, and the creative energy and aesthetics of vibrant new places that are enhanced with arts and culture.

Arts and culture has a broad definition that includes visual arts, music, dance, food, cultural history, and other experiences that inspire memorable moments. Creative placemaking appeals to all senses, offering elements to see, hear, touch, smell, and taste.

Collaboration and partnership will be necessary to find financial support.

F. FOCUS AREAS

Through parallel tracks of inquiry focused on public engagement, the discovery process identified six key needs to be addressed and opportunities to be explored:

1. **Creative Prosperity:** Empower Montebello's creative sector (creative businesses, nonprofit cultural organizations, artists and other creative workers) to create even more economic opportunities and jobs;
2. **Cultural Tourism:** Make Montebello's arts, heritage, and cultural attractions visible and accessible to tourists and local audiences;
3. **Education for Creativity:** Advocate for public and private commitment to ensure that children and youth in Montebello learn the skills of creativity and innovation that they need to thrive;
4. **Cultural Equity:** Enhance public understanding, appreciation, and respect for all cultures, achieving diversity, equity, and inclusion;
5. **Historic Preservation:** Preserve, conserve, and protect buildings, objects, landscapes or other artifacts of historical significance;
6. **Public Art:** Connect the imaginative potential of artists and the lived experience of our shared environment and to facilitate a dynamic cultural life; and
7. **Capacity and Leadership:** Coordinate arts and cultural leadership to implement the policies and actions, and respond.

1. Creative Prosperity

(also see Our Prosperous Community)

When recognized and nurtured as small business enterprises, individual artists and nonprofit cultural organizations provide significant employment in the community. Montebello’s creative sector (the creative businesses, nonprofit cultural organizations, artists and other creative workers) can create even more economic opportunities and jobs. Artists can often activate and enliven spaces in the urban landscape that would otherwise be vacant or underutilized.



a. Policies and Actions

P8.1 Increase awareness of the importance of the creative community.

A8.1a Communicate with a unified voice to decision makers about impact of creative businesses on the economy. SE R

A8.1b Brand and market Montebello’s Creative Sector. SE R

P8.2 Leverage maker economy to grow creative workforce, training, housing, and jobs.

A “maker” is someone who creates (either by design or fabrication) a tangible item. A “maker-entrepreneur” sells handmade items for a profit either online or in-person through brick-and-mortar stores, craft fairs, pop-up markets, or to friends and family. Makers are potters, jewelers, metal-smiths, woodworkers, seamstresses, fabric artists, designers, cooks, chefs, artists, doodlers, printers, painters, candlestick makers and more.

A8.2a Map and convene the existing community of makers, connecting entrepreneurs to small business supports, investing in incubators and accelerators, and helping low-income entrepreneurs access capital. SE R

A8.2b Drive demand for locally made and manufactured products through “Made Local” and regional brand campaigns, and by creating new business-to-business procurement. SE R

A8.2c Provide access to affordable and safe production spaces for makers and manufacturers by identifying micro-retail opportunities in existing buildings and new construction. SE R

Encourage private developers to set aside space for local businesses, and supporting local craft events, farmers’ markets, and festivals.

A8.2d Continue to explore development of artists’ live/work spaces, including as part of a mixed-use development in downtown area and along the corridors. SE R

Attracting and retaining the presence of artists and other creatives in Montebello is essential to maintaining its authentic culture. Artists’ live/work facilities reinforce the community’s support for artists and often function as a magnet for programming and other resources that benefit the overall community.

P8.3 Expand artistic space, activities and programs in non-traditional venues.

A8.3a Facilitate the temporary & opportunistic use of vacant or underutilized spaces & venues for creative purposes. SE R

A8.3b Explore use of public buildings such as City Hall, Senior Center, Youth Center, Library, and School buildings for arts activation and promotion. R

A8.3c Expand arts programs, activation, and promotion of local creative events at transit stops, and on buses and trains in partnership with transit agencies. SE R

SE Social Equity

R Resilience

2. Creative Placemaking



Creative Placemaking: Creative Placemaking is using arts and cultural activities to make places more engaging, responsive, inclusive, and distinctive from other places. Placemaking can make the arts, culture and creativity more accessible at the neighborhood level, drive economic development, inspire neighborhood revitalization and promote vibrant communities as destinations to live, work and visit.

Communication about Montebello events and programs to both local and broader audiences would increase exposure and participation. Both the city and media can explore new technological opportunities for sharing information with Montebello residents. Expanding arts and cultural media that is resident-focused should help increase awareness of local happenings and events.

a. Policies and Actions

P8.4 Weave arts and culture into the fabric of the City.

A8.4a Infuse arts, culture, and creativity into neighborhoods, trails, bike paths, streets, parks, and other transit modes. **SE R**

A8.4b Ignite public spaces with arts and culture-driven information and media, at gateway locations, Downtown, Civic Center, and along the Rio Hondo Channel. **SE R**

Repurposed spaces, places, and infrastructure should be identified and assessed on their potential to add cultural value to the city, and to support a creative program that showcases the unique natural and built environment.

P8.5 Make Montebello's arts, cultural, heritage, and natural attractions visible & accessible to tourists & local audiences.

A8.5a Partner with media outlets (print, radio, online) to maximize existing resources while expanding coverage of arts and cultural endeavors. **SE R**

A8.5b Develop a cultural resource map & directory. **SE R**

A8.5c Leverage the transit stops to promote attractions/events. **SE R**

P8.6 Develop an iconic cultural event.

A8.6 Identify the event promoter with the most promise to serve this role. **SE R**

This event should distinguish itself from other offerings in the region by reflecting Montebello's authentic character. The event could be organized around an overarching theme that allows broad community engagement with ideas that have strong resonance in Montebello. Montebello's arts organizations, artists, library, parks, businesses, the school district, churches and other partners can program their participation around the theme and provide shared marketing and promotion for the event. While the event can be centered in the Downtown/Rio Hondo Channel area, it could also include programming throughout the city.

SE Social Equity

R Resilience

3. Education for Creativity

There are a variety of institutions that provide learning, not only through appreciation of artwork, but also through educational programs and ongoing engagement with the arts.



a. Policies and Actions

P8.7 Engage students and youth in the creative community beyond the classroom.

A8.7a Create citywide art programs for the youth. **SE** **R**

A8.7b Collaborate with local partners to support art education. **SE** **R**

Local art colleges could host classes at the city, which can lead to citywide art shows, displays, murals, theater productions, etc. Local restaurants could offer a culinary arts experience to youth. This could be beneficial because it may inspire youth to seek a career in culinary arts. Local art colleges could host theater classes at the city, which can lead to citywide theater productions.

P8.8 Increase partnerships between higher education, cultural organizations and arts entrepreneurs.

A8.8 Host periodic networking events for art educators to identify assets, shared goals, opportunities to scale and share results; and implement collaborative projects. **SE** **R**

SE Social Equity

R Resilience



4. Cultural Equity

Montebello is home to people from different cultural backgrounds that have different needs, behaviors, aesthetics, and uses and relate to space differently. Equity cannot be achieved with one-size-fits-all policies but warrants a more nuanced approach that allows the ability of people to fulfill their ways of life. Culture is the lens through which diverse people and their concerns could be understood. A more informed and inclusive approach to arts and culture can help build a more just, healthy, and resilient Montebello.

When arts and culture are harder to find in neighborhoods, people have to dedicate more time to access those experiences. Although arts and culture are being woven into the fabric of the city, there is opportunity for uniform distribution across Montebello. Ensuring that all Montebello residents can access arts and culture in their neighborhood will promote equity.

Opportunities for surprise, delight, and creative participation are diverse and should be infused into everyday life for easy access and appreciation. Doing so begins with an inventory of available assets and a commitment to infusing more arts and culture into underserved neighborhoods.

a. Policies and Actions

- P8.9 Enhance public understanding, appreciation, & respect for all cultures, achieving diversity, equity, and inclusion.**
- A8.9 Create strategic partnerships among artists, activists, businesses, and policymakers to discuss and activate arts and culture roles in strengthening communities. **SE R**
- P8.10 Expand equity-focused arts and culture investments across public agencies, through budget appropriations, and targeted allocations to artists of color, and cultural institutions serving communities of color and low-income areas.**
- A8.10a Include artists of color and cultural representatives on boards, commissions, and other agencies to reflect demographics and interests of their communities, and to inform projects in their neighborhoods. **SE R**
- A8.10b Support purchases from artists and cultural groups of color. **SE R**
- P8.11 Increase access to arts and culture in under-resourced neighborhoods.**
- A8.11a Maximize use of all city facilities and assets to bring arts programs and cultural activities to each neighborhood, including parks, recreation centers, libraries, and other facilities. **SE R**
- A8.11b Recognize and celebrate artistic and creative professionals who live in these neighborhoods. **SE R**
- A8.11c Foster use of available and appropriate facilities for studio and living spaces for artists. **SE R**

SE Social Equity

R Resilience

5. Historic Preservation

Montebello's architectural heritage is vulnerable to threat of demolition or insensitive alteration. The most effective protection against these threats are policies, laws, and incentives that foster historic preservation.

Montebello does not currently have a historic preservation program. The City has not conducted any citywide survey of historic resources. A broad base historic context report was prepared as part of the discovery work associated with the General Plan.

The policies and actions are structured so that the City can start small building awareness and appreciation and gradually become more comprehensive and eventually adopting an ordinance. The guiding philosophy was to take some initial baby steps to get the ball rolling, and then as historic preservation becomes more firmly engrained in the City's ethos the City can incrementally grow and expand their program as resources permit, with the eventual long-term goal of having a program that is rooted in best professional practices.



a. Policies and Actions

i. Awareness and Appreciation

P8.12 Create a useful portal to historical information and preservation resources on the City's web site.

A8.12a Enhance the City's existing web page entitled "The History of Montebello" with additional information about the developmental, architectural, and cultural history of Montebello, particularly in the period after its 1920 incorporation. ^R

A8.12b Provide links to local history resources like the Montebello Historical Society, and historic preservation resources like those of the Los Angeles Conservancy, the California State Office of Historic Preservation, and the National Park Service. ^R

P8.13 Make information related to the City's historic built environment available on multiple platforms and in varied formats.

A8.13a Utilize the City's social media platforms (Facebook, Instagram, etc.) to promote awareness of local history and highlight sites or topics of local historical significance. ^R

A8.13b Promote local knowledge and tourism by developing walking tours of Montebello. ^R

Starting tours with the Whittier Boulevard corridor in the Downtown Montebello Specific Plan Area. The City may consider partnering with the Montebello Historical Society or other local stakeholders with specialized knowledge of Montebello's history.

A8.13c Create a curriculum available to local public and private elementary schools based on local architecture and history. ^R

ii. Context Sensitive Development

P8.14 Promote the importance of integrating new development with the existing building stock, particularly within the Downtown Montebello Specific Plan Area.

A8.14a Develop design standards that encourage architectural continuity for infill development within the Downtown Montebello Specific Plan Area through size, massing, scale, materials, and other relevant factors. ^{SE R}

A8.14b Address issues of continuity and compatibility of typology, massing, design, etc. in future Specific Plans. ^R

P8.15 Develop a policy framework for evaluating the potential significance of older properties within City limits.

A8.15 Require a Phase I Environmental Assessment when a demolition permit application is submitted for properties that are greater than 50 years of age, to assess preliminary historic eligibility. ^R

^{SE} Social Equity

^R Resilience

iii. Identify, Preserve, and Maintain

P8.16 Develop historic context statement(s) to guide future historic resource survey efforts.

A8.16a Prepare a focused historic context statement for the Downtown Specific Plan Area, using the Historic Context Report prepared for the General Plan Update as a foundation. R

A8.16b Prepare a citywide historic context statement for Montebello. R

Use the Historic Context Report prepared for the General Plan Update as a foundation.

P8.17 Identify potential historical resources within City limits.

A8.17a Conduct a focused historic resources survey of the Downtown Specific Plan Area to identify potential historical resources within the City's historic downtown core. R

A8.17b Expand survey efforts to other areas of the City as resources permit. R

Future survey efforts may pertain to a particular geographic area or neighborhood, or may be specific to a particular topic or theme in the City's history. The City may consider prioritizing survey efforts in South Montebello, which has a rich history but has historically been underserved.

P8.18 Engage community members and stakeholders when identifying potential historical resources.

A8.18 Encourage public participation in the identification of historical resources by maintaining a web page dedicated to local history, and soliciting input from the Montebello Historical Society and other local stakeholders about buildings, sites, and other elements of the City's built environment that are of interest. SE R

P8.19 Identify and protect Montebello's paleontological resources.

A8.19 A Qualified Professional Paleontologist shall be retained by the project applicant to conduct a paleontological resources analysis prior to the beginning of projects involving ground disturbance in geologic units with high paleontological sensitivity to determine whether there is a potential for significant impacts to paleontological resources. Paleontological resources analyses shall be reviewed, approved, and enforced by the City of Montebello. SE R

If potential impacts to paleontological resources are found to be significant, then the project applicant shall retain a Qualified Professional Paleontologist to develop and implement a Paleontological Resources Impact Mitigation Plan (PRIMP) that shall be approved by the City of Montebello, to ensure that impacts to paleontological resources resulting from the project are less than significant. The PRIMP shall include measures for a pre-construction survey, a Worker Environmental Awareness Program, paleontological monitoring, fossil salvage, curation, and final reporting, as applicable. Final reporting shall be reviewed and approved by the City of Montebello.

iv. Best Practices in Historic Preservation

P8.20 Develop policies and procedures enabling the protection of local historical resources.

A8.20a Adopt a historic preservation ordinance that enables the designation of local sites as historic, listing of these sites on a local register of historical resources, and provision of a level of protection through design review. R

A8.20b Establish a Historic Preservation Commission whose purview includes the designation of local landmarks and the review of proposed changes to historic properties. R

A8.20c Provide opportunities for regular training and discussion of the Secretary of the Interior's Standards for Rehabilitation and other historic preservation topics for City staff and Commissioners. R

P8.21 Encourage and promote the designation of local historical resources.

A8.21 Implement incentive program(s) to encourage the preservation and maintenance of historical resources. R

Possible incentives may include the Mills Act Property Tax Abatement program, waving of permit fees for historical resources, and/or other incentives deemed appropriate by the City.

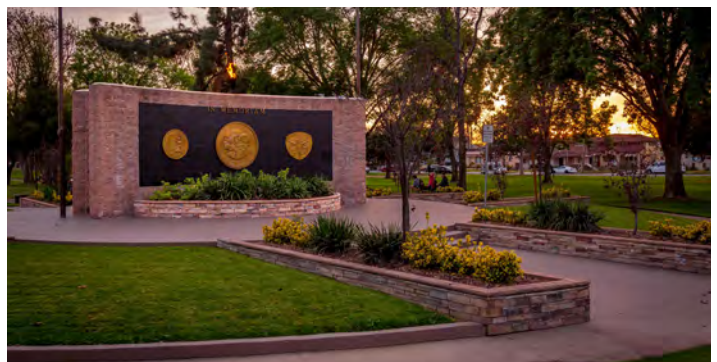
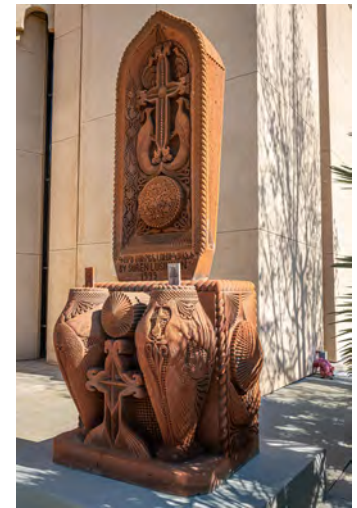
SE Social Equity

R Resilience

6. Public Art

Public art is work produced by an artist that is installed in a publicly-accessible space. Montebello's public art program will be guided by the following principles:

- **Creative:** Residents and visitors will engage in creative and cultural discovery through art. The artists is encouraged to experiment with new concepts to produce engaging public projects.
- **Diverse:** Public art can take on many forms including but not limited to sculpture, murals, street and graffiti art, video, and digital media. Public art can be permanent or temporary. Public art can be conceived as “permanent” installation or as a shorter-term, “temporary” work. Temporary public art would encourage greater variety and complement the permanent collection, while the turnover from temporary projects would facilitate renewed public interest and create more work opportunities for artists.
- **Contextual:** Public art creates and shapes a sense of place. It is intended to be site-specific, integrated into its environment and enhancing its surroundings. The public can connect with the art in engaging educational and interpretive programs that strengthen the everyday experience of public art. Public art will be inclusive of Montebello's deep diversity, through both local stories told through public art, and the artists commissioned for public projects. Public art is also a platform for local artists that creates valuable opportunities for both emerging and established professional artists.
- **Everywhere:** Public art can provide opportunities for residents to engage with the city's diversity and creativity on an everyday basis, no matter where they live. Recognizing the need to increase city-wide access to public art, geographic distribution of public art will be across the city.
- **Inclusive:** Public art is designed for publicly-accessible spaces, and is intended to engage the public. Public art is created for and installed in inclusive, barrier-free sites that are publicly-accessible, such as parks, trails, streets, community centers, bridges, underpasses, or privately-owned publicly accessible spaces.





Mosaic mural entitled “A Day in the Country,” designed by Millard Sheets and executed by Nancy Colbath. Installed in 1974, the mural depicts local recreational activities and the idyllic countryside that were once hallmarks of the Montebello landscape, and was recently restored.

a. Policies and Actions

P8.21 Develop a Public Arts Program.

A8.21a Develop standards to consistently apply the “Percent for Public Art” policy to municipal capital projects. **R**

A8.21b Develop standards to consistently apply “Percent for Public Art” policy for private development. **R**

Developing clear guidelines and consistently applying this policy will unlock new resources for public art, allowing for more municipally-commissioned projects in all corners of Montebello. This represents the City’s best opportunity to improve the geographic distribution of public art. Such guidelines will need to be created by an interdivisional working group with representation from City divisions and agencies that contribute to major capital infrastructure projects. The working group will need to consider criteria for identifying public art opportunities on municipal projects; the needs, objectives and potential benefits for individual City divisions; and how to balance existing capital budget pressures with this policy direction.

A8.21c Pool public art funds to produce new works in underserved areas of the city. **SE R**

“Pooling” of public art funding involves collecting contributions from multiple project sources and combining them to produce works of public art in underserved areas of the city.

A8.21d Protect public art works city-wide through proactive maintenance. **R**

Ongoing care of public art collections is respectful of the work of artists, and helps to ensure that works continue to make a positive impact on the public realm over their lifespan.

P8.22 Promote education and interactive components to increase understanding of public art and their contribution to Montebello.

A8.22a Build a digital library of artist videos that tell the story of the pieces and makes the work more accessible. **R**

Develop and maintain a range of online resources such as searchable maps, image databases, and mobile apps that will help to make the City’s public art works more accessible to a wide audience of residents and tourists.

A8.22b Activate public art through community-focused educational and interpretive programming. **R**

Educational and interpretive programming such as artist or curator talks; self-guided and artist-led tours or walks; digital QR codes on art works; and didactic plaques and panels help uncover the story behind the public art works that are found across the city. Educational and interpretive programming can be developed in partnership with artists, cultural organizations, school boards, private sector partners, and other community partners.

P8.23 Integrate public art into the development review & capital improvement program.

Early engagement allows for artists to be embedded within the design team, and facilitates greater collaboration and dialogue with project architects, landscape architects, engineers, and the local community in the development of the project concept. Proactive, early engagement of artists should be emphasized as part of any new guidelines for applying the percent for public art policy to municipal capital projects. In addition, private developers should be encouraged to begin planning for public art early in their planning process.

A8.23 Identify public art opportunities and engage artists as early as possible in all projects. **R**

SE Social Equity

R Resilience

7. Capacity and Leadership

Most of Montebello’s arts and cultural events are produced or presented by nonprofit organizations. Sustained funding is a pressing need as government grants are shrinking. Montebello does not have an agency with authority to ensure planned actions are fulfilled. The Plan’s outcomes will require both individual initiative and collective action to strengthen the cultural sector and its capacity to improve the lives and well-being of the people of Montebello. Implementation will require support and cooperation from public and private sectors.

Montebello’s needs will change over time as a result of new social realities, new technologies and generational differences. Artists and organizations need to adapt to these changes if they want to be successful and sustainable over the long-term. To do this, they need to have a clear understanding of their mission, governance, financial resources and administrative systems. The policies and actions in this section explores ways to enhance administrative, financial, management and governance systems that create a strong foundation for the future.

a. Policies and Actions

P8.24 Ensure that Montebello’s cultural organizations have the necessary resources to succeed.

- A8.24a Promote volunteer opportunities in the creative sector through an Arts and Culture e-newsletter. **R**
- A8.24b Encourage & facilitate placement of artists on City Advisory Boards, Commissions, and other leadership bodies. **R**
- A8.24c Actively search for and apply for new funding opportunities such as grants, corporate sponsorship, etc. **SE R**

Creativity, flexibility, and political will will be required to create sustainable resources for arts and cultural programs. Following is a range of possible funding sources that in consort will facilitate implementation:

- *Multiple programs at the California Arts Council (Artists in Communities, Creative California Communities, Innovations + Interactions, Veterans in the Arts, Artists in Schools, Arts Education Exposure, JUMP StArts, Youth Arts Action, Cultural Pathways, Organizational Development, Professional Development);*
- *California Endowment for the Humanities;*
- *National Endowment for the Arts; and*
- *Philanthropic foundations such as Bloomberg Philanthropies Public Art Challenge, Kresge Foundation Creative Placemaking Program, US Conference of Mayors CommunityWINS, Art Place America, and Levitt Foundation.*

City Investments: Subject to the availability of funds, the City could invest in economic development (tourism arts marketing, arts programming) for support of the arts community.

Develop Sponsorships: Iconic arts and cultural events can attract sponsorships from area businesses and corporations.

Specialized Funding: For special projects, funding sources such as new market tax credits, federal grants, and affordable housing grants for artists’ live/work projects can be pursued.

SE Social Equity

R Resilience



Leadership is the capacity to translate a vision into reality.”

— Warren Bennis

MONTEBELLO
SQUAVER

City of
MONTEBELLO
CALIFORNIA

James
Santana
Montebello Unified School Board



D Implementation

FROM VISION TO REALITY: IMPLEMENTING THE GENERAL PLAN

The General Plan vision, guiding principles, policies, and actions will drive: budget priorities; capital investments; operational decisions; regulatory updates; policies; and future studies.

General Plan Consistency in

Implementation: The General Plan serves as a tool to align City decisions and actions with the community's vision. The General Plan will be implemented through municipal policy decisions, ordinances and regulations, and future actions that are consistent with the General Plan. Conformance with the General Plan will be assessed for public and private investment items placed on the agenda before the City Council and Planning Commission. This ensures elected and appointed officials, staff, developers and the community understand the importance of the General Plan and the guidance it provides moving forward. This Section describes the steps and actions to implement the Montebello General Plan based on collaboration with community members, City decision makers, and City Staff. The

actions listed in this section should not be interpreted as budgetary mandates. The intent is to convey a roster of priorities that should guide the City Council as they develop, approve, and execute annual operating and capital budgets.

The plan guides decision-making, therefore it must be updated periodically and provide accountability for implementing it over time.

Implementation Accountability: The City will need to develop robust partnerships with local businesses, residents and other public agencies to fully implement the vision outlined for Montebello. The City can combine its efforts with private sector efforts to improve public service delivery, manage public sector assets, or leverage private sector investment. By expanding the role of the private sector, the City can use its technical, management, and financial resources in creative ways to achieve objectives of the General Plan. These partnerships will be crucial to ensuring the most important actions are

being implemented, and the most pressing community needs are being addressed.

Most actions include one or more City Departments. In some cases, however, the action is entirely within the private or non-profit sector. The Lead for an action item represents the agency or partner most likely to take a leadership role in the measure. The leadership may shift to a new department depending on circumstances needed for the issue, and resources available at the time.

The General Plan is designed to be implemented over the next 20 years (2024—2044) by residents, business and property owners, non-profit organizations, community groups, city and county agencies, and elected and appointed officials. Some actions are straightforward and relatively easy to achieve, others will demand significant investment of time and resources and will require steadfast commitment on numerous levels.

Time frames: Each action includes a time frame, within which the action should be carried out. These are intended to provide a general sense of how long it will take to implement the action.

Ongoing	Some actions require continuous monitoring or effort. These are identified as ongoing actions.
Immediate	Begin work immediately.
Short term	Begin work within 1 to 4 years.
Mid term	Begin work within 4 to 8 years.
Long term	Begin work within 8 to 10 years.

At the time of adoption, the time frames set in the General Plan and the city's approved Capital Improvement Program may not be in complete agreement. Over time, a stronger link should be established so that the two documents are synchronized and eventually are in full agreement.

Annual Progress Report and

Updates: An annual monitoring report will be prepared and presented to the Montebello Planning Commission and City Council. This report will review

the progress made in implementing the General Plan. This is a vital part of keeping the General Plan implementation process open, transparent, and responsive. The public will be kept up to date as implementation actions are completed over time, i.e., checking off completed actions and reprioritizing remaining actions, reporting back to elected and/or appointed officials regarding progress, and periodically updating the plan. Providing regular updates on implementation actions and opportunities to participate in implementation activities are ways to engage the community on an ongoing basis.

Funding and Resources: Given the constrained fiscal environment and competing priorities under that are typical of local governments, identifying funding, staffing, and other resources are critically important for successful implementation. It is particularly important to establish their availability for short-term actions that generate momentum for further progress. However, financial feasibility should not constrain the ambition and potential of the General Plan to realize the community vision and goals. The strong plan with a compelling vision can be used to secure grants, philanthropic funding, leverage resources from external partners, and attract private investment. Some actions

may not be feasible in the short term, but could have a high impact if resources become available in the future.

The cost estimates are identified into three categories:

- Actions primarily involving internal staff time with limited outside funding required (\$);
- Actions requiring outside consulting services or relatively minor (\$100,000 to \$1 million) investment in infrastructure or project development (\$\$);
- Actions requiring significant investment in infrastructure or project development (\$\$\$).

Potential funding sources are identified for each action item.

FUNDING SOURCES

To carry out the actions recommended in this Plan, a variety of Federal, State, regional, local, and private funding sources have been identified:

FEDERAL

Community Development Block Grant

This fund accounts for activities of the Community Development Block Grant received from the U.S. Department of Housing and Urban Development, including monies received from this agency as part of the federal stimulus program.

Low Income Housing Tax Credit

The Low Income Housing Tax Credit (Housing Credit) is designed to encourage private sector investment in the new construction, acquisition, and rehabilitation of rental housing affordable to low-income households. The Housing Credit offers a dollar-for-dollar reduction in a taxpayer's income tax liability in return for making a long-term investment in affordable rental housing. State agencies award Housing Credits to developers, who then sell the Credits to private investors in exchange for funding for the construction and rehabilitation of affordable housing. The 4% tax credit (30% subsidy) is for the acquisition of existing buildings for rehabilitation and new construction financed by tax-exempt bonds. The 9% tax credit (70% subsidy) is usually for new construction and substantial rehabilitation without federal subsidies.

National Endowment for the Arts Grants for Arts Projects

The NEA Grants fund institutions whose projects are vehicles for any of the following: the portfolio of American Art is expanded, Americans throughout the nation experience art, and Americans of all ages acquire knowledge or skills in the arts, and American communities are strengthened through the arts.

Highway Safety Improvement Program

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land.

STATE

Enhanced Infrastructure Financing District (EIFD)

An EIFD is a governmental entity established by a city that carries out a plan within a defined area (boundaries of which do not need to be contiguous) to construct, improve and rehabilitate infrastructure; construct housing, libraries, and parks; remediate brownfields, etc.

Active Transportation Program (ATP)

ATP taps both state and federal funds for bike and pedestrian projects across California. The program allows cities to compete for grants to build bicycle/pedestrian paths, install bike racks, and other projects or programs that make walking or biking easier, safer and more convenient.

Caltrans Transportation Planning Grant

The Caltrans Sustainable Transportation Planning Grants seek to fund projects that ensure consideration of sustainability, preservation, mobility, safety, innovation, economy, health, and equity in transportation planning.

California Strategic Growth Council (CSGC)

The CSGC provides grants to cities to promote sustainable community planning and natural resource conservation. The grant program supports development, adoption, and implementation of various planning elements in three focus areas: Local Sustainable Planning, Regional SB 375 Plus, and Regional Planning Activities with Multiple Partners.

California Arts Council (CAC)

CAC offers grants as well as provides a great resource to search for other grants by applicant type and field.

Proposition 68

Authorizes \$4 billion in general obligation bonds for: creation and rehabilitation of

state and local parks, natural resources protection projects, climate adaptation projects, water quality and supply projects, and flood protection.

Proposition 41

Authorizes \$600 million in general obligation bonds for affordable multifamily supportive housing to relieve homelessness, affordable transitional housing, affordable rental housing, or related facilities for veterans and their families.

Highway Users Tax Account (HUTA)

The HUTA, also known as the Gas Tax, can be used for any street or road purpose including new construction, bikeways, curbs, landscaping, signs, signals etc.

REGIONAL

Prop A

The Proposition A requires that Local Return (LR) funds be used exclusively to benefit public transit. Expenditures related to fixed route and paratransit services, Transportation Demand Management, Transportation Systems Management and fare subsidy programs that exclusively benefit transit are all eligible uses of Proposition A LR funds. Proposition A LR funds may also be traded with other Jurisdictions in exchange for general or other funds.

Prop C

The Proposition C directs that Local Return funds also be used to benefit public transit, and provides an expanded list of eligible project expenditures including Congestion Management Programs, bike-ways and bike lanes, street improvements supporting public transit service, and Pavement Management System projects.

Measure M

Measure M was approved by the voters of Los Angeles County in 2016 to improve
Part D: Implementation 227

transportation and ease traffic congestion consistent with the Los Angeles County Measure M Ordinance specifies that Local Rebuild funds be used exclusively for transportation purposes.

Measure R

Measure R is a half-cent sales tax increase to fund mass transit projects in the county like new light rail lines,

Measure W

Los Angeles County Stormwater Fee

Transportation Development Act Article 3 Fund

Transportation Development Act Article 3 (TDA 3) provides funding annually for bicycle and pedestrian projects.

AQMD Program

The AB 2766 Motor Vehicle Subvention Program is a funding source for cities to encourage the development of measures or projects that result in the reduction of motor vehicle emissions. Projects include alternate fuels/electric vehicles, vehicle emissions abatement, land use strategies that encourage people to walk, bike or use public transit, traffic management, transportation demand management, effective bike expenditures, PM reduction strategies, and public education.

SCAG Sustainable Planning Grant

The Southern California Association of Government (SCAG) offers direct funding of innovative planning initiatives for member cities through the Sustainability Planning Grants program. The Sustain-

ability Planning Grants Program provides direct technical assistance to SCAG member jurisdictions to complete planning and policy efforts that enable implementation of the regional Sustainable Communities Strategy. Grants are available in the following three categories:

Integrated Land Use – Sustainable Land Use Planning, Transit Oriented Development (TOD) and Land Use & Transportation Integration;

Active Transportation – Bicycle, Pedestrian and Safe Routes to School Plans;

Green Region – Natural Resource Plans, Climate Action Plans (CAPs) and Green House Gas (GHG) Reduction programs.

Local

Capital Improvement Program (CIP)

The CIP identifies all of the major projects to be undertaken to improve facilities and infrastructure within the city. During the fiscal year, a separate CIP document that reflects the current year program and proposes a program of prioritized projects for the next four to five years is prepared. City Departments submit all proposed projects in the foreseeable future, along with their best cost-estimate. The request includes the year a project will commence, any funding sources that may be available with either future sources or ones which might have been previously designated, justification for the project, and on-going costs expected to occur after the project has been completed. The CIP budget team then compiles the information and presents a draft CIP program to the City Council. Projects are prioritized, based on City Council and staff input.

General Fund

The General Fund is the City's largest single fund type used to account for basic City services such as police, fire, public works, parks and recreation, community development, information technology, and general administration. The two major sources of revenue are property and sales taxes. For the 2023-2024 budget, the breakdown is as follows:

Total Revenue [\$XX,XXX,XXX.]

Sales Tax [\$XX,XXX,XXX] or [XX%] of the total.

Property Tax [\$XX,XXX,XXX] or [XX%] of the total.

Property Business Improvement District

A Property and Business Improvement District (PBID) is a mechanism of funding improvements through assessments to businesses and real property within the established PBID boundaries. Under the Property and Business Improvement District Law of 1994, revenues from PBID assessments may be used to fund capital improvements and maintenance costs for projects such as parking facilities, street furniture, public restrooms, art, parks, street and streetscape enhancements, and plazas. A PBID formation petition, which is initiated by property owners, requires the signature of more than 50 percent of the property owners, weighted by assessment liability.

Park Dedication Fees

The City receives fees from developers to fund recreation facilities. These funds are used for qualified recreational purposes throughout the City.

Various Grant Funds

Various Federal, State, and regional grant programs distribute funding for public improvements. Because grant programs are typically competitive, grant funds are an unpredictable funding source.

Developer Contributions

Development Impact Fee

The City charges one-time impact fees on new private development to offset the cost of improving or expanding City facilities to accommodate the project. Impact fees

are used to help fund the construction or expansion of needed capital improvements.

Development Agreements

Development agreements are contracts negotiated between project proponents and public agencies that govern the land uses that may be allowed in a particular project. Development agreements provide a developer with assurances for a specified length of time that the proposed project may proceed as originally approved, and not be affected by future changes in land use regulations. In exchange for this assurance, the landowner/developer may agree to public improvements, land dedications, or in-lieu fees, as negotiated with the City, as a condition of the agreement.

Community Facilities District

The Mello-Roos Community Facilities Act of 1982 allows any county, city, special district, school district, or joint powers authority to establish a Mello-Roos Community Facilities District (a "CFD") which allows for financing of public improvements and services. The services and improvements that Mello-Roos CFD can finance include streets, sewer systems and other basic infrastructure, police and fire protection, ambulance services, schools, parks, libraries, museums, and other cultural facilities. By law, the CFD is also entitled to recover expenses needed to form the CFD and administer the annual special taxes and bonded debt.

1. Our Natural Community

	Policies/Actions	Time-frame	Responsible Party Lead	Cost	Funding Source
			Other Partners		

Green Infrastructure

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

Air

P1.2 Support regional planning efforts to improve air quality.					
A1.2	Coordinate air quality planning efforts with local and regional agencies to meet State and Federal ambient air quality standards in order to protect all residents from the health effects of air pollution. SE R	Mid-term	PW PD, AQMD	\$	Grants, General Fund, ATP
P1.3 Consider emission reduction goals in all major decisions on land use and investments in public infrastructure.					
A1.3a	Reduce potential GHG emissions from development by encouraging electrification of new developments, promoting energy conservation in existing buildings, plan new development and redevelopment to reduce single-occupancy vehicle miles traveled, and consider green space during development. R	Mid-term	PCD, Developer PW	\$\$	Grants, Developer
A1.3b	Educate property owners and developers on greenspace inclusion through educational pamphlets, programs, and webpages. SE R	Mid-term	PD PAIT, Consultant	\$\$	Grants, General Fund
P1.4 Educate businesses and the general public about air quality standards, health effects, and best practices they can make to improve air quality and reduce greenhouse gas emissions.					
A1.4a	Promote public outreach and education campaigns highlighting the benefits of renewable energy and energy efficiency strategies. SE R	Short-term	PCD, Consultant PW	\$\$	General Fund
A1.4b	Educate property owners and developers on greenspace inclusion through educational pamphlets, programs, and webpages. SE R	Short-term	PD, PAIT	\$	General Fund

	Policies/Actions	Time-frame	Responsible Party Lead	Cost	Funding Source
			Other Partners		
P1.5	Coordinate initiatives and regulatory changes with local, regional, and state agencies to reduce motor vehicle emissions.				
A1.5a	Develop incentives and adopt regulatory standards to reduce transportation emissions. In addition to reducing the number of miles driven, the fuel efficiency and emissions standards of vehicles must also improve. Working in collaboration with Local, Regional, and State agencies, Montebello will seek to increase use of clean fuels in public and private automobile fleets, consider new legislation, and implement educational programs. R	Short-term	PD	\$\$	Grants, General Fund
			MT, PW		
A1.5b	Promote use of alternate modes of transportation in the City of Montebello, including pedestrian, bicycling, public transportation, car sharing programs and emerging technologies. VZ SE R	Mid-term	PD, MBL	\$\$	Grants, General Fund
			PW, Developers		
A1.5c	Invest in low-emission or zero-emission vehicles to replace the City's gasoline powered vehicle fleet and transition to available clean fuel sources such as bio-diesel for trucks and heavy equipment. R	Mid-term	MBL	\$\$	Grants, General Fund
			PD, PW, Developers		
A1.5d	Encourage the use of low or zero emission vehicles, bicycles, non-motorized vehicles, and car-sharing programs by supporting new and existing development that includes sustainable infrastructure and strategies such as vehicle charging stations, drop-off areas for ride-sharing services, secure bicycle parking, and transportation demand management programs. VZ SE R	Mid-term	PD, MBL	\$\$	Grants, General Fund
			Caltrans, PW		
A1.5e	Require and incentivize projects to incorporate Transportation Demand Management (TDM) techniques. R	Mid-term	PD, EDD	\$\$	Grants, General Fund Developers
			Developers		
P1.6	Improve the City's jobs/housing balance ratio.				
A1.6	Support development that provides housing and employment opportunities to enable people to live and work within Montebello. VZ SE R	Mid-term	PCD, Developers PW, B&S	\$\$	Grants, Developers, General Fund

Water

P1.7	Montebello will protect, conserve, and replenish existing and future water resources.				
A1.7a	Encourage and educate residents, business owners, and operators of public facilities to use water wisely and efficiently. R	Short-term	PW	\$\$	Developer, Grants, General Fund
			PD, RCS		
A1.7b	Encourage public and private property owners to plant native or drought-tolerant vegetation. R	Short-term	PD, PW	\$\$	Developer, Grants, General Fund
			Developers		
A1.7c	Continue to coordinate with the developers for opportunities to expand use of reclaimed water systems. R	Short-term	PD, PW	\$\$	Developer, Grants, General Fund
			RCS, WP		

2. Our Prosperous Community

Support Economic Development Capacity and Leadership

P2.1	Support the Creation of an Economic Development Organization in the City.				
A2.1a	Determine the best governance of economic development efforts in the City. R	On-going	PCD, EDD	\$\$	Grants, General Fund
			MCC		
A2.1b	Monitor economic development activities in the City. R	On-going	PCD	\$\$	Grants, General Fund

	Policies/Actions	Time-frame	Responsible Party Lead	Cost	Funding Source
			Other Partners		

Promote Infill Development

P2.2	Promote corridor development.				
A2.2a	Promote housing and job growth along the Beverly Boulevard Corridor. R	On-going	PCD, EDD MCC	\$\$\$	Grants
A2.2b	Encourage infill housing along Montebello Boulevard Corridor. R	On-going	PCD, ECON MCC	\$\$\$	Grants
A2.2c	Repurpose struggling retail along the Whittier Boulevard Corridor (outside Downtown). R	On-going	PCD, EDD MCC	\$\$\$	Grants
A2.2d	Evaluate Feasibility of Enhanced Infrastructure Financing Districts (EIFD). R	On-going	PCD, EDD MCC	\$\$\$	Grants
P2.3	Maximize future Light Rail Stop with TOD Planning.				
A2.3a	Capitalize on transit adjacency. R	On-going	PCD, MT PW, Metro, Developer	\$\$\$	Grants, EIFD
A2.3b	Prioritize placemaking. R	On-going	PCD PW	\$\$\$	CIP, Grants, Developers
P2.4	Repurpose the regional retail centers to meet new community needs.				
A2.4	Redevelop struggling retail property as mixed-use urban places, re-use anchor store boxes as office space, or create new-build housing and entertainment options. R	On-going	PCD	\$\$\$	EIFD; Community Facilities District

Protect and Invest in Existing Assets

P2.5	Nurture the local business community.				
A2.5a	Provide more resources to small businesses. SE R	On-going	PCD, EDD	\$\$	EIFD; LAEDC; Small Business Development Center
A2.5b	Support local business operations. SE R	On-going	PCD, EDD	\$\$\$	LAEDC; Small Business Development Center
A2.5c	Establish an incubator for local start-ups. SE R	Immediate	PCD, EDD	\$\$\$	EIFD; Small Business Administration (SBA)
A2.5d	Create pathways to high-quality jobs for residents. SE R	On-going	PCD, EDD LAEOWDD	\$\$\$	County of Los Angeles; State of California
P2.6	Preserve and enhance industrial areas.				
A2.6a	Promote more compatible land uses adjacent to industrial areas. SE R	On-going	PCD	\$\$	EIFD
A2.6b	Explore potential for higher value productive industrial users. R	Short-term	PCD, EDD	\$\$	General Fund

Prioritize Fiscal Sustainability

P2.7	Encourage urban infill and compact development.				
A2.7a	Promote infill development on vacant and underutilized sites (such as surface parking lots), particularly on corridors and in the Downtown area. SE R	On-going	PCD	\$\$\$	EIFD
A2.7b	Ensure that new infill development is not a fiscal burden to the City. SE R	On-going	PCD	\$	General Fund, Grants
P2.8	Remove regulatory and procedural barriers to fiscally productive land uses and good design.				
A2.8	Amend General Plan policies and zoning and development standards to allow more intensive uses while being respectful to the contextual setting. SE R	Immediate	PCD	\$\$\$	General Fund, Grants

3. Our Well Planned Community

	Policies/Actions	Time-frame	Responsible Party Lead	Cost	Funding Source
			Other Partners		
Land Uses: Growth, Preservation, and Reinvestment					
P3.1					
Preserve natural areas.					
A3.1a	Preserve a network of habitat and open space, thereby protecting biodiversity and enhancing the City's quality of life.	On-going	PCD, RCS RMC, ACE, PW	\$\$\$	Impact Fees, grants, general fund, developer
A3.1b	Encourage parkland dedication and conservation easements for trails that support the City's Parks Master Plan and the Green Infrastructure Plan.	On-going	PCD, RCS	\$\$	Grants
A3.1c	Capture the inherent value of parks, open spaces, and trails by providing more opportunities for people to live and work on properties with direct frontage on these investments.	On-going	RMC, ACE, PW	\$\$	Grants, Developer
A3.1d	Allow and encourage historical agricultural and related uses to continue to occur as permanent land uses.	On-going	PCD, RCS	\$\$	Grants, General Fund
P3.2					
Direct growth and redevelopment to the Downtown Area.					
A3.2a	Encourage growth and density by improving underutilized downtown parcels for development.	On-going	PCD	\$\$	General Fund
A3.2b	Support streetscape projects on Whittier and Montebello Boulevards to reduce traffic speed in downtown area.	On-going	PW, PCD, MT	\$\$\$	Grants
A3.2c	Integrate better design in public spaces to create enjoyable places to stay and contribute to the economic viability of the downtown area.	On-going	PCD PW, PCD	\$\$	Grants
P3.3					
Revitalize established neighborhoods and corridors.					
A3.3a	Provide non-residential uses that are accessible for the convenience of individuals living in residential districts.	On-going	PCD	\$\$	Grants, Developer
A3.3b	Protect adjoining properties from the potential adverse impacts associated with non-residential uses on corridors adjacent to residential areas with proper mitigation measures that address scale, massing, traffic, noise, appearance, lighting, and drainage.	On-going	PCD, PW	\$\$	Grants
A3.3c	Reduce the length and number of vehicle trips generated by residential development by enhancing the accessibility to non-residential areas.	On-going	PCD, PW, MT	\$\$	Grants, Developer
P3.4					
New development will create diverse and walkable neighborhood.					
A3.4a	Create diverse neighborhoods instead of a monoculture of single-housing type.	On-going	PCD	\$\$	Grants
A3.4b	Encourage a block and street layout that promotes walkable and bicycle friendly road designs with slower vehicular design speeds.	On-going	PCD PW, MT, Consultants	\$\$	Grants
A3.4c	Site new residential areas accessible to roadways, sidewalks, trails, transit, parklands, schools, existing utilities, and retail commercial goods and services.	On-going	PCD, PW, RCS, MT PD, MFD	\$\$	Grants, General Fund
A3.4d	Encourage properties to redevelop in an urban form utilizing place-based zoning designations.	On-going	PCD, ECON	\$\$	Grants, General Fund

	Policies/Actions	Time-frame	Responsible Party Lead	Cost	Funding Source
			Other Partners		
P3.5	Retrofit suburban development.				
A3.5a	Reuse the existing structure. SE R	On-going	PCD, Developer	\$	Grants
A3.5b	Integrate more housing choices in existing subdivisions. SE R	On-going	PCD, Developer	\$	Grants, Subdivision
A3.5c	Add new units to existing subdivisions. SE R	On-going	PCD, Developer	\$	Developer
A3.5d	Invest in public realm improvements. SE R	On-going	RCS, PD Developer, PW	\$\$	Grants, General Fund, Developer
P3.6	Preserve and enhance the industrial district while retaining and expanding existing businesses.				
A3.6a	Support innovative and flexible land use framework for industrial district. R	On-going	PCD, Developer	\$\$	General Fund, Developer
A3.6b	Encourage the use of “green” technologies to minimize noise, air, and water pollution. SE R	On-going	PCD, Developer	\$\$	General Fund, Developer

Water

P3.7	Maintain high-quality reliable potable water and non-potable water services, diversify supply and maintain and create facilities that meet existing and future water demands including drought conditions.				
A3.7a	Regularly review and evaluate future iterations of five local Water District’s Urban Water Management Plans (UWMP) and other regional water supply assessments in order to maintain an understanding of available supply sources and update plans for expansion of supply infrastructure as necessary. These Districts include San Gabriel Valley Water Company, City of Montebello System, CA Water Service Company, Montebello Land and Water Company and South Montebello Irrigation District. SE R	On-going	PW, WP PD	\$\$\$	CIP, Grants
A3.7b	Coordinate with the local Water District providers to expand recycled water infrastructure for efficient reuse throughout the City. SE R	On-going	PW, WP PD	\$\$\$	CIP, Grants
A3.7c	Ensure the resiliency of local water supplies by promoting infiltration of stormwater on both small-scale and large-scale scopes, including coordination with the Los Angeles County Public Works on maximizing infiltration capacity of the Montebello Forebay Spreading Grounds. SE R	On-going	PW, WP PD	\$\$\$	CIP, Grants
A3.7d	Implement water reuse strategies where potable water, gray water, recycled water and stormwater are all viewed as viable sources and integral components to a holistic water management program. SE R	On-going	PW, WP PD	\$\$\$	CIP, Grants
A3.7e	Regularly review federal, state, and local water quality standards and ensure that water distributed to all areas of the City meets these standards. SE R	On-going	PW, WP PD	\$\$\$	CIP, Grants
P3.8	Maintain, upgrade, and expand water pipeline, storage, and pumping infrastructure to meet projected domestic, commercial, and fire flow demands for all land uses within the City.				
A3.8a	Regularly review updates to the local Water District providers Water Master Plans and coordinate their water capital improvement plans with the City’s capital improvement plans in order to effectively manage the water infrastructure system. SE R	On-going	PW, WP PD	\$\$\$	CIP, Grants
A3.8b	Construct, maintain, and revitalize distribution infrastructure as needed throughout the City in response to changes in demands land use patterns and aging infrastructure and incorporate fair cost-sharing policies between beneficiaries, developers, water suppliers and the City. SE R	On-going	PW, WP PW, Developer	\$\$\$	CIP, Grants

	Policies/Actions	Time-frame	Responsible Party Lead	Cost	Funding Source
			Other Partners		

Wastewater

P3.9	Ensure that wastewater in the City of Montebello is safely and efficiently conveyed and treated under all demand scenarios, including existing and future average and peak flow sewer flow scenarios.				
A3.9a	Prepare a City-wide Sewer Master Plan including the preparation of a city-wide sewer hydraulic model to evaluate existing and future capacities, sewer line integrity and develop a prioritized Capital Improvement Plan for sewer infrastructure. R	Short-term	PW SD	\$\$\$	CIP, Grants
A3.9b	Coordinate with the Los Angeles County Sanitation Districts to ensure adequate regional treatment and conveyance capacity under future land uses. R	On-going	PW, SD PCD	\$\$\$	CIP, Grants
A3.9c	Construct, maintain, and revitalize wastewater infrastructure as needed throughout the City in response to changes in demands land use patterns and aging infrastructure and incorporate fair cost-sharing policies between beneficiaries, developers, water suppliers and the City. SE R	On-going	PW SD	\$\$\$	CIP, Grants

Stormwater

P3.10	Utilize and maintain a robust stormwater conveyance system that protects the City from flooding impacts while seeking multi-benefit solutions including water quality.				
A3.10a	Prepare a City-wide Storm Drain Master Plan in coordination with LADPW to evaluate existing and future capacities, storm drain line integrity and develop a prioritized Capital Improvement Plan for storm drain infrastructure. SE R	Short-term	PW PCD	\$\$\$	General Fund
A3.10b	Develop and refine cost-sharing policies for new developments in the City that require capacity improvements for local storm drain infrastructure so that costs are equitably split between beneficiaries, developers, and the City. SE R	Short-term	PW PCD	\$\$\$	CIP, Grants, General Fund
A3.10c	Promote regional multi-benefit stormwater projects through the participation in the Upper Los Angeles River Watershed Group and Enhanced Watershed Management Plan. R	On-going	PW PCD	\$\$\$	CIP, Grants, General Fund
P3.11	Effectively treat all urban runoff and stormwater and ensure that local groundwater supplies and downstream receiving waters are protected.				
A3.11a	Maintain and update City-level regulatory language that ensures that all new development complies with pertinent regional and State-level stormwater treatment requirements. SE R	On-going	PW	\$	General Fund
A3.11b	Inspect all new developments during both construction and operational phases for compliance with local, regional, and state level water quality regulations. SE R	On-going	PW PCD	\$	General Fund
A3.11c	Encourage the implementation of low impact design features for all new developments and redevelopments within the City. SE R	On-going	PW PCD	\$	General Fund













































Electricity and Natural Gas

P3.12	Ensure that all City residents are safely and affordably supplied with electricity and natural gas throughout all future buildout scenarios.				
A3.12a	Review local and regional demand and supply planning documentation to ensure that improvements can be adequately prepared for and trends in power demand and generation are followed. SE R	On-going	PW SoCal Gas, SCE	\$	General Fund, Grants
A3.12b	Maintain City capital improvement plans to ensure that any necessary connections or upgrades are adequately funded and constructed in a time efficient manner. SE R	On-going	PW SoCal Gas, SCE	\$\$	General Fund, Grants
P3.12	Provide and maintain adequate and orderly systems for the efficient collection and disposal of solid waste for existing and future development.				
A3.13a	Coordinate with solid waste service provider to ensure that waste pickup, recycling, and disposal occurs in the most efficient and sustainable manner possible. R	On-going	PW Waste Industries	\$	General Fund, Grants
A3.13b	Conduct Citywide outreach and education to reduce solid waste generation at the household and business level to minimize landfill loading. R	Mid-term	PW	\$\$	General Fund, Grants

4. Our Accessible Community

	Policies/Actions	Time-frame	Responsible Party Lead		Cost	Funding Source
				Other Partners		
P4.1	Support and promote walking, biking, and other nonvehicular modes as an alternative to driving within Montebello.					
A4.1a	Prepare and adopt an active transportation plan (ATP) with bicycle and pedestrian improvements built upon the San Gabriel Valley Council of Government (SGVCOG) recommendations. VZ SE R	Short-term	PW		\$	Grants, General Fund
			PCD, MPD			
A4.1b	Balance the provision of on-street bike lanes and regional bikeways along arterial roads with on-street bike routes/boulevards and local-serving bikeways along residential streets. VZ SE R	Short-term	PW		\$	Grants, General Fund
A4.1c	Coordinate with adjacent jurisdictions to ensure that the City's bikeways are connected and consistent with existing and planned bikeways at the City limits. VZ SE R	Short-term	PW		\$	Grants, General Fund
A4.1d	Facilitate non-motorized connectivity to key destinations in the city through bicycle- and pedestrian-oriented wayfinding signage. VZ SE R	Short-term	PW		\$\$	Grants, General Fund
			PCD			
A4.1e	Improve access to the Rio Hondo River Trail by opening additional access points and positioning wayfinding between the trail and key destinations in Montebello. VZ SE R	On-going	PW		\$\$-\$\$\$	Grants, General Fund
			PCD, Developers			Developers
A4.1f	Require new development projects to provide adequate bicycle and pedestrian access, plus the provision of safe and secure bicycle parking. VZ SE R	On-going	PW		\$\$	Grants, Developers, General Fund
			PCD, Developers			
A4.1g	Enhance the pedestrian and bicycle experience in the Downtown Montebello Specific Plan area and other key destinations through amenities such as wide sidewalks, low-stress bikeways, landscaping, pedestrian-oriented lighting, high-visibility crosswalks, and other improvements. VZ SE R	On-going	PW		\$\$-\$\$\$	Grants, General Fund
A4.1h	Establish citywide mode split and VMT targets as a means to reduce traffic congestion, support healthy communities, and improve accessibility by transit-dependent populations. VZ SE R	Short-term	PW		\$	Grants, General Fund
			PCD			
P4.2	Promote the use of public transit through high-quality local and regional transit service and facilities.					
A4.2a	Partner with LA Metro to improve regional bus routes that serve Montebello through modifications to headways and hours of operation, adjustments to bus stop locations, and modification of routes to serve new development areas. VZ SE R	On-going	PW		\$	Grants, General Fund
			LA Metro			
A4.2b	Coordinate with Montebello Bus Lines (MBL) to improve geographic and temporal bus service coverage throughout the city. VZ SE R	Short-term	PW		\$	Grants, General Fund
			MBL			
A4.2c	Reorient MBL routes or provide new routes to serve the future Gold Line Greenwood Station and new areas of development in the city. VZ SE R	Mid-term	PW		\$	Grants, General Fund
			MBL			
A4.2d	Enhance bus stops in the city incorporating high-quality transit stop design and amenities that creating a simple, legible, and pleasant experience at the bus stop. VZ SE R	Short-term	PW		\$\$	Grants, General Fund
			MBL			
A4.2e	Coordinate with Metrolink to enhance the Montebello/Commerce Station's passenger amenities, bus transfer facilities, parking facilities, and other elements to encourage rail ridership in the city. VZ SE R	On-going	PW		\$\$	Grants, General Fund
			Metrolink			
A4.2f	Coordinate land use and transportation planning efforts to develop transit-supportive land uses near existing and future major transit hubs. VZ SE R	Mid-term	PW		\$	Grants, General Fund
			PCD, MBL, LA Metro			
A4.2g	Partner with LA Metro as Gold Line alignment and planned Greenwood Station alternatives are studied to ensure that the final station siting and configuration (e.g., at grade or above grade) maximizes accessibility and minimizes negative effects on other modes and safety. VZ SE R	Short-term	PW		\$	Grants, General Fund
			LA Metro			
A4.2h	Improve connectivity within growth neighborhoods, areas of opportunity and for transit-dependent populations to enhance access to local and regional transit services. VZ SE R	Short-term	PW		\$	Grants, General Fund
			PCD			

	Policies/Actions	Time-frame	Responsible Party Lead	Cost	Funding Source
			Other Partners		
P4.3	Foster multimodal accessibility between transit services and destinations within the city.				
A4.3a	Improve walking and bicycling access to the existing Metrolink Montebello/Commerce Station and the future Gold Line Greenwood Station. VZ SE R	Short-term	PW PCD	\$\$	Grants, General Fund
A4.3b	Explore the feasibility of establishing a microtransit or fixed-route shuttle service to provide convenient access between the future Gold Line Greenwood Station and key local destinations such as the Downtown Montebello Specific Plan area, City Hall, and the Beverly Boulevard corridor. VZ SE R	Long-term	PW PCD	\$\$-\$\$\$	Grants, General Fund
A4.3c	Create small-scale mobility hubs at key multimodal transfer points. VZ SE R	Short-term	PW MBL	\$\$-\$\$\$	Grants, General Fund
A4.3d	Implement larger-scale mobility hubs along Montebello Boulevard and Greenwood Avenue to facilitate multimodal access to/from the future Gold Line Station. VZ SE R	Mid-term	PW MBL	\$\$-\$\$\$	Grants, General Fund
P4.4	Manage parking and develop curbside regulations to balance the needs for parking, passenger loading, and commercial loading while avoiding negative effects to the walking, biking, and transit experience.				
A4.4a	Update the City's curb regulations to balance the needs for on-street parking, rideshare-based passenger loading, e-commerce deliveries, and other modes in areas with high demand. VZ SE R	Short-term	PW PCD	\$	Grants, General Fund
A4.4b	Develop a parking management plan and/or district surrounding the future Gold Line Greenwood Station to reduce spillover parking onto residential streets and secondary negative effects on walking and bicycling. VZ SE R	Mid-term	PW PCD	\$\$	Grants, General Fund
A4.4c	Establish parking management plans for the Downtown Montebello Specific Plan area and along key corridors such as Beverly Boulevard, Whittier Boulevard and Montebello Boulevard/Greenwood Avenue to balance the parking needs of diverse land uses and the circulation needs of people walking, bicycling, and taking transit. VZ SE R	Short-term	PW PCD	\$	Grants, General Fund
A4.4d	Update the City's parking code to allow shared parking arrangements, flexible parking standards and parking in-lieu fees in mixed-use areas and/or in proximity of high-quality transit. VZ SE R	Short-term	PW PCD	\$	Grants, General Fund

	Policies/Actions	Time-frame	Responsible Party Lead	Cost	Funding Source
			Other Partners		
P4.5	Provide a network of complete streets that are safe and accessible for all transportation modes and users, including those with impaired mobility, with a system of multi-modal and context-appropriate roadways that support a shift to alternative travel modes and a reduction in VMT.				
A4.5a	Develop and formally adopt a citywide Complete Streets Ordinance.   	Short-term	PW PCD, MPD	\$	Grants, General Fund
A4.5b	Utilize a Complete Streets approach that acknowledges all users when improving existing transportation facilities or designing new transportation facilities in the city.   	On-going	PW PCD, MPD	\$\$-\$\$\$	Grants, General Fund
A4.5c	Adopt and implement updated roadway classifications that reflect the various multimodal needs and land use contexts in different areas of the city including the downtown area.   	Short-term	PW PCD	\$	Grants, General Fund
A4.5d	Consider the implementation of two-way center turn lanes and raised medians along currently undivided roadways to improve traffic flow, safety, and crossing distances.   	Short-term	PW PD	\$\$-\$\$\$	Grants, General Fund
A4.5e	Implement active transportation improvements when roadways are undergoing rehabilitation, resurfacing, or other modifications.   	On-going	PW	\$-\$\$\$	Grants, General Fund Developers
A4.5f	Incorporate regional and national design guidance from LA Metro and NACTO, and other best practice guidebooks into local roadway design standards.   	On-going	PW PCD	\$	Grants, General Fund
A4.5g	Ensure that roadway designs safely accommodate goods movement in the City's industrial areas.   	On-going	PW	\$	Grants, General Fund
A4.5h	Develop a citywide roadway network that ensures funds and improvements are distributed equitably among the City's different neighborhoods.   	Short-term	PW PCD, CM	\$	Grants, General Fund
A4.5i	Regularly review and update the local truck route network to accommodate existing and future multimodal transportation needs and complement the local built environment.   	On-going	PW PCD, MPD	\$	General Fund
P4.6	Balance local and regional vehicular throughput needs, as well as their effects on other modes of travel.				
A4.6a	Require new development projects to assess effects on local traffic operations as part of non-CEQA analysis.   	On-going	PW PD, Developer	\$	General Fund
A4.6b	Partner with Caltrans and LA Metro on regional highway planning to reduce congestion on local roadway facilities.   	Short-term	PW LA Metro, Caltrans	\$\$-\$\$	Grants, General Fund
A4.6c	Partner with Caltrans to ensure that freeway ramp intersection signal timing plans complement signal timing at City-operated traffic signals.  	Short-term	PW Caltrans	\$\$	Grants, General Fund
A4.6d	As appropriate, establish flexible vehicular operational standards along facilities that serve mixed-uses and are key to bicycle and pedestrian connectivity, such as within the Downtown Montebello Specific Plan area.   	Short-term	PW PCD	\$	Grants, General Fund
A4.6e	Monitor residential streets and implement traffic calming as needed to discourage cut-through traffic, developing strategies in conjunction with the neighborhood at large.   	On-going	PW	\$\$	Grants, General Fund
A4.6f	Reclassify roadways under the City's functional classification so that they better complement their surrounding land use context and provide the street space to better serve future bicyclists, pedestrians, and transit users.   	Short-term	PW, PCD	\$	Grants, General Fund

	Policies/Actions	Time-frame	Responsible Party Lead	Cost	Funding Source
			Other Partners		
P4.7	Provide a network of complete streets that are safe and accessible for all transportation modes and users, including those with impaired mobility, with a system of multi-modal and context-appropriate roadways that support a shift to alternative travel modes and a reduction in VMT.				
A4.7a	Enhance safety at current rail at-grade crossings, including those for Metrolink and the future Gold Line alignment, through improve signage, striping, and signage to increase visibility for all roadway users. VZ SE R	On-going	PW, PD LA Metro, Metrolink	\$	General Fund, Grants
A4.7b	Explore opportunities to provide grade-separated bicycle and pedestrian crossings at locations where railroad tracks serve as a barrier to direct walking and bicycling connectivity, such as residential streets cut off by railroad tracks. VZ SE R	Long-term	PW, PD Consultant	\$\$\$	General Fund, Grants
A4.7c	Regularly review multimodal crash statistics along key corridors and at major intersections to inform roadway safety improvements. VZ SE R	On-going	PW PCD	\$	General Fund, Grants
A4.7d	As the future Gold Line routing and station plans are finalized, work with LA Metro to ensure safe pedestrian access, minimize disruptions to local circulation, and conflicts with other modes. VZ SE R	On-going	PW PD, LA Metro	\$	General Fund, Grants
A4.7e	Encourage Caltrans to provide safe pedestrian crossings and other facilities at freeway ramps. VZ SE R	On-going	PW Caltrans	\$	General Fund, Grants
A4.7f	Require new developments to prepare emergency evacuation plans as appropriate. VZ R	On-going	PW PD, Developer, MFD, MPD	\$	General Fund, Grants
A4.7g	Ensure that the City's citywide circulation network maintains emergency response access, including along key north-south and east-west corridors. VZ SE R	On-going	PW PD, MFD, MPD	\$	General Fund, Grants
A4.7h	Monitor and implement improvements as needed for safe walking and bicycling access to schools. VZ SE R	On-going	PW MBL, PD	\$	General Fund, Grants
A4.7i	Utilize educational strategies to improve awareness of safe walking, biking, and driving habits. VZ SE R	On-going	PW PD	\$	General Fund, Grants
P4.8	Ensure the City's transportation network and planning efforts incorporate new transportation technologies while also preparing for the needs of potential future technologies and modes.				
A4.8a	Incorporate micromobility services such as bicycle- and scooter-share into first/last mile improvements. VZ SE R	Short-term	PW, MBL, PD	\$	General Fund, Grants
A4.8b	Explore the feasibility of implementing microtransit service between Metrolink, the future Gold Line Greenwood Station, and key destinations and attractors in the city. VZ SE R	On-going	PCD MBL, PW, LA Metro	\$	General Fund, Grants
A4.8c	Incorporate shared mobility services passenger loading and ecommerce-based commercial loading into curb space planning in high-demand areas such as the Downtown Montebello Specific Plan area. VZ SE R	On-going	PW, MBL, PD	\$	General Fund, Grants
A4.8d	Design future parking structures in a flexible manner that allows conversion to other uses in the future. R	Mid-term	PW Metro, MBL	\$	General Fund, Grants
A4.8e	Monitor and evaluate the development of new mobility technologies. R	On-going	PW, MBL, PD	\$	General Fund, Grants

5. Our Healthy Community

	Policies/Actions	Time-frame	Responsible Party Lead	Cost	Funding Source
			Other Partners		

Built Environment

P5.1	Create and enhance equitable access to spaces that will foster positive interactions and encourage healthy lifestyles.				
A5.1a	Create public spaces with seating, art, and play features near shopping and business areas of the City (partner with restaurants to create sidewalk outdoor seating areas to activate the sidewalk). SE R	Mid-Term	PCD Restaurants, PW	\$\$	General Fund, Grants
A5.1b	Ensure that parks, recreation facilities, and other community services are equitably distributed and accessible throughout the community. SE R	On-going	RCS PD	\$\$	General Fund, Grants
A5.1c	Partner with the Montebello School District to provide joint-use facilities and/or seek agreements and joint ventures with private entities to increase physical activity. SE R	On-going	RCS MSD	\$	General Fund, Grants
P5.2	Create a multimodal transportation system that encourages active living and healthy lifestyles in all areas of the City across a broad spectrum of ages, interests, and abilities.				
A5.2a	Use recreation programming and community health education to encourage and promote physical activity, healthy eating, and other healthy lifestyle habits. SE R	On-going	CS PD, YMCA	\$	General Fund, Grants
A5.2b	Use the City's website, newsletter, and social media accounts to promote walking and bicycling including promoting active transportation to events and maintaining a public user-friendly map-based inventory of bike routes and parking facilities. SE R	On-going	PAIT, PD	\$	General Fund, Grants

Access to Healthy Food

P5.3	Improve the neighborhood retail environment.				
A5.3a	Adopt land use regulations to limit unhealthy food outlet density (such as fast food, liquor, and convenience stores). SE R	Short-term	PCD	\$	General Fund, Grants
A5.3b	Identify and utilize incentives, grants, and/or programs to encourage: SE R <ul style="list-style-type: none"> Restaurants to create a healthier dining experience for customers (ex. highlighting healthy options, offering smaller portions); and Existing convenience/corner stores to sell fresh foods. 	Short-term	PCD Restaurants	\$	General Fund, Grants
A5.3c	Promote healthy lifestyles, activities, and food choices at City facilities and City-organized events by requiring healthy food/beverage options (when food is present) and adopting a healthy food procurement policy including increasing the availability of water. SE R	On-going	PD, RCS YMCA, Restaurants	\$	General Fund, Grants

Noise

P5.4	Minimize noise impacts to ensure that noise does not detract from Montebello's quality of life.				
A5.4a	Manage relationship between homes and major noise sources through zoning and environmental review and design measures. SE R	On-going	PCD Developers	\$	General Fund, Grants
A5.4b	Require development projects to implement mitigation measures, where necessary, to reduce exterior and interior noise levels to meet adopted standards and criteria. Require mixed-use structures to minimize the transfer of noise from commercial uses to residential uses. SE R	On-going	PCD Developers	\$	General Fund, Grants
A5.4c	Discourage through traffic in neighborhoods through noise-attenuating roadway materials, and modifications to street design. VZ SE R	On-going	PD PW	\$	General Fund, Grants
A5.4d	Minimize stationary noise impacts on sensitive receptors, and require control of noise from construction activities, private developments/ residences, landscaping activities, and special events. SE R	On-going	PD Developers	\$	General Fund, Grants Developers
P5.5	Minimize excessive construction-related noise and vibrations.				
A5.5a	Adopt and implement measures that reduce construction noise and vibrations. SE R	Short-term	PCD	\$	General Fund, Grants
A5.5b	Construction plans submitted to the City shall include construction noise analysis (and vibration analysis where applicable) and identify measures to mitigate excessive noise and vibrations associated with demolition, grading, and construction plans. SE R	On-going	PCD	\$	General Fund, Grants

	Policies/Actions	Time-frame	Responsible Party Lead	Cost	Funding Source
			Other Partners		

Mental Health

P5.6	Promote opportunities for people to build connections with their peers, neighbors, and the greater community supporting inter-generational and inter-cultural programs, activities, and events.				
A5.6	Engage residents in community conversations and volunteer opportunities so they can find fulfillment in ways that benefit themselves and the community. SE R	On-going	PCD CM, YMCA, RCS	\$	General Funds, Grants
P5.7	Facilitate contact with nature through network of public and private green space.				
A5.7a	Prioritize new parks in areas underserved by parks and open space. SE R	On-going	RCS PD	\$\$	General Funds, Grants
A5.7b	Remove barriers and enhance access to existing parks. SE R	On-going	RCS PD	\$\$	General Funds, Grants
A5.7c	Amend development regulations to require new development to provide a range of public and private open spaces. SE R	Short-term	RCS PD	\$\$	General Funds, Grants
P5.8	Harnesses naturally occurring power of the sun, direction of wind and other climatic effects to maintain consistent indoor temperatures and occupant comfort.				
A5.8a	Encourage correct orientation of buildings with appropriate fenestration that bring natural light into buildings. SE R	On-going	PD Developer	\$\$	General Funds, Grants
A5.8b	Increase access to the Rio Hondo Channel. SE R	Mid-term	PD RCS, ACE, RMC	\$\$\$	General Funds, Grants
A5.8c	Support range of transportation options for seniors that allow them to maintain their independence to get around town and stay connected. VZ SE R	On-going	PD MBL	\$\$	General Funds, Grants

6. Our Safe Community

Police

P6.1	Promote crime prevention strategies.				
A6.1a	Continue to support crime prevention and neighborhood watch programs throughout the city. SE R	On-going	MPD PCD	\$	General Funds
A6.1b	Follow principles for Crime Prevention Through Environmental Design (CPT-ED) to reduce neighborhood crime and violence. SE R	On-going	MPD PCD	\$	General Funds
A6.1c	Reduce opportunities for criminal activity through physical design standards, recreation opportunities, educational programs, and counseling services. SE R	On-going	MPD PCD	\$	General Funds
A6.1d	Incorporate natural surveillance principles and best practices into development codes and review processes. SE R	On-going	MPD PCD	\$	General Funds
P6.2	Encourage efforts to improve the image of safety in neighborhoods.				
A6.2a	Build social relationships within neighborhoods to reduce crime by facilitating community action. SE R	On-going	MPD	\$	General Funds
A6.2b	Strongly supports community policing efforts. SE R	On-going	MPD	\$	General Funds
P6.3	Prevent bicycle and pedestrian accidents.				
A6.3a	Design local streets to minimize traffic volumes and/or speed, as appropriate, without compromising connectivity for emergency first responders, bicycles, and pedestrians. VZ SE R	On-going	PW PCD, MPD, MFD, MBL	\$\$	CIP, ATP, Grants, General Funds
A6.3b	Use traffic calming tools to assist in implementing complete street principles. Possible tools include roundabouts, curb extensions, high visibility crosswalks, and separated bicycle infrastructure. VZ SE R	On-going	PW PCD, MPD, MFD, MBL	\$\$	CIP, ATP, Grants, General Funds

	Policies/Actions	Time-frame	Responsible Party Lead	Cost	Funding Source
			Other Partners		

Fire

P6.4	Provide a high level of fire protection service in the community.				
A6.4a	Maintain an average fire department response time of less than 3 minutes to emergency calls for service. SE	On-going	MFD	\$	General Funds, Grants
A6.4b	Continue to secure adequate equipment and attract and retain personnel while collaborating with neighboring jurisdiction and partner agencies to adequately respond to emergencies and incidents in all parts of the City. VZ SE R	On-going	MFD	\$\$	General Funds, Grants
P6.5	Maintain a current Emergency Operations Plan.				
A6.5	Regularly review and update the City's safety plan every two years. SE R	On-going	MPD MFD	\$	General Funds, Grants
P6.6	Minimize damage and maximize resilience from emergencies.				
A6.6a	Consult and collaborate with federal, state, and regional agencies to identify and regulate the disposal and storage of hazardous materials, and prevent the illegal transportation and disposal of hazardous waste. SE R	On-going	MPD MFD	\$	General Funds, Grants
A6.6b	Collaborate with appropriate agencies to identify and inventory all users and handlers of hazardous materials to proactively mitigate potential impacts. SE R	On-going	MPD MFD	\$	General Funds, Grants
A6.6c	Determine the presence of hazardous materials and/or waste contamination prior to approval of new uses and require that appropriate measures be taken to protect the health and safety of site users and the community. SE R	On-going	MPD MFD	\$	General Funds, Grants
A6.6d	Improve public awareness of best practices for and participation in household hazardous waste management and disposal. SE R	On-going	MPD MFD	\$	General Funds, Grants
A6.6e	Partner and collaborate with property owners, businesses, and community groups to develop strategies to protect and minimize risks from existing hazardous material sites to existing nearby sensitive uses. SE R	On-going	MPD MFD	\$	General Funds, Grants

Climate Vulnerability and Resilience

P6.7	Identify and appraise the geologic and seismic hazards within the community. Reduce the loss of life, damage to property, and the economic and social dislocations resulting from future earthquakes.				
A6.7a	Continue to update land use standards and development regulations related to the level of seismic hazards as new data and regulations become available. R	On-going	PCD	\$	General Funds
A6.7b	Require all aspects of the earthquake, fault rupture, liquefaction, and related seismic hazard evaluation process (planning, investigation, analysis, reporting, review, construction, and operations) for new development and redevelopment to be conducted and independently reviewed by qualified professionals. R	On-going	PCD Developer	\$	General Funds, Grants
A6.7c	Require new or substantially remodeled development located within areas of liquefaction potential to be properly designed and constructed for to earthquake safety, and require all development (including City-owned facilities) to comply with established seismic safety standards. R	On-going	PCD, Developer CM, RCS	\$\$	General Funds, Grants
A6.7d	In the northern portion of the City above the projected location of the Puente Hills Blind Thrust Fault Zone, consider the development of potential Co-Seismic Hazard Management Zones (CSHMZs) for new construction and redevelopment to evaluate the potential impacts of surface movements such as uplift and ground tilting. R	Short-term	PCD MFD, Developer	\$\$	General Funds, Grants

Fire Safety

P6.8	Provide protection from wild and urban fire hazards to persons, property, and city assets.				
A6.8a	Develop a "City of Montebello Water Master Plan" and upgrade water lines throughout the city to ensure that they provide adequate fire flows necessary for firefighting. R	Short-term	PW, MFD WP, Consultant	\$\$	Grants, General Funds
A6.8b	Provide adequate staffing, equipment, technology, training and funding for the Montebello Fire Department to ensure that the department is continually equipped and trained to meet existing and projected service demands and response times. R	On-going	MFD	\$\$	Grants, General Funds
A6.8c	Continue to use the development review process to project plans to the Fire Department and other reviewing agencies for fire safety review, including building materials, access, and circulation. R	On-going	PCD, MFD	\$	Grants, General Funds

	Policies/Actions	Time-frame	Responsible Party Lead	Cost	Funding Source
			Other Partners		
A6.8d	Inspect all fire hydrants for operational readiness on an annual basis, and repair and/or replace all defective hydrants. R	On-going	MFD	\$	Grants, General Funds
			BD, MPD		
A6.8e	Use public funding, where available and practical, to assist private landowners in implementing defensible space and building retrofits to achieve a low-risk condition. R	On-going	MFD	\$	Grants, General Funds
A6.8f	Ensure that all existing and new residential development located in the Wildland Urban Interface (WUI) and any other future designated wildfire hazard zones have at least two emergency evacuation routes as well as adequate evacuation access (ingress and egress). R	On-going	MFD	\$	Grants, General Funds
A6.8g	Sponsor and support public education programs, such as neighborhood events, the Montebello Fire Department website, social media content, and printed educational materials to promote defensible space standards and emergency evacuation protocols. R	On-going	MFD	\$	Grants, General Funds
A6.8h	Maintain a maximum response time of 5 minutes for fire suppression services. Require new development to ensure that fire response times and service standards are maintained. R	On-going	MFD	\$	Grants, General Funds
			Developer		
A6.8i	Implement fire prevention and suppression programs in areas of high fire hazard areas, including both urban and wildland areas. R	On-going	MFD	\$	Grants, General Funds
A6.8j	Maintain adequate fire breaks in areas within and adjacent to areas of high wildfire hazard. R	On-going	MFD	\$	Grants, General Funds
A6.8k	Coordinate firefighting efforts with local, state, and federal agencies. R	On-going	MFD	\$	Grants, General Funds
A6.8l	Increase the resilience of existing development in high-hazard areas built prior to modern fire safety codes or wildfire hazard mitigation guidance. R	On-going	MFD	\$	Grants, General Funds
A6.8m	Maintain adequate fire suppression capability in areas of intensifying urban development, as well as areas where urban uses and open spaces mix. R	On-going	MFD	\$	Grants, General Funds
A6.8n	Continue annual brush inspections and enforce clearance requirements on public and private property within the Wildland Urban Interface and any other future designated wildfire hazard zones, as dictated by CAL FIRE, in accordance with the Board of Forestry and Fire Protection Fire Safe Regulations, California Building Standards Code, and Montebello Municipal Code related to ongoing maintenance of vegetation clearance on public and private roads, roadside fuel reduction plan, and defensible space clearances. R	On-going	MFD	\$\$	Grants, General Funds
A6.8o	Increase the resilience of new development in the Wildland Urban Interface and any other future designated wildfire hazard zones in compliance with the Board of Forestry and Fire Protection Fire Safe Regulations, California Building Standards Code, and Montebello Municipal Code. Require all new development to be served by a water system that meets applicable fire flow requirements. R	On-going	MFD	\$	Grants, General Funds
			BD		
A6.8p	Increase the resilience of existing development in the Wildland Urban Interface and any other future designated wildfire hazard zones built prior to modern fire safety codes or wildfire hazard mitigation guidance in compliance with the Board of Forestry and Fire Protection Fire Safe Regulations, California Building Standards Code, and Montebello Municipal Code. R	On-going	MFD	\$	Grants, General Funds
A6.8q	Require development of new public facilities, when feasible, to be located outside of and any other future designated wildfire hazard zones to ensure critical infrastructure is fire resilient. R	On-going	MFD	\$	Grants, General Funds
A6.8r	Maintain a maximum response time of 5 minutes for fire suppression services. Require new development to ensure that fire response times and service standards are maintained. R	On-going	MFD	\$	Grants, General Funds
A6.8s	Ensure that re-development after a large fire complies with the requirements for construction in the Wildland Urban Interface and any other future designated wildfire hazard zones. R	On-going	MFD	\$	Grants, General Funds
A6.8t	Ensure that the planning and design of development in and any other future designated wildfire hazard zones minimizes wildfire hazards and includes adequate provisions for vegetation management, emergency vehicle access, and firefighting while also complying with current fire codes. R	On-going	MFD	\$	Grants, General Funds
			PD		

	Policies/Actions	Time-frame	Responsible Party Lead	Cost	Funding Source
			Other Partners		
A6.8u	Require fire protection plans for new development in and any other future designated wildfire hazard zones. R	On-going	MFD	\$	Grants, General Funds
			Developer		
A6.8v	Require visible home and street addressing, and signage across the city. R	On-going	PD	\$	Grants, General Funds
A6.8x	The Montebello Police and Fire Departments should routinely assess and project future emergency service needs associated with wildland and urban fire hazards. R	On-going	MFD, MPD	\$	Grants, General Funds

Flood Safety

P6.9	Minimize the risks from flooding and related hazards to persons, property, and city assets.				
A6.9a	Cooperate with the Los Angeles County Flood Control District (LACFCD), Federal Emergency Management Agency (FEMA), and other local, state, and federal agencies involved in preparing and implementing flood standards and regulations. R	On-going	PW, MFD	\$\$	Grants, General Funds
			LACFCD, FEMA		
A6.9b	Support public education programs on flood protection and emergency preparedness and procedures. Prioritize language appropriate outreach and public education programs for the city's vulnerable populations as identified by the Healthy Places Index. R	On-going	PW, MFD	\$	Grants, General Funds
			PAIT		
A6.9c	Maintain storm drains to prevent local and stormwater flooding and encourage residents to assist in maintaining those drains that are the responsibility of the homeowner. R	On-going	PW	\$	Grants, General Funds
A6.9d	Whenever feasible, locate new essential public facilities, including health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities, outside flood hazard and dam inundation zones. R	On-going	RCS, MFD	\$	Grants, General Funds
			HS		
A6.9e	Continue to maintain and upgrade the city-operated flood control system to ensure it can protect existing and planned development. Include evaluations of the system under projected changes in storm frequency and intensity. R	On-going	PW	\$	Grants, General Funds
A6.9f	Require that all aspects of the dam failure flood/inundation evaluation process (planning, investigation, analysis, reporting, review, construction, and operations) for new development and redevelopment be conducted and independently reviewed by qualified professionals. R	On-going	PCD, PW	\$\$	Grants, General Funds
			Consultant		
A6.9g	Request that the Los Angeles County Flood Control District regularly assess all dams upstream from Montebello for earthquake soundness. R	On-going	PW	\$\$	Grants, General Funds
			LACFCD		

Extreme Heat Resilience

P6.10	Minimize potential threats to public health and safety from extreme heat events.				
A6.10a	Promote and expand the use of drought-tolerant green infrastructure, street trees, and landscaped areas, as part of cooling strategies in public and private spaces and promote the addition of shade structures in public spaces. R	On-going	PD	\$	Grants, General Funds
			PW, MBL		
A6.10b	Continue to provide access to cooling centers during extreme heat events, prioritizing outreach to vulnerable populations such as seniors and under-resourced individuals who do not have air conditioning. R	On-going	RCS	\$	Grants, General Funds
			YMCA, Library		
A6.10c	Expand public outreach and warning systems to increase preparedness for extreme heat events. R	On-going	PAIT	\$	Grants, General Funds
A6.10d	Explore opportunities to incorporate cool pavement practices into new streetscape or urban design. R	On-going	PD	\$	Grants, General Funds
			Developer		
A6.10e	Promote the use of cool roofs to reduce the urban heat island effect. R	On-going	BD	\$	Grants, General Funds
			Developer		

	Policies/Actions	Time-frame	Responsible Party Lead	Cost	Funding Source
			Other Partners		

Geology and Soil Hazards

P6.11 Minimize the risks of geotechnical hazards to persons, property, and city assets.					
A6.11a	Encourage development in low hazards areas and implement actions that minimize changes to the natural topography and drainages. Protect public safety and reduce potential property damage due to geologic and soil hazards by using proper design and construction techniques. R	On-going	PCD	\$	Grants, General Funds
			MFD, PW		
A6.11b	Require that all aspects of the geotechnical and engineering geology evaluation process (planning, investigation, analysis, reporting, review, construction, and operations) for new development and redevelopment be conducted and independently reviewed by qualified professionals. R	On-going	PW	\$	Grants, General Funds
			MFD		
A6.11c	Regulate development in Alquist-Priolo Earthquake Fault Zones consistent with levels of acceptable risk. R	On-going	BD	\$	Grants, General Funds
			MFD		
A6.11d	Prioritize that siting of new critical use facilities be based on comprehensive geotechnical evaluation and consideration of seismic and other geotechnical hazards. R	On-going	BD	\$	Grants, General Funds
			MFD		

Disaster Preparedness and Emergency Response

P6.12 Take necessary steps to establish and maintain the City's capability to respond promptly and effectively to emergencies.					
A6.12a	Review service levels regularly and adjust service accordingly to meet the demands of continued growth in population, development, tourism, and other factors which could change the needs for emergency services. R	On-going	MFD, MPD	\$	Grants, General Funds
A6.12b	Establish designated emergency response and evacuation routes throughout the city, for each climate hazard (e.g., flooding, fire, etc.), focusing on the most vulnerable populations including seniors and geographically isolated individuals. R	Short-term	MFD, MPD	\$	Grants, General Funds
			RM		
A6.12c	Regularly update and maintain emergency preparedness and evacuation plans; create public information/education programs to enable coordinated response, recovery, and mitigation efforts by the city and other governmental agencies. R	On-going	MFD, MPD	\$	Grants, General Funds
			RM		
A6.12d	Foster cooperation with neighboring cities and agencies to enhance mutual aid opportunities following natural hazard events. R	On-going	MFD, MPD	\$	Grants, General Funds
A6.12e	Ensure operational readiness of the City's Emergency Operations Center (EOC). R	On-going	RM	\$	Grants, General Funds
			MFD, MPD		
A6.12f	Adopt, monitor, and maintain service delivery objectives based on national time standards for all fire, rescue and emergency response services. R	Short-term	MFD, MPD	\$	Grants, General Funds
			RM		
A6.12g	Coordinate with other area jurisdictions and local community groups and businesses to execute a variety of exercises to test operational and emergency plans and identify potential deficiencies in services that may occur during a disaster. R	Short-term	RM, MFD, MPD	\$	Grants, General Funds
			FEMA		
A6.12h	Address any deficiencies identified during emergency operations testing exercises by amending the City's Emergency Operations Plan accordingly. Continue to update the City's Emergency Operations Plan every five years. R	Short-term	RM, MFD, MPD	\$	Grants, General Funds
A6.12i	Update the Hazard Mitigation Plan every five years and evaluate the mitigation plan annually to determine the effectiveness of programs and to reflect changes in land development or programs that may affect mitigation priorities. R	Short-term	MFD	\$	Grants, General Funds
			MPD, PD		
A6.12j	Develop and support a network of resilience hubs to facilitate health, food, medical, and emergency services, especially to vulnerable populations during climate hazards such as extreme heat events, flooding, and poor air quality events. R	Short-term	MPD, PD	\$	Grants, General Funds
			RCS, HS		
A6.12k	Evaluate critical facilities to assess the feasibility of retrofitting to increase long-term resilience to climate change hazards including extreme heat, extreme precipitation events, and wildfire. R	Short-term	RM, CM	\$	Grants, General Funds
			PW, RCS, MFD		

Policies/Actions	Time-frame	Responsible Party Lead		Cost	Funding Source
		Other Partners			
Disaster Recovery					
P6.13 Plan for efficient and rapid recovery from disasters.					
A6.13a	Develop and implement plans based off emergency operations testing exercises to conduct orderly and efficient reconstruction of Montebello following a major disaster. R	Short-term	MFD, RM, CM	\$	Grants, General Funds
			MPD, PW, PCD		
A6.13b	Ensure that disaster recovery efforts involving the disposal of materials adhere to federal, state and city regulations. R	On-going	PW, MFD	\$	Grants, General Funds
A6.13c	To the extent possible, ensure that appropriate and effective action is taken to safeguard life and property during and immediately after emergencies, and assist in returning their lives and businesses to normal following a major event. R	On-going	MPD, MFD	\$	Grants, General Funds
			CM, BD		
A6.13d	Ensure transparency and access to language appropriate public information throughout the disaster recovery process. R	On-going	PAIT	\$	Grants, General Funds
			CM		

7. Our Active Community

Access

P7.1 Expand park inventory to strive for the standard of 5 acres per 1000 residents.					
A7.1a	Amend development code to require new development to provide its fair share of public and private open spaces. SE R	Immediate	PCD	\$	Grants, General Funds
			Developer		
A7.1b	Provide parks, open spaces, and trails at Montebello Hills. SE R	Short-term	Developer	\$	Grants, General Funds
			PCD		
A7.1c	Provide parks, open spaces, and trails along the Edison Easement. SE R	Mid-term	RCS	\$	Grants, General Funds
			PD, SCE		
A7.1d	Increase access to the Rio Hondo trail. SE R	Short-term	RCS, PD, RMC, ACE	\$	Grants, General Funds
A7.1e	Collaborate with the school district to facilitate access and community use of school grounds when school is closed. Develop a joint use agreement with the school district to ensure the partnership is equitable. SE R	On-going	MUSD, RCS, PD	\$	Grants, General Funds
P7.2 Ensure the maximum distance between residents' homes and the nearest public park is 1/2 mile.					
A7.2	Expand the overall parks and recreation system through repurposing public land like excess street-space, partnering with other organizations like Montebello School District, churches, and similar institutional uses for access and joint use of open space and facilities, and use other creative means to help address service gaps in available open spaces. SE R	Mid-term	RCS	\$\$	Grants, General Funds
			MUSD, RI		
P7.3 Promote, expand, and protect a green infrastructure that links the natural habitat.					
A7.3a	Prepare a citywide Green Infrastructure Framework. VZ SE R	Short-term	PW	\$\$	Grants, General Funds
			PD, RCS, Consultant		
A7.3b	Use parks as functional landscapes that perform green stormwater infrastructure and flood mitigation roles to enhance resiliency, recreational use, and beauty. R	Short-term	RCS, PD, PW	\$	Grants, General Funds
A7.3c	Encourage simple, small, and low-cost demonstration green infrastructure projects both in the public and private realm. VZ SE R	Short-term	PD, PW, RCS	\$\$	Grants, General Funds
			Developer		
A7.3d	Include an urban trails signage program that connects corridors and trails within the City to other regional trails. VZ SE R	Short-term	RCS	\$\$	Grants, General Funds
			PCD, RMC, ACE, SGV		

	Policies/Actions	Time-frame	Responsible Party Lead	Cost	Funding Source
			Other Partners		
P7.4	Identify and remove barriers to access parks. Encourage walking and biking as preferred way to get to and from parks.				
A7.4a	Increase the number of entrances to existing parks to expand the number of residents within walking distance of a park. VZ SE R	On-going	RCS	\$	Grants, General Funds
A7.4b	Proactively plan entrances and access points for new parks to ensure the greatest number of residents are within walking distance. VZ SE R	On-going	RCS	\$	Grants, General Funds
A7.4c	Prioritize new access or entry points near existing mobility networks, including sidewalks, bike routes, trails, and transit. VZ SE R	On-going	PD, PW	\$\$	Grants, General Funds
			MBL		
P7.5	Make parks safer.				
A7.5a	Design parks to be in the line of sight of adjacent land uses and activities to ensure visibility. The frontages of the buildings should have active edges such as front doors, windows, and storefronts. SE R	On-going	RCS	\$\$	Grants, General Funds
			PD		
A7.5b	Lighting should direct movement between destinations. VZ SE R	On-going	Businesses, Developer	\$	Grants, General Funds
A7.5c	Increase presence of security officers in parks of concern. SE R	On-going	RCS	\$	Grants, General Funds

Facilities and Amenities

P7.6	Address deferred maintenance of citywide park system.				
A7.6a	Prioritize maintenance items that need immediate repair. Evaluate the list annually to create priorities to be addressed. SE R	Short-term	PW	\$\$	Grants, General Funds
			CM		
A7.6b	Consider outsourcing service repairs as needed to meet the demand for deferred maintenance. SE R	Short-term	PW	\$\$	Grants, General Funds
P7.7	Explore adding indoor facilities, recreation, teen, and Senior Centers.				
A7.7a	Find underutilized areas within the key growth areas of the City for additional indoor facilities, recreation, teen and senior centers. SE R	Short-term	EDD	\$	Grants, General Funds
A7.7b	Study the feasibility of adding a recreation facility on the western edge of town. SE R	Mid-term	RCS	\$\$	Grants, General Funds
			Consultant		
P7.8	Develop flexible use areas that can be used for multiple events and activities.				
A7.8a	Assess the feasibility of creating a multi-use field at Reggie Rodriguez and Grant Rea Parks. SE R	Mid-term	RCS	\$\$	Grants, General Funds
			Consultant		
A7.8b	Identify areas for multi-use fields. SE R	Short-term	RCS	\$	Grants, General Funds
P7.9	Provide diverse programs and events.				
A7.9a	Install outdoor fitness and exercise equipment in programmable spaces in neighborhood parks. SE R	Short-term	RCS	\$\$	Grants, General Funds
A7.9b	Increase and enhance programs for individuals with disabilities. Consider programmatic ADA inclusion requirements. SE	Short-term	RCS	\$\$	Grants, General Funds
A7.9c	Offer organized walking programs for seniors and families in safe environments. VZ SE R	Short-term	RCS	\$	Grants, General Funds
A7.9d	Offer additional enrichment classes for Seniors, using contract or volunteer instructors to maintain affordability. SE R	Short-term	RCS	\$	Grants, General Funds
A7.9e	Offer special events in neighborhood parks that reinforces its unique sense of place and community. SE R	Short-term	RCS	\$	Grants, General Funds
A7.9f	Develop partnerships with environmental advocacy groups, schools, and educators to offer environmental education programs and camps in local parks and open spaces. SE R	Mid-term	RCS	\$	Grants, General Funds
			MUSD		

	Policies/Actions	Time-frame	Responsible Party Lead	Cost	Funding Source
			Other Partners		
P7.10	Provide multi-purpose courts to accommodate trends and more variety in court sports.				
A7.10	Identify existing courts that can be converted to multi-purpose courts. Prioritize multi-purpose courts in areas where level of service is lacking. Add multi-purpose courts including line striping for sports that are growing in demand. SE R	Mid-term	RCS	\$	Grants, General Funds
P7.11	Communicate recreation opportunities to city residents.				
A7.11	Develop a marketing plan that includes outreach, pricing, promotion, program mix and social media. SE R	Mid-term	RCS	\$	Grants, General Funds

Capacity

P7.12	Strive for financial resiliency to provide, maintain, & operate parks & recreational programs into an uncertain future.				
A7.12a	Reevaluate user fees for services to ensure it covers staffing, maintenance, and upkeep. SE R	Mid-term	RCS	\$\$	Grants, General Funds
			Consultant		
A7.12b	Assure that the City's Park Impact Fee Ordinance is kept current and reflects the appropriate impact fee for residential development. R	Mid-term	PCD	\$	Grants, General Funds
A7.12c	Consider expanding volunteer opportunities such as Adopt-a-Park, Teen Internships, Neighborhood Cleanups, Habitat Restoration, Youth Sports Coaches and Officials, etc. to enhance volunteer efforts in the City. SE R	Long-term	RCS	\$	Grants, General Funds
			YMCA, MUSD		
P7.13	Create and promote opportunities to participate/ volunteer in the expansion/maintenance/operations of parks, recreation, events, projects & programs.				
A7.13a	Use the City website and MyMontebello app to promote special events and allow public to report any graffiti, or street, sidewalk, light, tree problem, or issues at parks. SE R	On-going	PAIT	\$	Grants, General Funds
			PW, RCS		
A7.13b	Create a parks map with safe walking path to parks, with mileage information. VZ SE R	Mid-term	RCS	\$	Grants, General Funds
P7.14	Continue to partner with other recreation service providers to develop programs and services to meet changing demand and trends.				
A7.14	Coordinate with local recreation providers to reduce duplication of services. R	On-going	RCS	\$	Grants, General Funds
			YMCA		
P7.15	Explore creative or alternative funding opportunities for programs & capital projects.				
A7.15a	Explore establishing a Community Foundation or "Friends of Montebello Parks" organization for the purpose of soliciting park land donations; applying for private grants the City cannot apply for on its own; and for fundraising to acquire park land and open space. R	Mid-term	RCS	\$	Grants, General Funds
A7.15b	Explore naming rights, sponsorships and asset management opportunities to create ongoing revenue for maintenance and operations of existing facilities. R	Long-term	RCS	\$	Grants, General Funds
			CM		
A7.15c	Explore contracts with private business to provide and operate some of the recreational activities which would be financed, constructed, and operated by the private sector with additional compensation paid to the City. R	Long-term	EDD	\$	Grants, General Funds
			MCC, RCS		
A7.15d	Explore inter-local agreements between two or more local units of government and/or between a local unit of government and a non-profit organization for the joint usage/development of sports fields, regional parks, or other facilities. R	Mid-term	RCS	\$	Grants, General Funds
			Non-profit Organizations		

8. Our Creative Community

	Policies/Actions	Time-frame	Responsible Party Lead	Cost	Funding Source
			Other Partners		

Creative Prosperity

P8.1	Increase awareness of the importance of the creative community.				
A8.1a	Communicate with a unified voice to decision makers about impact of creative businesses on the economy. SE R	On-going	EDD	\$	Grants, General Funds
A8.1b	Brand and market Montebello's Creative Sector. SE R	On-going	CM EDD, PAIT	\$	Grants, General Funds
P8.2	Leverage maker economy to grow creative workforce, training, housing, and jobs.				
A8.2a	Map and convene the existing community of makers, connecting entrepreneurs to small business supports, investing in incubators and accelerators, and helping low-income entrepreneurs access capital. SE R	On-going	EDD MCC	\$	Grants, General Funds
A8.2b	Drive demand for locally made and manufactured products through "Made Local" and regional brand campaigns, and by creating new business-to-business procurement. SE R	On-going	EDD Businesses	\$	Grants, General Funds
A8.2c	Provide access to affordable and safe production spaces for makers and manufacturers by identifying micro-retail opportunities in existing buildings and new construction. SE R	On-going	PCD Developer	\$	Grants, General Funds
A8.2d	Continue to explore development of artists' live/work spaces, including as part of a mixed-use development in downtown area and along the corridors. SE R	On-going	PCD Developer	\$	Grants, General Funds
P8.3	Expand artistic space, activities and programs in non-traditional venues.				
A8.3a	Facilitate the temporary & opportunistic use of vacant or underutilized spaces & venues for creative purposes. SE R	On-going	EDD MCC	\$	Grants, General Funds
A8.3b	Explore use of public buildings such as City Hall, Senior Center, Youth Center, Library, and School buildings for arts activation and promotion. R	On-going	RCS Library, YMCA, MUSD	\$	Grants, General Funds
A8.3c	Expand arts programs, activation, and promotion of local creative events at transit stops, and on buses and trains in partnership with transit agencies. SE R	On-going	RCS MBL	\$	Grants, General Funds

Creative Placemaking

P8.4	Weave arts and culture into the fabric of the City.				
A8.4a	Infuse arts, culture, and creativity into neighborhoods, trails, bike paths, streets, parks, and other transit modes. SE R	On-going	EDD	\$	Grants, General Funds
A8.4b	Ignite public spaces with arts and culture-driven information and media, at gateway locations, Downtown, Civic Center, and along the Rio Hondo Channel. SE R	Short-term	EDD	\$	Grants, General Funds
P8.5	Make Montebello's arts, cultural, heritage, and natural attractions visible & accessible to tourists & local audiences.				
A8.5a	Partner with media outlets (print, radio, online) to maximize existing resources while expanding coverage of arts and cultural endeavors. SE R	Short-term	PAIT DWN, MN	\$	Grants, General Funds
A8.5b	Develop a cultural resource map & directory. SE R	Mid-term	PCD, RCS	\$	Grants, General Funds
A8.5c	Leverage the transit stops to promote attractions/events. SE R	Long-term	MBL PCD	\$	Grants, General Funds
P8.6	Develop an iconic cultural event.				
A8.6	Identify the event promoter with the most promise to serve this role. SE R	Mid-term	CM, PAIT	\$	Grants, General Funds

	Policies/Actions	Time-frame	Responsible Party Lead	Cost	Funding Source
			Other Partners		

Education for Creativity

P8.7	Engage students and youth in the creative community beyond the classroom.				
A8.7a	Create citywide art programs for the youth. SE R	Mid-term	RCS	\$	Grants, General Funds
			EDD		
A8.7b	Collaborate with local partners to support art education. SE R	Mid-term	RCS	\$	Grants, General Funds
			Businesses		
P8.8	Increase partnerships between higher education, cultural organizations and arts entrepreneurs.				
A8.8	Host periodic networking events for art educators to identify assets, shared goals, opportunities to scale and share results; and implement collaborative projects. SE R	Mid-term	RCS	\$	Grants, General Funds

Cultural Equity

P8.9	Enhance public understanding, appreciation, & respect for all cultures, achieving diversity, equity, and inclusion.				
A8.9	Create strategic partnerships among artists, activists, businesses, and policymakers to discuss and activate arts and culture roles in strengthening communities. SE R	Short-term	EDD	\$	Grants, General Funds
			RCS		
P8.10	Expand equity-focused arts and culture investments across public agencies, through budget appropriations, and targeted allocations to artists of color, and cultural institutions serving communities of color and low-income areas.				
A8.10a	Include artists of color and cultural representatives on boards, commissions, and other agencies to reflect demographics and interests of their communities, and to inform projects in their neighborhoods. SE R	On-going	PCD	\$	Grants, General Funds
A8.10b	Support purchases from artists and cultural groups of color. SE R	On-going	EDD	\$	Grants, General Funds
P8.11	Increase access to arts and culture in under-resourced neighborhoods.				
A8.11a	Maximize use of all city facilities and assets to bring arts programs and cultural activities to each neighborhood, including parks, recreation centers, libraries, and other facilities. SE R	On-going	RCD	\$	Grants, General Funds
A8.11b	Recognize and celebrate artistic and creative professionals who live in these neighborhoods. SE R	On-going	CM	\$	Grants, General Funds
A8.11c	Foster use of available and appropriate facilities for studio and living spaces for artists. SE R	On-going	EDD	\$	Grants, General Funds

Historic Preservation

P8.12	Create a useful portal to historical information and preservation resources on the City's web site.				
A8.12a	Enhance the City's existing web page entitled "The History of Montebello" with additional information about the developmental, architectural, and cultural history of Montebello, particularly in the period after its 1920 incorporation. R	Short-term	PAIT	\$	Grants, General Funds
A8.12b	Provide links to local history resources like the Montebello Historical Society, and historic preservation resources like those of the Los Angeles Conservancy, the California State Office of Historic Preservation, and the National Park Service. R	Short-term	PAIT	\$	Grants, General Funds
P8.13	Make information related to the City's historic built environment available on multiple platforms and in varied formats.				
A8.13a	Utilize the City's social media platforms (Facebook, Instagram, etc.) to promote awareness of local history and highlight sites or topics of local historical significance. R	Short-term	PAIT	\$	Grants, General Funds
			PCD		
A8.13b	Promote local knowledge and tourism by developing walking tours of Montebello. R	Mid-term	PAIT	\$	Grants, General Funds
			PCD		
A8.13c	Create a curriculum available to local public and private elementary schools based on local architecture and history. R	Long-term	PCD	\$	Grants, General Funds

	Policies/Actions	Time-frame	Responsible Party Lead	Cost	Funding Source
			Other Partners		
P8.14	Promote the importance of integrating new development with the existing building stock, particularly within the Downtown Montebello Specific Plan Area.				
A8.14a	Develop design standards that encourage architectural continuity for infill development within the Downtown Montebello Specific Plan Area through size, massing, scale, materials, and other relevant factors. SE R	Immediate	PD Developer, Consultant	\$	Grants, General Funds
A8.14b	Address issues of continuity and compatibility of typology, massing, design, etc. in future Specific Plans. R	On-going	PD Developer, Consultant	\$	Grants, General Funds
P8.15	Develop a policy framework for evaluating the potential significance of older properties within City limits.				
A8.15	Require a Phase I Environmental Assessment when a demolition permit application is submitted for properties that are greater than 50 years of age, to assess preliminary historic eligibility. R	On-going	PD	\$	Grants, General Funds
P8.16	Develop historic context statement(s) to guide future historic resource survey efforts.				
A8.16a	Prepare a focused historic context statement for the Downtown Montebello Specific Plan Area, using the Historic Context Report prepared for the General Plan Update as a foundation. R	Immediate	PD	\$	Grants, General Funds
A8.16b	Prepare a citywide historic context statement for Montebello. R	Immediate	PD	\$	Grants, General Funds
P8.17	Identify potential historical resources within City limits.				
A8.17a	Conduct a focused historic resources survey of the Downtown Montebello Specific Plan Area to identify potential historical resources within the City's historic downtown core. R	Short-term	PCD Consultant, PAIT	\$	Grants, General Funds
A8.17b	Expand survey efforts to other areas of the City as resources permit. R	Short-term	PCD PAIT	\$	Grants, General Funds
P8.18	Engage community members and stakeholders when identifying potential historical resources.				
A8.18	Encourage public participation in the identification of historical resources by maintaining a web page dedicated to local history, and soliciting input from the Montebello Historical Society and other local stakeholders about buildings, sites, and other elements of the City's built environment that are of interest. SE R	Short-term	PCD MHS	\$	Grants, General Funds
P8.19	Identify and protect Montebello's paleontological resources.				
A8.19	A Qualified Professional Paleontologist shall be retained by the project applicant to conduct a paleontological resources analysis prior to the beginning of projects involving ground disturbance in geologic units with high paleontological sensitivity to determine whether there is a potential for significant impacts to paleontological resources. Paleontological resources analyses shall be reviewed, approved, and enforced by the City of Montebello. SE R	On-going	PD Qualified Paleontologist, Developer	\$	Developer, General Funds
P8.20	Develop policies and procedures enabling the protection of local historical resources.				
A8.20a	Adopt a historic preservation ordinance that enables the designation of local sites as historic, listing of these sites on a local register of historical resources, and provision of a level of protection through design review. R	Short-term	PCD	\$	Grants, General Funds
A8.20b	Establish a Historic Preservation Commission whose purview includes the designation of local landmarks and the review of proposed changes to historic properties. R	Short-term	PCD	\$	Grants, General Funds
A8.20c	Provide opportunities for regular training and discussion of the Secretary of the Interior's Standards for Rehabilitation and other historic preservation topics for City staff and Commissioners. R	Short-term	PCD	\$	Grants, General Funds
P8.21	Encourage and promote the designation of local historical resources.				
A8.21	Implement incentive program(s) to encourage the preservation and maintenance of historical resources. R	Short-term	PCD	\$	Grants, General Funds

	Policies/Actions	Time-frame	Responsible Party Lead	Cost	Funding Source
			Other Partners		

Public Art

P8.21	Develop a Public Arts Program.				
A8.21a	Develop standards to consistently apply the “Percent for Public Art” policy to municipal capital projects. R	Short-term	PCD RCS	\$	Grants, General Funds
A8.21b	Develop standards to consistently apply “Percent for Public Art” policy for private development. R	Short-term	PCD Developer	\$	Grants, General Funds
A8.21c	Pool public art funds to produce new works in underserved areas of the city. SE R	Short-term	PCD	\$	Art Funds, Grants
A8.21d	Protect public art works city-wide through proactive maintenance. R	On-going	PCD, PW	\$	Grants, General Funds
P8.22	Promote education and interactive components to increase understanding of public art and their contribution to Montebello.				
A8.22a	Build a digital library of artist videos that tell the story of the pieces and makes the work more accessible. R	Mid-term	PCD MCC, PAIT	\$	Grants, General Funds
A8.22b	Activate public art through community-focused educational and interpretive programming. R	Mid-term	PCD, RCS YMCA	\$	Grants, General Funds
P8.23	Integrate public art into the development review & capital improvement program.				
A8.23	Identify public art opportunities and engage artists as early as possible in all projects. R	On-going	PCD	\$	Grants, General Funds

Capacity and Leadership

P8.24	Ensure that Montebello’s cultural organizations have the necessary resources to succeed.				
A8.24a	Promote volunteer opportunities in the creative sector through an Arts and Culture e-newsletter. R	On-going	PCD RCS, PAIT	\$	Grants, General Funds
A8.24b	Encourage & facilitate placement of artists on City Advisory Boards, Commissions, and other leadership bodies. R	On-going	PCD	\$	Grants, General Funds
A8.24c	Actively search for and apply for new funding opportunities such as grants, corporate sponsorship, etc. SE R	On-going	PCD	\$	Grants, General Funds

ACE	Army Corps of Engineers
BD	Building Department
CE	Code Enforcement
CM	City Manager
DWN	Daily Whittier News
PCD	Planning and Community Development
MCC	Montebello Chamber of Commerce
EDD	Economic Development Division
FEMA	Federal Emergency Management Agency
FO	Food Organizations
HD	Health Department
HS	Health Services
LAEOWDD	County LA Department of Economic Opportunity Workforce Development Division
LACFCD	Los Angeles County Flood Control District
MBL	Montebello Bus Lines
MFD	Montebello Fire Department
MHS	Montebello Historic Society
MSD	Montebello School District
PAIT	Public Affairs and Information Technology
MPD	Montebello Police Department
MUSD	Montebello Unified School District
MN	Montebello News
PD	Planning Division
PW	Public Works
RCS	Parks and Community Services
RI	Religious Institutions
RM	Risk Manager
RMC	Rivers and Mountains Conservancy
SCAQMD	South Coast Air Quality Management District
SD	LA County Sanitation District
WP	Water Purveyors

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GENERAL PLAN UPDATE **2040**