

## The Land Use Plan

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The Land Use Element describes the location and extent of future development in Monrovia and identifies standards for that development. The geographic locations of land uses are presented on the Land Use Policy Map which is a part of this Element. The Element focuses on the following specific characteristics of the City:

1. Existing development within the City and its long-term maintenance and preservation
2. Revitalization or redevelopment of existing development within the City where rehabilitation is necessary and/or desired: and
3. Vacant parcels available for new development

Through the use of text and diagrams, the Land Use Element establishes clear and logical patterns of land use as well as standards for future development. An important feature of this Element is the Land Use Policy Map (see Figure 1). This map indicates the location, density, and intensity of development for all land uses City-wide. Combined with the goals and policies the Land Use Element establishes a constitutional framework for future land use planning and decision making in Monrovia.

### Land Use Designations

Land use designations are necessary to identify the type of development that is allowed in a given location. While terms like "residential," "commercial," and "industrial" are generally understood, state general plan law requires a clear and concise description of the land use categories shown on the land use policy map. The City of Monrovia Land Use Element provides for 18 land use designations. Five of these designations are established for residential development, ranging from very low-density to high-density development. Ssix commercial, one industrial, four open space designations, one community facilities category, and one designation for planned development are part of the land use plan.

### Land Use Intensity/Density

The land use designations, or categories, in this Element are described in terms of intensity and density as required by State law. The term "intensity" refers to the physical characteristics of a building - such as height, bulk, floor-area ratio, and/or percent of lot coverage - and the building's proportional relationship to the land on which it is situated. Intensity is most often used to describe non-residential development levels, but in a broader sense, is used to express overall levels of all development types within a planning area. For most non-residential development categories (e.g., commercial and industrial), the measure of intensity known as "floor-area ratio" (FAR) provides the most convenient method of describing development levels.

Simply stated, the floor- area ratio is the relationship of total ~~gross~~-floor area of all buildings on a lot to the ~~total land~~net lot area of that lot. For example, a 21,780 square-foot building on a 43,560 square-foot lot (one acre) yields an FAR of 0.5:1 ( $21,780 \div 43,560 = 0.5$ ). A 0.5:1 FAR can yield a building of one story in height covering one-half of the lot area, or a taller building which covers less of the lot and provides for more open space around the building. The term "density," in a land use context, is a measure of the population or residential development capacity of the land. Density is explained either in terms of number of dwelling units per acre (du/ac) or persons per acre and is usually described as a range (e.g., 4-7 du/ac) or maximum (e.g., up to 8.7 du/ac). For example, the density of a residential development of 100



dwelling units occupying 20 acres of land is 5.0 du/ac.

Floor-area ratio often is used in calculations of development potential because the ratio can be applied more uniformly City-wide than can other factors; however, FAR typically is not the variable analyzed in the evaluation of maximum allowable building intensity for a particular parcel of land. Variables analyzed may include parking and loading requirements, setbacks, fire department emergency access, height limits, and other factors applied directly to the project site. The application of such factors usually precludes the development of a site at maximum allowable FAR.

Floor-area ratio can be applied in two ways: 1) as a maximum allowable intensity on a parcel of land; and 2) as an overall level of development on a City-wide basis (average intensity), accounting for the fact that not every parcel will be developed at maximum intensity. In accordance with State General Plan law, this Land Use Element and the Land Use Policy Map provide the maximum density/intensity permitted on a parcel of land within a given land use designation. Table L-1 lists each of the land use designations for the City and provides its corresponding measure of maximum density/intensity. Land use designation descriptions, shown on the Land Use Policy Map (see Figure 1), identify the general types of uses allowed and their corresponding maximum densities or intensities. These use descriptions will be defined further as specific uses within the City's Zoning Ordinance.

## **Residential Designations**

**Residential Foothill:** Areas designated with this use classification generally have relatively steep slopes or are environmentally sensitive, allowing residential development at only very low densities. This designation allows the construction of a maximum of one dwelling unit per acre of land.

**Residential Estate:** The Estate Residential land use classification allows for large lot single-family dwellings. This designation allows for 2 dwelling units per acre of land.

**Low Density Residential:** This land use classification is intended for application to areas that are or are to be developed primarily with single family dwellings. This designation allows for the construction of a maximum of 5.8 dwelling units per acre of land. Other uses such as parks, schools, and churches which are determined to be compatible with and oriented toward serving the needs of low density detached single family neighborhoods shall also be allowed.

**Residential-Medium Density:** This land use classification permits low density multiple family structures such as apartments and condominiums at a maximum density of 17.4 dwelling units per acre of land. This designation will be applied to areas that are now primarily a mixture of single family dwellings, duplexes and small, low-density apartment and condominium complexes. Other uses, such as churches, schools, and parks, which are determined to be compatible with and oriented toward serving the needs of low to medium density detached and attached single family neighborhoods, shall also be allowed.

**Residential-High Density:** This land use classification is intended primarily for application where moderately high density multiple family structures are existing or planned. This designation allows for the construction of a maximum of 54 dwelling units per acre of land. However, in actual practice, the average density for this land use designation is 19.4 dwelling units per acre. Other uses, such as churches, schools, and parks, which are determined to be compatible with and oriented toward serving the needs of medium and higher density neighborhoods, shall also be allowed.

## Commercial/Industrial Designations

**Neighborhood Commercial:** The Neighborhood Commercial designation includes smaller-scale business activities which generally provide a retailing or service-oriented function. Neighborhood commercial uses serve the needs of local residents who live nearby. Typical business uses include food and drug stores, clothing stores, professional and business offices, restaurants and hardware stores, restaurants and specialty retail. New development within the Neighborhood Commercial designation, typically occurs on less than 5 acres of land and include 25,000 square feet or less of building floor area. The maximum intensity of development is a floor area ratio of 0.5:1.

**Historic Downtown Commercial:** This land use classification is intended for application to the City's downtown shopping area along Myrtle Avenue between Olive Avenue and Foothill Boulevard. One of the main purposes of this designation is to preserve the historic role of the commercial downtown. Well-designed, pedestrian-oriented commercial uses, such as small shops, banks, and restaurants are permitted by this land use classification on the ground floor. Office uses are allowed on the second floor. Large undivided single owner buildings can be reviewed for the possibility of office use. The maximum intensity of development is a floor area ratio of 2:1.

**Commercial-Regional/Sub-regional:** This designation is intended for large-scale retail, entertainment, hotels, and office facilities serving both the local and sub-regional markets. The maximum intensity of development is a floor area ratio of 0.75:1.

**Retail Corridor Commercial:** This designation allows for large-scale retail, entertainment, hotels, and office facilities serving both the local and sub-regional markets. The maximum intensity of development with surface parking is a floor-area ratio of 2.0. New developments are encouraged to implement shared parking, providing they meet the City's parking requirements, provide parking away from the street frontage (i.e., structured, subterranean, behind street-facing retail stores). Retail Corridor Commercial land use classification provides a floor area ratio bonus for the removal of surface parking lots and relocation to a subterranean parking structure.

The maximum intensity of development with subterranean parking is a floor-Area ratio of 3.0. Facing Huntington Drive, new development must incorporate ground-level retail uses and can extend up to three stories in height. Where adjacent to single-family residential development, building and site design must be sensitive to these neighborhoods, avoiding multi-story buildings and appropriately locating loading docks and other service areas.

**Retail Corridor Mixed Use:** This designation allows a mix of high-density residential, office, and retail uses that will accommodate multiple-family dwellings, large-scale retail, entertainment, and office facilities serving both the local and sub-regional markets. The scale and character of new development is intended to support and reinforce the image of West Huntington Drive as a retail corridor. Buildings shall be at least two stories, oriented to streets and pedestrians with subterranean parking lots.

The maximum intensity of development for commercial uses is a floor-area ratio of 2.0. This designation also permits residential developments at a maximum density of 54 du/ac. Developments should emphasize ground-level retail uses along Huntington Drive and pedestrian connections throughout. Surface parking is discouraged.



**Office/Research and Development/Light Manufacturing:** This land use classification is intended to encourage high quality development of office, research and development uses, and support uses. Support uses may include restaurants, health clubs, hotels and banks. The maximum floor-area ratio for this designation is 0.75:1. In the Crossroads District, the maximum allowable FAR is 2:1

**Business Enterprise:** The Business Enterprise designation provides an environment to promote new development. This classification permits retail, office, research and development, and light industrial uses. These uses shall be permitted if: 1) they do not cause or produce a nuisance to adjacent sites; 2) they are performed or carried out entirely within an enclosed building that meets high quality building design, site layout and landscape standards, and will harmonize with other surrounding land uses.

For properties fronting Myrtle Avenue, new development must incorporate ground-level commercial uses and can extend up to three stories in height. Where adjacent to single-family residential development, building and site design must be sensitive to these neighborhoods, avoiding multi-story buildings and appropriately locating loading docks and other service areas. In addition to the permitted uses listed above, public pocket parks, courtyards, and other public recreational facilities intended to provide areas that meet recreation needs for employees of local businesses and residents and that buffer and prevent cut-through traffic through residential neighborhoods will be permitted with approval from the City's Development Review Committee. The maximum intensity of development is a floor area ratio of 0.75:1. However, as an incentive to provide underground and/or parking structures as part of a development, the City will allow an increase in FAR to 2.5:1

**Manufacturing:** This designation allows for light and heavy manufacturing. The maximum intensity of development is a floor-area ratio of 0.75:1.

## Open Space Designations

**Hillside Wilderness Preserve:** This classification is designated for preserving open space left in its natural state including preservation of endangered habitats and species, wildlife habitats, and wildlife corridors; open space for passive recreation uses such as hiking and nature studies; utility easements and reservoirs; and nature centers and educational facilities.

This Hillside Wilderness Preservation designation is only assigned to land owned by or conveyed to a public agency, Public Trust or conservancy, and for lands with irrevocable offers to dedicate to the City.

**Hillside Recreation:** This classification is designated for public wilderness parks and private recreational camp facilities. Recreational uses such as hiking and riding trails, nature centers, educational and incidental facilities associated with outdoor recreation are permitted. Monrovia Canyon Park, Arcadia Wilderness Park, and Trask Boy Scout Camp are currently within this designation.

## Specific Plan Overlay/Planned Development Designation

### **Planned Development**

Each of the areas receiving this classification is unique in character. For example, it could be a residential area with a historic flavor, an area developed with a mixture of uses or an area in need of improvement. Some of the areas are suitable for more than one type of land use. Where this is the case, no specific land use classification is applied. In other areas, a specific land use classification is applied. In both types of areas, development will be subject to City review and approval, in order to preserve the orderly



development of the area and promote needed area improvements. Each PD area in the City is described at the end of the Land Use Element.

### ***Specific Plan/Planned Development Overlay***

The intent of the Specific Plan/Planned Development Overlay (SP/PD Overlay) is to continue the pedestrian orientation of Myrtle Avenue south from Old Town and to create new housing opportunities and compatible office uses between Olive and Maple Avenues. The SP/PD Overlay designation allows a mix of residential and office uses to be built as integrated, cohesive developments with approval of a Specific Plan.

Development proposals will be reviewed block by block to ensure integration with established uses and compatibility with adjacent lower-scale residential neighborhoods. All lots fronting Myrtle Avenue must have ground-floor commercial uses, office, service, or retail facing Myrtle Avenue, with either office uses or residential units on the floors above. Parcels without Myrtle Avenue frontage may be developed exclusively with residential uses. Developments fronting Myrtle Avenue will be limited in height to three stories; all other buildings may have a maximum height of four stories.

The goal of the SP/PD Overlay is to allow established office and research/development businesses to remain while providing opportunities for development of uses complementary to Downtown Monrovia. The pedestrian amenities provided in Old Town included decorative street lights, benches, landscaping, paving, bulb-outs, and sidewalk widening along Myrtle Avenue will be extended south of Olive Avenue to Maple Avenue. The architectural style of these amenities will be different but complementary, to define the Old Town Extension as separate from the downtown.

Proposed mixed-use development will require a Specific Plan or similar entitlement process that includes community input. Important building and urban design considerations to be reviewed and incorporated into the entitlement documents include building height, sensitivity to adjacent lower-scale residential neighborhoods, location and proportions of windows and doors, relationship of building masses and spaces, roof shape, landscaping, scale, and architectural detail. As with the Business Enterprise zone, an incentive to provide underground and/or parking structures will be provided. The FAR will be in to 2.0 if parking is provided in a structure or underground.

Floor-Area Ratio: 0.75 Maximum

Floor-Area Ratio: 2.0 maximum (Incentive for underground and/or parking structures)

Maximum Residential Density: 54 dwelling units per acre

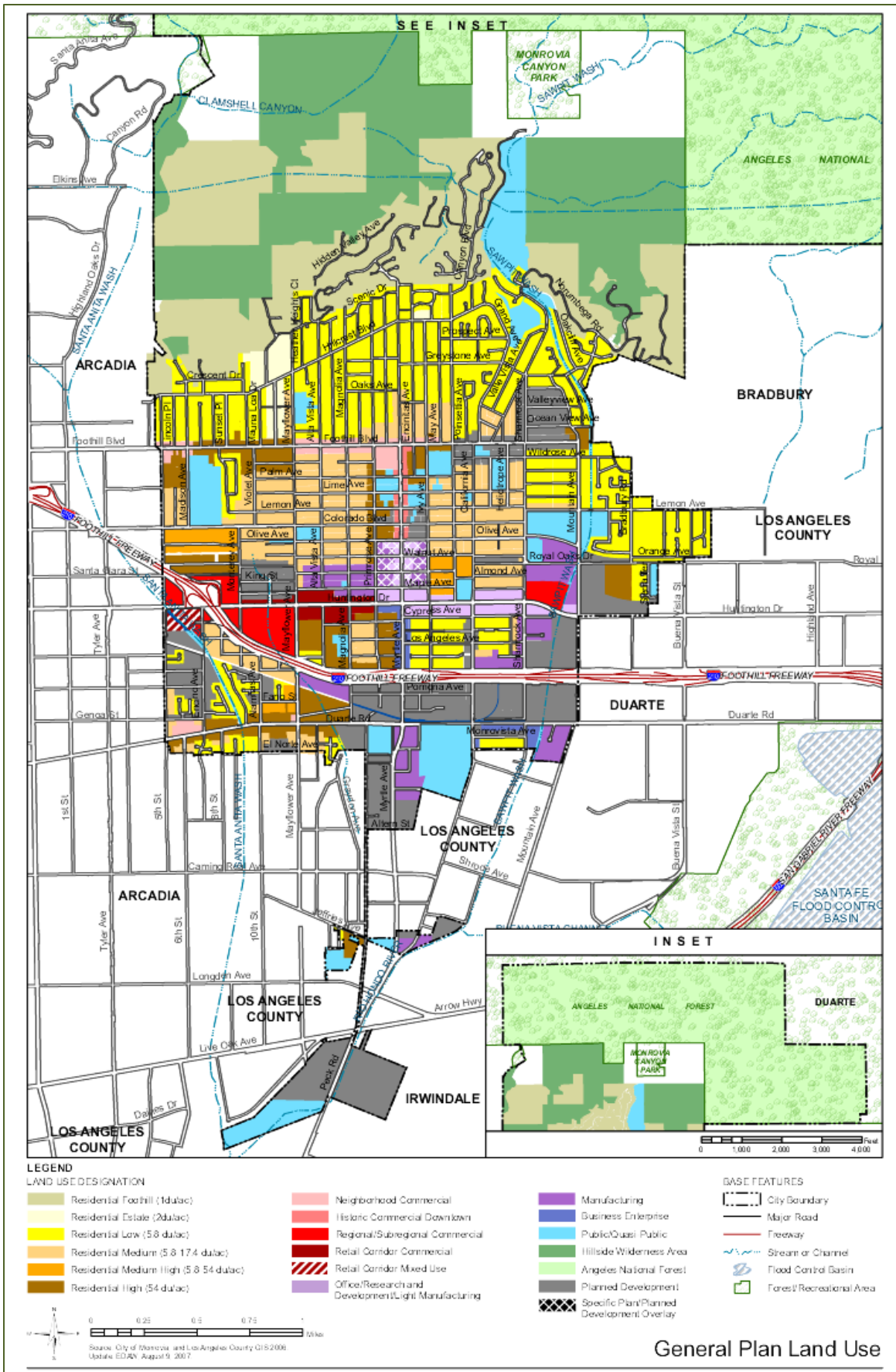
### **Community Facility Designations**

**Recreation:** This designation is intended for City-owned areas used for public parks and other public recreational facilities.

**Angeles National Forest:** This designation is assigned to all property, both publicly and privately owned, within the boundaries of the Angeles National Forest.

**Public/Quasi Public:** This land use classification is intended for application to all public uses such as schools, and government offices and facilities, as well as quasi-governmental offices and facilities such as those for the telephone company and other utilities.





**Figure 1 – General Plan Land Use Map**

Land Use Element



**Table 1 – Land Use Designations**

Land Use Designations	Maximum Development Density/Intensity
<b>Residential</b> Residential Foothill Residential Estate Low-Density Residential Medium-Density Residential High-Density Residential	Up to 1 du/ac Up to 2 du/ac Up to 5.8 du/ac Up to 17.4 du/ac Up to 54 du/ac
<b>Commercial</b> Neighborhood Commercial Historic Downtown Commercial Commercial-Regional/Subregional Office/Research and Development  Retail Corridor Commercial  Retail Corridor Mixed Use  Business Enterprise	0.5:1 FAR 2:1 FAR 0.75:1 FAR 0.75:1 FAR <u>2.0 FAR in The Crossroads District</u> 2:1 FAR 3:1 FAR w/Incentive  2:1 FAR 54 du/ac  0.75:1 FAR 2.5:1 FAR w/Incentive
<b>Manufacturing</b>	0.75:1 FAR
<b>Open Space</b> Hillside Wilderness Preserve Hillside Recreation	NA NA
<b>Specific Plan Overlay</b>	0.75:1 FAR Up to 54 du/ac 2:1 FAR w/Incentive
<b>Planned Development</b>	Determined per Planned Development Area
<b>Community Facilities</b> Recreation Public/Quasi Public Angeles National Forest	NA NA 1 du/80 ac



## Land Use Policy Considerations

Monrovia is one of the oldest cities in Los Angeles County, and its basic pattern of development is well established. There is little vacant land suitable for development is available. Therefore, future development, like current development patterns, will involve either the intensification of already existing uses or recycling to similar uses. Growth issues in Monrovia revolve around the questions of where and to what extent growth should be allowed and where it should be encouraged to occur. The following Land Use issues identified in the 1993 General Plan are still appropriate today and are summarized below:

- **Development Standards:** All new development should bear the full cost of providing additional services necessary to serve that development, including fire, police, schools, parks, and infrastructure in order to ensure that service levels are adequate. There is a need to prepare an impact analysis on a cumulative basis.
- **Revitalization and Recycling of Existing Commercial/Industrial Areas:** Because of its direct access to a possible future light rail line, the Santa Fe Depot is among the most logical choices for a future transit station. Convenient regional transit is a critical future planning issue.
- **Preservation of existing residential neighborhoods and historic areas:** Numerous historic residences from the turn-of-the-century establish the character of Monrovia. These older, historic residences should be preserved.
- **Environmental Sensitivity:** The foothills represent a precious natural resource to the City. Foothill development should be sensitive to the environment. In addition, a review of the need for more open space and parks for aesthetic and recreational/play purposes, particularly in high density residential areas, should be prepared.
- **Commercial/Industrial Design Quality:** Consistent design standards are needed in commercial and industrial areas.
- **Natural Constraints:** The City of Monrovia is traversed by an Alquist-Priolo Special Studies Zone, which means there is an active earthquake fault that traverses the City (the Raymond Hill Fault). Cities which have Alquist-Priolo zones must regulate certain development projects within the zones.

The 1993 Land Use Plan Also identified the following areas that should be addressed in the 2030 land use plan:

- On Myrtle Avenue between Olive Avenue and Huntington Drive, a variety of industrial uses are currently allowed. However, the type and character of these uses has the potential to clash with the pedestrian-oriented character of the adjacent old downtown and the campus-like character of the uses along East Huntington Drive.
- Myrtle Avenue between Huntington Drive and the freeway provides a high visibility entrance to the City. The current industrial uses in this area, however, may not present the most attractive entryway to the City. Design considerations should be a major determinant for all future approvals.
- The allowable uses along West Huntington Drive should be re-evaluated in light of the fact that uses on this corridor are trending toward upscale, sub-regional retail uses.

In 2002, The City Council brought in the Urban Land Institute to study the success of Monrovia and to lay





the framework for future development of the City. The Urban Land Institute study concluded that Monrovia has done a remarkable job in promoting economic vitality while preserving the small town atmosphere so many residents have come to associate with living in the City. The Urban Land Institute Study also concurred with the 1993 plan that growth in Monrovia will occur in the three specific areas addressed above. The recommendations of the Urban Land Institute study were that future development adjacent to the major transportation corridors would allow the City to coordinate growth, while preserving the rest of the community. The following Area Plans have been prepared to fully address the Urban Land Institute Study and the issues identified in the 1993 General Plan Land Use Element: the South Myrtle Avenue Corridor, West Huntington Drive, and Station Square Transit Village.

## South Myrtle Avenue Corridor

Connecting the City's historic downtown, on Myrtle Avenue, to the 210 Freeway and areas of Monrovia to the south, the South Myrtle Avenue Corridor provides an opportunity to develop a unique pedestrian-oriented street of mixed use, office, and commercial uses. Currently, the South Myrtle Avenue Corridor between Old Town and 210 Freeway is a combination of unrelated uses that lack a unifying configuration or theme. As the City's main street, Myrtle Avenue displays Monrovia's community character and this character should extend the length of South Myrtle Avenue. South Myrtle Avenue currently functions primarily as a roadway to channel vehicular traffic back and forth between the vicinity of Old Town and the freeway. The following plan has been created to allow for the redevelopment of this corridor expanding the Old Town environment and create a proper gateway into the City of Monrovia. The corridor will serve as a key entry into the City and will offer the following:

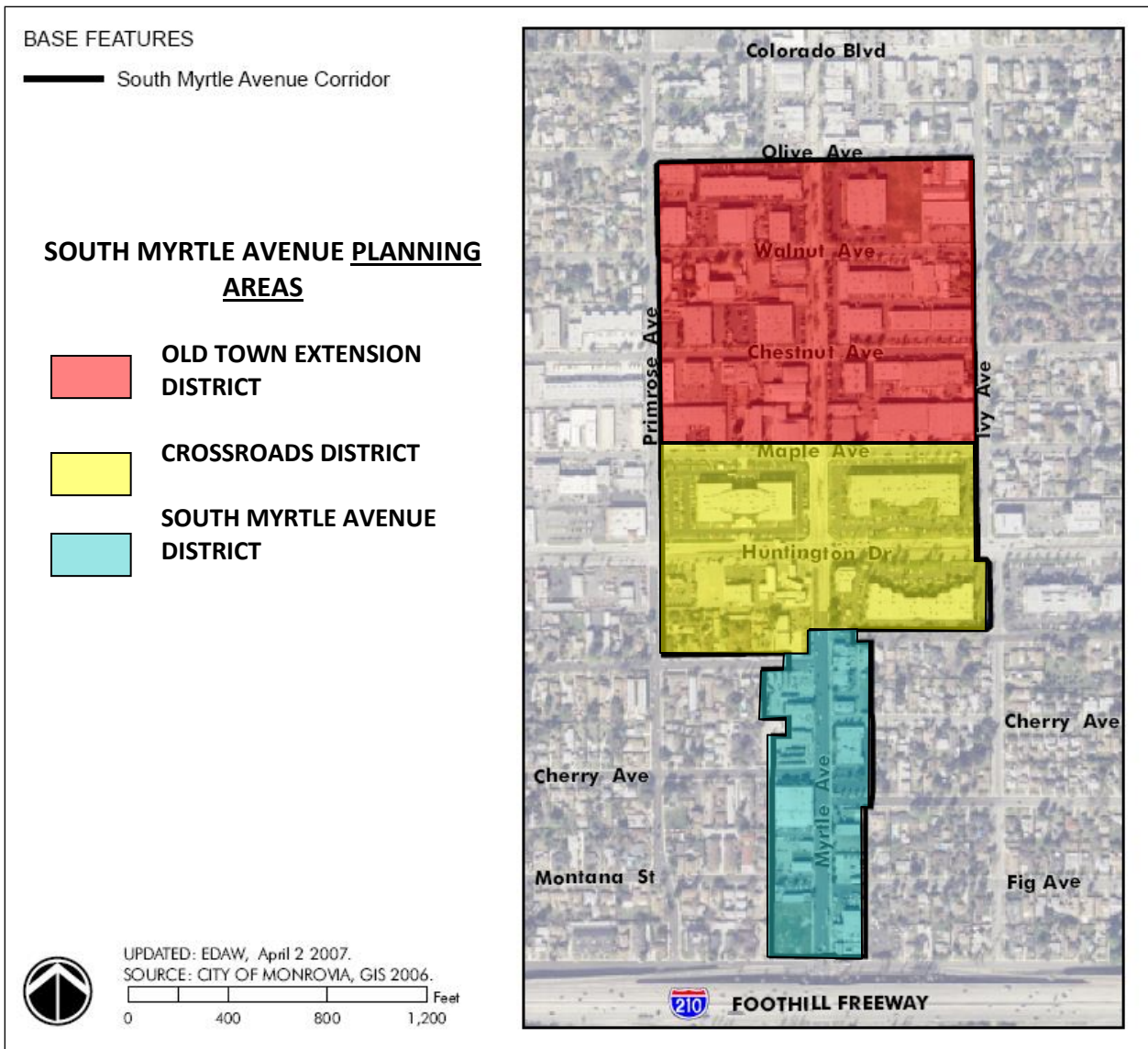
### SOUTH MYRTLE AVENUE CORRIDOR VISION STATEMENT

Create a Vibrant Pedestrian Orientated Office, Commercial and Mixed use Corridor.

- Places for development of technology, research and development, and office uses
- Pedestrian-friendly surroundings
- Transit connections to surrounding neighborhoods
- Tree-lined streets and well-planned open spaces
- Integration of landscaped open spaces and courtyards within the street frontage fabric
- Mixed uses adjacent to Old Town that will consist of residential and commercial uses that support businesses in the downtown

In accordance with the Urban Land Institute study, the South Myrtle Avenue Corridor (illustrated in Figure 1) will be divided into three distinct areas: Old Town Extension, Crossroads District, and South Myrtle Corridor. Creating three distinct neighborhoods will enliven the street and address the issues related to that particular neighborhood. The following provides a more descriptive explanation of each planning area that provides a framework for their future development.

**Figure 2 – South Myrtle Avenue Corridor Planning Area**



**Old Town Extension District**

With careful incremental planning and development, Monrovia can expand on the success of Old Town by expanding its ambience and vitality south of Olive Avenue to Maple Avenue. The Old Town Extension District and Specific Plan/Planned Development Overlay is bounded by Olive Avenue on the north, Maple Avenue on the south, Ivy Avenue on the east, and Primrose Avenue on the west and includes six full blocks.

A safe and attractive pedestrian district will be created by removing traffic lanes from Myrtle Avenue and using the extra room to expand the pedestrian zone and provide angled parking where appropriate. The Old Town extension district will have a distinct streetscape plan consisting of street lights, trees, benches, trash receptacles, public art and paving which, when implemented, will be different from Old Town yet complimentary. An overhead “Old Town” sign is recommended at Olive and Myrtle to signal the entry to



“Old Town”.

New developments on the southeast or southwest corners of Myrtle and Olive Avenues must provide for a plaza area with a corner retail component in the building. The development at the southeast corner shall include public art commemorating the Red Car station that once occupied that site. As development takes place through specific plans on the balance of the area, pedestrian plazas and pocket parks should be integrated in to the design.



Old Town Extension District

The Old Town Extension will expand the pedestrian zone and create new mixed-use developments that support the historic downtown.

New development along Myrtle Avenue in this District should be a maximum of four stories with the fourth story setback from the first three stories an appropriate distance based on the architecture design. Uses shall consist of live-work and office on the ground floor with residential units and lofts above. Specialty food, coffee and juice shops and small cafes will be permitted. Office buildings will also be allowed up to three stories in this area. The buildings do not need a front yard setback on Myrtle Avenue, but the architecture should serve as the background and vertical element for public spaces. It should be contextual and based on regional and local historical architectural precedents. Front doors and entrances must face the street on Myrtle Avenue or on the side streets face the street or a semipublic courtyard oriented toward the street. Buildings should be composed of bases, middles and tops with the bases having the greater vertical dimension and include the use of a mix of traditional building materials such as brick, wood siding, stucco and have modulation in the form of inset front doors, bay windows, building plane separation, awnings, and other architectural relief.

New development shall be regulated by the provisions of the Specific Plan/Planned Development Overlay and/or the applicable development guidelines in the Zoning Ordinance.



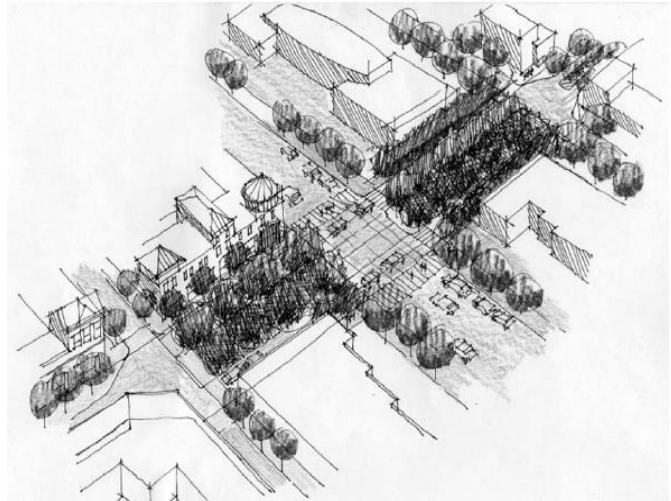
Old Town Entry Sign

An overhead sign at the entry to Old Town is recommended to announce arrival to Monrovia’s Historic downtown, similar to this one that was installed for the City of Pleasanton.

## Crossroads District

(bounded by Maple on the north, Cypress on the south, Primrose on the west and Ivy on the east)

The intersection of Myrtle Avenue and Huntington Drive is the busiest intersection in town. It is highly accessible from the freeway where the Old Town extension meets the high-tech corridor. For this reason, a focal point should be created to stress this important relationship. Trees, street furniture, signal design, lighting, public art, and interesting paving designs should enhance this intersection. Office and research and development and hotel buildings can be up to ~~four~~ five stories in height. Specialty restaurants are encouraged at the ground floor. Structured and/or podium parking is encouraged which will maximize the use of the property. Residential on Cypress Avenue can be incorporated into Huntington Drive projects if contiguous, so no islands of residential are left behind. If residential uses remain, the new development shall be sensitive to the residential uses across the alley.



Crossroads District

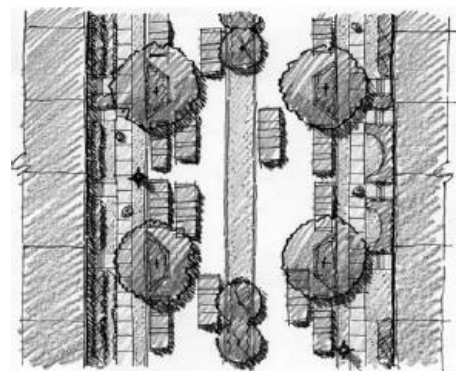
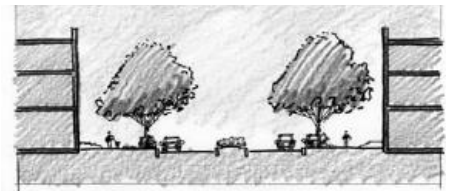
Trees, street furniture, signal design, lighting, public art and interesting paving designs should enhance this intersection.

## South Myrtle Corridor

(Cypress Avenue to freeway)

An important outcome of the redevelopment of this section of South Myrtle should be to unify the neighborhoods split by Myrtle Avenue. South Myrtle Avenue Corridor's new uses should add to the livability of the two neighborhoods. The buildings can be office and research and development and two stories in height when interfacing the neighborhood, and up to three stories facing Myrtle Avenue. Many lots are too shallow to accommodate this height, but the property currently occupied by Southeast Concrete could likely accommodate the three story height along South Myrtle Avenue.

New buildings shall be built oriented to Myrtle Avenue with podium/subterranean or parking in the rear. The buildings shall be setback 10 feet from the front property line to provide landscaping and hardscape entrances. On the west side of Myrtle Avenue, residential lots adjacent to Myrtle Avenue lots may be incorporated into the development if the findings for a Conditional Use Permit are made and adequate measures and conditions are applied to safeguard the remaining residential uses. Since this section of Myrtle is critical for vehicular and pedestrian traffic, it is recommended that there be an adopted street improvement plan with landscaping next to the street with street trees and shrub/ground cover pockets, lighting, benches, and street



South Myrtle Corridor

Since this section of Myrtle Avenue is critical for vehicular and pedestrian traffic, it is recommended that there be an adopted street improvement plan.