

FINAL
ADOPTED JANUARY 2020



127 POMONA
specific plan

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acknowledgments

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1 ADMINISTRATION AND IMPLEMENTATION

1.1 Contents

This specific plan conforms with Sections 65450–65457 of the Government Code and Monrovia Municipal Code (MMC) Chapter 17.54. The contents contain tailored zoning regulations for a mixed-use, transit-oriented development project in the Station Square Transit Village planning area.

CHAPTER	CONTENT
1. Administration and Implementation	This chapter addresses the administration and implementation of development regulations for the 127 Pomona Avenue project.
2. Development Plan	This chapter establishes the development and land use regulations.
3. General Plan Consistency	This chapter examines the specific plan's consistency with the Monrovia General Plan and implementation of its goals and policies.

1.2 Purpose

This specific plan establishes the land use and development regulations for the project described in Section 1.4. The project's objectives are aligned with the City's objectives for the Station Square Transit Village planning area as follows:

1. Provide for a walkable, transit-oriented development within the Station Square Transit Village.
2. Reduce local contribution to greenhouse gas emissions by improving access to transit and destinations by significantly upgrading and adding to the quality, types, and convenience of access to the Gold Line station.
3. Create a walkable retail environment through the addition of attractive urban spaces and ground-floor commercial uses.
4. Provide for signature architecture that distinguishes Monrovia and building design that has lasting value.

1.3 Relationship to MMC Title 17

This specific plan implements the General Plan land use and housing policies for a portion of the Station Square Transit Village and supersedes otherwise applicable zoning regulations of Title 17 (Zoning) of the Monrovia Municipal Code (MMC). Whenever the provisions contained in this specific plan conflict with those contained in Title 17, the provisions of the specific plan shall take precedence.

1.4 The Project

The provisions of the specific plan apply to a defined area and specifically the project described in this section.

Location and Plan Boundary

The 1.83-acre project site is located in the City of Monrovia at the northeast corner of Pomona Avenue and Primrose Avenue, 400 feet north of the Gold Line Monrovia station. The site includes seven parcels and historically has been developed with light industrial buildings that will be demolished to accommodate the project. The specific plan is within the Station Square Transit Village, a planning area established in the General Plan Land Use Element and Housing Element to accommodate



Figure 1-1: Regional Location

Source: MIG, Inc.



Figure 1-2: Plan Boundary and Project Site

Source: Humphreys & Partners Architects, LP

between 1,400 to 3,600 dwelling units. Figures 1-1 and 1-2 show the project's geographic context and boundary.

Project Components

The specific plan authorizes a mixed-use, transit-oriented development that involves:

- Construction of a seven-story, approximately 83-foot-high building with mechanical equipment housing and roof parapets extending to approximately 101 feet, and two levels of subterranean parking. Approximately 347,251 square feet of floor area are provided above grade, with habitable floor areas for the residential portion totaling approximately 278,774 square feet.
- Creation of 310 residential apartments, including

13 units deed restricted for very-low-income households and 12 units deed restricted for moderate-income households.

- Provisions for 479 parking spaces, including 50 spaces for use by the general public, within a three-level parking garage that includes two levels of subterranean parking and one ground level. Parking spaces are distributed between the project's two underground levels and a portion of the ground floor. The parking garage totals approximately 194,189 square feet.
- Provisions for 10,000 square feet of ground floor commercial space facing Primrose Avenue and Pomona Avenue
- Common and private recreational areas and amenities

- Creation of 6,962 square feet of ground-floor private plazas that are publicly accessible.
- Consolidation of seven lots and dedication of property on the northwestern portion of the site to widen the street and sidewalk to create a 1.8-acre (78,411 square feet) parcel pursuant to Vesting Tentative Parcel Map (VTPM) 82520

1.5 Development Review

This section guides the timely review and processing of project entitlements and construction.

State Density Bonus Law

The project implements density bonus, incentives, and other provisions that facilitate the construction of affordable housing pursuant to the California Government Code Section 65915 et seq. (“Density Bonus Law”). Eligibility of a housing development, including mixed-use development, to the law’s provisions is established in subsections (b) type of affordable housing provided and (c) agreement securing minimum 55-year availability of affordable housing. Subsection (a)(D)(III) of Government Code Section 65915 sets the procedures and obligations of the City when reviewing the project’s application of density bonus provisions.

This specific plan incorporates the provisions of the State Density Bonus law allowing relief from certain standards of the General Plan’s Area PD-12 Development Guidelines.

The applicant has requested and been granted one incentive/concession to allow preparation of a specific plan for a mixed-use project (with residential above the ground floor) in the Western Gateway subarea on a site less than 2 acres in size; and one waiver of development standard to increase the maximum floor-area ratio (FAR) from 2.5 to 3.8.

Permits and Procedures

The specific plan incorporates the following permits and procedures of the MMC.

- Conditional Use Permit – Major (Section

17.52.130) for new construction

- Conditional Use Permit – Minor (Section 17.52.140)
- Specific Plan – Chapter 17.54 for adoption of new specific plans
- Tentative Parcel Map (Title 16 Subdivisions) for lot merger
- Zoning Text and Map Amendment (Section 17.52.110)
- Minor Modifications (Section 17.52.110 Minor Exceptions)
- Chapter 17.52 (Administration)

On Table 2-1 in Chapter 2, (P) indicates that the use is permitted and 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. (CUP) on the table indicates a conditional use permit is required subject to MMC Section 17.52.030. Encroachment permits require the approval of the Public Works Department.

Permits and procedures incorporate the provisions of the State Density Bonus law into the review of the project. State Density Bonus law permits market rate density increases, as well as development incentives/concessions and waivers of development standards for projects that provide certain levels of deed-restricted affordable housing. Specifically, in exchange for providing five percent of the project’s base density (i.e., before the density bonus) units for very-low-income households, the applicant is entitled to: (1) a 20 percent market rate density bonus above the base density, (2) one development incentive/concession, and (3) additional waivers of development standards required to physically accommodate the project.

Development rights within the Specific Plan area are regulated primarily by building envelope (e.g., maximum height and FAR). Up to 310 total units are permitted within the Specific Plan. The project’s

248 unit base density is derived by subtracting the 20 percent market rate density bonus from the 310 total units (i.e., $310 \times .20 = 62$ density bonus units) (310 total units – 62 density bonus units = 248 base density units). Five percent of 248 base density units results in 13 very-low-income units ($248 \times .05 = 12.4$ units rounded up to 13). To ensure a diverse tenant profile within the project, the Specific Plan also includes a separate requirement (unrelated to the density bonus law) to provide approximately five percent of the base density dwelling units (or 12 total units) for moderate-income households

1.6 Specific Plan Amendments

Amendments to this specific plan shall be processed pursuant to MMC Sections 17.54.050 (Application and Fee) and Sections 17.54.070 (Procedures). As determined by the Director of Community Development, any substantive changes could require an amendment. Substantive changes include but are not limited to:

- Any changes to the boundaries of the specific plan
- Decrease in the number and/or decrease in proportion of deed-restricted to very-low-income and moderate-income affordable housing units
- Changes to permitted uses, including allowing uses that are not listed in Table 2-1, or where a Determination of Use cannot be approved pursuant to the requirements Section 2.3

Minor revisions to the text, diagrams, and exhibits in this specific plan do not require further action, unless determined by the Director of Community Development.

1.7 Minor Modifications

The Development Review Committee shall have the power to grant minor exceptions to the development standards of the specific plan in those cases where such minor exceptions are warranted by practical difficulties, unnecessary hardships or results that may be inconsistent with specific plan objectives.

Minor modifications shall be processed pursuant to the provisions of MMC Section 17.52.110. The Committee shall have the power to grant the following deviations from the provisions of this specific plan:

- Changes to the approved development plans regarding location of residential amenities, ancillary uses, common and private open spaces, landscaping, walls, fences, and gates
- Modifications and/or approval of additional development concession and incentives provided that the number of deed-restricted very-low-income and moderate-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 and floor plans
- Changes in the unit mix and floor plan sizes, provided that the specific plan's vehicular and bicycle parking requirements are met, residential density is not exceeded, consistent with the Affordable Housing Agreement
- Changes to discretionary entitlements approved per the requirements of this specific plan
- Any other modification determined by the Director of Community Development deemed to be minor in that it would not materially change the project approved by the City Council

1.8 Enforcement

MMC Title 17 violations and enforcement provisions apply to any violation of this specific plan.

1.9 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.

1.10 Implementation

The specific plan describes broadly the project's implementation program, which identifies its responsibilities to comply with policies and regulations that support its infrastructure, affordable housing, construction, and sustainable development policies. The project will be developed and constructed in one phase.

1.10.1 AFFORDABLE HOUSING AGREEMENT

The City and the applicant/project sponsor shall enter into an Affordable Housing Agreement approved by the City Council 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 for very-low-income and moderate-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 MMC Title 17 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.

1.10.2 TRANSIT VILLAGE WATER IMPROVEMENTS

The City has identified two water system improvements, a booster pump and an upgrade of 980 feet of water pipe line from 8-inch to 12-inch, that are necessary to ensure adequate fire flow, head loss, and pressure to the City's water system in the Mountain Zone, which includes the project site. Pursuant to that determination, the "fair share"

contribution of the cost of improvements by the project will be apportioned to this project and other projects within the Station Square Transit Village.

1.10.3 FINANCING AND FUNDING

The project and all associated improvements will be privately financed by the applicant/project developer. The property owner/developer is subject to the requirements of MMC Title 3 (Revenue and Finance) and the Lighting and Landscaping Maintenance District.

City and Metro investments in Station Square for new infrastructure and improvements at the height of the Great Recession are beginning to wind down. The neighborhood's new parks, parking, landscaping, streetscaping, street resurfacing, and infrastructure upgrades have now attracted private development as planned. Since 2014, developments that have been approved or pending entitlements contained 1,448 units contributing to the rapid urbanization of Station Square.

This specific plan adopts State and City laws that will provide financing and funding of improvements on- or off-site, including but not limited to, assessment districts and community facility districts.

1.10.4 SUSTAINABLE DEVELOPMENT

The project is within a "transit priority area" defined by the State as an area within a 0.5-mile radius of the Gold Line Monrovia station. This area is the focus of State and regional sustainability programs on greenhouse gas reduction, housing, and equity. The City, through its Station Square Transit Village planning initiatives, stands out in the region for applying sustainable principles into all developments. The specific plan addresses renewable energy, waste reduction, and water conservation (see Section 2.8). Action items addressing urban planning, transportation, and parks are described in Chapter 2 Development Plan.

1.10.5 GREEN INFRASTRUCTURE

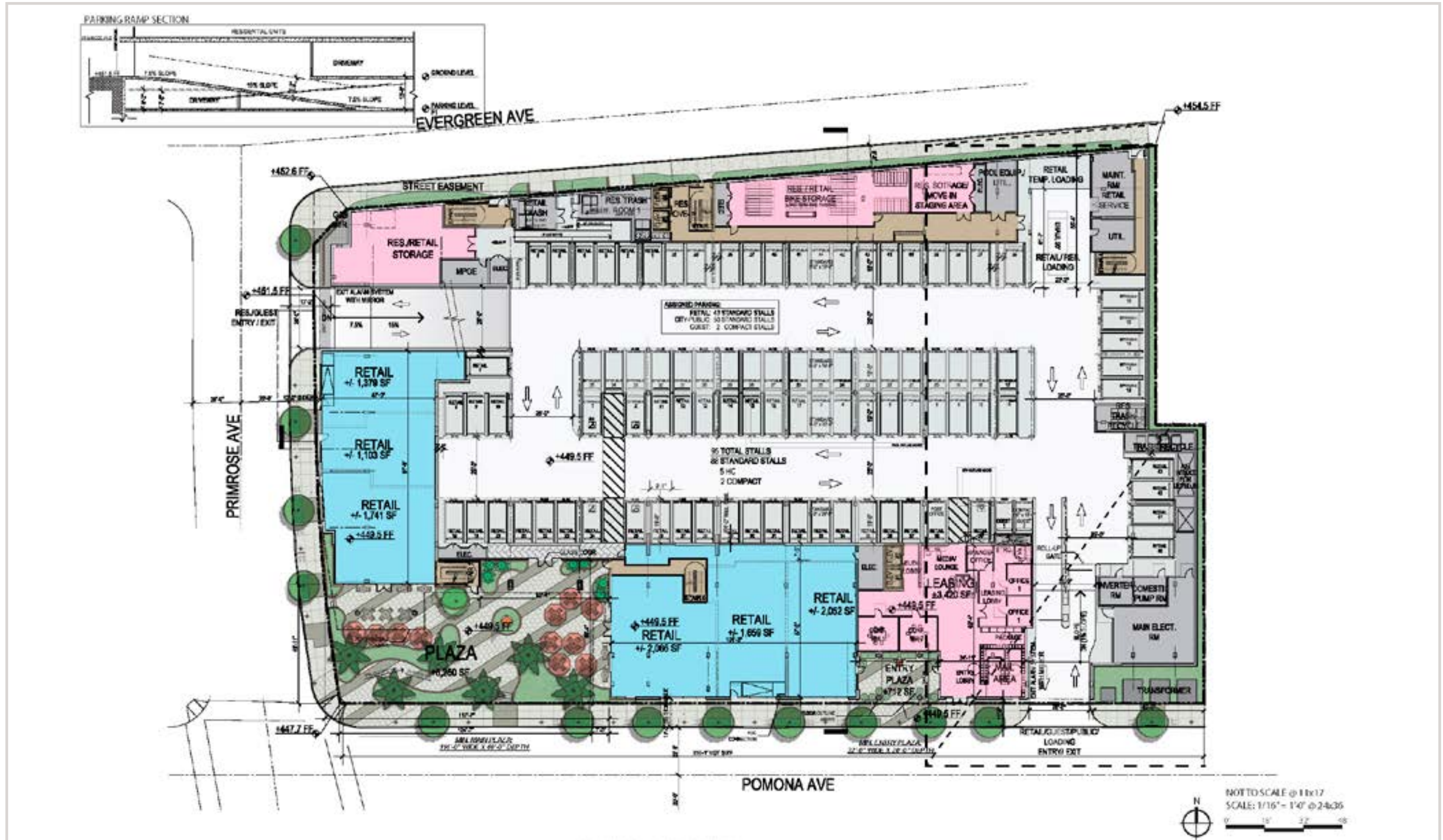
The construction of 127 Pomona Avenue mixed-use development will implement methods to

minimize impacts from new lighting sources, a recyclable collection program, construction waste management, use of low to no VOC (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. The project will be required to meet Title 24 energy requirements and to comply with the the California Building Code's (CBC) Zero Net Energy requirements in place at the time of building permit issuance. Waste management on-site, as implemented by the service provider, will include compliance with state requirements for reducing and diverting organic waste from landfills.

1.11 Parking Management

Transit-oriented districts can use a variety of parking management strategies that balance parking supply and demand. These strategies both capture and share the economic and environmental benefits of reducing the use of vehicles. The project will incorporate parking management strategies appropriate for its parking areas and transit-oriented urban environment. Review and approval of a parking management plan will be required.

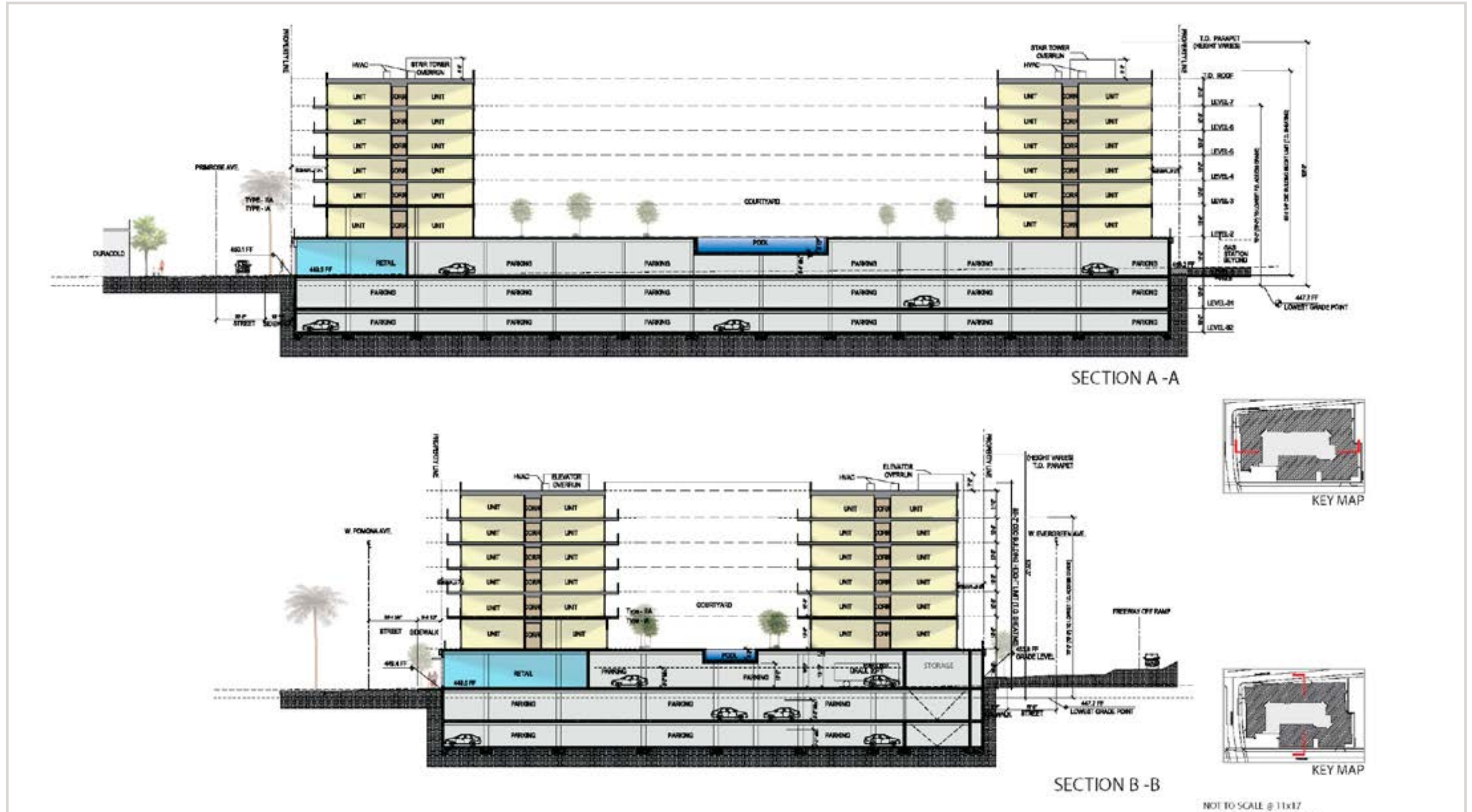
Figure 1-3: Ground Level Plan and Uses



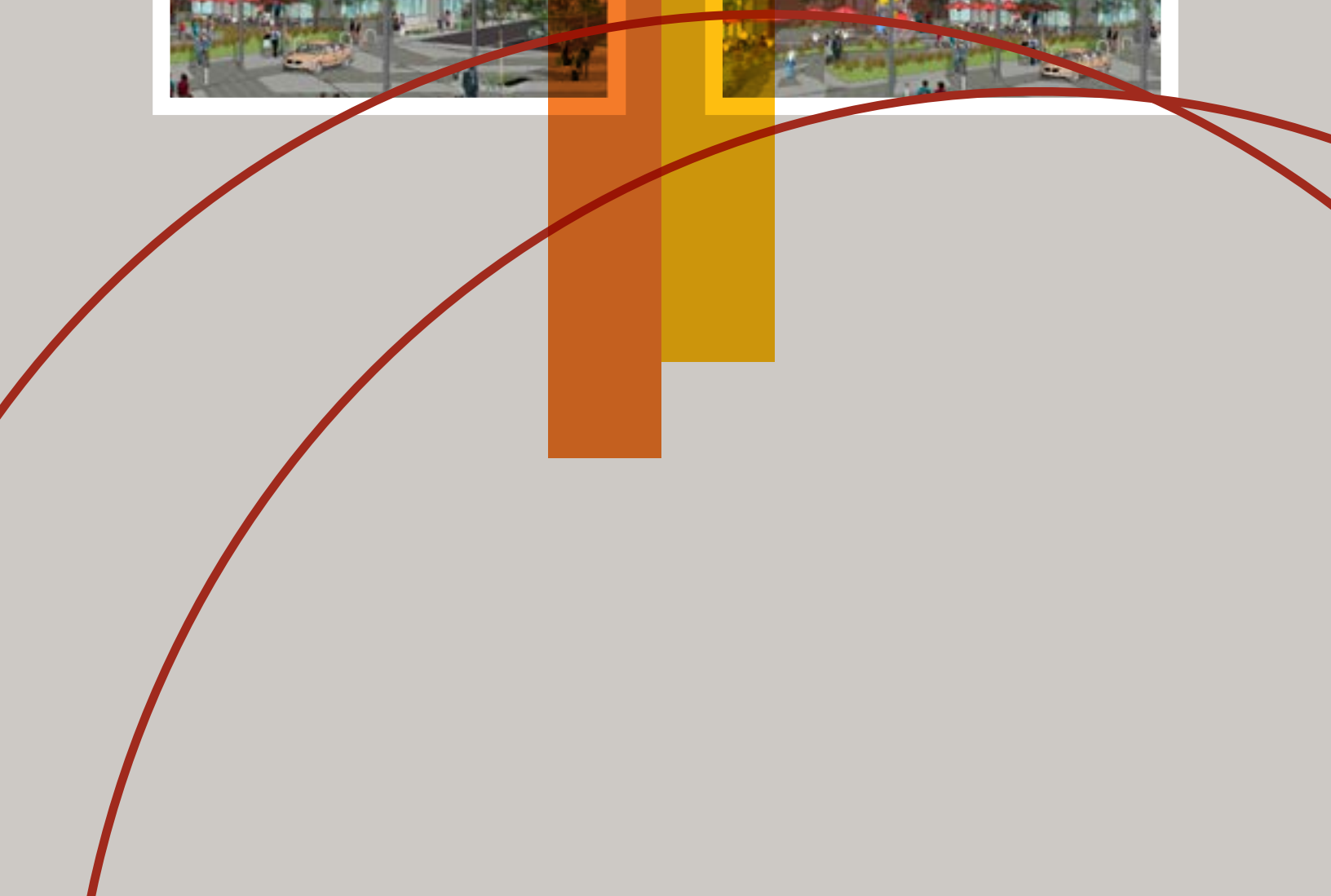
Source: Humphreys & Partners Architects, LP

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Figure 1-4: Cross-sections



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2 DEVELOPMENT PLAN

2.1 Transit-Oriented Development

Planning and design for the 127 Pomona Avenue project applies transit-supportive approaches that allow transit-oriented districts to thrive. The project is designed to complement the functions of the Gold Line station located steps away. It offers solutions to reduce the number of vehicle miles traveled and therefore reduce greenhouse gas emissions. The inviting plazas and retail spaces support the needs of Gold Line passengers and the growing Station Square neighborhood. The project upends suburban conventions by providing parking areas that are intermodal hubs for residents, commuters, customers, and cyclists.

The project brings people and destinations closer together. More residents are closer to schools, jobs, and to regional destinations. Ongoing Metro improvements will allow a one-seat ride from Monrovia to Long Beach. The signature design creates light-filled urban plazas, and corner stores welcoming locals and travelers alike.

2.2 Mixed-Use Plan

The project's building construction consists of the following components (see Figure 1-4):

- Five-story wood-frame building over two stories of concrete (seven stories total). The upper six stories contain residential units, recreation areas, balconies, and decks. The one-story ground-level podium's footprint encompasses the site area to support the residential building, and contains the plazas, commercial spaces, leasing office, and commercial and public parking spaces.
- Two-level subterranean parking area containing residential parking space.

The construction approach takes advantage of changes in the California Building Code in 2016 that increased the economic viability of mixed-use buildings to accommodate more parking spaces, private open spaces, and ground-floor commercial spaces with larger dimensions.

Residential

The multifamily residential component is composed of 310 apartment units, including 25 affordable housing units set aside for very-low-income and moderate-income households. Part of the residential component are common and private recreation areas that include decks and balconies, a courtyard with a pool, a recreational room, fitness room, skydecks, and rooftop lounge areas.

Commercial

The commercial portion adds 10,000 square feet of neighborhood commercial adjacent to the station. The specific plan outlines commercial regulations that promote a high-quality, retail environment. The project must have on its ground floor, abutting either Pomona Avenue or Primrose Avenue, infrastructure for commercial uses identified in Table 2-1 and meeting the standards outlined in this Chapter.

Public Plaza and Recreational Spaces

Public outdoor space in the form of urban plazas invites travelers coming in and out of the station, fashioned to create a public gathering place that generates repeat business for commercial spaces. In addition, residents have about 44,317 square feet of common and private recreation areas, with these areas incorporated into every level of the building.

Transportation

The Gold Line Monrovia Station northern platform is approximately 400 feet south of the project, with unimpeded vehicular, bicycle, and pedestrian access via Primrose Avenue. Access to the southern platform is possible through a direct walkway across the rail tracks. Primrose Avenue terminates at a cul-de-sac prior to station entry, which serves as a pick-up and drop-off area for passengers using transit services, including GoMonrovia's Lyft and Dial-a-Ride. Regional bus service is provided by Foothill Transit, with stops along Pomona Avenue and by the station.

The site is bounded by three streets—Pomona Avenue, Primrose Avenue, and Evergreen Avenue—all designated as collector streets in the Circulation Element with planned bikeway facilities described in Section 2.6.3. Primary street frontages are along Pomona Avenue and Primrose Avenue. Each has a 60-foot right-of-way width, with sidewalks on both sides. Evergreen Avenue is a one-way road with a 56-foot right-of way, with the sidewalk abutting the site.

Vehicular access to the site, including passenger and loading, is through the parking garage entrances: one on Primrose Avenue to access the residential parking spaces underground, and a second on Pomona Avenue to access the commercial and public parking spaces and loading area.

Pedestrian and ADA Accessibility

The project expands the surrounding pedestrian infrastructure through 12-foot-wide sidewalks on Pomona Avenue, and dedication of the northwestern portion of the property for continuous pedestrian access on all street frontages. ADA requirements

apply to various facilities of the project, including parking areas, walkways, elevators, and access to and from the site.

2.3 Land Use Regulations

Table 2-1 identifies allowed uses and permit procedures. Landlord approval is required for all permit applications. Uses not listed, or combination of uses similar to prohibited uses not listed in Table 2-1, are considered not allowed 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).

Definitions for uses in Table 2-1 can be found in MMC Section 17.04.080 (Terminology and General Definition), Section 17.08.030 (Use Type Explanation) and Chapter 17.44 (Special Uses). Permits Procedures identified in this table are described in Section 1.5 Development Review.

Mixed Commercial

The Mixed Commercial concept addresses the challenges of storefront commercial businesses today brought on by online commerce and services. It allows for example, bank offices to operate retail and other services for the public, thereby keeping these spaces leased and active.

In a Mixed Commercial setting, the project's commercial spaces accommodate sharing of facilities made easier through open-ended floor configurations designed to foster a social environment among customers and business operators. The ground-floor leasing office serves both commercial and residential portions, and is allowed to have internal access to the adjacent commercial spaces.

Outdoor Uses and Public Areas

Outdoor dining on or adjacent to public sidewalks in conjunction with restaurant space shall require approval pursuant to MMC Section 17.44.115 (Outdoor Dining). Temporary outdoor dining, outdoor retail, kiosks, and carts are limited to a

maximum of 10% of the plaza area through a Minor Conditional Use Permit (MCUP). Low-profile and decorative enclosures may be allowed to delineate active outdoor areas and define a clear path for pedestrians. Retail within the public right-of-way shall comply with MMC Chapter 5.98 (Sidewalk Vending).

All outdoor storage is prohibited, including placement of storage on any private and common recreation areas.

TABLE 2-1: USE PERMITS

USE	PERMIT PROCEDURE
RESIDENTIAL	
Multifamily residential (Floors 2-7 only)	CUP
Home occupation	P; pursuant to MMC Section 17.44.100 (Home Occupations)
COMMERCIAL	
Alcohol beverage sales, excluding liquor stores, including in conjunction with any permitted use	CUP; pursuant to MMC Section 17.44.025 (Alcohol Beverage Sales)
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
Athletic Club/Health Spa (indoor only)	P
Bicycle repair shop, retail, and/or accessory services	P

USE	PERMIT PROCEDURE
Business support services	P
Cultural exhibits	P
Eating and Drinking Establishments (see also Alcohol beverage sales)	P
Eating and Drinking Establishments requiring venting apparatus	CUP
Entertainment Facilities	CUP; pursuant to MMC Sections 17.44.055 and 17.44.057
Financial institutions	P
Food and beverage sales, excluding liquor stores	P
Instructional services, including personal training and fitness studio classes	P
Late-night business operations (between 12 AM – 6 AM)	CUP; per MMC Section 17.44.103 (Late-Night Business Operations)
Late-night business operations (between 8 PM – 12 AM)	MCUP
Mailbox and postal services, including self-service parcel or product pick-up/drop-off	P

USE	PERMIT PROCEDURE
Office (Administrative and Professional), includes ground floor leasing office	P
Printing and duplication	P
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); Section 17.46.050(F)(2)
Other uses as defined in MMC Section 17.08.030	CUP

2.3.1 PERFORMANCE STANDARDS

Uses and activities on the site are subject to MMC Chapter 17.32 (Performance Standards) standards that include fire and explosion hazards, air pollution, and light and glare.

Commercial operations, construction activities, placement of mechanical equipment and other infrastructure are to take the necessary planning and mitigation measures to address potential disturbances to residents on-site and residents within the vicinity.

2.4 Development Standards

These standards control the size and location of the above-ground structures and improvements and are tailored for a mixed-use development within a highly-urbanized environment.

2.4.1 FLOOR AREA

Floor area is the horizontal area of all the floors above ground measured from the exterior surface

of the outside walls, but excluding all floors below ground level. The maximum floor area ratio (FAR) is 3.8 and it represents one concession allowed per State Density Bonus law. In addition, the following floor areas above grade shall not exceed the following gross habitable floor areas:

- Building (2nd to 7th level): 280,000 square feet
- Ground level: 69,000 square feet

2.4.2 HEIGHT

Height measurement of buildings and structures shall conform with the requirements of the MMC. The height of the building, shall not exceed seven stories, 86 feet as measured from finished grade to the top of the roof. Mechanical equipment housing and roof parapets may extend an additional 18 feet above the rooftop.

2.4.3 RESIDENTIAL UNITS

Residential density shall be measured using dwelling units and shall not exceed the following:

- 285 market rate units
- 310 total units

A minimum of 25 units shall be set aside for very-low-income and moderate-income households, with not less than 13 units for very-low-income households. The 25 affordable housing units are distributed as follows:

- 2 two-bedroom units
- 11 one-bedroom units
- 12 studio units

The development will have a mix of unit types. In general, the mix will be as follows, with deviations as permitted by the Development Review Committee:

- Studio: 67 units
- One-bedroom: 187 units
- Two-bedroom: 56 units

2.4.4 SETBACKS

Setback requirements on the ground level are determined by the distance needed to provide sidewalks measuring a minimum of 12 feet wide on Pomona Avenue and 9.75 feet on Evergreen Avenue. The minimum average sidewalk width on Primrose Avenue is 12 feet. Setbacks shall be provided as shown on the approved site plans.

Approval of an encroachment permit is required prior to allowing any portion of structures, equipment, decks, balconies, architectural elements, signs, and driveway approaches to encroach on the City's rights-of-way.

2.4.5 WALLS AND FENCES

Walls and fences shall not be located within public rights-of-way or sidewalk areas. The DRC shall be the review authority for the walls and fencing plan. Walls and fences shall observe other standards required by MMC Section 17.16.030 (Fences, Hedges, and Walls). Section 2.8.10 describes screening for equipment and other utilities. Design of walls and fences shall have the following characteristics when placed on any publicly visible areas:

- 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

2.5 Signs

Prior to the approval of any exterior sign or signs, including signature signs a comprehensive sign program shall be submitted for approval by the Development Review Committee. Signature sign is a branding identification sign for the property. It is allowed on prominent locations on any portion of the development, The project is allowed to have two signature signs.

2.6 Parking

The project provides 479 parking spaces within a three-level parking garage. Subterranean levels are accessible from Primrose Avenue and contain residential parking spaces and spaces for on-site employees. The ground level parking garage is accessible from Pomona Avenue and contains commercial and public parking spaces, loading areas, and bike parking (see Figure 1-3). The parking garage contains other spaces such as storage, mechanical equipment rooms, trash areas, and utility rooms.

Monitoring

The specific plan incorporates the requirements of MMC Section 17.24.190 (Monitoring) and shall include review of planning and building permits, compliance with agreements, and evaluation of any parking management system.

2.6.1 PARKING AND LOADING STANDARDS

Table 2-3 identifies the minimum vehicular parking spaces subject to the following requirements.

Residential

Parking requirements per State Density Bonus Law.

- Studio and one-bedroom: One space per dwelling unit as standard space
- Two bedrooms: Two spaces per dwelling unit, standard and/or compact

Public Parking

At least 50 standard size parking spaces located on the ground-level parking area shall remain available for public use, Monday through Friday, between the hours of 6:00 AM to 7:00 PM. Any other time the spaces may be used by residents. The operators of the public parking spaces and/or property owners are authorized to charge for the use of these spaces.

Commercial

A minimum one parking space per 200 square feet of commercial floor area and must be located on the

ground level near ground-floor commercial spaces.

Electric Vehicles and ADA

State requirements apply to the provisions of Americans with Disabilities Act (ADA) spaces and Electric Vehicle charging stations, including design.

TABLE 2-3: VEHICLE PARKING SPACES

TYPE	NUMBER OF SPACES
<i>Residential</i>	366
<i>Residential guests</i>	13
<i>Commercial</i>	50
<i>Public parking</i>	50
<i>Total</i>	479

2.6.2 PARKING DESIGN

All parking areas must be accessible with a minimum of 25-foot two-way vehicular access. MMC Chapter 17.24 (Parking) identifies design requirements for standard spaces. Section 17.24.110 (Paved Vehicle Access) and Section 17.24.140 (Driveway/Curb Cuts) apply except that driveway entrances shall have a maximum width of 26 feet.

- Standard: Minimum dimension of 9' x 19' but no more than needed for one vehicle.
- Compact: Minimum dimension of 8' x 15'. No more than 24 spaces shall be compact.
- Tandem: Minimum dimension of two 9' x 19' Standard space. Maximum of 18 tandem spaces composed of no more than two stacking Standard spaces, and shall only be used for residential purpose.

2.6.3 BICYCLE FACILITIES

The Bicycle Master Plan provides for bikeways as follows:

- Class IV protected, one-way bike lane is planned on Evergreen Avenue.
- Class III shared and signed bike route is planned on Primrose Avenue and Pomona Avenue.

No set time frame has been established for these planned bikeways. However, the project incorporates parking and storage for bicycles.

Bicycle Parking

Bicycle parking shall be located conveniently on the ground floor, with a larger storage facility located within the enclosed ground level and lower level parking areas. Short-term parking spaces may be located along the exterior of the property. The following minimums apply:

- Short-term: 31 total
- Long-term 163 total (155 assigned to residential and 8 assigned to commercial)

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. The eight spaces provided for commercial uses represent the only public spaces; the balance are for project residents.

2.6.4 SHARED PARKING

The specific plan authorizes the use of shared use of parking and loading spaces to serve two or more purpose and/or uses. Shared parking applications must include a parking study and must be able to provide evidence that the arrangement will be functional for the purpose of each vehicle and space, operationally sound, and will not lead to deficiencies in the parking supply with parking demand. The Development Review Committee shall be the review and approval authority of shared parking applications.

2.7 Design Objectives

The 127 Pomona Avenue mixed-use development defines the **signature architecture** elements called for in the Western Gateway of Station Square. The project is oriented toward the Gold Line station, with a generous public plaza and sidewalk-oriented shop fronts along Pomona and Primrose Avenues. The design creates excitement on all building facades, and residential life buzzes around the courtyard area's wonderful outdoor spaces. The overall design goal is to invite the community to interact.

signature signs

complementing the architecture's stature and prominent gateway location

mixed-use recreation spaces

comprehensively woven into every level of the building design through shared and common areas, decks, and balconies

urban design

that fosters lively urban activity through generous inclusion of amenities and attraction at activity nodes, enclosed outdoor rooms, public spaces, and street-oriented ground level.

Image above is the architect's illustration of an urban scene; all images in this section are for illustrative purposes only.

Source: Humphreys & Partners Architects, LP

2.7.1 GROUND-FLOOR PUBLIC AREAS

The commercial spaces and public plazas on the ground floor facing the station form a continuous public frontage. This section identifies the standard dimensions and location to maintain this public frontage.



activating commerce

The design standards for the ground floor commercial area are crafted for creating and sustaining economically viable levels of pedestrian, customer, and visitor activity.

Source: Humphreys & Partners Architects, LP

Public Frontage

Commercial space and public plazas shall have frontage on Pomona and Primrose Avenues per approved development plans. Plazas shall be located on the ground floor and the total plaza area for the entire plan shall have a minimum size equivalent to no less than 8% (6,385 square-foot) of the lot area prior to dedications. In addition, the public plazas shall have the following minimum dimensions:

- Main Plaza - 114 feet by 48 feet
- Entry Plaza - 32 feet by 20 feet

Access

Commercial spaces must be provided with public access through the commercial areas via doors and other entryways with an unobstructed path to the plazas, parking areas, sidewalks, and onto the streets.

Usable Commercial Area

Commercial spaces must have a minimum interior floor-to-ceiling height of 12 feet and must have a minimum depth of 45 feet, as measured from street frontage. At least 75% of the combined commercial frontage area must have transparent storefront doors and windows. Any glass doors and windows facing the street shall not be obscured, tinted, or opaque. Any proposed window coverings shall first be reviewed by the DRC.

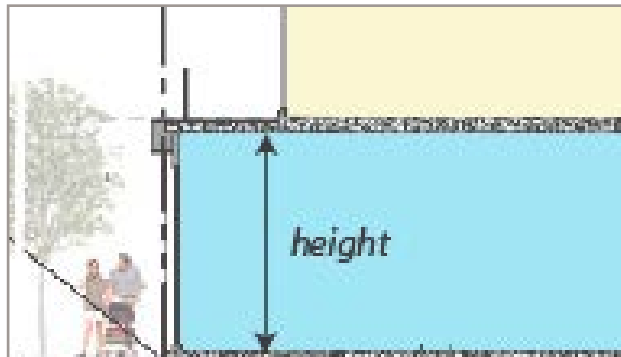


Figure 2-1: Floor-to-ceiling height



Figure 2-2: Transparent glass

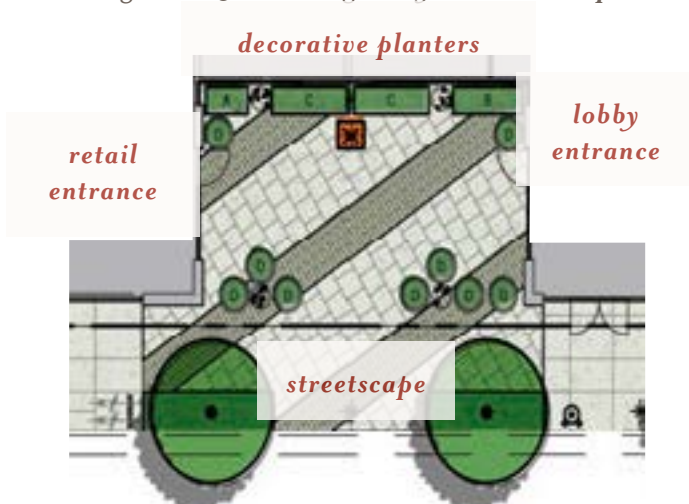
2.7.2 PUBLIC PLAZAS

Oriented to appeal to the station's thousands of daily visitors and flanked on both sides by storefronts, the project's urban plazas embrace activity throughout the day. The design of the plazas apply landscape architecture approaches that blend hardscape and plantings effectively to create inviting places. The plazas are fully integrated to the sidewalks, walkways, and pedestrian areas, and serve as the focal points of streetscaping.

Plaza Design

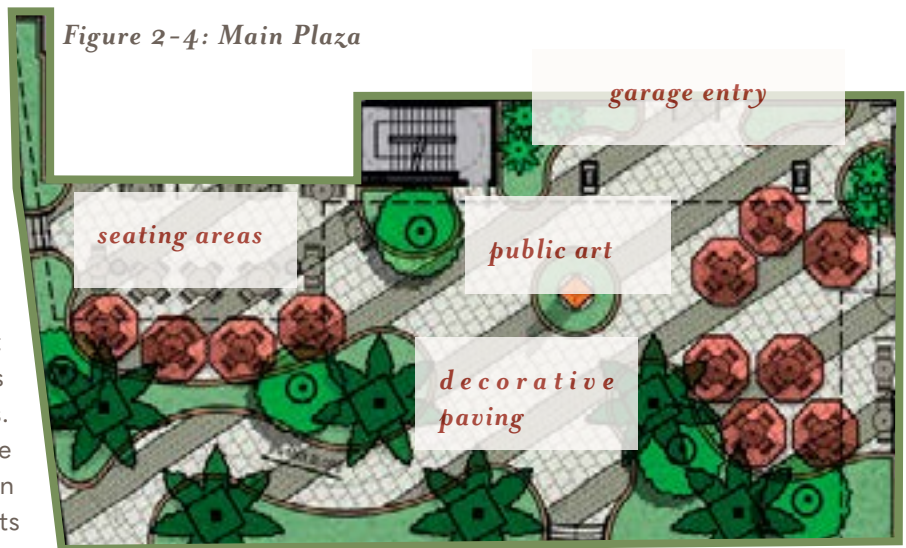
Final design plan of the plaza shall be reviewed and approved by the Development Review Committee prior to the issuance of a building permit. Plans must include the following in sufficient detail the location, size, and colors materials of furnishings, paving, landscaping, pedestrian and emergency access, and security. The plazas must be constructed prior to issuance of certificate of occupancy.

Figure 2-3: Building Entry Plaza Concept



Source: LandStudio360 Landscape Architecture

Figure 2-4: Main Plaza



View of Main Plaza along Pomona Avenue



Source: Humphreys & Partners Architects, LP

2.7.3 STREETScape AND LANDSCAPE

The streetscape plan improves the area's aesthetic while serving important storm water control functions. A palette of 24-inch-box accent trees will be placed along Pomona Avenue and Primrose Avenue. Shrubs, ground covers, and vines will be used to increase landscape areas and complement architecture. On Primrose Avenue, plantings, including trees, will be used for storm water infiltration, landscaping will screen the transformers and exposed podium areas. Landscape berming will be used along Evergreen Avenue. Planning and construction of the streetscape plan must be coordinated and approved by the Public Works Department.

The Planning Division shall review landscaping plans pursuant to the requirements of MMC Section 17.20.030 (Water Efficient Landscape Ordinance Adopted by Reference). Landscape must be maintained pursuant to MMC Title 8 (Health and Safety).

2.7.4 RECREATION AREAS

The project's site design and innovative use of podium decks helps it create shared and private outdoor spaces for recreation, relaxing, and gathering with residents. The recreation areas provide the active recreation and programmable spaces for residents. Figure 2-7 illustrates the location and size of these areas.

Decks and balconies

Decks and balconies provide private areas for most units. Their incorporation into the building design creates the visual effect of modulating the building's massing. Decks and balconies shall have the following minimum sizes per unit where provided:

- Studio- and one-bedrooms 53 square feet/unit
- Two-bedrooms and above: 60 square feet/unit



Figure 2-5: Skydecks

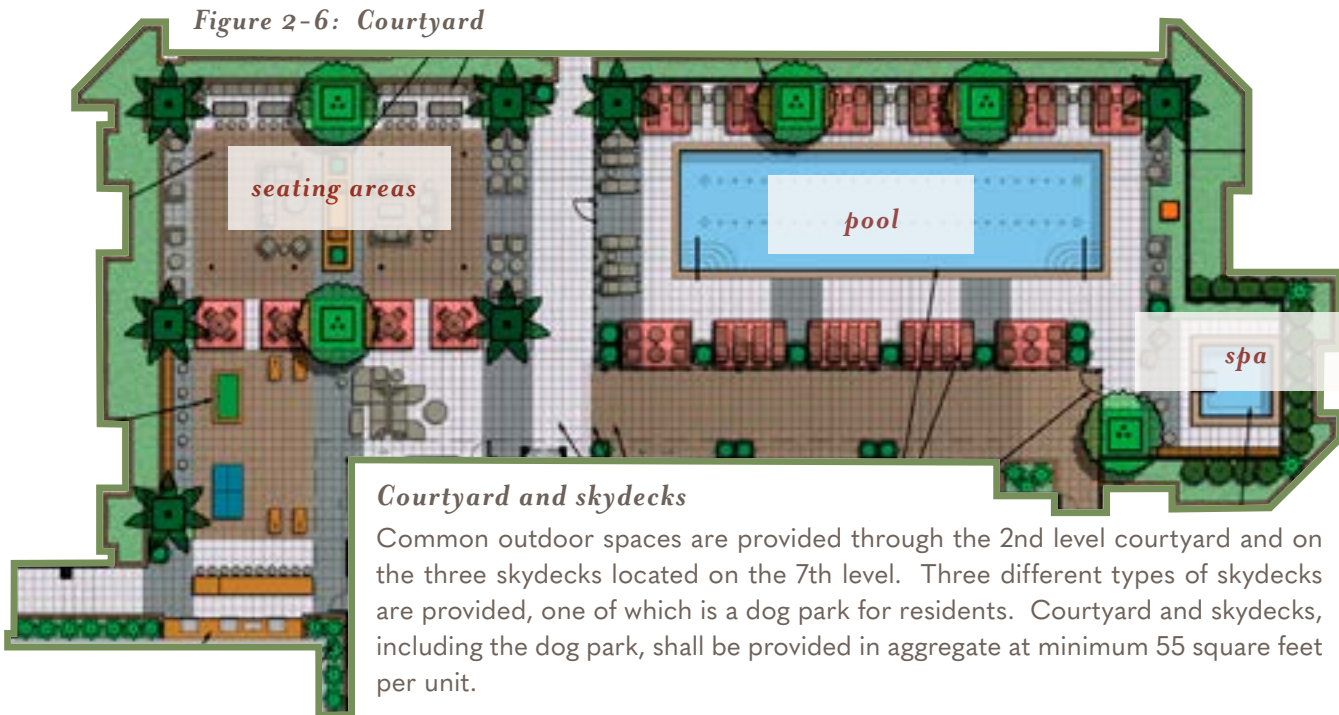


Figure 2-6: Courtyard

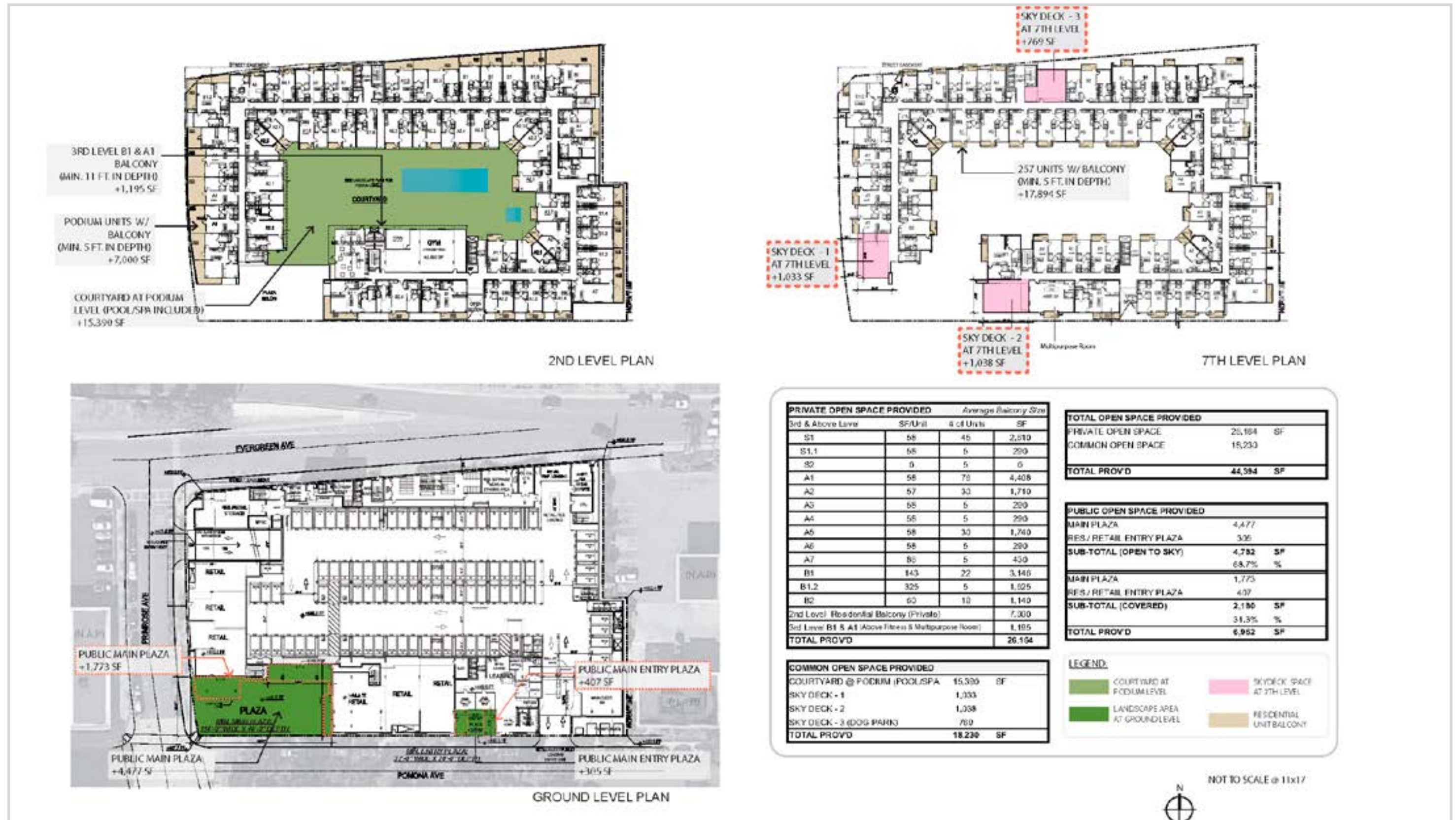
Courtyard and skydecks

Common outdoor spaces are provided through the 2nd level courtyard and on the three skydecks located on the 7th level. Three different types of skydecks are provided, one of which is a dog park for residents. Courtyard and skydecks, including the dog park, shall be provided in aggregate at minimum 55 square feet per unit.

Recreation rooms

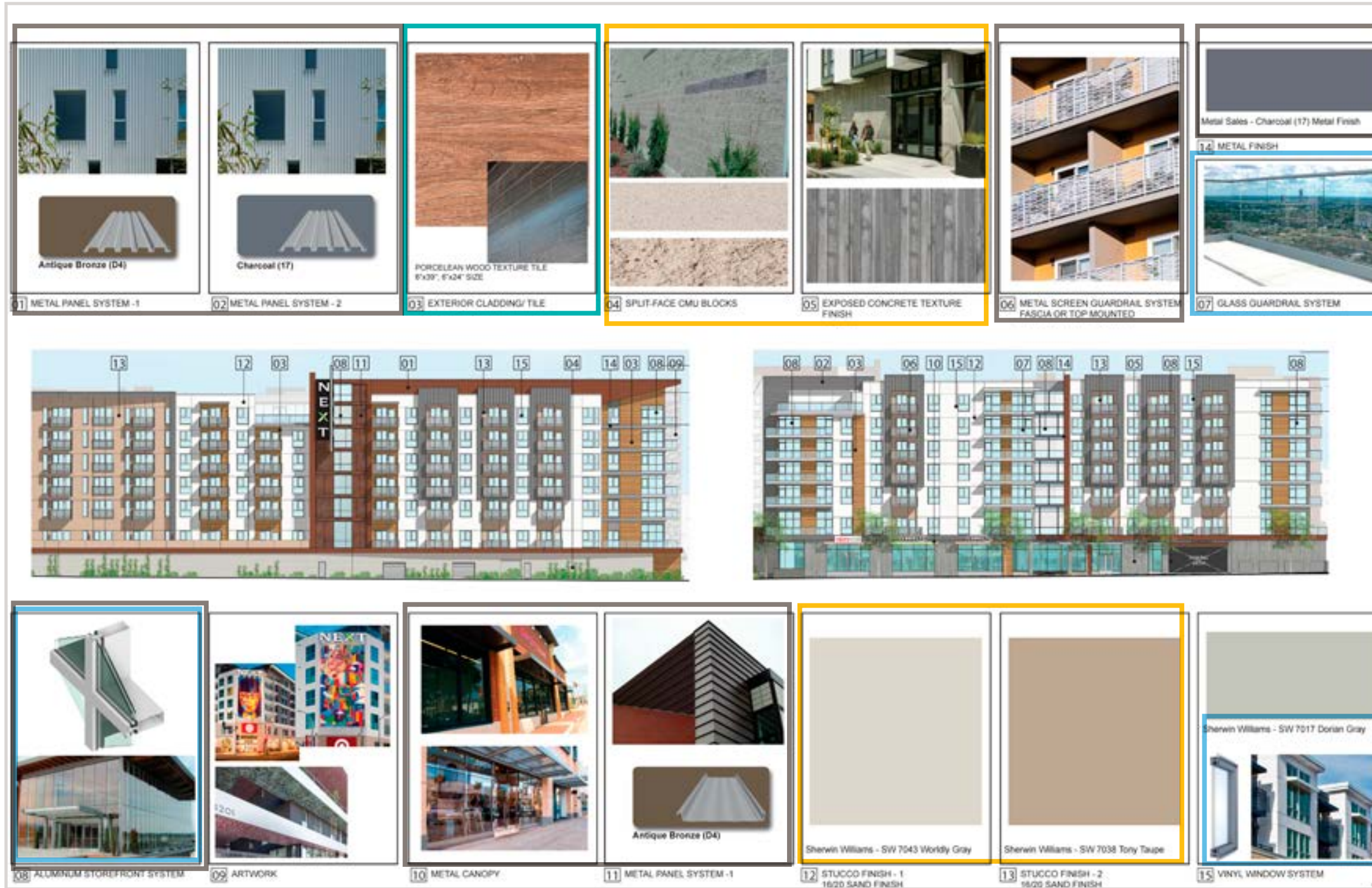
Recreation rooms support indoor recreation activities and they include a gym and fitness facilities on the 2nd level and a smaller multipurpose amenity room on the 7th level.

Figure 2-7: Recreation Areas and Plazas



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Figure 2-8: Materials and Finish



2.7.5 MATERIALS AND FINISHES

Quality of design will be immediately recognizable through craftsman-like work with materials and varied but complementary finishes. Finishes of architectural materials viewable from adjacent public areas, including streets, shall avoid reflective qualities or the use of reflective materials, glazing outside of fenestration, excessive glossiness, and use of thin paneling/appliqué. Transparency is required on the ground floor commercial storefronts through the use of low-opacity materials and finishes, typically glass. Exterior building materials and finishes shall have a positive contribution to the building's "signature architecture" design.

Glass

Used on fenestrations and railings to ensure an airy environment and provide ground floor transparency. Vinyl may be used also as a transparent material above the ground floor.

Concrete

Applied on the above-ground portion of the podium on Evergreen Avenue and texture finish applied on the ground floor.

Wood

Used prominently; expresses texture through cladding and tiling.

Metal

Conventional use to accent design. Design enhancing when used to frame the building's elevations and using finishes meant to complement other building materials.

Stucco

Durable material for the area's climate. A versatile canvas to create different textures on the facade.

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2.8 Utilities and Services

The City of Monrovia is the project's service provider for water, wastewater, sewer, law enforcement, fire and emergency, and library services. Submittal and approval of a utility plan showing proposed utility cuts for services identified in this section will be required as part of the conditions of approval for entitlements.

The Public Works Department owns and operates the pipelines, reservoirs, and other infrastructure that provide water and sewer services. Design and construction of the project's connections to these services are subject to City requirements. The developer will be required to submit studies that identifies any modifications required to the conveyance system to accommodate project needs.

City construction related to its Monrovia Renewal program includes the planned resurfacing of Evergreen Avenue. Depending upon timing of project construction, water and sewer pipeline repair, and tree removals may be performed prior to street work.

2.8.1 WATER

The main source of water is the Main San Gabriel Groundwater Basin with five active wells that pump water supported by booster pumps and booster stations. Due to ongoing drought conditions lowering the basin's water levels, in 2017 the City raised water rates to fund the purchase of imported water from the Metropolitan Water District of Southern California in order to replenish the groundwater basin. A two-tier rate structure is in effect, and applicable rates will be charged to on-site users and the developer.

The project will introduce two new external points of connections. The City has identified water system improvements around the area necessary to ensure adequate fire flow, head loss, and pressure to the City's water system in the Mountain Zone, which includes the project site. The project's developer will contribute its "fair share" contribution towards the City's construction of water improvements around the area. New water meters and fire flow

connections shall be improved as directed by Public Works.

2.8.2 SEWER AND WASTEWATER

The City operates its sewer collection system under the jurisdiction of the Los Angeles Regional Water Quality Control Board, the State Water Resources Control Board, and the U.S. Environmental Protection Agency. A sewer line point-of-connection on Pomona Avenue serves the project and connects to other sewer pipelines on adjacent streets before entering the main collection system on Magnolia Avenue and Myrtle Avenue.

Flows collected in these streets are conveyed to a 24-inch trunk sewer in Peck Road and continue southerly to the city limits at Live Oak Avenue. Connection fees to the City and the County sewer systems will be required. No upgrades are necessary.

2.8.3 STORMWATER DRAINAGE

The project is subject to the requirements of MMC Chapter 12.36 (Storm Water and Urban Runoff Pollution Control) and the City's Low Impact Development (LID) standards. The Los Angeles County Flood Control District (LACFCD) maintains an 87-inch-diameter reinforced concrete pipe storm drain located along Primrose Avenue, which then heads southerly to discharge into the Peck Road Channel. The project will incorporate a drainage system consisting of collection basins in the courtyards and landscaped areas to collect and filter on-site storm water and irrigation run-off. The system will allow collected runoff to percolate into the groundwater basin, and/or if acceptable to the City, to be conveyed off site to regional storm drain facilities and/or percolation systems on adjacent City-owned properties.

2.8.4 PUBLIC SERVICES

The City of Monrovia operates its own Police Department, Fire and Rescue Department, and Public Library Division.

Police Department

The department operates from its headquarters at 140 East Lime Avenue, 1.1 miles north of the site. As part of the project conditions of approval, a Site Security Management Plan will be submitted for approval by the Chief of Police. The plan will incorporate features such as lighting, gating, and recorded video surveillance within all public open space areas, and parking areas.

Fire and Rescue Department

The department's 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). Emergency first response is expected to come from Fire Station 102, located 0.5-mile-south of the project site at 2055 S. Myrtle Avenue. The City maintains mutual aid agreements with the City of Arcadia and the Los Angeles County Fire Department.

The project incorporates fire safety requirements which will be enforced through conditions of approval, including fire sprinkles, smoke and carbon monoxide alarms, fire hydrant locations, and emergency access to the site and within the building. In addition, pursuant to MMC Chapter 3.21 the development shall be subject to the Fire Services Impact Fee.

Public Library

The Public Library Division operates the Monrovia Public Library located on Myrtle Avenue and Lime Avenue. It is the City's only public library and was substantially reconstructed in 2009. Funding for the reconstruction is through a special tax established in MMC Chapter 3.43.

2.8.5 SOLID WASTE

Trash and recycling areas for both commercial and residential uses will be provided within the ground floor parking area. On Evergreen Avenue, service doors will provide direct access to utilities and trash areas in the garage. The operator will use the City's contracted provider for waste collection

and disposal services. The developer/property owner will be responsible for providing a solid waste management plan.

2.8.6 ENERGY

Southern California Edison (SCE) provides electric power services. In conjunction with implementation of the specific plan, electrical lines will be placed underground. However, transformers are allowed to be above ground, and SCE's preference is for aboveground. Specific provisions of the relocation of electrical lines or vaults shall be at the discretion of SCE and approved by the City. Approximately 15% of the roof is designated as a solar zone to accommodate solar panels.

2.8.7 NATURAL GAS

The Southern California Gas Company provides natural gas service. Gas mains are located on Primrose Avenue (10-inch diameter) and Myrtle Avenue (two-inch diameter), which connect to the pipeline in Duarte Avenue. Additional points of connection will be established only if necessary, as determined by the Gas Company

2.8.8 DATA AND COMMUNICATIONS

Data and communications services are offered by Frontier Communications, Spectrum, AT&T, Verizon, and Giggle Fiber (as of 2019). Spectrum provides cable service, and Frontier Communications and Giggle Fiber provide internet service. Wireless communication companies such as Verizon and AT&T include the site in their coverage. Any and all extension of and improvements to available telecommunications facilities will be paid for by the project developer.

2.8.9 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 project would attend Bradoaks Elementary School, Santa Fe Middle School, and Monrovia High School.

2.8.10 SCREENING GUIDELINES

This section applies to above ground equipment and utility lines installed to serve the project, and that are located onsite or adjacent to the site. Examples of this includes utility boxes, telephone boxes, water lines, back-flow preventers, Fire Department connections, air conditioners, heating, cooling, and ventilating equipment, and all other mechanical, lighting, and electrical devices. The purpose of the screening guidelines is to control and/or mitigate a documented environmental impact related to noise, light and glare, to lessen hazardous operations; and promote general safety. This is in addition to creating an attractive development that implements the design objectives of the project.

Per Section 1.5, the Development Review Committee has the authority to administer and enforce the provisions of this section. The Committee may impose conditions on any screening proposed as follows:

- Sufficient screening from view and noise from adjacent properties. Accepted screening techniques include placement of equipment behind a permanent structure, integrated using architectural treatment, parapet wall or use of landscaping as screen.
- Prohibited within any required public or private recreation areas, and must be screened from view of the ground floor plazas. Podium decks may accommodate mechanical equipment as long as they achieve other location and screening requirements.
- Undergrounding is required unless it can be demonstrated that it is not reasonably feasible, as determined by the Director of Public Works.
- Roof-mounted equipment shall not be visible from the adjacent properties.
- Transformers visible from the public right-of-way shall be screened through the use of landscaping or enclosures.



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Figure 2-9: Exterior Elevations - Primrose Avenue and Pomona Avenue



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Figure 2-10: Exterior Elevations - Evergreen Avenue and West



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3 GENERAL PLAN CONSISTENCY

3.1 Introduction

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 127 Pomona Specific Plan has been prepared in conformance with the goals and policies of the City of Monrovia General Plan, as described here.

3.2 Land Use Element

The 127 Pomona Specific Plan implements the City's vision for Station Square Transit Village by allowing a transit-oriented, infill, mixed-use development with 25 units set-aside for very-low-income and moderate-income households. The project adds to the mixed-use and urban character that is planned for the Station Square Transit Village by adding ground-floor commercial space, public plazas, and parking areas. Common and private recreation areas are provided at all residential levels. The Gold Line Monrovia station is approximately 400 feet to the south, and the project takes full advantage of this ready transit access by orienting the development toward the station, providing commercial services to commuters and local residents and public parking.

The land use and design regulations that apply to the specific plan are wholly contained within the Land Use Element's Station Square Transit Village Vision Statement and Objectives and the PD-12 Development Guidelines, including provisions specific to Western Gateway. The specific plan describes and establishes the design objective criteria for the project as stipulated in the provision of the Western Gateway neighborhood calling for building design to represent "signature architecture."

Table 3-1 identifies how the specific plan conforms with the general and neighborhood provisions of PD-12. The project's addition of residential units and commercial floor area are within the areawide minimum and maximum development parameters identified in Table 3 of the Land Use Element. 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 1.9: 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.

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 4.2: Require all new development to consider existing uses in terms of neighborhood disruption, buffering, architectural styles,

TABLE 3-1: PD-12 GENERAL PROVISIONS AND WESTERN GATEWAY PROVISIONS

PD-12 GENERAL PROVISION	CONFORMANCE WITH PROVISION
New development shall be designed pursuant to the Planning Objectives outlined in the Land Use Element for the Station Square Transit Village (e.g. architecture, hardscape, landscape).	The specific plan and the project’s entitlements identifies the project components that further the Planning Objectives of the Land Use Element.
With the exception of single-family dwellings, the construction of new buildings or additions to existing buildings shall require the approval of a conditional use permit. However, a conditional use will not be required if the existing building is conforming and occupied by a conforming use, the addition is 25% or less in area of the existing building, and the project meets the requirements set forth in the Monrovia Municipal Code.	Project entitlements include approval of a conditional use permit.
Lot consolidation that leaves remnant parcels totaling less than the conforming lot size for the applicable zone shall be discouraged.	The project will require approval of a Vesting Tentative Parcel Map to consolidate seven contiguous lots into one parcel. Area PD-12 does not have an applicable minimum lot size requirement, and therefore no nonconforming lots will be created.
Development located adjacent to or facing residential neighborhoods shall be designed to mitigate adverse impacts.	The project is adjacent to MODA, a 300-unit multi-family residential development southwest of the site. A Mitigated Negative Declaration was prepared for the project and identified no direct adverse impact to this development that requires mitigation.
Mixed uses are encouraged (except for development using RL, or RM/RH standards, which shall be solely residential).	The project is a vertical mixed-use development providing 310 apartments above 10,000 square feet of ground-floor commercial space.
In order to encourage the inclusion of affordable residential units, deviations in unit size, recreation space and parking based on the Zoning Ordinance can be considered if at least 15% of the units are designated for moderate income or 10% low income or 5% very low income. Units designated as affordable shall be restricted for a minimum of 55 years.	The project includes 25 units affordable to very-low-income and moderate-income income households. State Density Bonus Law requires approval of an Affordable Housing Agreement that will guarantee affordability for 55 years.
Conversion from nonresidential uses to residential uses or mixed use development that includes residential uses shall be adjacent to other residential uses.	Residential developments are either constructed or proposed adjacent to the site.
A minimum of two acres is required for a specific plan.	Through the State Density Bonus Law, the specific plan relies on an incentive/concession to reduce the minimum lot size required for a specific plan below two acres; the project site is 1.83 gross acres in size.

PD-12 GENERAL PROVISION	CONFORMANCE WITH PROVISION
<p>All development in Station Square Transit Village will be based on the following development parameters established by the Land Use Element, which establish maximum caps and minimum requirements for various types of development in Station Square Transit Village (Area PD-12) on an area-wide basis:</p> <ul style="list-style-type: none"> ■ Residential: 1,400 units minimum, 3,600 units maximum ■ Commercial: 150,000 square feet maximum ■ Open Space: 4.35 acres minimum area-wide; ratio of 3.0 acres per 1000 new residents ■ Parking – All Others: Per Municipal Code, shared parking agreements and/or parking demand analysis 	<p>The project proposes the following uses that are within area-wide development parameters:</p> <ul style="list-style-type: none"> ■ Residential: 310 units ■ Commercial: 10,000 square feet ■ Open Space : 2.5 acres of public parks area-wide as of 2019; Project adds 44,375 square feet or 1 acre of private and public plazas. ■ Parking – All Others: Per State Density Bonus Law requirements for residential. Parking demand analysis submitted for the project. One per 200 square feet of commercial and 50 spaces for use of the general public.

WESTERN GATEWAY PROVISION	CONFORMANCE WITH PROVISION
<p>Existing legal uses shall be considered conforming. New uses in existing structures and new construction shall be subject to the provisions of the BE Zone.</p>	<p>Does not apply to the project, a residential development subject to the provisions of this specific plan.</p>
<p>Lot consolidation is encouraged.</p>	<p>The project will result in the consolidation of seven lots into a single parcel.</p>
<p>New development shall have its primary orientation toward Myrtle and Pomona Avenues. The maximum building setback along Myrtle Avenue shall be five feet. Parking facilities adjacent to Myrtle Avenue are discouraged.</p>	<p>The project site has frontage only on Pomona Avenue and not on Myrtle Avenue. Pomona Avenue serves as project's primary street frontage for its ground floor commercial spaces, residential lobby entrance, and public plazas.</p>
<p>High-quality design (“signature architecture”) shall be a primary consideration in the approval of new development.</p>	<p>Section 2.8 of the specific plan describes the project’s design objectives and defines the signature architecture elements and design character called for in the Western Gateway: signature signs, mixed-use recreation areas, and urban design. It contains establishes design standards ground-floor commercial areas, public plazas, streetscape and landscape, common and private recreation areas including courtyards, skydecks, recreation rooms, and private decks and balconies, and materials and finish of exterior elevations.</p>
<p>As an incentive to provide underground and/or structured parking as part of new development, an increase in FAR to 2.5:1 may be allowed.</p>	<p>Three-levels of parking, two of which are located underground. Through the State Density Bonus Law, the specific plan relies on a waiver of development standard to increase the allowable FAR to 3.8.</p>
<p>Residential uses (non-ground level) shall be permitted on sites with a minimum size of two acres only as part of a mixed use development and will require approval of a specific plan.</p>	<p>Pursuant to State Density Bonus Law, the specific plan accommodates a grant to reduce the minimum lot size required for a specific plan and residential use below two acres. The project is a mixed-use development composed of ground-floor commercial area and 310 residential units above.</p>

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 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 12: Expand recreational and park use opportunities.

- Policy 12.2: Maintain or increase multiple-family residential recreation space development standards as a supplement to park space.

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.

3.3 Circulation Element

This specific plan allows a mixed-use development that implements the City’s pedestrian, bicycle, and vehicle parking urban design and transportation objectives. Improvements include expanded sidewalks; a three-level 479-space, parking garage, and bicycle parking and storage. Therefore, the specific plan is consistent with the following Circulation Element goals and policies:

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 pedestrian areas.

3.4 Housing Element

The Station Square Transit Village is designated in the 2014-2021 Housing Element as a “Residential Growth Area,” with a realistic capacity to accommodate 2,064 residential units available for low- to very-low-income households. The area provides for a range of housing types, with a minimum of 1,400 units and a maximum of 3,600 units, and no density cap on individual parcels. The specific plan's 25 affordable dwelling units set aside for very-low-income and moderate-income households contribute to the City's progress towards meeting its goals to construct 166 affordable units for very-low-income and moderate-income households as identified in the Housing Element 2014-2021.

As of 2019, the project's 310 units and other approved and pending residential projects in Station Square will total approximately 1,448 units. Station Square Specific Plan, which was repealed in 2014, was approved for 700 residential units.

Under State and City regulations and policies, transit-oriented, infill, mixed-use, and/or affordable housing projects are given development and procedural relief and protection to expedite construction.

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 Station Square Transit Village.

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.

3.4 Open Space Element

The specific plan complements the city's park and recreational facilities through its addition of new common and private recreational areas. Residents of the project are within walking distance of 2.5 acres of parks within Station Square Transit Village. The project is adjacent to Station Square Park and within 0.5-miles from Evergreen Park. It provides public plazas that are designed and oriented towards the station. The walking and biking experience around the station is greatly improved by the project's streetscape design, accommodation of wider sidewalks, and provisions for bike parking. Therefore, the specific plan is consistent with the following Open Space Element goals and policies:

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 2: Provide a comprehensive system of parks, open space, and recreation facilities that serves current and future needs.

- Policy 2.1: Continue to maintain and improve a high standard of operations and management for both quantity and quality of park facilities to serve the community and stay current with changing recreational trends.

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.

3.5 Noise Element

This specific plan allows a mixed-use development of residential and commercial uses. The development will incorporate building code requirements to attenuate interior noise. Compliance with the City’s noise ordinance (MMC Chapter 9.44) 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.



