

APPENDIX A: SITE INVENTORY

This Appendix contains the methodology used to demonstrate the feasibility of recycling of nonresidential parcels to residential uses. This Appendix also contains a listing of all sites proposed for housing during the timeframe of the Element, with the appropriate criteria listed (Table 38).

METHODOLOGY

AB 2348 requires the Housing Element to analyze the feasibility of underutilized sites recycling to housing during the planning period. A number of factors influence the likelihood of recycling. Foremost is the housing market. Rising foreclosures, lack of credit, and the reluctance of homebuyers will continue to limit the market for new condominiums. However, the apartment market remains strong, evidenced by predictable increases in rents. This analysis assumes that apartment construction is the most likely alternative until the homeownership market rebounds.

To assess the likelihood of recycling, three tests were applied to each parcel or group of parcels: 1) improvement to land ratio, 2) zoning, density, and lot size; and 3) financial feasibility. If a parcel or group of parcels passed a test, the parcel was assigned one point. Upon completion, parcels receiving a ranking of 3 points were considered most likely to recycle immediately. Parcels receiving a score of 2 points were also anticipated to recycle within the planning period. Parcels receiving a ranking of 1 or zero points were not anticipated to recycle within the planning period.

The following summarizes the methodology used for each test. Table 35 provides an analysis of six approved projects where the tests were applied.

Test #1: Improvement to Land Ratio (I/L Ratio)

The California Infill Study commissioned by the University of California at Berkeley provides a practical definition of underused land. A site is considered underutilized when the ratio of the value of structural improvement to land (I/L ratio) is below 1.0 for commercial uses and 0.75 for residential uses. This Housing Element analyzed 6 prototypes of recently approved mixed/multiuse projects and found that recycling existed when the I/L ratios fell below 0.75 for commercial uses and 0.5 for residential uses. The Housing Element incorporates these thresholds, rather than statewide averages, to derive realistic estimates for recycling. For parcels that passed the above test, the site received one point.

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Test #2: Zoning, Density, and Lot Size

Lot sizes help facilitate quality multiple-family housing with appropriate development standards, amenities, and on-site project management. Affordable developers tend to desire at least one or two acre sites, because this size of project scores competitively on state and federal grants. Moreover, the presence of adequate zoning and density standards also facilitate the production of affordable housing. The State of California HCD has adopted a minimum density threshold of 30 units per acre as indicative of the density needed to support the production of affordable housing.

The sites chosen for residential development will have the proper zoning in place, allow multiple-family residential by right, and allow for at least 25 units per acre. With a minimum set-aside of only 10 percent of the units for affordable housing, a developer can easily reach 30 units per acre. The more difficult test is lot size. Shown in Table 37, the last five projects approved for a mixed/multi-use concept involved private actions to assemble sites totaling 0.75 to 3 acres in size. This analysis makes the same assumption. A parcel is assumed to pass this test if it is at least 0.5 acre in size and could be consolidated with an adjacent parcel to achieve a 0.75 to 1-acre site.

Test #3: Financial Feasibility

The City also compared the present value of properties for potential residential uses versus current nonresidential uses on the site to determine which sites were most financially feasible for recycling. This was based on an assessment of current lease rates from field surveys, vacancy rates based on regional data, square footage of rental space based on County assessor data, and industry cap rates. Sites were also valued for housing by considering expected density, average rents and vacancy rates, and an industry cap rate. A site is deemed underused if residential is a more financially attractive option than existing nonresidential uses.

The final test, though not explicitly accounted for in the model was the age of structure. The greatest amount of recycling occurred in buildings at least 40 years old, though newer buildings also recycled. Moreover, recycling occurred for many uses, including homes, warehouses, offices, commercial uses, mobile homes, and industrial uses. The model does not include this assessment on a parcel by parcel basis. However, if this factor was included in the model, a greater number of parcels would qualify as underutilized.

Table 37 below summarizes the criteria used as applied to actual projects in El Monte, showing the reliability of factors used to indicate parcels most likely to recycle during the planning period.

Table 37 Prototypical Projects

<i>Project Location</i>	<i>Existing Use</i>	<i>General Plan and Zoning</i>	<i>Lot Size</i>	<i>Proposed Commercial Uses as %lot</i>	<i>Age of use</i>	<i>I/L Ratio</i>
Project 1 Garvey Av	Commercial, home, motel	GC/C-3	2 parcels 31,000 sf.	20%	N/A	<0.75
Project 2 Peck Road	Commercial use, house	GC/C-3	2 parcels 45,000 sf.	22%	1960s & 1990s	<0.75
Project 3 Peck Road	Single/multipl e-family units	GC/C-3	3 parcels 50,000 sf.	19%	1960s	<0.75
Project 4 Garvey Av	Vacant Parcel	GC/C-2	2 parcels 57,000 sf.	19%	N/A	Vacant
Project 5* Valley Blvd	Car wash, office, wrhse	GC/M-2	3 parcels 134,000 sf.	15%	1940s- 1960s	>1

Source: City of El Monte, 2008.* Projects did not move forward to completion

SITES INVENTORY

Table 38 Detailed Land Inventory

<i>APN</i>	<i>Code</i>	<i>Current GP/ Zone</i>	<i>Future GP/Zone</i>	<i>Acres</i>	<i>Current Use</i>	<i>Tests Passed</i>	<i>Age</i>
8106015029	1a	I/BP-M1	MMU	2.12	Parking	3	1956
8106015004	1b	I/BP-M1	MMU	0.48	Commercial	1	1956
8106015005	1c	I/BP-M1	MMU	0.49	Parking	3	1977
8106015006	1d	I/BP-M1	MMU	0.48	Parking	3	1986
8106015007	1e	I/BP-M1	MMU	0.49	Commercial	2	1963
8106014007	1f	I/BP-M1	MMU	0.66	Vacant	2	1974
8106014006	1g	I/BP-M1	MMU	0.71	Parking	3	1949
8106014008	1h	I/BP-M1	MMU	1.26	Church	2	1933
8106014003	1i	LDR-M1	MMU	0.63	Industrial	3	1937
8106014002	1j	I/BP-M1	MMU	0.74	Commercial	2	1968
8109001010	1k	I/BP-M1	MMU	0.15	Commercial	2	1944
8109001009	1l	I/BP-M1	MMU	0.15	Commercial	1	1946
8109001011	1m	I/BP-M1	MMU	0.24	Residence	2	1935
8109001008	1n	I/BP-M1	MMU	0.52	Commercial	3	1946
8109001007	1o	I/BP-M1	MMU	0.53	Industrial	1	1956
8109001006	1p	I/BP-M1	MMU	0.26	Industrial	1	1980
8109001005	1q	I/BP-M1	MMU	0.26	Industrial	1	1981
8109001038	1r	I/BP-M1	MMU	1.00	Commercial	3	1992
8109001038	1s	I/BP-M1	MMU	0.55	Commercial	3	1992
8109006038	1t	I/BP-M1	MMU	1.00	Commercial	1	1988
8109006007	1u	I/BP-M1	MMU	0.28	Commercial	3	1936
8109006006	1v	I/BP-M1	MMU	0.28	Commercial	3	1936
8109006005	1w	I/BP-M1	MMU	0.29	Vacant	3	Vacant
8109006004	1x	I/BP-M1	MMU	0.57	Commercial	3	1991
8109006039	1y	I/BP-M1	MMU	1.14	Industrial	1	1989
8114002003	4a	I/BP-M1	MMU	0.27	Industrial	2	1962
8114002002	4b	I/BP-M1	MMU	0.27	Industrial	0	1990
8114002001	4c	I/BP-M1	MMU	0.26	Commercial	2	1941
8114001009	4d	I/BP-M1	MMU	0.11	Residence	2	1962
8114001008	4e	I/BP-M1	MMU	0.18	Commercial	2	1941
8114001007	4f	I/BP-M1	MMU	0.27	Commercial	2	1983
8114001006	4g	I/BP-M1	MMU	0.28	Commercial	3	1941
8114001026	4h	I/BP-M1	MMU	0.28	Industrial	2	1943
8114001001	4j	I/BP-M1	MMU	0.16	Industrial	1	1994
8114001003	4i	I/BP-M1	MMU	0.28	Residence	1	1950
8114001002	4k	I/BP-M1	MMU	0.11	Industrial	1	1942
8113030033	4l	I/BP-M1	MMU	0.62	Vacant	3	Vacant
8113030034	4m	I/BP-M1	MMU	0.62	Vacant	3	Vacant
8113030035	4n	I/BP-M1	MMU	0.62	Commercial	3	1919
8113030036	4o	I/BP-M1	MMU	0.62	Commercial	3	1944
8113030051	4p	I/BP-M1	MMU	0.27	Commercial	0	1996
8113030052	4q	I/BP-M1	MMU	0.37	Commercial	1	1997
8107018006	N2a	I/BP-M1	MMU	0.21	Residence	1	1943
8107018005	N2b	I/BP-M1	MMU	0.13	Commercial	0	1949
8107018004	N2c	I/BP-M1	MMU	0.31	Industrial	2	Vacant
8107018003	N2d	I/BP-M1	MMU	0.31	Residence	2	1943
8107018002	N2e	I/BP-M1	MMU	0.31	Industrial	2	Vacant
8107018001	N2f	I/BP-M1	MMU	0.30	Industrial	1	1993

Table 38 Detailed Land Inventory

APN	Code	Current GP/ Zone	Future GP/Zone	Acres	Current Use	Tests Passed	Age
8107019006	N2g	I/BP-M1	MMU	0.34	Commercial	2	1936
8107019005	N2h	I/BP-M1	MMU	0.31	Commercial	2	1942
8107019004	N2i	I/BP-M1	MMU	0.31	Other	2	1942
8107019003	N2j	I/BP-M1	MMU	0.31	Commercial	2	2007
8107019002	N2k	I/BP-M1	MMU	0.13	Residence	1	1955
8107019001	N2l	I/BP-M1	MMU	0.17	Commercial	1	1946
8107020007	N2m	I/BP-M1	MMU	0.30	Commercial	0	1950
8107020026	N2n	I/BP-M1	MMU	0.93	Commercial	2	1992
8107020002	N2o	I/BP-M1	MMU	0.11	Commercial	1	1946
8107020001	N2p	I/BP-M1	MMU	0.22	Commercial	2	1946
8107016007	N3a	I/BP-M1	MMU	0.52	Commercial	3	1947
8107016006	N3b	I/BP-M1	MMU	1.82	Industrial	1	1955
8107016005	N3c	I/BP-M1	MMU	0.32	Parking	3	1951
8107016009	N3d	I/BP-M1	MMU	0.32	Parking	3	1948
8107016008	N3e	I/BP-M1	MMU	1.03	Commercial	3	1948
8107017009	N3f	I/BP-M1	MMU	0.32	Industrial	3	1951
8107017008	N3g	I/BP-M1	MMU	0.29	Commercial	0	1957
8107017007	N3h	I/BP-M1	MMU	0.43	Industrial	0	2000
8107017006	N3i	I/BP-M1	MMU	0.70	Commercial	1	1940
8107017005	N3j	I/BP-M1	MMU	0.35	Commercial	0	1955
8107017004	N3k	I/BP-M1	MMU	0.29	Parking	3	Vacant
8107017003	N3l	I/BP-M1	MMU	0.29	Commercial	3	1947
8107017001	N3m	I/BP-M1	MMU	0.20	Residence	0	1962
8107017002	N3n	I/BP-M1	MMU	0.50	Residence	1	1946
8107017002	N3o	I/BP-M1	MMU	0.16	Residence	1	1946
8108012011	S2a	I/BP-M1	MMU	0.46	Commercial	1	1999
8108012012	S2b	I/BP-M1	MMU	0.20	Commercial	0	1967
8108012009	S2c	I/BP-M1	MMU	0.08	Residence	1	1947
8108012006	S2d	I/BP-M1	MMU	0.40	Commercial	1	1988
8108012005	S2e	I/BP-M1	MMU	0.47	Commercial	1	1959
8108012004	S2f	I/BP-M1	MMU	0.33	Industrial	3	1956
8108012003	S2g	MLDR-	MMU	0.40	Industrial	3	1956
8108012002	S2h	MLDR	MMU	0.40	Commercial	2	1947
8108012013	S2i	I/BP-M1	MMU	0.27	Commercial	1	1990
8108012014	S2j	I/BP-M1	MMU	0.13	Residence	1	1959
8108008008	S2k	I/BP-M1	MMU	0.14	Commercial	1	1947
8108008009	S2l	I/BP-M1	MMU	0.11	Residence	1	1952
8108008010	S2m	I/BP-M1	MMU	0.11	Residence	2	1940
8108008007	S2n	I/BP-M1	MMU	0.38	Commercial	2	1947
8108008006	S2o	I/BP-M1	MMU	0.39	Vacant	2	1946
8108008005	S2p	I/BP-M1	MMU	0.39	Industrial	0	1986
8108008004	S2q	I/BP-M1	MMU	0.37	Industrial	3	1959
8108008003	S2r	I/BP-M1	MMU	0.39	Residence	2	1944
8108008035	S2s	I/BP-M1	MMU	0.77	Commercial	2	1944
8108013018	S3a	I/BP-M1	MMU	0.30	Commercial	2	1939
8108013038	S3b	I/BP-M1	MMU	0.18	Residence	2	1943
8108013039	S3c	I/BP-M1	MMU	0.12	Residence	2	1956
8108013016	S3d	I/BP-M1	MMU	0.30	Industrial	1	1973

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8108013015	S3e	I/BP-M1	MMU	0.30	Industrial	3	1973
8108013017	S3f	I/BP-M1	MMU	0.29	Industrial	3	1966
8108013014	S3g	I/BP-M1	MMU	0.30	Vacant	2	1940
8108013013	S3h	I/BP-M1	MMU	0.30	Industrial	3	1945
8108013012	S3i	I/BP-M1	MMU	0.29	Industrial	3	1945
8108013011	S3j	I/BP-M1	MMU	0.30	Commercial	1	1939
8108013010	S3k	I/BP-M1	MMU	0.29	Residence	2	1941
8108013009	S3l	I/BP-M1	MMU	0.30	Commercial	0	2006
8108013008	S3m	I/BP-M1	MMU	0.30	Commercial	1	1940
8108013007	S3n	I/BP-M1	MMU	0.30	Residence	2	1945
8108013006	S3o	I/BP-M1	MMU	0.29	Church	1	1951
8108013005	S3p	I/BP-M1	MMU	0.28	Industrial	1	1990
8108013004	S3q	I/BP-M1	MMU	0.30	Industrial	1	1990
8108013003	S3r	I/BP-M1	MMU	0.30	Industrial	1	1947
8108013002	S3s	I/BP-M1	MMU	0.30	Industrial	2	1948
8108013001	S3t	I/BP-M1	MMU	0.30	Industrial	2	Vacant
GARVEY							
8566008024	1a	GC-C3	MMU	0.29	Commercial	0	1942
8566008003	1b	GC-C3	MMU	0.39	Commercial	3	1941
8566008025	1c	GC-C3	MMU	0.09	Commercial	3	Vacant
8566008027	1d	GC-C3	MMU	0.16	Commercial	1	1948
8566008006	1e	NC-C3	MMU	0.12	Commercial	0	1968
8566008007	1f	GC-C3	MMU	0.12	Commercial	1	1949
8566008008	1g	GC-C3	MMU	0.13	Commercial	0	1940
8566008023	1h	GC-C3	MMU	0.25	Commercial	2	1942
8566009002	1i	GC-C3	MMU	0.13	Commercial	2	1970
8566009007	1j	GC-C3	MMU	0.12	Commercial	2	1983
8566009008	1k	GC-C3	MMU	0.42	Commercial	1	1983
8105003022	1l	GC-C3	MMU	0.08	Residence	1	1937
8105003021	1m	GC-C3	MMU	0.06	Residence	1	1953
8105003020	1n	GC-C3	MMU	0.08	Residence	1	1937
8105003019	1o	GC-C3	MMU	0.06	Residence	0	1938
8105003023	1p	GC-C3	MMU	0.32	Residence	1	1935
8105003024	1q	GC-C3	MMU	0.39	Commercial	2	1946
8105003035	1r	GC-C3	MMU	0.76	Commercial	1	1987
8566010019	N2a	GC-C3	MMU	0.10	Residential	2	1941
8566010018	N2b	GC-C3	MMU	0.12	Residential	1	1942
8566010017	N2c	GC-C3	MMU	0.13	Residential	2	1941
8566010016	N2d	GC-C3	MMU	0.13	Residential	1	1941
8566010025	N2e	GC-C3	MMU	0.26	Residential	1	1968
8566010007	N2f	GC-C3	MMU	0.13	Commercial	0	1956
8566010006	N2g	GC-C3	MMU	0.13	Commercial	2	1936
8566010005	N2h	GC-C3	MMU	0.13	Commercial	1	1946
8566010020	N2i	GC-C3	MMU	0.15	Residential	1	1944
8566010021	N2j	GC-C3	MMU	0.18	Residential	1	2000
8566010022	N2k	GC-C3	MMU	0.17	Residential	1	1946
8566010013	N2l	GC-C3	MMU	0.16	Residential	1	1961
8566010012	N2m	GC-C3	MMU	0.17	Residential	1	1940

Table 38 Detailed Land Inventory

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8566010011	N2n	GC-C3	MMU	0.17	Residential	1	1940
8566010008	N2o	GC-C3	MMU	0.15	Commercial	0	1947
8566010009	N2p	GC-C3	MMU	0.16	Commercial	0	1939
8566010029	N2q	GC-C3	MMU	0.31	Commercial	3	Vacant
8566011027	N2r	GC-C3	MMU	3.90	Commercial	3	Vacant
8566011007	N2s	GC-C3	MMU	0.25	Commercial	0	1946
8566011008	N2t	GC-C3	MMU	0.19	Commercial	0	1900
8566011025	N2u	GC-C3	MMU	0.13	Commercial	0	1951
8566011012	N2v	GC-C3	MMU	0.41	Commercial	2	1975
8566011024	N2w	GC-C3	MMU	0.13	Commercial	0	1940
8566011010	N2x	GC-C3	MMU	0.44	Commercial	1	1946
8566011011	N2y	GC-C3	MMU	0.14	Commercial	2	1940
8566018031	N3a	GC-C3	MMU	0.25	Residential	2	1970
8566018030	N3b	GC-C3	MMU	0.47	Residential	3	Vacant
8565015005	N3c	GC-C3	MMU	0.27	Commercial	3	1951
8565015004	N3d	GC-C3	MMU	0.06	Commercial	2	Vacant
8565015003	N3e	GC-C3	MMU	0.13	Commercial	3	1951
8565015002	N3f	GC-C3	MMU	0.12	Commercial	2	1950
8565015001	N3g	GC-C3	MMU	0.39	Commercial	3	1950
8565-015-007	N3h	R-1	R-3	1.13	Vacant	3	Vacant
8565016002	N3i	GC-C3	MMU	0.90	Commercial	3	1927
8105004011	S2a	GC-C3	MMU	0.10	Commercial	2	Vacant
8105004012	S2b	GC-C3	MMU	0.46	Commercial	0	1939
8105004013	S2c	GC-C3	MMU	0.27	Commercial	0	1939
8105004001	S2d	GC-C3	MMU	0.23	Commercial	0	New
8105004002	S2e	GC-C3	MMU	0.37	Commercial	0	New
8105005015	S2f	GC-C3	MMU	0.30	Commercial	1	Vacant
8105005016	S2g	GC-C3	MMU	0.23	Commercial	0	1939
8105005017	S2h	GC-C3	MMU	0.18	Commercial	1	1968
8105005001	S2i	GC-C3	MMU	0.43	Commercial	0	1925
8105005023	S2j	GC-C3	MMU	0.49	Commercial	0	1953
8105006011	S2k	GC-C3	MMU	0.11	Commercial	2	1959
8105006012	S2l	GC-C3	MMU	0.06	Commercial	1	1940
8105006013	S2m	GC-C3	MMU	0.06	Commercial	2	1939
8105006010	S2n	GC-C3	MMU	0.28	Commercial	2	1958
8105006022	S2o	GC-C3	MMU	0.56	Commercial	1	1951
8105006007	S2p	GC-C3	MMU	0.37	Commercial	1	1959
8105006006	S2q	GC-C3	MMU	0.28	Commercial	1	1934
8105007051	S3a	GC-C3	MMU	0.69	Commercial	1	2000
8105007031	S3b	GC-C3	MMU	0.37	Commercial	2	1935
8105007032	S3c	GC-C3	MMU	0.18	Commercial	3	1946
8105007001	S3e	GC-C3	MMU	0.68	Commercial	2	1936
8105007002	S3f	GC-C3	MMU	0.68	Commercial	2	1965
8105007003	S3g	GC-C3	MMU	0.68	Commercial	1	1934
8105007004	S3h	GC-C3	MMU	0.60	Commercial	2	1935
8105007005	S3i	GC-C3	MMU	0.57	Commercial	2	1931
8105007006	S3j	GC-C3	MMU	0.57	Commercial	1	1937
8105007007	S3k	GC-C3	MMU	0.67	Commercial	1	1962

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<i>APN</i>	<i>Code</i>	<i>Current GP/ Zone</i>	<i>Future GP/Zone</i>	<i>Acres</i>	<i>Current Use</i>	<i>Tests Passed</i>	<i>Age</i>
Transit Village							
8578018902	SP-1	EMTV	Same	3.49	Maint. Yard	Under Development	
8578018008	SP-1	EMTV	Same	0.19	Maint. Yard		
8578018909	SP-1	EMTV	Same	0.19	Maint. Yard		
8578018007	SP-1	EMTV	Same	0.20	Maint. Yard		
8578018008	SP-1	EMTV	Same	0.19	Maint. Yard		
8578017901	SP-1	EMTV	Same	3.35	Fire Station		
8578017900	SP-1	EMTV	Same	3.48	Fire Station		
8578018917	SP-1	EMTV	Same	0.86	Park-Ride		
8578019803	SP-1	EMTV	Same	0.04	Park-Ride		
8578018913	SP-1	EMTV	Same	2.13	Park-Ride		
8578019904	SP-1	EMTV	Same	0.34	Park-Ride		
8578019903	SP-1	EMTV	Same	0.85	Bus Yard		
8578019901	SP-1	EMTV	Same	0.95	Bus Yard		
8578020908	SP-1	EMTV	Same	7.32	Bus Yard		
8578019902	SP-1	EMTV	Same	4.31	Bus Yard		

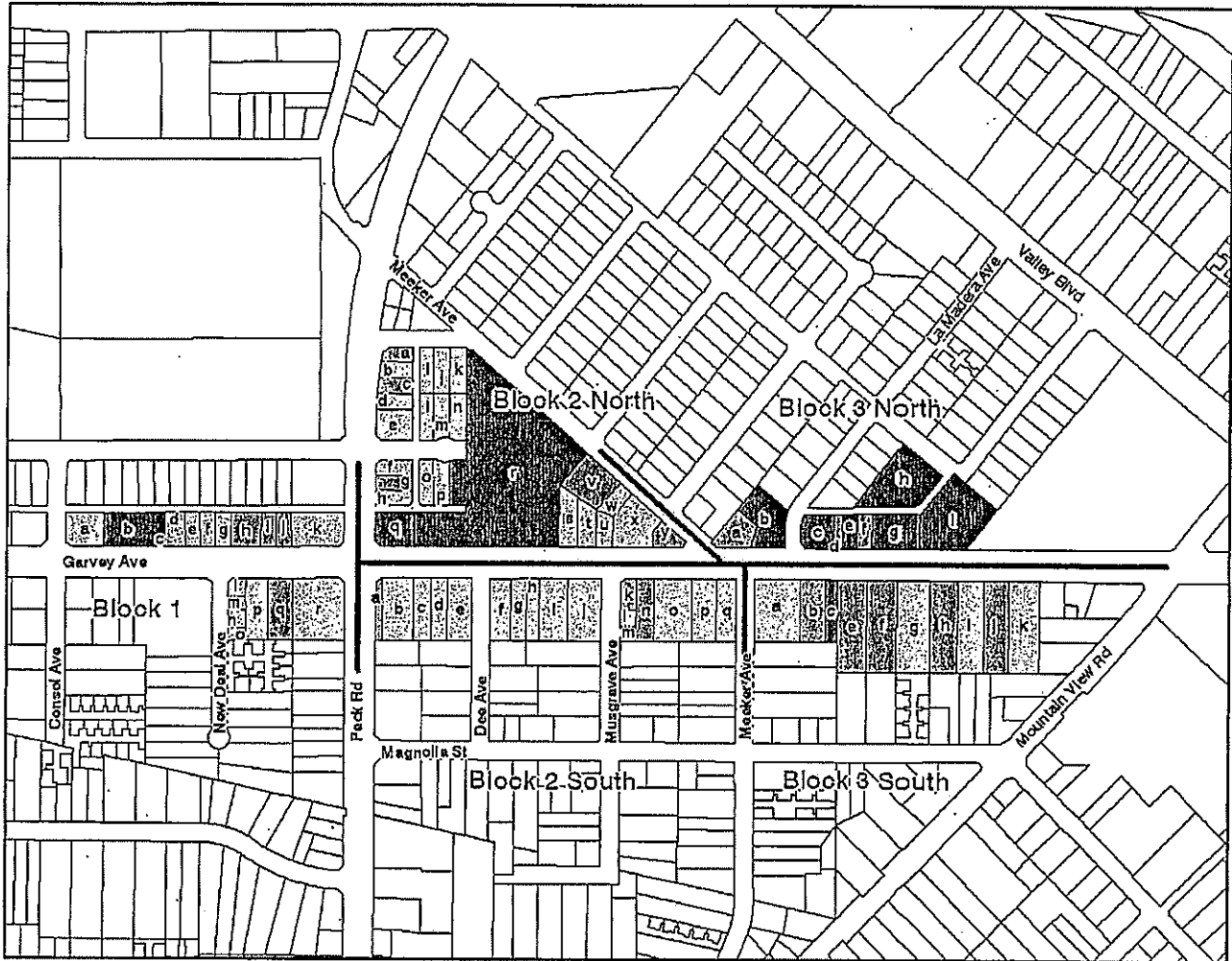


Durfee Corridor Redevelopment Summary

Redevelopment Potential	Color	Number of Parcels	Acreage of Parcels
Limited Redevelopment Potential		11	3.1
Slight Redevelopment Potential		35	12.9
Moderate Redevelopment Potential		35	12.8
Most Redevelopment Potential		31	16.1
Total		112	44.9



Figure 13 Durfee Corridor Site Map



Garvey Corridor Redevelopment Summary

Redevelopment Potential	Color	Number of Parcels	Acreage of Parcels
Limited Redevelopment Potential		18	4.2
Slight Redevelopment Potential		29	8.4
Moderate Redevelopment Potential		21	5.7
Most Redevelopment Potential		11	8.2
Total		79	26.5

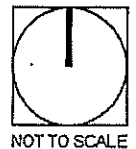


Figure 14 Garvey Corridor Site Map