



# CITY COUNCIL AGENDA REPORT



**DEPARTMENT:** Community Development

**MEETING DATE:** July 3, 2018

**PREPARED BY:** Sheri Bermejo, Planning Division Manager

**AGENDA LOCATION:** PH-2

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**TITLE:** Tentative Parcel Map No. 78225 and Conditional Use Permit CUP2018-0008 for the Development of a 296-Unit Transit Oriented Residential Development on a 3.79 Acre Site at 205-225 West Duarte Avenue, 1725 Peck Road, and 1726 South Magnolia Avenue and the vacation a portion of Peck Road by The Richman Group of California, Applicant, Resolution No. 2018-32; Adoption of the Station Square South Specific Plan, Resolution No. 2018-39; Adoption of Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program, Resolution No. 2018-31; and Amendment to Title 17 (Zoning) Chapter 17.04 of the Monrovia Municipal Code, Introduction and First Reading of Ordinance No. 2018-04

**OBJECTIVE:** To approve the necessary entitlements that will allow the construction of a transit oriented multifamily development consisting of 296 units, including 6-live work units, public open space along South Magnolia Avenue, a publicly accessible driveway and drop-off area for the adjacent Metro Gold Line Station in a portion of Peck Road, and a public paseo connection between South Magnolia Avenue to the Metro drop-off area

**BACKGROUND:** Prior to the grand opening of the Metro Gold Line Extension in 2016, the community carefully envisioned and planned for the return of rail mass transit to Monrovia for more than three decades. Starting with very general development objectives in the early 1990's, by the mid-2000's the community vision had evolved to a detailed master plan of the entire 80-acre area. In 2008, Monrovia updated the Land Use Element of the General Plan and the Station Square Transit Village Planned Development Area (PD-12). The update included not only comprehensive land use planning principles, but complete streets infrastructure, and urban design measures.

However, the recession along with the elimination of redevelopment agencies dramatically changed the development landscape. Understanding that future development would be driven by private developers responding to the demands of the marketplace, the City's next action was to provide clear development guidelines and direction. The overall vision for the area as a "dynamic, mixed-use, transit oriented community" did not change. Working within the vision for the Station Square Transit Village contained in the 2008 Land Use Element, the development guidelines for Station Square Transit Village were amended by the Planning Commission and City Council in 2014. The new standards were designed as an economic development tool. Instead of providing a set of one-size-fits-all zoning standards, the PD-12 standards identify seven distinct neighborhoods within the Station Square Transit Village planning area. These guidelines provide a flexible approach to land use planning that is able to respond to changing market forces while maintaining the long term vision of the area as a higher density, transit-oriented neighborhood that still fits in with the rest of Monrovia. The guidelines include flexible setbacks, height restrictions, density, and parking standards based on the location, proposal and context.

The subject 3.79 (gross) acre property is located three blocks south of the I-210 Freeway, just west of South Myrtle Avenue, and is bounded by the Metro Gold Line Station to the north, West Duarte Road to the south, and South Magnolia Avenue to the west. The property consists of six privately owned

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parcels, as well as the terminus of Peck Road which currently bisects the entire site. The property is currently developed with three existing structures, including an approximate 32,192 square-foot industrial building, an 18,700 square-foot vacant warehouse, and a 13,260 square-foot fitness club. These buildings would be demolished and parcels merged for the proposed development.

Over the last year, staff has been working closely with the Richman Group of California (Richman Group) to achieve a transit-oriented project that not only satisfies the housing needs of future residents, but also proposes self-sustaining infrastructure improvements, and quality public benefits to Monrovia's existing residents.

The initial project review process was guided by feedback from an early community meeting that took place on June 21, 2017. It also was vetted by all City Departments and multiple local agency authorities, including Metro and the Monrovia Unified School District. Lastly, the City has provided ongoing status updates to the community, Commission and City Council on the various development applications, including this one, to solicit additional input on proposed projects. This includes the City website, the City Manager's weekly update, City Council and Planning Commission meetings, community presentations including the MAP Neighborhood Conference.

The Richman Group's Station Square South Specific Plan project began its formal public review process on May 14, 2018, with the opening of the 30-day public review and comment period for the project's required environmental clearance documents. The project was presented to the Development Review Committee on May 15, 2018, where the Committee voted unanimously to recommend approval to the Planning Commission. On June 13, 2018, the Planning Commission voted unanimously to recommend that the City Council approve the project. Therefore, the project has reached the final public review phase and is being presented to the City Council.

**DISCUSSION/ANALYSIS:** The Richman Group is proposing to construct a transit-oriented, 5-story multi-family residential development consisting of 296 apartment units, including 6 live/work units. The project includes three private courtyards, a public open space area along South Magnolia Avenue, and a 6-story (7-level) parking structure consisting of 518 parking spaces. The project also proposes to change Peck Road north of Duarte Road to a publicly accessible driveway and drop-off area for the adjacent Metro Gold Line Monrovia Station. The proposed Initial Study/Mitigated Negative Declaration (IS/MND), IS/MND Appendices, Mitigation Monitoring and Reporting Program (MMRP), Station Square South Specific Plan and development plans are posted on the Development Spotlight page on the City's website at [www.cityofmonrovia.org/planning](http://www.cityofmonrovia.org/planning).

The requested entitlements are as follows:

1. **Station Square South Specific Plan** adoption that establishes development standards, design guidelines and land use. (Resolution No. 2018-39)
2. **Zoning Text and Map Amendment** to add "Station Square South Specific Plan" to Section 17.04.035 of the Monrovia Municipal Code and amend the official Zoning Map by changing the existing PD (Planning Development) zone designation to SP (Specific Plan). (Ordinance No. 2018-04)
3. **Tentative Parcel Map** to consolidate six parcels, including the proposed vacation of Peck Road north of Duarte Road, into one 3.79 (gross) acre parcel. (TPM 78225, Resolution No. 2018-32)
4. **Conditional Use Permit** to allow construction of a 6-story, 296-unit apartment complex and a 6-story, 7-level, 518 space parking structure. (CUP2018-0008, Resolution No. 2018-32)

Prior to making its recommendation on the above, the Council must first consider and adopt the **Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program** for the proposed project pursuant to the California Environmental Quality Act (CEQA) via Resolution No. 2018-31.

## **Project Overview**

The proposed project implements Monrovia’s vision that was established several decades ago to attract vibrant transit-oriented development adjacent to the Metro Gold Line Station. In addition to proposing increased housing options. It also provides important public amenities, including a public paseo and vehicle drop-off area for direct station access on the south side of the railway, a public pocket park along South Magnolia Avenue, and public parking.

The project further proposes to enhance the surrounding streetscape by upgrading the physical condition of the adjacent public right-of-way, including undergrounding the existing overhead utility lines and installation of new decorative sidewalk and landscaping. The project has been designed with infrastructure improvements for water, sewer, storm drains, and utilities to sustain the development. Lastly, both the design of the buildings and placement of structures were contemplated carefully to ensure neighborhood compatibility. The following sections describe the various components of the project.

## **Site Plan**

As shown in the conceptual site plan below, the residential units are located within two 5-story buildings that are connected by a pedestrian bridge on the 3<sup>rd</sup>, 4<sup>th</sup>, and 5<sup>th</sup> levels. The site is bisected by the terminus of Peck Road, which will be vacated for the creation of a 28’-0” wide public driveway that will be improved to meet Public Works street standards. It will include 10’-6” landscaped pedestrian walkways on both sides and provide access to a 518-space parking structure, four ground level parking spaces, bicycle storage areas, and drop-off plaza for Metro Station access. A private indoor lounge, leasing office, indoor fitness center, and six live/work units line the Duarte Road frontage and project entrance to activate the streetscape. A new bus shelter is also proposed on Duarte Road, just west of the public driveway entrance to facilitate an improved bus stop location for Metro Bus Line 264. Currently, the closest stop is just east of the project site in front of the recycling center.



**Figure 1 – Conceptual Site Plan**

The parking garage is centrally located along the north property line and will be wrapped on three sides with the residential building. Outdoor public and private open spaces have been thoughtfully integrated into the site along Magnolia Avenue, Duarte Road and the east property line to break-up building wall planes and add visual interest to the site.

In summary, two private courtyards, each totaling approximately 5,000 square-feet each, and a 2,130 square-foot public pocket park are proposed along the Magnolia frontage. A 12,300 square-foot pool court is proposed along the Duarte Road frontage, and a 4,843 square-foot courtyard is proposed on the east property line. The private open spaces will include a variety of amenities, such as outdoor

barbeque and dining areas, fire pits and lounge seating, game tables, and outdoor library facilities. Lastly, a ten foot wide public paseo is proposed along the north property line, which will provide a direct neighborhood linkage from Magnolia Avenue to the new station access plaza.

The buildings setbacks vary throughout the site; however a minimum 5' setback is required from the front and side property lines.

### **Floor Plans**

The residential unit mix within the apartment complex consists of:

- 15 studios ranging from 509 to 814 square-feet
- 193 one-bedroom units ranging from 615 to 809 square-feet
  - *Including 6 live/work ranging from 1,561 to 2,050 square-feet*
- 88 two-bedroom units ranging from 1,561 to 2,050 square-feet
  - *Including one 2,382 square-foot live/work and 2 lofts ranging from 1,132 to 1,260 square-feet*

Every unit, except for the live/work units, has a balcony or outdoor patio that ranges in size between 41 and 72 square feet. The live/work units on the ground floor facing Duarte Road have been designed as flexible spaces to accommodate neighborhood serving uses that are compatible with the residential development.

Residents will access their unit from interior hallways that lead from the parking structure on every level within the residential building on the west side of the development. Three pedestrian bridges are proposed on levels 3, 4, and 5, which span across the project driveway and connect the residential building on the east side of the development to the parking structure within the residential building on the west.

### **Building Elevations**

Station Square was envisioned to be a high density neighborhood that would follow *urban* design principles versus a *suburban* model; however, consideration of neighborhood compatibility concepts is still pertinent. This is especially true along the edges of Station Square that interface with traditional neighborhoods. Several measures were incorporated including breaking the massing and graduated building heights along the west edge of the project.

This development proposes three stories along Magnolia Avenue, with the fourth and fifth stories stepped back. The tallest portion of the project is situated toward the rear of the site closest to the Gold Line Station. The overall average height of the proposed residential complex ranges between 57' and 65'. At the center of the site, the tallest portion of the residential building is 73' and the adjacent parking structure is 74'.

The building design incorporates many urban design principles that create varied and interesting streetscapes on the public driveway. Building elevations along frontages are articulated to provide architectural interest and reduce large massing elements. It is also important to note that all building elevations are distinct. The Magnolia Avenue street frontage maintains a warm residential feel through the use of natural materials, warm colors, and layered landscaping. Rooftop gardens located on the third and fourth building levels provide additional architectural interest. Exterior materials include horizontal siding, smooth and coarse stucco finishes with score lines and reveals, and horizontal metal railings on the balconies.

The streetscape along Duarte Road provides a more urban feel and appearance. The building is proposed closer to the sidewalk and the placement of the live/work units' storefronts are intended to provide for an active streetscape. Distinct architectural building elements are incorporated into the buildings at the Peck Road entrance to create a unique focal point and inviting gateway entrance. Lastly, the north elevation which is predominately the back of the parking structure includes articulated openings and several locations for public art opportunities.

### ***Parking Demand Analysis (On-site)***

In compliance with the PD-12 Development Guidelines for parking, the number of parking spaces to be provided for the subject development is based on a project-specific parking study prepared by LSA that takes into account the transit-oriented nature of the project and mix of residential unit types (i.e. studio, one-bedroom, and two-bedroom). The parking study is located in Appendix A of the Specific Plan.

Parking is provided at a ratio of 1.76 spaces per unit (522 parking spaces) for “Station Square South Specific Plan” development. The total parking provision is broken down by 384 designated spaces for the residential units, 74 residential guest spaces, 15 spaces for the live/work visitors, and 49 paid-public parking spaces.

The LSA parking study compared the parking provisions to nationwide studies, Institute of Transportation Engineers (ITE) Parking Generation, and a survey of similar project sites.

- ITE Parking Generation – 4<sup>th</sup> Edition – The ITE Parking Generation determined that the parking rate for apartments is 1.52 spaces per dwelling unit based on the 85<sup>th</sup> percentile rate, and the parking rate for the commercial floor area for the live/work units is 2.98 spaces per 1,000 square feet.
- Survey of Similar Projects – Surveys taken in southern California identified parking generation rates of 1.11 spaces per bedroom. Approved similar developments from other jurisdictions identify average parking rates of 1.55 spaces per dwelling unit or 1.13 spaces bedroom.

The parking analysis concluded that the proposed parking provisions exceeded those calculated using the ITE parking generation rates and similar sites survey. Based on the number of spaces provided, the proposed parking ratio per dwelling unit equates to 1.6 spaces per unit (or 1.23 spaces per bedroom). Therefore, it can be expected that there will be adequate on-site parking to support the project.

It is also important to note that in addition to the proposed vehicle parking provision, 178 bicycle parking spaces are proposed. This parking provision is intended to serve people storing their bicycles for short periods of time, typically for shopping and errands, as well as those storing their bicycles for longer periods of time, for example residential storage or for those using the train station. The bicycle parking provisions were based on the recommended calculations in the City’s 2016 Bicycle Master Plan, equating to 1 short-term bicycle parking space per ten residential units, and 1 long-term bicycle space per 2 residential units.

Given the various provisions of parking, a condition of approval (Data Sheet 1 – Nos. 17, 31, 32) and requires the approval of a comprehensive parking management plan to ensure appropriate use of each of the stall designations, as well as security provisions.

### ***Traffic Study (Off-site)***

LSA conducted a Traffic Impact Analysis (TIA) that assessed current traffic impacts and future traffic impacts based on the completion of the “Station Square South Specific Plan” development. The TIA evaluated the following eight intersections within the project vicinity:

- Mayflower Avenue/Duarte Road
- Magnolia Avenue/Duarte Road
- Peck Road-Project Driveway/Duarte Road
- Myrtle Avenue/Duarte Road
- California Avenue/Duarte Road
- Myrtle Avenue/Evergreen Road - I-210 EB Ramps
- Myrtle Avenue/Central Avenue - I-210 WB Ramps
- Myrtle Avenue/Huntington Drive

The analysis concluded that the proposed project would not cause any significant impacts at any of the analyzed intersections and no project-specific mitigation measures would be required. It is important to

note that the traffic study does not imply that there will be no increase in traffic. An increase in the intensity of the use of the site *will* increase the amount of cars on the street system. However, using the City's General Plan as a guide, the traffic study has projected that the increased traffic to be less than significant.

LSA also observed traffic operations for the Santa Fe Middle School, located across the street from the project site. The report documents that various traffic signal and school operational changes have been recently implemented for the adjacent, existing circulation system in the school area, and those changes have improved mobility. Therefore, the report concludes that no conflicts are anticipated between the school and the future residential project.

### ***Open Space***

The City of Monrovia Land Use and Circulation Element EIR identified a potential impact on park resources associated with build-out of the greater Station Square Transit Village area and included a mitigation measure requiring projects with 200 or more residential units to dedicate three acres of parkland for every 1,000 residents. Given that no land is available for dedication on the project site, the Applicant proposes to pay an in-lieu fee as mitigation as an alternative to the dedication of parkland.

The proposed public open space that is planned within the development, including a portion of the drop off plaza (6,917 square feet (SF)), the 5,400 SF public paseo, and the 2,130 SF foot public access open space on Magnolia Avenue will count towards this requirement. At the time the plans are submitted for plan check, the final open space requirement will be determined as stated in Condition No. 18 (Data Sheet 1).

Alternatively, the Applicant also has the option of taking all actions necessary to assist the City with forming a Community Facilities District and approving a special tax in an amount necessary to fund the public open space. If the Community Facilities District is formed and such special tax is approved, then this parkland dedication or in-lieu fee requirement would be satisfied.

### ***Monrovia Art in Public Places***

This residential project is subject to the City's Public Art Ordinance (MMC §15.44.050). One percent of the project cost is required to be applied to public art on the site or it can be placed in the City's Art in Public Places fund. Use of public art funds and proposed art work are approved by the Monrovia Art in Public Places Committee.

Alternatively, the Applicant also has the option of taking all actions necessary to assist the City with forming a Community Facilities District and approving a special tax in an amount necessary to fund the public art. If the Community Facilities District is formed and such special tax is approved, then the requirement of compliance with MMC Chapter 15.44 or payment of the in lieu fee would be satisfied.

**ENTITLEMENTS:** This section of the staff report discusses the each land use entitlement that required to approve the project, actions taken by the Planning Commission, and required of the City Council.

### ***Vacation of Peck Road Terminus and Acceptance of Public Easements***

In order to change the terminus of Peck Road into a public accessible driveway and drop-off area, the City Council must first consider the vacation of this portion of Peck Road and accept a public easement dedication. The first step of this process requires a General Plan Conformity finding that the street vacation and public easement dedication would conform to the provisions of the City's General Plan pursuant to Section 65402 of the Government Code. At the June 13, 2018 Planning Commission meeting, the Commission made the prerequisite General Plan Conformity finding.

The Public Works Conditions of Approval (Data Sheet 2), suggest that the City Council is in agreement with this action. Once the project is approved staff will initiate the public hearing process for the vacation which has different public noticing and posting requirements than the land use entitlements.

### ***Tentative Parcel Map 78225 and Conditional Use Permit CUP2018-0008***

A Tentative Parcel Map (TPM 78225) is proposed to consolidate the existing parcels and terminus of Peck Road, once approved, into one 3.79-acre (gross) parcel to accommodate the proposed development.

A Conditional Use Permit (CUP) is required for the multiple-family development described in this report. The TPM and CUP have conditions of approval that address both the construction of the site and its continued maintenance. Data Sheet No. 1 contains the Planning and Fire Department conditions; Data Sheet No. 2 contains the Public Works conditions. Data Sheet No. 3 has the required findings to approve the TPM and CUP.

### ***Zoning Ordinance Text Amendment***

The Monrovia Municipal Code (MMC) must be amended to add “Station Square South Specific Plan” to the list of specific plans that have already been adopted. This code section specifies that the provisions adopted in a specific plan shall be considered to be the development standards for the plan. The Zoning Map also requires an amendment to change the existing PD (Planned Development) zone to the SP (Specific Plan) zone. (Ordinance No. 2018-04)

### ***Specific Plan***

A Specific Plan is different from the City’s General Plan and Zoning Ordinance in that it establishes the framework for a specific development. As stated in the proposed Specific Plan document the “Station Square South Specific Plan has been prepared to entitle a transit-oriented multifamily community consisting of 296 units, a 518-space parking structure, four ground level parking spaces, transit-oriented infrastructure, and public and private open spaces on a 3.79-acre (gross) site adjacent to the Monrovia Gold Line light rail station.”

Specific plans can be very general providing broad policy concepts or very detailed outlining every facet of the development. The Station Square South Specific Plan document is very detailed and site specific, and sets forth guidelines and development standards that include: a land use plan with a specific architectural design, a circulation plan for vehicular, pedestrian and bicycle access, an infrastructure plan, development standards, landscape guidelines and an implementation plan.

Since the project includes non-residential components (e.g. live/work units), the proposed Specific Plan also includes comprehensive land use regulations, operational standards, and planning processes. Briefly, the Specific Plan permits a mixture of commercial activities in the live/work units including:

- Art gallery
- Retail
- Eating establishments
- Office

Uses that have a higher potential to impact surrounding uses are also allowed through the Conditional Use Permit process – either minor or major, including alcoholic beverage sales, daycare, and medical/dental uses.

The approval of the Specific Plan allows for the development of the site pursuant to the development proposal as described in the “Discussion/Analysis” section of the Staff Report. This development proposal not only conforms to the goals and policies established in the City’s General Plan, it implements the City of Monrovia vision that was established in the 1990’s to capitalize on the transit station. (CC Resolution No. 2018-39)

**PUBLIC REVIEW PROCESS:** Over the past year and a half, there has been a concerted effort to ensure that Monrovia residents were informed about the various development projects being considered. An application was submitted several months ago which began the formal public review process which includes public meetings and hearings at three levels: Development Review Committee, Planning Commission, and City Council.

### ***Development Review Committee Review***

At the Development Review Committee meeting held on May 15, 2018, the Committee was given a presentation on the proposed project. Courtesy notices were mailed to property owners to solicit additional feedback. At the meeting, the Committee discussed various aspects of the project which resulted in several additional conditions. Overall, the Committee was pleased with the project and addressed the community's vision for Station Square. Specifically, some additional site plan considerations were addressed including minimizing the visibility of transformers, maximizing connections and wayfinding to the Gold Line, and minimizing impact to City forces to maintain open space and landscaping. Additionally, live/work units and overall design was discussed. The Police Chief articulated the need for a security plan and adequate lighting in public areas. He also requested that the final parking structure design, including the connecting bridges, be reviewed and approved by the Police Department.

The applicant spoke in favor and although there were members of the public in attendance, no testimony was provided during the public input portion of the meeting. The Development Review Committee voted unanimously to recommend approval of the application and all the required entitlements to the Planning Commission.

### ***Planning Commission Review***

The Planning Commission held a duly noticed public hearing to review the proposed project on June 13, 2018. At the public hearing, several people and the Applicant spoke in favor of the application and there was no one speaking with concerns or opposition.

The Commissioners posed questions to staff and discussed their concerns regarding: potential impacts to public safety services, water supply, the use of park space and how the park fee was going to be utilized, traffic, and the placement of the transformers near the public open spaces on South Magnolia.

The applicant, Luke Daniels, President of the Richman Group spoke on behalf of the project. Several members of the public also spoke in favor of the development. No one spoke in opposition or with concerns.

At the close of the public hearing, the Commission adopted Planning Commission Resolutions PCR2018-001 (Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program), PCR2018-0002 (Station Square South Specific Plan), PCR2018-0003 (Zoning Text and Map Amendment), a made finding that the proposed street vacation and dedication of easements are in conformity with the General Plan, and recommended approval of TPM 78225, CUP2018-0008, SP2018-0001, and MCA2018-0001 to the City Council on a unanimous roll call vote.

### ***Electrical Transformers***

Shortly after the Planning Commission meeting, the Richman Group submitted a letter to the Planning Division expressing their concern regarding Planning Condition of Approval No. 8 (Data Sheet 1), which specifically prohibits the placement of any electrical transformers in front of or within the public paseo entrance or public pocket park area on Magnolia Avenue, unless they are vaulted and placed underground. According to their letter request, dated June 27, 2018, they indicate that Southern California Edison (SCE) may not allow relocation or undergrounding as required by this condition of approval. Therefore, they are requesting that this condition of approval be modified to allow for other alternatives, such as landscape screening and any change of location, to be reviewed and evaluated by the Planning Commission.

Both the Development Review Committee and the Planning Commission raised the issue of transformer location. Given that the Planning Commission discussed the importance of appropriate transformer placement within these public open space areas, one option would be to continue the item and refer the application back to the Commission for consideration by the Commission at a duly noticed public hearing before the City Council takes action. However, staff recommends that the City Council amend Planning Condition No. 8 to require that the developer provide a project specific letter from SCE that supports their claim, and that the Planning Commission have review and approval authority over this issue.



Therefore, staff is recommending the following amendment (underlined) to Condition of Approval No. 8, which is also reflected in Data Sheet 1:

All utilities and structures such as gas meters, electrical meters, telephone, pedestal-mounted terminal boxes, surface mounted electrical transformers, or other potential obstructions shall be noted on the plans in locations that will not impair public access and in compliance with the Americans with Disabilities Act with provisions for appropriate screening to the satisfaction of the Community Development Director. These structures shall be incorporated into the building design whenever possible so as not to be visible from the public right-of-way. Any equipment in the landscaped areas shall be noted on the landscape/hardscape plan with provisions for appropriate screening. Electrical transformers shall not be located in front of or within the public paseo entrance or public pocket park area on South Magnolia Avenue. If transformers are proposed within these areas they shall be vaulted and placed underground. **Alternatively, if the developer provides a project specific letter to the City from Southern California Edison that demonstrates that the undergrounding of the transformers in front of or within the public paseo entrance and public pocket park area is not feasible, then alternative locations and/or screening options shall be submitted for review and approval by the Planning Commission. This submission shall occur a minimum of ninety days prior to the issuance of a grading permit to the applicant by the City.**

**ENVIRONMENTAL IMPACT:** Pursuant to the California Environmental Quality Act (CEQA), an Initial Study was completed which analyzed the potential impacts that the proposed project could have on the environment. The resulting environmental document is a Mitigated Negative Declaration (MND). The Initial Study identified several potential environmental impacts that would be “less than significant with mitigation incorporation.” Therefore, a MND was prepared for the project.

All noticing requirements specified by CEQA have been met or exceeded. This project required a minimum review period of 30 days for the subject MND. The following noticing occurred:

- Public comment period May 14, 2018 – June 13, 2018 (The comment period ended at the Planning Commission meeting).
- May 7, 2018 – Courtesy notice for the May 15, 2018 DRC Advisory Review.
- May 7, 2018 – Notice of Intent (NOI) to adopt a MND filed with the State Clearinghouse.
- May 7, 2018 – NOI distributed to local agencies.
- May 9, 2018 – NOI filed with County Clerk
- May 10, 2018, May 31, 2018, & June 21, 2018 – Publication of public notice in Monrovia Weekly.
- May 14, 2018 – Initial Study/MND posted on City’s website.
- May 31, 2018 – Notices of the Planning Commission public hearing mailed to all property owners within 300 feet of subject property and distributed to interested parties requesting notification.

The comment period ended at the Planning Commission meeting on June 13, 2018, and Commission adopted Planning Commission Resolution PCR2018-0001 recommending that the City Council adopt the MND and MMRP by adopting Resolution No. 2018-31.

**FISCAL IMPACT:** The proposed project will have short and long term fiscal impacts that are both direct and indirect. Positive short term impacts are in the form of increased property tax revenue on an annual basis. The long term costs associated with its use of public services will also be minimized with the payment of development impact fees for Public Art, Open Space, and Fire, or by the formation of a voluntary Community Facilities District.

**OPTIONS:** The following options are presented to the City Council for consideration:

1. Approve the application and the related entitlements with the amended Condition 8 on Data Sheet 1.
2. Approve the application and the related entitlements as recommended by the Planning Commission (without the recommended amendment to Condition 8 in Data Sheet 1).
3. Take no action and refer the application back to the Planning Commission for a new public hearing before the Commission to further review the placement of the transformers in the public open spaces.
4. Deny the application.

**RECOMMENDATION:** The Planning Commission adopted Resolution Nos. PCR2018-001 recommending City Council adoption of the MND and MMRP, PCR2018-0002 recommending approval of Station Square South Specific Plan, and PCR2018-0003 recommending a Zoning Ordinance and map amendment to add Station Square South Specific Plan (Ordinance No. 2018-04) and recommended approval of Tentative Parcel Map TPM 78225 and Conditional Use Permit CUP2018-0008 (Option 2). Staff further recommends that the application be approved with the amended Condition 8 as outlined in Option 1.

**COUNCIL ACTION REQUIRED:** If the City Council concurs, following the public hearing, the appropriate action would be a motion to adopt Resolution Nos. 2018-31, 2018-39 and 2018-32; and introduce, read by title only, and waive further reading of Ordinance No. 2018-04.



Date: June 28, 2018  
To: City Council  
From: Craig Jimenez, Director of Community Development  
**Subject: Station Square South Specific Plan**

As we have been discussing for the past year, development interest in Monrovia has never been stronger. The arrival of the Gold Line is a major factor in this heightened interest. However, numerous influences are contributing to this development surge that we affectionately refer to as *Monrovia's Development Renaissance*. It is important to note that Monrovia has been planning and preparing for this for many years. The attached staff report describes the proposed project as well as the entitlement actions in detail. Not specific to any one project, this memo is intended to provide additional information, context and framework in your consideration of these applications as they move forward.

### ***In the beginning...there was a plan***

Monrovia in the early 1970s was a very different place than it is today. In 1974, the community elected leaders with a bold and progressive vision and the City developed a plan to implement that vision. Through the years, the leadership of the community has changed, but the vision for a successful Monrovia has remained consistent. This does not mean that the plan is static. Times change; and as needed, the plan is adjusted. That is normal and necessary. What makes Monrovia unique is that the City has not had to waste resources continually "re-planning" the City. This has allowed Monrovia to focus on implementation.

Knowing that growth is going to happen, Monrovia has taken very proactive steps to ensure that it is strategic and in the right places. For the past five decades, the City has been implementing a long term plan to build the Monrovia of the future. What is important to understand is that our long term vision encompasses a balance between growth and preservation. Economic growth is important for maintaining a healthy and vibrant community. It keeps Monrovia vital and relevant, making it a desirable place to live, work and visit.

Preservation on the other hand, nods to the importance and value that the character of our neighborhoods contributes to Monrovia's identity. Several years ago, Monrovia's leaders set into motion a plan to allow growth in targeted areas while preserving those parts of Monrovia that define its character - our neighborhoods. That plan, which has adjusted with the times, still serves as the blueprint. Change is inevitable and planning is not about preventing change, it's focused on managing change.

### ***External Forces***

While there has been a great deal of good Planning going on, it is not the only factor driving this development cycle. A continued strong economy, population growth and a pent up demand for housing are all contributing aspects. Part of the consideration of the increase in the



city's housing stock must also factor in external forces that *will* impact our future. Some of the challenges that we face include:

- California is in the midst of a housing crisis. There is a shortage of housing opportunities and the cost of housing is increasing three times faster than household income. Fifty percent of the Californians struggle to afford adequate housing.
- In Monrovia, the average rent is about \$3 per square foot. This means that a two-bedroom, 1,000 square foot apartment is renting for around \$3,000 a month. That's \$36,000 per year.
- Over the next 25 years, southern California's population is projected to increase by over 11 million people. Much of this growth will occur in urbanized areas like Monrovia which creates even greater urgency to the existing housing need.

There are many opinions, ideas and proposed solutions, but the one constant is that there is a need to increase the supply of housing. While Monrovia cannot solve the state's housing crisis, it is well poised to do its fair share; a balanced way, the Monrovia way.

### ***Preparing for the future***

Understanding that this development is approaching, the City instituted several new policies and programs to help address potential issues and impacts related to growth; issues that could have the potential to erode the quality of life in our community.

Water. One of the primary comments that staff receives, as I am sure that the City Council may also hear is "Monrovia should not approve more housing when I have to pay more for my water because we don't have enough." While there is some basis for that opinion, in reality, this is more of a distribution issue than a quantity issue which is why the City is relying more on imported water. Imported water *is* more expensive and has resulted in an increase of Monrovia's water rates. However, using that argument, then the City should not approve any new development that may increase the demand on the water supply (or streets, public services, air quality, etc.). Stopping growth is not the right approach.

In response to this concern, the City recently adopted a New Development Water Rate (NDWR), which requires all new residential projects adding five or more units to pay the full cost of imported water from outside the region for their use. The NDWR policy means that water customers in these new development projects will pay an effective water rate that is 34.4% higher than the water rate that current Monrovians are charged. This policy enhancement will ensure that our existing residents and businesses are not forced to bear the added cost of importing more water into the City to serve a new population base.

Public Services Impacts. Monrovia has adopted a policy that allows the creation of Community Facility Districts (CFD) also known as Mello-Roos. Through this policy, an ongoing revenue source can be generated by an annual assessment through a property tax assessment applied to new development. These ongoing funds will be used to offset the potential increased costs for police, fire and other public services.

Traffic/Circulation/Parking Impacts. Many of the projects in the pipeline are in and around Station Square which puts future residents in close proximity to the Gold Line. Studies show that people that choose to live in transit oriented/transit adjacent developments do drive less. However, this is southern California and it is naïve to think that people will give up driving completely just because they live next to a light rail station.

Understanding that getting around Monrovia in many instances still is more convenient (and realistic) by car, the City recently instituted a new model of suburban mobility that provides Monrovians with simple, easy and affordable public transportation options to combat increasing traffic and parking congestion. GoMonrovia! provides mobility solutions through a City-subsidized partnership with the rideshare service Lyft. The other component is the citywide implementation of LimeBike, a bicycle sharing program that is also an affordable and convenient solution to get around Monrovia without a car. The community has embraced these programs and the City continues to look for other options to encourage people to move about town without using their car. More information about this program is available at [www.gomonrovia.com](http://www.gomonrovia.com).

While these policies and programs do not overcome every issue and problem facing Monrovia, staff believes that they move the City in a positive direction and all of these components along with new development continue to implement the vision for a vibrant, diverse, and successful Monrovia. We are prepared to meet the future.



**Date:** June 27, 2018  
**To:** Craig Jimenez Sheri Bermejo  
**From:** Luke Daniels Mike Arduino  
**Subject:** Monrovia Station Square South- Transformers Location

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Thank you for the opportunity to present this letter to you regarding the Station Square South's transformer locations along Magnolia Avenue. Throughout the project's inception, The Richman Group along with Architects Orange and Jacobsen's Dry Utility Consulting have constantly scrutinized the project's transformer locations in an effort to create a win-win scenario for public benefit and for project design.

The first possibility the team reviewed was the placement of transformers underground. However, Southern California Edison (SCE), the electrical provider for the area, has stated that an initiative called Above-Ground Equipment (AGE) has led SCE to have all new structures/equipment related to new business designed and installed above ground. This initiative was implemented to improve safety conditions for SCE personnel and the public while enhancing service reliability.

The next alternative for project transformers was placement along Magnolia Avenue that would not interfere with public use of the pedestrian paseo and public open space. The challenge the team encountered was adhering to SCE specifications and requirements, most of which pertain to public safety and OSHA.

The transformer adjacent to the Magnolia Paseo Entrance will be screened with fencing and screening landscape. The transformer will not block or interfere with public access to the pedestrian paseo. Please see Exhibit A-Transformers Plan View for further details.

The transformer adjacent to the Magnolia Public Open Space will be screened with fencing and screening landscape. The landscaping will consist of parkway landscaping with trees. The location of the transformer is located as close to the public right of way as possible, which is where, SCE typically places its facilities to ensure accessibility for future construction and maintenance. Please see Exhibit A-Transformers Plan View for further details.

The Richman Group desires to be good partners with the City of Monrovia and deliver the best project to the city while creating public benefit. The Richman Group understands and requests that the Planning Conditions can be modified so that the transformer locations would be deferred back to Planning Commission for final approval.

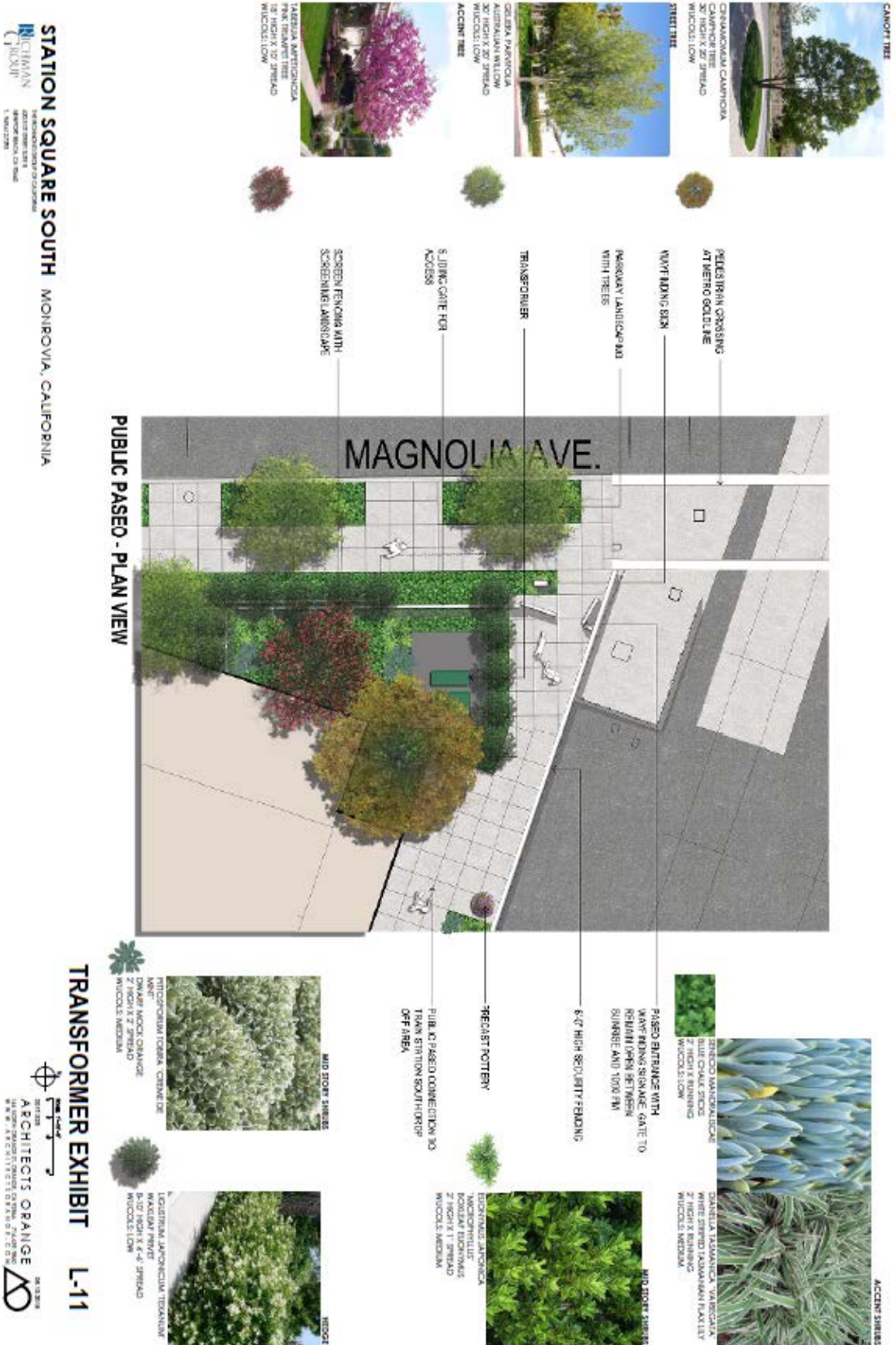
The Richman Group is again very thankful for the opportunity to develop a great project for the city of Monrovia and the opportunity to create public benefit while fulfilling the city's planning vision of Station Square Transit Village.

Thank you again for your help with the project.

Sincerely,

Luke Daniels  
President  
The Richman Group of California

## Exhibit A- Transformers Locations



CANOPY TREE



CELESTIAL CALIFORNIA  
30' HIGH X 20' SPREAD  
WIDCDS: LOW

STREET TREE



CELESTIAL CALIFORNIA  
20' HIGH X 20' SPREAD  
WIDCDS: LOW

ACCENT TREE



CELESTIAL CALIFORNIA  
15' HIGH X 15' WIDE  
WIDCDS: VERY LOW

ACCENT TREE



TABERNA AMERICANA  
18' HIGH X 10' SPREAD  
WIDCDS: LOW

BENCH SEATING

SEATWALL PAINTER

PARKWAY LANDSCAPING  
WITH TREES

SLIDING GATE FOR  
ACCESS

BURBEN FENCING WITH  
SEMIWALL LANDSCAPE

MAGNOLIA AVE.

PUBLIC OPEN SPACE - PLAN VIEW

H.C. PAUP

LAWN

TRANSFORMER

SECURE PRIVATE ENTRY GATE / FENCE  
ACCESS

ACCENT SHRUBS



SENECO HAWKLANDICUS  
BLUE CHALK STICK  
20' HIGH X 10' SPREAD  
WIDCDS: LOW

ACCENT SHRUBS

DIAPYCNIA TAYLORIANA 'VARISCANA'  
WHITE STRIPED JOHANNANNI PALLET  
20' HIGH X 10' SPREAD  
WIDCDS: MEDIUM

MID STORY SHRUBS



MID STORY SHRUBS



STYLOCOMA TOROSA 'CORAL ICE'  
MADE  
20' HIGH X 7' SPREAD  
WIDCDS: MEDIUM

ACCENT SHRUBS



LEISTERIA JAPONICUM 'TOKAYAMA'  
WAXY LEAF PRIVER  
8-10' HIGH X 4'-6' SPREAD  
WIDCDS: LOW

STATION SQUARE SOUTH MONROVIA, CALIFORNIA



TRANSFORMER EXHIBIT L-12







# DATA SHEET 1

# Planning Conditions

**Tentative Parcel Map No. 78225 and  
Conditional Use Permit CUP2018-0008**

**225 West Duarte Road,  
205 West Duarte Road,  
1725 Peck Road, and  
1726 South Magnolia Avenue**

Development of the subject property and operations on the site must remain in substantial conformance at all times with the request and application forms and plans for Tentative Parcel Map TPM 78225 and Conditional Use Permit CUP2018-0008 for a 3, 4, and 5-story, 296 unit residential apartment development with a 7-level parking structure submitted by the Applicant, as approved by the City Council and placed on file in the office of the Planning Division, except as modified by the conditions imposed by the City Council and by subsequent modifications determined by the Director of Community Development to be in substantial compliance with the conditions of approval. The term "Applicant" as used herein shall include the applicant, the property developer, the property owner, and all successors in interest to this Subdivision Map and Conditional Use Permit.

## **DEVELOPMENT STANDARDS**

1. The development shall comply at all times with all standards, regulations, requirements, guidelines and conditions set forth in "Station Square South Specific Plan."
2. All final building/architectural materials shall be submitted to the Planning Division Manager for review and approval prior to building permit issuance. The review of final materials shall include, but not be limited to, siding, stucco, windows, exterior doors, metal railings, color schemes, and exterior light fixtures.
3. The final decorative design element proposed on the north exterior wall of the parking garage shall be submitted to the Development Review Committee for review and approval. Alternatively, if the exterior wall design is proposed as a public art piece, the final design details shall be submitted to the Art and Public Places Committee for review and approval. The Community Development Director shall determine the appropriate body to review and approve the design.
4. Placement and design of mailboxes shall be reviewed and approved by both the U.S. Postal Service and the Planning Division prior to installation and shall not be placed in the public right-of-way.
5. All roof mounted mechanical equipment shall be completely screened from street view adjacent to the site by perimeter parapet walls, subject to review and approval by the Community Development Director.
6. Ground level mechanical equipment shall not be located within street facing setbacks.
7. Electrical power lines, telephone lines, and any other transmission lines (including, without limitation, cable television lines, data transmission lines, communication

lines, other utility lines, etc.) to and from the development, and within the development, shall be placed underground and provided to each unit.

8. All utilities and structures such as gas meters, electrical meters, telephone pedestal-mounted terminal boxes, surface mounted electrical transformers, or other potential obstructions shall be noted on the plans in locations that will not impair public access and in compliance with the Americans With Disabilities Act with provisions for appropriate screening to the satisfaction of the Community Development Director. These structures shall be incorporated into the building design whenever possible so as not to be visible from the public right-of-way. Any equipment in the landscaped areas shall be noted on the landscape/hardscape plan with provisions for appropriate screening. Electrical transformers shall not be located in front of or within the public paseo entrance or public pocket park area on Magnolia Avenue. If transformers are proposed within these areas they shall be vaulted and placed underground. Alternatively, if the developer provides a project specific letter to the City from Southern California Edison that demonstrates that the undergrounding of the transformers in front of or within the public paseo entrance and public pocket park area is not feasible, then alternative locations and/or screening options shall be submitted for review and approval by the Planning Commission. This submission shall occur a minimum of ninety days prior to the issuance of a grading permit to the applicant by the City.
9. Plans showing all exterior lighting shall be submitted to the Planning Division for review and approval prior to building permit issuance, and no exterior lighting shall be installed without the approval of the Planning Division Manager. All exterior lighting shall be designed, arranged, and installed so as to confine direct rays onto the premises and to direct light away from adjacent structures.

## **LANDSCAPING**

10. A Landscape and Irrigation Plan prepared by a licensed Landscape Architect shall be submitted to the Planning Division for plan check showing the size, type, and location of all planting areas and shall incorporate the following conditions of approval:
  - a. Landscaping shall be a combination of 24" and 36" box trees, shrubs, groundcover, and turf except on the rooftop deck where 15 gallon trees can be planted.
  - b. All landscaping, including the landscaping located within the public open space and amenity areas, shall be maintained by the applicant and shall include a permanent automatic irrigation sprinkler system.
  - c. Any unimproved City right-of-way contiguous with the property shall be landscaped and maintained by the Applicant and shall be incorporated into the required landscape plan.
  - d. Hardscape improvements shall be provided in all common areas. The common areas shall incorporate amenities for residents of the development to the satisfaction of the Community Development Director. The improvements shall be indicated on the final landscape/hardscape plan.

- e. A landscape documentation package that complies with the requirements of the Model Water Efficient Landscape Ordinance and shall be submitted to the Planning Division for review and approval prior to landscape construction. A Landscape Certificate of Completion shall be submitted to the Planning Division at the completion of the installation, prior to request for a final inspection and Certificate of Occupancy.
11. Easements for the following public areas shall be dedicated to the City, to the satisfaction of the Community Development Director, City Engineer and City Attorney: a drop-off plaza and publicly assessable driveway that provides public access to the station platform, including utility easements; a 5,400 square foot paseo that is approximately a 475-foot long, 10-foot wide pedestrian pathway along the northern property line, abutting the railroad right-of-way, extending from Magnolia Avenue to the drop-off plaza; and a “pocket park” that is approximately 2,130 square feet in area that faces Magnolia Avenue and the residential neighborhoods west of Magnolia Avenue. These public areas shall be constructed and maintained by the Applicant or its successors in interest.
  12. A Public Open Space and Amenity Plan shall be prepared in coordination with the Landscape and Irrigation Plan showing the amenities proposed within the public open space and amenity areas to the satisfaction of the Community Development Director. The amenity improvements shall include, at a minimum, decorative permanent seating, trash receptacles, bus shelter improvements, and decorative hardscape.

## **PARKING**

13. The parking structure driveway entrance shall be surfaced with Portland cement concrete (3 1/2” minimum), interlocking pavers, or other suitable materials, which shall be submitted to the Planning Division Manager and Public Works Department prior to installation for review and approval.
14. A minimum of 74 guest parking spaces shall be clearly marked and available to the guests of residents visiting the apartment complex at all times, and a minimum of 15 guest parking spaces shall be clearly marked and available to the customers of the live/work units. A minimum of 49 public parking spaces also shall be provided. No resident parking shall be permitted in the designated guest, live/work, and paid parking spaces and signage shall be provided to advise residents of this restriction.
15. Driveway ramps shall be a maximum 15% grade.
16. Storage for a minimum of 30 short-term bicycle parking spaces and 176 long-term bicycle parking spaces shall be provided onsite in a location that is satisfactory to the Director of Community Development.
17. A final parking management plan shall be submitted to the Planning Division for the review and approval of the Planning Division Manager. In addition to identifying how the private residential parking area and the paid public parking area will be managed separately and securely from each other, the parking management plan shall also identify the location of the residential, residential guest, live/work-commercial, public

paid parking, EV, USPS, and ADA parking stalls within the parking structure, as well as identify the location of the bicycle storage areas on the development site.

## **DEVELOPMENT IMPACT FEES**

18. Open Space. The Applicant shall enter into an agreement with the City, which must meet with the approval of the City Manager or his/her designee, and be acceptable in form and substance to the City Attorney, to provide Open Space pursuant to the requirements of the Land Use Element of the General Plan. The agreement shall require the Applicant to provide land dedicated for Open Space or an in-lieu fee to cover either the purchase of land for Open Space or the maintenance of the Open Space adjacent to the Development and/or Gold Line Station, or a combination of both a land dedication and payment of an in-lieu fee. The Open Space land dedication and/or in-lieu fee is determined based upon 3.0 acres of land per 1,000 residents (130.68 square feet per resident) potentially generated by the development. Required open space shall be 76,970 square feet of land, which was calculated by multiplying 130.68 square feet per resident by 589 residents. The number of residents was calculated based on a projected occupancy of 1.5 persons per bedroom (384 bedrooms). The in lieu fee shall be calculated by multiplying the required open space by the Fair Market Value of the land as determined by an appraisal. Alternatively, the Applicant also has the option of taking all actions necessary to assist the City with forming a Community Facilities District and approving a special tax in an amount necessary to fund the public open space. If the Community Facilities District is formed and such special tax is approved, then this parkland dedication or in-lieu fee requirement would be satisfied.
19. Public Art. In compliance with MMC Chapter 15.44 (Art in Public Places), the Applicant shall either pay the in-lieu fee for arts or provide public art on the site. Alternatively, the Applicant also has the option of taking all actions necessary to assist the City with forming a Community Facilities District and approving a special tax in an amount necessary to fund the public art. If the Community Facilities District is formed and such special tax is approved, then the requirement of compliance with MMC Chapter 15.44 or payment of the in lieu fee would be satisfied.

## **CONSTRUCTION SITE REQUIREMENTS**

20. A Construction Impact Mitigation Plan shall be submitted to the Planning Division for review and approval and must be approved prior to the start of any demolition or construction.
21. The Applicant shall provide temporary perimeter fencing with view obscuring material during construction. If graffiti is painted or marked in any way upon the premises or on an adjacent area under the control of the Applicant (including without limitation, any temporary perimeter construction fencing or the permanent wall), the graffiti shall be removed or painted over by Applicant within twenty-four hours, unless any law in effect imposes a shorter time period. Fencing may be removed prior to landscape installation with Planning Division approval.
22. One waterproof sign (36" x 48") in both English and Spanish noting construction hours and a phone number for contact shall be posted on each street frontage prior to grading or construction.

## GENERAL REQUIREMENTS

23. In addition to Planning (Data Sheet No. 1) and Public Works (Data Sheet No. 2) conditions of approval the Applicant shall also comply with all requirements of the Monrovia Municipal Code, Building Division and the Fire Department that are directly applicable to the project.
24. The mitigation measures identified in the Mitigated Negative Declaration and set forth in the Mitigation Monitoring and Reporting Program, and the construction mitigation plan, shall be incorporated herein as conditions of approval of the project.
25. Any violation of these conditions of approval or the Monrovia Municipal Code may be subject to the Administrative Fine Ordinance, other available remedies and/or revocation or modification of this permit at the discretion of the City Attorney and City Prosecutor.
26. The Applicant shall submit the required filing fee for submittal of the Notice of Determination to the Los Angeles County Clerk and for submittal of the Mitigated Negative Declaration to the State Department of Fish and Wildlife one day after final approval of the project. The applicant may request that the City file a fee exemption request with the State Department of Fish and Wildlife, provided, however, the Applicant deposits with the City the required filing fee one day after final approval of the project. In the event the State Department of Fish and Wildlife grants the exemption, the unused portion of the filing fee shall be refunded to the Applicant.
27. The Applicant shall, within 30 days after approval by the City Council, submit to the Community Development Department his/her written consent to all of the conditions of approval contained in Data Sheet Numbers 1 and 2. Tentative Parcel Map No. 78225 and Conditional Use Permit CUP2018-0008 shall be void and of no force or effect unless such written consents are submitted to the City within the 30 day period.
28. The Final Parcel Map for the proposed lot consolidation shown on this Tentative Parcel Map No. 78225 must satisfy the requirements of Section 16.20.010 et seq. of the Monrovia Municipal Code and be filed with and deemed a complete filing by the City Engineer. The development to which the Conditional Use Permit applies must begin, within twenty-four months after the Tentative Parcel Map was conditionally approved, or TPM 78225 and CUP2018-0008 will expire without further action by the City. The map expiration date may be extended as allowed by the Monrovia Municipal Code.
29. All of the above conditions shall be complied with prior to issuance of the Certificate of Occupancy, unless an earlier compliance period is specified as part of a condition.
30. Indemnification. As a condition of approval, the Applicant agrees to defend, indemnify, protect and hold harmless City, its officers, officials, employees, agents and volunteers from and against any and all claims, actions, or proceeding against the City, its officers, officials, employees, agents and/or volunteers to attack, set aside, void or annul, an approval of the City, Planning Commission or City Council concerning this permit and the project. Such indemnification shall include damages,

judgments, settlements, penalties, fines, defensive costs or expenses (including, but not limited to, interest, attorneys' fees and expert witness fees), or liability of any kind related to or arising from such claim, action, or proceeding. The City shall promptly notify the Applicant of any claim, action, or proceeding. Nothing contained herein shall prohibit City from participating in a defense of any claim, action or proceeding in accordance with the Subdivision Map Act and from choosing counsel to defend the City.

## **PUBLIC SAFETY CONDITIONS**

31. The final parking garage design, and related pedestrian bridges that connect to the adjacent residential building, shall be reviewed and approved by the Chief of Police prior to the issuance of building permits. The final design shall incorporate safety measures and design details to deter loitering within the parking garage stairwells, as well as safety railing on the pedestrian bridges.
32. Security Management Plan. Prior to the issuance of a certificate of occupancy, the Applicant shall submit a Site Security Management Plan for approval by the Chief of Police, which shall incorporate features such as lighting, gating and recorded video surveillance within all public open space areas, including the parking garage.

## **FIRE DEPARTMENT CONDITIONS**

33. Fire hydrants shall be provided along all public roads. Hydrants shall be within 120 feet of the structure and spaced at no more than 200 feet, subject to review and approval by the Fire Department. The minimum fire flow shall be 2,000 gpm at 20 psi. Call out locations of all hydrants shall be included on Fire Access Plan.
34. Building height and area shall be determined by Building Code Table 503. Per Building Code sections 504.2 and 506.3, installation of an automatic fire sprinkler system in an R occupancy will allow either an increase in stories/height or allowable floor area but not both.
35. A Class I standpipe system shall be provided in all stairwells on all levels including the roof as set forth by Building Code and Fire Code 905.
36. An automatic fire sprinkler system and fire alarm as set forth by Fire Code 903 and 907 shall be provided.
37. Dwelling units and common areas shall be provided with visible alarm notification appliances.
38. Smoke alarms shall be provided in each room for sleeping purposes and at a point centrally located in the corridor or area giving access to each separate sleeping area.
39. Carbon monoxide alarms shall be provided either within all sleeping units or else the building shall be provided with a carbon monoxide alarm system that protects all common areas.

40. A minimum of one rated stairwell shall extend to the roof for each building. Provide stairways to roof for west and east buildings.
41. All rated exit stairwells shall have keyed exterior doors on the ground level. Knox boxes shall be provided adjacent to all exit stairwell exterior doors at approved locations. A Knox box shall also be provided adjacent to the main entrance of all buildings at an approved location.
42. All buildings shall have a minimum of one elevator capable of accommodating general stretcher dimensions.
43. An approved number or address shall be provided on all new buildings in such a position as to be plainly visible and legible from the street or road fronting the property. Numbers shall be a minimum of 6-inches high by ½-inch stroke and be a contrasting background.
44. Portable fire extinguishers shall be installed per the CFC.
45. An Emergency Responder Radio coverage system shall be provided.
46. A minimum of one standpipe system for use during construction shall be provided. Such standpipe shall be installed when the progress of construction is not more than 40 feet in height above the lowest level of fire department access.



## Data Sheet 2

## Public Works Conditions

**Tentative Parcel Map No.  
78225 and  
Conditional Use Permit  
CUP2018-0008**

**225 West Duarte Road,  
205 West Duarte Road,  
1725 Peck Road, and  
1726 South Magnolia Avenue**

Development shall be subject to the conditions of approval listed below, and if so indicated, the condition(s) shall be satisfied before the Final Map is filed in the Department of Community Services (Public Works Division) for review and approval. The term "Applicant" shall include, without limitation, the applicant, the property developer, the property owner, and all subsequent owners of each parcel.

### **Engineering Conditions**

1) Prior to any development, the Applicant shall provide the following:

a) **Final Parcel Map for the merger of existing parcels**

- i) The Applicant shall submit a Final Parcel Map as required by the City's Municipal Code, Chapter 16 – Subdivisions
- ii) Prior to filing the Final Map with the Department Community Services (Division of Public Works), the Applicant shall provide a current title report (Parcel Map Guarantee) for the project site located in the City of Monrovia. The title report and guarantee is required and such documents shall show all fee interest holders; all interest holders whose interest could ripen into a fee; all trust deeds, together with the name of the trustee; and all easement holders and supporting documents accompanying the title report.
- iii) All easements and dedications shown on the approved tentative parcel map (including the MTA platform easement on the adjoining property) and those not shown but to be recorded, such as: Covenants, Conditions & Restrictions (CC&Rs) must be recorded and accounted for at the time of the Final Map approval.
- iv) Applicant shall dedicate additional rights of way if determined in the review of the improvement plans they are needed.
- v) The City is in agreement with the vacation of Peck Road north of the intersection with Duarte Road. A public utility and access easement shall be recorded with project final parcel map. The applicant shall not vacate the area of the traffic signal at Peck and Duarte Roads. The cul-de-sac/tear drop turnaround to be improved for the public use as a "Drop Zone" in the public access area shall be built to City Standards and approved by the City Engineer.
- vi) A Final Map prepared by or under the direction of a Licensed Land Surveyor or Licensed Civil Engineer legally authorized to practice land surveying in the State of California must be filed in the Department of Community Services (Public Works Division) for review and approval and processed through the City Engineer prior to being filed with the Los Angeles County Recorder.
- vii) Prior to filing the Final Map with the Department of Community Services (Public Works Division) for review and approval, the Applicant's surveyor or engineer shall



set durable monuments to the satisfaction of the City Engineer in conformance with Section 66495 of Subdivision Map Act.

- viii) Improvement plans and an engineer's estimate of the improvements, using the departments approved unit rates, along with the necessary letters of credit, cash and/or bonds to secure the construction of all public improvements shall be submitted and approved by the City Engineer prior to the recordation of the Final Map. No security or bond will be released in partial amounts. When the project has been completed in full, the final punch list is complete, and the notice of completion filed with the appeal time frames expired, then and only then, will the bonds will be release with a formal request to the City Engineer, and processed through the City Clerk Office.
  - ix) Prior to filing the Final Map for recordation the developer shall execute a subdivision agreement with the City of Monrovia and shall adhere to the requirements of this subdivision agreement including a 10% warranty bond for a period of 3 years from the date of completion and acceptance.
  - x) Prior to filing the Final Map with the Department of Community Services (Public Works Division) for review and approval, the Applicant shall provide street improvements adjacent to the proposed land division to the satisfaction of the City Engineer. Improvements shall include, but are not limited to, driveway modifications, new driveways, removal of abandoned driveways, sidewalk improvements, ADA improvements, replacement of damaged curb and gutter, and street resurfacing and/or slurry seal of street pavement within the boundary of the existing Right-of-Way along the frontage of this project property, or any damage due to construction of this project property as directed by the Engineer.
- b) Site Plan showing: survey monuments, boundaries, easements and right-of-ways
- i) Submit existing site plan, topographic map of the project site, grading, drainage and utility plan to Public Works Division for review and approval. The plans shall indicate existing and proposed structures, miscellaneous facilities if applicable and all utilities applicable within the project site. The plans shall be prepared on a 24" x 36" sheets with City standard title block stamped and signed by a Registered Professional Civil Engineer in the State of California. The submittal of the plans shall include: a hydrology report, a geotechnical report, required design calculations, a cost estimate, a plan check fee, and an inspection fee. The final submittal for final approval shall include a mylar of the approved grading, drainage and utility plans. The applicant shall use the assigned drawing number obtained from Public Works for this project. Partial or incomplete submittals will not be accepted.
  - ii) All site plans, grading plans, drainage plans and street improvement plans shall be coordinated for consistency prior to the issuance of any permits.
- c) Water Improvements
- i) The Applicant shall install multiple water services to Monrovia's water system to serve the entire development for domestic and fire usage within the City of Monrovia to the specifications of the City Engineer. Applicant shall provide the needed water demand information for the proposed development for the City Water Consultant to complete a feasibility study for this development and then prepare plans for the mitigation measures as recommended by the feasibility study; or pay fair share "fee-in-lieu-of" the needed improvements. Applicant shall reimburse the City for all

consultant fees for the feasibility study and all City of Monrovia incurred installation costs.

Water demand information to include:

- (1) Fire flow demand (GPM) and duration for this project as dictated by the California Fire and Building Code and City of Monrovia Fire Department.
- (2) Location of all proposed fire hydrants to meet the fire flow demand.
- (3) Location of fire sprinkler connections with the demand flows.
- (4) Domestic Demand (GPM) and connection locations.
- (5) Indication of all private lines and backflow connections.

Contact Consulting City Engineer, Brad Merrell for coordination of this feasibility study. [bmerrell@ci.monrovia.ca.us](mailto:bmerrell@ci.monrovia.ca.us) Phone 760-900-7526

- ii) All water lines within the Peck Road utility easement shall be a private systems maintained by the project and not the City of Monrovia's responsibility. The project shall provide adequate backflow at the transition from right of way to the private/public utility easement. The City of Monrovia shall not be responsible for the any utility within the easement after the backflow and meters.
- iii) The applicant will be responsible for all costs to connect to the City water system and installation of all new fire hydrants off the City system. The developer shall prepare engineered plans, approved by the City Engineer, and pay for all construction, equipment, testing and inspection for the connections, hydrants and services.
- iv) The project water usage and standby charges will be per the newly adopted rate schedule: Monrovia ordinance 2018-01 (See attached).

d) Waste Water Improvements

- i) The Applicant shall install sanitary sewers to Monrovia's sewer system to serve the entire development within the City of Monrovia to the specifications of the City Engineer. Applicant shall provide the needed waste water flow information for the proposed development for the City Waste Water Consultant to complete a feasibility study for this development and then prepare plans for the mitigation measures as recommended by the feasibility study. Applicant shall reimburse the City for all consultant fees for the feasibility study and all City of Monrovia incurred installation costs.

Waste Water Flow information to include:

- (1) Location, design flow and size of all waste water lateral connections to main lines that are needed.
- (2) Location of any lift stations and force lateral connections (if needed).
- (3) Indication of all private lines on-site that will be designed using public works standards (Green book) and not designed using the California Plumbing Code. Any waste water lines using manholes and slopes less than 2.0 percent.

Contact Consulting City Engineer, Brad Merrell for coordination of this feasibility study. [bmerrell@ci.monrovia.ca.us](mailto:bmerrell@ci.monrovia.ca.us) Phone 760-900-7526

- ii) The applicant shall provide evidence of payment and approval for connection of units to LA County Waste Water System.
- iii) All sewer/waste water laterals extending to the mainline in the public right of way to

be the maintenance responsibility of the project. The prevention of root intrusion at connection shall be the projects responsibility.

- iv) All waste water lines within the Peck Road utility easement extending to the manhole connection in Duarte Road shall be private systems being maintained by the project and not the City of Monrovia's responsibility.
- v) The applicant will be responsible for all costs to connect to the City waste water system. The developer shall prepare engineered plans, approved by the City Engineer, and pay for all construction, equipment, testing and inspection for the connections.

e) Geotechnical Investigation and Report

- i) Prior to issuance of a grading permit or encroachment permit, Applicant shall provide geotechnical report that addresses earthwork and foundation recommendations, including but not limited to, earthwork, retaining walls and foundation construction adjacent to the existing structures located on the property, pavement structural sections and recommendations. The geotechnical report shall include data regarding the nature, distribution and strengths of existing soils, conclusions and recommendations for grading procedures, design criteria for and identified corrective measures, and opinions and recommendations regarding existing conditions and proposed grading. The report shall also include subsurface geology of the site, degree of seismic hazard if any, conclusions and recommendations regarding the effect of geologic conditions on the proposed development, opinions and recommended design criteria to mitigate any identified geologic hazards including locations of surface and subsurface fault lines in the area as applicable. Provide off-site and on-site pavement structural section to be address with recommendation based on Traffic indexes and R values, per Caltrans methods. Provide percolation testing for Low Impact Design (LID) standards

f) Hydrology Report and Hydraulic Calculations

Applicant shall provide hydrology study and hydraulic calculations per L.A. County standards, for mitigation of off-site and on-site flows tributary to these structures and conveyances. And shall obtain permits from the county for all connections or modifications to their system. The outfall of this project after meeting LID standards shall have direct connection to the County System and not be directed to City of Monrovia streets.

All connections to the County System shall be permitted by the county and evidence of this work permit and completion provided to the City of Monrovia

g) Grading Plan

- i) Grading plan shall conform to MMC Chapter 15.28 and be prepared on a 24" x 36" sheets with City title block. Required improvements may be shown on the grading plan along with site drainage.
- ii) Applicant shall provide an analysis and construct required infiltration and/or treatment of storm water from impervious surfaces prior to reaching direct connections leading to the main storm drainage system.
- iii) All required mitigation measures identified in the soils engineer's and geologist's

reports shall be incorporated into the grading/drainage plans and a made a part thereof.

- iv) The lot shall mitigate its own drainage and thereby not impacting off-site drainage structures.
- v) Grading plan to provide a scaled detail section at each property line where the project is in cut or fill greater than 0.5 feet. Provide in relation to the adjacent property existing conditions: set back dimensions, retaining wall dimensions and encroachments, ground and finish surface elevations, cut and fill slopes including code setbacks, and direction of flow indicators.

h) Utility Coordination Plan

- i) Applicant shall submit a utility plan showing all proposed utility cuts for services such as Water, Sewer, Fire Department Stand Pipe, Gas, Edison, Telephone, Cable TV, etc. The Utility plan shall be submitted and approved prior to issuance of grading permits. Private utility plans including sewer, water, gas, including all abandoned, or to be removed facilities, etc. for the proposed development shall be submitted for review and approval by the City Engineer. Pay all applicable fees for Engineering Division services for issuance of Public Works permits.
- ii) Applicant shall underground all overhead utilities fronting this project site. Specifically on the east side of Magnolia Avenue from the Rail Road Tracks to the most southerly frontage of Magnolia. The north side of Duarte Road along the property frontage including the overhead leg to the south, ending the undergrounding to the south of the southwest corner of Peck and Duarte Road

i) Off-site Street Improvement Plans

- i) This project shall continue the street improvement pattern (Hardscape/Landscape) that is located along the east side of Magnolia south of the rail tracks and along the project site perimeter and to the northeast corner of Magnolia and Duarte Road, and along property frontage west to the northeast corner of Magnolia and Duarte Road, including the replacement of the ADA ramp at this northeast corner.
- ii) The project development shall remove and replace any curb, gutter, sidewalk, driveway approach or street pavement found by the City Engineer to be broken, uplifted, damaged or not meeting current ADA standards. Construct improvements as required, per City standard drawings to match existing improvements on adjacent properties. All ADA requirements shall be satisfied by the Applicant. These conditions apply on public right-of-way along property frontage and those continued to the northeast corner of Magnolia and Duarte Road, including the replacement of the ADA ramp at this northeast corner.
- iii) All work such as but not limited to demolition, construction and improvements within the public right-of-way shall be subject to review and approval of the Public Works Division, and will require construction and encroachment permit from the City's Public Works Division, prior to start of any construction. All work within the public right-of-way shall be in accordance with applicable standards of the City of Monrovia, Standard Specifications for Public Works Construction ("Green Book", latest edition) and the Manual on Uniform Traffic Control Devices (MUTCD, latest edition), and further that construction equipment ingress and egress be controlled by a plan approved by the City Engineer.

- iv) Applicant shall obtain applicable permits for all work to be done within the public right-of-way from the Public Works Division and shall pay all applicable fees for Engineering Division services such as plan check fee and construction inspection fee as applicable.
  - v) The City requires the restoration of the existing pavement after utility installation. Restoration is required from the outer limits of the area covering and encompassing all the utility cuts as shown on the plans, but actual limits shall be determined out in the field by City Engineer. Restoration of asphalt pavement may be up to 2-inch pavement grind and 2-inch asphalt overlay and slurry seal type II. All streets around this project have been newly restored and fall within our “No-Cut Moratorium” attached.
- j) Off-site landscaping improvements to be maintained by the Applicant.
- i) All off-site landscaping improvements along the frontage of this project are to be the responsibility of the project for maintenance and upkeep. The watering of this landscaping in the right of way is to be supplied by the projects water service for irrigation.
- k) Off-site Utility Extension/Connection Plans
- i) Applicant shall connect all buildings to the public sewer. The sewer is to be constructed in the common driveways through new lateral(s) (sized per the feasibility study and engineered calculations, minimum 6 inches) with clean-out(s) at property line per City standard drawing S-215 and S-225. Cap off all abandoned laterals at the connection point from the main line to the satisfaction of the City Engineer. Indicate on the Site/Utility Plan the work to be done by the Applicant
  - ii) The Applicant shall comply with the requirements of MMC Section 13.12.015 Non-Storm Water Discharges, Section 13.12.02 Deposit or Discharge of Specified Substances Prohibited, Section 13.12.030 Grease Traps Required and Section 13.12.040 Maintenance of Sewer Laterals. All sewer laterals shall be maintained by the owner of the property served by such lateral in a safe and sanitary operating condition so that there is no seepage of waste at any point up to and including the junction of the sewer lateral and sewer main so that passage of waste through the lateral to the sewer main is free from stoppage and obstruction; all devices and safeguards required for the operation of sewer laterals shall be maintained in good working order. The Applicant shall provide the Department of Community Services (Public Works Division) a copy of a closed circuit television inspection report of the condition of the existing sewer lateral. If the sewer lateral needs repair, it shall be completed to the satisfaction of the City Engineer prior to commencement of the applicant’s operation or prior to issuance of certificate of occupancy.
- A CCTV video of the existing/proposed sewer lateral connecting to the City mainline is required for the project; a copy of the video shall be submitted to Public Works. Prior to CCTV please notify the Department of Community Services (Public Works Division) requesting to have the Public Works Inspector on-site to witness the inspection.
- l) Traffic Engineering Conditions
- i) Prepare a Traffic Impact Analysis for the proposed development. Impact to include

all traffic signals for complete access to this project from I-210 and surrounding streets as approved by the City Consulting Traffic Engineer.

- ii) Traffic Signal Improvement plans for the modification of the Traffic Signal at Peck Road and Duarte Road for ingress and egress of vehicles and pedestrians off of Duarte Road. Coordinate and pay for all timing changes and upgrades through City of Monrovia work orders with LA County Traffic Division.
- iii) Design and complete all traffic signal improvements as recommended by impact analysis and City Consulting Traffic Engineer. Coordinate and pay for all timing changes and upgrades through City of Monrovia work orders with LA County Traffic Division.
- iv) Prepare and submit for approval: traffic control plans and staging plans for all off-site improvements and utility connections. Applicant to maintain all traffic control devices for the entire time while working within the City right of way.

m) Environmental Conditions

- i) Based upon the requirements of the City's Storm Water Management Ordinance, MMC 12.36 and the Los Angeles County Municipal Storm Water National Pollutant Discharge Elimination System (MS4 NPDES) Permit issued by California Regional Water Quality Control Board, Los Angeles Region, the following shall be incorporated into the project application:

The applicant shall be responsible for the following when applicable in the code:

- ii) Minimize impacts from storm water runoff on the biological integrity of natural drainage systems and water bodies in accordance with requirements under the California Environmental Quality Act (California Public Resources Code Section 21100), Section 13369 of the California Water Code, Sections 319, 402(p), and 404 of the Clean Water Act, Section 6217(g) of the Coastal Zone Act Reauthorization Amendments, Section 7 of the Environmental Protection Act, and local governmental ordinances.

n) Demolition of Existing Structures

- i) The project demolition activities shall comply with the City's Construction and Demolition Recycling Program (C&D Recycling Program) by filing an application and submitting a deposit to Public Works Environmental Services prior to issuance of permits. Building, demolition, and grading permits will not be issued until the applicant provides the City with the required forms and the waste management plan has been reviewed and approved by the Environmental Services. If the Applicant chooses not to participate in the C&D Recycling Program, then the hauler must be identified on the demolition, building and grading plans.
- ii) Building, demolition, and grading permits will not be issued until the applicant provides copy of Air Quality Management District (AQMD) permit.

o) As-built Plans

- i) Applicant shall provide to the City of Monrovia revised plans of the original size, on mylar, showing all as-built conditions for the off-site and on-site improvements prior to the release of bonds held for the completion of the map.

**ORDINANCE NO. 2018-01**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF  
MONROVIA, CALIFORNIA, ADOPTING A SCHEDULE OF  
WATER SERVICE CHARGES**

**WHEREAS**, the City Council is authorized pursuant to the California Health and Safety Code Section 5471 to prescribe, revise and collect rates and charges for services and facilities furnished by the City in connection with the City's water service system.

**WHEREAS**, the City of Monrovia has conducted an analysis of its services, the costs reasonably borne of provided those services, the beneficiaries of those services, and the revenues produced by those paying fees and charges for special services; and

**WHEREAS**, the City has previously developed and instituted Water Service Charges to finance the water utilities furnished by the City, including the costs of water acquisition, water system operations, capital projects, and maintenance; and

**WHEREAS**, the City has identified additional costs associated with operating the City's water system, as detailed in Resolution No. 2017-36 adopted on November 7, 2017, incorporated herein by reference; and

**WHEREAS**, Chapter 3.46 (Fee and Service Charge Revenue/Cost Comparison System) of the Monrovia Municipal Code establishes a policy of recovering the full costs reasonably borne of providing special services of a voluntary and limited nature, such that general taxes are not diverted from general services of a broad nature and thereby utilized to subsidize unfairly and inequitably such special services; and

**WHEREAS**, the City Council adopted Ordinance No. 2000-09 on the 25th day of April, 2000, establishing its policy as to the recovery of costs and more particularly the percentage of costs reasonably borne to be recovered from users of City services and directing staff as to the methodology for implementing said Ordinance; and

**WHEREAS**, a properly noticed public hearing to receive public comments and protests and to consider the proposed Schedule of Water Service Charges was held on January 16, 2018.

**THE CITY COUNCIL OF THE CITY OF MONROVIA, CALIFORNIA DOES ORDAIN AS  
FOLLOWS:**

**SECTION 1.** The City Council hereby adopts the water service charges set forth in the schedules below.

### Schedule of Water Service Charges

<b>FIXED RATES [STANDBY CHARGE]</b>						
<b>Single-Family Residential/Multi-Family Residential</b>						
<b>Meter Size</b>	<b>Current Rate</b>	<b>Effective 3/8/2018</b>	<b>Effective 01/01/2019</b>	<b>Effective 01/01/2020</b>	<b>Effective 01/01/2021</b>	<b>Effective 01/01/2022</b>
5/8 inch	\$15.34	\$30.56	\$34.53	\$37.12	\$39.91	\$41.10
3/4 inch	\$15.34	\$30.56	\$34.53	\$37.12	\$39.91	\$41.10
1 inch	\$19.43	\$38.72	\$43.75	\$47.04	\$50.56	\$52.08
1.5 inch	\$30.65	\$61.06	\$69.00	\$74.17	\$79.74	\$82.13
2 inch	\$38.78	\$77.28	\$87.33	\$93.88	\$100.92	\$103.94
3 inch	\$59.26	\$118.04	\$133.39	\$143.39	\$154.14	\$158.77
4 inch	\$77.58	\$154.54	\$174.63	\$187.73	\$201.81	\$207.86
6 inch	\$129.54	\$258.04	\$291.59	\$313.45	\$336.96	\$347.07
8 inch	\$220.56	\$439.36	\$496.48	\$533.71	\$573.74	\$590.95
<b>Fire Meter</b>						
5/8 inch	\$15.34	\$30.56	\$34.53	\$37.12	\$39.91	\$41.10
3/4 inch	\$15.34	\$30.56	\$34.53	\$37.12	\$39.91	\$41.10
1 inch	\$19.43	\$38.72	\$43.75	\$47.04	\$50.56	\$52.08
1.5 inch	\$30.65	\$61.06	\$69.00	\$74.17	\$79.74	\$82.13
2 inch	\$29.80	\$77.28	\$87.33	\$93.88	\$100.92	\$103.94
3 inch	\$44.70	\$118.04	\$133.39	\$143.39	\$154.14	\$158.77
4 inch	\$59.60	\$154.54	\$174.63	\$187.73	\$201.81	\$207.86
6 inch	\$89.40	\$258.04	\$291.59	\$313.45	\$336.96	\$347.07
8 inch	\$119.19	\$439.36	\$496.48	\$533.71	\$573.74	\$590.95
12 inch	\$178.79	\$745.49	\$842.41	\$905.59	\$973.51	\$1,002.71
<b>New Construction Developments of Five (5) or More Units</b>						
5/8 inch	\$15.34	\$41.06	\$46.40	\$49.88	\$53.62	\$55.23
3/4 inch	\$15.34	\$41.06	\$46.40	\$49.88	\$53.62	\$55.23
1 inch	\$19.43	\$52.03	\$58.79	\$63.20	\$67.94	\$69.98
1.5 inch	\$30.65	\$82.04	\$92.71	\$99.66	\$107.13	\$110.35
2 inch	\$38.78	\$103.84	\$117.34	\$126.14	\$135.60	\$139.67
3 inch	\$59.26	\$158.60	\$179.22	\$192.66	\$207.11	\$213.32
4 inch	\$77.58	\$207.65	\$234.64	\$252.24	\$271.16	\$279.30
6 inch	\$129.54	\$346.71	\$391.78	\$421.17	\$452.75	\$466.34
8 inch	\$220.56	\$590.34	\$667.08	\$717.12	\$770.90	\$794.03
<b>Commercial / Industrial / Landscape</b>						
5/8 inch	\$15.34	\$30.56	\$34.53	\$37.12	\$39.91	\$41.10
3/4 inch	\$15.34	\$30.56	\$34.53	\$37.12	\$39.91	\$41.10
1 inch	\$19.43	\$38.72	\$43.75	\$47.04	\$50.56	\$52.08
1.5 inch	\$30.65	\$61.06	\$69.00	\$74.17	\$79.74	\$82.13
2 inch	\$38.78	\$77.28	\$87.33	\$93.88	\$100.92	\$103.94
3 inch	\$59.26	\$303.50	\$342.96	\$368.68	\$396.33	\$408.22
4 inch	\$77.58	\$459.27	\$518.98	\$557.90	\$599.74	\$617.73
6 inch	\$129.54	\$893.02	\$1,009.11	\$1,084.80	\$1,166.16	\$1,201.14
8 inch	\$220.56	\$2,358.88	\$2,665.53	\$2,865.45	\$3,080.36	\$3,172.77
<b>Hotel</b>						
5/8 inch	\$15.34	\$30.56	\$34.53	\$37.12	\$39.91	\$41.10
3/4 inch	\$15.34	\$38.20	\$43.17	\$46.40	\$49.88	\$51.38
1 inch	\$19.43	\$57.56	\$65.04	\$69.92	\$75.17	\$77.42
1.5 inch	\$30.65	\$106.93	\$120.83	\$129.89	\$139.64	\$143.82
2 inch	\$38.78	\$160.88	\$181.79	\$195.43	\$210.09	\$216.39
3 inch	\$59.26	\$303.50	\$342.96	\$368.68	\$396.33	\$408.22
4 inch	\$77.58	\$459.27	\$518.98	\$557.90	\$599.74	\$617.73
6 inch	\$129.54	\$893.02	\$1,009.11	\$1,084.80	\$1,166.16	\$1,201.14
8 inch	\$220.56	\$2,358.88	\$2,665.53	\$2,865.45	\$3,080.36	\$3,172.77



<b>CONSUMPTION RATES [PER UNIT CHARGE]</b>						
<b>Consumption charges for all classes</b>						
<b>Applicable to</b>	<b>Current Rate</b>	<b>Effective 3/8/2018</b>	<b>Effective 01/01/2019</b>	<b>Effective 01/01/2020</b>	<b>Effective 01/01/2021</b>	<b>Effective 01/01/2022</b>
All Classes & Meter Sizes	\$1.70	\$1.81	\$2.05	\$2.20	\$2.37	\$2.44
New Const. Dev. of 5+ Units	\$1.70	\$2.43	\$2.75	\$2.95	\$3.17	\$3.27
<b>ADDITIONAL UNIT CHARGE [HOTEL &amp; MULTI-FAMILY ONLY]</b>						
<small>Each Multi-Family Residential &amp; Hotel is Currently Charged a Fixed + an Additional Unit Charge for Each Additional MFR or Hotel Dwelling Unit</small>						
<b>Applicable to</b>	<b>Current Rate</b>	<b>Effective 3/8/2018</b>	<b>Effective 01/01/2019</b>	<b>Effective 01/01/2020</b>	<b>Effective 01/01/2021</b>	<b>Effective 01/01/2022</b>
Hotel & all MFR	\$8.60	\$17.14	\$19.37	\$20.82	\$22.38	\$23.05

As of the effective date of this Ordinance, the above Water Service Charges shall be charged as set forth in the above schedules and shall remain in effect until amended or replaced by the City Council. The above Water Service Charges shall become effective on March 8, 2018, and shall continue to increase at the beginning of each year through January 1, 2022, as set forth in the above schedules.

**SECTION 2.** Discounts for the water service charges may be provided for senior, low income, and veteran account holders that meet the eligibility requirements established by the City and administered by the Public Services Department or the Finance Department Utility Billing. The discount rates shall be set by resolution.

**SECTION 3.** If any section, subsection, subdivision, sentence, clause, phrase, or portion of this ordinance or the application thereof to any person or place, is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remainder of this ordinance. The City Council hereby declares that it would have adopted this ordinance, and each and every section, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases, or portions thereof be declared invalid or unconstitutional.

**SECTION 4.** The City Clerk shall certify to the adoption of this ordinance and cause the same to be published in the manner required by law within fifteen (15) days after its passage, and this ordinance shall become effective thirty (30) days after its passage.

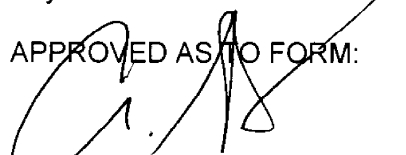
**INTRODUCED** this 16<sup>th</sup> day of January, 2018

**PASSED, APPROVED, AND ADOPTED** this 6th day of February, 2018.



Tom Adams, Mayor  
City of Monrovia

APPROVED AS TO FORM:



Craig A. Steele, City Attorney  
City of Monrovia

ATTEST:



Alice D. Atkins, CMC, City Clerk  
City of Monrovia

STATE OF CALIFORNIA       )  
COUNTY OF LOS ANGELES   ) §  
CITY OF MONROVIA           )

I, ALICE D. ATKINS, CMC, City Clerk of the City of Monrovia, California, do hereby certify that the foregoing is a full, true and correct copy of Ordinance No. 2018-01; It has been published pursuant to law; was duly adopted and passed at a regular meeting of the Monrovia City Council on the 6th day of February, 2018, by the following vote:

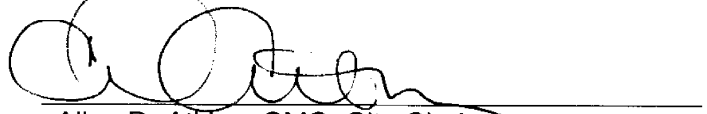
**AYES:** Councilmembers Shevlin, Spicer, Mayor Pro Tem Crudgington, Mayor Adams

**NOES:**

**ABSTAIN:**

**ABSENT:** Councilmember Blackburn

ATTEST:

A handwritten signature in black ink, appearing to read 'Alice D. Atkins', written over a horizontal line.

Alice D. Atkins, CMC, City Clerk  
City of Monrovia



## DATA SHEET 3

## Findings

**Tentative Parcel Map No. 78225 and  
Conditional Use Permit CUP2018-0008  
for the Station Square South Specific  
Plan Development**

**225 West Duarte Road,  
205 West Duarte Road,  
1725 Peck Road, and  
1726 South Magnolia Avenue**

### TENTATIVE PARCEL MAP

As required by Sections 66473.5 & 66474 of the California Government Code, the decision for recommending approval of the Tentative Parcel Map No. 78255 for a transit-oriented multifamily community consisting of 296 units, including 6 live/work units, a 518-space parking structure, four ground level parking spaces, transit-oriented infrastructure, and public and private open spaces on a 3.79-acre (gross) site adjacent to the Monrovia Gold Line light rail station is based on the following findings:

- A. That the tentative parcel map consolidating the existing six parcels and terminus of Peck Road into one 3.79-acre (gross) parcel for the development of a transit-oriented multifamily community consisting of 296 residential units, including 6 live/work units, a 518-space parking structure, four ground level parking spaces, transit-oriented infrastructure, and public and private open spaces, together with the provisions for the subdivision's design and improvement, are consistent with the Monrovia General Plan, and satisfies the requirements of the Map Act and of the Municipal Code. This project will be consistent with the General Plan in that it meets the requirements of the General Plan land use designation of PD-Area 12 Station Square Transit Village in that high density multiple residential development is encouraged in the "Station Square South" neighborhood. It is also consistent with other elements of the General Plan and will meet the goals of the Land Use and Housing Elements in providing additional housing opportunities in Monrovia. Thus, it is compatible with the objectives, policies, general land uses, and programs specified in the General Plan. This project will conform to the "Station Square South Specific Plan" providing a transit-oriented development with an attached parking structure and significant transit and open space infrastructure, including an improved bus stop, a public paseo and vehicle drop-off area for direct station access on the south side of the railway, a public pocket park along South Magnolia Avenue, and 49 paid public parking spaces.
- B. That the site is physically suitable for this type of development, in that it is relatively flat in topography and has adequate access to public streets and is developed at a density permitted on a 3.79-acre (gross) property. The setbacks and height of the development are consistent with the requirements set forth in the PD-Area 12 Station Square Transit Village development guidelines. No variances are requested for the proposed improvements.
- C. That the site is physically suitable for the proposed density of development, specifically the 3.79-acre acre site. A minimum of two acres is required for a specific plan and the proposed "Station Square South Specific Plan" is based on the

development parameters established by the Monrovia Land Use Element, which establish maximum caps and minimum requirements for various types of development in Station Square Transit Village (Area PD-12) on an area-wide basis. The multifamily transit-oriented complex was planned at a high density, which is encouraged for transit-oriented development. Although the site is currently bisected by the terminus of Peck Road, it will be vacated for the creation of a 28'-0" wide public driveway that will be improved to meet Public Works street standards. This public driveway will include 10'-6" landscaped pedestrian walkways on both sides and provide access to a 518-space parking structure, four ground level parking spaces, bicycle storage areas, and drop-off plaza for Metro Station access. In accordance to MMC §17.04.035 the proposed development will meet all of the development standards as outlined in the "Station Square South Specific Plan" and no variances are requested for the proposed improvements.

- D. That the design of the subdivision and the proposed improvements are not likely to cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat.

Pursuant to the California Environmental Quality Act (CEQA), an Initial Study was completed which analyzed the potential impacts that the proposed project could have on the environment. The resulting environmental document is a Mitigated Negative Declaration (MND). The initial study documents that the project site is located within an urbanized area with no natural habitat. With mitigation, the project would not significantly impact any sensitive plants, plant communities, fish or wildlife habitat or any sensitive species.

- E. The design of the subdivision and the type of improvements are not likely to cause serious public health problems, as it will comply with all City design and safety standards, including fire suppression.

Pursuant to the California Environmental Quality Act (CEQA), an Initial Study was completed which analyzed the potential impacts that the proposed project could have on the environment. The resulting environmental document is a Mitigated Negative Declaration (MND). The Initial Study identified several potential environmental impacts that would be "less than significant with mitigation incorporation."

The Monrovia Police Department, located at 140 East Lime Avenue, provides law enforcement and police protection services within the City. The Monrovia Police Department provides a full range of programs, including Community Activist Policing, Neighborhood Partnerships, Drug Abuse Resistance Education (DARE), Parenting Workshops, and Safe City, Safe Campus. Data Sheet 1 (Condition of Approval No. 32) requires the submittal of a security plan for the entire development for the review and approval of the Chief of Police prior to the issuance of a Certificate of Occupancy. Data Sheet 1 (Condition of Approval No. 31) requires the final parking structure design, including pedestrian bridges, be submitted for the review and approval of the Chief of Police. Data Sheet 1 (Condition of Approval No. 9) further requires the approval of a comprehensive lighting plan to ensure public areas are well lit, and that lighting does not spill on to adjacent properties.

The City of Monrovia's Fire and Rescue provides full-service fire protection and emergency medical services to all properties in the City. The Fire Department is responsible for 13.7 square miles of residential, commercial, and industrial uses, as well as open space brush area. Two fire stations (Fire Stations 101 and 102) each house an engine company and paramedics services, with one station housing the ladder truck and division chief (shift chief). These facilities are equipped to serve a resident population of over 40,000. For the Specific Plan project site, emergency first response is expected to come from Fire Station 102 (2055 South Myrtle Avenue) located less than one-quarter mile from the project site.

- F. The design of the subdivision and the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision, as the design will not interfere with public sidewalks, which will continue to provide access to the public along those rights-of-way, and the City is unaware of any other such easements that exist on the property.

Since the opening of the Gold Line station in 2016, the station has been accessible from Peck Road to the south only via an emergency access ramp for public safety personnel (i.e., Fire Department). This dead-end portion of Peck Road is currently underutilized, does not have adequate ADA access to Duarte Road, and only serves the existing industrial uses on the project site.

The project includes the vacation of Peck Road north of Duarte Road to create a publicly accessible driveway and drop-off area for the station, as well as the paseo extending from Magnolia Avenue to the station. This street vacation and public easement dedication would conform to the provisions of the City's Circulation Element of the General Plan. Policies 1.1 through 1.15 support Goal 1 to minimize traffic congestion on arterial and collector streets during peak hours in order to ensure a safe and efficient movement of people and goods in the City by providing a pedestrian-oriented development adjacent to a transit station within an easy walking distance to commercial areas in Monrovia. The street vacation and easement dedication also conforms to Circulation Element Goal 4, in that it will support the use of the public transportation, including light rail transit, to provide mobility to all City residents and encourage use of public transportation as an alternative to automobile travel.

- G. The City has considered the effect of the subdivision on the housing needs of the region in which the City is situated, and balanced those needs against the public service needs of its residents and available fiscal and environmental resources. The proposed development will not significantly increase the demands on available fiscal and environmental resources. The housing needs will be improved in the region by the addition of the 296 apartment units, including 6-live/work units.
- H. The discharge of waste from the proposed subdivision into an existing community sewer system will not result in violation of existing requirements of the Regional Water Quality Control Board. The City provides local sewage collection service via in-street lines that connect to regional trunk lines. Sufficient capacity exists within the conveyance system to accommodate the proposed 296 residential units. Existing

sewer lines are shown in “Station Square South Specific Plan - Figure 2-12 (Preliminary Wet Utility Plan).” The project includes installation of new six-inch sewer line points of connection to these existing lines. David Evans & Associates conducted a sewer capacity analysis to evaluate the feasibility and potential impact of connecting the project to the City’s existing sanitary sewer collection system. Based on these findings, the study concluded that existing City sewers have sufficient capacity to convey additional wastewater from the project.

The Project will connect to the City’s existing stormwater system and will comply with the City’s Stormwater Management Regulations (Chapter 12.36 of the Municipal Code) and implement Low Impact Development (LID) standards.

### **CONDITIONAL USE PERMIT**

As required by Section 17.52.290 of the Monrovia Municipal Code, the decision recommending approval of Conditional Use Permit No. CUP2018-0008 for a transit-oriented multifamily community consisting of 296 residential units, including 6 live/work units, a 518-space parking structure, four ground level parking spaces, transit-oriented infrastructure, and public and private open spaces on a 3.79-acre (gross) site adjacent to the Monrovia Gold Line light rail station is based on the following findings:

- A. The project site is adequate in size, shape and topography for a transit-oriented multifamily community consisting of 296 apartment units, including 6 live/work units, a 518-space parking structure, four ground level parking spaces, transit-oriented infrastructure, and public and private open spaces on a 3.79-acre (gross) site adjacent to the Monrovia Gold Line light rail station and meets the size and dimension requirements in the Zoning Ordinance and the Specific Plan. A minimum of two acres is required for a specific plan, which this site exceeds. The proposed “Station Square South Specific Plan” is based on the development parameters established by the Monrovia Land Use Element, and complies with the established maximum caps and minimum requirements for various types of development in Station Square Transit Village (Area PD-12) on an area-wide basis. The property is also relatively flat in topography and will accommodate the proposed development without variances from the Monrovia Municipal Code.
  
- B. The project site has sufficient access to streets and highways, adequate in width and pavement type to carry the quantity and quality of traffic generated by the proposed transit-oriented multifamily community consisting of 296 apartment units, including 6 live/work units, a 518-space parking structure, four ground level parking spaces, transit-oriented infrastructure, and public and private open spaces on a 3.79-acre (gross) site. The project includes the vacation of Peck Road north of Duarte Road to create a publicly accessible driveway and drop-off area for the station, as well as the paseo extending from Magnolia Avenue to the station. This street vacation and public easement dedication would conform to the provisions of the City’s Circulation Element of the General Plan. Policies 1.1 through 1.15 support Goal 1 to minimize traffic congestion on arterial and collector streets during peak hours in order to ensure a safe and efficient movement of people and goods in the City by providing a pedestrian-oriented development adjacent to a transit station within an easy walking distance to commercial areas in Monrovia. The vacation and

dedication of easements also conforms to Circulation Element Goal 4, in that it will support the use of public transportation, including light rail transit, to provide mobility to all City residents and encourage use of public transportation as an alternative to automobile travel.

- C. The project will comply with the applicable provisions of the zoning ordinance, specifically MMC §17.04.035. The development will comply with the development standards set forth in the “Station Square South Specific Plan.” No variances are requested for the proposed improvements.
- D. The proposed location of the transit-oriented multifamily community consisting of 296 residential units, including 6 live/work units, a 518-space parking structure, four ground level parking spaces, transit-oriented infrastructure, and public and private open spaces and the conditions under which it will be operated or maintained will not be detrimental to the public health, safety or welfare, nor will it be materially injurious to properties or improvements in the vicinity, as the conditions of approval and the mitigation measures in the Mitigation Monitoring and Reporting Program address potential impacts during the construction process as well as requirements for the ongoing maintenance and operation of the property.

## PLANNING COMMISSION RESOLUTION NO. 2018-0001

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MONROVIA RECOMMENDING THAT THE CITY COUNCIL ADOPT THE MITIGATED NEGATIVE DECLARATION AND THE MITIGATION MONITORING AND REPORTING PROGRAM, AND MAKING CERTAIN FINDINGS AS REQUIRED BY THE CALIFORNIA ENVIRONMENTAL QUALITY ACT ("CEQA"), IN CONNECTION WITH THE APPROVAL OF STATION SQUARE SOUTH SPECIFIC PLAN, TENTATIVE PARCEL MAP NO. 78225, CONDITIONAL USE PERMIT CUP2018-0008, AND ZONING ORDINANCE AND MAP AMENDMENT NO. MCA2018-0001 FOR DEVELOPMENT A 3.79-ACRE (GROSS) SITE WITH A TRANSIT-ORIENTED, 5-STORY MULTI-FAMILY RESIDENTIAL DEVELOPMENT OF 296 DWELLING UNITS, PARKING STRUCTURE, PRIVATE AND PUBLIC OPEN SPACE, AND A PUBLICLY ACCESSIBLE DRIVEWAY AND DROP-OFF AREA FOR THE ADJACENT METRO GOLD LINE MONROVIA STATION AT 225 WEST DUARTE ROAD (APN: 8507-003-048 AND 8507-003-050), 1725 PECK ROAD (APN: 8507-003-047), 1726 SOUTH MAGNOLIA AVENUE (APN: 8507-003-051), 205 WEST DUARTE ROAD, (APN: 8507-003-045 AND 8507-003-046), AND PECK ROAD STREET VACATION NORTH OF DUARTE ROAD.**

### RECITALS

(i) The Richman Group of California has initiated an application to develop a 3.79-acre (gross) site with a transit-oriented, 5-story multi-family residential development of 296 dwelling units, located at 225 West Duarte Road (APN: 8507-003-048 and 8507-003-050), 1725 Peck Road (APN: 8507-003-047), 1726 South Magnolia Avenue (APN: 8507-003-051), 205 West Duarte Road, (APN: 8507-003-045 and 8507-003-046), and Peck Road street vacation north of Duarte Road. The project includes three private courtyards, a public open space area along South Magnolia Avenue, a six-story (seven-level) parking structure, and a publicly accessible driveway and drop-off area for the adjacent Metro Gold Line Monrovia Station within Peck Road north of Duarte Road. The development application includes an amendment to the City's Official Zoning Map changing the PD (Planned Development) Zone designation to the SP (Specific Plan) Zone and a request to amend the text of the Zoning Ordinance to add Station Square South Specific Plan to Section 17.04.035 of Title 17 (Zoning) of the Monrovia Municipal Code for the subject property (Ordinance No. 2018-04), adopt Station Square South Specific Plan (SP2018-0001), approve a parcel map for consolidation of several lots into one (TPM 78225), and approve a conditional use permit to construct the development (CUP2018-0008).

(ii) On June 13, 2018, the Planning Commission of the City of Monrovia conducted a duly noticed public hearing on the project. At the hearing, all interested persons were given an opportunity to be heard. The Planning Commission received and



considered the staff report and all the information, evidence, and testimony presented in connection with this project.

(iii) Environmental Review

(a) Based on the information in the application and accompanying technical reports, an Initial Study was completed. The Initial Study indentified potentially significant effects, however, those impacts could be mitigated to a level of less than significant, therefore, a Mitigated Negative Declaration was prepared, pursuant to the California Environmental Quality Act ("CEQA") and the City's local CEQA Guidelines.

(b) Pursuant to CEQA Guidelines Section 15072, the City of Monrovia as lead agency, provided a Notice of Intent to adopt a Mitigated Negative Declaration (MND). The public review period began on May 14, 2018 continuing through June 13, 2018. State Clearinghouse review was required.

(c) The proposed MND for the proposed project is comprised of the Initial Study and the draft MND and is attached hereto and incorporated herein as Exhibit "A".

(d) As required by CEQA, the Mitigation Monitoring and Reporting Program for the project has been prepared and is attached hereto and incorporated herein as Exhibit "B". The mitigation measures described therein are proposed as conditions of approval on the Project.

(iv) The custodian of records for all materials that constitute the record of proceeding upon which this decision is based is the Planning Division Manager. Those documents are available for public review in the Planning Division located at 415 South Ivy Avenue, Monrovia, California 91016.

(v) All legal prerequisites to the adoption of this Resolution have occurred.

### **RESOLUTION**

**NOW, THEREFORE**, the Planning Commission of the City of Monrovia hereby finds, determines and resolves as follows:


1. The Planning Commission finds that all of the facts set forth in the Recitals of this Resolution are true and correct.
2. The Planning Commission finds that the public has been afforded ample notice and opportunity to comment on the MND.
3. The Planning Commission finds that the additional information provided in the staff report accompanying the Project description, the MND, and the evidence presented in written and oral testimony received at the above-referenced public hearing do not represent significant new information so as to require re-circulation of any portion of the MND pursuant to CEQA Guidelines 15073.5.

4. The Planning Commission has independently considered and reviewed the information in the MND and Mitigating Monitoring and Reporting Program, and all comments received regarding the MND and Mitigation Monitoring and Reporting Program, and based upon the whole record of the proceedings before it finds that the MND and Mitigation Monitoring and Reporting Program were prepared in compliance with CEQA and the City's local CEQA Guidelines, and that the findings contained therein represent the independent judgment and analysis of the Planning Commission.
5. The Planning Commission finds that the Project's effects on the environment, with the imposition of the proposed mitigation measures, can be mitigated to the extent that there is no substantial evidence in light of the whole record that the project may have a significant effect on the environment.
6. Based on the findings and conclusions set forth above, the Planning Commission as the advisory body for the lead agency recommends to the City Council of the City of Monrovia that it takes all necessary actions to adopt the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the project.
7. The Secretary of the Planning Commission shall certify to the adoption of this Resolution.

**PASSED, APPROVED AND ADOPTED** this 13<sup>th</sup> day of June, 2018.

  
\_\_\_\_\_  
Robert Parry, Chair  
Monrovia Planning Commission

ATTEST:

  
\_\_\_\_\_  
Craig Jimenez, AICP, Secretary  
Monrovia Planning Commission

APPROVED AS TO FORM:

  
\_\_\_\_\_  
Carol W. Lynch, Assistant City Attorney  
City of Monrovia

**Exhibit "A"**  
**Mitigated Negative Declaration**

Please find an electronic copy of the Mitigated Negative Declaration on the City of Monrovia's website at the following link: <http://www.cityofmonrovia.org/your-government/community-development/planning/development-spotlight>

**Exhibit "B"**  
**Mitigation Monitoring and Reporting Program**

Please find an electronic copy of the Mitigation Monitoring and Reporting Program on the City of Monrovia's website at the following link: <http://www.cityofmonrovia.org/your-government/community-development/planning/development-spotlight>

STATE OF CALIFORNIA )  
COUNTY OF LOS ANGELES ) §  
CITY OF MONROVIA )

I, Craig Jimenez, AICP, Secretary of the Planning Commission of the City of Monrovia, California, do hereby certify that the foregoing is a full, true and correct copy of Planning Commission Resolution No.2018-0001 and that it was duly adopted and passed at a regular meeting of the Monrovia Planning Commission on the 13<sup>th</sup> day of June, 2018, by the following vote:

**AYES:** Austin, Beebe, McClellan, Parry, Rose, Schaeffler, Winn  
**NOES:** None  
**ABSTAIN:** None  
**EXCUSED:** None

ATTEST:



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Craig Jimenez, AICP, Secretary  
Monrovia Planning Commission

## **PLANNING COMMISSION RESOLUTION NO. 2018-0002**

### **A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MONROVIA, CALIFORNIA, RECOMMENDING TO THE CITY COUNCIL APPROVAL OF THE STATION SQUARE SOUTH SPECIFIC PLAN**

#### **RECITALS**

(i) The Richman Group of California has initiated an application to develop a 3.79-acre (gross) site with a transit-oriented, 5-story multi-family residential development of 296 dwelling units ("project"), located at 225 West Duarte Road (APN: 8507-003-048 and 8507-003-050), 1725 Peck Road (APN: 8507-003-047), 1726 South Magnolia Avenue (APN: 8507-003-051), 205 West Duarte Road, (APN: 8507-003-045 and 8507-003-046), and Peck Road street vacation north of Duarte Road. The project includes three private courtyards, a public open space area along South Magnolia Avenue, and a six-story (seven-level) parking structure. The project also proposes to change Peck Road north of Duarte Road to a publicly accessible driveway and drop-off area for the adjacent Metro Gold Line Monrovia Station. The development application includes a request to adopt Station Square South Specific Plan, which will provide land use and development regulations for the subject property.

(ii) On June 13, 2018, the Planning Commission of the City of Monrovia conducted a duly noticed public hearing on the project for Station Square South Specific Plan. At the hearing, all interested persons were given an opportunity to be heard. The Planning Commission received and considered the staff report and all the information, evidence, and testimony presented in connection with this project.

#### **(iii) Environmental Review**

(a) Based on the information in the application and accompanying technical reports, an Initial Study was completed. The Initial Study identified potentially significant environmental effects, however, those impacts could be mitigated to a level of less than significant, therefore, a Mitigated Negative Declaration was prepared, pursuant to the California Environmental Quality Act ("CEQA") and the City's local CEQA Guidelines.

(b) The Planning Commission has independently considered and reviewed the information in the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program in making its recommendation on the Station Square South Specific Plan.

(iv) The custodian of records for all materials that constitute the record of proceeding upon which this decision is based is the Planning Division Manager. Those documents are available for public review in the Planning Division located at 415 South Ivy Avenue, Monrovia, California 91016.

(v) All legal prerequisites to the adoption of this Resolution have occurred.

## RESOLUTION

**NOW, THEREFORE**, the Planning Commission of the City of Monrovia hereby finds, determines and resolves as follows:

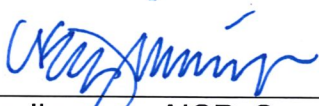
1. The Planning Commission finds that all of the facts set forth in the Recitals of this Resolution are true and correct.
2. Adoption of the Station Square South Specific Plan, with mitigation measures imposed on the proposed development, will not have a significant effect on the environment.
3. The proposed Specific Plan is consistent with the objectives, policies, general land uses, and programs of the City of Monrovia General Plan, and adopted goals and policies of the City.
  - a. The proposed Specific Plan plans for the orderly development of a transit-oriented multi-family residential development of 296 dwelling units abutting the Metro Gold Line Monrovia station. The Specific Plan provides car and bicycle parking for residents consistent with the needs of a transit-oriented project, as well as paid parking for Gold Line patrons. Included onsite amenities consisting of private and common open spaces, recreational areas, and public open space that contribute to a well-designed living environment. The design of the buildings, placement of structures, and the architecture have been carefully thought through to relate visually to adjacent neighborhoods and structures. Only minor infrastructure improvements are needed to support the development. The Specific Plan includes a pedestrian paseo link from Magnolia Avenue to the south station platform and a drop-off plaza feature on the Peck Road driveway, both of which implement the transit-oriented development goals of the project and area. Therefore, the Specific Plan is consistent with the City of Monrovia General Plan Land Use Element goals and policies that are listed in Section 5.1 of the proposed Station Square South Specific Plan.
  - b. The Specific Plan allows the development of transit-oriented multi-family residential development adjacent to the Metro Gold Line Monrovia Station. The project also includes the vacation of Peck Road north of Duarte Road to create a publicly accessible driveway and drop-off area for the station, as well as the paseo extending from Magnolia Avenue to the station. Therefore, the Specific Plan is consistent with the City of Monrovia General Plan Circulation Element goals and policies that are listed in Section 5.2 of the proposed Station Square South Specific Plan.

**PASSED, APPROVED, AND ADOPTED this 13<sup>th</sup> day of June 2018.**



Robert Parry, Chair  
Monrovia Planning Commission

ATTEST:



Craig Jimenez, AICP, Secretary  
Monrovia Planning Commission

APPROVED AS TO FORM:



Carol W. Lynch, Assistant City Attorney  
City of Monrovia



**EXHIBIT A**  
**STATION SQUARE SOUTH SPECIFIC PLAN**

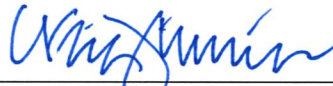
Please find an electronic copy of the Station Square South Specific Plan on the City of Monrovia's website at the following link: <http://www.cityofmonrovia.org/your-government/community-development/planning/development-spotlight>

STATE OF CALIFORNIA )  
COUNTY OF LOS ANGELES ) §  
CITY OF MONROVIA )

I, Craig Jimenez, AICP, Secretary of the Planning Commission of the City of Monrovia, California, do hereby certify that the foregoing is a full, true and correct copy of Planning Commission Resolution No.2018-0002 and that it was duly adopted and passed at a regular meeting of the Monrovia Planning Commission on the 13<sup>th</sup> day of June, 2018, by the following vote:

**AYES:** Austin, Beebe, McClellan, Parry, Rose, Schaeffler, Winn  
**NOES:** None  
**ABSTAIN:** None  
**EXCUSED:** None

ATTEST:



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Craig Jimenez, AICP, Secretary  
Monrovia Planning Commission

## PLANNING COMMISSION RESOLUTION NO. 2018-0003

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF MONROVIA, CALIFORNIA, RECOMMENDING TO CITY COUNCIL APPROVAL OF ORDINANCE 2018-04, WHICH INCLUDES ZONING ORDINANCE AND MAP AMENDMENT MCA2018-001 AMENDING THE OFFICIAL ZONING MAP TO CHANGE PD (PLANNED DEVELOPMENT) ZONE TO THE SP (SPECIFIC PLAN) ZONE DESIGNATION AND AN AMENDING TO THE ZONING ORDINANCE TO ADD THE STATION SQUARE SOUTH SPECIFIC PLAN TO SECTION 17.04.035 OF TITLE 17 (ZONING) OF THE MONROVIA MUNICIPAL CODE FOR PROPERTY LOCATED AT 225 WEST DUARTE ROAD (APN: 8507-003-048 AND 8507-003-050), 1725 PECK ROAD (APN: 8507-003-047), 1726 SOUTH MAGNOLIA AVENUE (APN: 8507-003-051), 205 WEST DUARTE ROAD, (APN: 8507-003-045 AND 8507-003-046), AND PECK ROAD STREET VACATION NORTH OF DUARTE ROAD.**

### RECITALS

(i) The Richman Group of California has initiated an application to develop a 3.79-acre (gross) site with a transit-oriented, 5-story multi-family residential development of 296 dwelling units, located at 225 West Duarte Road (APN: 8507-003-048 and 8507-003-050), 1725 Peck Road (APN: 8507-003-047), 1726 South Magnolia Avenue (APN: 8507-003-051), 205 West Duarte Road, (APN: 8507-003-045 and 8507-003-046), and Peck Road street vacation north of Duarte Road. The project includes three private courtyards, a public open space area along South Magnolia Avenue, and a six-story (seven-level) parking structure. The project also proposes to change Peck Road north of Duarte Road to a publicly accessible driveway and drop-off area for the adjacent Metro Gold Line Monrovia Station. The development application includes a request for an amendment to the Official Zoning Map changing the PD (Planned Development) Zone designation to the SP (Specific Plan) Zone and a request to amend the text of the Zoning Ordinance to add Station Square South Specific Plan to Section 17.04.035 of Title 17 (Zoning) of the Monrovia Municipal Code for the subject property (MCA2018-0001).

(ii) On June 13, 2018, the Planning Commission of the City of Monrovia conducted a duly noticed public hearing on the project, including Ordinance No. 2018-04, which incorporates the amendment to the Official Zoning Map and Zoning Ordinance described above. At the hearing, all interested persons were given an opportunity to be heard. The Planning Commission received and considered the staff report and all the information, evidence, and testimony presented in connection with this project.

#### (iii) Environmental Review

(a) Based on the information in the application and accompanying technical reports, an Initial Study was completed. The Initial Study identified potentially

significant effects, however, those impacts could be mitigated to a level of less than significant, therefore, a Mitigated Negative Declaration was prepared, pursuant to the California Environmental Quality Act ("CEQA") and the City's local CEQA Guidelines.

(b) The Planning Commission has independently considered and reviewed the information in the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program in making its recommendation on Ordinance No. 2018-04.

(iv) The custodian of records for all materials that constitute the record of proceeding upon which this decision is based is the Planning Division Manager. Those documents are available for public review in the Planning Division located at 415 South Ivy Avenue, Monrovia, California 91016.

(v) All legal prerequisites to the adoption of this Resolution have occurred.

### **RESOLUTION**

**NOW, THEREFORE**, the Planning Commission of the City of Monrovia hereby finds, determines and resolves as follows:

1. The Planning Commission finds that all of the facts set forth in the Recitals of this Resolution are true and correct.
2. Adoption of Ordinance No. 2018-04, with mitigation measures imposed on the proposed development, will not have a significant effect on the environment.
3. The project is in conformance with the environmental goals and policies adopted by the City.
4. Ordinance No. 2018-04 is consistent and compatible with existing land uses in the environs, in that the surrounding land uses include a mix of multiple residential, commercial and industrial uses and is adjacent to the Metro Gold Line right-of-way. Allowing a transit-oriented multi-family residential development, consisting of 296 dwelling units, including 6 live/work units, a parking structure, private and public open spaces, and a public drop-off area abutting the Monrovia Metro Gold Line Station will allow development of a project that is compatible with the surrounding mix of uses.
5. Ordinance No. 2018-04 is consistent with, and necessary to carry out General Plan goals and policies set forth in the Land Use and Housing Elements, and other Elements of the General Plan, and to guide and direct orderly development of the City and the respective neighborhoods.
6. Ordinance No. 2018-04 will not adversely affect the public health, safety, or welfare in that it will provide for orderly and consistent development in the City.
7. Based upon the findings and conclusions set forth above, the Planning

Commission hereby recommends approval to the City Council of Ordinance No. 2018-04 as set forth in "Exhibit A", attached hereto and incorporated herein by this reference.

8. The Secretary of the Planning Commission shall certify to the adoption of this Resolution.

**PASSED, APPROVED, AND ADOPTED** this 13<sup>th</sup> day of June, 2018.


BY:



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Robert Parry, Chair  
Monrovia Planning Commission

ATTEST:



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Craig Jimenez, AICP, Secretary  
Monrovia Planning Commission

APPROVED AS TO FORM:



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Carol W. Lynch, Assistant City Attorney  
City of Monrovia

Exhibit "A"

PROPOSED ORDINANCE No. 2018-04

STATE OF CALIFORNIA )  
COUNTY OF LOS ANGELES ) §  
CITY OF MONROVIA )

I, Craig Jimenez, AICP, Secretary of the Planning Commission of the City of Monrovia, California, do hereby certify that the foregoing is a full, true and correct copy of Planning Commission Resolution No.2018-0003 and that it was duly adopted and passed at a regular meeting of the Monrovia Planning Commission on the 13<sup>th</sup> day of June, 2018, by the following vote:

**AYES:** Austin, Beebe, McClellan, Parry, Rose, Schaeffler, Winn  
**NOES:** None  
**ABSTAIN:** None  
**EXCUSED:** None

ATTEST:



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Craig Jimenez, AICP, Secretary  
Monrovia Planning Commission

## RESOLUTION NO. 2018-31

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MONROVIA, CALIFORNIA, ADOPTING THE MITIGATED NEGATIVE DECLARATION AND THE MITIGATION MONITORING AND REPORTING PROGRAM, AND MAKING CERTAIN FINDINGS AS REQUIRED BY THE CALIFORNIA ENVIRONMENTAL QUALITY ACT ("CEQA"), IN CONNECTION WITH THE APPROVAL OF THE STATION SQUARE SOUTH SPECIFIC PLAN, TENTATIVE PARCEL MAP NO. 78225, CONDITIONAL USE PERMIT CUP2018-0008, AND ZONING ORDINANCE AMENDMENT ORDINANCE NO. 2018-04 FOR DEVELOPMENT OF A 3.79-ACRE (GROSS) SITE WITH A TRANSIT-ORIENTED, 5-STORY MULTI-FAMILY RESIDENTIAL DEVELOPMENT OF 296 DWELLING UNITS, A PARKING STRUCTURE, PRIVATE AND PUBLIC OPEN SPACE, AND A PUBLICLY ACCESSIBLE DRIVEWAY AND DROP-OFF AREA FOR THE ADJACENT METRO GOLD LINE MONROVIA STATION AT 225 WEST DUARTE ROAD (APN: 8507-003-048 AND 8507-003-050), 1725 PECK ROAD (APN: 8507-003-047), 1726 SOUTH MAGNOLIA AVENUE (APN: 8507-003-051), 205 WEST DUARTE ROAD, (APN: 8507-003-045 AND 8507-003-046), AND PECK ROAD STREET VACATION NORTH OF DUARTE ROAD.**

### RECITALS

(i) The Richman Group of California has initiated an application to develop a 3.79-acre (gross) site with a transit-oriented, 5-story multi-family residential development of 296 dwelling units located at 225 West Duarte Road (APN: 8507-003-048 and 8507-003-050), 1725 Peck Road (APN: 8507-003-047), 1726 South Magnolia Avenue (APN: 8507-003-051), 205 West Duarte Road, (APN: 8507-003-045 and 8507-003-046), and Peck Road street vacation north of Duarte Road. The project includes three private courtyards, a public open space area along South Magnolia Avenue, a six-story (seven-level) parking structure, and a publicly accessible driveway and drop-off area for the adjacent Metro Gold Line Monrovia Station within Peck Road north of Duarte Road. The development application includes an amendment to the City's Official Zoning Map changing the PD (Planned Development) Zone designation to the SP (Specific Plan) Zone and a request to amend the text of the Zoning Ordinance to add Station Square South Specific Plan to Section 17.04.035 of Title 17 (Zoning) of the Monrovia Municipal Code for the subject property (Ordinance No. 2018-04), adopt Station Square South Specific Plan (SP2018-0001), approve a parcel map for consolidation of several lots into one (TPM 78225), and approve a conditional use permit to construct the development (CUP2018-0008).

(ii) On June 13, 2018, the Planning Commission of the City of Monrovia conducted a duly noticed public hearing on the project. At the hearing, all interested persons were given an opportunity to be heard. The Planning Commission received and considered the staff report and all the information, evidence, and testimony presented in connection with this project. At the close of the public hearing, the Planning Commission adopted Planning Commission Resolution No. PCR2018-0001 recommending that the City Council take all necessary actions to adopt the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the project.



(iii) On July 3, 2018, the City Council of the City of Monrovia conducted a duly noticed public hearing on the project. At the hearing, all interested persons were given an opportunity to be heard. The City Council received and considered the staff report and all the information, evidence, and testimony presented in connection with this project.

(iv) Environmental Review

(a) Based on the information in the application and accompanying technical reports, an Initial Study was completed. The Initial Study identified potentially significant effects; however, those impacts could be mitigated to a level of less than significant. Therefore, a Mitigated Negative Declaration was prepared for the project, pursuant to the California Environmental Quality Act ("CEQA") and the City's local CEQA Guidelines.

(b) Pursuant to CEQA Guidelines Section 15072, the City of Monrovia as lead agency, issued a Notice of Intent to adopt a Mitigated Negative Declaration (MND). The 30-day public review period began on May 14, 2018 and continued through June 13, 2018. State Clearinghouse review was required.

(c) The proposed MND for the proposed project is comprised of the Initial Study and the draft MND and is attached hereto and incorporated herein by this reference as Exhibit "A".

(d) As required by CEQA, the Mitigation Monitoring and Reporting Program for the project has been prepared and is attached hereto and incorporated herein as Exhibit "B". The mitigation measures described therein are proposed as conditions of approval of the Project.

(v) The custodian of records for all materials that constitute the record of proceedings upon which this decision is based is the City Clerk. Those documents are available for public review in the Office of the City Clerk located at 415 South Ivy Avenue, Monrovia, California 91016.

(vi) All legal prerequisites to the adoption of this Resolution have occurred.

**RESOLUTION**

**NOW, THEREFORE**, the City Council of the City of Monrovia hereby finds, determines and resolves as follows:

1. The City Council finds that all of the facts set forth in the Recitals of this Resolution are true and correct.
2. The City Council finds that the public has been afforded ample notice and opportunity to comment on the MND.
3. The City Council finds that the additional information provided in the staff report accompanying the Project description, the MND, and the evidence presented in written and oral testimony received at the above-referenced public hearing do not represent significant new information so as to require

re-circulation of any portion of the MND pursuant to CEQA Guidelines Section 15073.5.

4. The City Council has independently considered and reviewed the information in the MND and Mitigating Monitoring and Reporting Program, and all comments received regarding the MND and Mitigation Monitoring and Reporting Program, and based upon the whole record of the proceedings before it, finds that the MND and Mitigation Monitoring and Reporting Program were prepared in compliance with CEQA and the City's local CEQA Guidelines, and that the findings contained therein represent the independent judgment and analysis of the City Council.
5. The City Council finds that the Project's effects on the environment, with the imposition of the proposed mitigation measures, can be mitigated to the extent that there is no substantial evidence in light of the whole record that the project may have a significant effect on the environment.
6. Based on the findings and conclusions set forth above, the City Council hereby adopts the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the project.
7. The City Clerk shall certify to the adoption of this Resolution.

**PASSED, APPROVED AND ADOPTED** this 3<sup>rd</sup> day of July, 2018.

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Tom Adams, Mayor  
City of Monrovia

ATTEST:

APPROVED AS TO FORM:

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Alice D. Atkins, CMC, City Clerk  
City of Monrovia

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Craig A. Steele, City Attorney  
City of Monrovia

**Exhibit "A"**  
**Mitigated Negative Declaration**  
**Resolution No. 2018-31**

Document is available in the Office of the City Clerk

**Exhibit "B"**  
**Mitigation, Monitoring and Reporting Program**  
**Resolution No. 2018-31**

Document is available in the Office of the City Clerk

## RESOLUTION NO. 2018-39

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MONROVIA, CALIFORNIA, APPROVING THE STATION SQUARE SOUTH SPECIFIC PLAN FOR THE DEVELOPMENT OF A 3.79-ACRE (GROSS) SITE WITH A TRANSIT-ORIENTED, 5-STORY MULTI-FAMILY RESIDENTIAL DEVELOPMENT OF 296 DWELLING UNITS, PARKING STRUCTURE, PRIVATE AND PUBLIC OPEN SPACE, AND A PUBLICLY ACCESSIBLE DRIVEWAY AND DROP-OFF AREA FOR THE ADJACENT METRO GOLD LINE MONROVIA STATION AT 225 WEST DUARTE ROAD (APN: 8507-003-048 AND 8507-003-050), 1725 PECK ROAD (APN: 8507-003-047), 1726 SOUTH MAGNOLIA AVENUE (APN: 8507-003-051), 205 WEST DUARTE ROAD, (APN: 8507-003-045 AND 8507-003-046).**

### RECITALS

(i) The Richman Group of California has initiated an application to develop a 3.79-acre (gross) site with a transit-oriented, 5-story multi-family residential development of 296 dwelling units ("project"), located at 225 West Duarte Road (APN: 8507-003-048 and 8507-003-050), 1725 Peck Road (APN: 8507-003-047), 1726 South Magnolia Avenue (APN: 8507-003-051), 205 West Duarte Road, (APN: 8507-003-045 and 8507-003-046), and Peck Road street vacation north of Duarte Road. The project includes three private courtyards, a public open space area for the adjacent Metro Gold Line Monrovia Station within Peck Road north of Duarte Road. The development application includes a request for an amendment to the City's Official Zoning Map changing the PD (Planned Development) Zone designation to the SP (Specific Plan) Zone and to amend the text of the Zoning Ordinance to add Station Square South Specific Plan which will provide land use and development regulations for the subject property to Section 17.04.035 of Title 17 (Zoning) of the Monrovia Municipal Code for the subject property (Ordinance No. 2018-04), adopt Station Square South Specific Plan, approve a parcel map for consolidation of several lots into one (TPM 78225), and approve a conditional use permit to construct the development (CUP2018-0008).

(ii) On June 13, 2018, the Planning Commission of the City of Monrovia conducted a duly noticed public hearing on the project. At the hearing, all interested persons were given an opportunity to be heard. The Planning Commission received and considered the staff report and all the information, evidence, and testimony presented in connection with this project. At the close of the public hearing, the Planning Commission adopted Planning Commission Resolution No. PCR2018-0001 recommending approval to the City Council of the Station Square South Specific Plan.

(iii) On July 3, 2018, the City Council conducted a duly noticed public hearing on the project. At the hearing, all interested persons were given an opportunity to be heard. The City Council received and considered the staff report and all the information, evidence, and testimony presented in connection with this project.

(iv) Environmental Review

(a) Based on the information in the application and accompanying technical reports, an Initial Study was completed. The Initial Study identified potentially significant environmental effects; however, those impacts could be mitigated to a level of less than significant. Therefore, a Mitigated Negative Declaration was prepared, pursuant to the California Environmental Quality Act (“CEQA”) and the City’s local CEQA Guidelines.

(b) The City Council has adopted Resolution No. 2018-31 adopting the information in the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the project.

(c) The City Council has independently considered and reviewed the information in the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program in making its decision to adopt Resolution No. 2018-31.

(v) The custodian of records for all materials that constitute the record of proceeding upon which this decision is based is the City Clerk. Those documents are available for public review in the Office of the City Clerk located at 415 South Ivy Avenue, Monrovia, California 91016.

(vi) All legal prerequisites to the adoption of this Resolution have occurred.

## **RESOLUTION**

**NOW, THEREFORE**, the City Council of the City of Monrovia hereby finds, determines and resolves as follows:

1. The City Council finds that all of the facts set forth in the Recitals of this Resolution are true and correct.
2. Adoption of the Station Square South Specific Plan, with mitigation measures imposed on the proposed development, will not have a significant effect on the environment.
3. The City Council in the exercise of its independent judgment hereby makes the following findings that the proposed Specific Plan is consistent with the objectives, policies, general land uses, and programs of the City of Monrovia General Plan, and adopted goals and policies of the City:
  - a. The proposed Specific Plan plans for the orderly development of a transit-oriented multi-family residential development of 296 dwelling units abutting the Metro Gold Line Monrovia station. The Specific Plan provides car and bicycle parking for residents consistent with the needs of a transit-oriented project, as well as paid parking for Gold Line patrons. Included onsite amenities consist of private and common open spaces, recreational areas, and public open space that contribute to a well-designed living environment. The design of the buildings, placement of structures, and the architecture have been carefully thought through to relate visually to adjacent neighborhoods and structures. Only minor infrastructure improvements are needed to support the development. The Specific Plan includes a pedestrian paseo link from Magnolia Avenue to

the south station platform and a drop-off plaza feature on the Peck Road driveway, both of which implement the transit-oriented development goals of the project and area. Therefore, the Specific Plan is consistent with the City of Monrovia General Plan Land Use Element goals and policies that are listed in Section 5.1 of the proposed Station Square South Specific Plan.

- b. The Specific Plan allows the development of a transit-oriented multi-family residential development adjacent to the Metro Gold Line Monrovia Station. The project also proposes the vacation of Peck Road north of Duarte Road to create a publicly accessible driveway and drop-off area for the station, as well as the paseo extending from Magnolia Avenue to the station. Therefore, the Specific Plan is consistent with the City of Monrovia General Plan Circulation Element goals and policies that are listed in Section 5.2 of the proposed Station Square South Specific Plan.
  - c. The Specific Plan will produce 296 new residential units with 15 studios, 193 one-bedroom, 88 two-bedroom, and six live/work units (five one-bedroom units and one two-bedroom unit). Therefore, the Specific Plan is consistent with the City of Monrovia General Plan Housing Element goals and policies that are listed in Section 5.3 of the proposed Station Square South Specific Plan.
  - d. The Specific Plan increases usable open spaces by providing new public and private open spaces and the paseo to the station. Private amenities include three courtyards, a pool court, common roof decks, and a greenhouse. The project also provides three types of public open spaces: the drop-off plaza for Gold Line station passengers, a paseo located along the northern portion of the site connecting to the drop-off plaza and Gold Line station, and an open space area fronting Magnolia Avenue. The Specific Plan includes private recreational amenities, pedestrian connections, and public gathering spaces that are consistent with the goals and objectives of the Open Space Element, as outlined in Section 5.4 of the proposed Station Square South Specific Plan.
  - e. The development will incorporate the building code requirement to attenuate noise. Therefore, the Specific Plan is consistent with the programs in the Noise Element, as outlined in Section 5.5 of the proposed Station Square South Specific Plan.
4. The proposed Specific Plan would not be detrimental to the public interest, health, safety, convenience or welfare of the City.
  5. The subject property is physically suitable for the requested land use designation and the anticipated land use development.

6. The proposed Specific Plan shall ensure development of a desirable character, which will be compatible with existing and proposed development in the surrounding neighborhoods.
7. Based upon the findings and conclusions set forth above, the City Council hereby approves and adopts the Station Square South Specific Plan as set forth in "Exhibit A" attached hereto and incorporated herein by this reference.
8. The City Clerk shall certify to the adoption of this Resolution.

**PASSED, APPROVED, AND ADOPTED** this 3<sup>rd</sup> day of July 2018.

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Tom Adams, Mayor  
City of Monrovia

ATTEST:

APPROVED AS TO FORM:

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Alice D. Atkins, CMC, City Clerk  
City of Monrovia

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Craig A. Steele, City Attorney  
City of Monrovia



**EXHIBIT A**  
**STATION SQUARE SOUTH SPECIFIC PLAN**

A copy of the Station Square South Specific Plan is on file in the City Clerk's Office.

## ORDINANCE NO. 2018-04

**AN ORDINANCE OF CITY COUNCIL OF THE CITY OF MONROVIA, CALIFORNIA, ADOPTING MCA2018-01, A ZONING ORDINANCE AND MAP AMENDMENT AMENDING THE OFFICIAL ZONING MAP SET FORTH IN SECTION 17.04.040 TO CHANGE PD (PLANNED DEVELOPMENT) TO THE SP (SPECIFIC PLAN) ZONE DESIGNATION AND AMENDING THE ZONING ORDINANCE TO ADD THE STATION SQUARE SOUTH SPECIFIC PLAN TO SECTION 17.04.035 OF TITLE 17 (ZONING) OF THE MONROVIA MUNICIPAL CODE FOR PROPERTY LOCATED AT 225 WEST DUARTE ROAD (APN: 8507-003-048 AND 8507-003-050), 1725 PECK ROAD (APN: 8507-003-047), 1726 SOUTH MAGNOLIA AVENUE (APN: 8507-003-051), 205 WEST DUARTE ROAD, (APN: 8507-003-045 AND 8507-003-046).**

**THE CITY COUNCIL OF THE CITY OF MONROVIA, CALIFORNIA** does ordain as follows:

**SECTION 1.** The Richman Group of California has initiated an application to develop a 3.79-acre (gross) site with a transit-oriented, 5-story multi-family residential development of 296 dwelling units, including 6 live/work units. The project includes three private courtyards, a public open space area along South Magnolia Avenue, and a six-story (seven-level) parking structure. The project also proposes to change Peck Road north of Duarte Road to a publicly accessible driveway and drop-off area for the adjacent Metro Gold Line Monrovia Station. The development application includes a request to amend the City's Official Zoning Map changing the PD (Planned Development) Zone designation to the SP (Specific Plan) Zone and amend the text of the Zoning Ordinance to add the Station Square South Specific Plan to Section 17.04.035 of Title 17 (Zoning) of the Monrovia Municipal Code for the subject property.

**SECTION 2.** On June 13, 2018, the Planning Commission of the City of Monrovia conducted a duly noticed public hearing on the project, including this Ordinance No. 2018-04, which incorporates the amendment to the Zoning Ordinance described above. At the hearing, all interested persons were given an opportunity to be heard. The Planning Commission received and considered the staff report and all the information, evidence, and testimony presented in connection with this project. Following the close of the public hearing, the Planning Commission adopted Resolution No. PCR2018-0003 recommending approval of this Ordinance No. 2018-04.

**SECTION 3.** On July 3, 2018, the City Council of the City of Monrovia conducted a duly noticed public hearing on the project, including this Ordinance No. 2018-04. At the hearing, all interested persons were given an opportunity to be heard. The City Council received and considered the staff report and all the information, evidence, and testimony presented in connection with this project.

### **SECTION 4. Environmental Review**

(a) Based on the information in the application and accompanying technical reports, an Initial Study was completed. The Initial Study identified potentially significant effects; however, those impacts could be mitigated to a level of less than significant. Therefore, a Mitigated Negative Declaration was prepared, pursuant to the California Environmental Quality Act ("CEQA") and the City's local CEQA Guidelines.

(b) The City Council has adopted Resolution No. 2018-31 adopting the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the project.

(c) The City Council has independently considered and reviewed the information

in the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program in its decision to adopt this Ordinance No. 2018-04.

**SECTION 5.** The custodian of records for all materials that constitute the record of proceeding upon which this decision is based is the City Clerk. Those documents are available for public review in the Office of the City Clerk located at 415 South Ivy Avenue, Monrovia, California 91016.

**SECTION 6.** All legal prerequisites to the adoption of the Ordinance have occurred.

**SECTION 7.** The Official Zoning Map for the City of Monrovia set forth in Title 17 (Zoning), Chapter 17.04 (General Provisions), Section 17.04.040 (Official Zoning Map) of the Monrovia Municipal Code, is hereby amended by changing the zoning designation of the property that is identified in Exhibit "A", attached hereto and incorporated herein by this reference, to SP (Specific Plan).

**SECTION 8.** Title 17 (Zoning), Chapter 17.04 (General Provisions), Section 17.04.035 (Relationship to Specific Plans), is hereby amended by adding the following at the end of the list of Specific Plans:

“Station Square South Specific Plan.”

**SECTION 9.** Severability. If any section, subsection, subdivision, sentence, clause, phrase, or portion of this ordinance or the application thereof to any person or place, is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remainder of this ordinance. The City Council hereby declares that it would have adopted this ordinance, and each and every section, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases, or portions thereof be declared invalid or unconstitutional.

**SECTION 10.** The City Clerk shall certify to the passage of this ordinance and shall cause same to be published pursuant to state law within fifteen (15) days after its passage, and this ordinance shall become effective thirty (30) days after its passage.

**INTRODUCED** this 3rd day of July, 2018.

**PASSED, APPROVED, AND ADOPTED** this 17th day of July, 2018.

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Tom Adams, Mayor  
City of Monrovia

**ATTEST:**

**APPROVED AS TO FORM:**

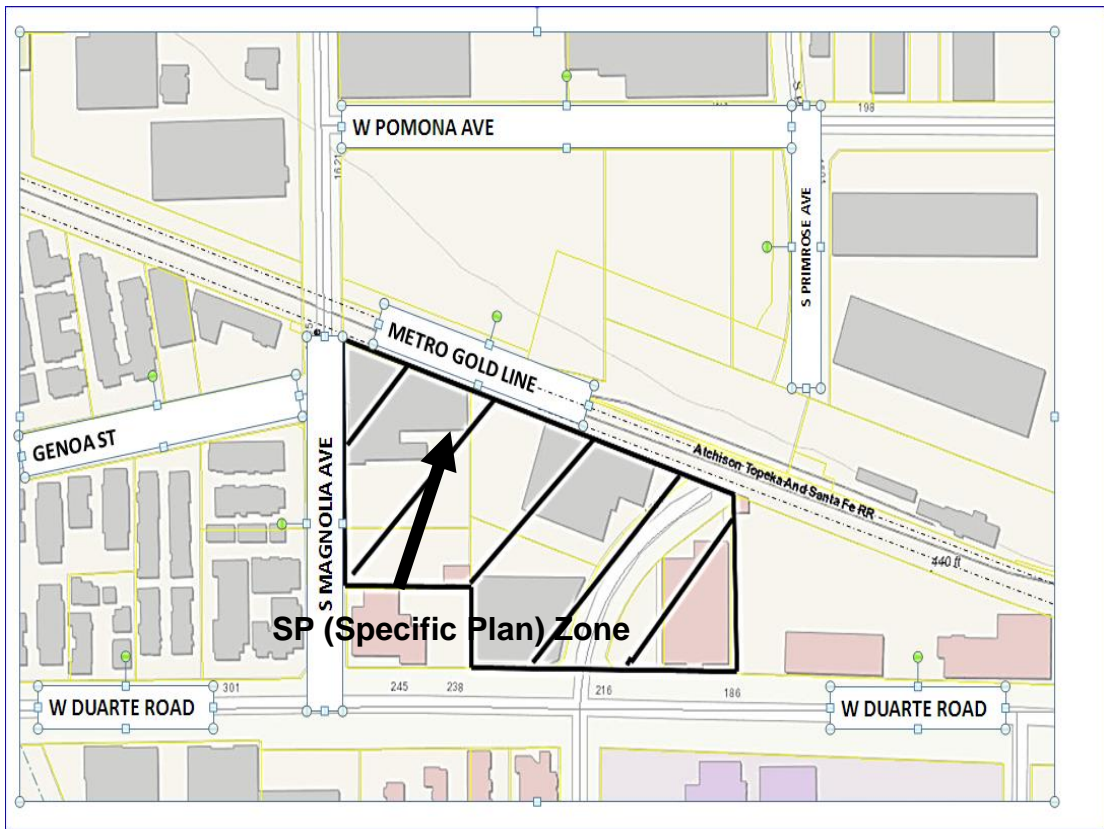
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Alice D. Atkins, CMC, City Clerk  
City of Monrovia

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Craig A. Steele, City Attorney  
City of Monrovia

**EXHIBIT A**  
**Zoning Map Amend**



## RESOLUTION NO. 2018-32

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MONROVIA, CALIFORNIA, APPROVING TENTATIVE PARCEL MAP TPM78225 AND CONDITIONAL USE PERMIT CUP2018-0008 FOR THE DEVELOPMENT OF A 3.79-ACRE (GROSS) SITE WITH A TRANSIT-ORIENTED, 5-STORY MULTI-FAMILY RESIDENTIAL DEVELOPMENT OF 296 DWELLING UNITS, PARKING STRUCTURE, PRIVATE AND PUBLIC OPEN SPACE, AND A PUBLICLY ACCESSIBLE DRIVEWAY AND DROP-OFF AREA FOR THE ADJACENT METRO GOLD LINE MONROVIA STATION AT 225 WEST DUARTE ROAD (APN: 8507-003-048 AND 8507-003-050), 1725 PECK ROAD (APN: 8507-003-047), 1726 SOUTH MAGNOLIA AVENUE (APN: 8507-003-051), 205 WEST DUARTE ROAD, (APN: 8507-003-045 AND 8507-003-046).**

### RECITALS

(i) The Richman Group of California has initiated an application to develop a 3.79-acre (gross) site with a transit-oriented, 5-story multi-family residential development of 296 dwelling units, located at 225 West Duarte Road (APN: 8507-003-048 and 8507-003-050), 1725 Peck Road (APN: 8507-003-047), 1726 South Magnolia Avenue (APN: 8507-003-051), 205 West Duarte Road, (APN: 8507-003-045 and 8507-003-046), and Peck Road street vacation north of Duarte Road. The project includes three private courtyards, a public open space area along South Magnolia Avenue, a six-story (seven-level) parking structure, and a publicly accessible driveway and drop-off area for the adjacent Metro Gold Line Monrovia Station within Peck Road north of Duarte (“project”). The development application includes a request for an amendment to the City’s Official Zoning Map (MCA2018-0001) changing the PD (Planned Development) Zone designation to the SP (Specific Plan) Zone and to amend the text of the Zoning Ordinance to add Station Square South Specific Plan to Section 17.04.035 of Title 17 (Zoning) of the Monrovia Municipal Code for the subject property (Ordinance No. 2018-04), adopt Station Square South Specific Plan (SP2018-0001), approve a parcel map for consolidation of several lots into one (TPM 78225), and approve a conditional use permit to construct the development (CUP2018-0008).

(ii) On June 13, 2018, the Planning Commission of the City of Monrovia conducted a duly noticed public hearing on the project. At the hearing, all interested persons were given an opportunity to be heard. The Planning Commission received and considered the staff report and all the information, evidence, and testimony presented in connection with this project. At the close of the public hearing, the Planning Commission found that the proposed street vacation of Peck Road north of Duarte Road and dedication of easements to the City are in conformity with the provisions of the Monrovia General Plan and recommended approval to the City Council of Tentative Parcel Map TPM 78225 and Conditional Use Permit CUP2018-0008, based on the findings included in the Planning Commission staff report.

(iii) On July 3, 2018, the City Council conducted a duly noticed public hearing on the project. At the hearing, all interested persons were given an opportunity to be heard. The City Council received and considered the staff report and all the information, evidence, and testimony presented in connection with this project.

(iv) Environmental Review

(a) Based on the information in the application and accompanying technical reports, an Initial Study was completed. The Initial Study identified potentially significant effects; however, those impacts could be mitigated to a level of less than significant. Therefore, a Mitigated Negative Declaration was prepared, pursuant to the California Environmental Quality Act ("CEQA") and the City's local CEQA Guidelines.

(b) The City Council has adopted Resolution No. 2018-31 adopting the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the project.

(c) The City Council has independently considered and reviewed the information in the Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program in making its decision and adopting Resolution No. 2018-31.

(v) The custodian of records for all materials that constitute the record of proceedings upon which this decision is based is the City Clerk. Those documents are available for public review in the Office of the City Clerk located at 415 South Ivy Avenue, Monrovia, California 91016.

(vi) All legal prerequisites to the adoption of this Resolution have occurred.

**RESOLUTION**

**NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF MONROVIA** hereby finds, determines and resolves as follows:

1. The City Council finds that all of the facts set forth in the Recitals of this Resolution are true and correct.

2. Pursuant to the California Environmental Quality Act ("CEQA") and the City's local CEQA Guidelines, the City Council has independently reviewed and considered the Mitigated Negative Declaration and the Mitigation Monitoring and Reporting Program in making its decision on GPC2018-0002, TPM 78225 and CUP2018-0008.

3. The City Council in the exercise of its independent judgment hereby makes the findings as set forth in Data Sheet No. 3 for TPM 78225 and CUP2018-0008 attached hereto and incorporated herein by this reference.

4. The City Council hereby approves TPM 78225 and CUP2018-0008, subject to the attached Planning Conditions on Data Sheet No. 1, and Public Works Conditions on Data Sheet No. 2, which are attached hereto, and the recommendations in the Staff Report, all of which are incorporated herein by this reference.

5. The City Clerk shall certify to the adoption of this Resolution.

**PASSED, APPROVED AND ADOPTED** this 3<sup>rd</sup> day of July, 2018.

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Tom Adams, Mayor  
City of Monrovia

ATTEST:

APPROVED AS TO FORM:

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Alice D. Atkins, CMC, City Clerk  
City of Monrovia

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Craig A. Steele, City Attorney  
City of Monrovia