

Part 4

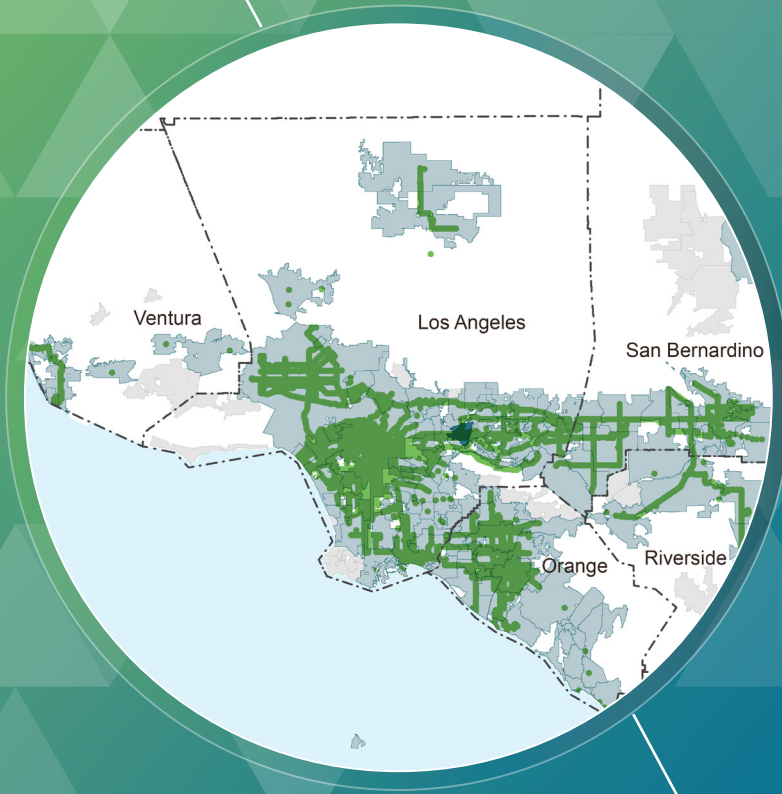
Opportunities and Constraints Analysis

The opportunities and constraints are viewed through the lens of High Quality Transit Areas and the principles of transit-oriented communities.

Mobility

Land Use & Redevelopment

Urban Design



Constraints

MOBILITY

Physical Barrier: While the I-10 Freeway and the railroad tracks facilitate the movement of vehicles through the city, it produces significant negative impacts for local residents and workers including air pollution, noise pollution, and visual blight. These barriers also separate Downtown from surrounding residential neighborhoods.

Pedestrian and Bicycle Safety: These intersections cause hazardous traffic congestion for bicyclists and pedestrians with increased risk of vehicle collisions. These intersections also have poor visibility for pedestrians and bicyclists due to high vehicular speeds.

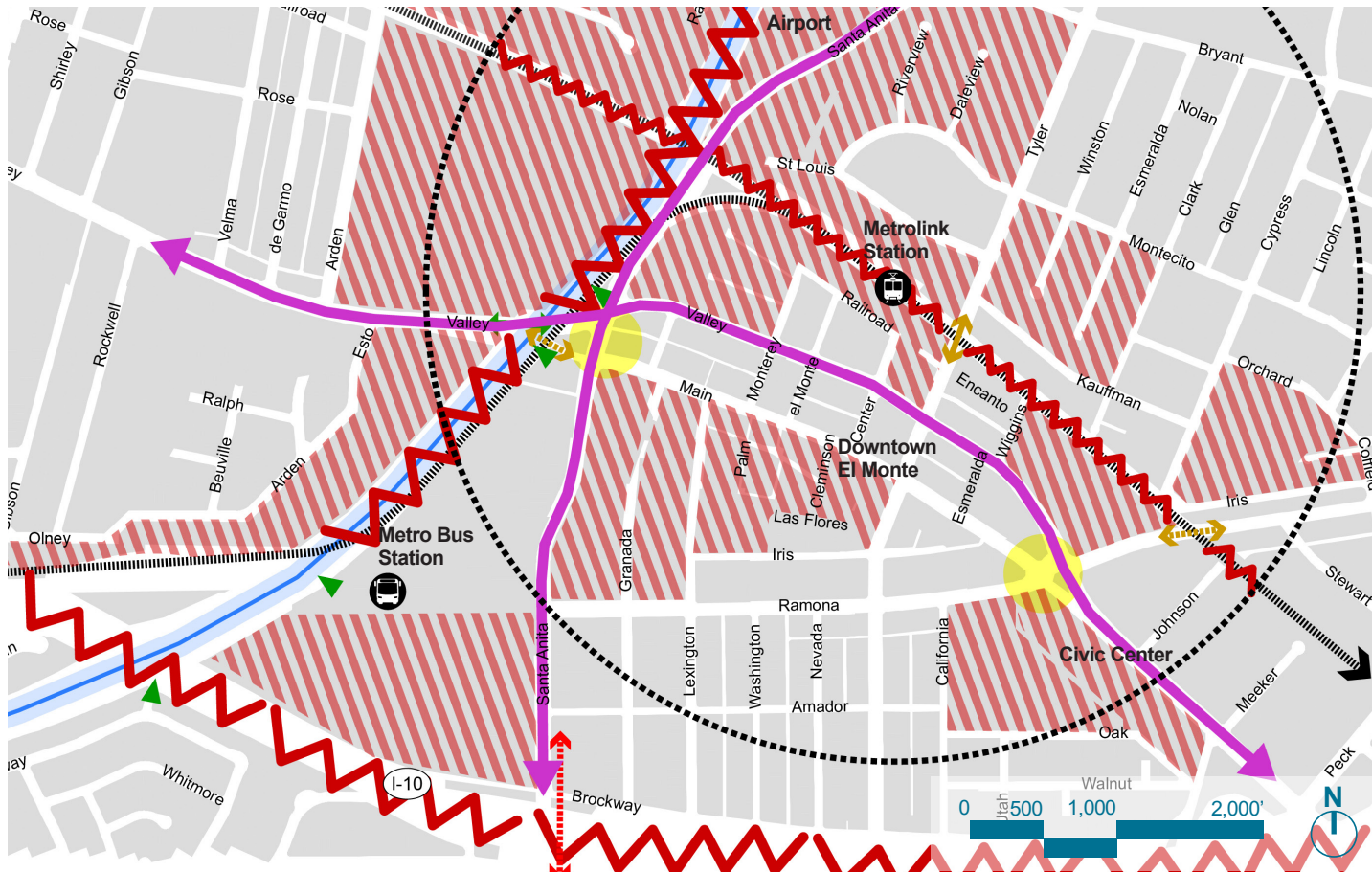
Superblock: Blocks that are over 300 feet long in at least one dimension are not pedestrian friendly, as it often takes much longer for pedestrians to reach their destination on-foot.

Vehicle-oriented Corridors: These roads have high traffic volumes and are structured to give priority to vehicle throughput over other modes. They act as barriers to cross, and are unpleasant for pedestrians and bicycles to travel along.

Limited Connectivity Across Rail Corridor: There are at-grade crossings located on Tyler Avenue, a below-grade crossing at Ramona Boulevard, and a bridge crossing at Main Street (Valley Mall).

Limited Connectivity Across I-10: Crossing of I-10 is limited to Santa Anita Avenue.

Street Grid: The irregular street grid with limited hierarchy of street types (arterial to local) provides pedestrian orientation challenging, limits alternative routes to destinations, and prevents reducing vehicle priority along some corridors.



Opportunities

MOBILITY

Proximity to Job Centers: The Pilot Project Area includes Downtown (north of I-10) and is in close proximity to Civic Center (along Valley Mall) and Flair Park (southwest of Downtown), two major job centers that can be reached from the Pilot Project Area using non-vehicular transportation modes.

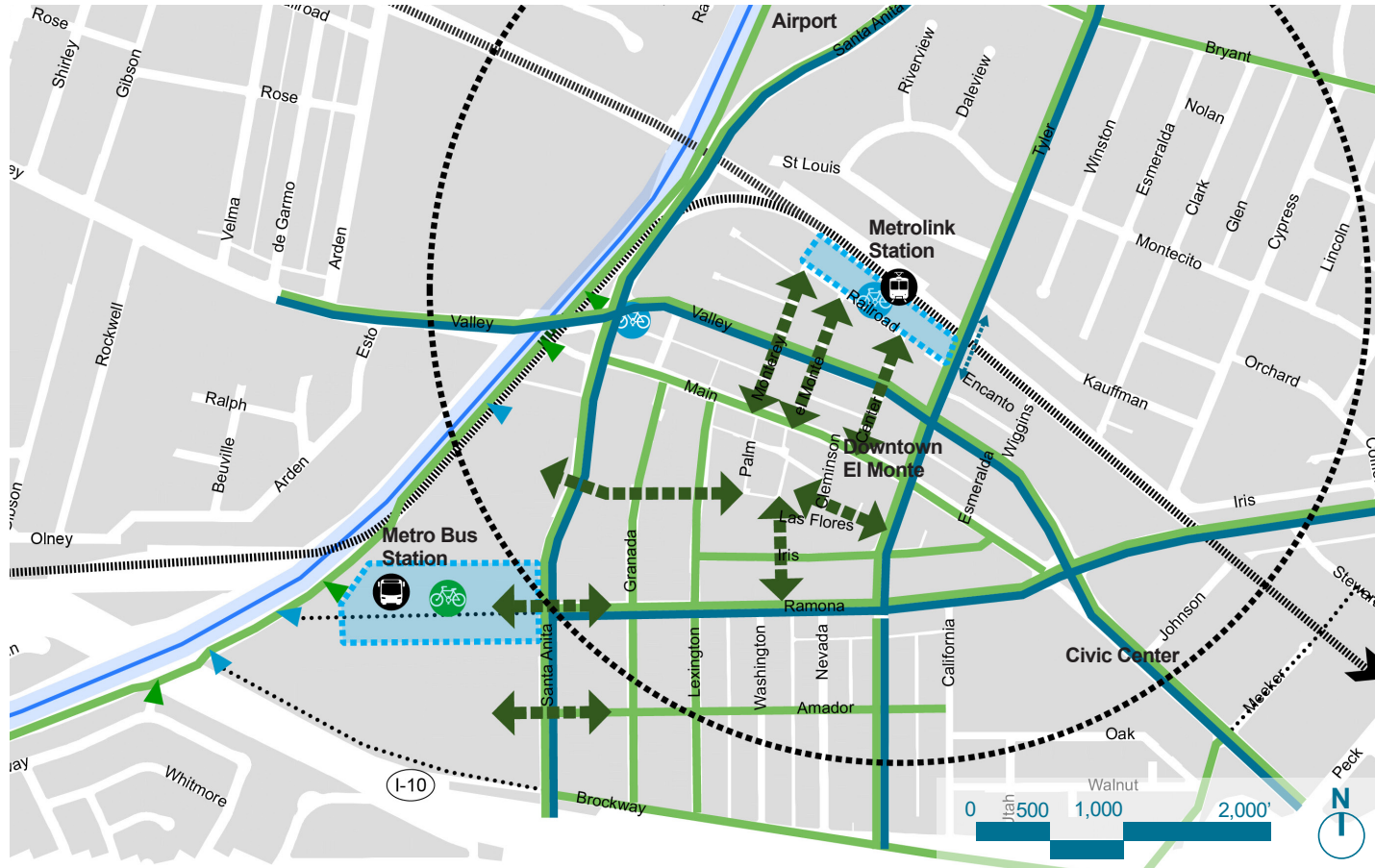
Connected Bicycle Network: Bicycle facilities identified are in the San Gabriel Bicycle Master Plan (2014), the El Monte General Plan (2011), and the Downtown Main Street TOD Specific Plan & Master Plan (2017). Potential streets for protected/buffered bicycle facilities include Tyler Avenue, Valley Boulevard, and Ramona Boulevard. Local streets such as Lexington and Bryant Streets would be good candidates for bicycle boulevards.

Multi-Modal Connectivity: Multiple locations for multi-modal connections.

Transit Priority Corridors: Valley Boulevard, Tyler Avenue, Ramona Boulevard and Santa Anita Avenue have potential for transit amenities (bus shelter) and priority (bus-only lanes) that raises the convenience and dignity of public transit over personal vehicle travel modes.

Transit Connectivity / Integration: This site has potential for development of a mobility hub at Metrolink Station (joint development opportunity).

Rail Corridor Crossings: These potential rail crossings (at-grade or undercrossing) will improve safety.

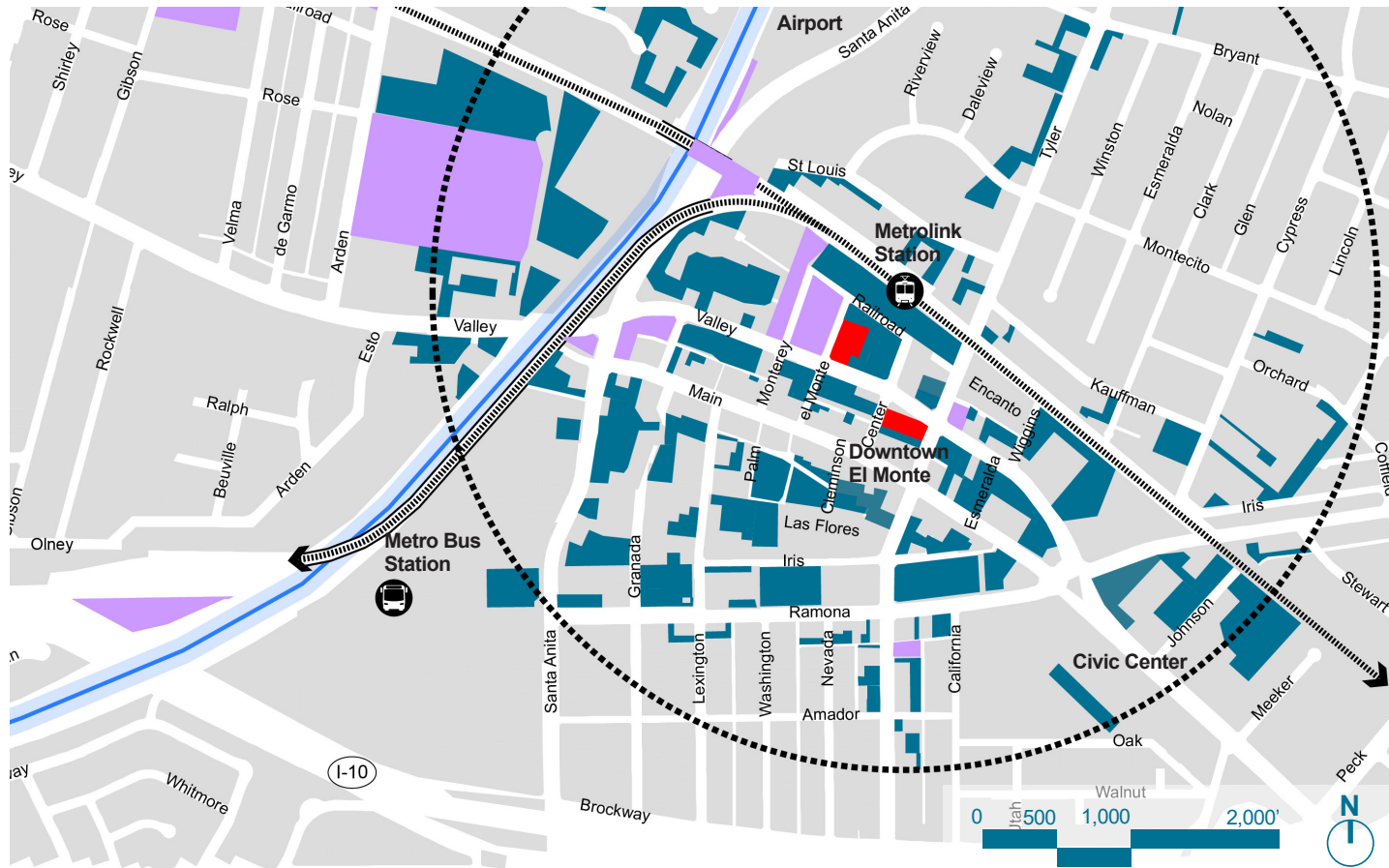


Constraints

LAND USE




- Underutilized Industrial and Transportation Uses:** Underutilized lots are typically located along Valley Boulevard throughout the Pilot Project Area. Types of properties include large parking areas and other auto-oriented uses.
- Utilities:** These sites include an AT&T maintenance facility. There is potential for the layout to be changed to allow for more flexibility in design improvements.



- Vacant Land:** Vacant parcels reduce economic value of surrounding properties. These are spread throughout the Pilot Project Area, but are mostly concentrated along Valley Boulevard and include a mixture of larger parcels suitable for redevelopment and smaller parcels suitable for infill residential development.

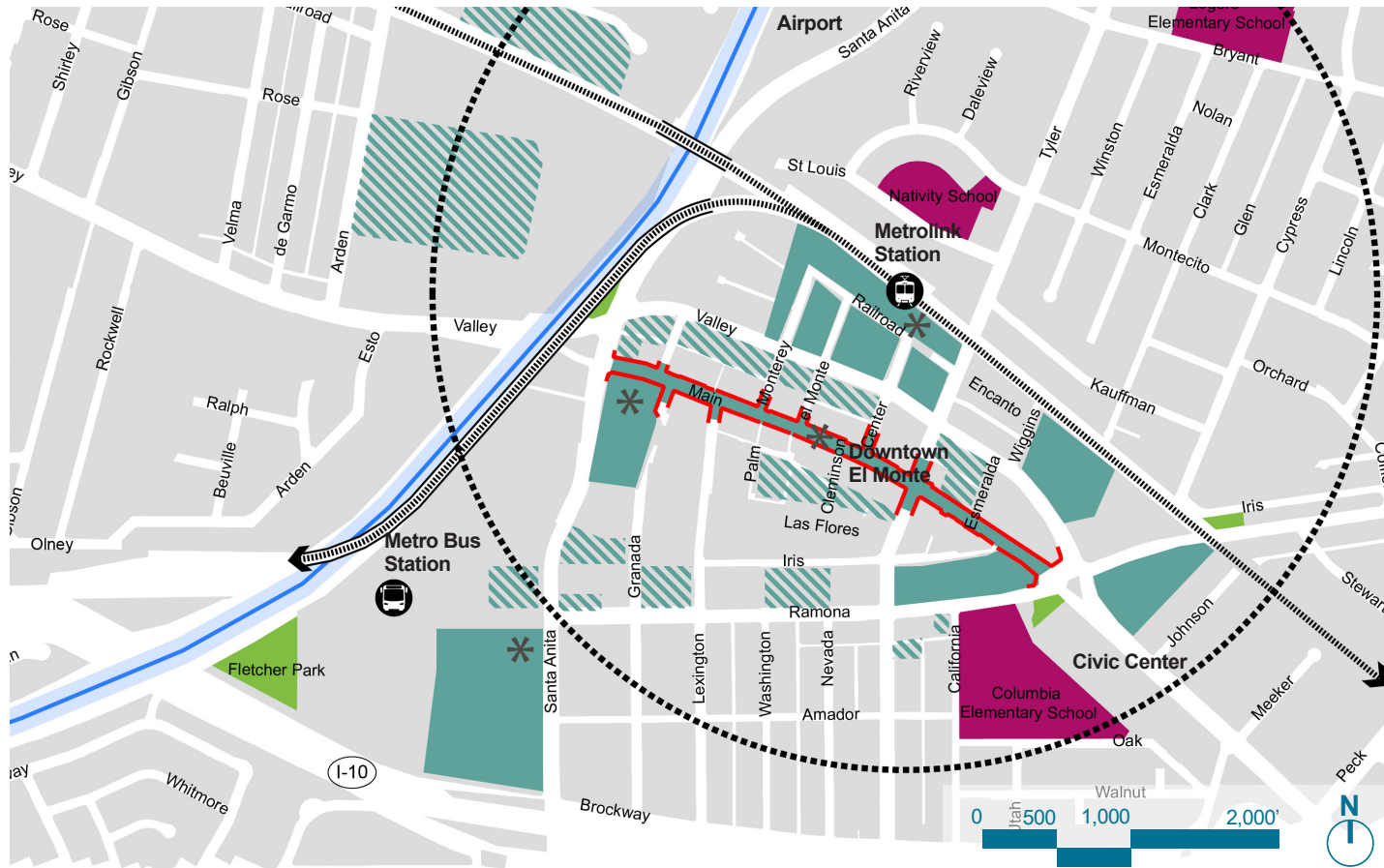


Opportunities

LAND USE

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Major Redevelopment Opportunities (asterisk indicates Catalytic Projects): Large vacant land properties and publicly-owned properties as well as Main Street and other corner properties and commercial corridors have potential for new development and reestablishing the street grid.
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Secondary Redevelopment Opportunities: Public surface parking lots along Santa Anita Avenue and Ramona corridors are opportunity sites for redevelopment and shared parking strategies.
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Park / Open Space: Existing parks provide neighborhood anchors and could be elevated in importance and use.

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Community Institutions: Churches, schools, local shops and markets, and other organizations that increase the social capital of the neighborhood. Preserving existing neighborhood-serving uses will benefit the community.
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Urban Edge: Properties along Main Street are small scale, neighborhood-serving commercial uses that help define the area as the Downtown. These properties should be preserved wherever possible.



Opportunities

LAND USE

Residential

- Single-family
- Rowhouses
- Multi-family



Main Street (Valley Mall):

Main Street Commercial

- Redevelopment Opportunities
- Adaptive Reuse



Community Institutions:

Civic Center

- Metro Bus Station
- Mid-Century Commercial



Constraints

URBAN DESIGN

Reduction of the Urban Fabric: Continuous street facades and consistent walkable urban blocks have been reduced to accommodate vehicle uses, limiting the attractiveness and ability for pedestrians and cyclists to circulate through the area.

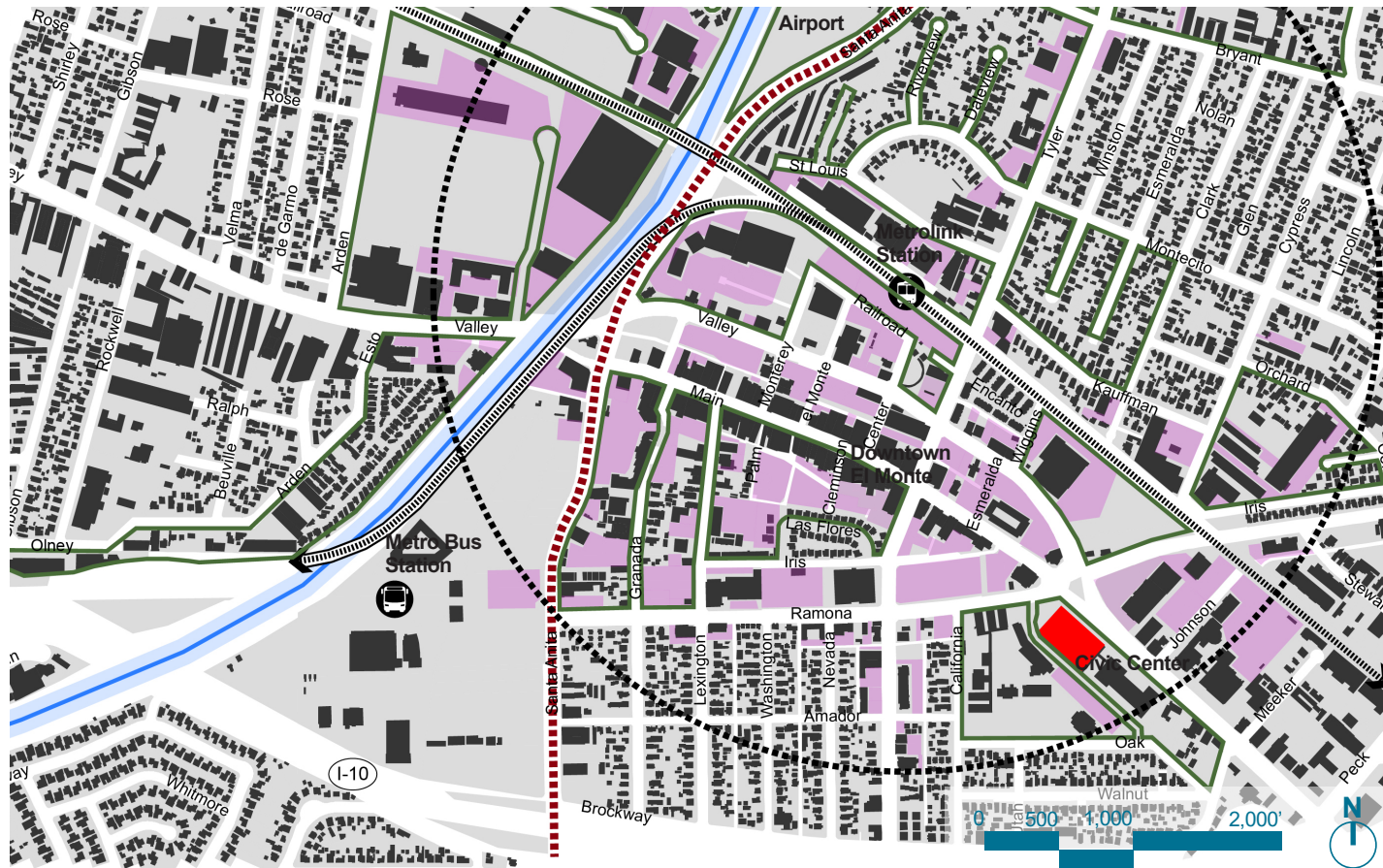
Superblock: These blocks have dimensions longer than 300' in at least one direction and lack the regular visual relief of facades that could create a more appealing urban design.

Surface Parking: Located throughout the Pilot Project Area with significant concentrations of surface parking located along major corridors. Many Downtown businesses have their own individual surface parking lots at the rear of the property.

Structured Parking: The only structure in Downtown is located at Civic Center.

Existing Building Figure - Ground: Strongest consistency of urban form occurs along Main Street (Valley Mall) with retail and commercial, and with single-family and multi-family housing set back from sidewalk line behind small front yards in the residential neighborhoods to the south and northeast of historic downtown. No consistency of urban fabric exists along formerly industrial and commercial corridors west of Santa Anita Avenue, Valley Boulevard and Ramona Boulevard.

Corridor Constraint: Santa Anita Avenue was identified as a barrier to adjacent walkable environments of Historic Downtown El Monte due to an over-saturation of vehicular capacity diminishing the pedestrian realm.



Opportunities

URBAN DESIGN

Historic Resources: Many buildings contribute historic character along Main Street/ Valley Mall making Main Street an integral component to a historic public realm in Downtown El Monte.

Greening / Environmental Benefits: Street trees and bioswales add to the urban forest, help reduce carbon emissions, and provide stormwater management. Adding these in the substantial street tree gaps along Valley Boulevard, Ramona Boulevard, Santa Anita Avenue and Tyler Avenue would benefit the Pilot Project Area.

Open Space / Parks: Open space can be catalysts for creating neighborhood centers

Existing/Construction Proposed Project
Planned Future Phase

Vista Terminus: Points where streets end and shifts in the street grid provide opportunities for visual nodes such as architecturally significant / taller buildings, landmarks and/or open space. These vista terminus can indicate edges of or entrances into the Pilot Project Area to foster a more defined sense of place.

Redevelopment Opportunities: These are opportunities for infill development on individual properties and redevelopment on public and private surface parking lots such as the El Monte School District. Relocating some civic programming to anchor Main Street will also complement the historic and civic character of Downtown.

Rio Hondo River Trail: Trail improvements can be the organizing design element for public space / green space.

Santa Anita Avenue: Traffic calming will enhance walkability of the pedestrian realm.

