



AVALON

MONROVIA

public review
DRAFT SPECIFIC PLAN *July 2018*



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July 2018



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INTRODUCTION

1.1 Role and Function of Specific Plans

A specific plan is a tool used to implement the Monrovia General Plan for a property or group of properties. A specific plan establishes the link between policies and implementation measures in the General Plan and a development proposal for a defined area. The authority for preparing and adopting specific plans is established by the California Government Code, Title 8, Division 1, Chapter 3, Article 8, Sections 65450 through 65457. These provisions require that a specific plan be consistent with the adopted general plan of the jurisdiction within which it is located. In turn, all subsequent subdivision, development, public works projects, and zoning regulations for the defined area must be consistent with the adopted specific plan.

Specific plans can be structured to fit the needs of a community and development proposal; the goal is to provide sufficient detail to identify the desired outcomes. Typically, a specific plan defines the type, location, and intensity of allowed uses; the public space improvements that will contribute to “placemaking”; the design and capacity of infrastructure; and the mechanisms and resources to be used to finance public and private improvements; and design guidelines. This specific plan details the land use and development regulations for Avalon Monrovia, a mixed-use, infill development adjacent to Old Town Monrovia.

1.2 The Purpose of this Specific Plan

The Avalon Monrovia Specific Plan has been prepared to entitle Avalon Monrovia, a mixed-use, infill development on a 2.1-acre site. This Specific Plan includes all requirements of State law outlined below and establishes the land use regulations, development standards, and design guidelines specific to the project development site as described herein.

1.3 Required Specific Plan Content

The range of issues contained in a specific plan is left to the discretion of the City. The City of Monrovia Municipal Code (MMC) Section 17.54 (Specific Plans) sets forth specific plan content requirements. However, all specific plans—per Sections 65450–65457 of the Government Code—must, at a minimum, address the following:

- a. A specific plan shall include a text and a diagram or diagrams which specify all of the following in detail:
 - 1. The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
 - 2. The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.

- 3. Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
- 4. A program of implementation measures, including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2); and
- b. The specific plan shall include a statement of the relationship of the specific plan to the general plan.

1.4 Project Description

This project implements the City of Monrovia’s vision established in its General Plan for the greater Downtown area. The Avalon Monrovia Specific Plan has been prepared to entitle Avalon Monrovia, a mixed-use, infill development composed of a single building containing 154 residential units, 3,440 square feet of ground-floor commercial, and a 286-space parking garage on a 2.1-acre site. The residential density is 73.3 dwelling units per acre. Thirteen of the dwelling units are reserved for lower-income residents, and a density bonus has been applied pursuant to the State Density Bonus Law, as chaptered in Government Code Section 65915.

The project site is located ½-mile north of the I-210 freeway and one block south of Old Town Monrovia. The block is bounded by Primrose Avenue to the west, Myrtle Avenue to the east, Chestnut Avenue to the south, and Walnut Avenue to the north. A 16-foot-wide alley connecting Myrtle Avenue and Primrose Avenue bisects the site, and that portion of the alley will be vacated and incorporated into the site. A parcel map will be recorded to merge six lots and that portion of the alley to be vacated into a single development parcel.

The single building is a five-story (six-level) mixed-use structure 65 feet in height and connected to a 286-space five-story, six-level parking garage. The building includes an integrated tower architectural feature at the corner of Chestnut Avenue and Myrtle Avenue that reaches 75 feet in height. The mixed-use portion of the development contains approximately 232,324 square feet of gross floor area composed of 154,780 square feet of residential, 3,440

Figure 1-1: Project Location

square feet of commercial, 3,100 square feet of clubhouse and fitness area, 1,300 square feet of leasing office, 2,821 square feet of storage, and the remainder are service areas (service room, mechanical, electrical, other equipment facilities, corridor and stair). The parking garage encompasses approximately 112,471 square feet of floor area of the building.

On-site amenities include a fitness area, clubhouse, and private and common open spaces. Common open spaces for residents in the form of two courtyards cover approximately 10,100 square feet. An additional 11,680 square feet of private open spaces (balconies and decks) are provided.

The units vary in size from 689 to 1,742 square feet, and the mix of units consists of 55 one-bedroom units, 75 two-bedroom units, and 24 three-bedroom units.

Right-of-way improvements include the creation of 14 on-street parking spaces (six spaces along Myrtle Avenue and eight along Chestnut Avenue), new sidewalks, and street-edge landscaping. Through the western portion of the site, a paved driveway ranging in width from 16 feet to 27 feet with public access will connect Walnut Avenue with the alley. A 14-foot-wide driveway on Myrtle Avenue on

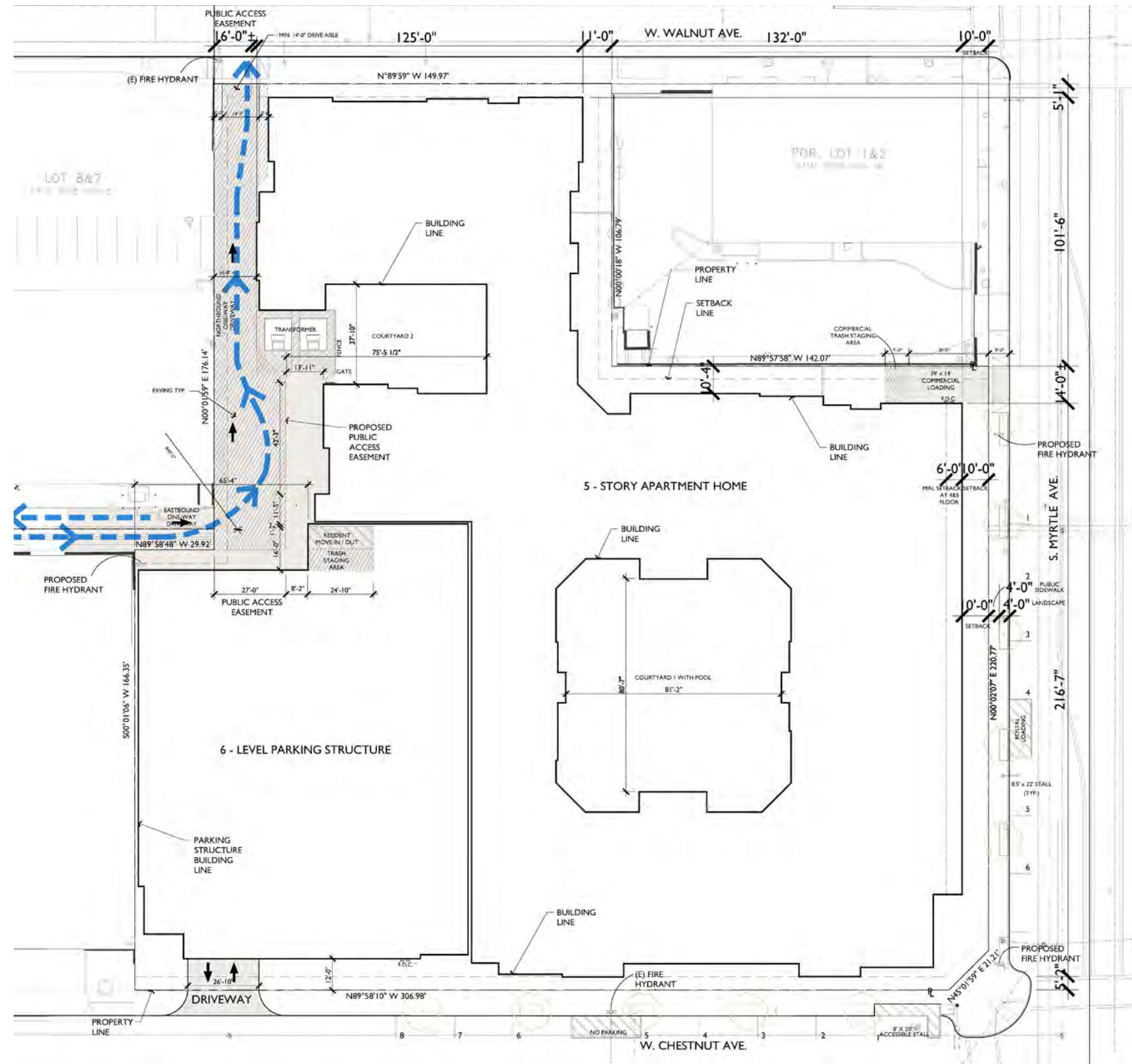
the project site will allow for commercial trash collection and commercial loading.

1.5 Location and Plan Boundary

The project site is located at the northwest corner of Myrtle Avenue and Chestnut Avenue. The proposed “L”-shaped parcel will also have frontage on Walnut Avenue. Six parcels will be combined to create a single 2.1-acre site. Figure 1-1 identifies the project location, and Figure 1-2 shows the project boundaries and site layout. Figure 1-3 shows the new parcel lines resulting from the parcel map. Three commercial buildings constructed between 1925 and 1984—the Tanner Research and Development office building (20,865 square feet) at 825 S. Myrtle Avenue, and two “Karl Short” office buildings at 126 W. Walnut Avenue and 815 S. Myrtle Avenue (3,204 and 2,990 square feet office respectively)—will be demolished. The project site is bound in all four directions by light industrial uses and office buildings.

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Figure 1-2: Conceptual Site Plan



Source: Bassenian Lagoni

Site Summary:

Total Apartment Homes : 154
 Site Area : ± 2.1 Acres
 Density : ± 73.3 Homes/Acre

Apartment Mix by Bedroom Type :

	Target	Actual
1 Bedroom :	(24%)	43 (27%)
1 Bedroom Affordable Unit:	(8%)	12 (8%)
2 Bedroom :	(51%)	74 (48%)
2 Bedroom Affordable Unit:	(1%)	1 (1%)
3 Bedroom :	(16%)	24 (16%)
		154 (100%)

Avalonbay Prototype units : 84%
 BLA units - A1, B2, B3, C1 : 16%

	UNIT MIX						Total	%
	Plan	1st	2nd	3rd	4th	5th		
1 BR	Plan AM2	3	3	3	3	3	15	10%
	Plan AM4	5	6	6	6	6	29	19%
	Plan AM6	2	2	2	2	2	10	6%
	Plan A1	1	-	-	-	-	1	1%
2 BR	Plan BM1	5	7	7	7	7	33	21%
	Plan B2	2	3	3	3	3	14	9%
	Plan B3	-	1	1	1	1	4	3%
	Plan BM3	-	4	4	-	-	8	5%
	Plan BM5	2	2	2	2	2	10	6%
	Plan BM5 ALT	-	1	1	1	1	4	3%
3 BR	Plan B4	-	1	1	-	-	2	1%
	Plan C1	-	1	1	1	1	4	3%
	Plan CM1	3	3	3	3	3	15	10%
	Plan C2	-	-	-	4	-	4	3%
	Plan C3	-	-	-	1	-	1	1%
		23	34	34	34	29	154	100%

Parking Provided in the Parking Structure:

9' x 18' stalls with 25' drive aisles : 286 Spaces
 (Includes 255 Spaces for Residents + 10 accessible stalls (1.86:1)
 & 21 Spaces for commercial)
 Parallel parking (8.5'x22') on S. Myrtle Ave.: 6 Spaces
 Parallel parking (8.5'x22') on W. Chestnut Ave.: 5 Spaces
 Parallel accessible parking (8'x20') on W. Chestnut Ave.: 1 Space
 Parallel prospect parking (8.5'x22') on W. Chestnut Ave.: 2 Spaces
Total: 300 Spaces (1.95:1)

Bicycle parking: Total: 96 Spaces

1st Floor Mixed-use

Commercial: 3,440 S.F.
 Amenities (Clubhouse & Fitness): 3,100 S.F.
 Leasing: 1,300 S.F.
 Storage: 2,821 S.F.

Residential:

- 1st 21,581 S.F.
- 2nd 34,053 S.F.
- 3rd 34,053 S.F.
- 4th 36,703 S.F.
- 5th 28,120 S.F.

Total 165,171 S.F.

Parking Structure

- Lower level 13,172 S.F.
- Ground 18,112 S.F.
- 2nd 18,933 S.F.
- 3rd 18,933 S.F.
- 4th 18,933 S.F.
- 5th 18,933 S.F.
- 5th extension 5,455 S.F.

Total: 112,471 S.F.





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1.6 Contents of this Specific Plan

The Avalon Monrovia Specific Plan is organized as follows:

CHAPTER	CONTENT
1. Introduction	This chapter explains the role and function of specific plans and the purpose of the Avalon Monrovia Specific Plan, summarizes the proposed development, and sets forth the planning context—location, setting, and planning issues. This chapter also describes the Specific Plan’s relationship to the Monrovia General Plan and Zoning Ordinance.
2. Development Plan—Land Use, Mobility and Parking, Infrastructure, and Sustainability	This chapter defines: <ul style="list-style-type: none"> ■ Conceptual and development-specific land use plan and architectural style ■ Vehicular and non-vehicular circulation plans ■ Infrastructure and utilities improvements ■ Sustainable development approaches incorporated into the project
3. Use Regulations and Development Plan	This chapter establishes site planning, building, parking, architecture, and landscape architecture standards.
4. Consistency with General Plan	This chapter describes how the Specific Plan meets the goals and policies of the General Plan.
5. Implementation	This chapter addresses the implementation, administration, and amendment process for the Specific Plan.
6. Acknowledgments	This chapter identifies the consultant team that contributed to Specific Plan preparation.

1.7 Project Objectives

The key objective of the Avalon Monrovia Specific Plan is to implement the Monrovia General Plan's land use and urban design goals for the South Myrtle Avenue Corridor and the Old Town Extension District through the construction of Avalon Monrovia, a mixed-use, infill development by Avalon Bay Communities. These goals include development of housing reflective of market needs within a mixed-use setting, as well as the provision of affordable housing. Overall project objectives are to:

1. Increase housing options in Monrovia, including housing for very-low-income households.
2. Add compatible land uses around Old Town consisting of mixed-use developments with ground-floor commercial.
3. Provide an attractive streetscape and create a pleasant landscape near Old Town.
4. Upgrade the physical conditions of the site.
5. Provide for vehicle parking options on and off street.
6. Accommodate sustainable site and architectural designs that implement the latest California Green Building and Green Energy Codes, provide alternative vehicle fueling facilities, implement the City's storm water management programs, and use water conservation landscaping techniques consistent with City regulations.

1.8 Planning Context

The project site is located on Myrtle Avenue adjacent to Monrovia's historic Old Town. This area of Myrtle Avenue is occupied predominantly by office and industrial uses.

SOUTH MYRTLE AVENUE CORRIDOR

The site is located within the South Myrtle Avenue Corridor designation, which links Old Town with the I-210 freeway and the neighborhoods around the Gold Line Monrovia station. The General Plan established the South Myrtle Avenue Corridor planning area to create the policy environment for compatible pedestrian-scale land uses between Old Town and destinations to the south, which

includes mixed-use developments around the Gold Line Monrovia station.

The Old Town Extension District is one of three districts of the South Myrtle Avenue Corridor planning area, and it is intended to promote urban design and land uses more compatible with Old Town. Historically, the uses in Old Town Extension have been office and light industrial uses consistent with prior Office/Research and Development/Light Manufacturing and Manufacturing zones applied to the area.

Located a block to the north of the site is Paragon, the first mixed-use development in the Old Town Extension District. As approved in 2006 through the 700 South Myrtle Avenue Specific Plan, Paragon provides 163 multi-family residential units, including live/work units with ground-floor commercial uses along Myrtle Avenue. In 2012, the specific plan was amended to include Ivy, an 18-unit residential condominium development.

AFFORDABLE HOUSING

The Old Town Extension District is designated in the 2014-2021 Housing Element as a "Residential Growth Area" with a realistic capacity to accommodate 761 residential units available for low- to very-low-income households. Within this district, parcels facing Myrtle Avenue are required to have ground-floor commercial uses, with either residential or office uses on the floors above. The 154 multi-family units implements the Housing Element requirements and objectives. Thirteen of the dwelling units are set aside as very-low-income housing that will be deed restricted to be available for 55 or more years to very-low-income-qualified households consistent with State Density Bonus law.

Pursuant to Government Code Section 65915 (State Density Bonus Law), cities and counties are required to provide and make available to affordable housing projects the following bonuses and incentives: 1) density bonus, 2) one or more incentives or concessions, and 3) other forms of assistance.

DENSITY BONUS

The maximum density allowed by the General Plan Land Use Element is 54 units/acre. On this 2.1-acre site, up to

TABLE 1-1: CONSISTENCY WITH GENERAL PLAN STANDARDS

DEVELOPMENT FEATURES	GENERAL PLAN REQUIREMENTS	SPECIFIC PLAN
Uses	Mixed-use, ground-floor commercial on Myrtle Avenue with residential above	Mixed-use, 3,440 square feet ground-floor commercial on Myrtle Avenue with 154 residential units adjacent and above
Density - Residential	54 dwelling units/acre without Specific Plan or Density Bonus	73.3 dwelling units/acre with Density Bonus
Floor Area Ratio (FAR) - Commercial/Residential	2.0 Floor Area Ratio (FAR) maximum for developments that provide underground and/or parking structures	2.49 FAR. The mixed-use structure excluding the parking garage contains 232,324 gross square feet of residential and nonresidential uses on an 89,747 square-foot lot. A 286-space five-story, six-level parking garage is provided. The proposed FAR is allowed as a development concession pursuant to the State Density Bonus Law.
Height	Maximum of four stories with the fourth story set back from the first three stories.	Five stories maximum due to density bonus incentives with density bonus concessions.

114 units could be constructed absent a density bonus. The law permits a density bonus over the maximum allowable residential density. Thus, the project provides for 13 very-low-income affordable units (11% of 114 units) for an additional 40 units with the 35% density bonus. The Specific Plan provides for development of up to 154 units with the density bonus.

INCENTIVES OR CONCESSIONS

In addition to the density bonus, the City is also required to provide one or more “incentives” or “concessions” to each project which qualifies for a density bonus. For projects with at least 5% very-low-income, 10% lower-

income, or 10% moderate-income units, one incentive or concession is required. A concession or incentive is defined as:

- A reduction in site development standards or a modification of zoning code or architectural design requirements, such as a reduction in setback or minimum square footage requirements;
- Approval of mixed use zoning; or
- Other regulatory incentives or concessions which actually result in identifiable and actual cost reductions.

The General Plan Land Use Element establishes a four-story height maximum for properties in the Old Town Extension District and the Specific Plan allows for the development of a five-story mixed-use structure. Thus, the additional story represents concessions relative to the City's General Plan and zoning development standards.

In addition to the concession above and related to the application of additional building story and accommodation of density bonus units, a development concession allows for the FAR not to exceed 2.49 in the Specific Plan/Planned Development Overlay of the General Plan.

OTHER ASSISTANCE

In addition, under State law, a development qualifying for a density bonus also receives two additional forms of assistance which have important benefits for a housing project:

- Waiver or reduction of development standards
- Maximum parking requirements

The Specific Plan provides 55 one-bedroom units and 99 two- and three-bedroom units. MMC Chapter 17.24 (Parking) standards require 462 parking spaces for multi-family residential projects, plus additional spaces for various commercial uses. However, the State Density Bonus law caps maximum parking requirements to one space for each one-bedroom unit and two spaces for each two- to three-bedroom units. These standards set a maximum of 253 required spaces for the mix of residential units of the project. With 265 total residential parking spaces, the Avalon Monrovia development complies with the standards for qualifying developments under the State Density Bonus Law.

1.9 Applicable Policies and Regulations

GENERAL PLAN AND ZONING

This Specific Plan adheres to City regulations and State regulations governing specific plans. Project compliance with the City of Monrovia General Plan land use policies, site planning, architectural design, and other standards

are outlined throughout the Specific Plan.

General Plan: The site is located within the South Myrtle Avenue Corridor, Old Town Extension District planning area. The site is designated Office/Research and Development/Light Manufacturing with a Specific Plan/Planned Development Overlay. The overlay allows for residential and commercial mixed-use development.

Zoning: The site is zoned Office/Research and Development/Light Manufacturing, South Myrtle Avenue Corridor.

This Specific Plan implements the South Myrtle Avenue Corridor vision of creating a vibrant, pedestrian-oriented, commercial and mixed-use corridor. The Specific Plan Overlay requires that a specific plan be prepared and adopted to provide direction related to land use, site planning, architectural design, and site-specific development standards. As set forth in MMC Section 17.16.040 (Additional Regulations for the South Myrtle Avenue Corridor), mixed-use developments are allowed within this planning area through a specific plan using development standards outlined in the General Plan Land Use Element.

1.10 CEQA Compliance

The City of Monrovia is defined as the lead agency under the California Environmental Quality Act (CEQA), based on its authority to approve the Avalon Monrovia Specific Plan. Prior to an approval of the project, the City Council will be required to adopt associated environmental documentation.

Public Resources Code, Section 21081.6 also requires public agencies to adopt a monitoring program to ensure that mitigation measures are implemented. The City will confirm that any applicable mitigation measures have been implemented in accordance with the adopted mitigation monitoring and reporting program.

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2

DEVELOPMENT PLAN

2.1 Overview

This Specific Plan will result in the construction of Avalon Monrovia, an infill mixed-use development at the southern gateway to Old Town Monrovia. This pedestrian-oriented development has site and building designs that extend Old Town's unique small-town walkable charm farther south along Myrtle Avenue. This Specific Plan accommodates the development of a multi-family residential project, including 13 affordable units assigned to very-low-income households, ground-floor commercial space, and a 286-space parking garage. Right-of-way improvements will accommodate sidewalks, improved streetscapes, and the addition of 14 on-street parking spaces on the Myrtle Avenue and Chestnut Avenue frontages of the project site.

Approval of the Specific Plan and its associated entitlements and environmental review completes the discretionary review process pursuant to the MMC. Chapter 4: Implementation Plan identifies how the project will be developed and the Specific Plan will be administered.

2.2 Land Uses and Project Components

2.2.1 RESIDENTIAL UNITS

The Avalon Monrovia Specific Plan permits development of up to 154 residential dwelling units, including 13 affordable housing units set aside for very-low-income households. The mix of residential unit types, floor plans, and sizes are identified in Table 2-1: Unit Floor Plans (Typical). These allocations of unit sizes are indicated for guidance only; an alternative mix of unit types is permitted, provided that at least 13 units shall remain reserved as very-low-income affordable units and parking requirements are satisfied in accordance with State Density Bonus Law.

AMENITIES AND ANCILLARY USES

Consistent with City requirements, this development will provide on-site amenities and facilities for residents' enjoyment. Residential amenities include courtyards, clubhouse, fitness area, and swimming pool. In addition to these common areas, private open space in the form of decks and/or balconies will be provided for each unit.

2.2.2 COMMERCIAL

As part of the mixed-use development, 3,440 square feet of commercial space is provided on the ground floor fronting Myrtle Avenue. Permitted uses in this space are identified in Chapter 3: Land Use and Development Standards.

2.2.3 PARKING PLAN

The Specific Plan provides 286 within the five-story above-ground parking garage with rooftop parking and 14 on-street spaces. Within the parking garage, 265 spaces are for residents only.

TABLE 2-1: UNIT FLOOR PLANS (TYPICAL)

TYPE	NUMBER OF UNITS	SIZE RANGE
1 Bedroom (Market Rate)	43	All 1-bedroom types are between 689 - 802 square feet
1 Bedroom (Affordable, Very-Low-Income)	12	
2-Bedroom (Market Rate)	74	All 2-bedroom types are between 974 - 1,237 square feet
2-Bedroom (Affordable, Very-Low-Income)	1	
3 Bedroom (Market Rate)	24	1,334 - 1,742 square feet
Total	154	
Note: Unit mixes for market-rate units can change.		

PUBLIC PARKING

An additional 21 garage spaces are provided for the public, including guests of residents and commercial use. The 21 garage spaces will be publicly available from 6 A.M. to 12 A.M. After 12 A.M., these spaces will be available for guest parking. Table 2-2 identifies the distribution of parking spaces provided.

Individual parking stalls can serve multiple vehicular parking purposes; for example, a residential parking space can be designed to meet ADA requirements, or a publicly available parking stall could be allowed for loading during specific time periods through a joint-use arrangement. Parking will be provided consistent with the requirements ADA standards. A loading area will be provided for

residential tenant move-in/out and for truck loading.

TABLE 2-2: PARKING SPACES

LOCATION	NUMBER OF STALLS
On-street Parking	14
Myrtle Avenue	6
Chestnut Avenue	8
Parking Garage	286

BICYCLE PARKING

Bicycle parking policies are outlined in Monrovia’s Bicycle Master Plan and the CALGreen Code, which establishes guidelines on the minimum provisions of parking spaces. The Specific Plan provides 96 bicycle parking spaces, or more than required by the Bicycle Master Plan guidelines. Bicycle parking is provided within the parking structure, with short-term parking provided on the ground floor, and long-term parking on the 2nd, 3rd, and 4th levels.

Short-term bike parking serves people who leave their bicycles for relatively short periods of time, typically for shopping or errands, eating, or recreation. Long-term bike parking includes bike lockers and bike rooms, serving people who intend to leave their bicycles for longer periods of time.

TABLE 2-3: BICYCLE PARKING SPACES

LAND USE	BICYCLE MASTER PLAN PROVIDED	
	GUIDELINES	
Multi-Family Residential	Short term: 15	Short term: 15
	Long term: 77	Long term: 81
Total	92	96

2.3 Open Space and Landscape Plan

Avalon Monrovia will establish a series of open spaces and landscaping within the property.

2.3.1 COMMON AND PRIVATE OPEN SPACES

Common open spaces are available to residents, and private open space are provided for each unit. Table 2-4 identifies the open space areas and establishes minimum provisions of open spaces. In addition, approximately 5,408 square feet of landscaping is located around the building perimeter. The rooftop area presents future opportunities for additional open spaces and subsequent enlargements of open spaces shall be reviewed and approved by the Community Development Director.

TABLE 2-4: OPEN SPACE PLAN

AREA	SIZE
Private Open Spaces (decks, balconies, or patios)	11,680 square feet; Minimum 40 square feet per unit
Common Open Spaces (courtyards)	10,100 square feet; Minimum 60 square feet per unit
Total	21,780 square feet

2.3.2 LANDSCAPE CONCEPT PLAN

The Landscape Concept Plan shown on Figure 2-2 and Plant Palette shown on Figure 2-3 are organized around the following elements:

- Courtyard 1 with pool providing both active and passive recreational amenities
- Courtyard 2 providing a planted garden between residential units

COURTYARD 1 (POOL)

This courtyard functions as an outdoor extension of the interior space and offers a range of community amenities.

The trees at the pool will provide areas for shade and relaxation, in addition to trees that will provide sculptural form and color.

Large Canopy Tree at Pool

- *Magnolia grandiflora* (Magnolia) – 36” box
- *Strelitzia nicolai* (Giant Bird of Paradise) – Mix of 24” and 36” box
- *Lophostemon confertus* (Tristania) – Mix of 24” and 36” box

Large Accent Tree at Pool

- *Dracaena Draco* (Dracaena) – 36” box
- *Aloe bainesii* (Tree Aloe) – 36” box
- *Lagerstroemia* (Crepe Myrtle) – 36” box

Small Canopy Tree at Pool

- *Arbutus marina* (arbutus) – 36” box
- *Pittosporum tenuifolium* (Silver Sheen) – 24” box
- *Laurus nobilis* (Saratoga) – 24” box
- *Lagerstroemia* (Crepe Myrtle) – 36” box

COURTYARD 2 (INTERIOR)

This courtyard provides a passive space for residents to relax and unwind. The canopy trees promote a quieter ambiance around the courtyard by providing filtered light through an open canopy.

Large Canopy Tree at Courtyard

- *Magnolia grandiflora* (Magnolia) – 36” box
- *Strelitzia nicolai* (Giant Bird of Paradise) – Mix of 24” and 36” box
- *Lophostemon confertus* (Tristania) – Mix of 24” and 36” box

2.4 Design Objectives

The Specific Plan implements the General Plan urban design objectives for the South Myrtle Avenue Corridor that address the visual quality of future development of the area by extending the community character of

Old Town Monrovia to the corridor. As the City’s “main street,” Myrtle Avenue is the inspiration for the urban design guidelines for the corridor. The guidelines promote amenities and attraction at activity nodes, and encourages outdoor rooms and public spaces. They also promote street-oriented buildings through development standards.

2.4.1 URBAN DESIGN PLAN

The Specific Plan further Old Town’s character by implementing the following design themes outlined in the Land Use Element:

- Community character
- Design elements
- Pedestrian linkages and corridors

Avalon Monrovia’s provision of pedestrian-focused inviting public spaces, improved streetscaping, and ground-floor commercial space helps complete the South Myrtle Avenue Corridor Urban Design Plan, which identifies a pedestrian linkage along Myrtle Avenue.

The design, placement, and architectural style of the building responds to the diverse mix of surrounding uses, neighborhoods, and structures.

COMMUNITY CHARACTER

The General Plan prioritizes placemaking design within the corridor to activate street life with outdoor rooms for gathering and pedestrian accommodations. The Specific Plan contributes additional public gathering places on the sidewalks and ground-floor commercial on Myrtle Avenue. Pedestrian pathways and entries leading to the commercial area and private open spaces of ground-floor residential units that face the street promote a community design more in keeping with a traditional residential neighborhood. Street furniture such as benches, trash receptacles, and outdoor seating will be integrated and designed consistent with Old Town’s design character.

DESIGN ELEMENTS

Figures 2-4 to 2-8 illustrates the exterior building design of the Avalon Monrovia development. The Specific Plan draws inspiration from the design character of Old Town

Figure 2-1: Street Furniture and Outdoor Area Examples

Monrovia, with the Monrovia Public Library’s Modern-style architecture serving as a template for the project. Elements used by the development include bright exterior color on smooth stucco finish, and shaded pedestrian pathways and entries. The design incorporates modern touches through cool metal accents, clean orthogonal lines, and generous provisions of transparent glass. Elegantly framed, recessed, multi-panel glass doors and windows with divided lights along the street frontages are designed to promote transparency from the street. Recessed building planes accommodate private open spaces such as decks and balconies on all floors. Shading elements such as perforated awnings of varying lengths lends a contemporary accent while adding to the architectural interest on all elevations. These core design features present a well-balanced building elevation that presents architectural strategies to reduce bulk and massing.

To unify the site’s identity as Monrovia’s southern gateway to Old Town, a focused implementation of key graphic and creative representations of its iconic symbols—Samson the Bear, poetry stamps, and others as identified by the City and community—will be considered for the building street frontages. The effort could be accommodated through other forms of media such as sculptures, gate design, fencing, and pavers. Through the

review of a comprehensive sign program for the respective portions of the site, the adopted visual language can be extended even more.

PEDESTRIAN LINKAGES AND CORRIDORS

The Avalon Monrovia development improves the pedestrian linkages between Old Town and the Gold Line Monrovia station with a new 18-foot-wide sidewalk fronting South Myrtle Avenue. An approximately 5.5-foot-wide planter area for street trees line the edge of this sidewalk. The sidewalk includes ground-level street amenities such as benches, and waste receptacles encourage pedestrian activity, examples of which are shown in Figure 2-1: Street Furniture and Outdoor Area Examples. Vertical elements such as street lighting and street trees, as outlined in the Open Space and Landscape Plan, define the pedestrian space.

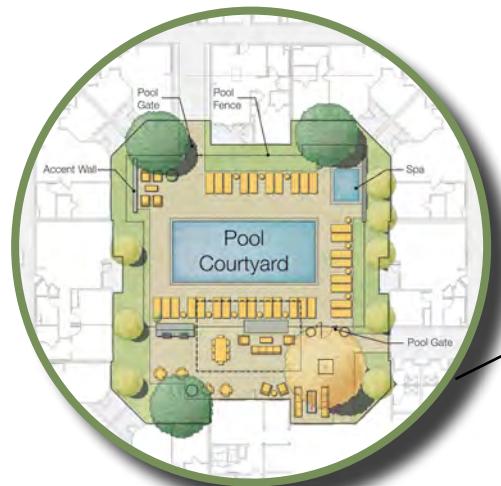
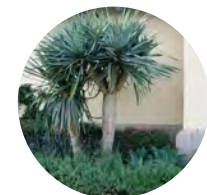
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Figure 2-2: Conceptual Landscape Plan

Courtyard 2 (Interior)



Courtyard 1 (Pool)



Source: EPT Design, Bassenian Lagoni



Chestnut and Walnut Avenues

Figure 2-3: Plant Palette

	Steetscapes along Myrtle, Maple, and Chestnut <i>Cupaniopsis anacardioides</i> <i>Cinnamomum camphora</i> <i>Platanus racemose</i> <i>Magnolia grandiflora</i>
	Large Perimeter Tree <i>Pinus elliottii</i> <i>Podocarpus gracilior</i>
	Small Perimeter Tree <i>Lophostemon confertus</i> <i>Lagerstroemia</i> <i>Laurus nobilis</i>
	Vertical Accent Tree <i>Cupressus sempervirens</i> <i>Strelitzia reginae</i>
	Large Canopy Tree at Pool Area <i>Magnolia grandiflora</i> <i>Strelitzia reginae</i> <i>Lophostemon confertus</i>
	Large Accent Tree at Pool Amenities <i>Dracena draco</i> <i>Aloe bainesii</i> <i>Lagerstroemia</i>
	Small Canopy Tree at Pool Area <i>Lophostemon confertus</i> <i>Arbutus marina</i> <i>Laurus nobilis</i> <i>Lagerstroemia</i>
	Large Canopy Tree at Courtyard <i>Pittosporum undulatum</i> <i>Magnolia grandiflora</i> <i>Quercus ilex</i>
	Shrubs and Groundcovers <i>Agave</i> <i>Ajuga</i> <i>Arigozanthus</i> <i>Aspidistra elatior</i> <i>Azalea</i> <i>Bougainvillea</i> <i>Calliandra haematocephala</i> <i>Callistemon 'Little John'</i> <i>Carissa macrocarpa</i> <i>Clivia miniata</i> <i>Dietes</i> <i>Echeveria</i> <i>Fatsia japonica</i> <i>Ferns</i> <i>Gardenia augusta</i> <i>Grasses</i> <i>Heteromeles arbutifolia</i> <i>Kalanchoe blossfeldiana</i> <i>Lantana</i> <i>Ligustrum japonicum</i> <i>Laropetalum</i> <i>Pandorea jasminoides</i> <i>Philodendron 'Xanadu'</i> <i>Phormium</i> <i>Pittosporum tobira</i> <i>Plumbago auriculata</i> <i>Raphiolepis</i> <i>Senecio madraliscae</i> <i>Strelitzia reginae</i> <i>Trachelospermum jasminoides</i> <i>Trachelospermum asiaticum</i> <i>Zamia furfuracea</i>

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- EXTERIOR MATERIAL LEGEND**
- A. STANDING SEAM METAL ROOF
 - B. 20/30 FINE SAND FLOAT STUCCO
 - C. METAL RAILING
 - D. RECESS WINDOWS
 - E. METAL SPANDREL PANEL
 - F. METAL AWNING #1
 - G. METAL AWNING #2
 - H. DECORATIVE METAL GRID
 - J. PAINTED CONCRETE
 - K. CONCRETE SCORE LINES
 - L. PAINTED BRICK VENEER
 - M. PRECAST STONE BASE
 - N. STOREFRONT DOOR/ WINDOW
 - O. VINYL WINDOW
 - P. SMOOTH STUCCO FINISH

Figure 2-4: Architectural Elevations (Myrtle Avenue)



Figure 2-5: Architectural Elevations (Chestnut Avenue)

Source: Bassenian Lagoni

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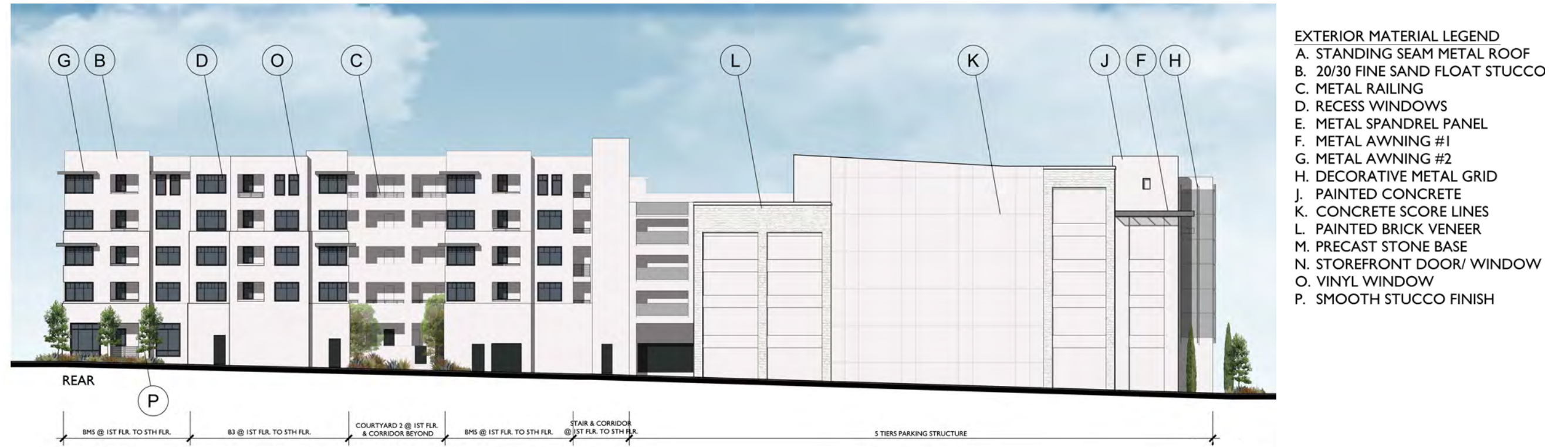


Figure 2-6: Architectural Elevations (West)



Figure 2-7: Architectural Elevations (North)

Source: Bassenian Lagoni

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Figure 2-8: Conceptual Perspectives

Perspective View 1 (Myrtle Avenue)



Perspective View 2 (Chestnut Avenue)



Perspective View 3 (Northwest Elevation and 805 S. Myrtle Avenue)



Source: Bassenian Lagoni

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2.4.2 BUILDING MATERIALS AND COLORS

To accomplish Monrovia’s urban design objectives for the South Myrtle Avenue Corridor, this Specific Plan identifies the type of materials and colors suitable for the residential building and parking structures (see Table 2-5: Materials and Finish and Table 2-6: Color Scheme). These palettes of materials and colors are to be blended in contemplated arrangements and implemented to achieve a design aesthetic that blends with old and new buildings in Old Town. Other elements of good design such as landscaping, furniture, pavers, fenestration, signs, screening, walls/fencing, urban spaces, and art will add their own colorful contributions that could contrast with or complement the shades and hues of the structures. Finishes of architectural materials facing the streets will avoid reflective qualities, glazing outside of fenestration, excessive glossiness, and use of thin paneling/appliqué.

Changes to Table 2-5: Materials and Finish and Table 2-6: Color Scheme may be approved by the Director of Community Development, through an administrative process.

TABLE 2-5: MATERIALS AND FINISH

MATERIALS AND FINISH
Smooth Stucco
Concrete
Metal Louvers, Railing, and Other Accents
Glass and Vinyl Windows
Brick and Stone

TABLE 2-6: COLOR SCHEME

COLOR SCHEME
White
Accent colors used sparingly

2.4.3 PARKING STRUCTURE

The façade of the parking structure will be visible from Chestnut Avenue and from the western elevation. Design treatments appropriate for a parking structure will be placed at the driveway to the garage entrance, doorways, hallways, roof level, elevator doors, stairwells, and internal wayfinding signage.

The blank exterior walls of the south and west side of the parking garage present the opportunity for façade design and treatments that reduce massing and potential light and sound reflection. Art installations using various media such as paintings, murals, posters, creative signage, illumination, print and illustrative arts, decorative metalwork, and others acceptable to the City may be applied. Other treatments may include textured surfaces. Figure 2-9 illustrates the potential application of these designs on the south and west elevations of the parking garage, approaches like metallic grid and concrete score lines.

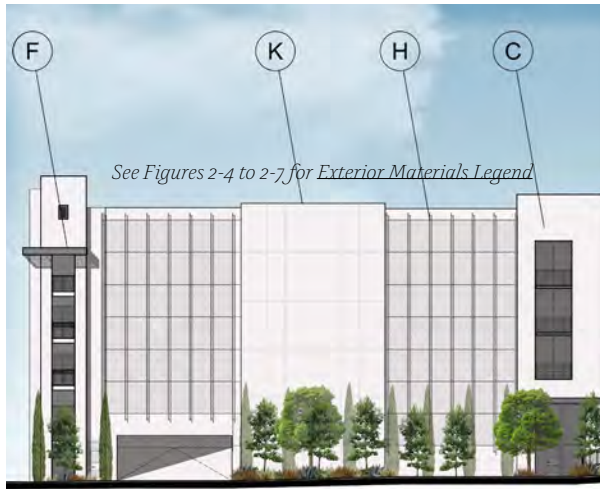
The design of the parking structure façade is subject to a review process as determined by the Community Development Director.

2.5 Sustainable Development

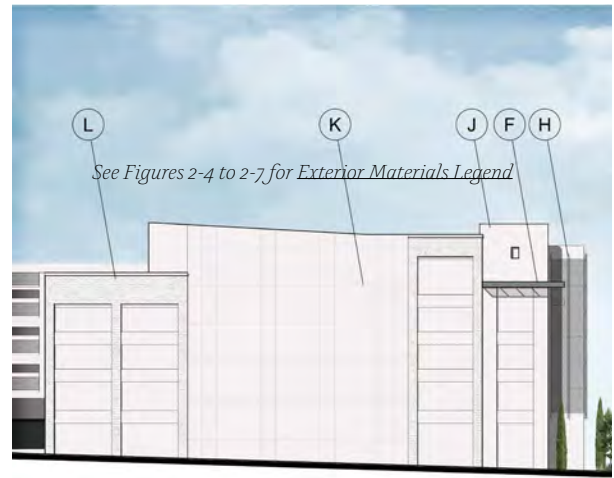
The City of Monrovia, through its adoption of the Monrovia Environmental Accords (MEA) and its focused South Myrtle Avenue Corridor planning initiatives, stands out in the region for integrating comprehensive sustainable principles into all developments. The MEA covers 21 long-term goals and objectives, from waste diversion to new transportation systems.

A core character of a sustainable development is compactness and connectedness to an amenity-rich

Figure 2-9: Examples of Potential Parking Structure Designs and Treatments



South elevation



West elevation

neighborhood to reduce dependency on cars. Avalon Monrovia connects with its new pedestrian pathways to walkable Old Town Monrovia. The property is 0.75 miles to the Metro Gold Line Monrovia station and serviced by several bus stops and transit service providers within a few blocks. Approximately 96 on-site bicycle parking stalls will be provided, thereby promoting, along with walking, more sustainable ways to get around Monrovia.

Avalon Monrovia is designed to incorporate a number of “Smart Design Principles” to make the project as environmentally friendly and sustainable as possible. In addition to these principles, the project will meet the standards of the United States Green Building Council Leadership in Energy and Environmental Design (LEED) Silver Level. The building will meet Title 24 energy requirements and anticipate the 2020 CBC’s Zero Net Energy requirements.

Avalon Monrovia will implement methods of light pollution reduction, a recyclable collection program, construction waste management, use of low to no VOC (Low Volatile Organic Compound) materials, electric vehicle charging stations, energy-efficient equipment and light fixtures, storm water filtering, drought-tolerant landscaping, and sustainable building and finishing materials.

PASSIVE DESIGN

The building design employs sustainable passive design practices grounded on the following strategies that reduce excessive heat gain in individual units, thereby reducing the use of energy for artificial climate controls:

- Minimizing the number of units facing directly south or west where sun exposure is the greatest
- Orienting the majority of the units with sun exposure around the courtyards
- Using covered outdoor decks on some units with shaded windows to minimize heat gain within the units
- Locating the parking structure at the southwest portion of the site to buffer as much of the development from sun exposure

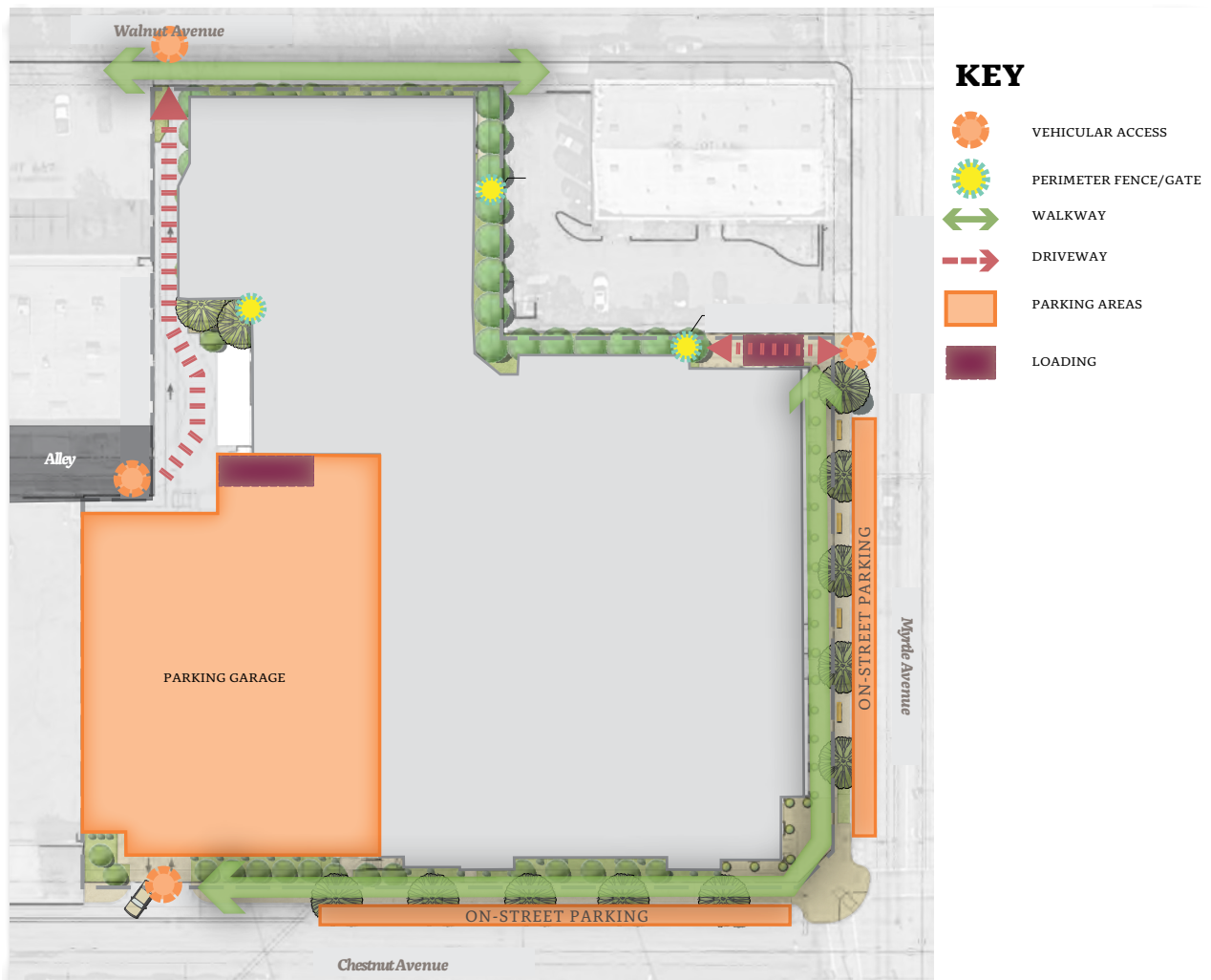
Altogether, these sustainable features efficiently use resources while enabling human comfort.

2.6 Mobility Plan

This Mobility Plan focuses on integrating pedestrian and bicycle accommodations. The Specific Plan enables sustainable and well-designed multimodal planning. The following are the mobility components of the development:

- New parking infrastructure composed of 286-space

Figure 2-10: Mobility Plan



Source: MIG, Inc

parking garage and 14 on-street parking spaces

- Pedestrian and American with Disabilities Act (ADA) infrastructure in the form of sidewalks along the Myrtle Avenue, Walnut Avenue, and Chestnut Avenue frontages
- Bike parking to complement potential bikeways along Myrtle Avenue and Chestnut Avenue
- Incorporate the City's GoMonrovia program

Implementation of these mobility improvements will be consistent with City Engineering standards. Figure 2-10 illustrates the planned mobility improvements.

2.6.1 MOBILITY CONTEXT

Freeway access is readily provided via the Myrtle Avenue exit from the I-210 freeway. Local-serving streets are as follows:

- Myrtle Avenue – 60-foot paved roadway section within a 68-foot right-of-way
- Chestnut Avenue – 40-foot paved roadway section within a 60-foot right-of-way
- Walnut Avenue – 40-foot paved roadway section within a 60-foot right-of-way

Pedestrian circulation is provided around the site by approximately 10-foot-wide sidewalks on Walnut Avenue

and Chestnut Avenue that incorporate a walkway and street landscaping. Myrtle Avenue is planned to accommodate an 18-foot-wide sidewalk in addition to approximately 10-foot-wide walkway and eight-foot-wide streetscape and additional public area. The Bicycle Master Plan identifies potential Class III bikeways on Myrtle Avenue and Chestnut Avenue. Several nearby Foothill Transit bus stops can be found in proximity of the site, serviced by the east/westbound Line 187 and the north/southbound Line 270. The Metro Gold Line Monrovia light rail station is 0.75 miles to the south via Myrtle Avenue.

2.6.2 VEHICULAR ACCESS

Vehicular entries to the project site are provided via a 26-foot-10-inch-wide driveway and curb cut leading up to the parking garage, a paved driveway ranging in width from 16 feet to 27 feet with public access that connects the alley with Walnut Avenue, and a 14-foot-wide driveway off on Myrtle Avenue for commercial trash collection.

2.6.3 ACTIVE TRANSPORTATION

PEDESTRIAN PATHWAYS AND ADA ACCESSIBILITY

Efficient pedestrian circulation will be provided throughout the development by multiple pedestrian access points and paths on all sides of the property. Specific pedestrian and ADA infrastructure include:

- Sidewalks compliant with ADA requirements along the Myrtle Avenue, Walnut Avenue, and Chestnut Avenue frontages
- ADA parking spaces both on street and in the parking structure
- Improved streetscaping and pedestrian environments activated by street furniture, landscaping, and the mixed-use development

BICYCLE FACILITIES

The City's Bicycle Master Plan, adopted in 2016, identifies Myrtle Avenue and Chestnut Avenue as part of a comprehensive on-street network of Class III bike routes in Monrovia. A Class III bike route is a signed shared roadway that provides for shared use by bicycles and cars. The development will include bicycle parking.

2.6.4 MONROVIA TRANSIT

Monrovia Transit is the City's public transportation program, which includes "dial-a-ride" shuttles and the GoMonrovia program. GoMonrovia is a comprehensive transit mobility program available along with the services already provided by Monrovia Transit. GoMonrovia includes:

- An agreement with Lyft, a transportation network company, to provide all non-ADA related Monrovia Transit calls for service
- Agreement with Parking Company of America to provide ADA-related Monrovia Transit calls for service, and operate a joint call center for passengers seeking traditional dial-a-ride or Lyft ride services
- Agreement with LimeBike, a dockless bike share company, to operate bike share services within the City.

Monrovia Transit's diverse mobility services will provide additional options for residents to move around the City without using cars.

2.7 Infrastructure Plan

Infrastructure includes water, sewer, storm water drainage, solid waste disposal, energy, and other facilities located within or adjacent to the Specific Plan area. The development will connect to existing utility lines in the surrounding streets. Vacation of the alley will require the relocation of utilities, including water, storm water drainage, sewer, and electricity services.

2.7.1 WATER

Potable water is provided by the City of Monrovia Community Services Department – Public Works Division. The main source of water is five active wells that pump water from the Main San Gabriel Groundwater Basin. The City is also a member of the Metropolitan Water District of Southern California, thus ensuring the availability of imported water, if necessary, via standby connections.

Monrovia's water distribution system consists of five individual but interconnected zones throughout the City. Water is pumped in stages from reservoirs in the lower

zones into the higher zones. The project will introduce two new points of connections just outside the site. These lines are of adequate size to accommodate the level of development planned. However, new water meters and fire flow connections may be needed.

2.7.2 SANITARY SEWERS

The City owns, operates, and maintains a sanitary sewer collection system composed of approximately 92 miles of City sewers, with pipelines varying from six inches to 24 inches in diameter. The City provides local sewage collection service via in-street lines that connect to regional trunk lines. A 12-inch diameter sewer main flows southerly in Myrtle Avenue and turns west at Chestnut Avenue. A 10-inch sewer main in the alley will be removed.

2.7.3 SOLID WASTE

The City of Monrovia contracts residential solid waste collection service to the private sector through a comprehensive franchising agreement. As required by local law, the project operator (or successor) will contract with the designated services provider for solid waste collection and disposal services. The applicant will also be responsible for providing a solid waste management plan.

Common solid waste collection facilities will be conveniently located throughout the development, and collection will occur on a basis sufficient to meet project needs. Trash collection staging areas are located within the property to minimize any potential on-street impacts. The staging area for commercial trash collection is accessible via Myrtle Avenue, and the residential trash collection area is accessible from the alley. Recyclable materials will be collected and mixed in trash bins. The contracted waste company collects blended trash and separates recyclables at its mixed waste processing facility. This approach will be used unless subsequent franchise agreements require separation on site.

2.7.4 STORMWATER DRAINAGE

The development plan will comply with the City's Stormwater Management Regulations (Chapter 12.36 of the Municipal Code) and implement Low Impact Development (LID) standards. A Los Angeles County

Flood Control District (LACFCD)-maintained, 24-inch diameter, reinforced concrete pipe storm drain exists in Chestnut Avenue. At its upstream end it connects to the two catch basins on Myrtle Avenue just north of Chestnut Avenue and runs downstream to the west at approximately 15 feet south of the Chestnut Avenue street centerline, to a point-of-connection with the 72-inch diameter storm drain in Primrose Avenue, the "Ruby Canyon Storm Drain." There is no other storm drain adjacent to the site. The planned LID approach will incorporate the method of connecting drywells to underground storage tanks.

2.7.5 ELECTRICITY

Southern California Edison (SCE) provides electricity to the Specific Plan site. In conjunction with the implementation of the Specific Plan, electrical lines will be placed underground. Specific provisions of the relocation of electrical lines or vaults shall be at the discretion of SCE.

2.7.6 NATURAL GAS

The Southern California Gas Company provides natural gas to the site. There are gas mains in both Primrose Avenue and Myrtle Avenue. The Myrtle main is two inches in diameter, and the Primrose main is 10 inches. Those two mains are connected by a two-inch main in the alley which provides gas service for the other lots on the block. Additional points of connection will be established only if necessary.

2.7.7 TELECOMMUNICATIONS SERVICES

Land-based communications services are offered by AT&T, Verizon, Champion Cable, Giggle Fiber, and Spectrum (as of 2018). Champion Cable provides cable service, and Spectrum provides franchised cable television and internet services to the project area. Any and all extension of and improvements to available telecommunications facilities will be paid for by the project developer.

2.7.8 POLICE PROTECTION

The Monrovia Police Department 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. The Police Department operates from its headquarters at 140 East Lime Avenue, just 0.5 miles north of the site.

2.7.9 FIRE PROTECTION AND PARAMEDICS

The City of Monrovia's Fire and Rescue provides full-service fire protection and emergency medical services to all properties in the City, and the City has mutual aid agreements with the City of Arcadia and the Los Angeles County Fire Department. 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 101 - Headquarters (141 East Lemon Avenue) located less than 0.5 miles north of the project site. Emergency response times to the proposed development are acceptable given the proximity of the fire station.

2.7.10 SCHOOLS

The Monrovia Unified School District provides educational services and facilities for students from kindergarten through twelfth grade. The district includes five elementary schools, two middle schools, one comprehensive high school, and a continuation high school. The district also operates a pre-school, Canyon Learning Center, at 1000 South Canyon Boulevard. Residents of the development would attend Monroe Elementary School, Santa Fe Middle School, and Monrovia High School.

2.7.11 LIBRARY SERVICES

The City of Monrovia's one public library was substantially reconstructed in 2009 and is located at the corner of Myrtle Avenue and Lime Avenue. The Monrovia Library offers access to over 120,000 volumes of literature and technology. The facility also provides a cultural center and responds to the informational, educational, cultural, and recreational needs of all residents and community members.

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3

USE REGULATIONS & DEVELOPMENT STANDARDS

3.1 Introduction

This chapter sets forth land use regulations for the project and establishes development standards for site improvements, parking, landscaping, open spaces, walls and fences, mechanical equipment, trash enclosures and receptacles, and signs. These standards replace the standards in Title 17 (Zoning) in the Monrovia Municipal Code (MMC). Where the Specific Plan is silent about a development standard, the provisions of Title 17 shall apply. All construction and development within the Specific Plan area shall comply with applicable provisions of the Uniform Building Code and the various related mechanical, electrical, and plumbing codes, Title 16 (Subdivision) of the MMC, and any adopted Federal or State laws. See Chapter 4 of this Specific Plan for hearing procedures and noticing requirements.

3.2 Resolution of Issues

Whenever Specific Plan development standards differ from or conflict with the regulations and standards contained in the Monrovia Zoning Ordinance, or any other applicable City regulation, rule, or policy, the Specific Plan Development Standards shall prevail unless otherwise indicated. The Director of Community Development shall resolve any issues that may arise with interpretation of the Specific Plan consistent with the purpose of this Specific Plan. Alternatively, the Community Development Director may refer the matter to the Development Review Committee for its review of any issue that may arise with the interpretation of the Specific Plan consistent with the purpose of this Specific Plan. Additionally, the Development Review Committee may choose to refer an issue to the Planning Commission.

3.3 Limitation on Conversion of Land Uses

This Specific Plan has been established expressly to permit the development and operation of a mixed-use development composed of multifamily residential and ground-floor commercial space. Conversion of these uses shall not be permitted unless this Specific Plan is amended.

3.4 Permitted Uses

Table 3-1 indicates primary permitted uses and additional uses that may be permitted subject to the review and approval of specified permits. Landlord approval is required for all businesses. Uses not listed in Table 3-1 shall be prohibited unless the Development Review Committee makes a Determination of Use pursuant to the provisions of MMC Section 2.56.030(I) (Development Review Committee Powers). The following shall apply as indicated in Table 3-1.

- Permitted (P). The use does not require discretionary review and approval. Planning review occurs during the plan check review of the building permit. If no building permits are required, the review for conformance shall occur as part of business license process.

- Minor Conditional Use Permit (MCUP). Permit procedures pursuant to MMC Chapter 17.52 (Administration) applicable to a Minor Conditional Use Permit.
- Major Conditional Use Permit (CUP). Permit procedures pursuant to MMC Chapter 17.52 (Administration) applicable to a Major Conditional Use Permit distinguished from the Minor Conditional Use Permit in that it requires a publicly noticed hearing by the Planning Commission.

TABLE 3-1: LAND USE REGULATIONS

USE	PERMIT PROCEDURE
RESIDENTIAL USES	
Multifamily residential dwelling units, including ancillary uses, utilities, parking structures and spaces, private and common open spaces	CUP
Home occupation	P; per MMC Section 17.44.100 (Home Occupations)
COMMERCIAL USES	
Alcohol beverage sales, including in conjunction with any permitted use	CUP; per MMC Section 17.44.025 (Alcohol Beverage Sales)

USE	PERMIT PROCEDURE
Alcohol service (beer and wine only) in conjunction with a beauty salon or barbershop service, provided no charge is made for beer and wine service	P; per Section 23399.5 of the Business and Professions Code (as amended over time)
Athletic club/Health spa (indoor only)	P
Bicycle repair shop, retail, and/or accessory services	P
Business support services	P
Cultural exhibits	P
Financial institutions	P
Food and beverage sales	P
Instructional services, including personal training and fitness studio classes	P
Late-night business operations (between 12 A.M. – 6 A.M.)	CUP; per MMC Section 17.44.103 (Late-Night Business Operations)
Mailbox and postal services, including self-service parcel or product pick-up/drop-off	P

USE	PERMIT PROCEDURE
Office (Administrative and Professional)	P
Other uses as defined in MMC Section 17.08.030	CUP
Printing and duplication	P
Restaurants, including outdoor dining	P; outdoor dining per MMC Section 17.44.115 (Outdoor Dining) mCUP for Restaurants that use of kitchen venting and/or outdoor grease trap
Retail (Indoor) including Theme shopping use and Specialty food store	P
Service commercial	P
Wireless communication facilities	Per MMC Chapter 17.46 (Wireless Communication Facilities)
DEFINITIONS: All uses as defined in MMC Sections 17.04.080, 17.08.030, and 17.44	

3.5. Outdoor Storage

All outdoor storage is prohibited, including placement of residential storage on any open space areas, except for a pool equipment storage room, bike storage, or other enclosed storage area planned for and articulated as part of the building’s design. Storage on residential unit patios and balconies shall be prohibited.

3.6 Development Standards

Table 3-2: Development Standards specifies the restrictions on structures and related improvements to control bulk, mass, size, approved designs, and impact to the adjacent area. Requests to modify development standards and approved design plans shall be processed as Minor Exceptions pursuant to MMC Section 17.52.110 (Minor Exceptions) or MMC Section 17.52.120 (Major Variance).

3.6.1 HEIGHT MEASUREMENT

Height measurement of buildings and structures shall conform with requirements of the MMC.

3.6.2 SETBACKS

Setbacks shall be provided as set forth in Table 3-2. Certain development features mounted on a structure are not required to have setbacks per Table 3-2. The Development Review Committee (DRC) shall review and approve setback encroachments.

3.6.3 DENSITY BONUS

Administration of development standards concessions, incentives, and density bonus are outlined in Chapter 4: Implementation Plan.

3.7 Parking and Loading Standards

These provisions replace MMC Chapter 17.24 (Parking). For any standard not specified here, the Director of Community Development shall have the authority to determine the appropriate parking requirements, including on-street parking spaces.

TABLE 3-2: DEVELOPMENT STANDARDS

FEATURES	STANDARD
Maximum Residential Density	73.3 du/ac allowed through the application of a 35% density bonus pursuant to the State Density Bonus Law
Maximum Floor Area Ratio (FAR)	2.49 FAR. Gross square feet of residential and nonresidential uses excluding the parking garage allowed as a development concession pursuant to the State Density Bonus Law
Height – Residential and Parking Structure	5 stories, 65 feet maximum through the application of the State Density Bonus Law and subject to additional height standards for architectural projections (see below)
Architectural Features projecting above the roofline	10 feet as measured from structure roofline
Building Setbacks from Property Line	
Myrtle Avenue	Minimum zero feet; 16-foot setback on floors above the third story.

FEATURES	STANDARD
Chestnut Avenue, Walnut Avenue, and Interior Property Line	Minimum 5 feet on Chestnut Avenue and Walnut Avenue frontages. Minimum zero feet on interior property lines.
Balconies, stairs, awnings, cornices, eaves, roof overhangs, towers, and frontages	May encroach into a setback provided that no intrusion onto the minimum required walkway or sidewalk widths. See 3.6.2 (Setbacks).

3.7.1 GENERAL STANDARDS

COMMERCIAL

Parking spaces must be set aside for permitted commercial uses either on adjacent on-street parking space or within the parking garage.

PAVING STANDARDS

All parking and associated driveways shall be entirely paved per City standards and requirements. Vehicular driveway entries with street frontage shall have decorative pavers.

ELECTRIC VEHICLES

The project shall comply with CALGreen Code minimum requirements for provision of parking spaces exclusively for electric vehicles.

SIGNS

Stalls reserved for guests, ADA, loading, and electric vehicles shall be clearly signed and marked. The parking structure signage shall be included and coordinated with project-wide sign program.

BICYCLE PARKING AND FACILITIES

Bicycle parking and facilities will be provided in accordance with the Bicycle Master Plan, Table 2-3 of

Section 2.2.3 parking Plan, and the latest CALGreen Code.

LOADING

The driveway adjacent to the commercial space contains the commercial loading space, and the alley contains the residential loading for move-ins/move-outs. Loading spaces are allowed within the parking structure, and a postal space loading area is allowed on Myrtle Avenue.

TABLE 3-3: PARKING MINIMUMS

CATEGORY	MINIMUM REQUIREMENTS
Specific Plan area	286-space above-ground parking garage and 14 on-street parking spaces. 11 accessible stalls within the garage and 1 accessible stall on Chestnut Avenue.
Multi-family residential	265 spaces (1.72 spaces per unit)
Public Parking: Commercial uses and guests of residents	21 spaces. Per MMC Chapter 17.24 (Parking) requirements apply for allowed commercial uses.
Loading space	Residential – One standard loading space Commercial – One standard loading space

3.8 Private and Common Open Spaces

Table 2-4 Open Space Plan identifies the minimum provisions for private and common open space.

3.8.1 GENERAL STANDARDS

Private open spaces shall be provided for each unit.

Private open spaces of different types such as enclosed yards, porches, decks, balconies, verandas, and patios are permitted.

Common open spaces shall be provided with the appropriate type of seating areas, furniture, and other amenities to ensure its function as an area for gathering and recreation.

3.8.2 MINIMUM DIMENSIONS

Private open spaces shall be provided for each unit and shall have a minimum depth of five feet.

Common open spaces shall have the minimum dimensions provided on the approved project site plan.

3.9 Walls and Fences

Walls and fences help secure the development site, delineate boundaries between private and public areas, and through design treatments, enhance the aesthetic and appeal of the development. Walls and fences inclusive of controlled access barriers, gates, equipment screening, and trash enclosures shall not exceed eight feet in height, and shall not be located within public rights-of-way or sidewalk areas without permission from the Public Works Department. Walls and fences shall observe other standards required by MMC Section 17.16.030 (Fences, Hedges, and Walls). Eight-foot tall walls and fences are allowed if located interior to the site.

The Development Review Committee shall be the review authority for the walls and fencing plan. Design of walls and fences shall have the following characteristics:

- Integrated with the building design using similar, or complementary colors and material suitable for a gateway location
- Observe relevant Crime Prevention Through Environmental Design (CPTED) principles
- Fencing between public and private areas along Myrtle Avenue, Walnut Avenue, and Chestnut Avenue shall consist of decorative wrought iron.
- Use of landscape buffers in lieu of walls and fences are encouraged.

PUBLIC/PRIVATE GATES

Gated access will secure portions of the site where direct pedestrian connections to adjacent streets are provided and secure the parking garage entrance. Perimeter walls and fencing will serve as a boundary between the site and adjacent properties.

OUTDOOR AREAS

On the ground floor of Avalon Monrovia, the commercial space will be permitted to have outdoor dining. Low-profile and decorative enclosures are allowed to delineate active outdoor areas and define a clear path for pedestrians. Outdoor dining on or adjacent to public sidewalks shall require approval pursuant to MMC Section 17.44.115 (Outdoor Dining).

3.10 Landscape Standards and Guidelines

Landscaping shall be provided in substantial conformance with the landscape plan contained in the project application submittal. Section 2.3 Landscape and Open Space Plan provides an overview of the project's contributions to Monrovia's landscape. The purpose of landscaping standards and guidelines is to provide landscaping that enhances the aesthetic quality of the development, creates shade for pedestrians, utilizes drought-tolerant plant materials that are sustainable and beneficial, and contributes positively to the appearance of the Avalon Monrovia development and the City. Adjacent parkway landscape shall be maintained by the property owner.

A landscape documentation package pursuant to the requirements MMC Section 17.20.030 (Water Efficient Landscape Ordinance Adopted by Reference) shall be submitted to the Planning Division for approval prior to landscape construction. All installation and documentation shall be performed as required by the Code. Landscape maintenance shall be performed as required by applicable Title 8 (Health and Safety) of the MMC.

3.10.1 LANDSCAPING PRINCIPLES AND GOALS

Landscape design quality should be measured for its qualities that communicate an outstanding attention to fine landscape architecture. The master landscape concept for Avalon Monrovia Specific Plan shall respond to the following goals and objectives:

- Make sidewalks, walkways, and all pedestrian areas convenient, attractive, comfortable, and safe.
- Accommodate multimodal transportation modes throughout the Specific Plan area, including walking, bicycling, and use of public transit.
- Present visibly well-crafted structure and ordered layer capable of defining an area and the surrounding structures.
- Delineate a pleasant “living room” for residents and visitors.

The landscape plan shall incorporate organic plantings and focused arrangement that express volume through layering. It should integrate navigable hardscapes that enable residents or visitors to perceive the landscape’s quality at various perspectives.

3.10.2 LANDSCAPING PRINCIPLES AND GOALS SCREENING AND BUFFERING

In addition to architectural treatments, landscaping material should be used to screen refuse collection area, equipment, Fire Department connections, and loading areas visible from the public street or pedestrian areas.

Development should include appropriate landscaping to maximize privacy between residences, and should include appropriate planting to screen or soften any undesirable light pollution or views from off site.

Design should take into consideration the future impact the new plantings may have in obscuring safe sight distance for motorists, cyclists, and pedestrians.

3.10.3 SUSTAINABLE LANDSCAPE DESIGN PRACTICES

To the extent consistent with other design considerations, landscape design should minimize resource consumption.

Hardscape materials shall be used which are long lived and use minimal energy in their manufacture and/or transport to the site, have high recycled content, and have minimal non-renewable material content. Passive methods of cooling, such as siting trees to provide shade for the south-facing building elevation, shall be used.

DROUGHT-TOLERANT LANDSCAPING

Drought-tolerant landscaping is encouraged. Plant selection should be based on site characteristics such as exposure, light intensity, soil analysis, site drainage, and irrigation. Proper plant selection based on site characteristics should enhance the plants’ likelihood of becoming established in the site and reduce potential incidences of low vigor, excessive maintenance, disease, or death.

3.10.4 IRRIGATION SYSTEMS

Irrigation practices shall include the use of water-efficient equipment that complies with applicable City codes. The irrigation system shall be designed to meet the following criteria:

- To ensure water efficiency, appropriate landscaping should be irrigated through a drip, bubbler, or high-efficiency sprinkler system.
- The system shall conform to the regulations for the construction of irrigation water systems within the City of Monrovia.
- Within the landscaped areas, an approved weather-based irrigation system is encouraged.
- Design, installation, and equipment shall conform to industry standards. All constant pressure reclaimed and/or potable water mainline piping installed shall be identified in accordance with the City of Monrovia regulations.
- Irrigation systems shall be controlled with automatic irrigation controllers and be installed to maximize ease of operation and maintenance.
- Systems should be installed in a manner that minimizes opportunities for vandalism. All controllers, pumps, and associated equipment shall be screened

from view with planting and/or landscape walls.

- All landscape planting areas are to be adequately irrigated.
- Irrigation systems shall be programmed to operate generally between the hours of 9:00 P.M and 6:00 A.M., unless otherwise directed by the City Engineer.
- Sprinkler heads shall be located to avoid over spray on to sidewalks, roadways, buildings, etc.

3.10.5 STREETSCAPE

The streetscape is composed of pedestrian-oriented elements such as seating areas, lighting, and planters located along the frontages which are compatible with similar elements found in Old Town Monrovia, with examples provided in Figure 2-1: Street Furniture and Outdoor Area. Figure 2-2: Landscape Concept Plan and Figure 2-3: Plant Palette illustrates the streetscape concept with the objectives of enhancing the more commercial character of the Myrtle Avenue frontage and the urban residential edge of Walnut Avenue and Chestnut Avenue frontages. Plantings are to comply with the MMC Water Landscape Ordinance. Chapter 3: Use Regulations and Development Standards specifies landscaping standards and guidelines. Landscaping proposed on public rights-of-way is subject to review and approval by the Public Works and Planning Divisions.

SOUTH MYRTLE AVENUE

The streetscape along South Myrtle Avenue will establish Avalon Monrovia’s presence as a gateway to Old Town Monrovia. The layout of the street trees continues from the existing portions of Old Town while providing a consistent evergreen foreground to the building’s architecture. Planter pots will also be used to promote pedestrian-scale landscaping, while California perennials and groundcovers will be used to enhance the streetscape experience.

- *Cupaniopsis anacardioides* (Carrot Wood) – 36” box
- *Cinnamomum camphora* (Camphor Tree) – 36” box
- *Platanus racemosa* (Sycamore Tree) – 36” box
- *Magnolia grandiflora* (Magnolia Tree)– 36” box

CHESTNUT AND WALNUT AVENUES

The streetscape on Chestnut and Walnut Avenues continue the streetscape character of South Myrtle Avenue through the use of similar primary trees and layout of street trees. A diverse menu of accent and perimeter trees will create an attractive layered effect and to provide privacy for the street-level units.

- *Cupaniopsis anacardioides* (Carrot Wood) –36” box
- *Cinnamomum camphora* (Camphor Tree) – 36” box
- *Platanus racemosa* (Sycamore Tree) – 36” box
- *Magnolia grandiflora* (Magnolia Tree) – 36” box

Small Accent Perimeter Tree

- *Eriobotrya dellexa* (Coppertone) – Mix of 24” and 36” box
- *Lagerstroemia* (Crepe Myrtle) – Mix of 24” and 36” box
- *Laurus nobilis* (Bay Laurel) – Mix of 24” and 36” box

Vertical Accent Perimeter Tree

- *Cupressus sempervirens* (Cypress Tree) – Mix of 24” and 36” box
- *Strelitzia nicolai* (Giant Bird of Paradise) – Mix of 24” and 36” box

Large Perimeter Screen Tree

- *Lophostemon confertus* (Tristania) – Mix of 24” and 36” box
- *Pinus eldarica* (Afghan Pine) – Mix of 24” and 36” box
- *Podcarpus gracillior* (Fern Podocarpus) – Mix of 24” and 36” box

3.11 Lighting

Lighting shall be an integral part of the design theme. Proper lighting design shall be used to have a positive effect on the appearance of the building and the perception of users, and to promote a safe and enjoyable nighttime pedestrian environment. The lighting plan shall accommodate the varied nature of operations and uses on the site.

3.11.1 LIGHTING STANDARDS

A lighting plan shall be submitted for the Planning Division's review and approval, and shall demonstrate that:

- Lighting levels are sufficient to provide for pedestrian safety and security, and the security of parked vehicles, but not in any manner that adversely impacts adjacent properties and roadways.
- Lighting is provided in all parking, vehicular, and pedestrian circulation, loading, and storage areas.
- Lighting is located to assure adequate light levels and create an even level of illumination.
- Exterior lighting is architecturally integrated with the building style, materials, finishes, and colors.

3.11.2 ILLUMINATED AREAS

Lighting, at a minimum, shall be provided in the following areas:

RESIDENTIAL AREAS.

All exterior residential lighting shall be designed to be decorative and unobtrusive. Lighting shall be designed to avoid glare into neighboring homes, public spaces, and the night sky. Illumination of common open spaces shall be low profile.

AREA LIGHTING FOR PEDESTRIAN WALKWAYS AND OPEN SPACES

Lighting shall be directed to provide for safety without allowing stray light to intrude into windows of nearby residences or to create glare problems for nearby roadway traffic.

"HIDDEN SOURCE" LIGHTING.

For certain prominent architectural features, hidden source lighting can be used to create dramatic effects, illuminating towers or other unique architectural features. Such lighting can be concealed in soffits, behind ledges or parapets, or set into landscape areas with the light directed at the element to be highlighted. Use of low, bollard-type lighting and/or landscape accent lighting is encouraged, especially in pedestrian areas.

3.12 Mechanical Equipment

All aboveground mechanical equipment—including but not limited to aboveground utility boxes, telephone boxes, water lines, back-flow preventers, and cable boxes—shall be completely screened behind a permanent structure or appropriate landscape screen to the City's satisfaction. No such equipment shall be located within required public or private open space areas.

- Air conditioners, heating, cooling, and ventilating equipment, and all other mechanical, lighting, and electrical devices shall be screened from view and noise from adjacent properties.
- Roof-mounted equipment shall not be visible from the adjacent public right-of-way. As necessary, screening shall be provided by a parapet wall or similar architectural feature.
- Transformers shall be installed underground or in areas where they will be screened from the public right-of-way.

The Development Review Committee has the administrative authority to permit mechanical equipment to be located above ground anywhere within the project site and to require any safety precautions and or requirements of utility providers

3.13 Trash Enclosures and Receptacles

Section 2.7.3 (Solid Waste) describes the trash staging areas and trash hauling scheme of the development. Enclosures shall be required for trash receptacles and recycling bins. All other enclosures shall be located within the parking structure or otherwise interior to the development. Enclosures visible from the public right-of-way shall be screened by landscaping or designed to be integrated into the surrounding architecture. Areas for trash enclosures shall be adequate in capacity, number, and distribution to serve the development project, in accordance with an approved trash management plan.

3.14 Sign Standards

COMPREHENSIVE SIGN PROGRAM

Prior to the approval of any exterior sign or signs, a comprehensive sign program shall be submitted for approval by the Development Review Committee. The sign program may include plans for the development of additional sign standards of different aspects and locations in the site. The design, location, illumination levels, and size of signs shall consider the signage needs appropriate for a vertical mixed-use development adjacent to Old Town Monrovia.

3.15 Underground Utilities

All utility connections for new construction shall be placed underground, but utility connections to structures that lawfully pre-exist at the time of the adoption of this Specific Plan may be maintained when it can be demonstrated that the undergrounding of such utilities is not reasonably feasible, as determined by the Public Services Director.

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4

IMPLEMENTATION PLAN

4.1 Phasing

The Avalon Monrovia Specific Plan will be developed in one phase. The Specific Plan establishes the framework for the orderly build-out of the mixed-use development to produce 154 residential units and 3,440 square feet of ground-floor commercial space. Infrastructure and public facilities will be provided at the time of construction.

4.2 Financing

Development of the property and all associated improvements will be privately financed by the applicant/project developer.

4.3 General Provisions

4.3.1 APPLICABILITY

The Specific Plan supersedes otherwise applicable City of Monrovia development standards and regulations unless stated otherwise in this Plan. Whenever the provisions and development standards contained in this Specific Plan conflict with those contained in the MMC, the provisions of the Specific Plan shall take precedence. Where the Specific Plan is silent, the MMC shall apply.

4.3.2 INTERPRETATION

All interpretation of the provisions of this Specific Plan shall be made by the Director of Community Development, unless stated otherwise in this document. The Director may refer interpretations to the Development Review Committee, and the Development Review Committee may refer interpretations to the Planning Commission.

4.3.3 DEVELOPMENT REVIEW

Upon the applicant's acceptance of the adopted project conditions of approval, the property owner or designee shall be permitted to file applications for demolition, building, and other construction development plan permits.

DEVELOPMENT REVIEW COMMITTEE

The Development Review Committee shall be responsible for providing technical review of development proposals for the following:

- Compliance and consistency with City policies and regulations, adopted mitigation measures, and conditions of approval that require multi-departmental review
- Administration of the Specific Plan, including any portion of the Plan that require its review authority

- Making advisory recommendations to the Planning Commission and City Council

4.3.4 COMMUNITY FACILITIES DISTRICT

The Mello-Roos Community Facilities Act of 1982 authorized the creation of Community Facilities District (CFD) to fund needed community facilities and services through the levy of special taxes approved by property owners in an established CFD. The City, property owners, and applicant are allowed to consider and implement a CFD pursuant to MMC Chapters 3.21 and 15.44. If adopted, the CFD relieves the applicant/developer from compliance with the City's Art in Public Places ordinance.

4.3.5 APPEALS

Appeals shall be processed in accordance with the applicable provisions of the MMC, and an appeal fee may apply. Actions taken on appeal requests by their respective review authorities are final.

4.4 Administration

4.4.1 SEVERABILITY

If any provision or portions of any provisions of this Specific Plan or its application to any person or circumstance are held to be invalid, the remainder of this Specific Plan and the application of those provisions to other persons or circumstances shall not be affected.

4.4.2 ENFORCEMENT

Any violation of this Specific Plan is also considered to be a violation of the City of Monrovia Zoning Code and is subject to the enforcement provisions contained in Title 17.

4.4.3 APPLICATION PROCEDURES

All applications for permits on the property shall require a letter of authorization from the property owner or designee prior to City's review and approval. Permits that require public hearing notifications that include the site shall include notifications addressed to each of the development's residential occupant. The property owner is responsible for providing such application information in a format acceptable to the City.

4.4.4 SPECIFIC PLAN AMENDMENTS

Amendments to the Specific Plan may be requested by the applicant or by the City at any time pursuant to Section 65453(a) of the California Government Code and MMC Section 17.54.080 (Implementation and Amendments). Amendments shall be processed pursuant to the provisions of the MMC.

Approval of this Specific Plan by the City Council is considered acceptance of the general framework and specific development standards contained within the Avalon Monrovia Specific Plan. Amendments to Specific Plan text that decrease residential density, structure volume and dimensions, introduce new uses not defined herein, or relocate improvements and structures shall not be initiated without consent of the property owner or designee.

As determined by the Director of Community Development, any substantive changes will require a Specific Plan Amendment. Substantive changes include but are not limited to:

- Any increase in the residential density
- Any changes to the boundaries of the Specific Plan
- Decrease in the number of deed-restricted very-low-income affordable housing units
- Adjustments to the parking plan that decrease approved number of spaces or reduce the number of required parking spaces of a proposed use by more than 15%

Any proposed Specific Plan amendment shall reflect the comprehensive analysis that has been undertaken in this Specific Plan's adoption and may require additional environmental review. As a condition of consideration for any Specific Plan amendment, it shall be the applicant's responsibility to:

- Demonstrate the proposed amendments will meet the goals and objectives of Avalon Monrovia Specific Plan and the General Plan;
- Update any technical studies and/or provide additional environmental studies as determined by the Director of Community Development and incorporate

all mitigation measures into the project design; and

- Provide revised Specific Plan text and maps (where relevant) that reflect the amendment requested.

4.4.5 AFFORDABLE HOUSING AGREEMENT AND CONDITIONS

The City and the applicant/project sponsor shall enter into an Affordable Housing Agreement approved as to form by the City Manager to administer the provisions of affordable housing and related density bonus, incentives, and other concessions. The agreement shall stipulate that the income-restricted units shall remain available to very-low-income households for a period of at least 55 years from the date of first occupancy.

Developments under the jurisdiction of the Specific Plan may continue to request concessions, incentives, and bonuses from the baseline land use regulations established in the Monrovia General Plan and Title 17 (Zoning) of the MMC pursuant to the approval of a Specific Plan Amendment or amendment to the Affordable Housing Agreement.

The Specific Plan allows the City to impose conditions of approval or enter into agreements that include more restrictive standards than outlined in the Specific Plan, provided that such standards are consistent with the State Density Bonus Law and Specific Plan objectives.

4.4.6 AUTHORITY TO APPROVE MINOR MODIFICATIONS

The Development Review Committee may approve minor modifications to the standards in this Specific Plan without a Specific Plan Amendment. Minor modifications pursuant to the provisions of MMC Section 17.52.110 shall include:

- Changes to the approved Site Plan regarding location of residential amenities, ancillary uses, common and private open spaces, landscaping, walls, fences, and gates
- Modifications, and approval of additional development concession and incentives provided that the number of deed-restricted very-low-income affordable housing units is not reduced

- Changes in building materials, colors, and related architectural treatments
- Changes to the interior layout of the parking structure, residential floor plans, and residential unit floor plans
- Changes in the unit mix and floor plan sizes, provided all parking requirements are achieved at a minimum ratio of 1.86 parking spaces per unit, residential density is not exceeded consistent with the Affordable Housing Agreement, and required bicycle parking is provided
- Changes to non-discretionary entitlements approved per the requirements of this Specific Plan
- New construction that expands the floor area of the commercial area, provided that all parking needs are addressed
- Any other modification determined by the Community Development Director deemed to be minor in that it would not materially change the project approved by the City Council

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5

GENERAL PLAN CONSISTENCY

California Government Code (Title 7, Division 1, Chapter 3, Article 8, Section 65440-65457) permits adoption and administration of Specific Plans as an implementation tool for elements contained in the local general plan. Specific plans must demonstrate consistency in regulations, guidelines, and programs with the goals and polices set forth in the general plan. The Avalon Monrovia Specific Plan has been prepared in conformance with the goals and policies of the City of Monrovia General Plan.

This chapter identifies how the Avalon Monrovia Specific Plan complies with the General Plan. Approval of the Specific Plan is based on the findings that this project furthers the goals and policies of the General Plan.

5.1 Land Use Element

The Avalon Monrovia Specific Plan plans for the orderly development of a mixed-use development composed of 154 dwelling units and 3,440 square feet of ground-floor commercial space on the southern gateway to Old Town Monrovia. The Plan provides vehicle and bicycle parking for residents and commercial tenants consistent with City requirements. Included on-site amenities—private and common open spaces, recreational areas, and public open space—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. Section 1.9 describes the development’s compliance with specific land use standards.

The Specific Plan implements the following Land Use Element goals and policies.

GOAL 1: PROVIDE FOR A MIX OF LAND USES (RESIDENTIAL, COMMERCIAL, INDUSTRIAL) WHICH PROVIDES A BALANCED COMMUNITY.

- Policy 1.3: Establish maximum development intensities (i.e., dwelling unit densities for residential uses and floor area ratios for non-residential uses) for each land use category.
- Policy 1.4: Encourage the location of new high-density residential development in close proximity (i.e., within walking distance) of the downtown, other major retail commercial areas, and/or transit facilities.
- Policy 1.5: Allow the development of mixed use projects consisting of residential, retail, and office uses along existing and future transit corridors such as Myrtle Avenue and the Station Square Planning Area.
- Policy 1.6: Promote a variety of housing types ranging in size, density, and price.
- Policy 1.8: Develop higher density residential areas in close proximity to employment centers.
- Policy 1.9: Provide for the development of a mix and balance of housing opportunities, commercial goods and services, and employment opportunities to support the City’s business community and to satisfy

the demands of the City’s resident population.

- Policy 1.11: Develop residential areas with densities and housing types related to existing and proposed public facilities and services.

GOAL 2: PROVIDE ADEQUATE INFRASTRUCTURE FOR ALL DEVELOPMENT.

- Policy 2.1: Ensure that land use intensities are consistent with the capacities of existing and planned infrastructure and public services.
- Policy 2.3: Require that new development pay its pro rata share of the costs of services required to support that development.
- Policy 2.4: Explore the feasibility of providing land or in lieu fees for park or recreational facilities.

GOAL 3: PRESERVE THE INTEGRITY OF RESIDENTIAL NEIGHBORHOODS.

- Policy 3.1: Ensure adequate on-site parking for all residential developments.

GOAL 4: PROMOTE LAND USE PATTERNS AND DEVELOPMENT WHICH CONTRIBUTE TO COMMUNITY AND NEIGHBORHOOD IDENTITY.

- Policy 4.1: Require new developments in established neighborhoods to consider the established architectural styles, development patterns, building materials, and scale of buildings within the vicinity of the proposed project.
- Policy 4.2: Require all new development to consider existing uses in terms of neighborhood disruption, buffering, architectural styles, building materials, development patterns, and scale of buildings within the vicinity of the proposed project.

GOAL 5: ENCOURAGE NEW DEVELOPMENT THAT IS COMPATIBLE WITH AND COMPLEMENTS EXISTING LAND USES.

- Policy 5.1: Consider the impacts of new development on infrastructure.

GOAL 8: PROMOTE EXPANSION OF THE CITY'S ECONOMIC BASE.

- Policy 8.5: Provide a mix of housing, commercial, and industrial uses to encourage jobs/housing balance.

GOAL 9: PRESERVE THE CHARACTER OF EXISTING NEIGHBORHOODS AND HISTORIC RESIDENCES.

- Policy 9.4: Continue to refine, as needed, design guidelines for new multiple-family residential development in order to promote consistency and compatibility with the City's older development.

GOAL 10: ENSURE THAT NEW DEVELOPMENT IS SENSITIVE TO THE CITY'S NATURAL AND OPEN SPACE RESOURCES AND CONSTRAINTS.

- Policy 10.6: Encourage the conservation of water and energy resources in order to reduce the need for expansion of water reservoirs and distribution facilities, as well as energy generating plants and distribution facilities.
- Policy 10.9: Require water efficient landscaping in regard to plant selection and irrigation.

GOAL 14: MAXIMIZE PUBLIC PARTICIPATION IN THE PLANNING AND DEVELOPMENT REVIEW PROCESS.

- Policy 14.1: Utilize existing neighborhood groups such as homeowner associations and neighborhood watch, and organizations such as the Chamber of Commerce and the Downtown Merchants to disseminate information about planning and development proposals.

GOAL 15: ENSURE CONSISTENCY WITH GOALS AND POLICIES OF OTHER ELEMENTS OF THE GENERAL PLAN.

- Policy 15.1: Ensure sufficient residential development potential in the City to accommodate future housing needs.
- Policy 15.2: Coordinate the planning of future residential and employment corridors and/or centers with transportation and transit facilities.
- Policy 15.3: Development shall provide adequate open

space, parks and recreational facilities in accordance with the City's Open Space Element.

- Policy 15.4: Provide for adequate infrastructure such as sewer, street, and water capacity in accordance with the City's Conservation Element.

5.2 Circulation Element

The Specific Plan allows a mixed-use residential and commercial development that implements the City's pedestrian, bicycle, and vehicle parking urban design and transportation objectives. Circulation improvements include sidewalks, and bicycle parking. Therefore, the Specific Plan is consistent with the following Circulation Element goals and policies:

GOAL 1: MINIMIZE TRAFFIC CONGESTION ON ARTERIAL AND COLLECTOR STREETS DURING PEAK HOURS IN ORDER TO ENSURE A SAFE AND EFFICIENT MOVEMENT OF PEOPLE AND GOODS WITHIN THE CITY.

- The Specific Plan supports Policies 1.9 to 1.11 since a traffic study has been prepared consistent with the City's guidelines to determine the project's impact to surrounding streets. No impacts were identified.

GOAL 4: 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.

- Policy 4.1: Comply with the requirements of Americans with Disabilities Act (ADA) to ensure accessibility of elderly and disabled persons to public transportation. Continue to support Access Services, which provides ADA-compliant paratransit services (dial-a-ride service) in the City.

GOAL 6: PROTECT AND ENCOURAGE NON-MOTORIZED TRANSPORTATION SUCH AS BICYCLE AND PEDESTRIAN TRAVEL.

- Policies 6.1 through 6.10 supporting Goal 6 are addressed by providing for pedestrian-oriented, ADA-

accessible development with bike facilities adjacent to pedestrianized areas such as Old Town Monrovia.

GOAL 8: PROVIDE AN ADEQUATE SUPPLY OF CONVENIENT PARKING FOR ALL DEVELOPMENTS IN THE CITY, IN A MANNER CONSISTENT WITH THE GOALS OF MANAGING TRANSPORTATION DEMAND AND PROVIDING EFFICIENT ARTERIAL TRAFFIC FLOWS.

- Policy 8.2: Require all new developments to provide off-street parking in compliance with the City’s Zoning Code and the requirements of the ADA.
- Policy 8.4: Consider the development of parking facilities through such methods as alley vacation and lot consolidation.

5.3 Housing Element

The project is located within the Old Town Extension District, designated in the Housing Element as “Residential Growth Area,” with a realistic capacity to accommodate 761 residential units available from low- to very-low-income households. The Avalon Monrovia Specific Plan’s addition of 154 multi-family units implements the Housing Element requirements and objectives.

Thirteen of the dwelling units are set aside as very-low-income housing that will be deed restricted to be available for 55 or more years to very-low-income-qualified households consistent with State Density Bonus Law.

The Specific Plan is consistent with the following Housing Element goals and policies:

GOAL 2: PROVIDE ADEQUATE HOUSING SITE TO FACILITATE THE PROVISION OF A RANGE OF HOUSING TYPES TO MEET COMMUNITY NEEDS.

- Policy 2.2 is addressed by providing for mixed-use and high-density residential use within the Old Town Extension area.

GOAL 4: REDUCE GOVERNMENTAL CONSTRAINTS ON THE MAINTENANCE, IMPROVEMENT AND DEVELOPMENT OF HOUSING WHILE MAINTAINING COMMUNITY CHARACTER.

- Policy 4.1 is addressed in that the Specific Plan supports the use of density bonuses and other incentives to offset the costs of affordable housing while ensuring that potential impacts are addressed.

5.4 Open Space Element

The Specific Plan increases the availability of usable open spaces, with new private open spaces adjacent to Old Town Monrovia. Through improved streetscapes and active pedestrian spaces, new settings for recreational space are provided by the Avalon Monrovia development. Therefore, the Specific Plan is consistent with the following objective of the Open Space Element:

GOAL 1: EXPAND THE PHYSICAL AND SOCIAL CONNECTIONS LINKING THE CITY TOGETHER AND BRIDGING TO ITS NEIGHBORS

- Policy 1.2: Develop a network of shared-use recreational, pedestrian and bicycle trails to enable connections within parks and between parks, neighborhoods, public amenities and regional trail corridors, to include washes
- Policy 1.5: Support the implementation of alternative transportation choices.

GOAL 4: MONROVIA’S PARKS, RECREATION FACILITIES AND COMMUNITY PROGRAMMING BRING RESIDENTS TOGETHER, ENCOURAGE AND AMPLIFY HEALTHY LIFESTYLES, AND FOSTER COMMUNITY PRIDE, IDENTITY AND LIVABILITY.

- Policy 4.3: Identify opportunities to create public gathering spaces that enable residents of all ages to connect with each other.
- Policy 4.5: Reflect the City’s identity by incorporating art, history, and culture into the park and recreation system.

5.5 Noise Element

The Specific Plan permits a mixed-use development composed of residential and commercial uses adjacent to an urbanized area. The development will incorporate building code requirements to attenuate interior noise, and compliance with the City's noise ordinance (Chapter 9.44 of the MMC) will be required. Therefore, the Specific Plan is consistent with the following programs in the Noise Element:

PROGRAM NO. 1:

The City will continue to implement and enforce the City of Monrovia's noise ordinance for the control of unnecessary and unwanted noises. The ordinance should be enforced by the Building and Planning Department and the Police Department. The noise ordinance enforcement program should be provided with the necessary funding and expertise to ensure its effective enforcement.

PROGRAM NO. 2:

The City will extend the California Building Code (California Code of Regulations, Title 24, Part 2, Appendix Chapter 12) requirements for noise mitigation in the design and construction of new multi-family residential developments, hotels, motels, dormitories, and apartment houses to include all types of residential developments.

The regulations state that: "Interior noise levels attributable to exterior sources shall not exceed 45 dB in any habitable room. The noise metric shall be either Ldn or CNEL, consistent with the noise element of the general plan."

Additionally, an acoustical design analysis shall be required of any planned residential building or structure which is to be located where the exterior CNEL or Ldn exceed 60 dB. The residential design should be such that the interior living spaces are exposed to an Ldn or CNEL of no more than 45 dB. This may be accomplished by implementing a combination of the following:

1. A reduction of the exterior noise to which the dwelling is exposed.
2. Installing sound rated windows suitable for the

noise reduction required.

3. Configuring and insulating exterior walls and roofing systems to reduce the interior noise to acceptable levels.
4. Locating (or eliminating) vents, mail slots, etc., to minimize sound propagation into the home.
5. Installing forced air ventilation as needed to provide a habitable living space if the interior Ldn or CNEL level is to be met with all or some windows closed.



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ACKNOWLEDGMENTS

This chapter identifies the consultant team that contributed to the preparation of the Specific Plan.

SPECIFIC PLAN AND CEQA DOCUMENT

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