18 Attachment 1

TABLE C

CITY OF PICO RIVERA

RANCHO DE BARTOLO SPECIFIC PLAN AMENDMENT (SP 400)

Note

City of Pico Rivera
6615 Passons Boulevard
Pico Rivera, California 90660

February 2003

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1.0 INTRODUCTION

1.1 THE SPECIFIC PLAN'S SCOPE AND PURPOSE

1.1.1 Purpose and Background

This document, originally adopted as Specific Plan Amendment 400.3 in January of 2001, was subsequently modified in February 2003 to reflect a request for an additional 184,294 square feet in Sub-area B, and 85,372 square feet in Sub-area C. Revisions to the document were made throughout changing the amendment number from 400.3 to 400.4 and to accommodate the changes in square footages. Please be aware that the remaining language of the document was left intact and may not reflect current development conditions (for example, the site is no longer occupied by the Northrop Grumman Corporation).

The City of Pico Rivera initiated the preparation of the Rancho de Bartolo Specific Plan in 1996 to provide a comprehensive set of guidelines, regulations, and implementation programs to guide the future redevelopment of the 200 gross acre site currently occupied by Northrop-Grumman. In addition, the 35-acre area located to the south of the Northrop-Grumman plant site, occupied by the Burlington Northern Santa Fe (BN&SF) rail yard, was included in the Planning Area governed by the Rancho de Bartolo Specific Plan.[1-1]

The primary objective of the Rancho de Bartolo Specific Plan is to ensure that the future redevelopment of this area mirrors the land use and development objectives outlined in the City's General Plan, while providing maximum flexibility to facilitate the site's timely reuse. A

comprehensive planning program was undertaken to identify possible development scenarios that should be considered as part of the site's planning and development. Four different development scenarios emerged from this initial planning process that were ultimately included in the Specific Plan.[1-2] The four development scenarios considered in the original Rancho de Bartolo Specific Plan included the following:

1. The Aerospace Retention Alternative provided for the adaptive reuse of the existing plant facilities;

2. The Mixed-Use Alternative contemplated the site's redevelopment in industrial, research and development, distribution-related uses, and a mix of retail, office, industrial, and manufacturing uses;

3. The Theme Park Alternative permitted a wide range of resort and recreational amenities for the Planning Area; and

4. The Mega-Mall Alternative provided for the development of a regional commercial shopping center within the Planning Area.

Over the course of planning and development that occurred since the Specific Plan's initial adoption, the Mixed-Use scenario emerged as the development that was ultimately selected for implementation.

The focus of this Amendment (Specific Plan Amendment 400.3, updated in February 2003 by Amendment 400.4) to the Rancho de Bartolo Specific Plan (referred to hereinafter as the "Amendment") is to provide further guidance concerning the commercial retail development currently proposed within those portions of the Planning Area located along Washington Boulevard and the light manufacturing and distribution-related land uses within the remainder of the Planning Area. Unlike the development contemplated under the Rancho de Bartolo Specific Plan, formal development applications have been submitted to the City of Pico Rivera, indicating the location, extent, and mix of land uses.[1-3] The purpose of this Amendment, then, is to accomplish the following:

1. To consider the current development proposal's conformity with the standards and guiding principles outlined in the adopted Rancho de Bartolo Specific Plan;

2. To address the additional floor area and other entitlements being requested in the Conditional Use Permit Applications;

3. To revisit the previously-adopted mitigation measures and mitigation monitoring program included in the original Specific Plan's environmental impact report (EIR) to determine their relevance to the current development proposal;

4. To update the information included in the adopted Rancho de Bartolo Specific Plan; and

5. To determine if any additional guidance regarding development and/or mitigation is warranted.

1.1.2 Organization of the Rancho de Bartolo Specific Plan Amendment

This comprehensive Amendment to the Rancho de Bartolo Specific Plan consists of the following elements:

1. The Introduction provides an overview of the scope and content of the Rancho de Bartolo Specific Plan Amendment and outlines its statutory authority.

2. The Land Use Plan contains regulations and standards related to land use and development within the area governed by the Specific Plan that are applicable to the current development proposal.

3. The Urban Design Plan focuses on development standards, landscaping, and overall appearance of future development now contemplated within the Planning Area.

4. The Infrastructure Plan describes transportation facilities, water, storm drainage, sewer infrastructure, solid waste disposal services, and energy conservation measures that will be required to serve future development currently envisioned under this Amendment.

5. The Implementation Program details the actions that will be required to implement and enforce the development contemplated under this Amendment.

6. The Environmental Analysis includes the environmental document, which analyzes the impacts associated with the current development proposal, and evaluates the development's conformity with that analyzed in the certified Final EIR prepared for the Rancho de Bartolo Specific Plan.

The Land Use Plan, Urban Design Plan, and Infrastructure Plan provide specific guidance concerning the current development proposal, and outline specific requirements and/or guidelines applicable to the current development proposal. These requirements may also serve as mitigation measures in the environmental analysis.

1.1.3 Objectives of the Rancho de Bartolo Specific Plan Amendment

The majority of the Planning Area is owned by the Northrop-Grumman Corporation, which presently occupies the main improvements located to the north of Rex Road and south of Washington Boulevard. The area south of Rex Road, currently under development, is now owned by Majestic Realty. The Northrop-Grumman facility recently ceased operations in the fall of 2000. The facility was an important source of jobs and revenue, and as a result, its timely reuse is a concern to both the City and property owner. The objectives the City intends to achieve with the ongoing implementation of the Rancho de Bartolo Specific Plan in general, and this Amendment in particular, include the following:

1. To promote the timely redevelopment and/or reuse of the Northrop-Grumman plant;

2. To provide new employment opportunities for the City and region, replacing those jobs lost as a result of the plant's closure;

3. To promote new development that will benefit the City of Pico Rivera;

4. To eliminate or reduce the adverse environmental effects associated with future development within the Planning Area; and

5. To ensure that any future development is compatible with the surrounding community, and in conformance with the vision outlined in the City of Pico Rivera General Plan.

1.1.4 Specific Plan Amendment's Authority

The original Rancho de Bartolo Specific Plan was established through the authority granted to the City of Pico Rivera under the Government Code that authorizes local governments to adopt specific plans by resolution and/or by ordinance.[1-4] This Amendment to the Rancho de Bartolo Specific Plan (SP 400.4) will be considered for adoption by the City Council following public hearings before both the Planning Commission and City Council. This Amendment, which was prepared in conformance to the Government Code requirements, includes regulations, conditions, programs, and legislation governing the following:[1-5]

1. The distribution, density, and location of land uses and development;

2. The location and development standards for streets, sewers, storm drains, and other essential infrastructure needed to support the proposed land uses envisioned under the Rancho de Bartolo Specific Plan and the proposed Amendment;

3. Specific standards and criteria for the development to promote the conservation and efficient utilization of natural resources;

4. An implementation program including regulations, programs, public works projects, and financing measures to carry out future development; and

5. A statement indicating the relationship of the Specific Plan Amendment to the City of Pico Rivera General Plan.

1.2 BACKGROUND FOR PLANNING

1.2.1 Planning Area Location and Setting

The Planning Area governed by the Rancho de Bartolo Specific Plan and this Amendment to the original Specific Plan, is located in the south-central portion of the City of Pico Rivera. The City

is located in southeastern Los Angeles County and is bounded by Whittier on the east, Montebello on the west, Downey on the south, and the Whittier Narrows Recreational Area on the north (the City's location is provided in Exhibit 1-1, included at the end of this section, Section 1.0). The City's total land area is approximately 8.4 square miles. According to the most recent California Department of Finance population estimates, the City's population as of January 1, 2000 was 65,202 persons.[1-6]

That portion of the Planning Area located north of Rex Road includes land presently owned and occupied by Northrop-Grumman's Pico Rivera facility. A 40-acre area located to the south of Rex Road is owned by Majestic Realty and is presently undergoing development. An area located further south, consisting of approximately 35 acres, is owned by the Burlington Northern and Santa Fe (BN&SF) railroad and is used as a rail yard. The Planning Area, in its entirety, is bounded on the east by Rosemead Boulevard (State Route 19), on the north by Washington Boulevard, on the west by Paramount Boulevard, and on the south by a single-family residential neighborhood and a trucking facility. Rex Road, a private street, presently bisects the southerly portion of the Planning Area, connecting with Paramount Boulevard on the west and Rosemead Boulevard on the east. The Planning Area's location in a local context is shown in Exhibit 1-2, provided at the end of this section.

Surrounding land uses are characterized by a mix of development types. Commercial and retail uses are located north of the Planning Area along the north side of Washington Boulevard. Residential uses are also located along Washington Boulevard and to the rear (northerly) of the commercial uses fronting Washington Boulevard. The area to the east, along the east side of Rosemead Boulevard north of Danbridge Street, was previously developed with commercial uses. This area recently underwent redevelopment with the construction of single-family homes. Single-family and multi-family residential developments are located south of Danbridge Street. Other uses in this area include motel and institutional activities.[1-7] Another residential neighborhood is located south of the BN&SF railroad right-of-way. Land uses within this neighborhood are characterized by single-family detached homes. The area to the west, west of Paramount Boulevard and east of the Rio Hondo River Channel, is developed in industrial uses.[1-8]

As part of the preparation of the original Specific Plan, the 235-acre Planning Area was divided into nine sub-areas in the original Rancho de Bartolo Specific Plan. The sub-area boundaries generally corresponded to roadways that presently existed or were planned at that time. Three sub-areas (Sub-Areas 1, 2, and 3) included the frontage along Washington Boulevard. Two sub-areas (Sub-Areas 4 and 5) included those parcels with frontage along Rosemead Boulevard, north of Rex Road. Sub-Areas 6 and 7 included the central and easterly portion of the Planning Area and are connected to Paramount Boulevard. Sub-Area 8 was located south of Rex Road, north of the BN&SF rail yard, between Paramount Boulevard and Rosemead Boulevard. Finally, the existing BN&SF rail yard was included in Sub-Area 9.[1-9]

The "sub-area" concept was employed in the Rancho de Bartolo Specific Plan to facilitate the varied development options that were contemplated at the time the original Specific Plan was prepared. At the same time, the concept was intended to provide a maximum amount of flexibility to the property owner and prospective developers. This current Amendment provides for a "re-organization" of the nine aforementioned sub-areas to conform to the current development

proposal that was ultimately selected. The revised sub-areas included in this Amendment are applicable to the following:

1. Sub-Area A corresponds to those portions of the Planning Area located along the Washington Boulevard frontage. A variety of commercial and retail uses are contemplated within this Sub-Area.[1-10]

2. Sub-Area B includes that portion of the Planning Area located to the north of Rex Road and south of Sub-Area A. Future development contemplated within this area includes a mix of light industrial and distribution-related uses.[1-11]

3. Sub-Area C includes that portion of the Planning Area located to the south of Rex Road and north of the existing BN&SF rail yard. Development is currently underway within this portion of the Planning Area.[1-12]

4. Sub-Area D includes the existing BN&SF rail yard.[1-13]

The mix and distribution of land uses provided for in this Amendment generally correspond to those included in the previously-adopted Rancho de Bartolo Specific Plan. A map indicating the new sub-area boundaries is shown in Exhibit 1-3, also provided at the end of this section.

1.2.2 History of Planning Area

Prior to 1955, the 235-acre Planning Area was occupied by orchards and farm houses. The land that is presently included in the Planning Area became part of the Rancho Paso de Bartolo land grant in 1835. In 1843, 700 acres of this land grant, which includes the Planning Area, was passed on to Bernardino Guirado. The first "American" to own property in what is now the City of Pico Rivera was Oliver Perry Passons. In 1855, Passons acquired 100 acres of land from Guirado's widow, which included a portion of the Planning Area. Another portion of the Rancho that was located within the Planning Area was purchased by C.W.A. Pallet some years later.[1-14]

In 1955, the Ford Motor Company purchased the property and constructed an automobile assembly plant. Automobile assembly operations began in 1956 and continued until 1980, when production ceased. In 1982, the plant was sold to the Northrop Corporation, and the facility was then converted for aerospace engineering and research and development. Most recently, the plant has been engaged in the engineering and fabrication of the B-2 bomber.[1-15] The facility was recently closed in the fall of 2000. The plant's closure is due to the Federal government's scheduled cutbacks in further orders for the B-2 stealth bomber. At its peak, the plan employed more than 12,000 persons. The site is occupied by twenty-five structures containing a total gross floor area of approximately 3.9 million square feet. That portion of the Planning Area located to the south of Rex Road is currently undergoing development.

1.3 RELATIONSHIP OF THE AMENDMENT TO THE GENERAL PLAN

The Rancho de Bartolo Specific Plan, and the Amendments to that Plan, will serve as the primary implementation tool to guide future development policy for the Planning Area. With the adoption of the Rancho de Bartolo Specific Plan in 1997, the Specific Plan essentially "replaced" the zoning standards that previously applied to the Planning Area. The City of Pico Rivera General Plan promotes the use of a comprehensive planned development process involving the preparation of a "specific plan," which provides both the City and property owner additional flexibility in the development of standards to match the unique characteristics for a particular site to meet the goals of the General Plan.[1-16]

The adopted Rancho de Bartolo Specific Plan, and this Amendment, serve as a "bridge" between the City's General Plan and more specific development proposals that will implement the General Plan. This Amendment to the Rancho de Bartolo Specific Plan also facilitates the implementation of Conditional Use Permit (CUP) 598 and CUP 599. Policies contained in the City of Pico Rivera General Plan that are germane to the original Specific Plan, and this Amendment, are listed in Table 1-1. The Specific Plan's conformity to these policies is also indicated in Table 1-1.

Table 1-1

Relationship of the Pico Rivera General Plan to the Rancho de Bartolo Specific Plan and Amendments

City of Pico Rivera General Plan Policies	Rancho de Bartolo Specific Plan Policies
General Plan Policy—Create a unified City image as seen by residents and visitors to the City.	The main feature of this Specific Plan and this Amendment is to establish a comprehensive and uniform set of design guidelines for the entire Planning Area. This Specific Plan Amendment will be incorporated into the City's Zoning Ordinance to establish a design framework for future development within the Planning Area.
General Plan Policy—Promote a positive visual impression at major entries to the City.	Future development, as specified in this Specific Plan Amendment, will provide residents and visitors to the City with a positive impression of Pico Rivera.
General Plan Policy—Ensure that the renovation of existing buildings and the construction of new buildings on vacant infill parcels within the City are compatible with the existing character of the surrounding development in the neighborhood.	This Specific Plan Amendment provides for the redevelopment and reuse of the large site occupied by the Northrop-Grumman plant. This Amendment also considers land use compatibility between future development within the Planning Area and both existing and planned land uses in the surrounding areas.
General Plan Policy—Require that effective buffer areas be created between uses that have significantly different	This Specific Plan Amendment promotes site planning techniques, the use of landscaping, and other design treatments as a means to buffer

Table 1-1

Relationship of the Pico Rivera General Plan to the Rancho de Bartolo Specific Plan and Amendments

City of Pico Rivera General Plan Policies	Rancho de Bartolo Specific Plan Policies
densities/intensities or that have operating characteristics that could create nuisances along a common boundary; ensure that individual site designs and operations avoid the creation of nuisances and hazards for either use.	future development within the Planning Area.
General Plan Policy—Require that the density or intensity, as well as design, of new developments be compatible with adjacent neighborhoods and land uses.	This Specific Plan Amendment establishes land use policy that considers surrounding land uses in the area. The Amendment also promotes the use of creative site planning techniques, the use of buffers, and extensive landscaping to separate activities that may otherwise result in impacts on nearby uses.
General Plan Policy—In areas of high commercial concentrations, consolidate driveway locations by using shared access and circulation whenever possible.	The Infrastructure Plan calls for limited use of driveways to facilitate ingress and egress onto and from the site. The Infrastructure Plan included in this Amendment calls for the use of existing driveways, as much as possible, to access future development within the Planning Area. Curb cuts along Rosemead, Paramount, and Washington Boulevards, serving individual businesses, are limited under this Specific Plan Amendment.
General Plan Policy—Strive to create on-site circulation systems that are logical and easy to understand from the users' point of view.	As indicated previously, existing roadways and driveways will be adapted, as much as possible, to provide ingress and egress to and from the Planning Area. The overall circulation plan calls for the construction of collector roadways designed to facilitate a direct and logical movement of traffic through the Planning Area.
General Plan Policy—Internal roadways should be designed so that direct access is available to all structures visible from a particular parking area in order to eliminate unnecessary vehicle travel, and to improve emergency response.	The land use and design standards included in this Specific Plan Amendment provide for site planning techniques that will ensure that businesses are readily visible to traffic using public roadways in and around the Planning Area.
General Plan Policy—Use the presence of the Northrop-Grumman site as the entrance to the City's southern industrial area by identifying the area with City signage improvements located at the	The Urban Design Plan component of this Specific Plan Amendment establishes standards and guidelines related to signage and entryway treatments.

Table 1-1

Relationship of the Pico Rivera General Plan to the Rancho de Bartolo Specific Plan and Amendments

City of Pico Rivera General Plan Policies	Rancho de Bartolo Specific Plan Policies
intersection of Washington Boulevard and Paramount Boulevard, Rosemead Boulevard and Slauson Avenue, and along Slauson and the City's western boundary.	
General Plan Policy—As an enhancement to investment in the area, pilot projects could be undertaken by the City focusing on demonstrating opportunities for the consolidation of parcels, efficient use of underutilized parcels, and simple landscape and façade improvement projects. Such projects should strive to involve the private sector in a public-private partnership, to the extent that this is feasible.	The design and site planning criteria set forth in this Rancho de Bartolo Specific Plan Amendment may provide the framework for similar development in the City and/or surrounding area.
General Plan Policy—Develop examples of design concepts with the other corridor studies that promote the development or rehabilitation of buildings within the industrial area that would create new landmark architectural statements.	This Specific Plan Amendment establishes design guidelines for the street frontages along Rosemead, Washington, and Paramount Boulevards. These guidelines are concerned with open space, landscaping, buffering, signage, entryway treatments, parkway landscaping, and building architecture. The design standards and concepts will provide the foundation for future development plans for this key area of the City.
Implementation/Monitoring Program—Placement of buildings should consider the context of the surrounding development, the location of any incompatible land uses, and the location of major tragic generators, as well as an analysis of a site's characteristics and particular influences.	The Land Use Plan, included in this Specific Plan Amendment, considers the proper placement of those activities that may result in more intrusive impacts on nearby residential neighborhoods.
Implementation/Monitoring Program—Fences and walls should incorporate changes in materials, color or texture, and vine pockets, in order to prevent graffiti, undue glare, heat, or reflection, or aesthetic inconsistencies.	The Urban Design Plan included in this Amendment includes guidelines concerning the architecture, color, fence materials, and walls that will be constructed within the Planning Area.
Urban Design Plan—Development	The design guidelines included in the Urban

Table 1-1

Relationship of the Pico Rivera General Plan to the Rancho de Bartolo Specific Plan and Amendments

City of Pico Rivera General Plan Policies	Rancho de Bartolo Specific Plan Policies
projects should provide adequate screening so that the development is shielded from the negative impacts of adjacent uses, and neighboring properties are shielded from the adverse external effects of that development. On-site utilities and ancillary equipment should be located in an inconspicuous area or vaulted underground away from public view. When equipment cannot be vaulted, screening should be required.	Design Plan call for the use of materials and site planning to shield certain activities and/or equipment from public view. Loading areas, trash enclosures, and mechanical equipment will be screened from public view pursuant to the requirements of this Specific Plan Amendment.
Urban Design Plan—Where provision of a wall or fence cannot be avoided, the establishment of theme walls is encouraged. However, such walls should coordinate with perimeter landscape design and provide aesthetic enhancement to the project without creating a "walled-in" appearance.	The use of "theme walls" and other design treatments are required as part of this Specific Plan's implementation.
Urban Design Plan—Where construction of a solid wall that will be visible along a public street is necessary, provide landscaping such as trees, shrubs, and vines to soften the appearance of the wall, and to reduce undue glare, heat, and reflection. Ensure that fencing is constructed of durable material that will resist the damaging effects of wind, rain, and irrigation.	The landscaping component of the Urban Design Plan calls for the use of landscaping treatments to soften the overall appearance of future development permitted within the Planning Area.
Urban Design Plan—All exterior lighting should be designed as part of the overall project architectural design concept. Fixtures, standards, and all exposed accessories should be harmonious with the building design and visual environment.	The Urban Design Plan includes design guidelines for exterior lighting, parking area lighting, and other types of lighting that will add to the overall visual integration of future development. The Plan also includes standards and guidelines related to light and glare.

Sources: Rancho de Bartolo Specific Plan, 1997, and City of Pico Rivera General Plan, 1992.

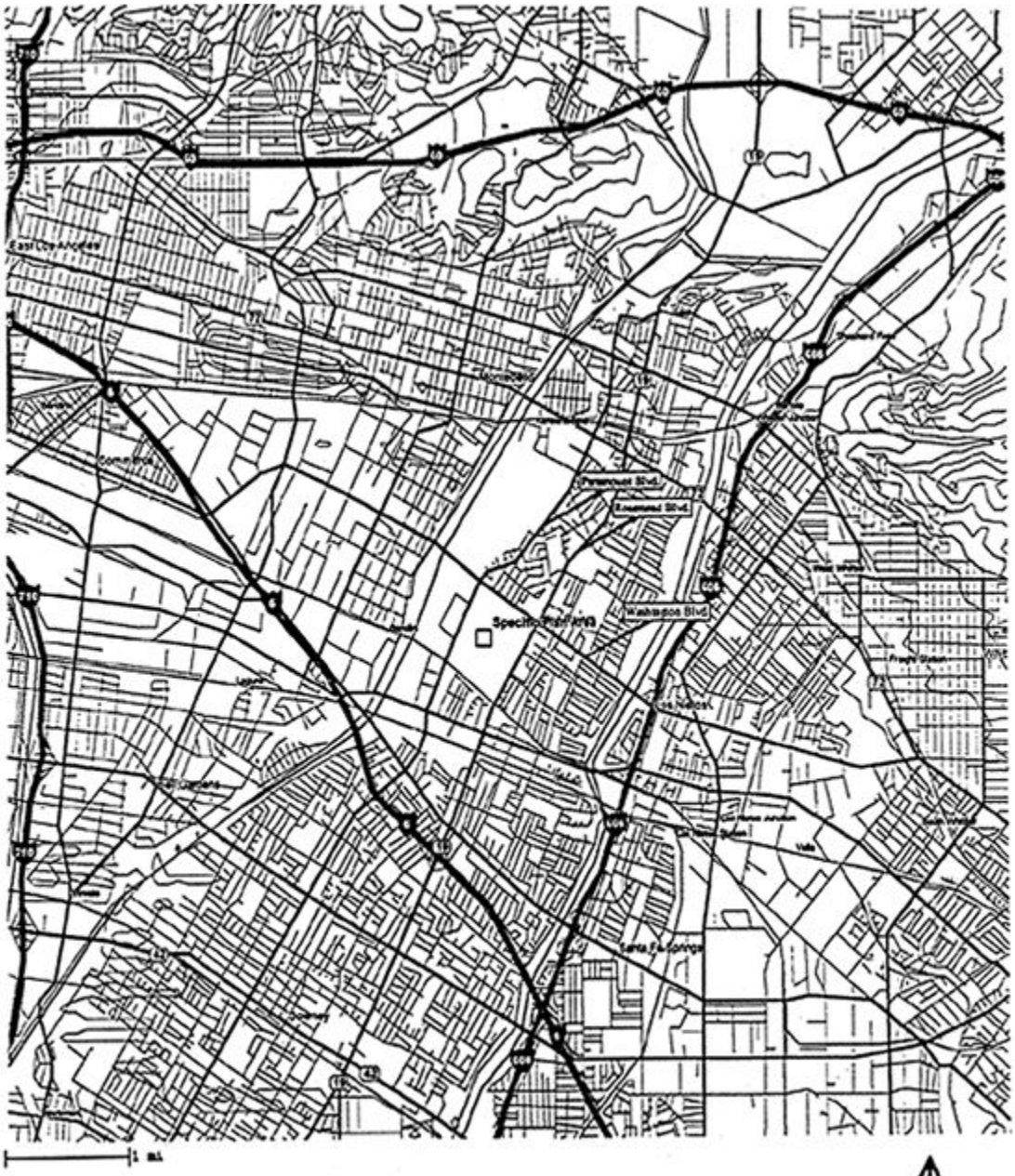


Exhibit 1-1
Regional Location
Source: Blodgett/Baylosis Associates, 2000.

NORTH

Exhibit 1-2
Vicinity Map
Source: Blodgett/Baylosis Associates, 2000.

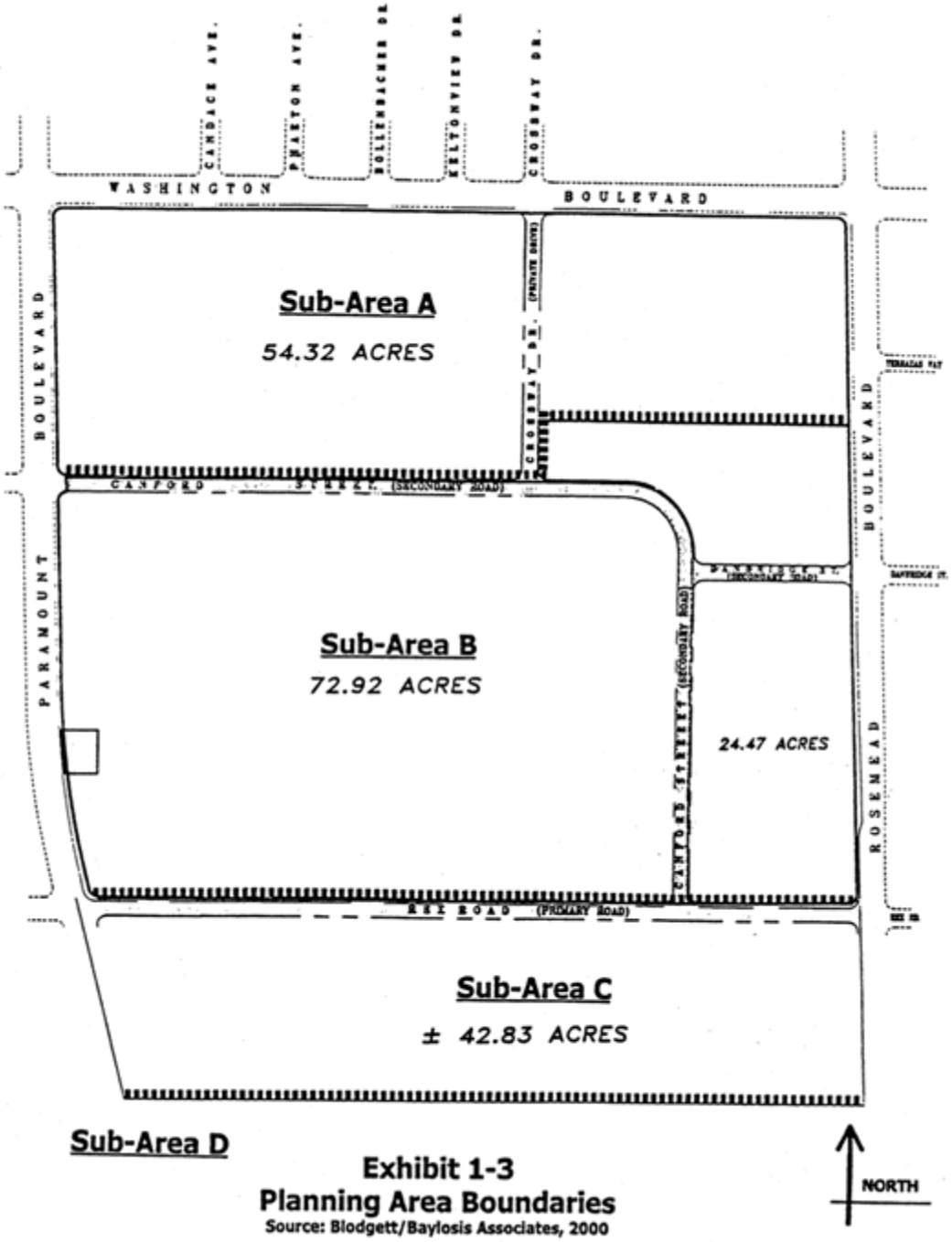


Exhibit 1-3
Planning Area Boundaries
Source: Blodgett/Baylosis Associates, 2000

Footnotes

1-1) The Rancho de Bartolo Specific Plan was adopted by Resolution in December, 1997.

1-2) Several alternatives were developed as part of a study that was financed by the Federal government to facilitate the conversion of defense-related industry in southern California to

non-defense activities. This earlier planning effort included the Southern California Association of Governments (SCAG) and the Southeast Los Angeles County (SELAC is now called GATEWAY) consortium of cities. Other development scenarios were advanced by citizen's groups, the property owner, and a local nonprofit organization.

1-3) The 40-acre area located to the south of Rex Road is presently undergoing development.

1-4) California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457.

1-5) California Government Code, Title 7, Division 1, Chapter 3, Article 8, Section 65451.

1-6) California Department of Finance. Population and Housing Estimates, Report E-5. May 2000.

1-7) Blodgett/Baylosis Associates. Site Survey. 2000.

1-8) Blodgett/Baylosis Associates. Site Survey. 2000.

1-9) City of Pico Rivera. Rancho de Bartolo Specific Plan. 1997.

1-10) This Sub-Area corresponds to Sub-Areas 1, 2, and 3 included in the original Rancho de Bartolo Specific Plan.

1-11) This Sub-Area corresponds to Sub-Areas 4 through 7 included in the original Rancho de Bartolo Specific Plan.

1-12) This Sub-Area is unchanged from that considered in the original Rancho de Bartolo Specific Plan and corresponds to Sub-Area 8 included in the original Specific Plan. A total of 885, 600 square feet of development is currently under construction within this Sub-Area.

1-13) This Sub-Area is unchanged from that considered in the original Rancho de Bartolo Specific Plan and corresponds to Sub-Area 9 included in the original Specific Plan.

1-14) City Pico Rivera, Rancho de Bartolo Specific Plan (Section 1). 1997.

1-15) Ibid.

1-16) City of Pico Rivera. General Plan. 1990.

2.0 LAND USE PLAN

2.1 LAND USE DESIGNATIONS

This section of the Amendment to the Rancho de Bartolo Specific Plan establishes land use and development standards and guiding principles for the Planning Area governed by the Specific

Plan. The objective of this Amendment is to establish a range of land uses that will foster economic growth in the area. The standards and guidelines contained herein indicate the uses permitted under each land use designation, the density of development, building height, floor area, parking requirements, and other special development standards and/or requirements applicable to the four sub-areas that comprise the land area governed by the Rancho de Bartolo Specific Plan Amendment.

2.1.1 Land Use Designations

This section establishes standards and regulations regarding the specific land uses and activities permitted within the Planning Area. The character of future development within the Planning Area will be maintained through the regulation of land uses, building orientation, building height and accessory structures, parking, etc. (Those elements related to architectural design and the overall aesthetic character of this future development are addressed in Section 3.0 of this Amendment, Urban Design Plan.) The development intensity of each permitted land use is limited to the maximum floor area ratio (FAR) standards set forth in Section 2.2 of this document. The following land uses are permitted within the Planning Area:

1. Commercial Retail activities refer to commercial retailing establishments. Commercial Retail land uses are limited to Sub-Area A. Commercial major tenants (with floor areas of at least 25,000 square feet) may include, but not be limited to, large specialty retailers, food stores, apparel and accessory stores, home furnishings, etc. The Commercial Retail category also includes smaller specialty retailers that may include florists, bakeries, eating and drinking places, salons, dry cleaners, etc.

2. Entertainment activities include theaters, cinemas, and other activities engaged in providing family recreation. The location of these uses is restricted to Sub-Area A.

3. Office uses refers to those commercial-serving businesses, including personal services, business services, and financial institutions. These uses are also restricted to Sub-Area A. Administrative offices, when ancillary to the primary use, are permitted in Sub-Areas B and C.

4. Food-Serving activities are also restricted to Sub-Area A. Businesses engaged in food and beverage services include fast-food restaurants with drive-thru lanes, sit-down restaurants, and food courts. All businesses included in this category are restricted to Sub-Area A. No more than three fast-food businesses with drive-thru lanes will be permitted.

5. Public/Institutional includes a variety of civic-related uses, and these uses shall be restricted to Sub-Areas A or B. The public institutional use may include, but not be limited to, a City Hall/Civic Center, recreation building, sheriff's station, a county health center, post office, or main library. These civic and institutional uses are permitted within Sub-Areas A or B. In addition, a maintenance yard is permitted in the Planning Area, though its location is limited to Sub-Area B.

6. Light Industrial/Distribution includes a wide range of industrial and manufacturing activities. Land uses permitted in this category include those activities engaged in manufacturing, assembly, wholesale trade, packaging, research and development, and supporting office uses. These uses are permitted in Sub-Areas B and C.

7. Heavy Industrial uses are restricted to Sub-Areas B and C. Land uses in this category include those activities engaged in processing and/or manufacturing requiring specialized facilities and/or equipment that would not be accommodated in smaller light-industrial and R&D development. Uses included in this category typically require building floor areas in excess of 100,000 square feet.

8. Rail Yard provides for the retention of the existing rail yard located in the southernmost portion of the Planning Area within Sub-Area D. The Specific Plan Amendment also provides for the development of a future Metrolink Station and a modest expansion of the existing BN&SF facilities within Sub-Area D.

The various categories of land uses permitted under the Specific Plan Amendment are summarized in Table 2-1. The table indicates those major categories of land uses that are permitted, conditionally permitted, or prohibited within each sub-area. The location and extent of permitted land uses are depicted in Exhibit 2-1, provided at the end of this section.

Table 2-1

Distribution of Land Uses By Sub-Area

Land Use	**Sub-Area A**	**Sub-Area B**	**Sub-Area C**	**Sub-Area D**
Commercial-Retail	*	x	x	x
Entertainment	+	x	x	x
Office	*	+	+	x
Food Service	*	x	x	x
Public/Institutional	*	*	x	x
Light Industrial	x	*	*	x
Heavy Industrial	x	*	*	x
Rail Yard	x	x	x	*

Key:

* Land uses permitted
+ Land uses conditionally permitted (office uses in Sub-Areas B and C must be ancillary to primary use.)
x Land uses prohibited

Note: Specific land uses permitted within each land use category (Commercial, Entertainment, etc.) are noted in Table 2-2. Some of the permitted uses may require CUPs or PPDs approvals

2.1.2 Permitted Uses

Table 2-2 indicates the uses that are permitted under each land use designation. Prior to proceeding with any new development, a master conditional use permit shall be submitted to the Community Development Department for Planning Commission review and approval. Additional requirements for certain uses are noted in Table 2-2 below. A phased timeline agreement shall also be submitted to the Community Development Department for review and approval prior to permit issuance. The master conditional use permit shall conform to the appropriate criteria, standards, and other regulations contained in this Specific Plan Amendment.

Table 2-2

Permitted Land Uses†

Designation	Permitted Uses	Permitted Uses
Commercial Sub-Area A (All retail sales must consist of new goods)	Alcohol Sales[1]	Insurance Carriers
	Apparel and Accessory Stores	Medical Offices
	Auto and Home Supply Stores	Miscellaneous Shopping Goods Stores[6]
	Beauty and Barber Shops	News Dealers and Newsstands
	Business Office Related to Retail Trade or Service	Optical Goods Stores
	Candy, Nut, and Confectionary Stores	Pet shops and Supplies. Veterinary services, animal adoption centers, pet grooming and/or training may be conducted only in conjunction with the primary use of Pet Shops and Supplies.
	Child Care Services**	Photo finishing
	Drug Stores***	Photocopy and Duplicating Services
	Dry Cleaners	Photographic Studio, Portrait
	Eating and Drinking Places (sit-down)[2]	Physical Fitness Facilities
		Real Estate Agents and Managers
	Eating and Drinking Places (fast food)[3]	Retail Bakeries
		Service Station [4*]
	Financial Institutions***	Tax Return Preparation Services
	Florists	Tobacco Stores
	Food Court[2]	Travel Agencies
	Food Stores	Video Tape Rental[6]
	General Merchandise Stores	
	Hardware Stores	
	Home Furniture, Furnishings, & Equipment Stores	
Entertainment Sub-Area A	Bowling Alleys*	Motion Picture Theaters (Except for Drive-in)*

Table 2-2

Permitted Land Uses†

Designation	Permitted Uses	Permitted Uses
	Cultural Center or Performing Arts Center*	Physical Fitness Facilities*
Office Sub-Area A	Banks and Financial Services	Health Services (Except Nursing & Personal Care)
	Business Services (including Accounting/Tax Preparation Services)	Individual and Family Social Services
		Insurance Carriers
		Non Depository Credit Institutions
	Business Associations	Real Estate Agents and Managers
	Child Care Services**	Security and Commodity Brokers, Dealers, Exchanges, and Services
	Depository Institutions	
Public/Institutional Sub-Areas A or B	City Hall/Civic Center	Maintenance Yard (permitted only in Sub-Area B)
	Government Offices	
Heavy Industry Sub-Area B and C	Assembly and Fabrication	Processing Plants (except rendering plants)
	Manufacturing Plants	Wireless Telecommunication Facilities[5]
Light Industrial/Distribution Sub-Areas B and C	Child Care Services**	Research, Development, and Testing Services
	Manufacturing, except animal slaughtering/processing	Warehousing and Distribution
	Motion Picture Production and Allied Services	Wholesale Trade
	Office Uses ancillary to the primary use	Wireless Telecommunication Facilities[5]
Railyard Sub-Area D	Local and Suburban Transit Facilities	Wireless Telecommunication Facilities[5]

Notes:

1. Alcohol sales (off-site) in conjunction with a grocery store or similar retail establishment of not less than 10,000 square feet are permitted. On-site sales require a CUP.
2. A CUP is required for the serving of alcoholic beverages and a PPD is required for outdoor dining areas.
3. No more than three (3) fast-food restaurants with a drive-thru lane will be permitted and takeout is only permitted in conjunction with fast-food sit-down establishments. Drive-thru restaurants are subject to PPD requirements.

4. No more than one (1) service station will be permitted.
5. Roof or building mounted (of stealth design) are permitted within Sub-Area B with PPD approval. Installation within Sub-Areas B and C must conform to the City's Zoning Ordinance.
6. Pre-owned merchandise limited to computer and video game software, movies or music permitted as ancillary to primary retail sale of new merchandise of the same type up to a maximum of 15% of total retail sales area.

† The Zoning Administrator may allow other similar uses subject to the provisions included in the City's Zoning Code.

* CUP required.

** PPD required.

*** Drive-thru permitted with PPD approval.

(Ord. 1068 § 4, 2011; Ord. 999 § 4, 2003)

2.2 LAND USE AND DEVELOPMENT STANDARDS

2.2.1 Floor Area Standards

This Amendment to the Rancho de Bartolo Specific Plan promotes development that will facilitate the timely and productive use of the Planning Area presently occupied by the Northrop-Grumman plant. The total maximum floor area permitted within the four sub-areas under this Specific Plan Amendment is 3,774,066 square feet (refer to Table 2-3). No future density transfers are permitted among the four sub-areas.

Table 2-3

Development Potential for Sub-Areas/Planning Area

Sub-Area	Land Area[1] (in acres)	Land Use	Maximum Permitted Floor Area[2]
Sub-Area A	49.87	Commercial, Institutional	629,000 s.f.
Sub-Area B	92.85	Light Industrial, Heavy Industrial, Distribution, Institutional	2,096,094 s.f.
Sub-Area C	36.42	Light Industrial, Distribution, Heavy Manufacturing	970.972 s.f
Sub-Area D	35.00	Rail Yard	78,000 s.f.
Total Net Area	214.14		3,774,066 s.f.

Notes:

1 Land area figures for each sub-area refer to "net" land area. The total gross land area is 235 acres.

2 Figures for each sub-area assume gross floor area.

2.2.2 Land Use Criteria

The land use concept for the Planning Area provides for a range of land uses and development intensities within the 235-acre Planning Area. The focus of this section of the Rancho de Bartolo Specific Plan Amendment is to ensure that future development within the Planning Area is compatible with existing and planned development. This section identifies additional land use and development standards applicable to each sub-area. The general development standards and the matrix illustrated in Table 2-4 provide for the following land uses and development standards for the four sub-areas.

1. Development Intensity Criteria. These development criteria indicate the maximum floor area permitted within each of the four sub-areas. These floor area figures are "non-transferable" among the four sub-areas. The maximum floor area ratio, or FAR, for individual parcels that may be created as part of any future subdivision is also identified. Finally, other development criteria that future development must conform to are also identified.

2. Parking and Loading Area Criteria. The location and distribution of the parking areas required to accommodate future development within the four sub-areas are discussed in this section. This section also indicates the location of loading docks and truck-high doors, with respect to adjacent roadways.

3. Site Development Criteria. The orientation and location of buildings and open space requirements for landscaping are identified.

Standards for development intensity for each land use designation are identified in Table 2-4. The floor area ratio, or FAR, is used to define the development intensity for the various land use categories.[2-1] In addition to the FAR standards, all future development must also comply with the other applicable requirements and standards, including those related to setbacks, landscaping, and parking.

Table 2-4

Development and Land Use Criteria

Development Intensity Criteria	Parking & Loading Criteria	Site Development Criteria
Sub-Area A		
The total floor area of commercial and retailing uses may not exceed 629,000 square feet. Any combination of commercial uses (specialty retail, anchor, etc.) is permitted as long as the maximum floor area within the sub-area does	Surface parking for new development may be provided in those portions of the sub-area visible from Washington Boulevard, Rosemead Boulevard, and Paramount Boulevard.	Primary structures shall be oriented toward the major arterials. Primary structures are to be located along the easterly and/or southerly portions of the sub-area.

Table 2-4

Development and Land Use Criteria

Development Intensity Criteria	Parking & Loading Criteria	Site Development Criteria
not exceed 629,000 square feet. A minimum of four major tenants must have a minimum floor area of 25,000 square feet. A minimum of four major tenants will be required. Individual free-standing structures containing commercial uses must have a minimum floor area of 3,500 square feet with the exception of fast-food restaurants with drive-thru lanes. Fast-food restaurants with drive-thru lanes may have a minimum floor area of 1,500 square feet. Businesses with floor areas of less than 1,500 square feet will be limited to food-court uses.	Loading areas, docks, and ramps for the primary structures (those not included in the outlying pads) are restricted to those areas not visible or sufficiently screened from Paramount, Rosemead, and Washington Boulevards.	Building pads will be permitted within the parking areas, though structures situated on the building pads must not obstruct views of the primary structures from Paramount Boulevard, Rosemead Boulevard, and Washington Boulevard. A minimum of 10% of the total gross area of Sub-Area A must be landscaped.
Sub-Area B		
Up to 2,096,094 square feet of light industrial, manufacturing, research and development uses, and distribution uses are permitted within this sub-area.	Loading areas, docks, and ramps the primary structures are restricted to the rear or sides of the primary structure and must not be visible from Rosemead, Paramount, and Washington Boulevards, and any public or private street.	A minimum of 10% of the total gross site area must be landscaped. Truck loading and parking areas must be oriented away from adjacent arterial roadways. Railroad spur easements must be screened from public view.
No more than 20% of the gross floor area of any individual structure may be used as "office" space. The maximum FAR for any future development within the sub-area is 0.6 to 1.0. The maximum permitted lot coverage is 60%.		
Sub-Area C		
This scenario assumes that the sub-area, in its entirety, may be	Loading areas, docks, and ramps for the primary	Structures shall be oriented toward Rex

Table 2-4

Development and Land Use Criteria

Development Intensity Criteria	Parking & Loading Criteria	Site Development Criteria
developed as Light Industrial/Distribution or Heavy Industrial. Up to 970,972 square feet of floor area is permitted. The maximum floor area ratio for future development within this sub-area is 0.6 to 1.0. The maximum permitted lot coverage is 60%.	structures are restricted to the rear or side of the primary structures. Loading and storage areas must be screened so they are not visible from the public right-of-way.	Road. A minimum of 10% of the gross site area must be landscaped.
Sub-Area D		
The land use plan also provides for the retention of the existing rail yard, along with a modest increase in floor area (10%). No change in the overall uses within this sub-area is contemplated under this Specific Plan Amendment. The Specific Plan also provides for a Metrolink station to be located in the sub-area.	Loading and storage areas must be screened so they are not visible from the public right-of-way.	Any realignment of the access roads in Sub-Area D must provide landscaping along Paramount and Rosemead Boulevards where deemed appropriate by the City.

2.3 GUIDING PRINCIPLES FOR LAND USE

The Rancho de Bartolo Specific Plan Amendment provides for a wide range of amenities to be provided as part of any future development within the Planning Area. These amenities are detailed in Section 3.0 of this Specific Plan. The purpose of this section is to highlight specialized land uses and public facilities that may be provided as part of any future redevelopment within the Planning Area. The previous sections outlined the specific land use requirements that are applicable to each sub-area. In addition to those standards applicable to each sub-area, the following requirements apply:

1. Food-Serving Uses. As indicated previously, businesses engaged in food and beverage service activities are limited to Sub-Area A. No more than three (3) fast-food restaurants with drive-

thru lanes are permitted with a Precise Plan of Design approval. These restaurants may employ drive-thru lanes as long as the lanes are confined to the internal circulation areas. Such uses may have a minimum square footage of 1,500 square feet. No direct access between the drive-thru lanes and the public rights-of-way will be permitted. No food-serving uses will be permitted in Sub-Areas B through D. Landscaping and other design measures should be used to "screen" the views of the drive-thru lanes/windows from Washington Boulevard.

2. Office and Administrative. Office uses will not be permitted in Sub-Areas B and C unless such use is ancillary to the primary use. These uses may not exceed more than 20% of the gross floor area of the individual buildings.

3. Financial Services. Banks and other financial services are permitted only in Sub-Area A. These uses may include a drive-thru lane with PPD approval as long as the vehicle storage area and drive-thru lane do not interfere with on-site circulation. No direct access to the drive-thru lane from a public right-of-way is permitted.

4. Commercial Drive-Thru Lanes. Specialty commercial uses, such as drug stores, may be permitted to employ drive-thru lanes with PPD approval as long as these drive-thru lanes do not interfere with on-site vehicular circulation. The drive-thru lanes must not interfere with pedestrian circulation.

5. Automotive Fuel Retailing (Service Station). No more than one (1) service station will be permitted within the Planning Area, and this use will be restricted to Sub-Area A. The location of this use is limited to the northwest corner of Sub-Area A (the southeast corner of Paramount Boulevard and Washington Boulevard).

6. Light Industrial/Heavy Industrial. No outdoor wholesale or retail activities open to the public will be permitted within Sub-Areas B through D.

7. Day-Care Center. This Specific Plan Amendment continues to promote the development of a day-care facility to serve patrons, employees, and residents alike. The day-care facility will be permitted in Sub-Areas A, B, and C. The floor area bonus granted for this future development will conform to those requirements contained in the State of California's Planning, Zoning, and Development Laws.

8. Transit Center. The Planning Area's location in close proximity to the Metrolink line provides an opportunity for future development to take advantage of the existing commuter rail transit operations. Consultation is needed with the BN&SF railroad, the Metropolitan Transportation Authority (MTA), and the Southern California Commuter Rail Transit Authority to further determine the feasibility of locating a commuter station within the Planning Area. Any future commuter stop would be required to meet applicable MTA specifications. The land area required to accommodate a future Metrolink station would

depend on the parking required to serve the site. However, the location of this use will be limited to Sub-Area D.

9. Fire Station. Los Angeles County Fire Station Number 103 (7300 Paramount Boulevard) is located within the westerly portion of the Planning Area fronting on Paramount Boulevard. Future development within the Planning Area must maintain and preserve the integrity of the existing station, and coordination with the Fire Department must be maintained throughout the planning and design process. The fire station is preserved in the current site plan. Future reuse of the property will be determined at such time the fire station is closed or relocated.

10. Subdivision Requirements. The subdivision of land must conform to the requirements and regulations outlined herein. All lot subdivisions must be designed to accommodate all development standards and infrastructure improvements identified in the Rancho de Bartolo Specific Plan. Proposed subdivisions must identify phasing to ensure access and availability of infrastructure to service proposed lots.

2.4 CONFORMITY OF CURRENT DEVELOPMENT SCENARIO

There are active development proposals being considered for review by the City, and these proposals led to the reconsideration of the standards included in the current adopted Rancho de Bartolo Specific Plan and Specific Plan Amendment. These current development applications were weighed against the development contemplated in the original adopted Rancho de Bartolo Specific Plan. The key elements of the current development concept include the following:

1. A total of 629,000 square feet of commercial uses were proposed within Sub-Area A. Square footage will not change under Amendment 400.4.

2. A total of 1,911,800 square feet of manufacturing, light industrial and distribution uses was permitted under the previous Amendment 400.3. Under Amendment 400.4, a total of 184,294 additional square feet is permitted.

3. A total of 885,600 square feet of industrial uses is permitted within Sub-Area C. The adopted Rancho de Bartolo Specific Plan provided for 717,800 square feet of floor area for this sub-area. The additional floor area permitted within this sub-area was approved through a previous development intensity transfer from Sub-Area B and the Specific Plan Amendment. Under Amendment 400.4, an additional 85,372 square feet is permitted over the 885,600 square feet.

4. No changes are contemplated for Sub-Area D.

While the current development concept considered in this Amendment provides for additional floor area over that proposed in the original Specific Plan, the impacts of this future development will be less for several reasons. First, the original "mixed-use" scenario contained land uses that

would represent significant traffic generation (offices, hotels, etc.). Secondly, the "heavy industrial" uses proposed in the original Specific Plan contemplated specialized manufacturing activities instead of the light industrial, research and development, and distribution uses that are currently proposed.

Table 2-5 provides a breakdown of the current development proposal. As indicated within Table 2-5, the development intensities and uses correspond to, and are consistent with, the overall land use guidelines outlined previously. A total of 629,000 square feet of commercial uses and 2,096,094 square feet of industrial/distribution uses are currently being proposed. Over subsequent phases of planning, additional modifications to the concept plan (identified in Table 2-5) are likely to ensure conformance with the Specific Plan. These future changes are addressed in Section 5.3.

Table 2-5

Land Use Distribution of Proposed Applications

Bldg. No.	Land Use	Floor Area (sq. ft.)	Bldg. No.	Land Use	Floor Area (sq. ft.)
Sub-Area A			**Sub-Area B**		
C-1	Gas/Retail	5,000	1	Manufacturing/Distribution	180,371
C-2	Fast Food	3,500	2	Manufacturing/Distribution	254,780
C-3	Retail	10,000	3	Manufacturing/Distribution	254,754
C-5	Fast Food	3,500	4	Manufacturing/Distribution	188,552
C-6	Retail/Food	10,000	5	Manufacturing/Distribution	411,250
C-7	Retail/Food	10,000	6	Manufacturing/Distribution	313,878
C-8	Restaurant (sit down)	7,000	7	Manufacturing/Distribution	50,995
C-9	Retail	15,120	8	Manufacturing/Distribution	140,619
C-10A	Retail	10,000	9	Manufacturing/Distribution	195,844
C-10B	Retail	24,000	10	Manufacturing/Distribution	105,051
C-11	Retail	20,000			
C-12	Retail	25,000			
C-13A	Retail	10,000			
C-13B	Retail	23,700			
C-14	Retail	15,000			
C-15	Retail	30,187			
C-16A	Retail	83,921	Subtotal		2,096,094
C-16B	Retail	84,800	**Sub-Area C**		
C-16C	Retail	54,740	Subtotal	Manufacturing/Distribution	970,972
C-19A	Retail	135,197	**Sub-Area D**		
C-19B	Garden Center	42,288	Subtotal	Rail Yard	78,000
C-20	Retail/Food	6,000			
Subtotal for Sub-Area		**628,953**			

The conceptual Site Plans for future development presently contemplated within Sub-Areas A and B are shown in Exhibits 2-1 through 2-3. Future "minor" modifications to those site plans are permitted as long as the standards and regulations contained in this section are adhered to. A definition of a "minor" modification to this Specific Plan is provided in Section 5.0.

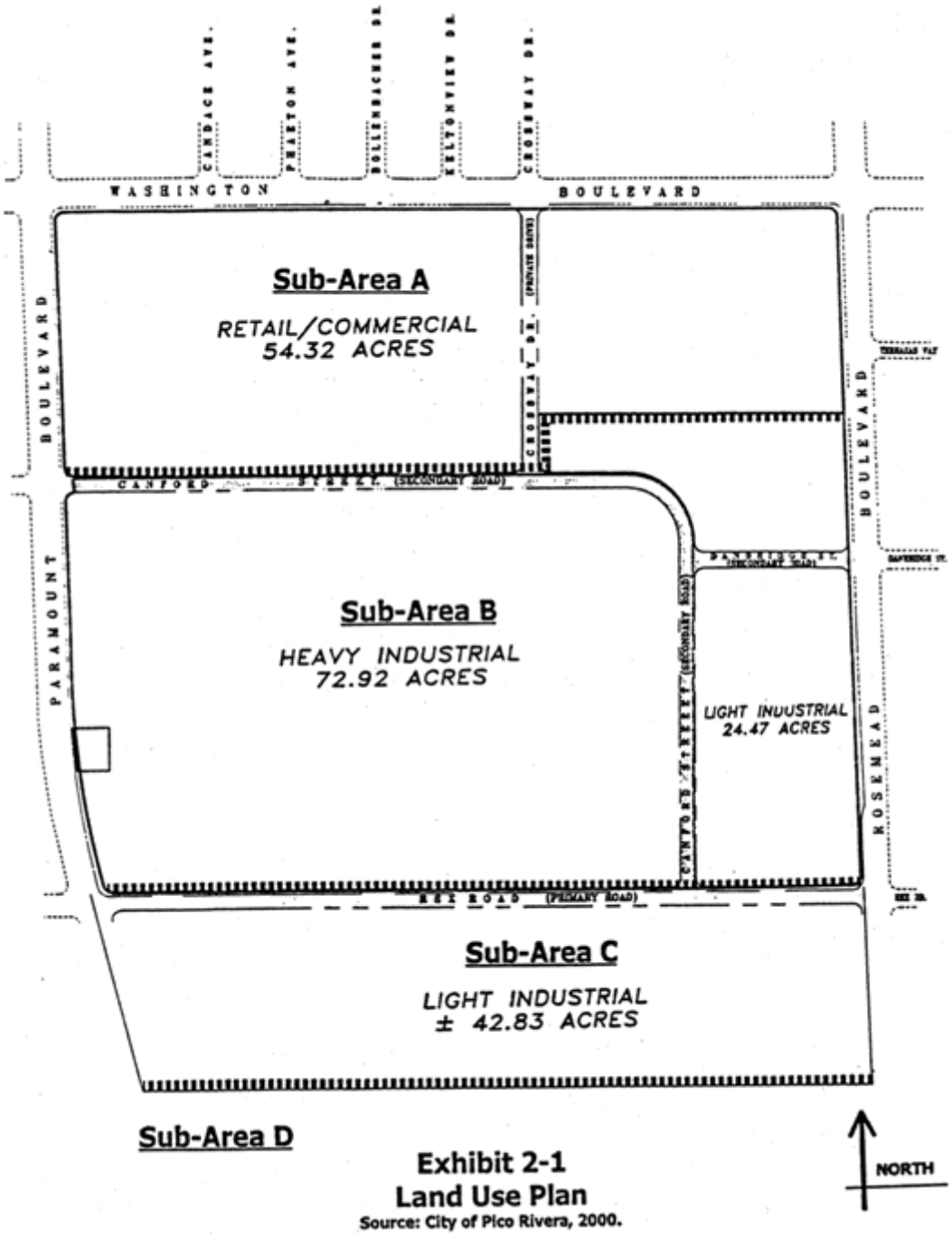


Exhibit 2-1
Land Use Plan
Source: City of Pico Rivera, 2000.

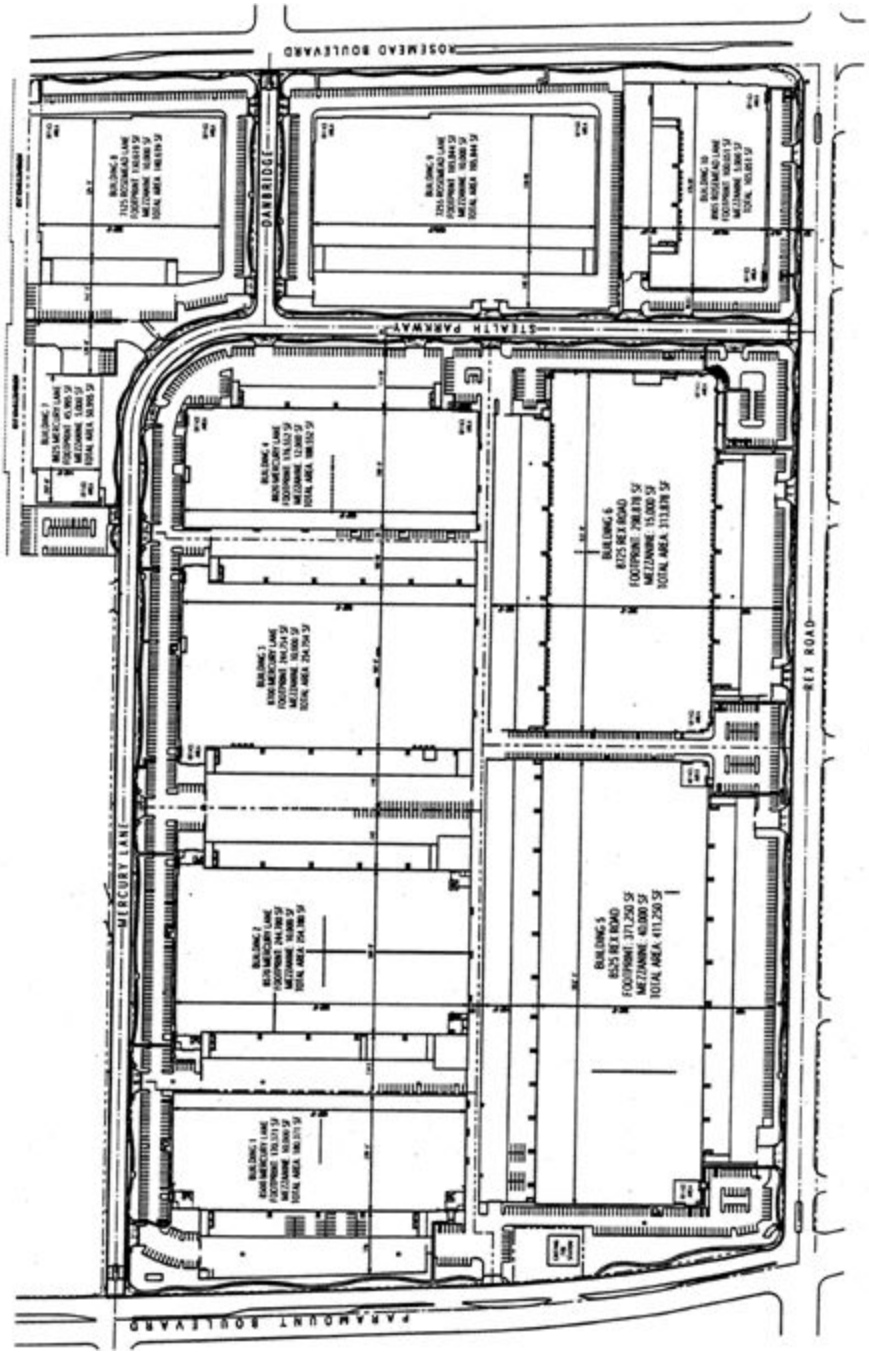


Exhibit 2-3
Conceptual Site Plan - Sub-Area B

Footnotes:

2-1) The FAR standard used in this Specific Plan is simply the ratio of the gross floor area of development permitted within each sub-area to the net area of the sub-area. A FAR of 0.5 to 1.0, for example, implies that the total floor area of permitted development within a particular sub-area is half of the total land area of the sub-area.

3.0 URBAN DESIGN PLAN

3.1 URBAN DESIGN CONCEPTS AND CRITERIA

The design standards and guidelines contained herein have been established to further promote quality and attractive development, to ensure land use compatibility, and to provide guidance with regard to building mass and form, architectural styling, color and materials, and landscape design. Future development within the Planning Area must conform to the overall design concept established herein and/or within any future conditional use permit requirements. This design concept will integrate the various uses contemplated under the Specific Plan. New development must be designed to be compatible so as not to detract from the character of other development. Abundant landscaping must be provided along the perimeter of the Planning Area and along the interior roadways. Landscaping within the parking areas and along the roadways within the Planning Area will be used to "soften" the overall appearance of development. Criteria discussed in this section focuses on design requirements, standards, and guidelines unique to the various types of development envisioned under the Rancho de Bartolo Specific Plan. This section of the Rancho de Bartolo Specific Plan considers the following:

1. Design criteria for the commercial, institutional, manufacturing, and other types of development;

2. Development standards for future land uses;

3. Design standards applicable to the entire Planning Area; and,

4. Additional landscaping design standards applicable to the current development proposal.

3.2 URBAN DESIGN CRITERIA

This section indicates the design criteria that apply to development permitted within the Planning Area pursuant to the Land Use Plan contained herein in Section 2.0. This section of the Urban Design Plan discusses design guidelines that will provide a coordinated selection of landscaping and paving materials, while emphasizing important architectural elements.

Individuality as well as cohesion between various development types permitted in the Planning Area will be strengthened through the implementation of the design criteria contained herein. In addition, the overall project identity and character will be further defined and enhanced by the continuity of landscape materials along publicly-visible areas. The landscape plan will define an overall framework, identifying streetscape design and a plant palette for the perimeter areas, interior roadways, major entries, and the nodes.

The identity of individual areas may be established through variations in landscaping at major entry points, along smaller streets within the project, and within individual open space areas. The development of the overall project character and the individual parcels is controlled and restricted by these guidelines as well as by applicable governmental codes and regulations. The individual

parcel owners, in coordination with their architects, will implement all provisions applicable to their specific site development by adherence to these guidelines and the conditions of approval as noted in any future conditional use permit. Table 3-1 indicates design criteria and guidelines for the major categories of development.

Table 3-1

Urban Design Criteria

Commercial Development	Office Development	Industrial Development
Single-Story and Multi-Story Elements		
A combination of one- and two-story elements should be created within the overall form of commercial buildings in order to provide a variety of scale and reduce the perceived building mass. Any building mass above the second story should be set back and reduced in size.	Massing should be simple and possess strongly integrated geometric forms. The massing should relate to the internal function and nature of the space it is intended to enclose.	A combination of one- and two-story elements may be created within the overall form of commercial buildings in order to provide a variety of scale and reduce the perceived building mass.
Perimeter Mass		
The portions of the buildings adjacent to pedestrian corridors and walkways shall be stepped down with the use of sub-elements to create a more human scale for pedestrians.	Varying the wall plane in depth and/or direction will create a more human scale for pedestrians on the portions of the buildings adjacent to pedestrian corridors walkways.	Varying the wall plane, variation in the siting of structures so they are off-set, and variable setbacks will be used to promote the development of a "campus-like" setting.
The use of pedestrian-friendly design treatments, street furniture, outdoor cafés, kiosks, and other amenities must be incorporated into the design.	Barrierless perimeters are encouraged to promote a campus-like setting. The use of landscaped yards areas, parkways, and berms are encouraged.	The use of landscaped yard areas, parkways, and berms are required to provide separation between structures.
Building Façades		
The façades of commercial retailing uses should clearly identify the entry and provide clear directions to patrons.	Office uses should have strong contrast between the solid mass of façade and the lighter elements of the glazing and entry.	Industrial buildings should have strong contrast between the solid mass of façade and the lighter elements of the glazing and

Table 3-1

Urban Design Criteria

Commercial Development	Office Development	Industrial Development
		entry.
The exterior of the commercial uses must avoid using blank or solid walls in those areas adjacent to the pedestrian walkways, or those areas facing Washington, Rosemead, and Paramount Boulevards.	The façade should clearly identify the entry and direct people to it. Also, the creation of strong shadow lines via recessed features and projections is strongly encouraged.	The façades should clearly identify the entry and direct people towards it. Blank walls along the front elevations should be avoided.
Articulation		
The apparent mass of buildings should be reduced by means of articulation, i.e., the varying of wall planes in depth and/or direction.	One-sided architecture, where only the dominant street frontage possesses articulation, should be augmented by using elements such as window treatments and trellises on the other visually-exposed elevations.	The apparent mass of buildings will be reduced by means of articulation in the front elevations.
This articulation creates visual interest and human-scale outdoor spaces such as patios and terraces. Large blank single-planed walls are not permitted.		Any loading areas must be screened from view to maintain a campus-like setting.
Use of Architectural Elements		
Elements such as canopies, awnings, porches, arcades, and balconies may be used to add wall articulation and provide a varied transition of building mass from ground level to roof.	Office building design should incorporate a simple, unified architectural treatment or style that provides a framework for storefronts and signage. The overall architecture should be compatible with that used in the remainder of the sub-area development.	Building design should incorporate a simple, unified architectural treatment or style that provides a framework for the character of the business park and the basis for the necessary signage program.
Building Entrances		
Entrances should be oriented	The main public entrance	Entrances should be

Table 3-1

Urban Design Criteria

Commercial Development	Office Development	Industrial Development
toward walkways to maximize pedestrian circulation. For example, this can be done by recessing storefront entrances that open onto pedestrian thoroughfares.	should be readily visible from the parking area or pedestrian connection. Architectural elements such as a porte-cochere, framework, or skylight may be used to emphasize the entry/lobby areas.	oriented toward walkways and the parkways to maximize pedestrian circulation.
Ground Floor Interest		
Commercial retail buildings should be designed so that the ground floor presents an interesting and varied appearance to pedestrians and motorists, using windows, arcades, architectural detailing, artwork, and similar design features to bring a more human scale to pedestrians.	Design solutions should emphasize color, texture, and other treatments that provide visual interest. Specific elements that may generate this interest include colonnades, awnings, windows, and enriched design details.	Building should be designed so that the ground floor presents an interesting and varied appearance.
Number of Materials		
The number and variety of materials on commercial buildings should establish harmony and visual continuity. Trellises, frameworks, wood or tile details, artwork, and other features are encouraged as design features on otherwise blank walls.	One dominant material should be selected and expressed with its own natural integrity. Use of materials that convey permanence, substance, timelessness, and restraint are encouraged.	One dominant material should be selected and expressed with its own natural integrity for the front elevations visible from the primary and secondary roadways.
Roof Materials		
Materials must be fire-resistant, such as clay or concrete tile on pitched roofs, and composition materials on flat roofs. Roof equipment must be concealed from	Materials must be fire-resistant, such as clay or concrete tile or architectural composition shingles on pitched roofs, and composition materials on flat roofs.	All roofing materials must be fire-resistant. Standing-seam metal roofs may also be used if City staff determines that such a roof is consistent with the

Table 3-1

Urban Design Criteria

Commercial Development	Office Development	Industrial Development
ground-level views.		character and style of the building. Roof equipment (air conditioning units, vents, etc.) must be concealed from ground-level views.
Standing-seam metal roofs may also be used if City staff determines that such a roof is consistent with the character and style of the building	Standing-seam metal roofs may also be used if City staff determines that such a roof is consistent with the character and style of the building.	
Acceptable Wall Materials		
Stucco, wood, masonry, river rock veneer, or other durable high-quality materials may be used. Proven steps to protect and preserve such materials are encouraged to retain and ensure an attractive appearance over time.	Dominant wall materials that will usually comprise over 70 percent of total wall surface, and secondary materials that cover the remainder and serve as accents or to emphasize entry focal points, should be used. Dominant materials include: stucco, brick, split-faced or other decorative block, glass (non-reflective), wood, and textured concrete. Secondary materials may include any dominant material listed above, metal, tile, plaster, glass block, and stone.	Dominant wall materials that will usually comprise over 70 percent of total wall surface, and secondary materials that cover the remainder and serve as accents or to emphasize entry focal points, should be used. Dominant materials for the front elevation may include: stucco, brick, split-faced or other decorative block, glass, wood, and textured concrete. Secondary materials may include: any dominant material listed above, metal, tile, plaster, glass block, and stone.
Wall Colors and Color Accents		
One dominant color should be used for the building walls. Although subdued colors, such as beige, tan, cream, sand, light gray, etc., usually work best as the dominant	Glass should not be used over more than 70 percent of the wall surface per elevation to allow for human scale elements along the lower levels. Colors of dominant	Wall surfaces should be embellished by means of texturing, the use of exposed aggregate, fenestration (wall openings such as doors and windows), variations in wall

Table 3-1

Urban Design Criteria

Commercial Development	Office Development	Industrial Development
wall color, bolder colors may be used if City staff determines they are consistent with the character of the project, surrounding properties, and/or the streetscape.	material should generally be subdued or earth-tone shades (e.g., gray, off-white, tan, beige, and similar) and relatively light.	color, insets and overhangs to create shadow lines, and similar design features to add interest and relief.
Also where possible, material with integral color, such as brick, should be left natural.	Secondary material colors should complement and be a tasteful accent to the dominant material color. Color palettes should be kept simple, with one dominant color per building and accent colors on doors, window surrounds, address numbers, light fixtures, and architectural details such as cornices and soffits.	Colors of dominant material should generally be subdued or earth-tone shades (e.g., gray, off-white, tan, beige, and similar) and relatively light. Secondary material colors should complement and be a tasteful accent to the dominant material color.

3.3 URBAN DESIGN STANDARDS

This section of the Specific Plan indicates development standards for those land use categories provided herein. The following standards, outlined in Table 3-2, are identified for the various types of development considered herein.

1. Building Height Criteria. The maximum building height for the development permitted under the various land use designations is indicated. The maximum height for accessory structures is also indicated.

2. Parking and Loading Area Criteria. Parking requirements for the various land use designations are indicated.

3. Building Setback Criteria. Minimum setback standards for each land use category are identified.

Table 3-2

Urban Design Plan—Development Standards

Building/Accessory Structures Height Limits	Parking Requirements and Standards	Development Setback Requirements
Commercial (Sub-Area A)		
The maximum building height for uses governed by this land use designation is 60 feet.	No on-street parking is permitted under this Specific Plan. All parking must be provided on-site. A minimum of 4 spaces per 1,000 square feet of gross floor area must be provided. The individual stall dimensions and the percentage of compact and handicapped stalls must meet City Zoning Code requirements. All commercial parking ratios are based on gross floor area. Refer to parking, loading, and storage area standards for specific requirements.	The minimum front setback is 35 feet along Rosemead, Paramount, and Washington Boulevards from back of curb. Should any street widening occur, the 35-foot landscaped setback shall be re-established. The minimum side yard setback is 35 feet for corner lots as measured from the back of the curb along Paramount, Rosemead, and Washington Boulevards; no setback is required for interior lots. The minimum rear setback is 15 feet for corner lots and 10 feet for interior lots. Every required yard or open space area must be maintained completely open from the ground to the sky. Off-street parking facilities may be located in any yard, although these parking facilities may not be located closer than the 35-foot landscaped setback along Paramount, Rosemead, and Washington Boulevards. A 20-foot landscaped setback between the parking area and other street frontages is required.
Entertainment **(Sub-Area A)**		
The maximum building height for development	No on-street parking is permitted. The following	The minimum front setback is 35 feet from the property line

Building/Accessory Structures Height Limits	Parking Requirements and Standards	Development Setback Requirements
governed by this land use designation is 60 feet.	standards apply: 1. Commercial Recreation - 1 stall/3 seats; 2. Health club/spa - 10 stalls/1,000 s.f.; 3. Theater/cinema - 1 stall/3 seats.	along Rosemead, Paramount, or Washington Boulevards. The minimum side yard setback is 35 feet for corner lots; 0 feet for interior lots. The minimum rear setback is 15 feet.
	Refer to parking, loading, and storage area standards for specific requirements.	Off-street parking facilities may be located in any yard, although these parking facilities may not be located closer than 35 feet from the street property line.
Manufacturing/Research, Development, and Distribution **(Sub-Areas B and C)**		
The maximum building height for this land use designation is 45 feet.	No on-street parking is permitted under this Specific Plan. All parking must be provided on-site. A minimum of 1.0 spaces per 1,000 square feet of gross floor area must be provided. In this instance, parking requirements will be determined through the conditional use permit. Refer to parking, loading, and storage area standards for specific requirements.	The minimum front setback is 35 feet. The minimum side yard setback is 35 feet for corner lots; 15 feet for interior lots. Every required yard or open space area must be maintained completely open from the ground to the sky. Off-street parking facilities may be located in any yard although these parking facilities may not be located closer than 35 feet from the street property line along major arterials and 20 feet from the parking line along interior roadways.
Heavy Industrial **(Sub-Areas B and C)**		
The maximum building height must not exceed 100 feet.	No on-street parking is permitted under this Specific Plan. All parking must be	The minimum front set back is 35 feet. The minimum side yard setback is 35 feet for

Building/Accessory Structures Height Limits	Parking Requirements and Standards	Development Setback Requirements
	provided on-site. A minimum of 1.0 spaces per 1,000 square feet of gross building floor area will apply to development included in this category. This parking standard may be relaxed if future uses will operate multiple shifts. In this instance, parking requirements will be determined through the conditional use permit process. Refer to parking, loading, and storage area standards for specific requirements.	corner lots; 15 feet for interior lots. Every required yard or open space area must be maintained completely open from the ground to the sky. Off-street parking facilities may be located in any yard, although these parking facilities may not be located closer than 35 feet from major arterials and 20 feet from the property line along primary and secondary roadways. Fences must be set back a minimum of 60 feet from the front property line.
Office/Institutional		
(Sub-Area A or B)		
Commercial office uses permitted in Sub-Area A are limited to those identified herein in Section 2.0. Public and civic-related uses are permitted in Sub-Area A. No offices, other than those that are ancillary to the primary use, are permitted in Sub-Areas B and C.	No on-street parking is permitted. All parking must be provided on-site. A minimum of 4 spaces per 1,000 square feet of gross floor area must be provided. Refer to parking, loading, and storage area standards for specific requirements.	The minimum front setback is 35 feet. The minimum side yard setback is 35 feet for corner lots; 10 feet for interior lots. The minimum rear setback is 15 feet. Every required yard or open space area must be maintained completely open from the ground to the sky. Off-street parking facilities may be located in any yard, although these parking facilities may not be located closer than 35 feet from major arterials and 20 feet from the property line along primary and secondary roadways. A 20-foot landscaped set back must be provided in front of structure when parking is located to the front of the structure.

3.4 GUIDING PRINCIPLES FOR URBAN DESIGN

The purpose of this sub-section is to highlight guidelines and principles pertaining to urban design related to future redevelopment within the Planning Area. The previous sections outlined the specific design requirements to future development. In addition to the aforementioned standards applicable to future development, the following requirements apply:

1. Commercial Development Design. Future commercial development permitted within Sub-Area A must be integrated in terms of design and pedestrian access. Commercial structures located within the outlying pads must be compatible in architectural style and design with the primary structures.

2. Commercial Drive-thru Lanes. The location and orientation of drive-thru lanes must be designed so that the drive-thru lanes are not visible or sufficiently screened from Washington Boulevard. All order boards and speakers must be oriented away from Washington Boulevard. These lanes may be concealed using landscaping, decorative walls, or other design elements.

3. Commercial Building Articulation. Building articulation measures must be utilized to prevent the appearance of blank walls along those elevations visible to the general public. The use of windows, wall treatments, awnings, and other design elements may be used to avoid the creation of blank walls. The primary focus of this issue is related to the north-facing elevations of the commercial development permitted in Sub-Area A.

4. Pedestrian Activity. The commercial development within Sub-Area A must be designed to promote pedestrian circulation. This may be accommodated through the creative use of "street furniture," walkway treatments, canopies, and other amenities designed to encourage pedestrian activity.

5. Signage. A signage plan must be submitted to the City for approval. No pole signs will be permitted. Guidelines regarding signage are provided in Section 3.5.4.

6. Entries. Entryway design treatments must be provided at the key nodes and entryways as shown in the original Rancho de Bartolo Specific Plan. These major and minor nodes are discussed in Section 3.5.1.

7. Industrial/Distribution Development. Future light industrial/distribution development must be integrated in terms of design, building mass, and orientation. Larger structures should be located within the westerly and central portion of the Planning Area. The campus-like atmosphere called for in the original Rancho de Bartolo Specific Plan must be maintained.

8. Loading and Storage. All loading areas must be screened from view from public rights-of-ways (Washington Boulevard, Paramount Boulevard, and Rosemead Boulevard). No loading is

permitted along those building elevations facing the aforementioned roadways. No outdoor storage will be permitted.

9. Rail Access. Railroad spurs and/or easements between buildings must be screened from view from both public rights-of-ways and internal roadways. The tracks must be recessed and the location, screening, and gates of the spur tracks must be provided pursuant to PPD review.

10. Accessories. Trash enclosures, air conditioning, equipment, and other machinery must be screened from views from the front elevations. Trash enclosures must be located outside the required building setbacks.

11. Corner Treatments. Buildings located near the corners of Washington/Rosemead and Washington/Paramount must be oriented so that loading area and drive-thru lanes are appropriately screened from view.

12. Fencing. PPD approval is required for all fencing not identified on the development plans submitted as part of the CUP application.

3.5 DESIGN STANDARDS AND GUIDELINES

The design standards and guidelines described in this section are applicable to the entire planning area. The guidelines focus on those key design elements that will promote a pleasing and comfortable environment to those working in and/or patronizing future development within the Planning Area.

3.5.1 Overview of Urban Design Concepts

The use of focal points will provide both orientation and organization. These focal points create a visual counterpoint to the massing of nearby buildings. There are four major entries (Crossway Drive, Danbridge Street, Rex Road—east entrance, and Rex Road—west entrance) noted in Exhibit 3-1. All four major entries are located at the entrances to the Planning Area from the adjacent public arterial roadways. These entries shall be "grand entries" that reflect the quality and uniqueness of the project. Elements of these entries will include, but not be limited to, special paving areas for visual and auditory experience; large, dominant trees and plant material; and monument signage to establish project identity.

Opportunities for major project identification are located at the corners of Washington and Rosemead Boulevards and Washington and Paramount Boulevards, as well as in a number of key locations within the Planning Area. Potential elements of these nodes could include special paving, distinctive plant material, arcades, raised planters, fountains/water features, sign monument, and outdoor art. These nodes provide the opportunity for dominant project identification statements. In addition, the design of the prominent corners shall take into consideration the architectural elements of the adjoining parcel. Depending on the use of the adjacent parcel, the site planning and architecture of the building could integrate the design of the project identification node to further enhance the quality and urban design of the project. For example, landscaping, decorative walls, or monuments may be incorporated into the design of

those businesses located at the Washington/Paramount and the Washington/Rosemead intersections.

The definition and corresponding guidelines for the key design elements are described below:

1. Entryway Nodes. Entryway nodes refer to those special design treatments that will be provided at the major entryways at Rex Road (both the east and west entrances), Danbridge Street, and Crossway Drive.

2. Internal Nodes. Elements included in the nodes will incorporate some of the plant material from the major entries for continuity and consistency, and as visually recognizable gateways into the project or parcels within the project.

3. Courtyards and Patios. Courtyards and patios are encouraged to add amenities and interest to individual areas of the development and to integrate and harmonize adjacent buildings. Also, courtyards developed in a "human scale" will create areas that are both inviting and user-friendly to people.

4. Water Features. Water features, including fountains, ponds, and streams, will provide visual interest and auditory enrichment. A minimum of two water features will be required for the each Sub-Area A through C, in areas containing open area outdoor spaces such as courtyards.

5. Towers. Towers serve numerous practical and symbolic functions. Towers become the actual or symbolic center and gathering point for a project and can maintain a sense of orientation within a grouping of buildings. These design treatments will be encouraged within Sub-Area A's commercial development.

The following guidelines related to focal elements apply to the area subject to this Specific Plan.

1. A higher degree of architectural detail should be provided in courtyards in relation to other open spaces. Architectural details must be consistent with the overall design theme of the surrounding development.

2. Furnishings (street furniture, directional signs, information kiosks, trash enclosures, etc.), lighting, paving, and plantings should be emphasized and richly detailed. Seating choices and paving patterns directly impact the way the courtyard space and other pedestrian activity areas are perceived. A variety of seating choices (low walls, benches, chairs) should be offered in both shaded and sunny areas.

3. Paving should be enriched (e.g. pavers, brick, or stamped concrete).

4. When used, fountains should vary greatly in scale and design and may be freestanding or wall-mounted. Low-evaporation, water-conserving designs are required for all water elements.

3.5.2 Streetscape Concept

The conceptual streetscape plan establishes structure, hierarchy, coherence, continuity, and visual identity for the project. The following standards apply to the overall "streetscape concept" for the Planning Area:

1. Street Furniture. The street furniture pertinent to the major perimeter arterials may include such elements as bollards, decorative plant containers, tree grates, and benches. The style and design of these elements shall be complementary to the architectural theme established throughout the Specific Plan Area, yet consistent among all major perimeter arterials.

2. Lighting. The light fixtures chosen for the project shall be consistent with the overall architectural theme of the project. All fixtures will ensure safety for both vehicular and pedestrian circulation. The height of fixtures should not generally exceed 24 feet.

3. Screening Techniques. To enhance the appearance of the streetscape within the Planning Area, screening techniques, such as berming and landscape planting, shall be used to screen parking areas from prominent visual corridors. Landscape treatment shall also be used to screen utility fixtures and equipment.

3.5.3 Parking, Loading, Storage Area, and Refuse Storage Standards

Given the nature of permitted uses, exterior loading and storage areas will be required to serve future development. The use of open space within the designated yard and/or setback areas for storage and loading will not be permitted. To ensure that visual quality within the Planning Area will be maintained, the following guidelines apply to those activities and uses requiring areas for loading and storage:

1. All materials, supplies, or equipment, including trucks or other motor vehicles, shall be stored on-site inside a closed building or behind a visual barrier to screen such materials, supplies, or vehicles from adjacent sites so they are not visible from neighboring properties and streets.

2. Provisions shall be made on each site for any necessary vehicle loading. No on-street vehicle loading shall be permitted. Loading dock areas shall be set back, recessed, or screened so as not to be visible from the public right-of-way within primary roadways, and in no event shall a loading dock be closer than 75 feet from a property line fronting upon a street unless otherwise approved.

3. Exterior storage shall be fully screened by walls constructed of materials and designed to be architecturally compatible with the adjacent structures. The height shall be adequate such that no materials will be visible above the wall. Screen walls shall be accompanied with a combination of vines, shrubs, and trees to soften the visual impact of wall surfaces (refer to

landscape guidelines). Wall heights must not exceed 12 feet from ground elevation. No wire or mesh materials will be permitted on the walls.

Walls must be limited to rear and side property lines outside of the required setbacks. Recessed walls/gates to screen exterior storage are permitted between the side property line and the structure, provided that such walls/gates maintain a 60-foot minimum setback from the front and/or corner side property lines.

4. Refuse collection areas should be designed and located upon the lot so as to be convenient for the deposition of refuse generated on-site. Refuse collection areas must be located within the lot to provide clear and convenient access to refuse collection vehicles. Refuse collection areas should be effectively designed to contain all refuse generated on-site and deposited between collections. Enclosures must be constructed of durable materials, with finishes and colors that are unified and harmonious with the overall architectural theme. Trash enclosures must be located outside the designated set-back areas.

5. All outdoor refuse containers shall be visually screened within a non-combustible enclosure, and a non-combustible solid metal gate, so as not to be visible from adjacent lots or sites, neighboring properties, or streets. Refuse screen walls or fences shall be sited for the least visibility (such as adjacent to side and rear walls, and toes of slopes), with vine planting along the perimeter. No refuse collection areas will be permitted between a street and the front of building.

6. All commercial, entertainment, manufacturing/R&D, distribution, heavy industrial, office/institutional, and rail yard uses shall adhere to loading and parking design standards set forth in Chapter 18.44 of the Municipal Code, unless modified through the conditional use permit.

7. All new development shall conform to Transportation Demand Management requirements set forth in Chapter 18.47 of the Municipal Code.

3.5.4 Signage Standards

Signage for the future development contemplated as part of this Amendment's implementation will serve to unify the overall appearance of the future commercial center and business park. The following standards must be adhered to regarding signage for the development contemplated in the Planning Area.

1. Commercial free-standing signage is limited to monument signs of no more than 6 feet in height (no pole signs will be permitted). Four pylon signs not exceeding 30 feet in height are permitted.

2. Free-standing and building identification signage standards will be established through the Master Conditional Use Permit process. Building identification standards for the

commercial area (Sub-Area A) must generally reflect the requirements of the General Commercial zoning standards in the Pico Rivera Municipal Code. Building identification and signage for industrial development within Sub-Area B must conform to that development located south of Rex Road (in Sub-Area C).

3. Promotional advertising is permitted in Sub-Area A, but this advertising shall not encroach into required setbacks, and is subject to those requirements outlined in the Pico Rivera Municipal Code.

4. Proposed letter style and design concepts shall be submitted to the Community Development Department as part of the review of the signage plan. A comprehensive signage plan must be submitted as part of the review of the Master Conditional Use Permit process. The signage plan must be approved prior to any final building permit.

5. Service station signage (Sub-Area A) is limited to two freestanding monument type signs that do not exceed six feet in height. The required advertising of gasoline prices must be incorporated into these monument signs. No other fee-standing signs of any type will be permitted.

3.5.5 Utilities, Communication Devices, Exterior Electrical Equipment, and Transformers

Specialized equipment and mechanical devices may detract from the overall appearance of future development in the absence of design measures that will be effective in screening or concealing this equipment/machinery from view. The following standards related to utilities are applicable to the planning area:

1. All exterior on-site utilities, including, but not limited to, storm drain infrastructure, sewers, gas lines, water lines, and electrical, telephone, and communications wires and equipment, will be installed and maintained underground. Antennae or other devices for transmission or reception of signals, including, but not limited to, telephone, television, and radio, should be screened from public roadways and adjacent structures. Wireless telecommunications equipment (monopoles) must conform to City regulations as well as those requirements included in the Rancho de Bartolo Specific Plan.

2. On-site underground utilities should be designed and installed so as to minimize the disruption of off-site utilities, paving, and landscaping during construction and maintenance.

3. Temporary overhead power and telephone facilities are permitted during the construction phases only.

4. Transformer enclosures attached to the building should be designed of durable materials, with finishes and colors that are unified and harmonious with the overall architectural theme.

5. Electrical equipment shall be mounted on the interior of a building wherever possible. When interior mounting is not practical, electrical equipment shall be installed in a location where it is substantially screened from public view. In no case shall exterior electrical equipment be mounted on the street side or primary exposure side of any building.

   Where visible, such equipment shall be installed in a neat and orderly fashion, and shall be painted to blend with its mounting background. Landscape screening shall also be provided if required by the Zoning Administrator.

6. Down-spouts must be designed so that they are integrated into the wall design and are not visible along any front elevation or side elevation facing a street. All other down-spouts must be painted to match the building elevation. Storm water drainage shall be routed to drain directly into the storm drain system rather than into the street gutter or other public right-of-way areas. Water from roof down-spouts shall not be drained into landscape areas.

7. Exterior components consisting of plumbing, processing, cooling, and ventilating systems (including, but not limited to, piping, tanks, stacks, collectors, heating, cooling, and ventilating equipment fans, blowers, ductworks, vents, louvers, meters, compressors, motors, incinerators, ovens, etc.) shall be screened from view from public roadways and adjacent structures. Building parapets shall be of such a height that roof-mounted screening devices are not required. If building parapets do not provide the required screening, mechanical equipment should be screened by an unobtrusive screening device that will appear as an integrated part of the overall architectural design.

8. Any devices employed to screen exterior components of plumbing, processing, heating, cooling, and ventilating systems from direct view should appear as an integrated part of the architectural design, and as such, should be constructed of complementary and durable materials and finished in a texture and color scheme complementary to the overall architectural design.

3.5.6 Lighting Standards

The creative use of lighting equipment as a means to enhance the appearance of nighttime views will be promoted through the implementation of this Specific Plan Amendment. Future development will require security lighting along walkways, in parking areas, and along the internal roadways. The following standards will be followed:

1. Exterior building materials and the on-site lighting plan shall be reviewed by the Zoning Administrator to minimize the potential for light and glare impacts.

2. The site lighting plan for the exterior parking areas shall be designed to direct all light sources downward and onto the site. Outdoor lighting shall be designed and installed so that all direct illumination is confined to the site, and adjacent properties are protected from spillover illumination.

3. Low-wattage security lighting directed away from light-sensitive uses shall be utilized and shall be shielded to prevent spill-over and glare.

4. Street lights must be consistent with the development in terms of scale and design, and their height should not exceed 25 feet.

5. The creative use of building security lighting will be required in all sub-areas. Ground lighting fixtures directed upwards along exterior walls may also serve as effective illumination.

6. Ground-mounted lighting shall be installed in the landscaped medians, entryways, and activity nodes as a means to enhance these features during the nighttime periods.

7. The use of decorative lighting treatments in landscaping, pedestrian activity areas, and nodes and entryways will be encouraged. These treatments may also be incorporated into the overall architectural design of the future buildings.

3.5.7 Landscaping Concept

The high-quality environment envisioned for the Planning Area will be established, in part, by the landscaping treatment. The landscaping is intended to give structure and identity to the overall project by creating continuity in plant material and streetscape design. The landscaping theme will establish a framework, starting from the exterior of the site, the major perimeter arterials, major entries and project identification nodes, to the interior of the site, the internal collectors, and individual parcels.

The plant palette and landscape treatment for each of the streets serve to reinforce the overall concept. The focus of the landscaping plan is to provide a combination of evergreen and deciduous plantings to promote variety in tree shapes and sizes. The landscaping concept also promotes the abundant use of landscaping and plantings along the roadways, parkway areas, and in the yard areas. The landscaping concept reflects the hierarchy of the street system, with taller trees defining the major arterials, and medium-sized trees denoting the more local street network. Other key elements of the landscaping concept include the following:

1. Linear berms are proposed throughout the project perimeter. These berms are intended to further enhance the landscape character of the planning area, and are designed to create topographic variation and interest on an otherwise flat site. Shrubs, ground cover, and turf areas will articulate the ground planes. These streetscape elements will collectively yield coherence, structure, and identity.

2. The major arterials at the perimeter of the planting area are critical to the identity and the character of the project. It is envisioned that Washington, Rosemead, and Paramount Boulevards will have a sufficient number of mature trees to reinforce a campus-like atmosphere. A 3:1 continuous turf berm shall be a landscape element consistent with all

major perimeter arterials. These improvements shall be made only on the project's side of the street.

3. Table 3-3 includes a list of suggested plant material to be utilized within the streetscape design of the major perimeter arterials.

4. The interior streetscape shall act as a unifying element within the Planning Area. Landscape treatments shall include small deciduous flowering accent trees planted in a formal single row pattern at 40 feet on center. Within the right-of-way, the character of these collectors shall be strong and identifiable. However, they shall be of smaller scale than the major perimeter arterials.

5. Landscape and irrigation plans to be prepared by a landscape architect and requires Zoning Administrator review and approval.

6. Landscape plans shall adhere to water-efficient landscape provisions set forth in Chapter 18.45 of the Municipal Code.

The landscaping concept for the conceptual commercial development plan for Sub-Area A is illustrated in Exhibit 3-2. The conceptual landscaping plan for the proposed development for Sub-Area B is provided in Exhibit 3-3.

Table 3-3

Landscaping Materials

TREES			
Albizia Julibrissin	Syagrus Romanzoffianum	Melaceuca Linarifolia	Prunus Serrulata
Cinnamomum Camphora	Tipuana Tipu	Phoenix Canariensis	Prunus Persica
Cupaniopsis Anacardioides	Tristania Conferta	Phoenix Dactilifera	Malus Almey
Eucalyptus Sideroxylon	Ulmus Parvifolia	Pinus Canariensis	Crataegus Oxycantha Paulii
Geijera Parviflora	Washingtonia Robusta	Pinus Eldarica	Pittosporum Philyraeoides
Jacaranda Mimosifolia	Koelreuteria Bipinnata	Platanus Acerifolia Yarwood	Pyrus Kawakamii
Lagerstroemia Indica	Koelreuteria Paniculata	Pyrus Calleryana "Aristocrat Pear"	Liquidambar Styraciflua
Magnolia Grandiflora "Samuel Summers"	Tabebuia Avellanedae	Quercus Ilex	Phoenix Roebelenii
Melaleuca Quinquenervia	Xylosa Congestum	Schinus Molle	
SHRUBS			
Buxus Japonica	Escallonia Fradesii	Pittisporum Tobira	Tecomaria Capensis

Camellia Sasanqua	Feijoa Sellowiana	Plumbago Auriculata	Xylosma Congestum "Compacta"
Carissa Macrocarpa	Liriope Muscari	Prunus Caroliniana	Rosa Floribunda Rose
Coleonema Pulchrum	Nerium Oleander "Petite Pink"	Raphiolepis Indica	Osmanthus Fragrans
Calliandra Inequilatera	Moraea Iridioides	Rhaphiolepis Indica Ballerina	Dodonaea Viscosa
GROUNDCOVER			
Agapanthus Africanus	Rosmarinus Officinallis Lockwood De Forest	Lantana Montevidensis (Purple & White)	Japanese Spurge
Bougainvillea Spectabilis	Trachelospermum Jasminoides	Lavandula Species	Rhyncosperum
Carissa Macrocarpa "Green Carpet"	Hedera Helix "Hahns"	Limonium Perezii	Jasminoides
Cerastium Tomentosum	Lantana Sellowiana	Lonicera Japonic	
Gazania Clear Yellow	Ceanothus Gloriosus		
VINES			
Bougainvillea Spectabilis	Jasminum Polyanthum	Hardenbergia Violacea	Wisteria Sinensis
Clystostoma Callistegoides	Macfadyena Unguiscati	Hibbertia Scandens	Gelsemium Sempervicens
Ficus Repens	Parthenocissus Tricuspidata		

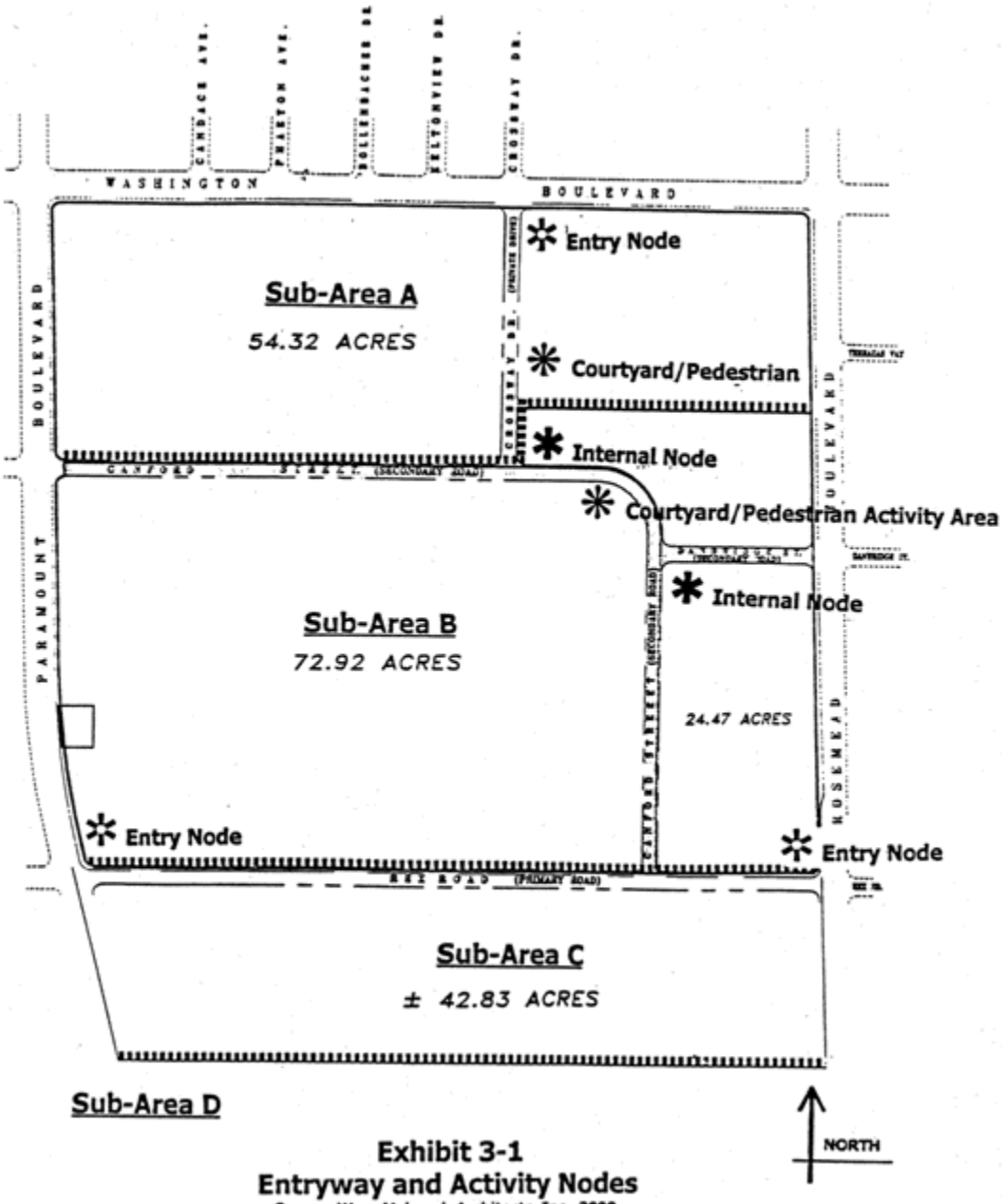


Exhibit 3-1
Entryway and Activity Nodes
Source: Ware Malcomb Architects, Inc., 2000.

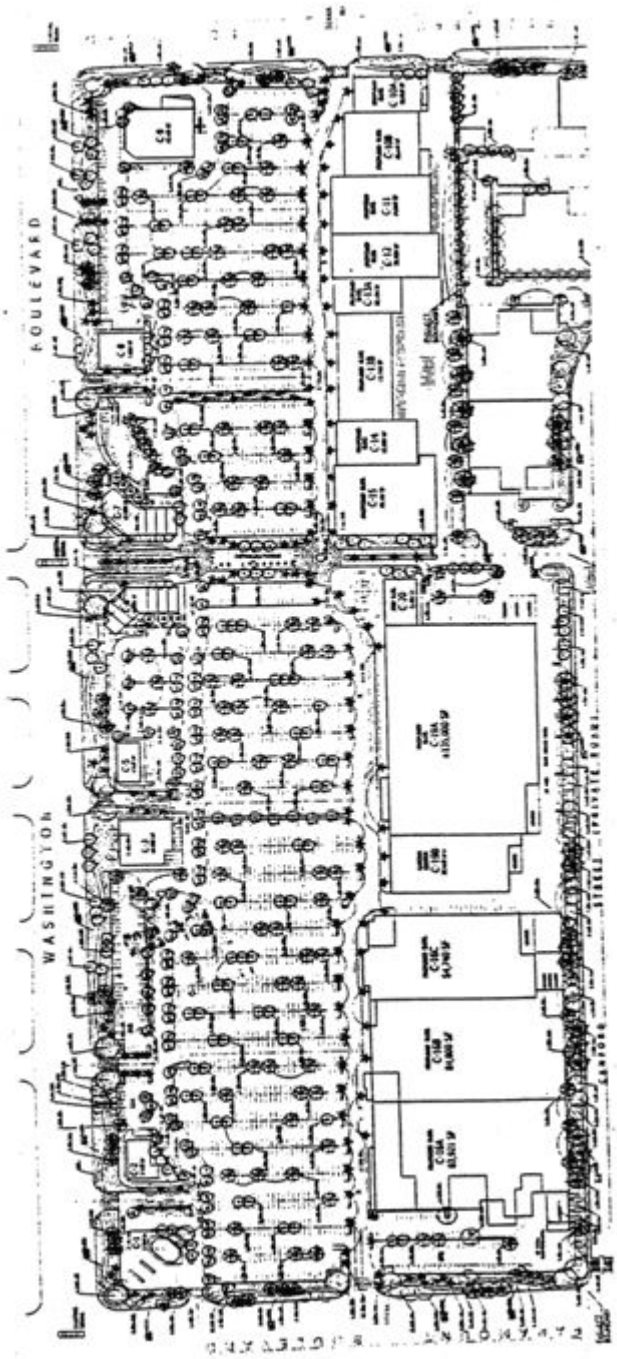


Exhibit 3-2
Conceptual Landscaping Plan - Sub-Area A
Source: Ware Malcomb Architects, Inc., 2000

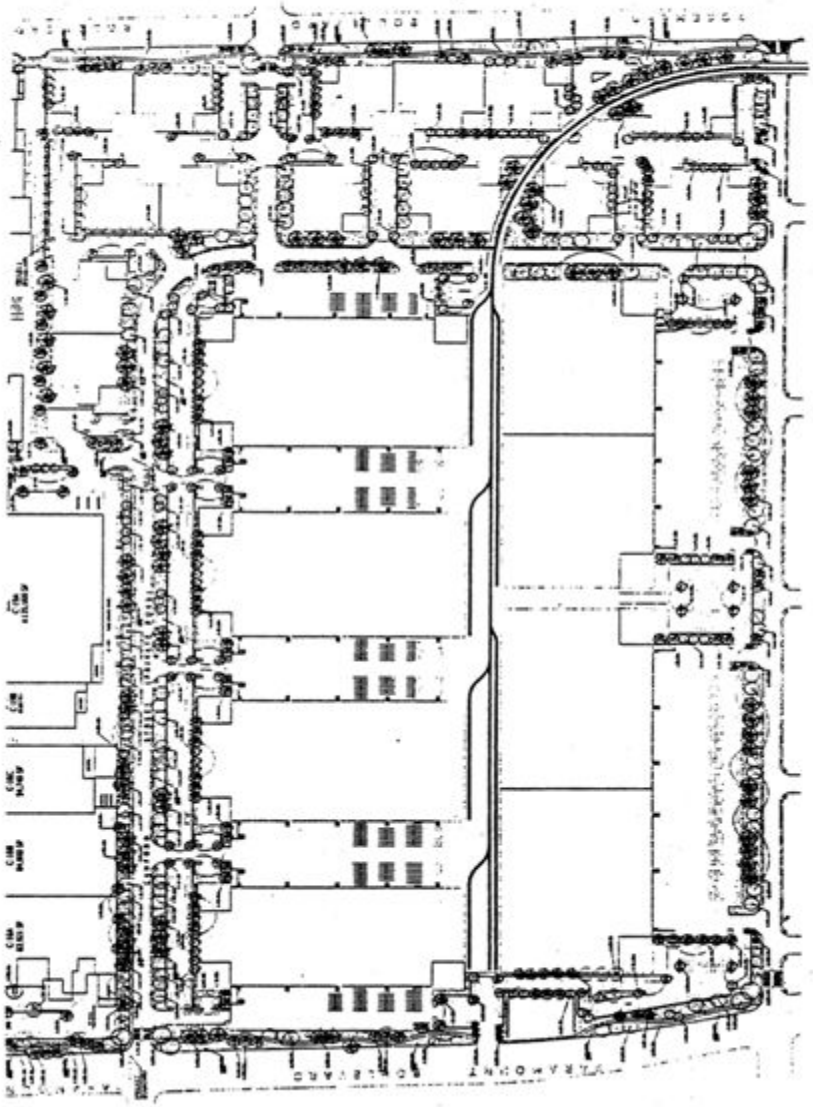


Exhibit 3-3
Conceptual Landscaping Plan - Sub-Area B
Source: Ware Malcomb Architects, Inc., 2000

4.0 INFRASTRUCTURE PLAN

4.1 INFRASTRUCTURE DEVELOPMENT CONCEPTS

This Infrastructure Plan provides a comprehensive framework for the future infrastructure and improvements required to serve the development permitted under this Rancho de Bartolo Specific Plan and the Plan Amendments. The following guiding principles were considered in the formulation of the Specific Plan and this Amendment (SP 400.4)

1. The circulation system and infrastructure required to serve future development must be designed to minimize the traffic impacts from this development.

2. The infrastructure required to serve future development must be designed and programmed to accommodate future growth and demand.

3. The circulation plan must facilitate the safe and efficient movement of persons and goods, and promote the use of public transit in the area.

This section of the Rancho de Bartolo Specific Plan Amendment consists of the following elements:

1. Circulation Criteria indicate the location and extent of roadways contemplated as part of future development within the Planning Area.

2. Traffic and Circulation Development Standards indicate those guidelines and standards related to construction of future roadways.

3. Utilities and Service Development Standards indicate development standards related to utilities and services that will be required to fully serve future development.

4.2 CIRCULATION CRITERIA AND GUIDING PRINCIPLES

The conceptual circulation plan illustrated in Exhibit 4-1 is designed to facilitate the efficient movement of people and goods throughout the Planning Area. The circulation system described herein is designed to accommodate the broad land use mix being contemplated as part of the current development proposal. However, some minor modifications to the circulation framework may be required as development progresses.

The roadways and other facilities designed to serve future development in the Planning Area must conform to standards contained herein. Primary roadways identified herein will move traffic through the Planning Area and connect with nearby major arterial roadways (Rosemead Boulevard, Paramount Boulevard, and Washington Boulevard). Other secondary roadways will facilitate internal circulation throughout the Planning Area. In addition to providing for internal circulation through the Planning Area, these roadways provide connections to the adjacent arterial roadway network (Rosemead, Washington, and Paramount Boulevards). The following circulation system elements are considered herein, along with the applicable standards:

1. Primary Roadway. The minimum curb-to-curb pavement width for this category of roadway must be 64 feet. A total of four travel lanes shall be provided, with a minimum lane width of 12 feet and a minimum total right-of-way width of 72 feet. Two roadways are included in this category: Rex Road and the Crossway Drive entrance to Sub-Area A. Cross-sections of this roadway classification are provided in Exhibit 4-2.

2. Secondary Roadway. Secondary entries serve the internal roadways connecting to Sub-Areas B and C. The minimum curb-to-curb width of these roadways is 40 feet, with a total right-of-way width of 56 feet. Cross-sections of this roadway are provided in Exhibit 4-2.

3. Driveway/Aisles. All driveways connecting to an arterial roadway and secondary roadway must have a minimum width of 40 feet.

4. Parkway Sidewalks. A minimum 4-foot wide sidewalk must be provided on at least one side of the roadway. Landscaping must separate the sidewalk from the roadway.

5. Curb Cuts. The number of curb cuts along the Washington Boulevard frontage must be kept to a minimum. No more than four curb cuts will be permitted along the Washington Boulevard frontage (the limitation does not include the main entry at Crossway Drive). No curb cuts will be permitted within 400 feet of the Rosemead/Washington Boulevard intersection.

6. Egress. All egress points at unsignalized driveways and intersections will be restricted to right-turning movements.

7. Right-Turn Pocket. An existing right-turn pocket in the southbound lanes of Rosemead Boulevard at Rex Road must be maintained as a means to prevent vehicle stacking associated with the use of the railroad spur crossing Rex Road near Rosemead Boulevard.

8. Driveway Aisle. The driveway aisle configuration near the westerly (Paramount Boulevard) and easterly (Rosemead Boulevard) entrances must be designed to prevent vehicle queuing that may result in the blockage of these driveways. The medians shown in the conceptual site plan may be further extended to eliminate stacking problems.

9. Drive-Thru Lanes. All drive-thru lanes for the restaurants, banks, and other commercial uses must not interfere with the circulation within the public rights-of-way.

10. On-Street Parking. No on-street parking will be permitted within the designated Primary and Secondary roadways.

11. Direct Internal Access Between Sub-Areas A and B. The extension of Crossway Drive will serve as a "limited use" driveway connection to the rear (loading) areas of the commercial establishments located in Sub-Area A. No trucks will be permitted to use this driveway. Barriers, subject to the Zoning Administrator's approval, will be incorporated into the project design to ensure this condition is maintained.

12. Employee Parking/Deliveries. Employee parking and deliveries to Sub-Area A's commercial uses (excluding the outlying pads) will be restricted to the south-facing elevations.

4.3 UTILITIES AND PUBLIC SERVICES

This section outlines the requisite water, sewage, flood control facilities that will be required to accommodate proposed development envisioned under this Specific Plan Amendment. Given the demands required to accommodate the previous Northrop-Grumman plant (which consisted of approximately 3.9 million square feet), limited improvements are required to serve the current proposal. The proposed infrastructure, shown in the exhibits provided herein, will accommodate the individual buildings and development currently planned.

4.3.1 Water Facilities

The Planning Area is bordered by water facilities belonging to three different water agencies. Pico Water District has an 8-inch pipeline in the north side of Washington Boulevard, and another 8-inch line in the east side of Rosemead Boulevard. Also in the east side of Rosemead Boulevard is a 10-inch line belonging to the Santa Fe Springs Water Company. The City of Pico Rivera Water Department has a 17-inch line in the south side of Washington Boulevard, a 12-inch pipeline in the west side of Paramount Boulevard, and a 17-inch line in the west side of Rosemead Boulevard, which only extends southerly from Washington Boulevard into Sub-Area A. This 17-inch line in Washington Boulevard is fed directly by a well located just westerly of Paramount Boulevard. Three main water connections from these City lines currently serve the Planning Area. A 10-inch service exists on the west side of the site at Rex Road, a 12-inch service feeds from the north, and another 12-inch line serves the easterly portion of the Planning Area.

The existing water system adequately served the Northrop-Grumman facility when it was in full production. When the facility was operating at full capacity, it used about 25 percent of the annual 6,000 acre-feet of water pumped by the City. This equates to a demand of approximately 930 gallons per minute (gpm). The existing water system is sufficient to accommodate the development contemplated under this Amendment without additional off-site improvements. However, if future development includes any high-water usage industries, such as bottling plants, the water demands of such industries should be estimated, combined with the demands of the entire development, and compared with the above figures to ensure continued water system adequacy. Exhibit 4-3 illustrates the water facilities, existing and proposed, that will serve the project.

4.3.2 Sewer Facilities

Sewer service currently exists along the west side of Paramount Boulevard. The analysis of the potential service demand requirements for the development scenarios provided for under the Rancho de Bartolo Specific Plan indicated that there is adequate capacity to serve future development. The main sewer line located adjacent to the Planning Area is a 63-inch trunk line in Paramount Boulevard. This line, which is operated by the County Sanitation Districts of Los Angeles County, has three direct connections in the area. The first connection is a 10-inch public line in Washington Boulevard that extends easterly. The other two connections are private lines. One of these is a 15-inch line located north of Rex Road, extending easterly into the site, and the other is a 10-inch line extending easterly in Rex Road. The wastewater generated from future development would be conveyed through the aforementioned 63-inch trunk line, and treated at

the Los Coyotes Water Reclamation Plant in the City of Cerritos, and/or at the Joint Water Pollution Control Plant in the City of Carson.

According to the Districts, the design capacity of the 63-inch trunk line is 59.4 million gallons per day (mgd). The latest measured peak flow of the trunk line (in 1994) is 45.2 mgd. Information provided by the Districts indicates that in 1990, the combined sanitary and industrial waste flows from the Northrop-Grumman facility totaled approximately 0.26 mgd.

Based on the previous figures estimated for the previous development, any future increase would raise the peak flow of the trunk line by 1.33 percent, to approximately 45.8 mgd, which is still far below the design capacity. Also, either of the potential treatment facilities has enough additional capacity to accommodate the increased flow generated by this project. Therefore, no additional off-site sewer improvements should be required to accommodate the future development contemplated under this Specific Plan Amendment. However, it should be noted that, as with the water facilities, this analysis should be reviewed if future development includes any high-water usage industries. Exhibit 4-4 illustrates the existing and proposed sewer facilities.

4.3.3 Storm Drain Facilities

Significant storm drain facilities currently exist both within and adjacent to the Planning Area. A 27-inch reinforced concrete pipe (RCP) conveys flows from north of Washington Boulevard to an open channel located on the west side of Rosemead Boulevard. This channel then continues in a southerly direction in the easterly portion of the Planning Area, where it outlets to a double 72-inch RCP. At that point, there is a confluence with an existing 66-inch RCP that extends northerly to Rex Road, and an existing 72-inch RCP that extends westerly. The 66-inch RCP feeds a network of on-site drainage facilities.

The Planning Area is considered to be fully developed. As such, the existing storm drain facilities are capable of conveying the "developed" condition storm flows generated on-site. Due to the fact that future development permitted under this Specific Plan Amendment also represents a "developed" condition, it is assumed that the existing drainage facilities will be capable of conveying these flows as well. As a result, the existing major storm drain facilities are adequate to properly drain the Planning Area, following redevelopment. The existing backbone facilities (i.e., concrete channel, large diameter RCPs, etc.) should therefore remain in place and be utilized by future development. However, some modifications, outlined in Exhibit 4-5, may be required to accommodate future development. In addition, on-site infrastructure and connections may need upgrading, depending on the uses ultimately selected.

4.3.4 Infrastructure Requirements

Future development shall coordinate the provision and installation of off-site facilities with service providers needed to provide adequate water service to the site.

1. Development plans shall be submitted to the Los Angeles County Sanitation Districts to determine the required water system improvements.

2. Fire flow requirements for public and private hydrants shall be provided in accordance with Los Angeles County Fire Department standards.

3. On-site sewer lines and connections shall be provided in accordance with City requirements and accepted engineering standards.

4. The City shall approve a landscaping plan that utilizes drought-tolerant plants and provides water-efficient irrigation systems (i.e., drip irrigation, automatic shut-offs, soil moisture sensors, automatic controllers and valves, etc.).

5. Water-conserving plumbing fixtures and appliances shall be used in all new construction. These shall include ultra-low-flush toilets, low-flow showerheads, low-flow faucets, water-efficient appliances and equipment, and an on-site leak detection program.

6. All applicable sections of Titles 20 and 24 of the California Code of Regulations regarding water consumption and conservation shall be enforced.

7. Irrigation systems that minimize runoff and evaporation, and maximize water availability to plant roots, shall be required. Drip-line irrigation, soil moisture sensors, and automatic irrigation systems are acceptable water-saving irrigation methods.

8. Adequate storm drain facilities shall be constructed prior to the occupancy of the proposed project, in accordance with future development.

9. On-site activities shall comply with stormwater quality management requirements of the City and County (under NPDES Permit No. CA-0061654), with appropriate permits, prior to connection with the County drainage system. This may include implementation measures designed to reduce the quantity of street pollutants that enter the local storm drainage system, both during construction and after permanent facilities have been built.

10. Temporary erosion control devices shall be installed, as required by the State Regional Water Quality Control Board, to mitigate potential impacts on groundwater qualities.

4.3.5 Power Utilities and Energy Conservation

The following standards are concerned with the provision of energy to the Planning Area (natural gas and electric utility purveyors) and the attendant need for energy conservation:

1. The developer shall work with Southern California Edison (SCE) and Southern California Gas Company (SCG) in abandoning existing overhead power lines and gas lines. New and existing utility lines shall be installed underground. SCE and SCG will facilitate the extension and/or relocation of power and gas lines and facilities that will serve future development within the Planning Area.

2. The developer shall work with telephone and cable television companies in abandoning existing overhead lines and undergrounding all new telephone and cable lines that will serve future development.

3. All proposed structures on-site shall adhere to State and City standards regarding energy conservation, insulation, and energy-efficient site planning, design, and appliance use. Energy conservation practices shall be incorporated into the project, and the use of energy-efficient or gas air conditioning systems and appliances will be required.

4. Design measures that maximize the use of climate and reduce heating and cooling requirements will also be incorporated into future development. All proposed structures on-site shall adhere to State and City standards on energy conservation, insulation, and energy-efficient site planning, design, and appliance use.

4.3.6 Solid Waste Disposal

Future occupants will be encouraged to implement waste recycling practices for paper, cardboard, glass, plastics, metals, green waste, and other recyclable materials at the project site, and the project shall comply with the City's recycling and source reduction programs, in compliance with AB 939.

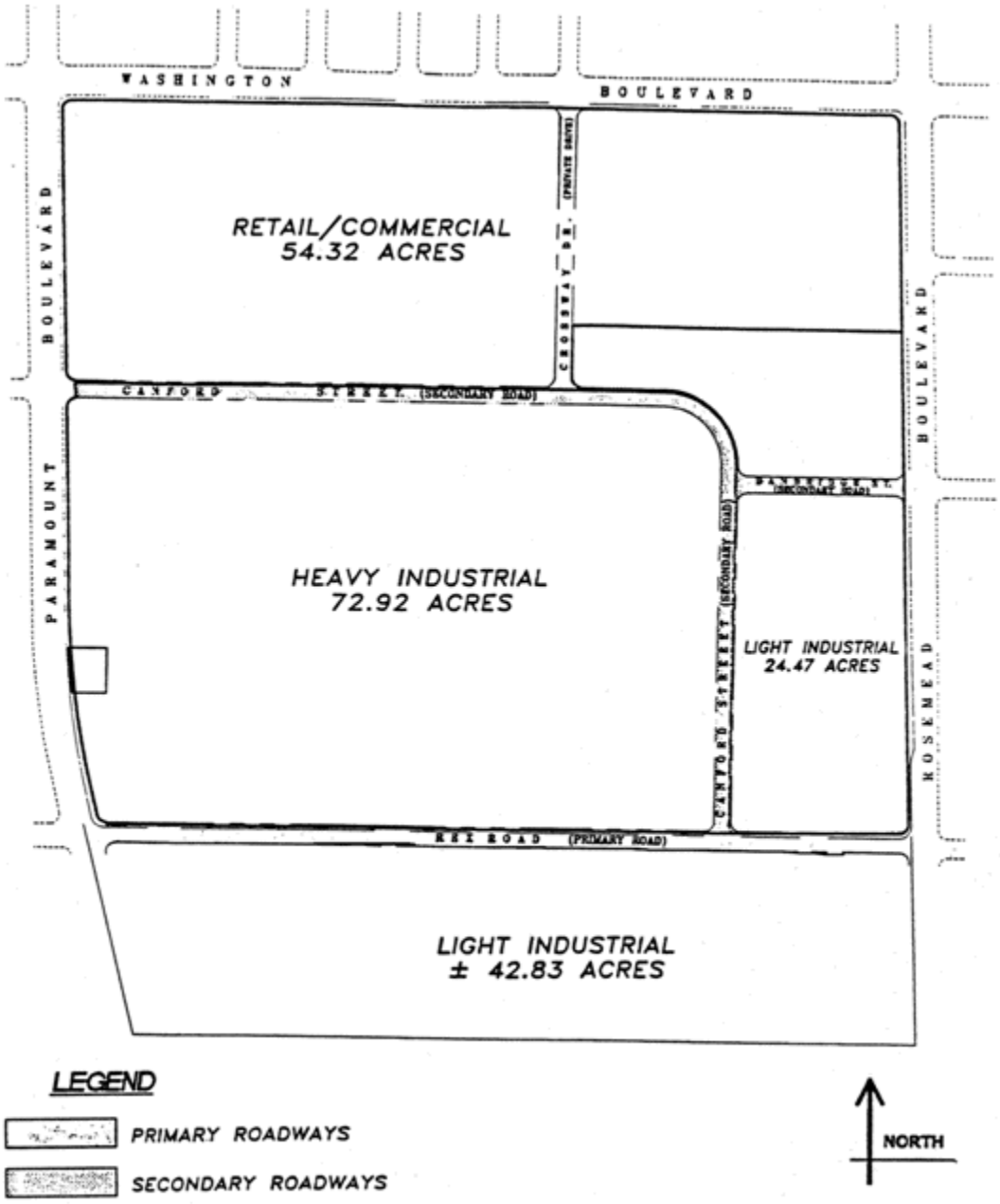
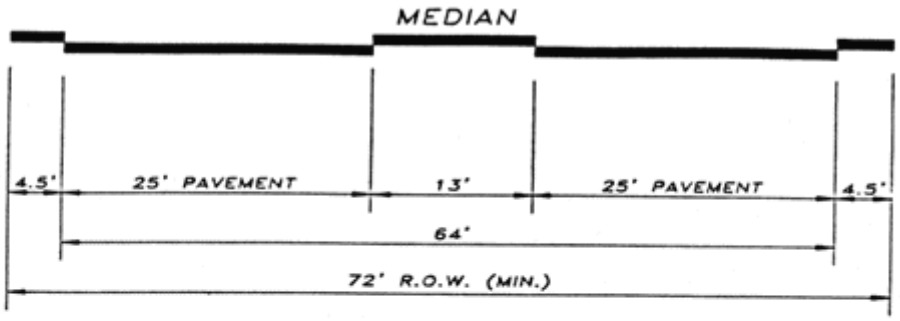
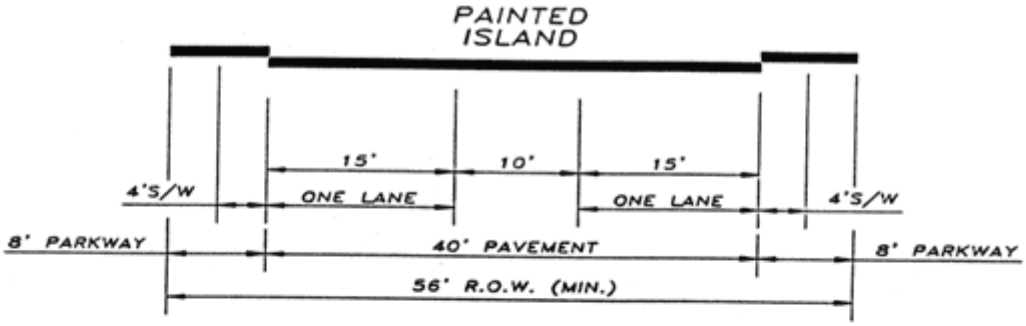


Exhibit 4-1
Circulation System
Source: City of Pico Rivera, 2000.



PRIMARY ROADWAY *

REX ROAD



SECONDARY ROADWAY *

DANBRIDGE STREET
CANFORD STREET

* NO ON-STREET PARKING

Exhibit 4-2
Roadway Cross-Sections
Source: City of Pico Rivera, 2000.

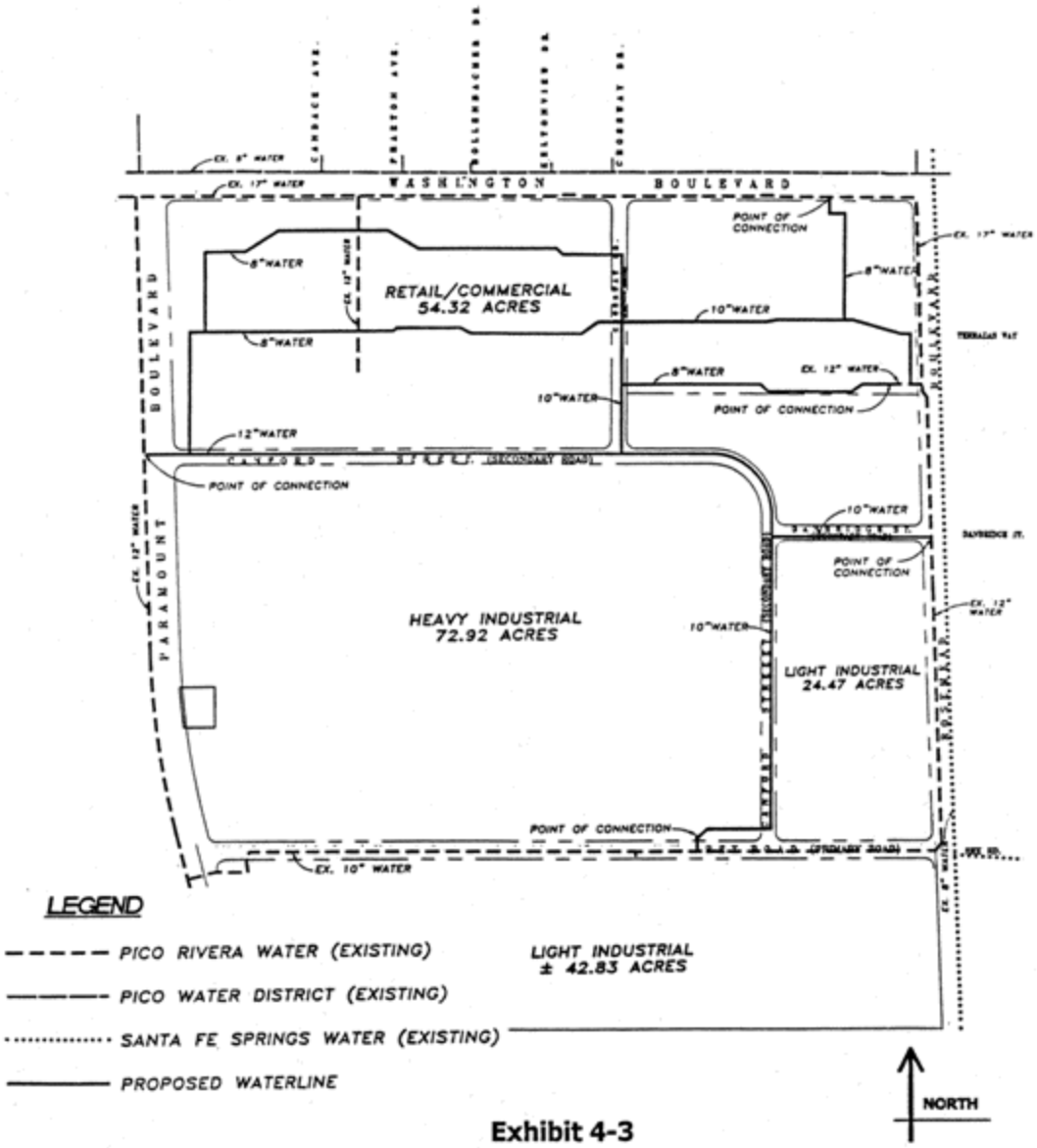


Exhibit 4-3
Existing and Proposed Water Facilities
Source: City of Pico Rivera, 2000.

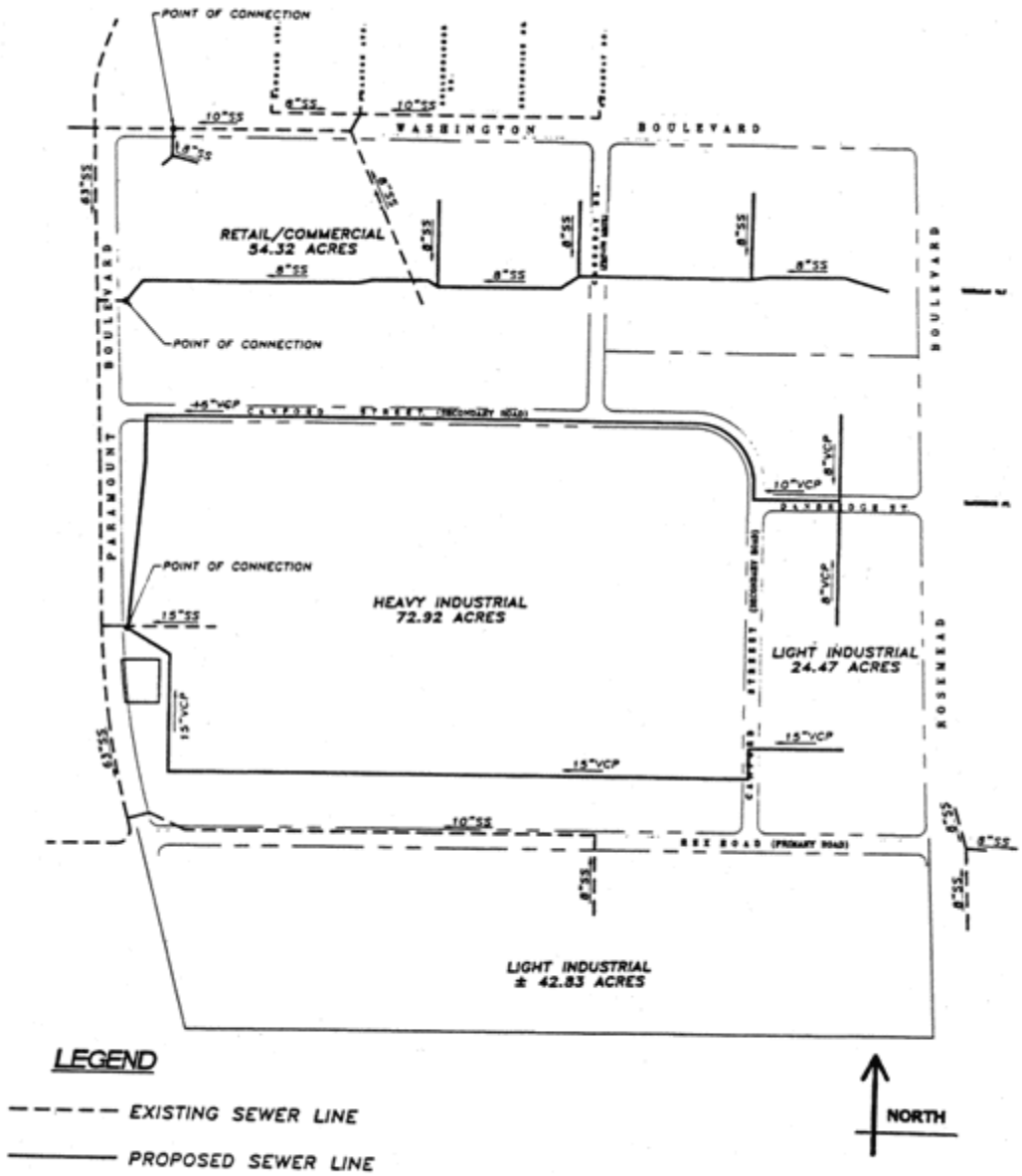


Exhibit 4-4
Existing and Proposed Sewer Facilities
Source: City of Pico Rivera, 2000.

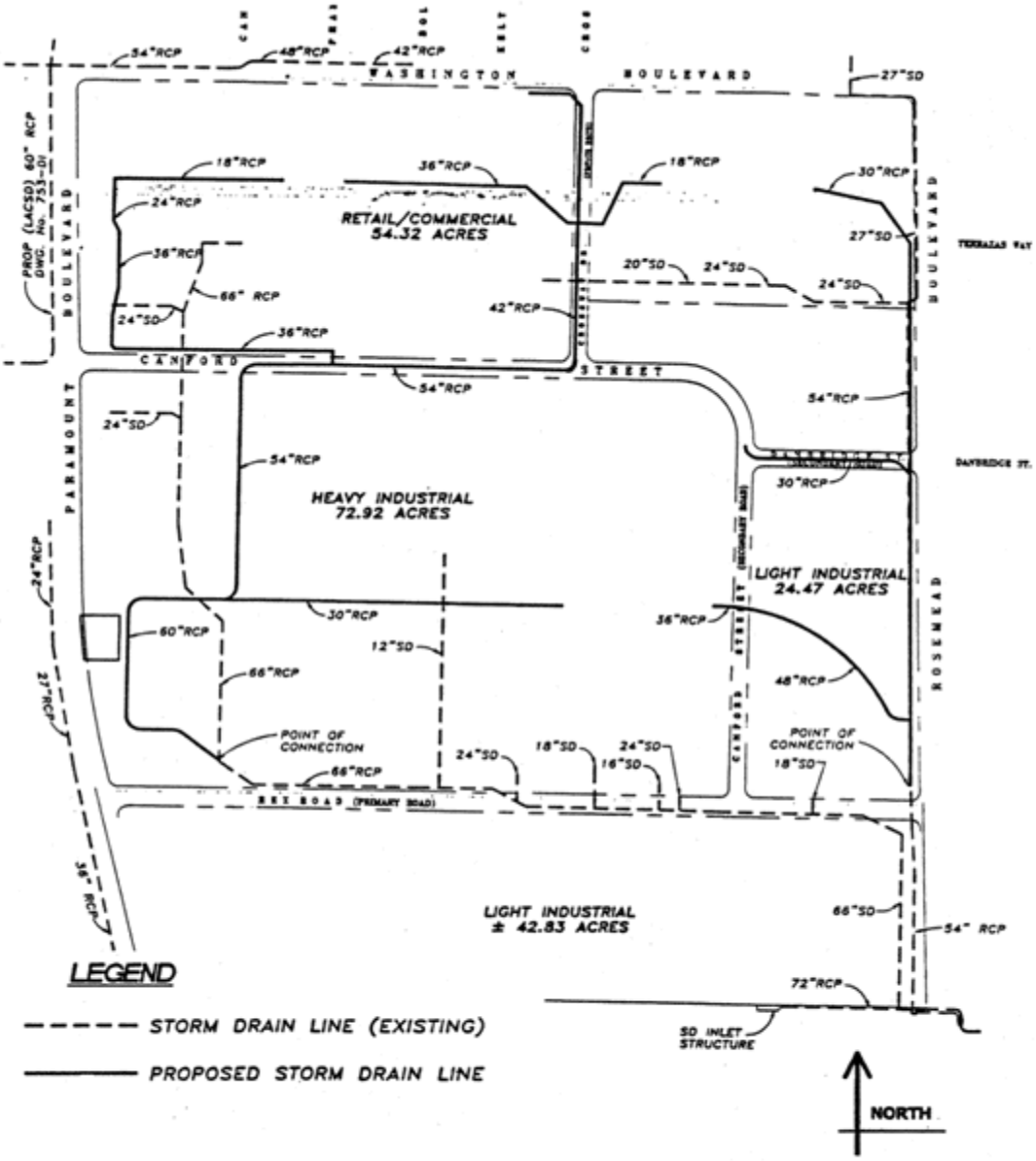


Exhibit 4-5
Existing Storm Drain Facilities
Source: City of Pico Rivera, 2000.

5.0 IMPLEMENTATION PROGRAM

5.1 ADOPTION OF THE SPECIFIC PLAN AMENDMENT

The adoption of and provisions of the Specific Plan Amendment are not intended to have application to Sub-Area C without the express written consent of the owners thereof. Subject to the foregoing, this Amendment to the Rancho de Bartolo Specific Plan will serve as the primary regulatory document for the Planning Area. The consistent application of the standards contained in this Specific Plan will ensure that the Planning Area's development reflects the community's overall vision for the Planning Area, while providing a maximum amount of flexibility for the property owner. The adoption of the Rancho de Bartolo Specific Plan Amendment (SP 400.4) as an amendment to the City of Pico Rivera Zoning Ordinance will provide policy consistency and legal status equal to other zoning requirements.

This Specific Plan Amendment does not nullify those provisions and/or regulations contained in the original Rancho de Bartolo Specific Plan or the previously adopted Amendments not addressed in this Specific Plan Amendment.

Notwithstanding any other provision of this Specific Plan Amendment, none of the provisions of this Amendment are intended to, or will apply to "Sub-Area C" without the express written consent of the owner of the 40 acres designated as "Sub-Area C" in the Specific Plan 400.3 Amendment during the term of the Development Agreement 98-273 between the City and Pico Rivera Business Center I, LLC, as amended, or as it may be amended from time to time. These 40 acres shall remain subject only to the provisions of the Specific Plan as previously adopted and amended.

5.2 ACTIONS REQUIRED FOR IMPLEMENTATION OF THE AMENDMENT

The Pico Rivera Zoning Ordinance has already been amended to reflect a Specific Plan (SP) zone to encompass this Planning Area. The City of Pico Rivera General Plan has also been amended to reflect this Specific Plan. Finally, an ordinance has been adopted to establish the Specific Plan area.

The primary objective of the original Rancho de Bartolo Specific Plan, and this Specific Plan Amendment, is to provide clear and consistent direction regarding the future development of the 235 gross acre Planning Area. Both the original Plan and this Amendment were formulated to provide maximum flexibility to better accommodate future development. However, both the Plan and this Amendment provide a clear definition as to the Community's overall vision for the Planning Area's development.

The original Plan identified four broad and very different development scenarios that would be permitted within the Planning Area, and one of these scenarios ultimately emerged as the candidate for additional consideration. The guiding principles and standards contained in the original Rancho de Bartolo Specific Plan are a direct outgrowth of the large number of community workshops, study sessions, and public hearings held during the Specific Plan's development and public review. As a result, these earlier standards, guidelines, and guiding principles serve as the foundation for this Specific Plan Amendment. Given the size of the

Planning Area and the complexity of the current development concepts and site plans, additional staff review and other discretionary review will be required. This review will consists of the following steps:

Step 1. The City may consider and approve a Master Conditional Use Permit (MCUP) for all or a portion of the future development contemplated within the Planning Area. This approval may only be considered as long as the MCUP Application is deemed complete and in conformance to City requirements by City Staff.

Step 2. Recognizing that additional design and site plan details are likely to be unresolved with the approval of a Master Conditional Use Permit, additional detail, site plans, and/or alternative designs may be required as part of the conditional use permit process. Such information and/or plans are to be reviewed by the Zoning Administrator and a determination made by that individual as to the submittal's conformity to the Specific Plan's regulation and intent. Should the Applicant disagree with the Zoning Administrator's determination, then the determination/decision may be appealed to the Planning Commission pursuant to the procedures outlined in the City of Pico Rivera Municipal Code.

The environmental impact report (EIR) prepared for the original Rancho de Bartolo Specific Plan, and the Mitigated Negative Declaration prepared for this Plan Amendment, will provide the requisite environmental review for the aforementioned actions. In the event that revisions or modifications are made to the site plan and/or development concept, and these changes and/or revisions are deemed not to be "minor revisions," then additional environmental review may be required.

5.3 SPECIFIC PLAN REVIEW, APPROVAL, AND MINOR REVISIONS

Plan review procedures for development within the Planning Area are intended to shorten the processing time for the applicant. The developer will be required to file final site plans for development with the Planning Area governed by the Rancho de Bartolo Specific Plan in accordance with the procedures established in the City's conditional use permit and/or precise plan of design review process.

An Environmental Impact Report (EIR) was prepared as part of the Specific Plan's original review and adoption. The development that is to occur through the implementation of this Specific Plan was evaluated fully in the EIR. This Mitigated Negative Declaration provided herein in Section 6.0 indicates the conformity of Amendment (SP 400.3), along with the current development proposal (SP 400.4), with that development originally contemplated in the adopted Rancho de Bartolo Specific Plan. The nature and extent of any further environmental review will depend on the nature of future Plan amendments. The standards contained herein also reflect mitigation that has been recommended as part of the previous EIR's preparation, as well as the mitigation contained in the Mitigated Negative Declaration.[5-1]

Minor revisions to the land use and development provisions contained herein will not require further amendments to the Rancho de Bartolo Specific Plan. Minor revisions include those activities that would normally be subject to a categorical exemption pursuant to the California Environmental Quality Act. Other minor revisions will include building footprint, adjustments,

minor changes in floor area, revisions to the location of structures, and other modifications to the site plan. The determination as to whether any future changes to the development plan constitute a "minor revision" shall be left to the discretion of the Community Development Director. Changes to the site plan and/or the proposed development concept are not considered to be a "minor revision" if any of the following conditions are met:

1. The site plan revisions and/or changes to the development concept involve an increase in floor area exceeding the maximum permitted in Section 2.0 of this Specific Plan Amendment;

2. The site plan revisions and/or changes to the development concept require a modification to the standards, regulations, and/or guiding principles outlined in this Specific Plan Amendment;

3. The site plan revisions and/or changes to the development concept involve land uses and/or development not identified as being permitted within Section 2.0 of the Specific Plan; and,

4. The site plan revisions and/or changes to the development concept involve changes that would result in environmental effects requiring mitigation measures not already considered in previous environmental review.

5.4 ENFORCEMENT OF THIS SPECIFIC PLAN AMENDMENT

The Community Development Director shall have the duty to enforce the provisions of this Specific Plan. Any person violating use of a building or structure hereafter erected, built, maintained, or used contrary to provisions of the original Specific Plan or the Amendments contained herein, shall be guilty of a misdemeanor.

The Community Development Director shall have the duty to interpret the provisions of this Specific Plan. All such interpretations shall be prepared in written form and shall be permanently maintained. Any person aggrieved by such an interpretation may request that such interpretation be reviewed by the Planning Commission and, if needed, appealed to the City Council.

Unless otherwise specified, all development within the Planning Area governed by the Rancho de Bartolo Specific Plan Amendment shall comply with the terms of this Specific Plan Amendment and the applicable provisions of the Adopted Specific Plan and previous amendments to that Plan. Maintenance of landscaping, signage, parking areas, streets, structures, fences, and other amenities described herein is required, and will be the responsibility of the property owner(s) to maintain. Failure to maintain those improvements described herein will constitute a failure to comply with the provisions of this Specific Plan. Any appeals of the determinations made by the Zoning Administrator must conform to those procedures outlined in the City of Pico Rivera Zoning Code.

5.5 PHASING AND PHASED DEVELOPMENT

A key objective of this Specific Plan is to promote the timely and efficient reuse of the existing Northrop-Grumman facility. The City of Pico Rivera desires to facilitate the property owner,

potential investors, and the developer through implementation of this Specific Plan. Toward this end, the phasing of future development is important.

1. The redevelopment of Sub-Area A may proceed independently from the remainder of the Planning Area, provided that a conditional use permit and phased timeline agreement has been granted by the City. All applicable standards and requirements contained herein must be adhered to.

2. The redevelopment of Sub-Area B may proceed independently of the remaining Planning Area upon approval of a conditional use permit and phased timeline agreement. All applicable standards and requirements contained herein must be adhered to.

3. The project identity, minor nodes, and entryways, as indicated herein, shall be provided upon development of the sub-areas abutting the said improvements.

4. The full improvement of Rex Road shall be provided upon development of Sub-Area B.

5. This Specific Plan permits warehousing and distribution uses as long as such uses provide employment consistent with that identified in the Environmental Impact Report (1 job/1,000 square feet of gross floor area or as determined by the development agreement with the City. This conformity will be determined as part of the CUP review.

5.6 DEVELOPMENT DENSITY TRANSFERS

No further development density/intensity transfers among the four planning areas will be permitted.

5.7 IMPLEMENTATION CONDITIONS

1. Any rail crossing of Rex Road shall require prior approval from the California Public Utilities Commission (CPUC) and any other regulatory agencies with jurisdiction. The applicant shall obtain any required rights of access and shall improve the rail crossing to CPUC standards at the applicant's expense.

2. Any development agreement for the north 160 acres (or any portion thereof) shall include job creation and minimum assessed valuation requirements at least proportional, in light of the greater land area north of Rex Road, to those included in Development Agreement 98-273 for the south 40 acres.

3. Truck and heavy equipment traffic related to demolition and hazardous material remediation on the north 160 acres shall be prohibited from using Rex Road.

4. In the event of any internal inconsistency within the Specific Plan Amendment, or between this Specific Plan Amendment and the approved Conditional Use Permits, including

inconsistency between the text and exhibits of each, the more restrictive condition shall prevail.

Footnotes:

5-1) Government Code 65453 empowers a legislative body to amend a specific plan as often as deemed necessary. This Specific Plan may be amended through resolution or ordinance of the City Council.