

Property Addresses Within the Peck Road Specific Plan

(Previous and Current)

**Peck Road Addresses: 3001, 3031, 3051, 3231, 3301, 3131, 3305, 3313, 3317,
3321, 3329, 3331, 3333**

South Mayflower Avenue Addresses: 3100, 3101

Live Oak Address: 4414

RESOLUTION NO. 89-17

A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF MONROVIA, CALIFORNIA
APPROVING THE PECK ROAD SPECIFIC PLAN

THE CITY COUNCIL OF THE CITY OF MONROVIA DOES RESOLVE AS FOLLOWS:

WHEREAS, the City Council of the City of Monrovia has initiated proceedings pursuant to Section 65450 et seq of the Government Code to adopt a Specific Plan for the area generally bounded by Live Oak Avenue on the north, Peck Road on the east, Peck Road Spreading Grounds on the south, and Lynd Avenue on the west and specifically described in Exhibit "A", and;

WHEREAS, the Planning Commission held a public hearing on January 11, 1989 and recommended approval to the City Council of the proposed Peck Road Specific Plan, and;

WHEREAS, pursuant to the requirements of the California Environmental Quality Act, and the State CEQA Guidelines, the City Council certified that a Negative Declaration has been properly prepared and adopted, and;

WHEREAS, the City Council, after a duly noticed public hearing, approved the Peck Road Specific Plan and an Amendment to the Land Use Element of the General Plan for the area described in EXHIBIT "B" and;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MONROVIA, CALIFORNIA, DOES RESOLVE AS FOLLOWS:

1. The Peck Road Specific Plan is hereby approved and adopted.

PASSED, APPROVED, AND ADOPTED this 2nd day of May 1989.

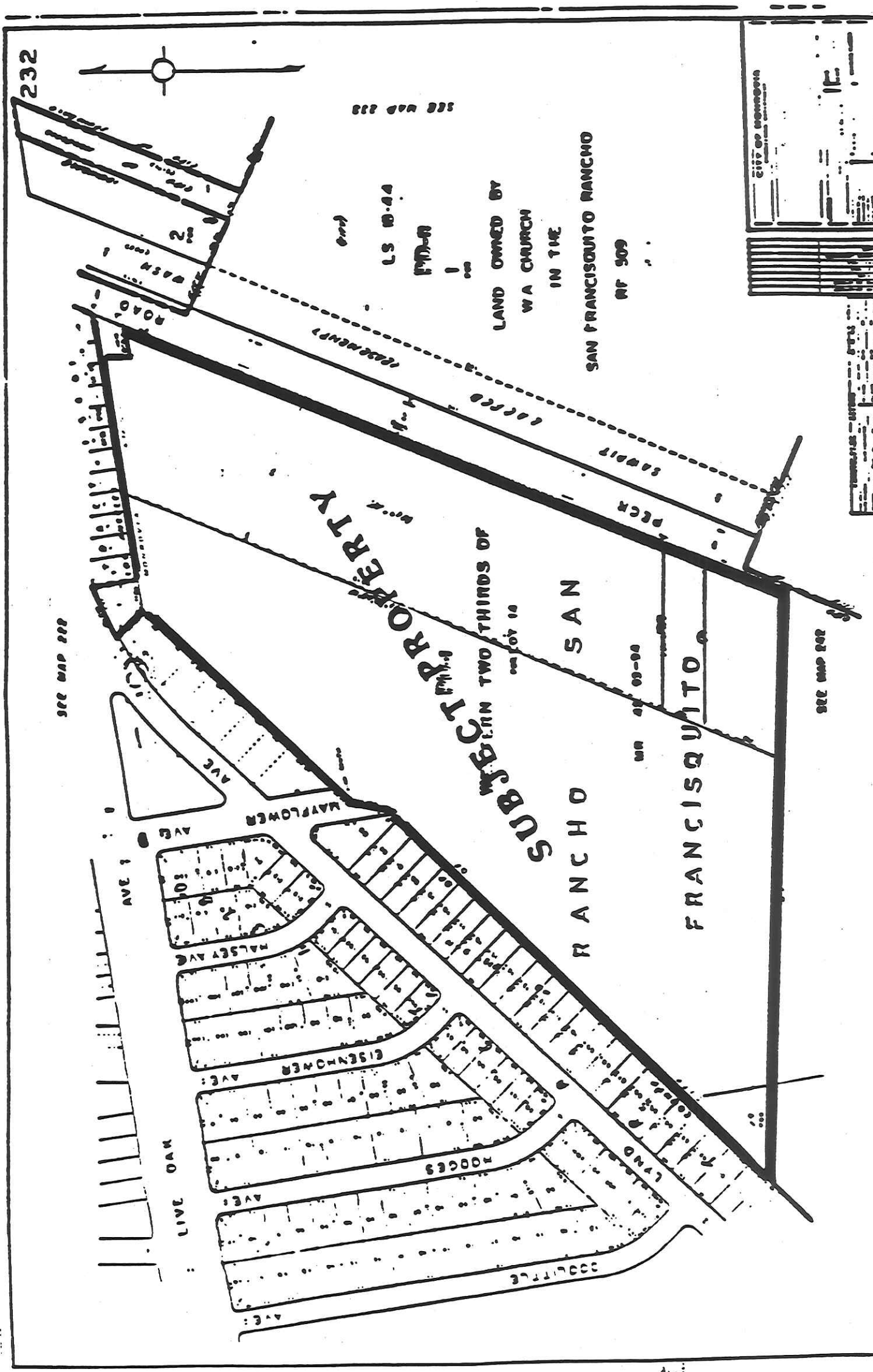

Robert T. Bartlett, Mayor
City of Monrovia, CA

ATTEST:


Phyllis McCarville, City Clerk
City of Monrovia, CA

pd

* CHANGED DUE TO CLERICAL ERROR.



232

SEE MAP 222

LS 10-44

M-1

LAND OWNED BY
WA CHURCH
IN THE

SAN FRANCISCO RANCHO

RF 509

CITY OF SAN FRANCISCO

SEE MAP 222

SEE MAP 222

SUBJECT PROPERTY
TWO THIRDS OF

SAN

RANCHO

FRANCISQUITO

AVE 1

LIVE OAK
AVE

AVE

AVE

HODGES
AVE

HALSEY
AVE

MAYFLOWER
AVE

AVE

AVE

WASH
ROAD

SEE MAP 222

SEE MAP 222

AVE

COOPLITCE
AVE

LAND

SECTION II

PECK ROAD SPECIFIC PLAN

1. INTRODUCTION

A. PURPOSE AND INTENT

The property encompassing the auto salvage and dismantling yards and the building salvage yard property located in the southern quadrant of the City of Monrovia is included in the Peck Road Specific Plan. The area consists of approximately 33 acres. The property was formally a gravel pit and subsequently a landfill. However, due to the lack of fill certification and compaction the underlying soil condition is unstable. The Specific Plan process will enable the City to provide a mechanism to coordinate the orderly development of this area whereby auto salvage and dismantling yard operations and other miscellaneous industrial uses can be located and operated in a manner that is compatible with surrounding uses.

The Peck Road Specific Plan will establish the policies and regulations for the physical implementation of the land use plan.

B. PROJECT LOCATION AND DESCRIPTION

The project site contains several auto dismantling and salvage facilities, a building salvage yard and a roofing materials business. The site consists of four (4) parcels of land with three (3) separate ownerships. All of the property is located in the City of Monrovia and is currently zoned PD (Planned Development). The area surrounding the site included commercial development to the north (County), Peck Road Spreading Ground (County) to the south, residential to the west (County) and gravel pit to the east (City). Even though the project site falls entirely within the City of Monrovia, the area is unique in that it is a point on the map where several jurisdictional boundaries interact. The City of Monrovia, the County of Los Angeles, the City of Irwindale, the City of El Monte, and the City of Arcadia.

C. CALIFORNIA ENVIRONMENTAL QUALITY ACT

This Specific Plan was prepared in accordance with the California Environmental Quality Act (CEQA). It has been determined that this project will not have a significant environmental impact, and therefore a Negative Declaration has been prepared. Nevertheless, this does not preclude requiring further focused environmental analysis on an as-need-basis.

D. AUTHORITY AND SCOPE

The Peck Road Specific Plan has been prepared pursuant to the provisions of the California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457. The California Government Code authorizes cities to adopt Specific Plans by resolution as policy or by ordinance as regulation. Hearings are required by both the Planning Commission and City Council.

The Peck Road Specific Plan is a regulatory plan which will serve as the Zoning Ordinance for the subject property. Proposed development plans, or agreements, tentative tract maps or parcel maps, and other development approval (i.e. conditional use permits), must be consistent with the Specific Plan.

II. DEVELOPMENT PLAN

A. DEVELOPMENT CONCEPT

1. Provide appropriate locations for a diversified range of industrial uses within the City.

2. To protect and enhance the desirability of industrial sites within the industrial areas of the community.
3. Creation of an industrial park atmosphere by establishing necessary site development standards which include provisions for appropriate site planning, performance standards, and the use of landscaping, walls, and other screening devices.
4. Separation of industrial development from noncompatible uses through the use of landscaped buffer areas, off-street parking areas, and appropriate ingress/egress.

B. GENERAL DEVELOPMENT STANDARDS

The following site improvements shall be required in conjunction with the implementation of the Specific Plan:

1. Relocate existing salvage and dismantling facilities and maintain a minimum 30 foot landscape separation from the residential locations; a precise map indicating locations of all existing or new operations shall be reviewed and approved by the City of Monrovia.
2. Mayflower Avenue and Live Oak Avenue entrances to salvage and dismantling facilities shall be closed and barricaded by a 30-foot landscape buffer; provide all ingress/egress from South Peck Road.
3. Install a landscaped buffer between the existing residential properties to the west and the salvage and dismantling operations. Provide a heavily landscaped buffer including an effective combination of evergreen trees and oleanders and associated trees and shrubbery in a 30-foot wide buffer that would run the entire 1,500 feet between the residents and dismantlers.
4. Install a landscaped row (oleanders and trees) along the southern most portion of the property to be served as a landscaped screen. All existing metal fencing which is visible from a public right-of-way or residential property shall be painted and all new metal fencing shall be baked enamel fencing (as submitted); all fencing shall be regularly maintained.
5. Provide a common off-street parking area; ingress/egress from South Peck Road. Due to the soil/non-compacted landfill condition, all paving material to be approved by the City of Monrovia Public Works Department.
6. Install a security gate (view obscuring) at the Peck Road entrance to the off-street parking area serving the dismantlers.
7. Install entry landscaping and fencing leading to common parking area to provide identification and beautification.
8. Prohibit crushing or other similar heavy industrial/salvage operations on Sunday (Open 7 days per week).
9. Construct sidewalks along Peck Road frontage.

C. USES PERMITTED SUBJECT TO A CONDITIONAL USE PERMIT

Required for the following when newly introduced to the site and where no existing conditional use permit exists:

1. Auto dismantling and salvage yards.
2. Custom manufacturing.
3. General manufacturing.
4. Warehouse/storage.

5. Other types; uses not specifically mentioned but easily identified by the Development Review Committee as belonging to one or more of the above type uses.

D. SPECIFIC DEVELOPMENT STANDARDS

The purpose of these standards is to insure proper development and use of the property, to protect the owner of each parcel against improper development and use of surrounding parcels, to prevent the use of improper design or materials, to encourage the construction of attractive improvements at appropriate locations, to prevent haphazard and inharmonious improvements, to secure and maintain proper setbacks from streets and noncompatible uses, and in general to provide for a high quality of improvement of property.

1. **Site Area Requirements:** Any future subdivision shall be provided as found in Chapter 17 of the Monrovia Municipal Code (Zoning).
2. **Setbacks:** Any buildings constructed or placed on the site shall be pursuant to Chapter 17 of the Monrovia Municipal Code (Zoning).
3. **Landscaping:** Shall be required as shown below:

A. Mayflower Entrance Closure

Landscaping will consist of an effective combination of trees and shrubbery provided with suitable irrigation; drought resistant plant materials shall be emphasized. A detailed landscape plan shall be submitted for the Mayflower Avenue intersection.

B. Boundary Areas

Specific Plan boundary landscaping (east, west, and south) is required. Trees and shrubs or an approved equivalent shall be planted along the east boundary. Oleanders or an approved equivalent shall be placed along the south boundary. The landscaping along the westerly boundary shall be per Exhibit "B".

C. Undeveloped Areas

Undeveloped areas will be maintained in a weed-free condition.

D. Parking Areas (Driveway to Rear of Site and Parking)

Railroad ties shall be placed along side of driveway for planters; 3 foot planters on each side shall be provided.

Trees and/or shrubs shall be provided with an adequate irrigation system.

E. Landscaping Maintenance

- a. Periodic inspections will be made by the City of Monrovia noting conditions which are in noncompliance with the requirements of this section.
- b. All plantings are to be kept in a healthy and growing condition.
- c. Irrigation systems will be kept in working condition. Adjustments and cleaning will be a part of regular maintenance.
- d. An Assessment District (City/property owners) may be formed if so desired by the property owner to insure the

long-term maintenance of this area. The Assessment District if so desired, may include the landscape buffer and landscaping along the street frontage.

4. **Off-Street Parking**

A. **General**

Adequate off-street parking shall be provided to accommodate all parking needs for employees, customers, and company vehicles on the site. The intent of this provision is to eliminate the need for any on-street parking. If parking requirements increase as a result of a change in use or number of employees, additional off-street parking shall be provided.

B. **Location of Parking**

Required off-street parking will be provided on the site of the use served, or on a contiguous site. When parking is provided on a site of different ownership, a recorded document will be approved by the City Attorney and filed with the City and signed by the owners of the alternate site, stipulating to the permanent reservation of use of the site for the parking.

C. **Parking Standards and Requirements**

In addition to the following standards, parking requirements by land use, including number of spaces, size of spaces, aisle widths, etc. will conform to regulations of the Monrovia Municipal Code.

1. For uses requiring outdoor display or sales, one (1) space shall be provided for each four thousand (4,000) square feet of open area devoted to display or sales, and two (2) parking spaces for each three (3) employees.
2. As an alternative to one (1) above, an applicant may submit a parking study identifying actual need. The Development Review Committee shall review the submitted study and determine the parking requirement for the specific use.

5. **Signs:** Size, height, and color shall be approved by the Development Review Committee.

6. **Storage and Loading Areas:** No materials, supplies or equipment, including company owned or operated trucks shall be stored in any area on a site except behind a visual barrier. No storage shall be visible from the street or adjoining properties.

7. **Fencing**

A. **Height**

1. No fence or wall shall exceed ten (10) feet in height, except that a higher fence may be permitted subject to the approval of the Development Review Committee.

B. **Restrictions on Materials**

1. Walls or fences of baked enamel sheet or corrugated iron, steel, aluminum, shall be permitted subject Development to Review Committee approval.
2. Chainlink fencing is permitted when combined with redwood battens or other material approved by the Development Review Committee.

C. **Telephone and Electrical Service**

All "on-site" telephone and electrical lines will be placed underground when feasible. Transformer or terminal equipment will be screened from view of adjacent streets and properties.

8. Storage and Refuse Collection Areas

1. All outdoor storage areas and refuse collection areas shall be visually screened so that materials stored within these areas shall not be visible from access streets and adjacent property.

9. Maintenance

1. All structures will be maintained in a neat and orderly manner.
2. All permitted signs will be maintained in a neat and orderly manner.

10. Public Safety

No operation in the salvage/dismantling, manufacture, compounding, assembling, processing or treatment of any product, and no material stored on property within the subject area shall be injurious to the health, safety, or welfare of persons working on-site or residing in the neighborhood by reason of danger to life or property.

III. INGRESS/EGRESS

Each auto dismantlers fronting on Peck Road may be served by two (2) means of ingress/egress. Customer access shall be from a common driveway serving all the auto dismantlers. The common driveway shall access the individual dismantlers and the parking area. In addition, truck/salvage operations may enter through a separate access point. Both entrances would require a view obscuring gate.

IV. DEVELOPMENT PROCEDURES

Each applicant introducing a new use to the site and where no existing conditional use permit exists shall be required to secure a conditional use permit. In addition, the following shall be required:

1. Application and filing fee.
2. A statement describing the intended use of the site, to include a full description of the activities contemplated to be conducted.
3. A site plan showing all buildings and structures complete with setback dimensions and dimensions of said structures on the site in question.
4. A set of architectural plans indicating the building elevations and construction materials and provisions for landscaping and utility services.
5. Other materials as deemed necessary.

V. IMPLEMENTATION

Auto Dismantlers/Relocation and Improvement Time Schedule*

(January 11, 1989)	Planning Commission Review
(May 2, 1989)	City Council Review
(July 1, 1989)	Auto Dismantler Commence Relocation
(October 31, 1989)	Complete Layout of New Site (i.e driveway, parking area)
	Complete Buffer to Phase I (closing Mayflower Avenue entrance to south property line)

REQUIREMENTS BY SITE

Tony's Wrecking (3301 South Peck Road)

1. Remodel existing wall along Peck Road; remove mansard roof, paint to match Aztec Stone and Brick; sawcut existing wall to provide adequate access road width.
2. Re-landscape front setback area along Peck Road frontage.
3. Construct 5 foot wide sidewalk along Peck Road frontage for subject property.
4. Install new gate (view obscuring) for truck access point on Peck Road.
5. Construct new 10 foot high baked enamel metal fence along northerly and westerly property line of Tony's Wrecking.
6. Auto dismantler and salvage operation to continue under existing conditional use permit.
7. Operation to be governed by standards/requirements contained in adopted Peck Road Specific Plan.

Parts Country and Pick-A-Part (4414 East Live Oak Avenue)

1. Install heavily landscaped buffer including an effective combination of trees and shrubs (Exhibit "B") in a 30-foot wide buffer that would run the entire 1,500 feet between the residents and dismantlers.
2. Install chain link fence (no wood slates) along westerly property line; including Live Oak entrance to southerly property line.
3. Construct corrugated baked enamel metal fence 30 feet east of westerly property line; including Live Oak entrance to southerly property line.
4. Existing corrugated metal fence to remain along southerly property line (paint).
5. Plant oleanders at appropriate intervals along southerly property line.
6. Corrugated metal fence okay between dismantlers.
7. Construct new 10 foot high baked enamel metal fence along customer driveway entrance and around parking lot (excluding area to be fenced by Coastal Roofing).
8. Extend existing block wall along portion of Peck Road frontage; remove mansard roof, repaint wall to match Aztec Stone and Brick.
9. Re-landscape front setback area along Peck Road frontage.
10. Construct 5 foot wide sidewalks along Peck Road frontage for subject property.
11. Construct landscape planter along customer access driveway and throughout parking area (3 foot planters on each side constructed of railroad ties or other approved material).
12. Install gate/view obscuring for truck entrance on Peck Road and view obscuring gate for entry serving customers.
13. A blanket conditional use permit for auto dismantling and salvage operation shall govern subject property; however, this can only be accomplished by the consolidation of parcels 8571-9-22 and 8571-9-23; Covenant required.
14. Standards/requirements contained in adopted Peck Road Specific Plan shall govern site.

RAK:pd

INTER-OFFICE MEMORANDUM

CITY OF MONROVIA

April 25, 1989

TO: James E. Starbird, City Manager

FROM: Donald R. Hopper, Director of Community Development

SUBJECT: Peck Road Specific Plan (Resolution No. 89-17); generally located east of Lynd Avenue, south of Live Oak and west of Peck Road and CUP89-15

APPLICANT: City of Monrovia
415 South Ivy Avenue
Monrovia, California

REQUEST: TO ESTABLISH A SPECIFIC PLAN FOR THE OPERATION OF AUTO DISMANTLING AND SALVAGE FACILITIES AND OTHER MISCELLANEOUS USES IN THE SOUTHERN PORTION OF THE CITY

INTRODUCTION

The Planning Commission, at its meeting of January 11, 1989 recommended approval (6-1) to the City Council of the Peck Road Specific Plan.

The proposed Peck Road Specific Plan is the mechanism that Staff is proposing to mitigate the land use compatibility problems that have involved residential vs. auto dismantling uses in the area generally located east of Lynd Avenue, south of Live Oak and west of Peck Road in the southern portion of the City. Through the use of the Specific Plan, the auto dismantling and salvage operations can be located and operated in a manner that is compatible with the adjacent residential and commercial properties.

The Staff Report is essentially divided into two sections: Section One (I) discusses the history of this issue and what we hope to accomplish by adopting a Specific Plan. Section Two (II) is the actual Specific Plan which contains the detailed standards and development requirements. However, prior to delving into the history of the site and the technical aspects of the Plan, it is important to understand how this plan has evolved.

City Staff has worked closely with the County residents, the property owners and operators of the auto dismantling yards and the other owners within the Specific Plan Area. Staff has met on a regular basis with the following parties: Diann Abright (property owner/operator - Tony's Wrecking), Phillip Mc Elroy (operator -Pick-A-Part), Sergio Jimenez (owner/operator Aztec Stone & Brick Yard), V. S. Alpin (Attorney Aztec Stone & Brick), Clayton Hurley (owner of property occupied by Pick-A-Part), and Shirley Rehtin, and other homeowners.

During the course of meeting with the concerned parties as well as at the Planning Commission hearings, the issues raised by the owners/operators was the fear that the City would adopt the Specific Plan and then turn around and not allow the dismantlers to occupy the property. Secondly, the owners/operators felt that the Specific Plan did not specifically outline each individuals responsibility. The owners/operators wanted to know exactly what improvements they would have to construct in order to occupy the site. Other concerns centered around the closure of Live Oak Avenue and Mayflower Avenue entrances to the subject property as well as the use of a portion of the Aztec Stone and Brick property to access the customer parking area on Peck Road.

Since the review of the Specific Plan by the Planning Commission (January 11, 1989), Staff has had meetings with the concerned parties and have jointly reviewed the Specific Plan in detail. As an outgrowth of these meetings, Staff has agreed to recommend that the existing dismantlers and other existing uses be permitted to occupy the site through the use of an existing conditional use permit or the issuance of a new conditional use permit provided simultaneously with the adoption of the Specific Plan. This would alleviate the fear that no conditional use permits would be issued after the Specific Plan was adopted. In response to the so called "general nature" of the Plan, Staff has detailed each owners/operators responsibilities by way of a site-by-site breakdown of requirements. With regard to the closure of Live Oak Avenue and Mayflower Avenue

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City Staff has worked closely with the County residents, the property owners and operators of the auto dismantling yards and the other owners within the Specific Plan Area. Staff has met on a regular basis with the following parties: Diann Abright (property owner/operator - Tony's Wrecking), Phillip Mc Elroy (operator -Pick-A-Part), Sergio Jimenez (owner/operator Aztec Stone & Brick Yard), V. S. Alpin (Attorney Aztec Stone & Brick), Clayton Hurley (owner of property occupied by Pick-A-Part), and Shirley Rehtin, and other homeowners.

During the course of meeting with the concerned parties as well as at the Planning Commission hearings, the issues raised by the owners/operators was the fear that the City would adopt the Specific Plan and then turn around and not allow the dismantlers to occupy the property. Secondly, the owners/operators felt that the Specific Plan did not specifically outline each individuals responsibility. The owners/operators wanted to know exactly what improvements they would have to construct in order to occupy the site. Other concerns centered around the closure of Live Oak Avenue and Mayflower Avenue entrances to the subject property as well as the use of a portion of the Aztec Stone and Brick property to access the customer parking area on Peck Road.

Since the review of the Specific Plan by the Planning Commission (January 11, 1989), Staff has had meetings with the concerned parties and have jointly reviewed the Specific Plan in detail. As an outgrowth of these meetings, Staff has agreed to recommend that the existing dismantlers and other existing uses be permitted to occupy the site through the use of an existing conditional use permit or the issuance of a new conditional use permit provided simultaneously with the adoption of the Specific Plan. This would alleviate the fear that no conditional use permits would be issued after the Specific Plan was adopted. In response to the so called "general nature" of the Plan, Staff has detailed each owners/operators responsibilities by way of a site-by-site breakdown of requirements. With regard to the closure of Live Oak Avenue and Mayflower Avenue

entrances to the site, Staff has recommended that these access points essentially be blocked by installation of fencing and landscaping. In the future, should the use of the subject property change from the current use (auto dismantling) to a use compatible with the adjacent residential development, then the opening of these points of ingress/egress would be possible. With respect to the life span of the proposed Plan, it is designed for a 20-year life expectancy in that the customer access point on Peck Road is leased for a 20 year time period. After this period of time, the driveway area can be re-negotiated to continue to be used as proposed in the plan or can revert back to industrial useage. Should it revert back to industrial useage, Pick-A-Part and Tony's Wrecking would still have access directly from the Peck Road frontage.

The last issue of contention is the requirement to construct a 6-foot high earthen berm along the entire westerly property line. The proposed earthen berm is to abut the residential property and is to be 6 feet high and include a 2:1 slope with a minimum of 6 feet on the upper portion. At the base, it would be 30 feet wide and extend approximately 1,500 feet from Live Oak Avenue to the south property line.

The property owners of the Pick-A-Part site have submitted an engineering report claiming that the installation of the berm could cause the methane gas in the landfill to move laterally towards the residential properties. As an alternate to the berm, the property owners have suggested that essentially a landscaped buffer be used to screen the residential properties from the auto dismantlers.

As a result, Staff met with the principals of Pick-A-Part, their attorney and environmental/toxic consultant to review and evaluate any potential problems that may occur with respect to placement of a six-foot earthen berm and the underground methane gas. We also had our own environmental/toxic consultant from Aerovironment at this meeting. Although we had always planned that a six-foot earthen berm would be a part of the green belt buffer between the residents and dismantlers both experts agreed that there is some level of risk, albeit very small, that the placement of the berm could serve to push out and divert methane gas towards the residential neighborhood. In the end, we do not want to create a new problem while trying to solve an old one.

Anticipating that there could be a methane problem, Staff has prepared an alternative landscape buffer plan that could be considered in lieu of the berm/landscape combination. The key was to reach agreement on the quality and quantity of landscaping and the minimum width of this landscape buffer that would adequately replace the berm.

After considerable discussion, we have reached agreement in principle to provide a heavily landscape buffer including an effective combination of evergreen trees and oleanders and associated trees and shrubs, in a 30-foot wide buffer that would run the entire 1,500 feet between the residents and dismantlers. This green belt buffer would also provide for the closing of the Mayflower and Live Oak entrances. With this final point, we have now reached agreement on all outstanding issues of the Specific Plan.

With the above changes incorporated into the Specific Plan, Staff believes the Plan represents a consensus plan. This is the judgement arrived at by most of the concerned parties; however, this is not to say that all the participants are totally satisfied. Nevertheless, Staff believes that this is an equitable plan and that the Plan should be adopted as proposed without delay.

SECTION I

BACKGROUND

The City records indicate that the original property consisted of 45 acres and was the site of a rock quarry operation until the early 1950's. Subsequently, the Los Angeles County Flood Control District acquired the southerly 11 acres for a spreading basin. The northerly 33 acres became an uncompacted land fill operation. When filled, the owner sold the westerly 23 acres to the Tropi-Cal Mobile Estates, Inc. for the construction of a mobile home park. Due to the lack of compaction, and the type of rubbish placed in the fill, extreme settlement and methane gas seepage resulted. In 1967, the State of California condemned the mobile home park.

In 1967, the Monrovia Board of Appeals granted a Conditional Use Permit to use the property for truck and auto dismantling and sales. Under this conditional use permit, several auto salvage and dismantling companies started operation in this area.

As of this date, there are some five (5) independent salvage and dismantling operations and the Aztec Stone and Brick Yard site. The Aztec Stone and Brick Yard property currently operates a used building materials operation, leases a portion of the site to a roofing materials company and leases the remaining portion to Edwards Theatre. The Edwards portion is currently not being used.

The complaint history for the auto dismantlers site dates back to 1968, almost immediately after the initial approvals of the salvage and dismantling operation and continues to the present. The general complaints include the following: (1) Mayflower Street entrance being an eyesore as well as transport of salvage materials through a residential neighborhood; (2) Junk autos abandoned on Mayflower and Lynd; (3) Drainage of surface water and water table pollution; (4) Methane Gas; (5) Fire department violations (hazardous buildings, fire lanes, yard areas not kept free of accumulation of trash and weeds).

PROPOSED SPECIFIC PLAN

As previously stated in this report, the proposed Specific Plan represents a middle ground between eliminating auto dismantling and salvage facilities in this area and allowing these uses to continue subject to creation of a permanent landscape buffer between the auto dismantlers and residential uses, closure of the Mayflower and Live Oak Avenues entrances and other operating/land use conditions. Staff believes that the proposed approach will finally bring about a workable solution for this area.

The Specific Plan which combines zoning and development standards shall provide the development requirements for the area. The Specific Plan shall be submitted to the Planning Commission and City Council for adoption and approval and include the following:

- Permitted Uses
- Landscaping requirements
- Parking requirements
- Sign standards
- Fence and wall standards
- Maintenance

PROPOSED CONDITIONAL USE PERMIT

As previously stated in this report, one of the concerns of the property owners/tenants within the Specific Plan area is the fear that the Specific Plan would be adopted but no subsequent conditional use permits would be issued and no one would be able to operate their business. In response, the existing uses including Tony's Wrecking (3301 South Peck Road), Coastal Roofing (3231 South Peck Road), and Aztec Stone & Brick (3131 South Peck Road) operate under separate existing conditional use permits. In the future, should a new use be introduced, then a conditional use permit will be required. With respect to the property owned by Parts Country Incorporated (primarily occupied by Pick-A-Part) a conditional use permit was granted in 1967 for truck/auto dismantling and sales. There is some indication in the City's records that the conditional use permit was relinquished or revoked, though the record is not as clear as it could be. In order to resolve this uncertainty, Staff is proposing that this entire site (owned by Parts Country, Inc.) operate under a single conditional use permit subject to the provisions of the Specific Plan. Consequently, Staff is recommending that CUP89-15 be approved for Parcels 8571-009-022 and 8571-009-023 and that automobile wrecking and dismantling be permitted on the subject property. In the future should a new use be introduced on the site (other than automobile wrecking and dismantling) a new conditional use permit would be required.

CONCLUSION

Much time and effort has gone into the proposed plan by all parties. Without the cooperation of the affected property owners and tenants and area residents, implementation of the Plan would be difficult. Without the implementation of the Specific Plan, the problems would continue and the future of the dismantlers and salvage operations would be in question.

RECOMMENDATION

The Planning Commission and Staff both recommend approval.

If the City Council concurs following the public hearing, the appropriate action would be:

1. Find that approval of Resolution No. 89-17 and CUP89-15 will not have a significant effect on the environment and approve a Negative Declaration.

MOTION TO APPROVE

A motion to adopt Resolution No. 89-17 and CUP89-15 pursuant to the recommendations in the Staff report.

MOTION TO DENY

A motion to disapprove Resolution No. 89-17 and CUP89-15.

END OF REPORT

Prepared by Robert A. Kastenbaum

DRH:RAK:pd