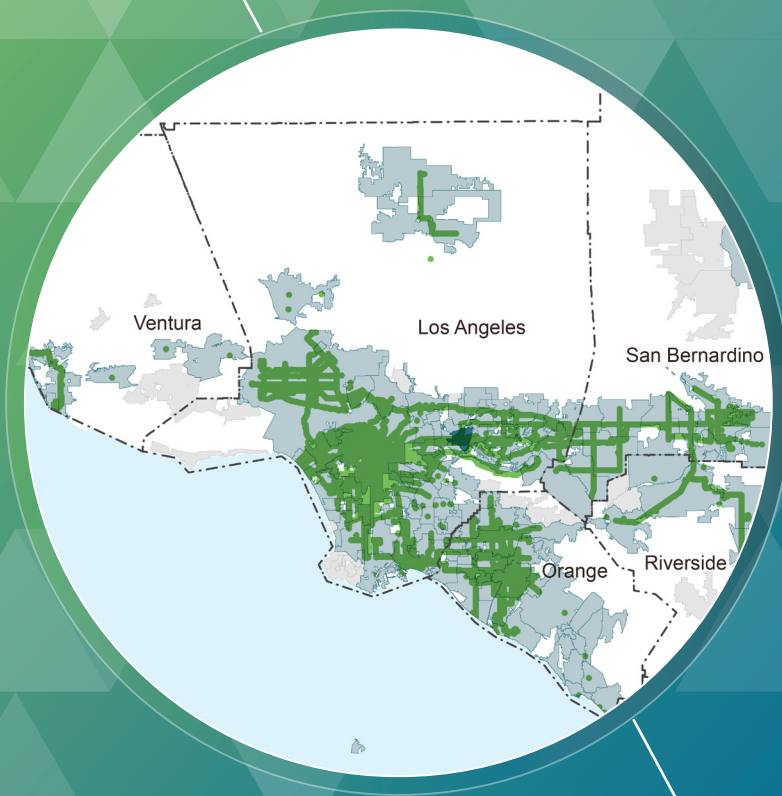


Part 5 Vision



A - Overview

- Vision Plan Goals
- Framework Plan
- Pilot Project Area - 2018
- Pilot Project Area - 2048 Potential Buildout
- Priority Projects

B - Land Use Strategy

- Opportunity Sites
- Regulating Concept Plan
- District Profiles

C - Infrastructure & Public Realm Strategy

- Network Plans and Projects
- Key Improvements
- Corridor Plans



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Part 5

Vision

A - OVERVIEW



Vision Plan Goals

Framework Plan

Pilot Project Area - 2018

Pilot Project Area - 2048 Potential Buildout

Priority Projects

Vision Plan Goals

OVERVIEW

The El Monte HQT Vision Plan builds on the historic assets, transportation amenities, and unique character of the historic Downtown Valley Mall/Main Street. To ensure the appropriate balance of neighborhood preservation, environmental sustainability, and promote walking, biking, and the use of transit, the plan is founded on the five goals described below. These goals were developed through a synthesis of adopted City initiatives, stakeholder interviews, and the opportunities and constraints analysis outlined in Parts 2 through 4 of this document. Initiatives and next steps that will help to carry through the goals of the plan are presented in Part 6 (Implementation Plan).

Goal #1: Leverage public realm and infrastructure improvements to create an attractive, unified sense of place

The Vision Plan will expand the streetscape amenities present on Main Street to the other major corridors in the Pilot Project Area, such as Tyler Avenue, Ramona Boulevard, and Santa Anita Avenue, to unify the area with a consistent aesthetic. Gateway signage at key intersections will further differentiate the Pilot Project Area as one district. Public art programs, a clear hierarchy of public spaces, and the preservation of unique buildings can attract new investment and enhance the economic potential of the area. An arts district along Main Street and Lexington Avenue can serve as a regional draw, enhance the unique character of Downtown El Monte, and assist in providing activities in vacant storefronts.

Goal #2: Create a vibrant downtown atmosphere through higher density transit-oriented development

This plan builds upon the goals for higher density development set forth in the Downtown El Monte Specific Plan. Taller mixed-use buildings will be concentrated around the Metrolink station and along major corridors like Santa Anita Avenue, while smaller infill developments will be concentrated on local roads. A district-wide parking plan will be enacted to promote shared parking arrangements to create a “park once” downtown, where visitors can easily travel the downtown on-foot once they have arrived. Additionally, the proposed relocation of administrative City Hall functions to Santa Anita will increase foot traffic for retail businesses along Main Street.

Goal #3: Improve pedestrian and cyclist safety through the creation of complete streets

While the movement of traffic through the Pilot Project Area will be an important consideration when reinvesting in transportation infrastructure, other modes should be given equal priority. Traffic calming devices like those identified in the HQT Toolkit should be considered to reduce the high incidence rate of pedestrian and bicyclist collisions at major intersections in the district. Further, bike and carshare programs, transportation pass subsidies, and walking/biking campaigns in the district can incentivize residents and workers to travel using alternative modes of transportation.



Valley Boulevard; El Monte, CA

Goal #4: Increase pedestrian circulation and transit ridership through the downtown and to and from the transit stations with improvements to critical corridors

Pedestrian circulation through the downtown will be facilitated by the creation of pedestrian paseos and streetscape enhancements to existing streets. Public realm amenities such as enhanced street lighting, street trees and parkways, bioswales, and more. The introduction of pedestrian paseos will break up the “super blocks” between Main Street and Ramona Boulevard to allow for greater connectivity to the new developments in the Gateway area and the employment opportunities in the Flair Park area to the southwest of the Pilot Project Area. These corridors will also provide safer, attractive connections to the bus rapid transit and commuter rail stations, boosting their ridership.

Goal #5: Reconfigure the supply of off-street parking to free up land for future development along key corridors

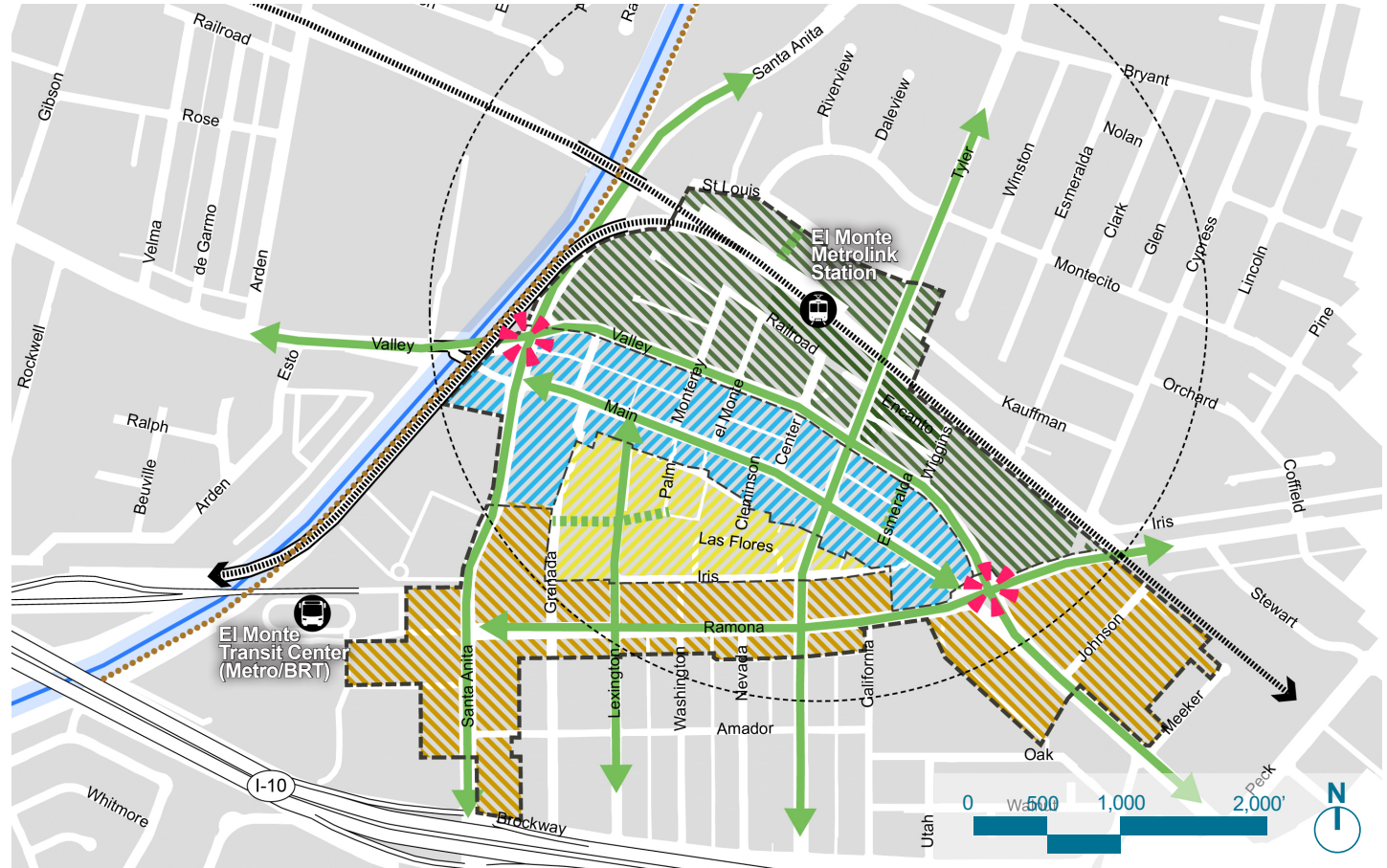
This plan will take advantage of publicly-owned land to build shared parking facilities at key sites throughout the Pilot Project Area. This will free up much of the land along Valley Boulevard and other major corridors that is currently occupied by under-used surface parking lots. Policies that support lower parking ratios and unbundling of parking spaces will further facilitate this goal.

Framework Plan

OVERVIEW

The Vision Plan enhances Downtown's sense of place through development, streetscape, and infrastructure improvements in four unique districts: Transit Core, Ramona Corridor, Main Street, and Zócalo. These investments will boost ridership, create livable, walkable neighborhoods, and reduce congestion and greenhouse gas emissions.

The boundaries of the Vision Plan's proposed districts vary slightly from the districts established in the Downtown El Monte Specific Plan. This was done to accommodate the larger boundary of the HQT Pilot Project Area and to unify the proposed character of the Transit Core District.



Downtown El Monte Gateway

Transit Core District: The immediate area around the Metrolink Station will be anchored by high-density transit-oriented developments that utilize shared parking arrangements and joint development opportunities.

Main Street District: This district will be characterized by adaptive reuse of historic buildings as start-up and incubator space, investments for office / development space, and strengthened north/south pedestrian and cyclist connections.

Ramona Corridor District: Key enhancements including a bus rapid transit corridor, new protected bicycle lanes, bioswales, and parkways make Ramona the primary east/west connection between the El Monte Transit Center and the rest of Downtown El Monte.

Santa Anita Avenue: Interventions include streetscape and pedestrian crossing improvements.

Zócalo Village District: This lower density district reserves select existing housing and retail facades while adding a new street to break up superblocks.

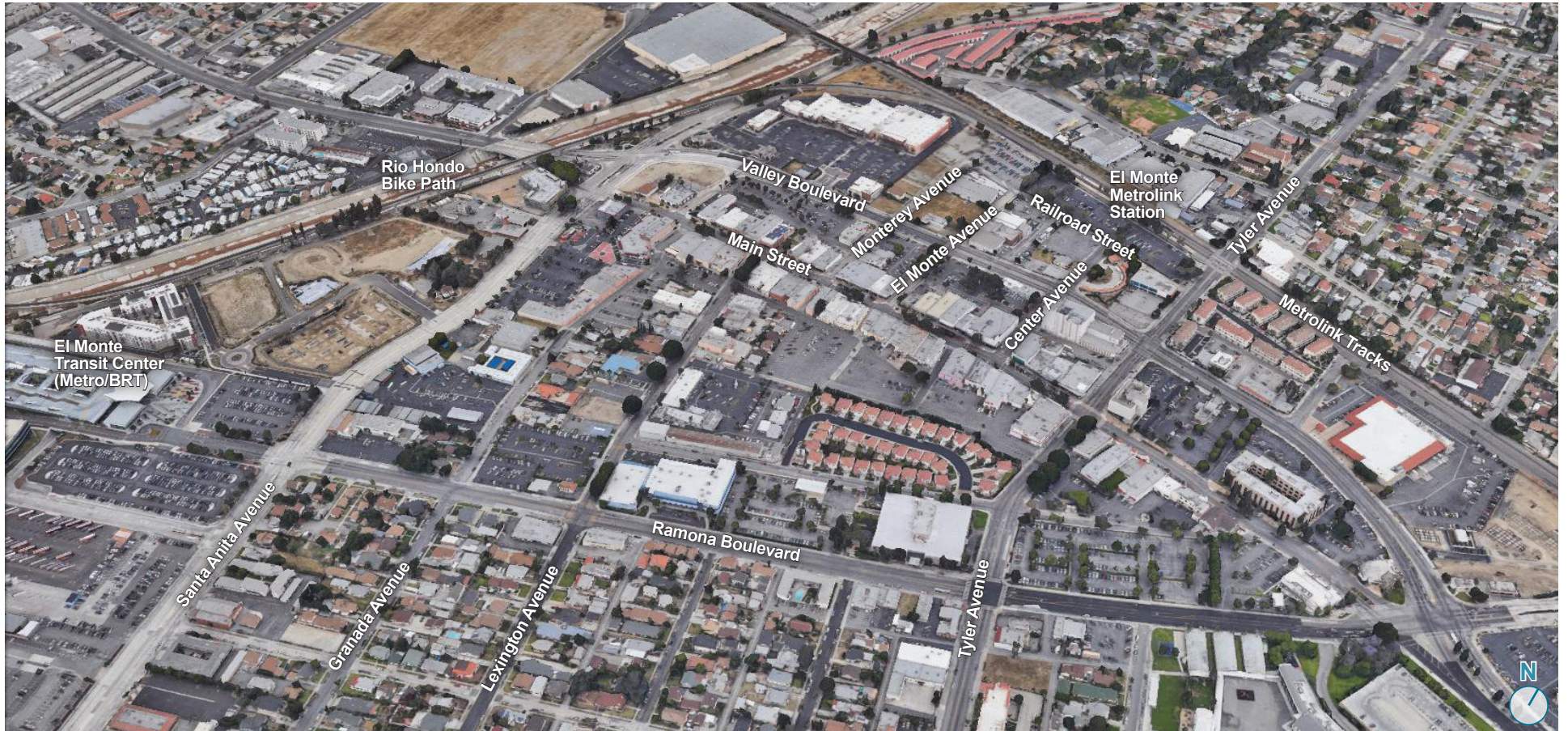
Valley Boulevard: Provides primary circulation route for bicyclists into Downtown El Monte along bicycle lanes connecting to Tyler Avenue. Multiple redevelopment opportunities on properties with potential for high density/intensity.

Tyler Street: Primary enhancements include the expansion of buffered bicycle lanes and inclusion of a buffered bicycle intersection at Valley Boulevard.

Lexington Avenue: Modest interventions on Lexington will include streetscape and facade improvements and connections to pedestrian paseos.

Pilot Project Area - 2018

OVERVIEW



Pilot Project Area - 2048 Potential Buildout

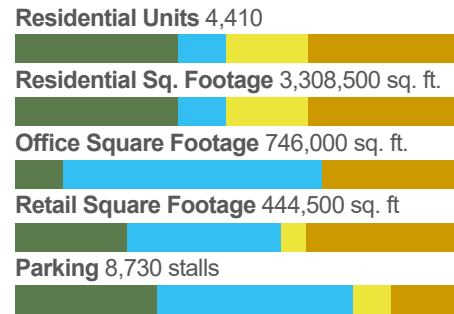
OVERVIEW

The Land Use Strategy details an illustrative development buildout scenario that takes into account adopted land use regulations and parking requirements, and modifies densities and typologies when necessary to achieve SCAG's TOD goals for HQTAs. This 30-year Vision Plan presents a buildout scenario that allows for flexibility and recognizes that a number of factors will affect type and location of future developments. The ultimate buildout will be determined through a specific plan update and further discussions with property owners and interested developers.

Cumulative Land Use Mix and Buildout Potential

Districts are areas within the Pilot Project Area that are envisioned in the buildout scenario to contain similar building densities and typologies. The districts for this Vision Plan are listed below; the buildout scenario land use totals are summarized at right.

- Transit Core District
- Main Street District
- Zócalo Village District
- Ramona Corridor District



* These numbers represent the square footage and units proposed by this Vision Plan by the year 2048 and does not include existing square footages or units.

Major Development Areas (MDA)

Major Development Areas contain clusters of complementary priority projects which may catalyze the development envisioned by the buildout scenario. An MDA phasing strategy is provided in Part 6 (Implementation).

- MD 1** City Hall Relocation
- MD 2** School District Office Relocation
- MD 3** Main Street
- MD 4** Metrolink / Area Y
- MD 5** Zócalo / Ramona
- MD 6** Santa Fe Trail Plaza



Priority Projects

OVERVIEW

Corridor Projects

- C 1** Santa Anita Avenue
- C 2** Ramona Boulevard
- C 3** Valley Boulevard
- C 4** Main Street
- C 5** Tyler Avenue

Bicycle Projects

- B 1** Protected Bicycle Intersection
- B 2** Rio Hondo Path Bicycle Access Point

Pedestrian/Greening Projects

- PG 1** El Monte and Monterey Street Paseos
- PG 2** Las Flores Street Pedestrian Shared Street Extension
- PG 3** Infill Public/Private Parks
- PG 4** Transit Plaza

Parking and Transit Projects

- PT 1** Shared Parking Structures
- PT 2** Arterial Bus Rapid Transit



Part 5

Vision

B - LAND USE STRATEGY



Development Opportunity Sites

Regulating Concept Plan

Major Development Areas

 Transit Core District

 Main Street District

 Zócalo District

 Ramona Corridor District

Development Opportunity Sites

LAND USE STRATEGY

This Vision Plan takes a holistic view of the Pilot Project Area by incorporating planned development projects and projects that are under construction with additional lots that would add substantial value to the Pilot Project Area if redeveloped.

Primary Opportunity Sites

Primary sites will see the majority of development in the near future. These lots are to be utilized for large-scale infill development, typically replacing parking lots owned by the City. These sites include those with projects that have already been approved but are not yet constructed (i.e. City Center Transit-Oriented Development).

Secondary Opportunity Sites

These lots are excellent opportunities for further development, but may require negotiating lot mergers between multiple property owners. Properties that are owned by public agencies, such as the El Monte City School District, have been marked as secondary opportunity sites for their potential to be consolidated for the purpose of creating a new, more centralized civic center. Additionally, buildings with unique facades have been marked as secondary sites for their potential as adaptive reuse projects.

Tertiary Opportunity Sites

Tertiary sites could add additional character to the downtown station area, but are less viable for development due to their irregular size and orientation.

New or Expanded Public Park

Areas Not Considered Opportunity Sites

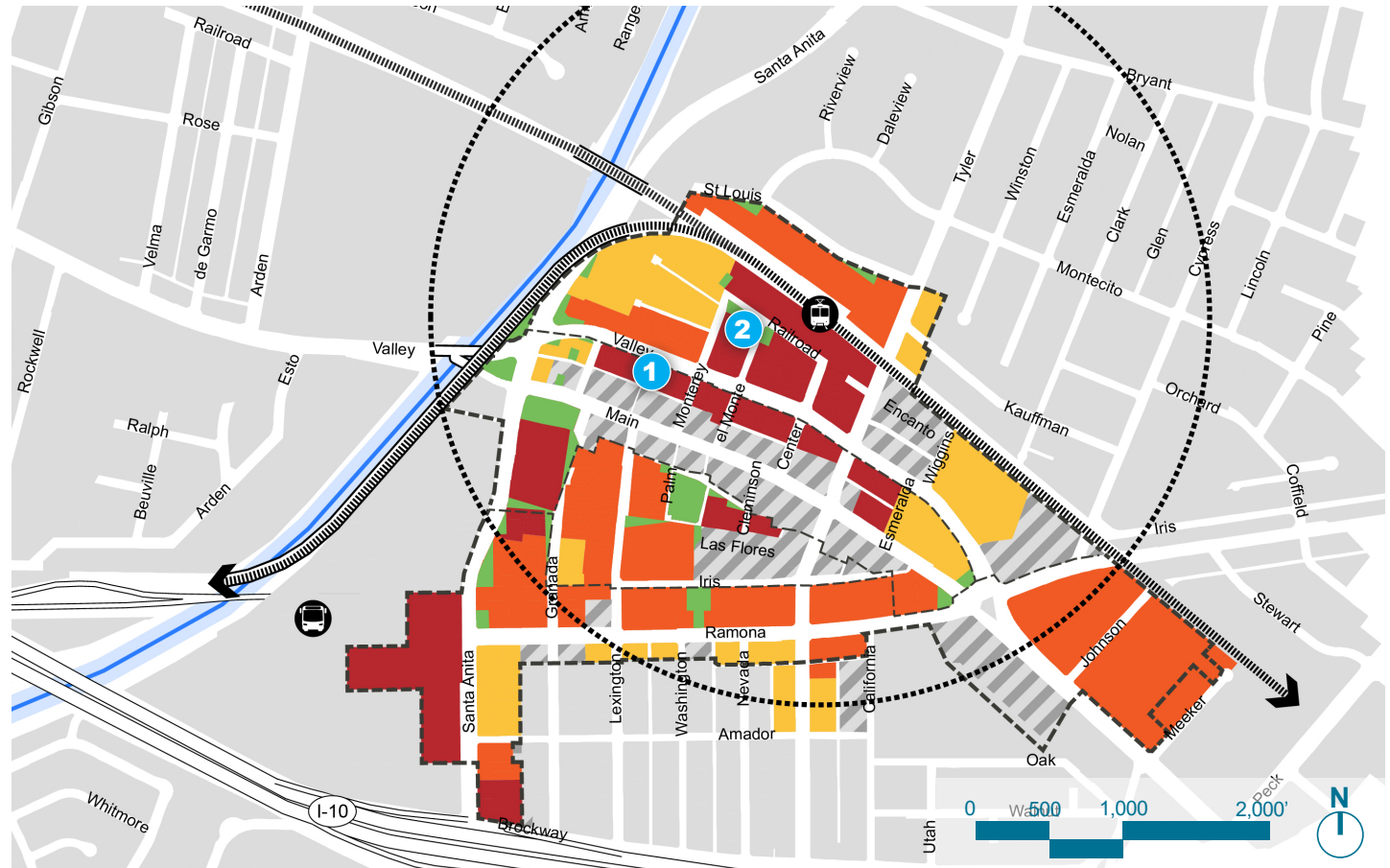
These lots have redevelopment projects under construction, are currently suitable for the proposed station area vision, or are otherwise unsuitable for redevelopment in the foreseeable future.



View of the underutilized parking lots on the south side of Valley Boulevard



View from Railroad Street looking east toward the Metrolink Station



Regulating Concept Plan

LAND USE STRATEGY

The Regulating Concept Plan outlines the proposed height, density, intensity, and development guidelines for key redevelopment areas in the Pilot Project Area. Each of the building types below, keyed to the plan at right, has a more complete profile in the attached HQTa Toolkit that shows a target range of building mass and intensities. Additional building types or different configurations of the illustrative plan not listed below may be appropriate, as long as the massing, design, and density targets listed below are satisfied.



Public park and plaza



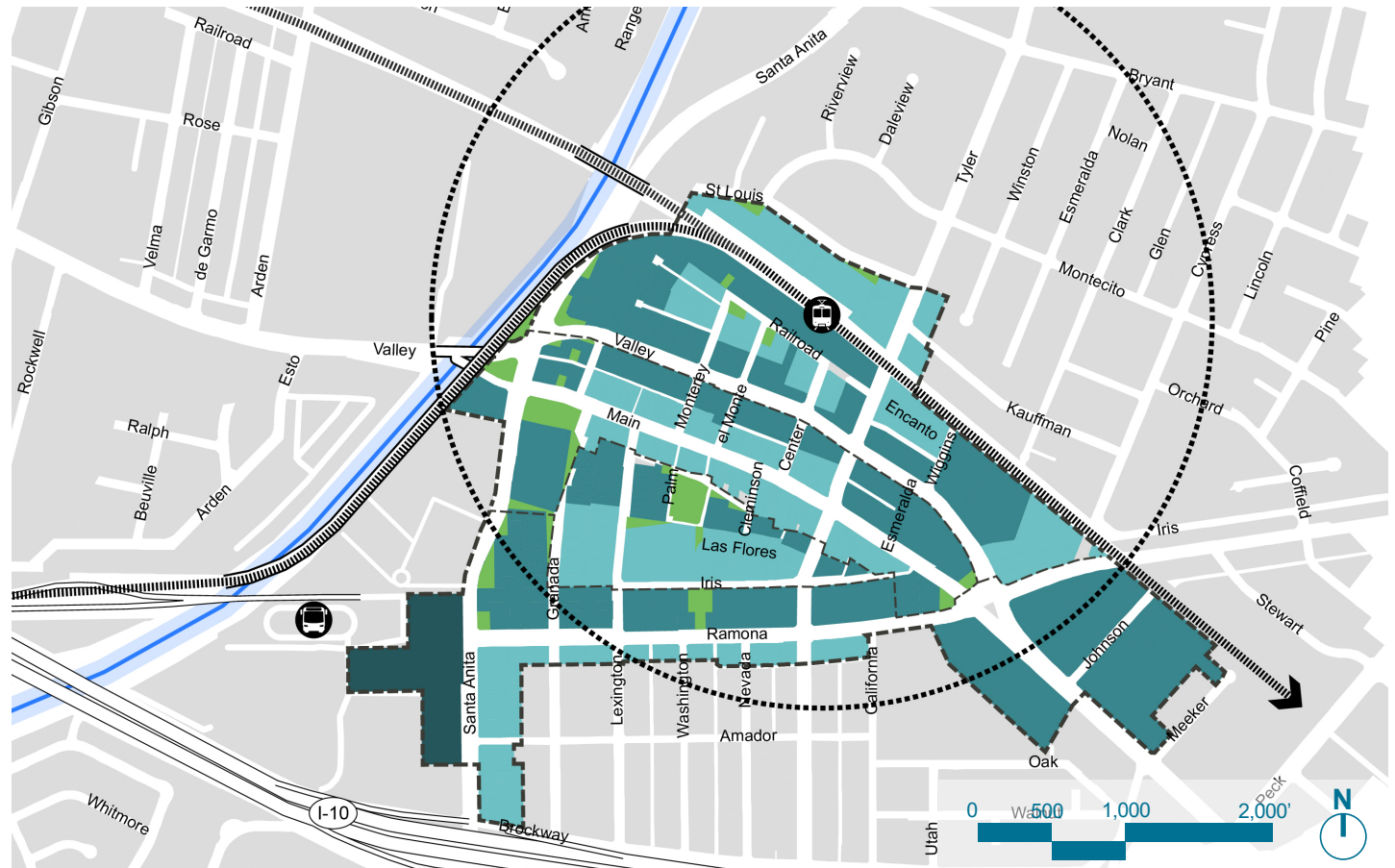
Transit-oriented housing development near light rail



Activated interior courtyard

 New Public or Private Park

Appropriate Building Types	Bldg. Height (stories)	Toolkit Page
View the Toolkit to learn more about the following building types. PDF: click to navigate.		
Mid-Rise	15+	II-C-D-2
Podium Tower	10-15	II-C-D-2
Podium Mid-Rise	V	II-C-D-2
Flex/ Hybrid	4-6	II-C-C-3
Commercial Block/ Liner	1-3	II-C-C-3
Townhouse/ Small Lot Subdivision	up to 3	II-C-B-2
Live/ Work	up to 3	II-C-B-3



Major Development Areas

MD 1 City Hall Relocation

City Hall's administrative offices will be moved to a new civic center near the intersection of Santa Anita Avenue and Main Street to replace land currently underutilized by the El Monte School District. This will free up a substantial portion of land for redevelopment and will create a unified civic center and plaza much closer to the area's transit stops.



MD 2 School District Office Relocation

The El Monte City School District's administrative offices will also be moved to new office space at Santa Anita Avenue and Main Street. This allows for residential development at the current school district sites to form a more consistent gradient of land uses from the downtown core to the surrounding residential neighborhoods.

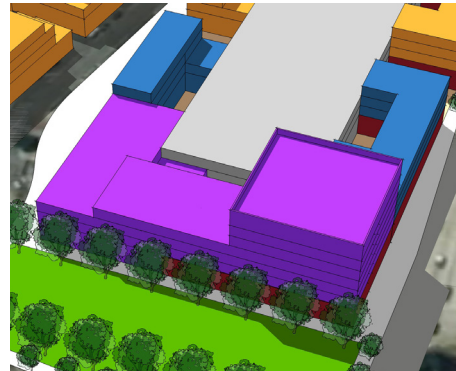


LAND USE STRATEGY

Civic Center and Office Space

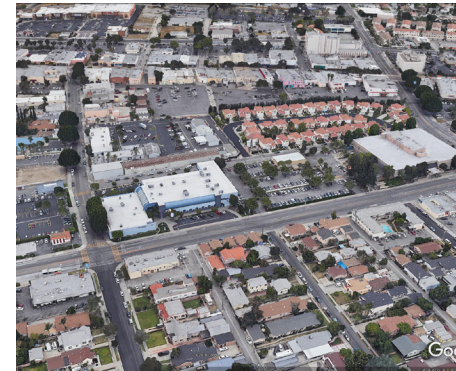


Existing Civic Center; El Monte, CA



New civic center building and school district office space

New Multi-family Housing



Existing School District Properties; El Monte, CA

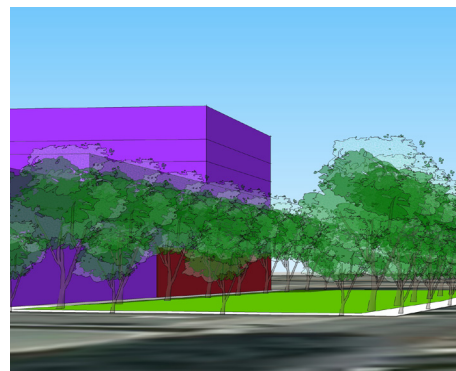


New housing along Ramona Boulevard

Public Park



Spring Street Park; Oberlin, OH



New civic park/plaza on Main Street

Public Park



Existing parking lot



New park between new housing developments

Transit Core District

Illustrative Plan

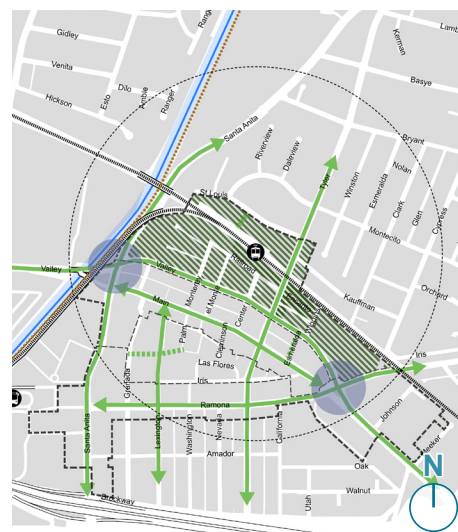
The 2048 vision for the Transit Core is built upon key transit and infrastructure investments including an enhanced transit hub, bicycle facilities, and a new public park/plaza. These investments, among others, could help to catalyze a significant amount of growth in the Transit Core while linking Downtown El Monte to a significant transit asset. Land immediately west of the Metrolink Station should be reserved for high density development as permitted by local market conditions, leading to an extension of Downtown El Monte and locating a critical mass of residents and workers near a key transit asset.





Over time, the Santa Fe Trail Plaza would be redeveloped to replace the existing surface parking lot with neighborhood-serving retail and housing. Parking would be provided in multi-story structures and would be shared by the uses on site.



Key Elements

- 1 Land banking for future high density/intensity development surrounding the Metrolink Station.**
- 2 District-wide parking plan with shared parking and a parking monitoring and pricing scheme to encourage alternative first-last mile connections to the Metrolink Station.**
- 3 Medium-density, 4-6 story development planned as part of earlier phases, wrapped around parking structures to buffer freight train noise.**



-  New Buildings
-  Parking Structure
-  Public Open Space (Hardscape and/or Softscape)
-  Private/Semi-Public Open Space



El Monte Vision Plan

Transit Core District

LAND USE STRATEGY

Land Use Mix and Targets

There are ample opportunities to create a vibrant transit village along Center Avenue. Since many of the key parcels are owned by public entities such as the City of El Monte and the State of California, these agencies can make select infrastructure investments that will catalyze a mix of transit-supportive uses.

In the short-term, Type V or modified podium construction, up to six stories, will likely be supported by the market, provided there is sufficient surface parking. Most of the street frontage along Valley Boulevard and key corridors should consist of active uses such as neighborhood-serving retail, cafés, and live/work units.

Residential uses should line the parking structures. Pedestrian paseos along the middle of these blocks can connect the north and south ends of the station area, with ample trees and vegetation, pocket parks, and some retail and live/work units to enliven the pedestrian experience. Over time, residential complexes could cluster in and around the station, creating the necessary critical mass to support robust transit ridership.

Potential Buildout Land Use Mix*

* These numbers represent the square footage and units proposed by this Vision Plan by the year 2048 and does not include existing square footages or units.

Residential Units 1,580
Residential Sq. Footage 1,188,000 sq. ft.
Office Square Footage 80,000 sq. ft.
Retail Square Footage 109,500 sq. ft.
Parking 2,723 stalls
Average Net Dwelling Units/Acre
80+ 51 - 80 30 - 50 < 30
Average Net FAR
4.0 + 3.0 - 3.9 2.0 - 2.9 < 1.9

- Multi-Family Residential
- Retail
- Parking Structure
- Public Open Space
- Private/Semi-Public Open Space



Transit District Looking Northwest



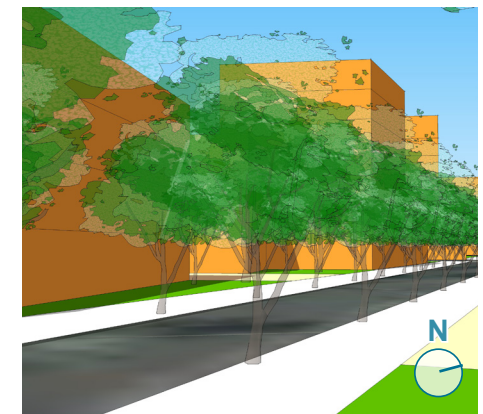
Transit District Looking Southwest



Streetside dining



Center Avenue Mixed Use



New Street at Metrolink Station

Main Street District

LAND USE STRATEGY

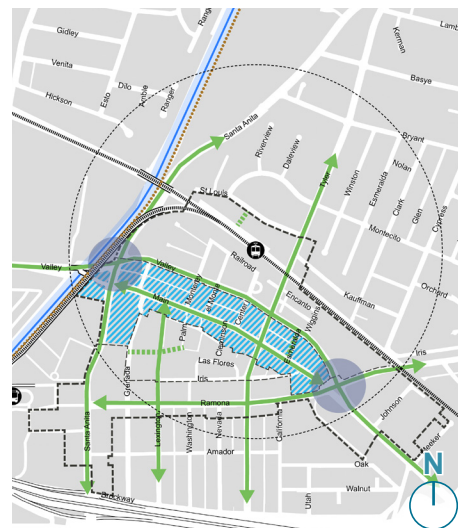
Illustrative Plan

A more centrally located civic center would further facilitate an active, walkable downtown. As such, the Illustrative Plan relocates the City Hall and the school district's offices along Santa Anita Avenue. A civic plaza and public park at the corner of Santa Anita Avenue and Main Street will provide much needed greening and open space to the park-poor downtown.



Key Elements

- 1** New civic center and public entity office space along Santa Anita Avenue.
- 2** Civic square park at the corner of Main Street and Santa Anita Avenue.
- 3** Medium-density, 4-6 story development planned as part of earlier phases, wrapped around parking structures.



- New Buildings
- Parking Structure
- Public Open Space (Hardscape and/or Softscape)
- Private/Semi-Public Open Space



El Monte Vision Plan

Main Street District

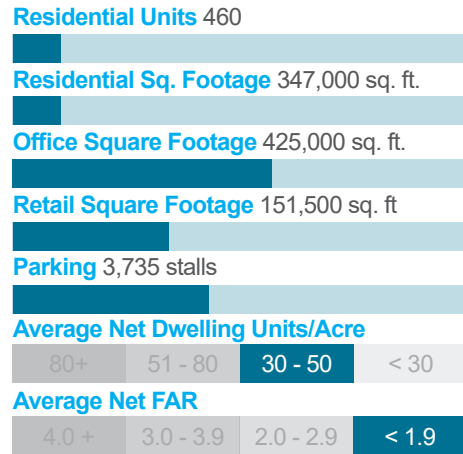
LAND USE STRATEGY

Land Use Mix and Targets

The Civic Square will be fronted by neighborhood serving retail with civic office space located in the floors above. Shared parking structures will be located on the interior of the blocks between the liner buildings with primary access off of the alleyways between Granada Avenue and Santa Anita Avenue.

Potential Buildout Land Use Mix*

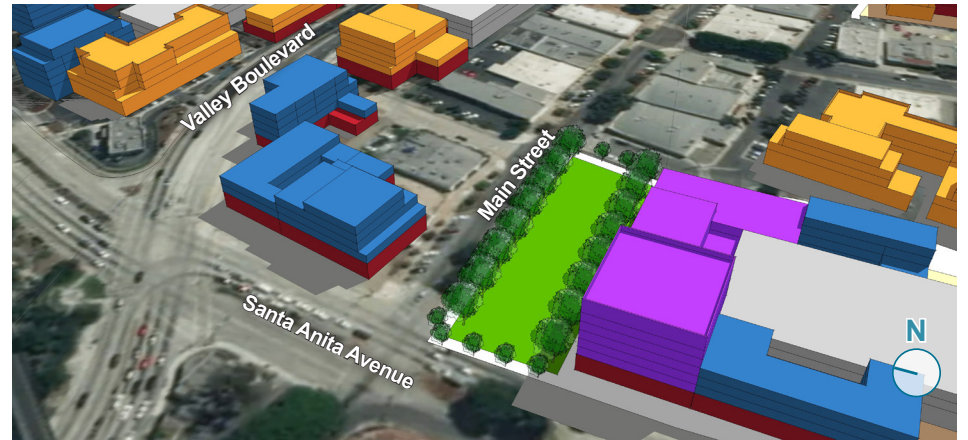
* These numbers represent the square footage and units proposed by this Vision Plan by the year 2048 and does not include existing square footages or units.



- Multi-Family Residential
- Retail
- Office
- Civic
- Parking Structure
- Public Open Space
- Private/Semi-Public Open Space



Civic Square at Main Street and Santa Anita Avenue Looking Southeast



Civic Square at Main Street and Santa Anita Avenue Looking East



Civic Square Looking West



Civic Square Looking Southeast

Zócalo Village District

LAND USE STRATEGY

Illustrative Plan

Many of the improvements to the Zócalo Village District are centered around proposed new street that will bisect the blocks between Main Street and Ramona Boulevard in order to increase pedestrian connectivity through the district. This new street will have similar streetscape amenities as the other corridors detailed in this plan and will be lined with pocket parks.



- New Buildings
- Parking Structure
- Public Open Space (Hardscape and/or Softscape)
- Private/Semi-Public Open Space

Key Elements

- 1** New pedestrian-friendly street to divide the district's "superblocks."
- 2** Pocket parks, pedestrian paseos, and streetscape improvements to facilitate a walkable atmosphere.
- 3** Medium-density, 2-4 story development planned as part of earlier phases.



Zócalo Village District

LAND USE STRATEGY

Land Use Mix and Targets

The Zócalo Village District will remain largely residential with minor ground-floor neighborhood serving retail uses at key intersections. The new buildings will be up to six stories along Main Street, around four stories along Iris Lane.

Potential Buildout Land Use Mix*

* These numbers represent the square footage and units proposed by this Vision Plan by the year 2048 and does not include existing square footages or units.

Residential Units 810

Residential Sq. Footage 604,500 sq. ft.

Office Square Footage 0 sq. ft.

Retail Square Footage 23,500 sq. ft.

Parking 732 stalls

Average Net Dwelling Units/Acre

80+	51 - 80	30 - 50	< 30
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Average Net FAR

4.0 +	3.0 - 3.9	2.0 - 2.9	< 1.9
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- Multi-Family Residential
- Retail
- Office
- Civic
- Parking Structure
- Public Open Space
- Private/Semi-Public Open Space



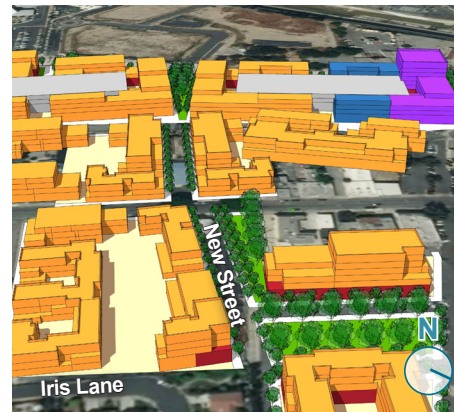
Zócalo Village Plaza Looking North towards Main Street



Zócalo Village Plaza Looking South towards Ramona Boulevard



Outdoor dining area in Downtown Los Angeles, CA



New Street from Zócalo Village Plaza



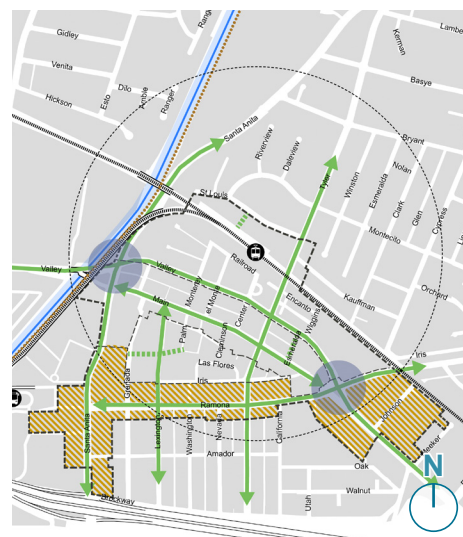
New Street to Zócalo Village Plaza

Ramona Corridor District

LAND USE STRATEGY

Illustrative Plan

The Ramona Boulevard Corridor District leverages the civic services buildings relocation to the Main Street Civic District to support the development of medium scale buildings to serve as a transition to the neighboring low-density residential neighborhoods. The district will have street-facing plazas and parks.



- New Buildings
- Parking Structure
- Public Open Space (Hardscape and/or Softscape)
- Private/Semi-Public Open Space



Key Elements

- 1** Linear parks and plazas between low scale buildings to break up building facades and establish a visual connection to the paseos.
- 2** Medium-density, 3-4 story development planned as part of earlier phases.

El Monte Vision Plan

Ramona Corridor District

LAND USE STRATEGY

Land Use Mix and Targets

The retail uses in the Ramona Corridor District will be located along Santa Anita Avenue and Tyler Avenue. The buildings along Santa Anita Avenue will also have pocket parks to take advantage of the curvature of the street.

The majority of the buildings in the Ramona Corridor District are 3-4 story courtyard residential apartments. This will serve as a transition from the primarily retail Main Street District to the north and the single-family residential neighborhood to the south.

On the west end of Ramona Boulevard by the El Monte Transit Center there will be retail/office mixed use buildings to provide transit-oriented job opportunities.

Potential Buildout Land Use Mix*

* These numbers represent the square footage and units proposed by this Vision Plan by the year 2048 and does not include existing square footages or units.

Residential Units 1,560
Residential Sq. Footage 1,169,000 sq. ft.
Office Square Footage 241,000 sq. ft.
Retail Square Footage 160,000 sq. ft.
Parking 1,540 stalls
Average Net Dwelling Units/Acre
80+ 51 - 80 30 - 50 < 30
Average Net FAR
4.0 + 3.0 - 3.9 2.0 - 2.9 < 1.9

- Multi-Family Residential
- Retail
- Office
- Parking Structure
- Public Open Space
- Private/Semi-Public Open Space



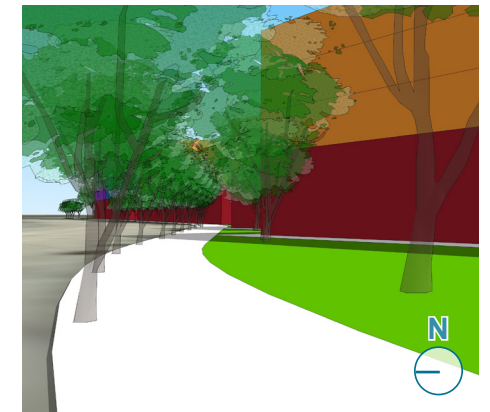
Ramona Boulevard Park Looking North towards Main Street



Public Open Space along Santa Anita Avenue Looking Northeast



New Park on Ramona Boulevard

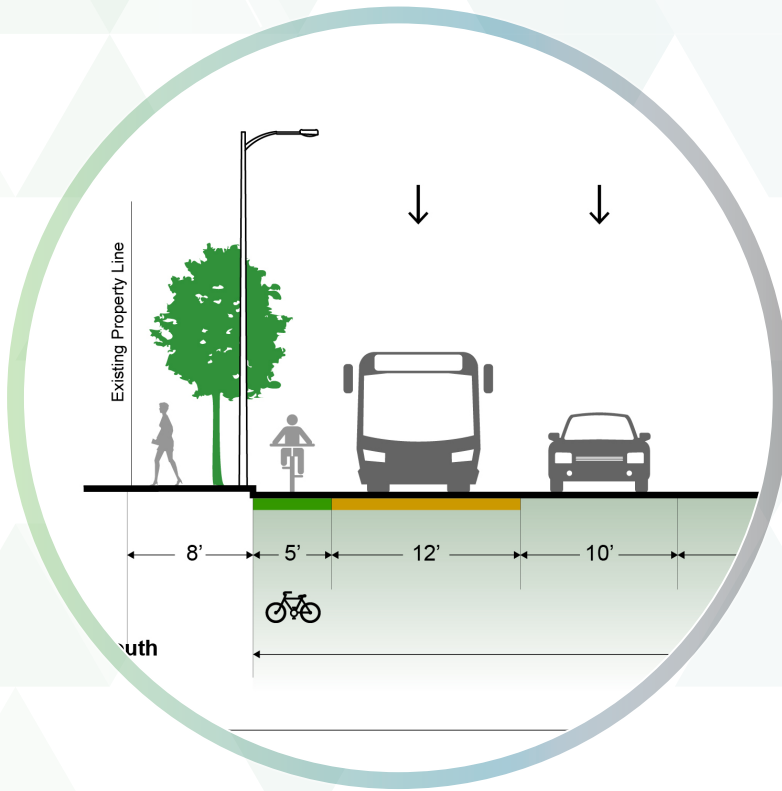


Public Space on Santa Anita

Part 5

Vision

C - INFRASTRUCTURE AND PUBLIC REALM STRATEGY



Priority Projects

Bicycle Network

Pedestrian/Greening Network

Parking and Transportation Network

Key Improvements

◀ C1 ▶ Santa Anita Avenue

◀ C2 ▶ Ramona Boulevard

◀ C3 ▶ Valley Boulevard

◀ C4 ▶ Main Street

◀ C5 ▶ Tyler Avenue

Priority Projects

INFRASTRUCTURE & PUBLIC REALM STRATEGY

Corridor Projects

- C 1** Santa Anita Avenue
- C 2** Ramona Boulevard
- C 3** Valley Boulevard
- C 4** Main Street
- C 5** Tyler Avenue

Bicycle Projects

- B 1** Protected Bicycle Intersection
- B 2** Rio Hondo Path Bicycle Access Point

Pedestrian/Greening Projects

- PG 1** El Monte and Monterey Street Paseos
- PG 2** Las Flores Street Pedestrian Shared Street Extension
- PG 3** Infill Public/Private Parks
- PG 4** Transit Plaza

Parking and Transit Projects

- PT 1** Shared Parking Structures
- PT 2** Arterial Bus Rapid Transit



Pedestrian / Greening Network

INFRASTRUCTURE & PUBLIC REALM STRATEGY

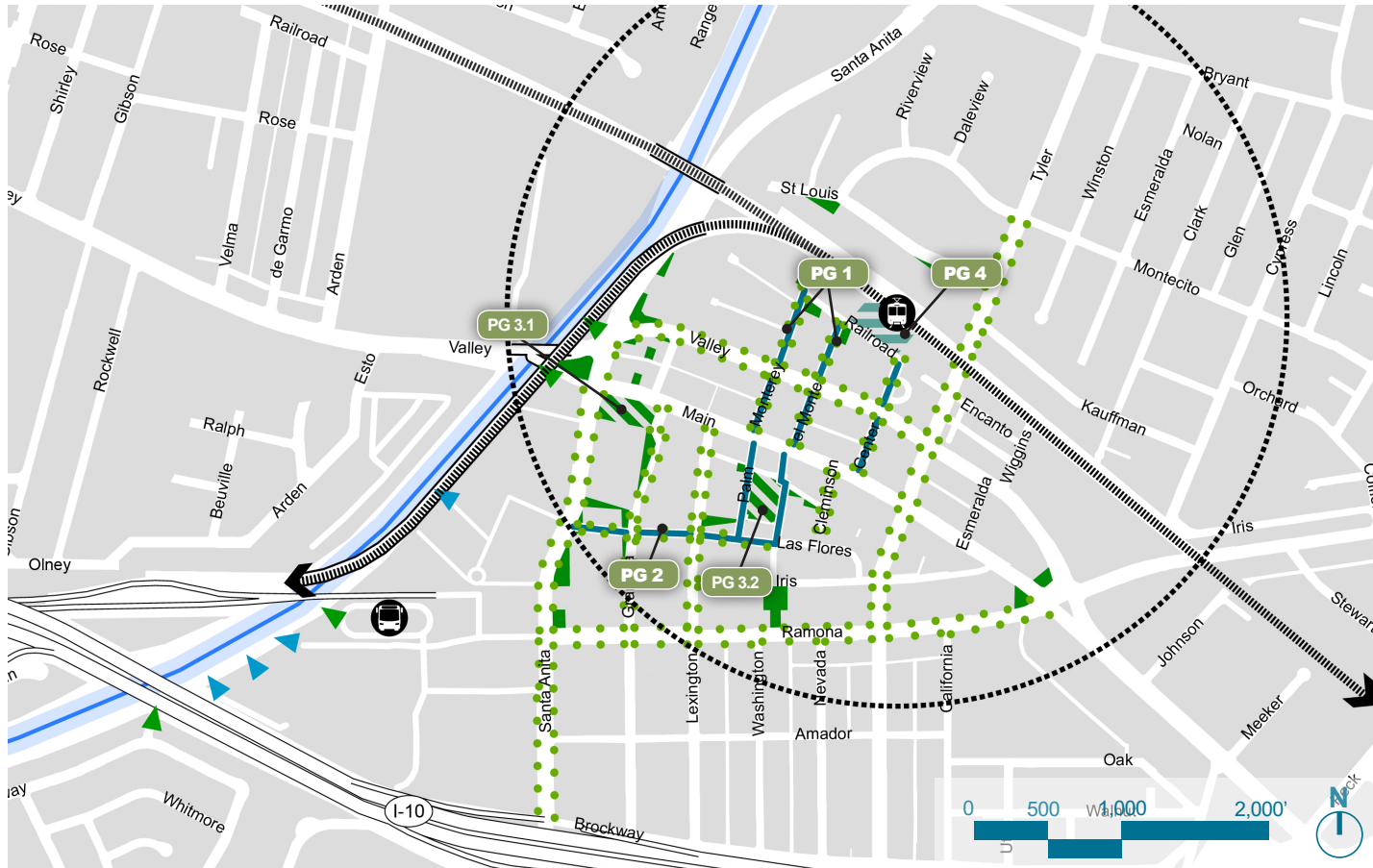
Landscape, open space, and pedestrian improvements of the Vision Plan not only complement, but should be associated with envisioned bicycle improvements.

Main Street already has many walkable characteristics, such as wide sidewalks. The pedestrian vision for the Pilot Project Area extends these characteristics to other major north-south and east-west corridors to maximize the impact of improvements for increasing walkability and boosting transit ridership.

To create a more walkable downtown and increase pedestrian circulation about the two major transit stops in the Pilot Project Area, a new complete street is proposed to divide the superblocks between Main Street and Ramona Boulevard. This street will connect with pedestrian paseos along smaller north-south streets that connect Railroad Street to Main Street. Street trees and a number of public and private parks are proposed along these streets.

Priority Projects

- PG 1** El Monte and Monterey Street Paseos
- PG 2** Las Flores Street Pedestrian Shared Street Extension
- PG 3.1** Infill Public Park 1
- PG 3.2** Infill Public Park 2
- PG 4** Transit Plaza



- New Pedestrian Path / Sidewalks
- Street Trees / Bioswales
- New / Expanded Private Park
- New / Expanded Public Park
- New Transit Plaza
- Existing Trail Access Point
- Proposed Trail Access Point

Parking and Transportation Network

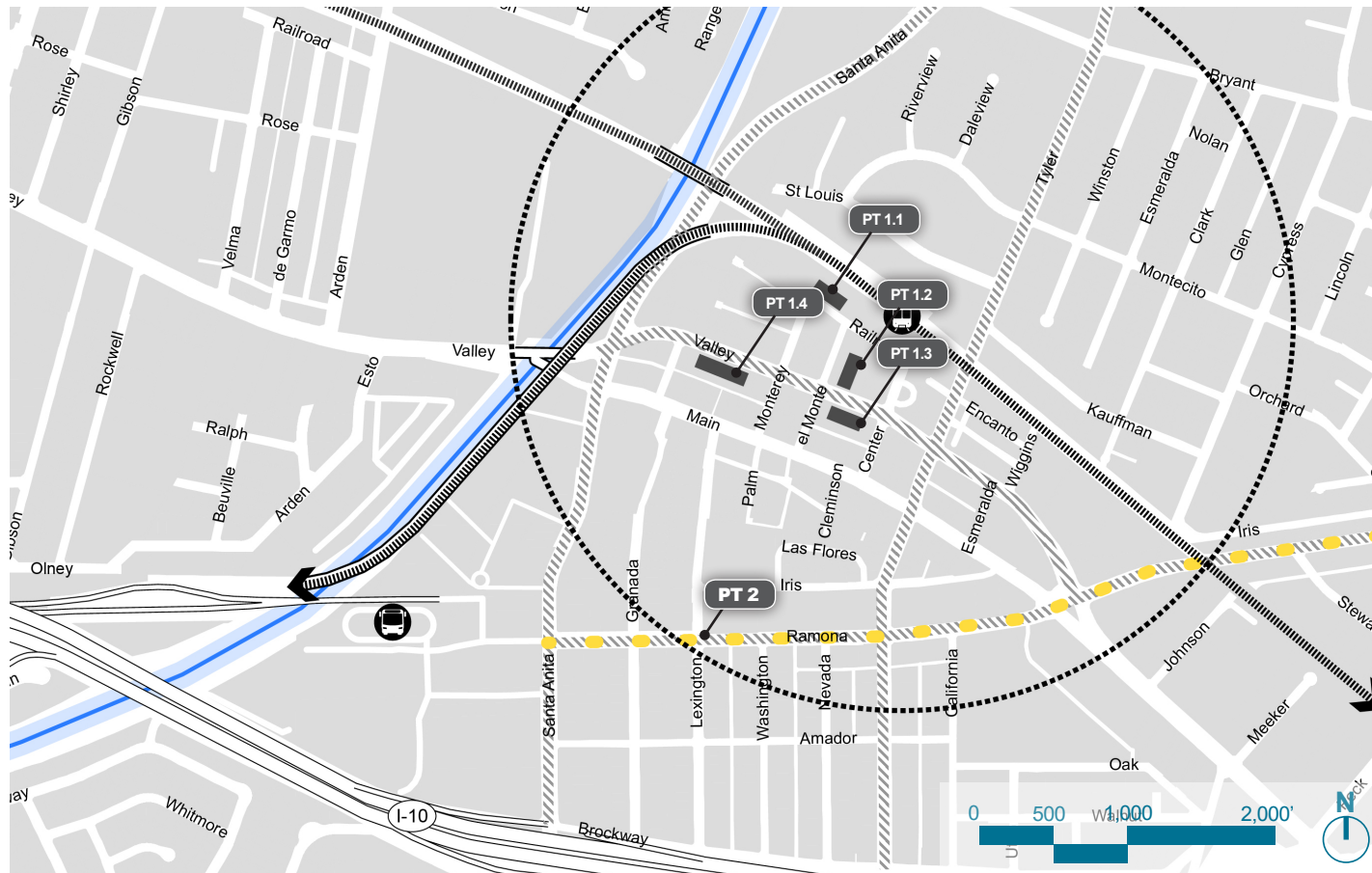
Transit connectivity and circulation are critical for the HQTAs.

Several new public and private shared parking structures are proposed to support the envisioned development density for the Pilot Project Area. The table at right details the parking capacity at the four new public structures.

INFRASTRUCTURE & PUBLIC REALM STRATEGY

Parking Structure	Floors	Parking Capacity
1.1	4	410
1.2	4	554
1.3	3	945
1.4	3	338

- PT 1 Shared Parking Structures**
There are four proposed public parking structures, detailed in the table at top.
- PT 2 Arterial Bus Rapid Transit**
The restructuring of Ramona Boulevard will provide facilities for a bus rapid transit (BRT) line with a stop at or near Santa Anita Avenue to connect to the El Monte Bus Station.

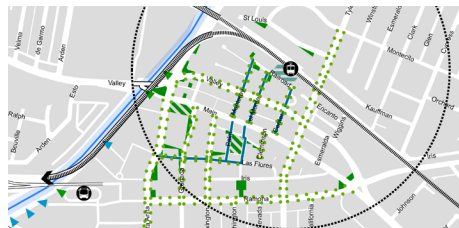


- Key Transit Stops
- Potential BRT Corridor
- Transit Priority Corridor
- New Parking Structure

Key Improvements

Pedestrian Safety Enhancements

Major intersections along Ramona Boulevard, Tyler Avenue, and Valley Boulevard will receive curb extensions to facilitate safer crossings for pedestrians. Sidewalks will be widened wherever possible. Traffic calming measures and placemaking strategies are proposed along Santa Anita Avenue to reduce vehicle speeds while maintaining a critical north-south connection in the downtown area.

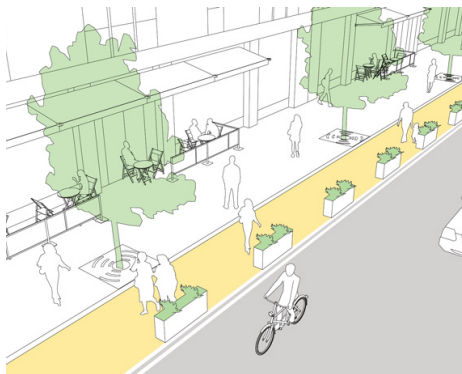


Curb Extensions



Source: NACTO

Widened Sidewalks



Source: NACTO



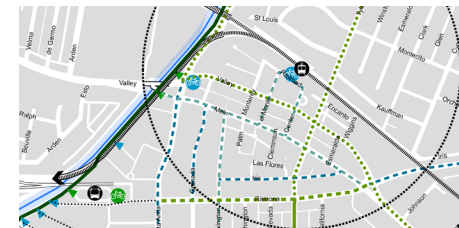
Cykelslangen; Copenhagen Denmark



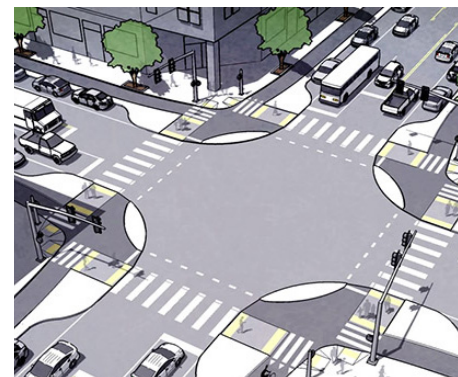
Spring Street; Los Angeles, CA

Bicycle Connectivity Enhancements

To reduce bicycle collisions and connect existing bicycle paths in the area, buffered Class II bicycle lane extensions are proposed for Valley Boulevard, Ramona Boulevard, and Tyler Avenue. All other north-south connector streets will become bicycle boulevards. A protected bicycle intersection at Tyler and Valley will ensure safe transition between the streets. A bicycle hub at the Metrolink station is also proposed.



Protected Bicycle Intersection



Source: NACTO



Davis, CA

Buffered Bicycle Lanes



Source: NACTO



Buffalo, NY

INFRASTRUCTURE & PUBLIC REALM STRATEGY

Key Improvements

New Street / Pedestrian Paseo

North-south connectivity through the Pilot Project Area will be increased with the addition of several new paseos, while east-west connectivity will be increased by a new street between Main Street and Ramona Boulevard. This will increase the amount of available street frontage, which can attract more ground-floor retail and live-work uses to the area.



New Street



Source: NACTO

Pedestrian Paseo



Source: NACTO

El Monte Vision Plan



Atlanta, GA



Old Town Pasadena, CA

INFRASTRUCTURE & PUBLIC REALM STRATEGY

PT 1 Shared Parking Structures

The supply of off-street parking will be consolidated in shared parking structures to reduce the amount of land devoted to parking. Existing lots that have primary access from major streets will be replaced with commercial, office, or residential developments. New parking structures would be located behind buildings and away from public view.



New Development Along Major Corridors



Existing street-facing parking lot along Valley Boulevard



Proposed streetscape along Valley Boulevard

Parking Structures



Existing parking configuration along Valley Boulevard



Proposed parking configuration and new development

C1 Santa Anita Avenue

Santa Anita Avenue has the highest traffic volume in the Pilot Project Area. The Vision Plan proposes modest beautification and traffic calming measures south of Ramona Boulevard, and more substantial traffic calming measures as well as pedestrian and wayfinding enhancements north of Ramona Boulevard to curb the high incidents of pedestrian and bicycle collisions with vehicles.

Community Amenity Zone: Privately-owned and built improvements for pedestrian amenities such as an extended sidewalk, shade trees, benches, trash receptacles, pedestrian lighting, and signage. The City will need to create easements or dedications to facilitate these improvements.

Lane Width Reduction: The existing turn lane can be reduced to 10' wide. Travel lanes may remain 12' wide.

Monument Wayfinding Signage: Addition of a monument signage at key Downtown entry points along the landscaped median strip: Brockway Street, Ramona Boulevard, and Valley Boulevard/Main Street intersections.

Pedestrian Push Button: Addition of a crosswalk connecting the new pedestrian paseo to the Grapevine development to the west and a pedestrian push button to facilitate safer and more convenient crossings for pedestrians.

Scramble Crosswalk: Add a scramble crosswalk at the intersection of Santa Anita Avenue and Ramona Boulevard.

Greenway / Street Trees / Bioswale: Addition of a single row of shade trees south of Ramona and an alternating double row of shade trees north of Ramona. Add a new landscaped median.

INFRASTRUCTURE & PUBLIC REALM STRATEGY



Bioswale



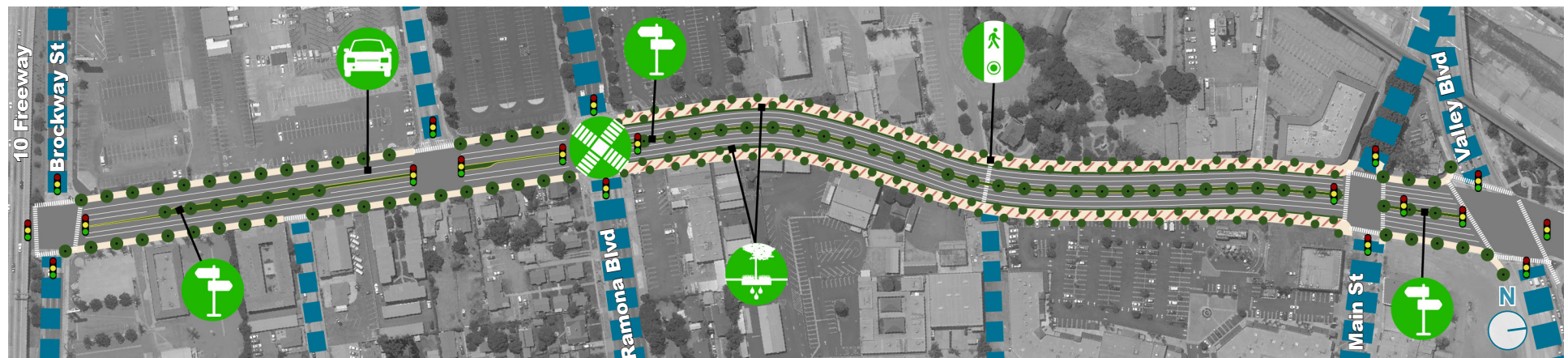
Double row of trees along a pedestrian path/sidewalk



San Francisco, CA landscaped median gateway sign



Community Amenity Zone example



C1 Santa Anita Avenue

INFRASTRUCTURE & PUBLIC REALM STRATEGY

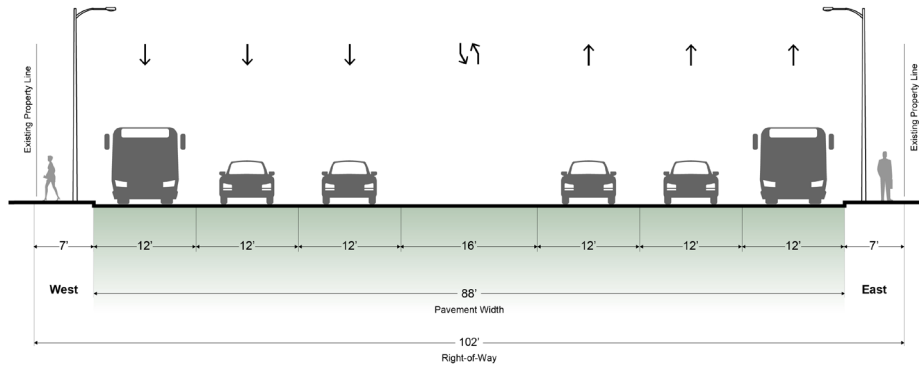
Maintaining the number of travel lanes and the roadway width preserves the corridor's integrity as a critical thoroughfare for vehicles while new streetscape improvements on each side of Santa Anita Avenue in the community amenity zone adds much-needed pedestrian amenities and placemaking features. These improvements should be accomplished with the following phased approach:

Phase I: The original roadway width will be reduced to 82' wide. The existing center turn lane along Santa Anita Avenue will be converted to a landscaped median strip with left turns permitted at intersections. The median will have street trees and bioswales where appropriate, as well as monument signage at key corridor points, such as near the intersection of Santa Anita Avenue and Valley/Main Streets and at the southern gateway near the 10 Freeway.

Phase II: A ten foot Community Amenity Zone is to be applied to the parcels on the west side of Santa Anita Avenue upon their redevelopment in accordance with the El Monte Gateway Specific Plan. The land vacated for the expansion of the public right of way will allow for the addition of street trees, benches and lighting for pedestrians, and other sidewalk improvements.

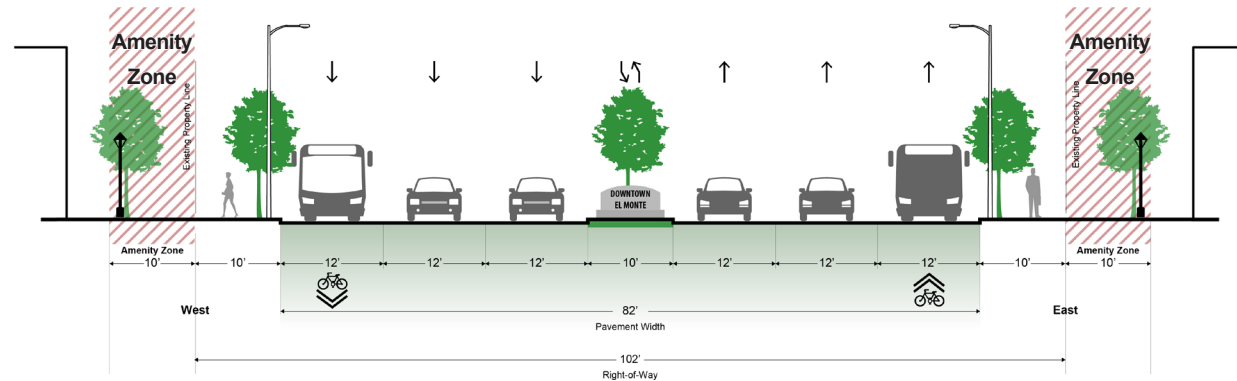
Phase III: Similarly, a ten foot Community Amenity Zone will be applied to properties on the east side of Santa Anita Avenue as properties develop in the long-term.

Existing - Typical Section*



* Dimensions were estimated from aerial imagery. Official dimensions will require a street survey. Source: Google Maps.

Proposed - Typical Section**



** All cross sections to be refined through public/city input.



Bioswale



Mexico City, Mexico



Double row landscaped sidewalk

C2 Ramona Boulevard

Outer vehicle travel lanes are to remain 12' wide to facilitate the addition of bus rapid transit (BRT) service. These lanes will be shared with personal vehicles during off-peak traffic hours. Street parking would be eliminated on the south side of the street in order to add bicycle lanes on each side of the street.

Lane Width Reduction: Existing travel lane widths can be reduced to 12' wide on outer lanes and 10' wide on inner lanes.

Bicycle Lane: Bicycle lanes on each side of Ramona Boulevard would be shaded by a greenway of canopy trees at the curb.

Scramble Crosswalk: Add a scramble crosswalk at the intersection of Santa Anita Avenue and Ramona Boulevard.

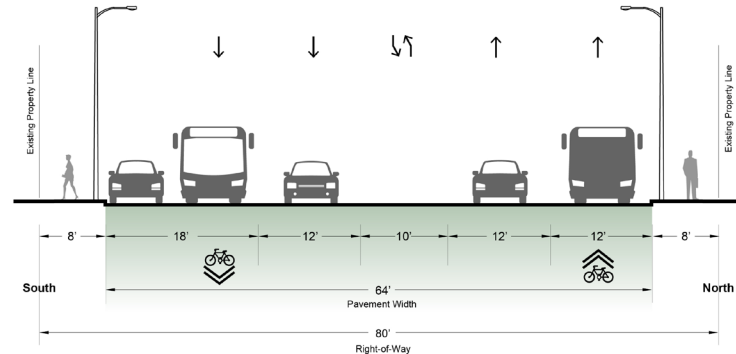
Pedestrian Push Button: Addition of a crosswalk and a pedestrian push button to facilitate safer and more convenient crossings for pedestrians at the intersection of Lexington Avenue and Ramona Boulevard.

Greenway / Street Trees: Introduce shade trees and parkways along the entire length of Ramona Boulevard.

Bus Rapid Transit: 12' wide exterior lanes for shared bus rapid transit lane during off-peak hours. Dedicated bus rapid transit lane during peak-hours.

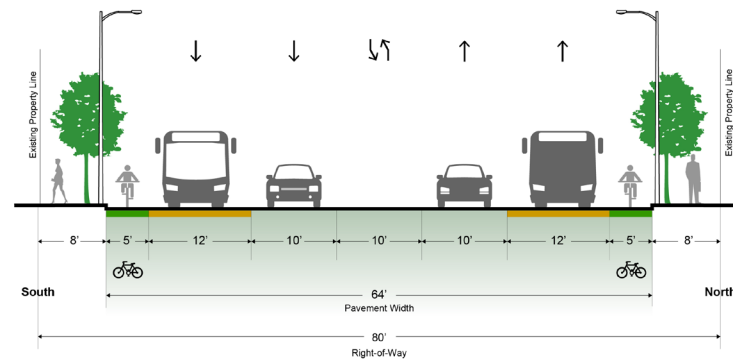
INFRASTRUCTURE & PUBLIC REALM STRATEGY

Existing - Typical Section*

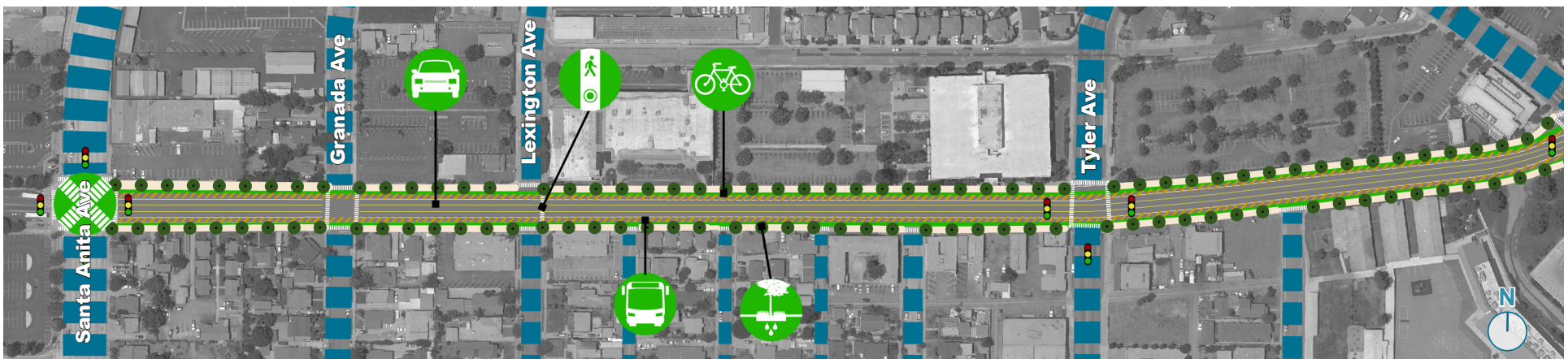


* Dimensions were estimated from aerial imagery. Official dimensions will require a street survey. Source: Google Maps.

Proposed - Typical Section**



** All cross sections to be refined through public/city input.



C3 Valley Boulevard

Properties on either side of Valley Boulevard will use an amenity zone to make additional room for sidewalk improvements. South of Ramona Boulevard there is an existing Class II bike lane and on-street parking. This condition will be continued north of Ramona per the San Gabriel Valley Bicycle Master Plan's recommendations. Bike lanes will be added with the potential for a one foot buffer between cyclists and the adjacent vehicle travel lane.

Community Amenity Zone: Privately-owned and built improvements for pedestrian amenities such as an extended sidewalk, shade trees, benches, trash receptacles, pedestrian lighting, and signage. The City will need to create easements or dedications to facilitate these improvements.

Lane Width Reduction: Existing travel lane widths are reduced to 11' wide on outer lanes and 10' wide on inner lanes to accommodate bike lanes.

Pedestrian Push Button: Addition of a crosswalk and a pedestrian push button to facilitate safer and more convenient crossings for pedestrians at the Monterey Avenue and El Monte Avenue intersections.

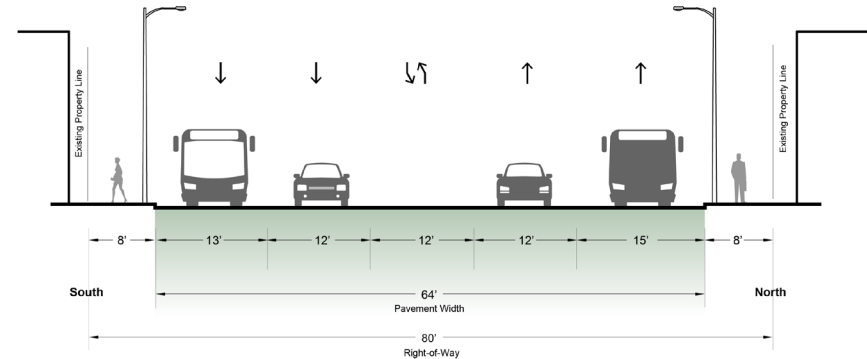
Bicycle Lanes: A Class II bicycle lane is proposed on each side of Valley Boulevard to connect with the existing bicycle route on Tyler Avenue.

Protected Bicycle Intersection: Add curb extensions at the intersection of Tyler Avenue and Valley Boulevard to facilitate transfer from the intersecting Class II bicycle lanes.

Greenway / Street Trees: Introduce shade trees and parkways along the entire length of Valley Boulevard.

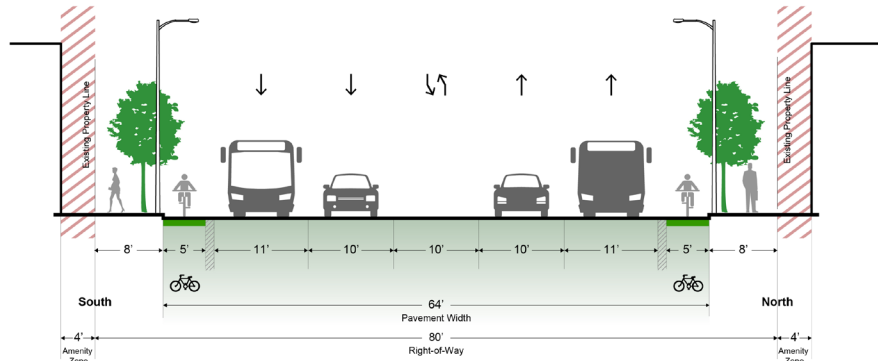
INFRASTRUCTURE & PUBLIC REALM STRATEGY

Existing - Typical Section*

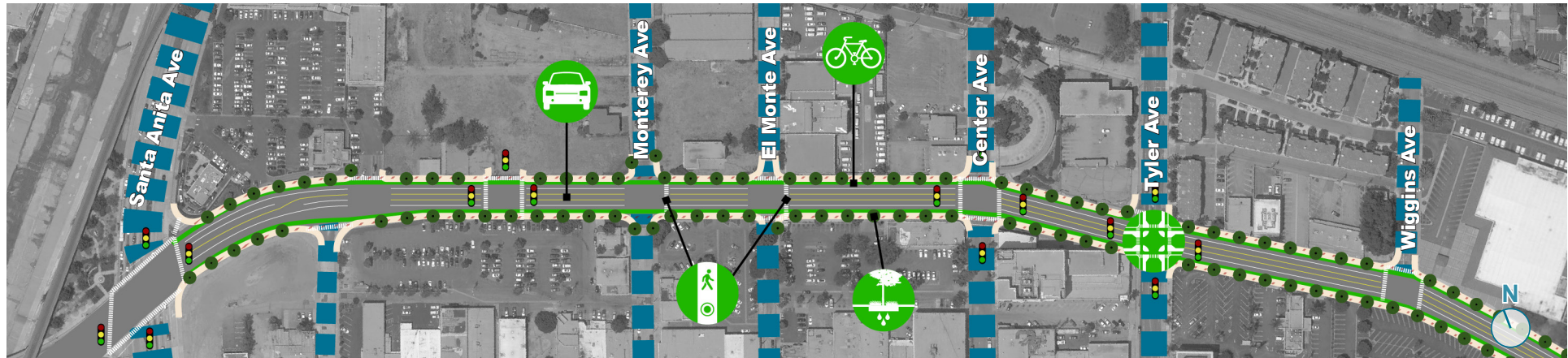


* Dimensions were estimated from aerial imagery. Official dimensions will require a street survey. Source: Google Maps.

Proposed - Typical Section**



** All cross sections to be refined through public/city input.

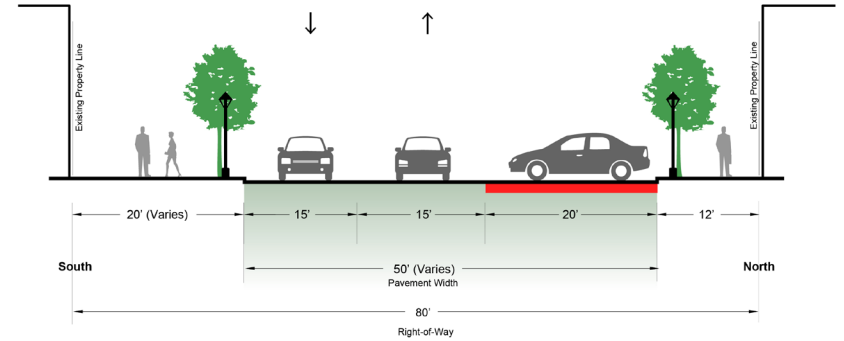


C4 Main Street

As specified in the Downtown El Monte Specific Plan, no roadway reconfigurations are proposed for Main Street. The Vision Plan implements string lights, unique intersection pavers, and bicycle sharrows as suggested by the Specific Plan and adds pedestrian push buttons at minor intersections along Main Street that connect to pedestrian paseos.

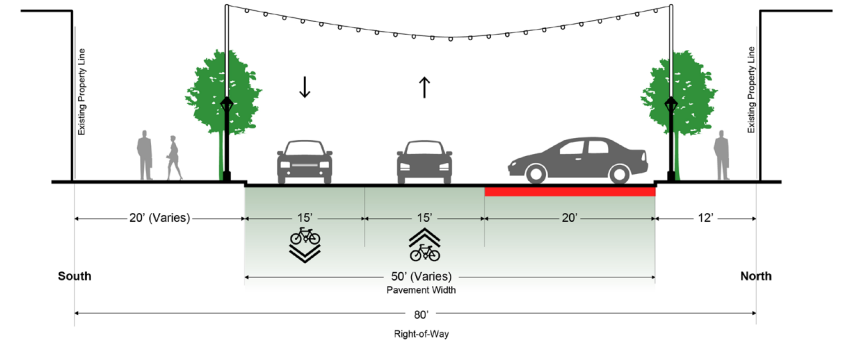
INFRASTRUCTURE & PUBLIC REALM STRATEGY

Existing - Typical Section*







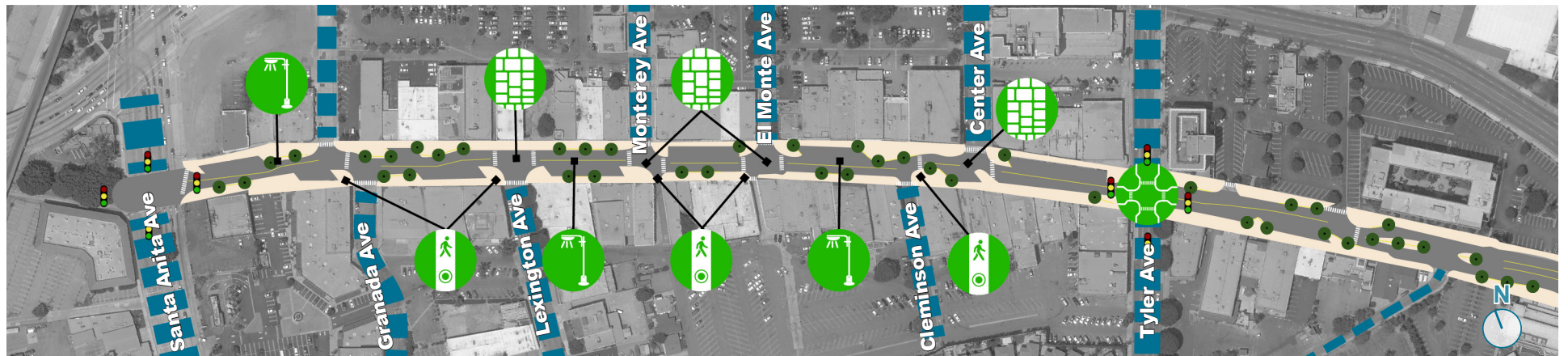
* Dimensions were estimated from aerial imagery. Official dimensions will require a street survey. Source: Google Maps.

Proposed - Typical Section**



** All cross sections to be refined through public/city input.

-  **Curb Extensions:** Curb extensions located at the Main Street and Tyler Avenue intersection.
-  **Pedestrian Push Button:** Addition of pedestrian push button to facilitate safer and more convenient crossings for pedestrians at the Granada Avenue, Lexington Avenue, Monterey Avenue, El Monte Avenue, and Cleminson Avenue intersections.
-  **Unique Paving:** Addition of a unique paving pattern or painted feature on the pavement at the Lexington Avenue, Monterey Avenue, El Monte Avenue, and Center Avenue intersections to increase intersection visibility and street character.
-  **String Lights:** Add decorative string lights suspended above Main Street and secured to new or existing light/utility poles.



C5 Tyler Avenue

Tyler Avenue is a critical north-south connection through the Pilot Project Area that has unfortunately plagued by a high incidence of traffic collisions with pedestrians and cyclists. To combat this, this plan proposes to extend the existing Class II bicycle lanes on Tyler Avenue to the section between Ramona Boulevard to Valley Boulevard. Tyler Avenue will retain street parking where it is currently present.

Community Amenity Zone: Privately-owned and built improvements for pedestrian amenities such as an extended sidewalk, shade trees, benches, trash receptacles, pedestrian lighting, and signage. The City will need to create easements or dedications to facilitate these improvements.

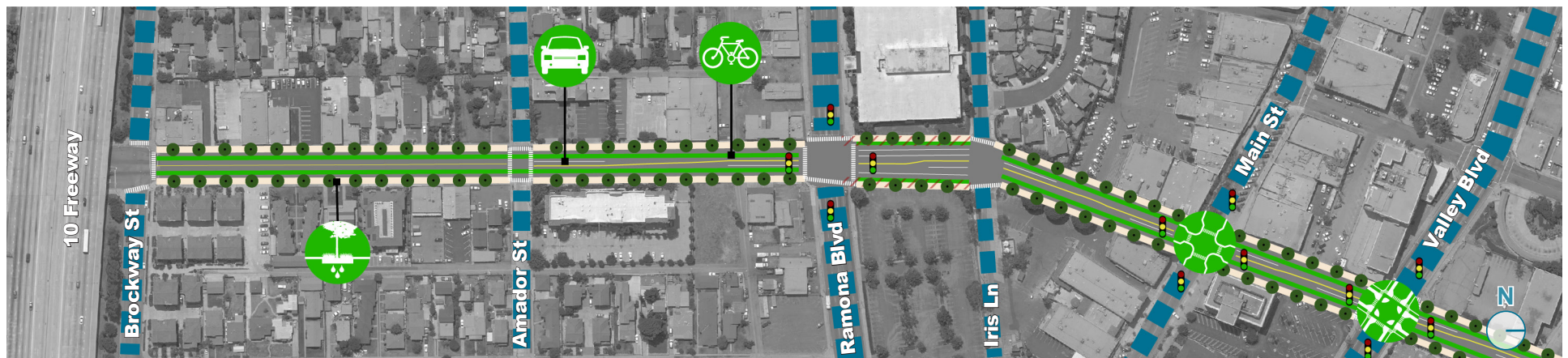
Lane Width Reduction: Existing travel lane widths can be reduced to 11' wide on outer lanes and 10' wide on inner lanes.

Bicycle Lane: Bicycle lanes on each side of Tyler Avenue would be buffered from parked vehicles and travel lanes on each side of the lane.

Curb Extensions: Curb extensions located at the Main Street and Valley Boulevard intersections.

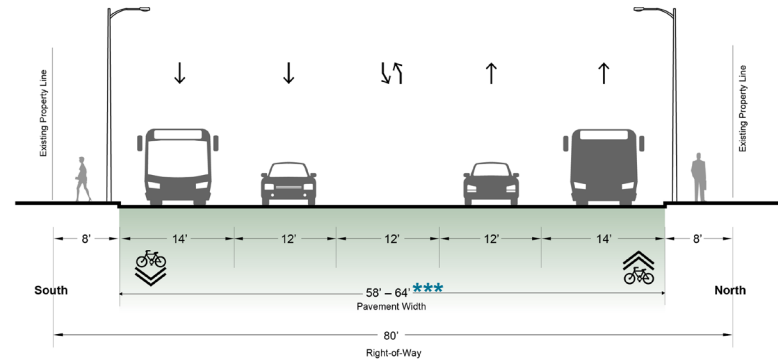
Protected Bicycle Intersection: Add curb extensions at the intersection of Tyler Avenue and Valley Boulevard to facilitate transfer from the intersecting Class II bicycle lanes.

Greenway / Street Trees: Introduce shade trees and parkways along the entire length of Tyler Avenue.



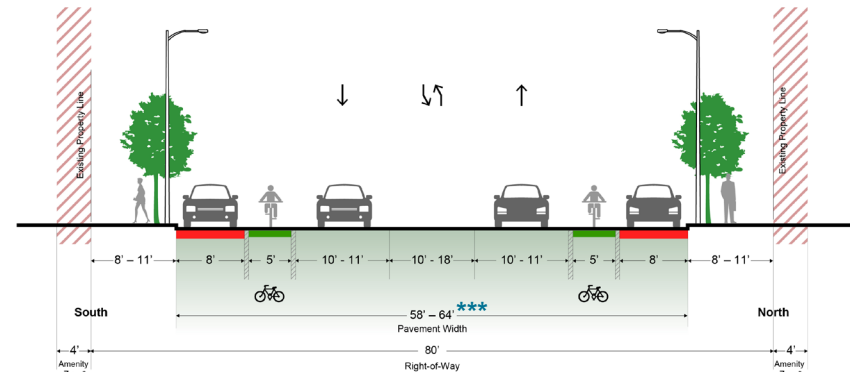
INFRASTRUCTURE & PUBLIC REALM STRATEGY

Existing - Typical Section*



* Dimensions were estimated from aerial imagery. Official dimensions will require a street survey. Source: Google Maps.

Proposed - Typical Section**



** All cross sections to be refined through public/city input.

*** Roadway widens between Iris and Ramona to accommodate double turn lane.

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