



## PLANNING COMMISSION STAFF REPORT

**APPLICATION:** MINOR CONDITIONAL USE PERMIT MCUP2022-0001, MINOR EXCEPTION ME2022-0002, MINOR EXCEPTION ME2022-0003, MINOR EXCEPTION ME2022-0004

**AGENDA ITEM:** PH-3

**PREPARED BY:** Teresa Santilena  
Associate Planner

**MEETING DATE:** February 9, 2022

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**SUBJECT:** Minor Conditional Use Permit MCUP2022-0001, Minor Exception ME2022-0002, Minor Exception ME2022-0003, Minor Exception ME2022-0004, 205 & 225 West Duarte Road; 1725 Peck Road; and 1726 South Magnolia Avenue

**REQUEST:** In 2018, the Station Square South transit-oriented multi-family three-four-and-five-story residential development was approved by the City Council. Applicant is requesting a review of proposed minor design modifications to the previously approved *Station Square South Specific Plan*. Specifically, a Minor Conditional Use Permit is needed for a proposed reconfiguration of the floor plans for the Live/Work units, including the elimination of one Live/Work unit; and Minor Exceptions are needed for proposed changes in the location of residential amenities, changes in the building materials and colors, and changes to the interior layout of the parking structure. The property is located within Station Square Transit Village and is zoned SP (Specific Plan).

**APPLICANT:** JPI Development (Rick North)  
12250 El Camino Real Ste. 380  
San Diego, CA 92130

**ENVIRONMENTAL DETERMINATION:** Mitigated Negative Declaration Adopted, July 3, 2018

**BACKGROUND:** On July 3, 2018, the City Council adopted the *Station Square South Specific Plan* for the development of a transit-oriented, multi-family residential project on a 3.79 acre site located south of the Metro Gold (L) Line tracks with street frontage on West Duarte Road and South Magnolia Avenue. The approved project involves the vacation of Peck Road north of Duarte Road to create a publicly accessible driveway and drop-off area for a new southern access point to the Monrovia Metro station. It also includes the construction of a public paseo that will connect South Magnolia Avenue to the Metro drop-off area. The *Station Square South Specific Plan* established the land use standards and regulations to implement the development and provides the framework for a project that will connect the southern part of the City to Station Square Transit Village.

In addition to the specific plan, the City Council's review of the project included approval of a Tentative Parcel Map (TPM 78225) to consolidate six parcels into one 3.79 acre parcel and a Conditional Use Permit (CUP2018-0008) to allow the project construction, as well as a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program pursuant to the California Environmental Quality Act (CEQA). Approval of the overall entitlement package allows for a project that includes:

296 apartment units (including 6 Live/Work units) within two buildings connected by a pedestrian bridge over the Peck Road driveway;

A 522-space parking structure, including 384 spaces designated for the project's residents, 74 residential guest spaces, 15 spaces for the Live/Work visitors, and 49 paid-public parking spaces;

Residential amenities including: a private pool courtyard with spa, a fitness room, a lounge, a bike barn, a fire pit, a community kitchen, and three private courtyard for residents;

Public amenities including southern access to the Metro L Line station, public open space, and public art; and

Compatibility with adjacent neighborhoods.

The location of the Station Square South project not only provides for an important residential opportunity and connection to the south side of the Gold (L) Line tracks, it is also located in a transitional area within the City. With residential uses on the west, industrial uses to the south and east, and neighborhood serving uses such as the VCA Animal Hospital and Santa Fe Middle School in close proximity, neighborhood compatibility was of paramount concern in the original project approval. The specific plan lays out a number of objectives that take into account transit opportunities, neighborhood compatibility, and public amenities. In summary, the specific plan objectives aim to:

Improve access to transit by significantly upgrading and adding to the quality, types and convenience of access to the Gold (L) Line station;

Create a building layout and height that directs building massing toward the rear of the site and closest to the Metro station, and, therefore, away from residential areas across Magnolia Avenue;

Soften and beautify the areas around the site with the inclusion of public open space placed along Magnolia Avenue; and

Provide quality design of buildings, placement of structures, thoughtful selection of greenery, and architecture style to interact with the diverse mix of surrounding uses, neighborhoods, and structures.

### ***Minor Modifications Proposed***

The project remains largely the same as the previously approved *Station Square South Specific Plan*. The total number of units, density, building configuration, and public open space is consistent with the 2018 entitlement package. The applicant (JPI Development) is now seeking

approval to make minor modifications for more efficient site layout and enhanced resident experience. Specifically, the applicant proposes to:

Update the unit floor plans with more conventional unit types. This includes eliminating one Live/Work unit and reconfiguring the floor plans of the five remaining Live/Work units;

Provide additional (indoor and outdoor) residential amenity space;

Update the exterior building elevations to provide a more cohesive architectural style;

Relocate the driveway entrance to the parking structure and flip the parking lot ramping to the north side of the structure to provide 10 additional parking spaces; and

Revise the location of the pedestrian bridge.

Section 4.4.5 of the *Station Square South Specific Plan* (Authority to Approve Minor Modifications) allows the City's Development Review Committee (DRC) to approve minor modifications to the specific plan without requiring a full specific plan amendment. According to Section 4.4.5, DRC's authority includes:

Relocation of Live/Work units within the specific plan area or the reconfiguration of Live/Work floor plans, subject to a Minor Conditional Use Permit (MCUP2022-0001).

Changes to the approved site plan regarding location of residential amenities, ancillary uses, common and private open spaces, landscaping, walls, fences, and gates (Minor Exception ME2022-0002);

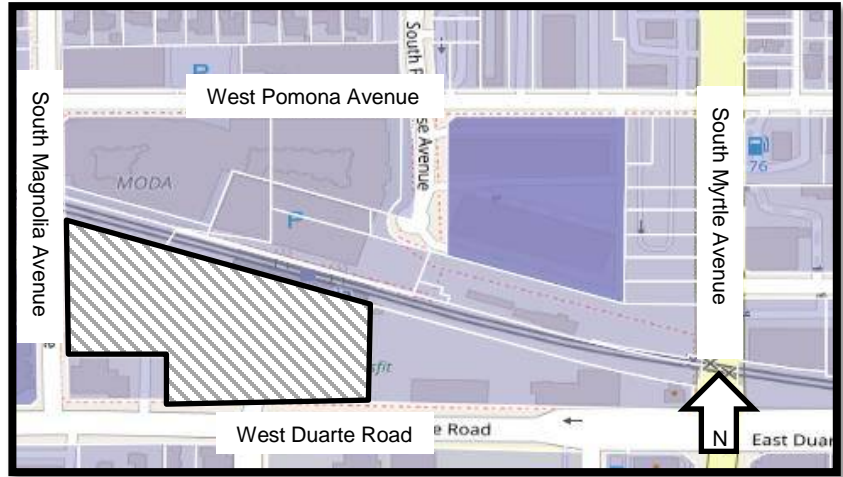
Changes in building materials, colors, and related architectural treatments (Minor Exception ME2022-0003);

Changes to the interior layout of the parking structure and exterior building facing the rail right-of-way (Minor Exception ME2022-0004).

On January 19, 2022, the DRC conducted a review of the proposed minor modifications. The purpose of the DRC review is to expedite the approval of minor, unexpected changes that sometimes occur after a project is approved. However, per Monrovia Municipal Code (MMC) Section 2.56.050(A), the DRC also has the authority to refer an application to the Planning Commission. At the January 19, 2022 meeting, the DRC referred this application to the Planning Commission with a recommendation of approval. This application was referred to the Planning Commission given the size of the project and the number of minor modifications requested.

**SUBJECT PROPERTY:** The subject 3.79 acre property is located three blocks south of the I-210 Freeway, just west of South Myrtle Avenue, and is bounded by the Metro Gold (L) Line

Station to the north, West Duarte Road to the south, and South Magnolia Avenue to the west. The project includes a vacation of a portion of Peck Road to provide a driveway to the southern entrance to the Metro station. A bridge spans the Peck Road driveway and incorporates one parcel on the east side of Peck Road. The VCA Animal Hospital located on the northeast corner of Duarte Road and Magnolia Avenue is not part of the project site.



**Figure 1.** The subject property is located north of Duarte Road and south of the Metro L Line tracks. The VCA Animal Hospital is not a part of the project site.

**Site and Surrounding Land Uses**

The project site is designated Station Square Transit Village (Planned Development - Area 12) in the General Plan and is zoned PD-12. The site is surrounded by the following land uses.

**North (Across Metro Gold Line Railway):**

General Plan: Planned Development - Area 12 (Station Square Transit Village)  
 Zoning: PD-12  
 Land Use: Multifamily Residential (261 units) and the Metro Gold Line Station

**South:**

General Plan: Planned Development - Area 15, Public/Quasi-Public, and Manufacturing  
 Zoning: PD-15, Public/Quasi-Public, and Manufacturing  
 Land Use: VCA Animal Hospital, Industrial Uses and Santa Fe Middle School

**East:**

General Plan: Planned Development - Area 12 (Station Square Transit Village)  
 Zoning: PD-12  
 Land Use: Recycling Facility

**West:**

General Plan: Residential High Density (54 du/acre)  
 Zoning: RH (Residential High Density)  
 Land Use: Multifamily Residential (5-14 unit complexes)

**DISCUSSION/ANALYSIS:** The proposed minor modifications will maintain the land use, urban design, and planning objectives outlined in the *Station Square South Specific Plan*. Overall, the modified project maintains the building’s height, mass, and footprint on the site. A new architectural theme is the most visible change to the project. Changes to the unit mix and floor plan sizes, parking structure layout, residential amenities and recreation areas, and building materials and finishes are considered minor in that they do not materially change the project that was approved by the City Council and Planning Commission.

**Unit Mix and Floor Plan Sizes (mCUP2022-0001)**

The modified project will have the same total number of units and density as the originally approved development, however, the applicant is proposing minor modifications to the unit mix



and floor plans, including the Live/Work units. Table 1 provides a comparison of the original project with the modified project.

**Table 1: Comparison of Unit Mix and Floor Plan Sizes**

Original Project	Modified Project
Studio: 15 Units (509 SF to 814 SF)	Studio: 12 Units (555 SF)
One Bedroom: 193 Units (679 SF to 958 SF) Live/Work: 5 Units (1,561 SF to 2,050 SF)	One Bedroom: 198 Units (651 to 707 SF) Live/Work: 4 Units (1,410 SF to 2,155 SF)
Two Bedroom: 88 Units (982 SF to 1,260 SF) Live/Work: 1 Unit (2,382 SF) Loft: 2 Units (1,132 SF to 1,260 SF)	Two Bedroom: 86 (1,043 SF to 1,225 SF) Live/Work: 1 Unit (2,948 SF) Loft: None
<b>Total Number of Units:</b> 296 Units (6 Live/Work) <b>Total Net Rentable Square Footage:</b> 254,494 SF	<b>Total Number of Units:</b> 296 Units (5 Live/Work) <b>Total Net Rentable Square Footage:</b> 240,956 SF

While the approval of an mCUP is needed for the reconfiguration of the Live/Work floor plans and the elimination of one Live/Work unit, it is important to note that the development standards applicable to Live/Work units are still being met. The *Station Square South Specific Plan* requires that the Live/Work units be located on the ground floor of the development with entries facing onto a right-of-way or the Peck Road driveway. All Live/Work units are required to be located adjacent to each other. Internal access between residential and nonresidential portions of the units is also required. The revised plan meets all of these standards.

***Residential Amenities and Recreation Areas (ME2022-0002)***

The original project was designed to create shared and private outdoor spaces to provide recreation opportunities for residents, as well as public open spaces in the form of a Metro drop-off area on the Peck Road driveway (the “kiss-and-drop”), a pedestrian paseo providing access to the southern Metro platform from Magnolia Avenue, and a 2,130 square foot public access open space on South Magnolia Avenue. Outdoor resident amenity areas include private balconies; four courtyard community gathering spaces, including a centrally located pool courtyard; and a roof deck on the west elevation. Indoor amenity areas include a fitness center, clubhouse, and leasing office.

Through the reconfiguration of space, the applicant has increased the amount of private recreation area available to residents while maintaining the amount of public open space under the previous approval. The following is a summary of these modifications:

An additional roof deck has been added to the fourth floor portion of the building fronting Magnolia Avenue;

The indoor amenity space (leasing office, fitness room, and mechanical room) has been reconfigured to create an additional indoor space to be used as a co-working office for project residents.

The proposed minor modifications to the amenities require the approval of a Minor Exception (ME2022-0002). Overall, these minor modifications will improve the resident experience within the project.

### **Building Materials and Colors (ME2022-0003)**

The *Station Square South Specific Plan* calls for high quality architecture, including materials and colors suitable for this transitional location. It does not enforce an architectural design, but does require the appropriate use of high quality materials, finishes, and colors. Architectural finishes viewable from adjacent public areas, including streets are not allowed to use reflective materials, excessive glossiness, or use of thin paneling/appliqué.

The updated exterior design has been changed to provide a more cohesive architectural style that maintains similar elements and themes as the previously approved design. Figures 2 and 3 provide a comparison between the existing and modified building design.



**Figure 2.** The south elevation (facing West Duarte Road) included in the original *Station Square South Specific Plan*.



**Figure 3.** The south elevation (facing West Duarte Road) proposed.

The proposed architectural design incorporates a contemporary aesthetic by introducing angled roof forms with generous eave overhangs, transom windows on the top level for more natural light, and a play between cool and warm tones. It maintains the original design elements of natural materials, varied streetscapes, and reduced building massing to ensure neighborhood compatibility. Smooth plaster, grey brick, decorative balcony railings, and a blue accent color have been incorporated throughout the development proposal.

Important elements of the original design have been maintained. The Duarte Road elevation highlights the entrance to the Metro station's southern access point through the use of recessed corner features, storefront windows, vertical cement board tiles, and wood-like siding. The Magnolia Avenue (west elevation) building massing steps down from five stories to three stories and incorporates two courtyard areas to provide relief to the residential neighborhood across the street. The Peck Road driveway "kiss-and-drop" and the pedestrian paseo have been maintained. Figures 4 and 5 provide a comparison between the original and proposed building

materials and colors. Changes to the approved materials and colors require the approval of a Minor Exception (ME2022-0003).

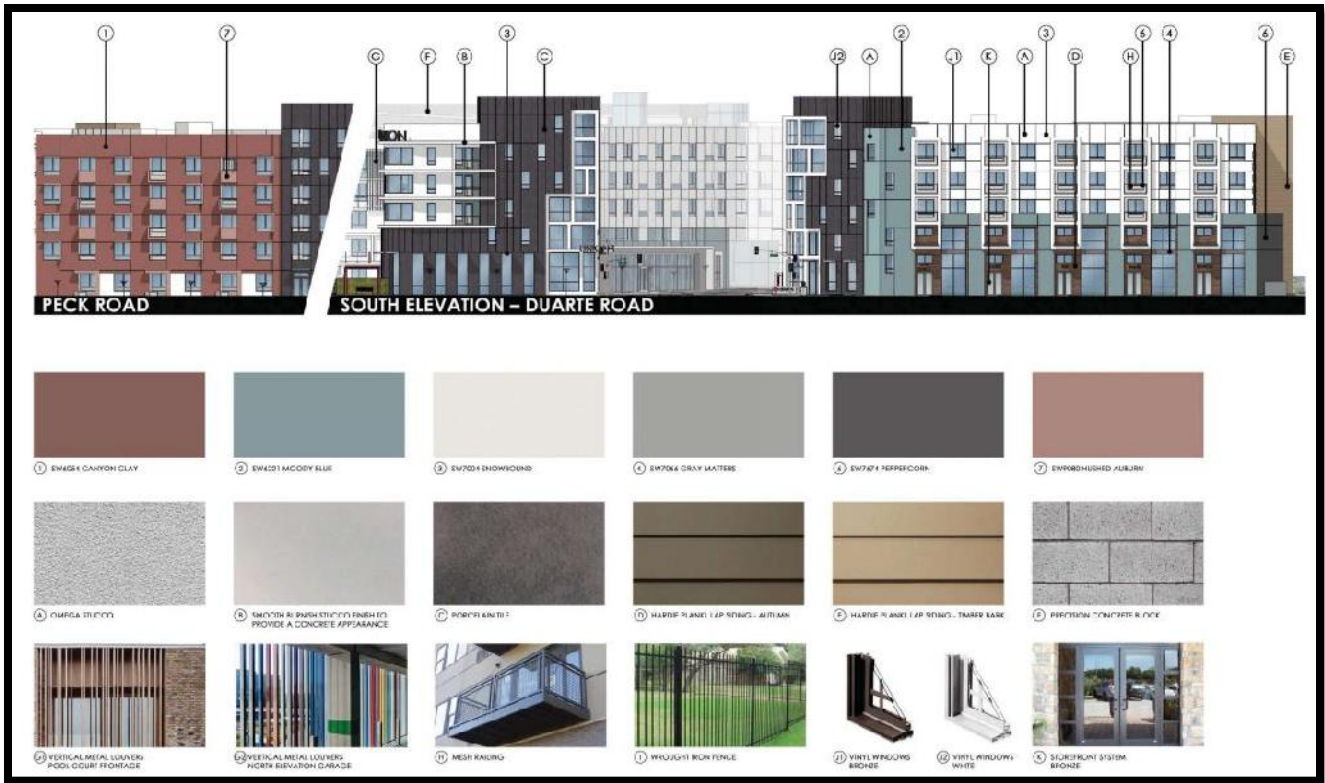


Figure 4. The materials and colors include in the original Station Square South Specific Plan.

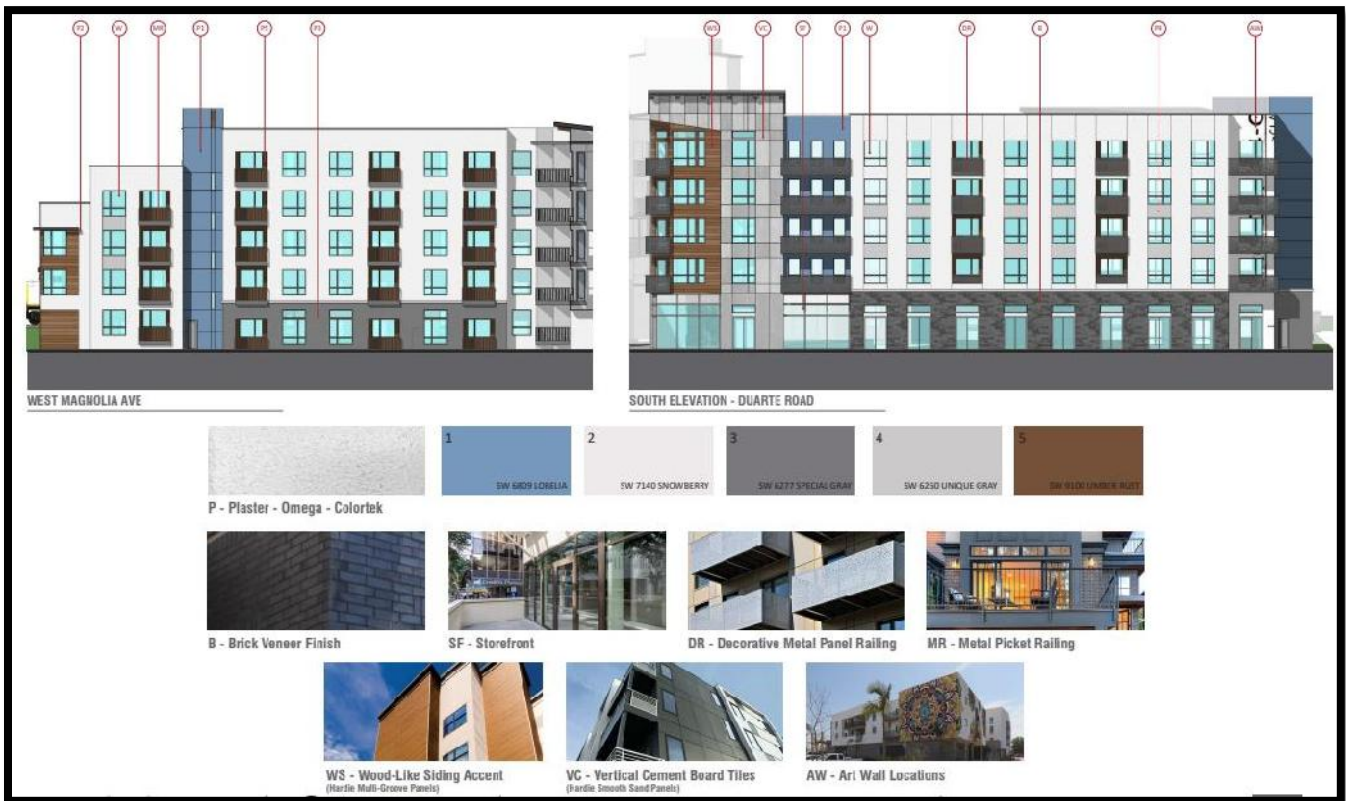


Figure 5. The proposed materials and colors.

Lastly, the new architectural design provides more opportunities for public and/or private art. The applicant has incorporated artwork that embodies railway themes on the east elevation and within the “kiss and drop” paseo. Staff has included a condition of approval (Data Sheet 1, COA #2) that requires this final artwork to be reviewed and approved by either the Development Review Committee or the Art in Public Places Committee, as appropriate.

**Parking Structure Modifications (ME2022-0004)**

The project includes a six-story (seven-level) parking structure that is centrally located within the project site and accessible from the Peck Road driveway. The residential building wraps the parking structure on the east, south, and west sides, while the north side will face the Metro Gold (L) Line station. A parking study that was prepared for the project concluded that the parking ratio of 1.76 spaces provided per unit resulting in a total of 522 spaces is adequate for the entire development.

Changes to the interior layout of the parking structure and exterior building facing the rail right-of-way requires the approval of a Minor Exception. The overall height and size of the parking structure remains the same as the approved project. The applicant is proposing minor modifications to the parking structure for a more efficient layout and modifications to the building elevation facing the rail right-of-way.

The proposed changes include relocating the entrance to the garage to align with the drive aisle, mechanically ventilating the garage for a more efficient use of space, and locating the up ramps on the north side of the parking structure, rather than the south side. Finally, the pedestrian bridge that spans over the Peck Road driveway and connects the parking structure to the eastern residential building has been shifted to the southernmost portion of the parking structure. This not only creates a practical connection between the parking area and residential units, it represents a unique visual feature at the southern entrance to the Metro.

These modifications allow the applicant to provide 10 additional parking spaces. Table 2 provides a comparison of the parking proposed in the original project as well as the modified project.

**Table 2: Comparison of Vehicle Parking Provisions**

Original Project	Modified Project
Residential Parking: 384	Residential Parking: 404
Guest Parking: 74	Guest Parking: 68
Paid Parking: 49	Paid Parking: 66
Live/Work Parking: 15	Live/Work Parking: 15
Total: 522	Total: 532

While the overall number of vehicle parking spaces has increased, the original entitlement conditioned specific amounts of guest parking that must be provided. Staff has added a condition of approval (Data Sheet 1 COA #3) to ensure that these minimums are met.

Finally, the applicant proposes minor modifications to the exterior building facing the rail station. The originally entitled project utilized a number of building materials and variety of colors along the north elevation and provides the opportunity for two public art installations. While the proposed modifications maintain the opportunity for art, it also incorporates a clock tower

element and simplifies the colors and materials for an overall design that is cohesive with the rest of the development.

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

The parcel map and conditional use permit that the City Council approved on July 3, 2018 will remain in effect.

***Initial Study/Mitigated Negative Declaration***

On July 3, 2018, the City Council adopted an Initial Study/Mitigated Negative Declaration (IS/MND), which was the environmental document that was prepared for the original project in accordance with the California Environmental Quality Act (CEQA). It provided the City's decision makers and the public with specific information regarding the potential environmental effects associated with the original project. The IS/MND also identified mitigation measures that will minimize the potentially significant effects of the project to the following environmental factor areas: Air Quality, Biological Resources, Cultural Resources, Hazards and Hazardous Materials, Noise, Public Services, and Tribal Resources.

Since the modified project is not materially changing the original project, none of the conditions in Section 15162(a) of the CEQA Guidelines requires additional environmental review as follows:

As is discussed above, the modified project does not involve substantial changes to the original project that will require major revisions to the previous IS/MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

There are no substantial changes with respect to the circumstances under which the project is undertaken which will require major revisions of the previous IS/MND due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and

There is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous IS/MND was adopted.

For all of these reasons, staff recommends that the Planning Commission, in the exercise of its independent judgment find that the revisions to the project are consistent with the *Station Square South Specific Plan* Initial Study/Mitigated Negative Declaration, and pursuant to the Public Resources Code 21083.3 and CEQA Guidelines sections 15162, find that the revised project is exempt from the requirement that additional environmental documentation be prepared.

***DRC Review***

As part of the DRC review, Staff sent out a courtesy notice to property owners within 300 feet of the subject property. One written public comment was received regarding the project. Brain Yamaguchi, a Monrovia resident, commented that the renderings in the application show the use of many non-native palm trees and suggests that there is growing sentiment within the community that would favor use of trees that provide more shade and that are indigenous to Monrovia, such as oak trees. Furthermore, he suggests that the project incorporate smart street elements along Duarte Road, similar to the tree basins that the MODA project used along Pomona Avenue.



Section 3.19 specific plan contains standards and guidelines pertaining to the project's landscaping and states that, "the purpose of the landscaping standards and guidelines is to provide landscaping that enhances the quality of the development, create shade for pedestrians, utilize drought-tolerant plant materials that are sustainable and beneficial, and contributes positively to the appearance of the Station Square South development." A separate landscape documentation package is required to be provided to Planning Division staff for review and approval. Staff has added a condition of approval (Data Sheet 1 COA #4) to ensure that native plantings and shade trees are utilized throughout the project and that palm trees are removed from the plans.

Section 2.8 of the Station Square South Specific Plan contains requirements related to infrastructure, including storm water management and states that the project will comply with the City's Storm water Management Regulations (MMC Chapter 12.36) and implement Low Impact Development (LID) standards. Staff has added a condition of approval (Data Sheet 1 COA #4) to ensure that plantings in the public right-of-ways is consistent with the plant pallet found in Station Square Transit Village and the list of permitted species of street trees contacted in MMC Chapter 12.44.

### **Conclusion**

The proposed project involves the development of a three-four-and-five-story multi-family residential building on a 3.79 acre site within the Station Square Transit Village. Although the project will involve some modifications, it remains consistent with the *Station Square South Specific Plan*, as well as the General Plan's land use, urban design, and planning objectives.

The building will complement the transit village setting and enhance the character of the area by providing an important connection point south of the Metro L Line station. The site's design features public open spaces with adequate amenities for comfortable social interaction and promotes an increased level of pedestrian activity. The project will also increase the variety and availability of housing within the City. The residents' close proximity to the Monrovia Metro Station and the Peck Road driveway and pedestrian paseo from South Magnolia Avenue will help promote walkability. Overall, the project will enhance the Station Square Transit Village by providing infill development that is architecturally compatible with existing and future development and will strengthen the character of this neighborhood.

**RECOMMENDATION:** Staff and the DRC recommend approval of the proposed minor modifications. If the Planning Commission concurs with this recommendation then, following the public hearing, the following actions would be:

1. Pursuant to the California Environmental Quality Act ("CEQA") and the City's local CEQA Guidelines, the Planning Commission in the exercise of its independent judgment finds that MCUP2022-0001, ME2022-0002, ME2022-0003, and ME2022-0004 are consistent with the *Station Square South Specific Plan* Initial Study/Mitigated Negative Declaration, and pursuant to the Public Resources Code 21083.3 and CEQA Guidelines sections 15162, finds that the revised project is exempt from the requirement that additional environmental documentation be prepared.
2. The Planning Commission finds that the custodian of records for all of the materials that constitute the record of proceedings upon which this decision is based is the Planning Division Manager. Those documents are available for public review in the Planning Division located at 415 South Ivy Avenue, Monrovia, California, 91016.

3. The Planning Commission in the exercise of its independent judgment hereby makes the findings to approve the Minor Conditional Use Permit and Minor Exceptions on attached Data Sheet No. 3 for MCUP2022-0001, ME2022-0002, ME2022-0003, and ME2022-0004 which are incorporated herein by this reference.
4. The Planning Commission approves MCUP2022-0001, ME2022-0002, ME2022-0003, and ME2022-0004, subject to the attached Planning Conditions on Data Sheet No. 1, and recommendations in the Staff Report, all of which are incorporated herein by this reference.

**MOTION:**

Approve MCUP 2022-0001, ME2022-0002, ME2022-0003, and ME2022-0004 pursuant to the Conditions in Data Sheet 1 in the Staff Report



# DATA SHEET 1

# Planning Conditions

**MINOR CONDITIONAL USE PERMIT  
MCUP2022-0001, MINOR EXCEPTION  
ME2022-0002, MINOR EXCEPTION  
ME2022-0003, MINOR EXCEPTION  
ME2022-0004**

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

Development of the subject property and operations on the site must remain in substantial conformance at all times with the request and application forms and plans for MCUP2022-0001 to allow a reconfiguration of the floor plans of the Live/Work units, including the elimination of one Live/Work unit, ME2022-0002, ME2022-0003, and ME2022-0004 to allow changes in the location of residential amenities, changes in the building materials and colors, and changes to the interior layout of the parking structure within the Station Square South development project located at 205 & 225 West Duarte Road; 1725 Peck Road; and 1726 South Magnolia Avenue submitted by the Applicant, as approved by the Planning Commission and placed on file in the office of the Planning Division, except as modified by the conditions imposed by the Planning Commission and by subsequent modifications determined by the Director of Community Development to be in substantial compliance with the conditions of approval. The term "Applicant" as used herein shall include the applicant, the property developer, the property owner, and all successors in interest to this Minor Conditional Use Permit and these Minor Exceptions.

1. Development of the subject property and operations on the site must remain in substantial conformance at all times with the Tentative Parcel Map TPM78225 and Conditional Use Permit CUP2018-0008. All conditions of approval associated with TPM78225 and CUP2018-0008 shall remain in full force and effect.
2. Final artwork for the project shall be reviewed and approved by the Development Review Committee or the Art in Public Places committee, as appropriate.
3. The project shall provide a minimum of 74 guest parking spaces and a minimum of 30 short-term bicycle parking spaces in accordance with the conditions of approval contained in CUP2018-0008.
4. The updated Landscape and Irrigation Plan shall include native planting and shade trees that are consistent with the landscape pallet within Station Square Transit Village. Palm trees shall be removed from the landscape plan.
5. All approvals are subject to compliance with the Monrovia Municipal Code requirements.
6. Construction must begin within one year of the date of this approval or the approval will expire. An extension may be filed in writing 30 days prior to expiration.
7. Approval of this request does not constitute a building permit. Obtain necessary building permits with the Building Division before starting construction.
8. Approval of this request does not constitute a business license. Obtain business licenses at this office before starting operations.



9. Any violation of these conditions of approval or the Monrovia Municipal Code may be subject to the Administrative Fine Ordinance, other available remedies and/or revocation or modification of this permit at the discretion of the City Attorney and City Prosecutor.
10. All of the conditions shall be complied with prior to commencement of the construction, unless an earlier compliance period is specified as part of a condition.
11. Proposed signage shall be submitted for review and approval by the Development Review Committee.
12. Indemnification. As a condition of approval, Applicant agrees to defend, indemnify, protect and hold harmless City, its officers, officials, employees, agents and volunteers from and against any and all claims, actions, or proceeding against the City, its officers, officials, employees, agents and/or volunteers to attack, set aside, void or annul, an approval of the City, Planning Commission or City Council concerning this permit and the project. Such indemnification shall include damages, judgments, settlements, penalties, fines, defensive costs or expenses, including, but not limited to, interest, attorneys' fees and expert witness fees, or liability of any kind related to or arising from such claim, action, or proceeding. The City shall promptly notify the Applicant of any claim, action, or proceeding. Nothing contained herein shall prohibit City from participating in a defense of any claim, action or proceeding. The City shall have the option of coordinating the defense, including, but not limited to, choosing counsel for the defense at Applicant's expense.
13. The Applicant shall, within 30 days after approval by the Development Review Committee, submit to the Community Development Department his/her written consent to all of the conditions of approval contained in Data Sheet Number 1.



## DATA SHEET 3

## Findings

**MINOR CONDITIONAL USE PERMIT  
MCUP2022-0001, MINOR EXCEPTION  
ME2022-0002, MINOR EXCEPTION  
ME2022-0003, MINOR EXCEPTION  
ME2022-0004**

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

### **MINOR CONDITIONAL USE PERMIT 2022-0001 (Reconfiguration of Live/Work Floor Plans)**

As required by Section 17.52.200 of the Monrovia Municipal Code (MMC) and Section 4.4.5 of the *Station Square South Specific Plan*, the decision for granting MCUP2022-0001 to allow a reconfiguration of the floor plans of the Live/Work units, including the elimination of one Live/Work unit within the Station Square South development project located at 205 & 225 West Duarte Road; 1725 Peck Road; and 1726 South Magnolia Avenue is based on the following findings:

- A. The project site is adequate in size, shape and topography for the proposed use. *The subject parcel is 3.79 acres in size and located within Station Square Transit Village and is zoned Specific Plan (SP), which allows for a 296 unit apartment building and associated development. The Station Square South Specific Plan was adopted in 2018. At that time, the Monrovia City Council found that the property meets all of the development standards necessary for the approval of a specific plan, including lot size and dimensions, and relatively flat topography. The Station Square South Specific Plan established the development parameters for the Station Square South project, including those standards related to the Live/Work units. The specific plan requires all Live/Work units to have entries facing onto a right-of-way or the Peck Road driveway, to be located adjacent to each other, and to have internal access between residential and nonresidential portions of the units. The specific plan allows for the relocation of Live/Work units or reconfiguration of Live/Work floor plans subject to a Minor Conditional Use Permit. The original development plan proposed six Live/Work units with entries facing West Duarte Road. The revised plan proposes five Live/Work units in the same location. All other development standards pertaining to Live/Work units are being met.*
- B. The project site has sufficient access to streets and highways, adequate in width and pavement type to carry the quantity and quality of traffic generated by the proposed use. *The Station Square South development project is located with the Station Square Transit Village, which encourages high density multi-family residential and mixed use transit oriented developments. The 3.79 acre property is located three blocks south of the I-210 Freeway, just west of South Myrtle Avenue, and is bounded by the Metro L Line Station to the north, West Duarte Road to the south, and South Magnolia Avenue to the west. The project includes a vacation of a portion of Peck Road; the entrance to the parking structure will be located within this area. The proposed reconfiguration of the Live/Work unit floor plans does not change the location of the previously approved Live/Work units, but reduces the number of units from six to five. The Live/Work units are still proposed to face West Duarte Road and 15 parking spaces*

*will still be dedicated for the guests of the Live/Work units within the parking structure. Duarte Road is designated as a secondary arterial in the City of Monrovia's Circulation Element of the General Plan. Secondary arterial streets carry a daily capacity of 20,000 to 30,000 vehicles per day.*

- C. That the proposed use is compatible with the General Plan and any applicable specific plan, and will not adversely impact the objectives of the General Plan and any applicable specific plan. *The proposed reconfiguration of the Live/Work unit floor plans is compatible with the Monrovia General Plan and the Station Square South Specific Plan. Specifically, Planned Development – Area 12 within the City's Land Use Element of the General Plan encourages mixed-use developments. Section 4.4.5 of the Station Square South Specific Plan allows for the reconfiguration of Live/Work floor plans subject to a Minor Conditional Use Permit.*
  
- D. That the use will comply with the applicable provisions of the zoning ordinance. *The proposed reconfiguration of the Live/Work unit floor plans is in compliance with the City of Monrovia zoning ordinance and the Station Square South Specific Plan. The specific plan established the development parameters for the Live/Work units within the Station Square South project. The specific plan requires all Live/Work units to have entries facing onto a right-of-way or the Peck Road driveway, to be located adjacent to each other, and to have internal access between residential and nonresidential portions of the units. The original development plan proposed six Live/Work units with entries facing West Duarte Road. The revised plan proposes five Live/Work units in the same location as the original project. All other development standards pertaining to Live/Work units are being met. The Station Square South Specific Plan allows for the relocation of Live/Work units or reconfiguration of Live/Work floor plans subject to a Minor Conditional Use Permit.*
  
- E. That the proposed location of the use and the conditions under which it will be operated or maintained will not be detrimental to the public health, safety or welfare, nor will it be materially injurious to properties or improvements in the vicinity. *The proposed reconfiguration of the Live/Work unit floor plans and the conditions under which it will be operated will not be detrimental to the public health, safety, or welfare. The five proposed Live/Work units are oriented facing West Duarte Road, in an area that is developed with existing commercial, industrial, and residential uses. The Station Square South Specific Plan, adopted in 2018, provides for the provision of six Live/Work units in the same location.*

**MINOR EXCEPTION ME2022-0002 (Change in location of residential amenities), MINOR EXCEPTION ME2022-0003 (Changes in building materials and colors), MINOR EXCEPTION ME2022-0004 (Changes to the interior layout of the parking structure)**

As required by Section 17.52.110 of the Monrovia Municipal Code (MMC), the decision for granting ME2022-0002, ME2022-0003, and ME2022-0004 to allow changes in the location of residential amenities, changes in the building materials and colors, and changes to the interior layout of the parking structure within the Station Square South development project

located at 205 & 225 West Duarte Road; 1725 Peck Road; and 1726 South Magnolia Avenue is based on the following findings:

Practical difficulties, unnecessary hardships, or results that may be inconsistent with the general intent of the code warrant the granting of ME2022-0002, *in that the project Applicant has achieved a more efficient layout of space and achieved additional square footage for project amenities. Additionally, the Station Square South Specific Plan took into account the likelihood that the residential amenities within the Station Square South development would be relocated or reconfigured, as Section 4.4.5 of the specific plan lists, “changes to the approved site plan regarding the location of residential amenities...” as a minor modification subject to the review of the Development Review Committee.*

Practical difficulties, unnecessary hardships, or results that may be inconsistent with the general intent of the code warrant the granting of ME2022-0003, *in that the project Applicant has achieved a more cohesive architectural design that maintains the urban design objectives outlined in the original project, including improving access to transit, thoughtful placement of structures to ensure neighborhood compatibility, and concentrating building massing toward the rear of the property. Additionally, the Station Square South Specific Plan took into account the likelihood that the building materials and colors may be changed, as Section 4.4.5 of the Station Square South Specific Plan lists, “changes in building materials, colors, and related architectural treatments” as a minor modification subject to the review of the Development Review Committee.*

Practical difficulties, unnecessary hardships, or results that may be inconsistent with the general intent of the code warrant the granting of ME2022-0004, *in that the project Applicant has achieved a more efficient parking lot design by mechanically venting the parking structure, and changing the up ramps to the north side of the structure. The revised design has achieved an additional 10 parking spaces. Additionally, the Station Square South Specific Plan took into account the likelihood that the interior layout of the parking structure may be changed, as Section 4.4.5 of the Station Square South Specific Plan lists, “changes to the interior layout of the parking structure and exterior building facing the rail right-of-way” as a minor modification subject to the review of the Development Review Committee.*



# JPI MONROVIA

## MINOR MODIFICATION SET

JANUARY 28, 2022





# PROJECT DESCRIPTION

The following contains the drawings for the minor modification for the JPI Monrovia (Station Square South) project formerly entitled by the Richman Group. These drawings strive to show minor changes to the entitlement that the current owner would like to make before moving forward into working drawings. The project site located at West Duarte Road and Peck Road consists of two Type III wrap buildings that bridge across Peck Road to connect. A single 7 level garage is located in the West building and contains 532 parking stalls. The project consists of 296 dwelling units (the same as previously entitled) with a similar unit mix and total NRSF. The project site excludes an existing single story commercial building at the corner of Duarte and Magnolia Avenue.

The overall building configuration remains the same as previously entitled. Items that have changed are as follows: The entrance of the garage no longer enters off its corner, but aligns with the drive aisle for a more efficient garage layout. The garage is also now mechanically ventilated, so the open space between the garage and building has been removed. Peck Road and its kiss and drop remain unchanged. The unit plans have been replaced with more conventional unit types that allow for better light and ventilation. One electrical room along Duarte has been relocated out of the pool area to omit the ramp on Duarte. Additional amenity space has been added on the first floor adjacent to the pool area. The elevation style has changed to provide a more cohesive architectural style that still uses similar elements and themes of the previously entitled project.

If items are not listed or mentioned for proposed changes, the intent is that the project will substantially conform with the entitled set of drawings.

# VICINITY MAP



# PROJECT TEAM

## DEVELOPER:



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**STATION SQUARE SOUTH - PROJECT SUMMARY**

(ENTITLEMENT SUMMARY FOR REFERENCE)

04.02.2018

**TAX PARCELS (APN)**

ASSESSOR'S PARCEL MAP NUMBERS:  
8507-003-045, 8507-003-046, 8507-003-047, 8507-003-048, 8507-003-050, 8507-003-051

**PROJECT TOTALS**

SITE AREA	165,088 SF
	3.79 AC
TOTAL UNITS	296 UNITS
DENSITY	78 DU/AC

**UNIT SUMMARY**

FLOOR	STUDIO				1 BR													2 BR								TOTAL						
	S1	S2	S3	S4	A1	A1.1	A1.2	A2	A2.1	A2.3	A3	A4	A5	A6	A7	A8	A L/W	A L/W.1	B1	B1.1	B1.2	B2 *	B2 LOFT	B2.1	B3		B4	B5	B5 LOFT	B6	B7	B2 LW
Floor 1		2	1	1	2	1	1	26			1		3	1	1	1			1			6			2				1	1		51
Floor 2		2			2	1		22	1				3	1	1	1	4	1	1	1	1	10		1	3	1	1		1	1	61	
Floor 3	1	2			2	1		26	1	1		1	3	1	1	1			1	1	1	11		1	3	1	1		1	1	63	
Floor 4	1	2			2	1		31	1	1		1	3	1	1	1			1	1	1	6		1	3	1	1		1	1	63	
Floor 5	1	2			2	1		26	1	1		1	3	1	1	1			1	1	1	5	1	1	3	1	1		1	1	58	
Total Units	3	10	1	1	10	5	1	131	4	3	1	3	15	5	5	5	4	1	5	4	4	38	1	4	14	4	3	1	4	5	1	296
<b>Total Units</b>	<b>15</b>				<b>193</b>													<b>88</b>								<b>296</b>						
Percentage	5.07%				65.20%													29.73%								100.00%						

\* includes B2.2 variation

**RESIDENTIAL UNITS NRSF SUMMARY**

UNIT TYPE	# UNITS	BALCONY	S.F.	TOTAL UNIT SF	AVER.
S1	3	41	814	2,442 SF	580
S2	10	50	509	5,090 SF	
S3	1	50	550	550 SF	
S4	1	50	616	616 SF	
A1	10	72	742	7,420 SF	771
A1.1	5	71	802	4,010 SF	
A1.2	1	61	710	710 SF	
A2	131	61	745	97,595 SF	
A2.1	4	64	800	3,200 SF	
A2.3	3	61	958	2,874 SF	
A3	1	61	771	771 SF	
A4	3	44	691	2,073 SF	
A5	15	43	756	11,340 SF	
A6	5	51	679	3,395 SF	
A7	5	51	679	3,395 SF	
A8	5	54	731	3,655 SF	
A L/W	4	0	1,561	6,244 SF	
A L/W.1	1	0	2,050	2,050 SF	
B1	5	37	982	4,910 SF	1103
B1.1	4	43	1,170	4,680 SF	
B1.2	4	67	1,116	4,464 SF	
B2	38	61	1,091	41,458 SF	
B2 LOFT	1	49	1,260	1,260 SF	
B2.1	4	52	1,073	4,292 SF	
B3	14	61	1,015	14,210 SF	
B4	4	53	1,139	4,556 SF	
B5	3	42	960	2,880 SF	
B5 LOFT	1	0	1,132	1,132 SF	
B6	4	46	1,135	4,540 SF	
B7	5	73	1,260	6,300 SF	
B2 LW	1	0	2,382	2,382 SF	
<b>TOTAL NRSF</b>	<b>296</b>			<b>254,494 SF</b>	

**PROVIDED PARKING SUMMARY**

PROVIDED PARKING	ADA *	EV *
ENTRY COURT	4	3
LEVEL 1	56	3
LEVEL 2	68	1
LEVEL 3	84	2
LEVEL 4	84	2
LEVEL 5	84	2
LEVEL 6	84	1
ROOF OF PARKING	58	1
<b>TOTAL</b>	<b>522</b>	<b>15</b>
RESULTANT PARKING RATIO	1.76	*included in total

**PARKING SEPERATION**

PROVIDED PARKING	
GUEST PARKING	74
RESIDENTIAL PARKING	384
PAID PARKING	49
L/W PARKING	15 work space only
<b>TOTAL</b>	<b>522</b>

**ACCESSIBLE PARKING**

ACCESSIBLE STALLS	12
VAN ACCESSIBLE	3
<b>TOTAL ACCESSIBLE</b>	<b>15</b>

**BIKE PARKING**

PROVIDED BIKE STALLS	
1 FLOOR - PRIVATE *	80
1 FLOOR - PUBLIC **	30
2 FLOOR - PRIVATE	96
<b>TOTAL</b>	<b>206</b>

\* INCLUDES 24 SHOR-TERM SPACES  
\*\* SHORT-TERM SPACES

**PROVIDED USABLE OPEN SPACE**

PROVIDED COMMON OPEN SPACE	
COURT YARD A	5,051 SF
COURT YARD B	4,197 SF
COURT YARD C	4,843 SF
POOL COURT	12,300 SF
<b>TOTAL</b>	<b>26,671 SF</b>

**PROVIDED PUBLIC OPEN SPACE**

PUBLIC PASEO	5,400 SF
PUBLIC ACCESS OPEN E	2,130 SF
SPACE ON MAGNOLIA AVENUE	
PUBLIC ACCESSIBLE PATH AND	15,448 SF
DROP OFF PLAZA AT PECK ROAD	
<b>TOTAL</b>	<b>22,978 SF</b>

**PROVIDED INTERIOR COMMON SPACE**

LOUNGE	960 SF
LOBBYLEASING	1,085 SF
FITNESS	2,154 SF
MAIL ROOM	810 SF
BIKE BARN	760 SF
<b>TOTAL</b>	<b>5,769 SF</b>

**PROVIDED PRIVATE OPEN SPACE**

STUDIOS	723 SF
1 BDR	11,184 SF
2 BDR	4,941 SF
<b>TOTAL</b>	<b>16,848 SF</b>

**PROVIDED BUILDING AREA SUMMARY**

PROVIDED HABITABLE BUILDING AREA	
FLOOR 1	66,520 SF
FLOOR 1 - LOUNGE	960 SF
FLOOR 1 - LOBBY/LEASING	1,085 SF
FLOOR 1 - FITNESS	2,154 SF
FLOOR 1 - MOVE-IN	865 SF
FLOOR 1 - MAILROOM	810 SF
FLOOR 2	70,727 SF
FLOOR 3	72,360 SF
FLOOR 4	70,498 SF
FLOOR 5	65,472 SF
LOFT UNITS	2,398 SF
<b>TOTAL</b>	<b>287,329 SF</b>

**PROVIDED PARKING AREA SUMMARY**

PROVIDED NONHABITABLE BUILDING AREA *	
LEVEL 1	23437 SF
LEVEL 2	28993 SF
LEVEL 3	28993 SF
LEVEL 4	28993 SF
LEVEL 5	28993 SF
LEVEL 6	28993 SF
LEVEL 7	19776 SF
<b>TOTAL</b>	<b>188,178 SF</b>

\* INCLUDES BIKE BARN AND TRASH/ RECYCLING ROOM

# PROJECT SUMMARY

**ASSESSOR'S PARCEL MAP NUMBERS:**

8507-003-045, 8507-003-046, 8507-003-047, 8507-003-048, 8507-003-050, 8507-003-051

UNIT SUMMARY										
UNIT TYPE	Average Deck SF	Average Unit SF*	FLR 1	FLR 2	FLR 3	FLR 4	FLR 5	Total # Units	Unit Mix	Total Net Rent
<b>Studio:</b>										
S1		55E	1	2	3	3	3	12		6,660 SF
<b>Subtotal</b>		<b>55E</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>12</b>	<b>4%</b>	<b>6,660 SF</b>
<b>1 Bedroom:</b>										
A1	63	651	C	3	3	3	3	12		7,812 SF
A2	69	676	27	26	28	32	28	141		95,316 SF
A3	4E	707	9	8	8	8	8	41		28,987 SF
<b>Subtotal</b>		<b>681</b>	<b>3E</b>	<b>37</b>	<b>39</b>	<b>43</b>	<b>39</b>	<b>194</b>	<b>66%</b>	<b>132,115 SF</b>
<b>2 Bedrooms:</b>										
B1	69	1,043	E	12	15	1C	1C	5E		57,365 SF
B2	4E	1,05E	C	1	1	1	1	4		4,232 SF
B3	6E	1,08C	1	1	1	1	1	5		5,400 SF
B4	4E	1,179	1	1	1	1	1	5		5,895 SF
B5	73	1,184	1	1	1	1	1	5		5,920 SF
B6	69	1,202	C	2	2	2	2	8		9,616 SF
B7	69	1,22E	C	C	1	1	1	3		3,675 SF
<b>Subtotal</b>		<b>1,084</b>	<b>11</b>	<b>1E</b>	<b>22</b>	<b>17</b>	<b>17</b>	<b>8E</b>	<b>29%</b>	<b>92,103 SF</b>
<b>Live Work:</b>										
LW1	69	1,41C	2	C	C	C	C	2		2,820 SF
LW2	69	2,15E	2	C	C	C	C	2		4,310 SF
LW3	69	2,94E	1	C	C	C	C	1		2,948 SF
<b>Subtotal</b>		<b>2,01E</b>	<b>E</b>	<b>C</b>	<b>C</b>	<b>C</b>	<b>C</b>	<b>E</b>	<b>2%</b>	<b>10,078 SF</b>
<b>TOTAL</b>		<b>814</b>	<b>53</b>	<b>57</b>	<b>64</b>	<b>63</b>	<b>59</b>	<b>29E</b>	<b>100%</b>	<b>240,956 SF</b>

\* Square footage is taken from centerline of parti walls and outside of exterior walls, excluding all decks and balconies.

PROVIDED PARKING								
LEVEL	Paid Parking	Guest	L/W Resident	Total	ACCESSIBLE	EV		
Level 1	4E	7	1E	C	67	3		3
Level 2	1E	C	C	59	74	3		4
Level 3	C	C	C	81	7E	3		3
Level 4	C	C	C	81	7E	3		3
Level 5	C	C	C	81	7E	3		3
Level 6	C	C	C	81	7E	3		2
Level 7		61		21	79	3		0
<b>TOTAL</b>	<b>66</b>	<b>68</b>	<b>15</b>	<b>404</b>	<b>532</b>	<b>21</b>		<b>18</b>
<b>ENTITLED</b>	<b>-49</b>	<b>-74</b>	<b>-15</b>	<b>-384</b>	<b>-522</b>			

BIKE PARKING	
1 Floor - Private *	8C
1 Floor - Public **	3C
2 Floor - Private	9E
<b>TOTAL</b>	<b>206</b>

\* Includes 24 Short-Term Spaces  
 \*\* Short-Term Spaces

PROVIDED PUBLIC OPEN SPACE	
Public Accessible Path at Peck Road	12,275 SF
Public Paseo	5,867 SF
Public Access off Magnolia Ave	2,781 SF
<b>TOTAL</b>	<b>20,923 SF</b>

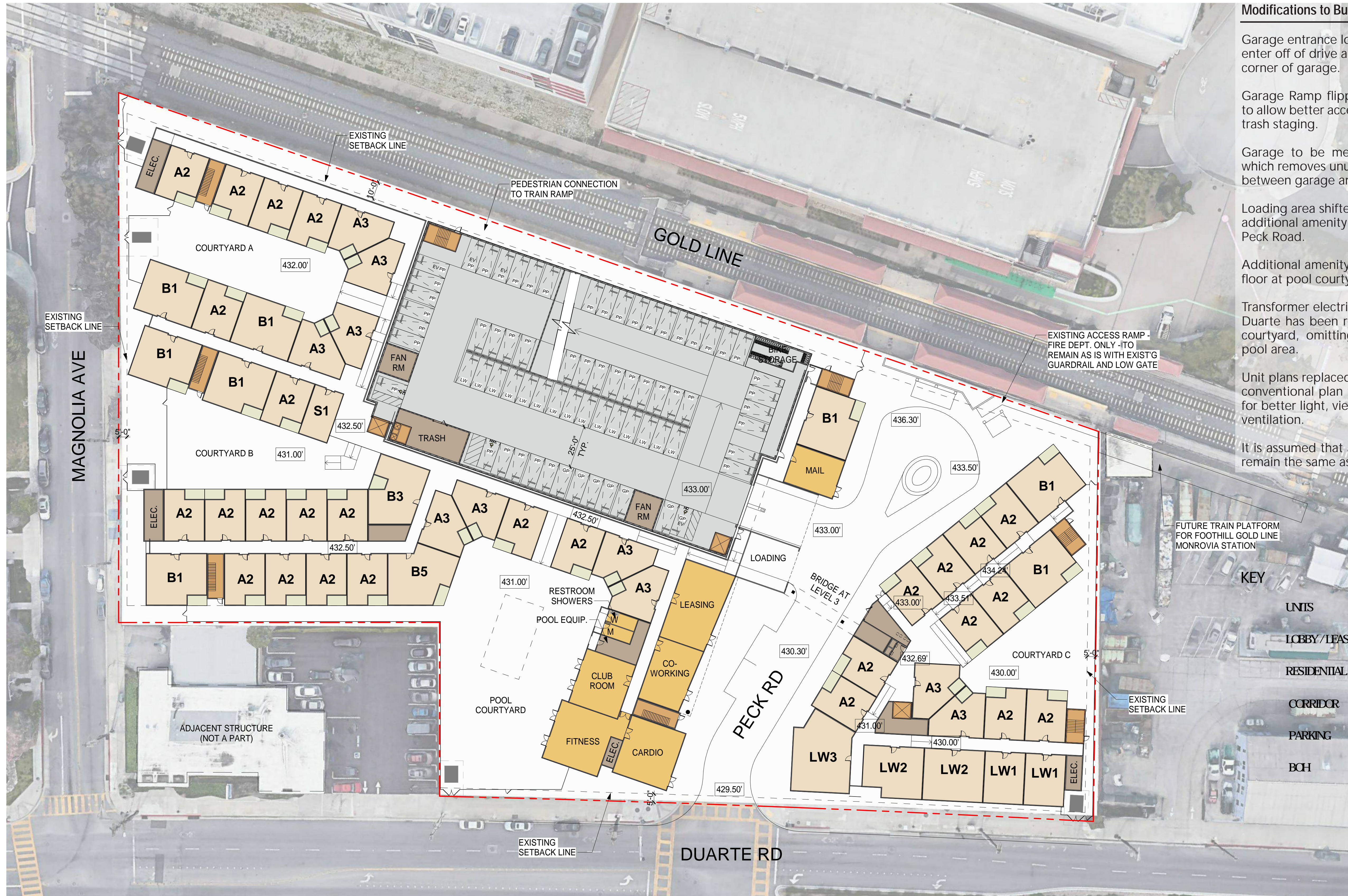
PROVIDED HABITABLE BUILDING AREA (NET RENTABLE SF)	
Level 1	41,671 SF
Level 1 - Clubroom / Lounge	1,116 SF
Level 1 - Lobby/Leasing	1,450 SF
Level 1 - Fitness + Cardio	2,600 SF
Level 1 - Move-In	824 SF
Level 1 - Mail Room	740 SF
Level 1 - Co-Working	1,050 SF
Level 2	50,908 SF
Level 3	52,513 SF
Level 4	50,084 SF
Level 5	47,378 SF
<b>TOTAL</b>	<b>250,334 SF</b>

PROVIDED NONHABITABLE PARKING BUILDING AREA (GROSS SF)	
Level 1	23,891 SF
Level 2	30,591 SF
Level 3	30,591 SF
Level 4	30,591 SF
Level 5	30,591 SF
Level 6	30,591 SF
Level 7	17,673 SF
<b>TOTAL</b>	<b>194,519 SF</b>

USABLE OPEN SPACE	
<b>PROVIDED INTERIOR COMMON SPACE</b>	
Clubroom / Lounge	1,116 SF
Lobby/Leasing	1,450 SF
Fitness	1,370 SF
Cardio	1,230 SF
Co-Working	1,050 SF
Mail Room	740 SF
Bicycle Storage	1,100 SF
<b>TOTAL</b>	<b>8,056 SF</b>

PROVIDED PRIVATE OPEN SPACE	
Studios	0 SF
1 Bedroom	12,453 SF
2 Bedroom	5,691 SF
Live Work	345 SF
<b>TOTAL</b>	<b>18,489 SF</b>





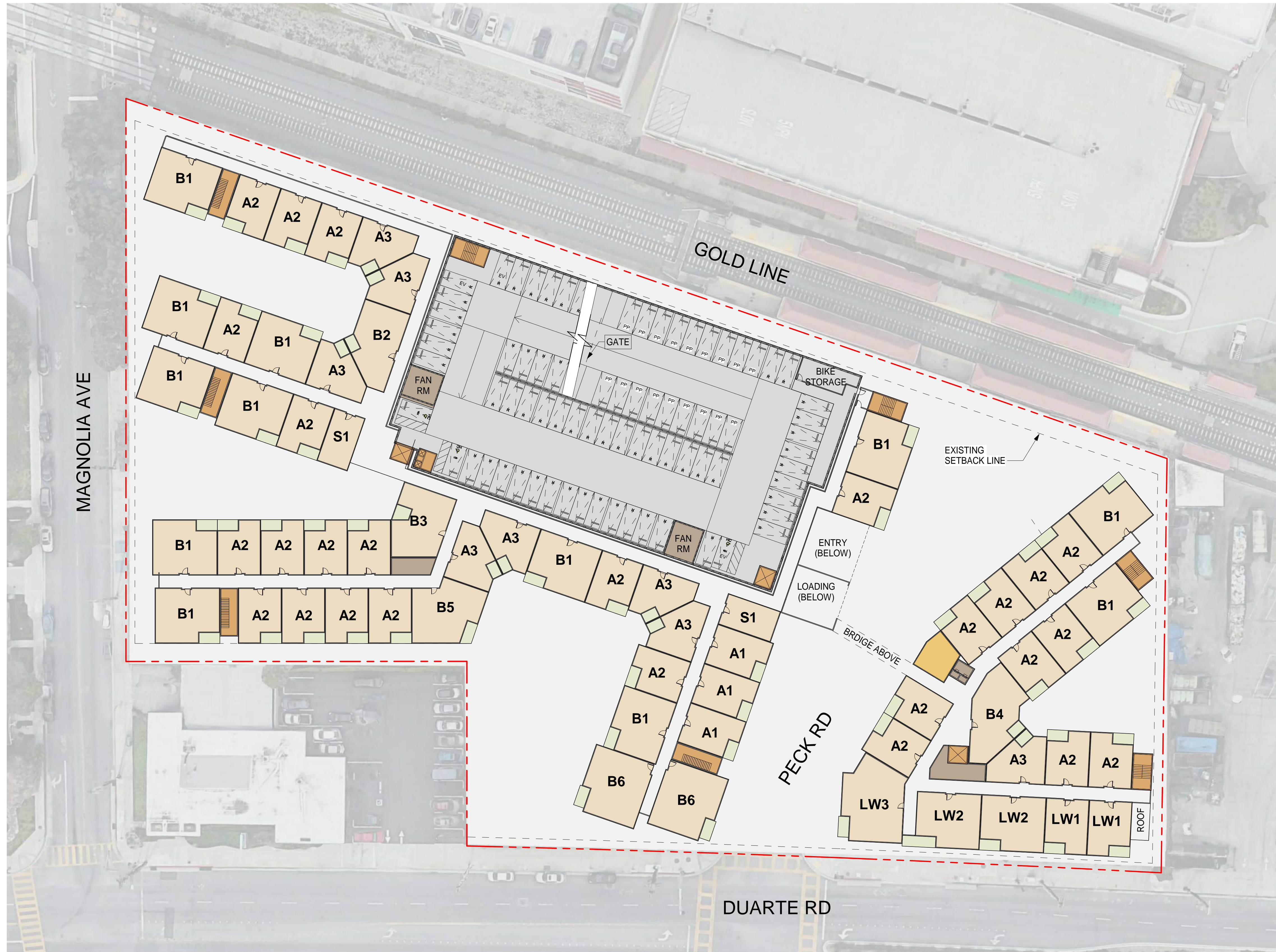
**Modifications to Building and Site Design**

- Garage entrance location revised to enter off of drive aisle instead of corner of garage.
- Garage Ramp flipped to opposite side to allow better access to parking and for trash staging.
- Garage to be mechanically ventilated which removes unused void space between garage and apartments.
- Loading area shifted to allow for additional amenity space along Peck Road.
- Additional amenity space added to first floor at pool courtyard.
- Transformer electrical room along Duarte has been relocated out of pool courtyard, omitting handicap ramp to pool area.
- Unit plans replaced with more conventional plan typologies that allow for better light, views and natural ventilation.
- It is assumed that all other items are to remain the same as entitled project.

**KEY**

- UNITS
- LOBBY / LEASING / AMENITY
- RESIDENTIAL VERT. CIRC.
- CORRIDOR
- PARKING
- BOH

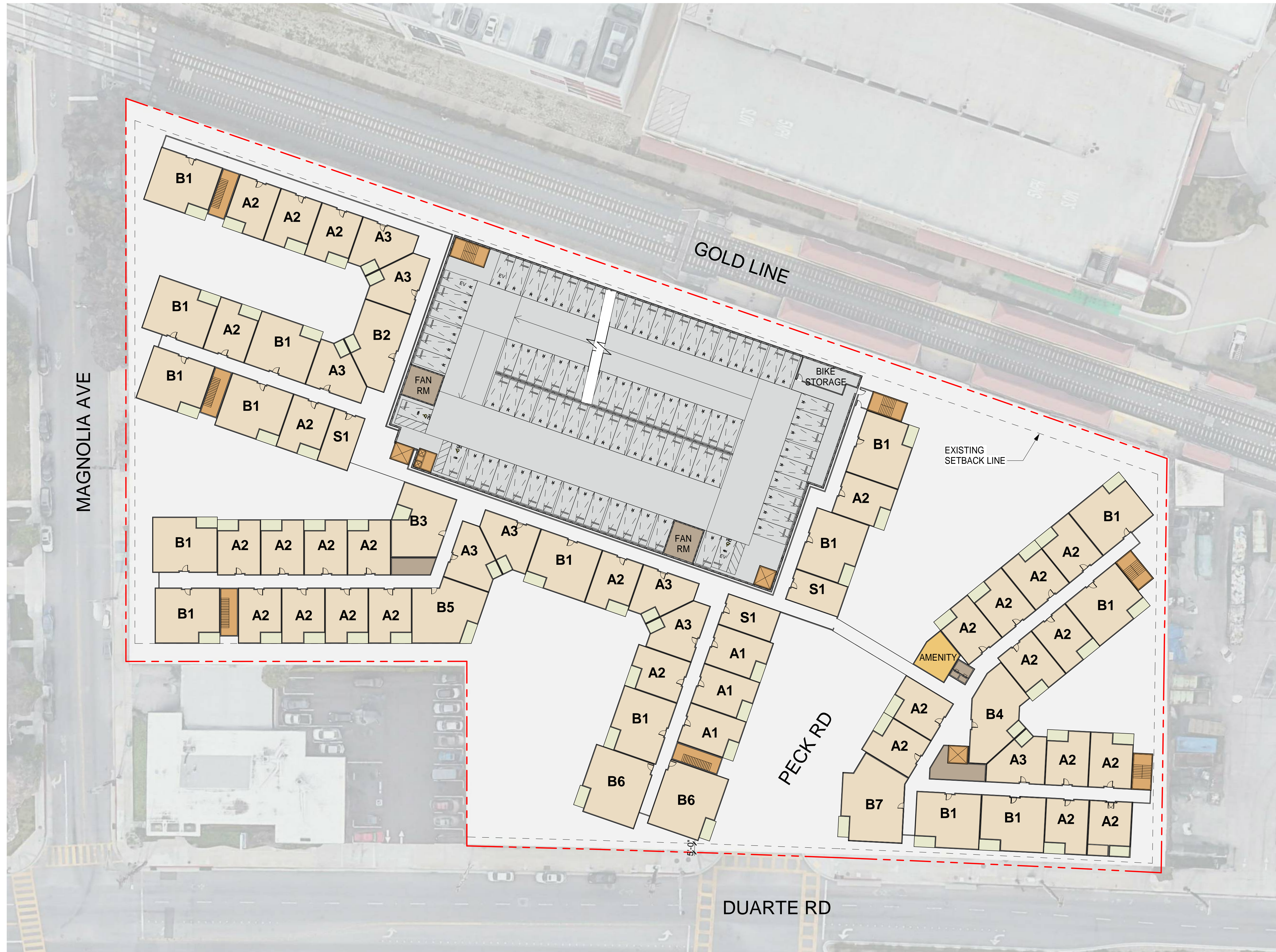




- KEY**
- UNITS
  - LOBBY / LEASING / AMENITY
  - RESIDENTIAL VERT. CIRC.
  - CORRIDOR
  - PARKING
  - BOH







**Modifications to Building and Site Design**

Bridge location has shifted slightly to align with West Building corridor.  
Elevator location in garage allows for easy access to bridge.

Bridge will remain at Level 3 only.

**KEY**

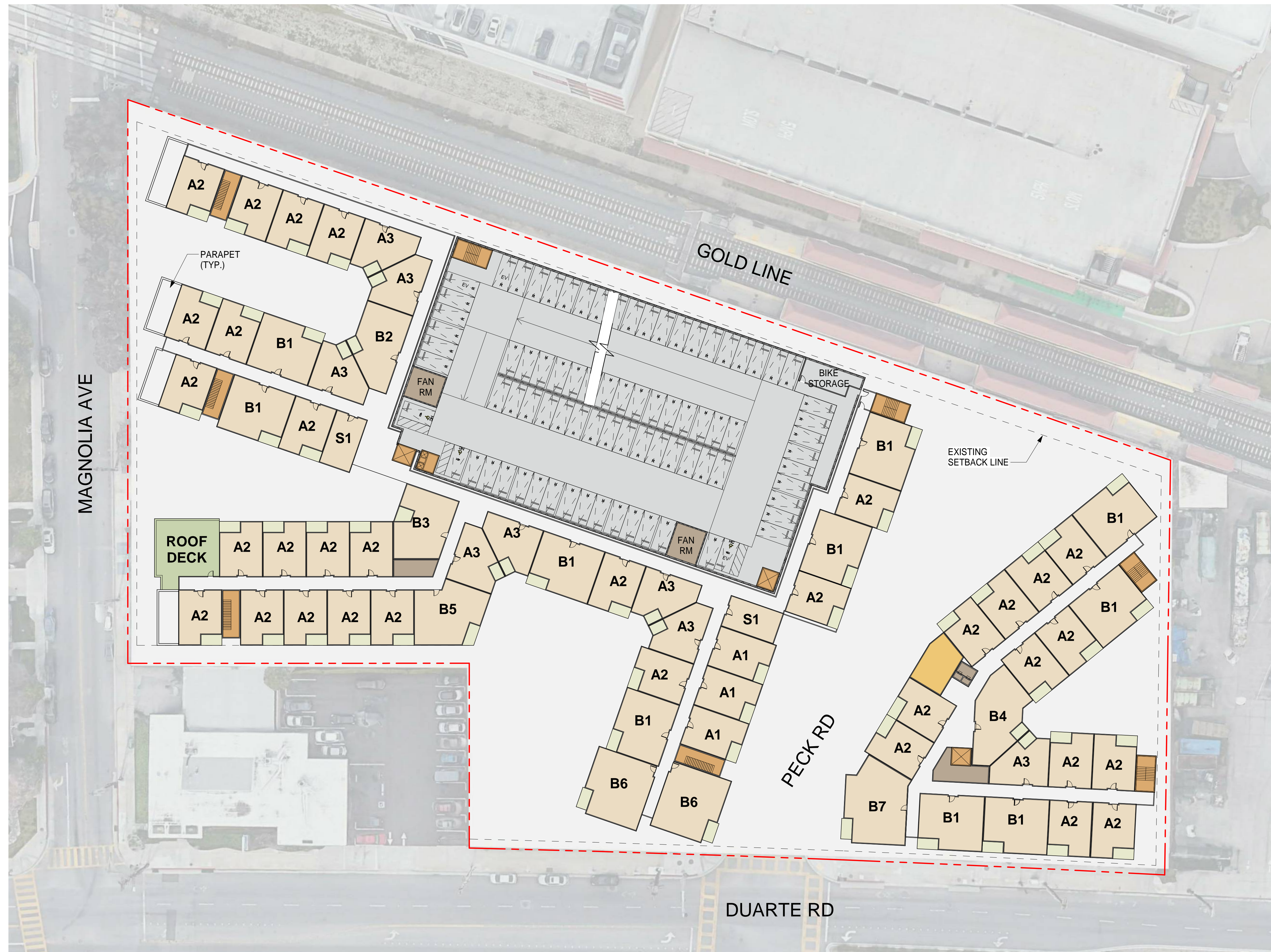
- UNITS
- LOBBY / LEASING / AMENITY
- RESIDENTIAL VERT. CIRC.
- CORRIDOR
- PARKING
- BOH



**Modifications to Building and Site Design**

Additional roof deck added on 4th level along Magnolia Avenue.

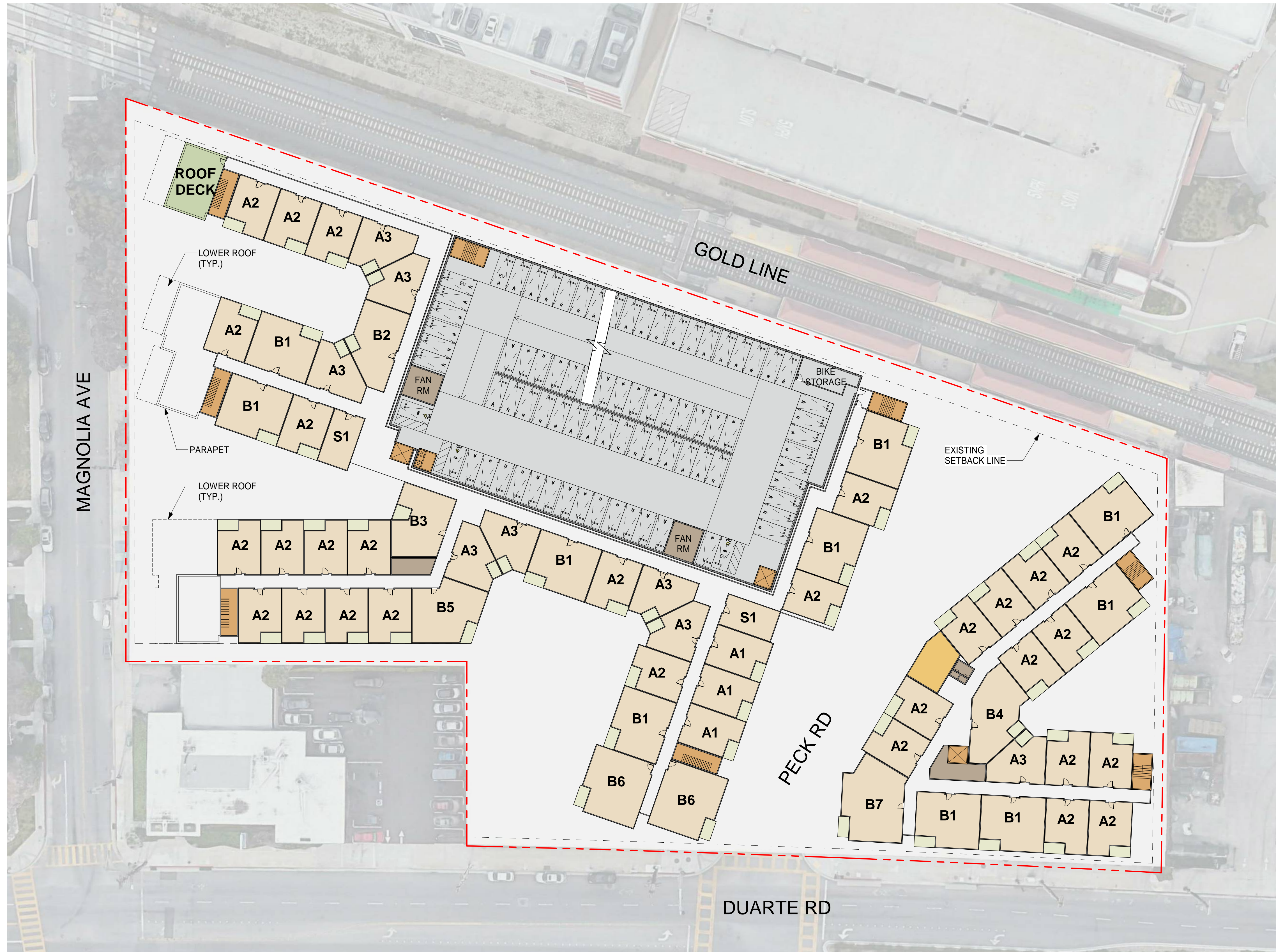
All other building stepping conditions along Magnolia remain the same as proposed in the entitlement drawings.



**KEY**

- UNITS
- LOBBY / LEASING / AMENITY
- RESIDENTIAL VERT. CIRC.
- CORRIDOR
- PARKING
- BOH

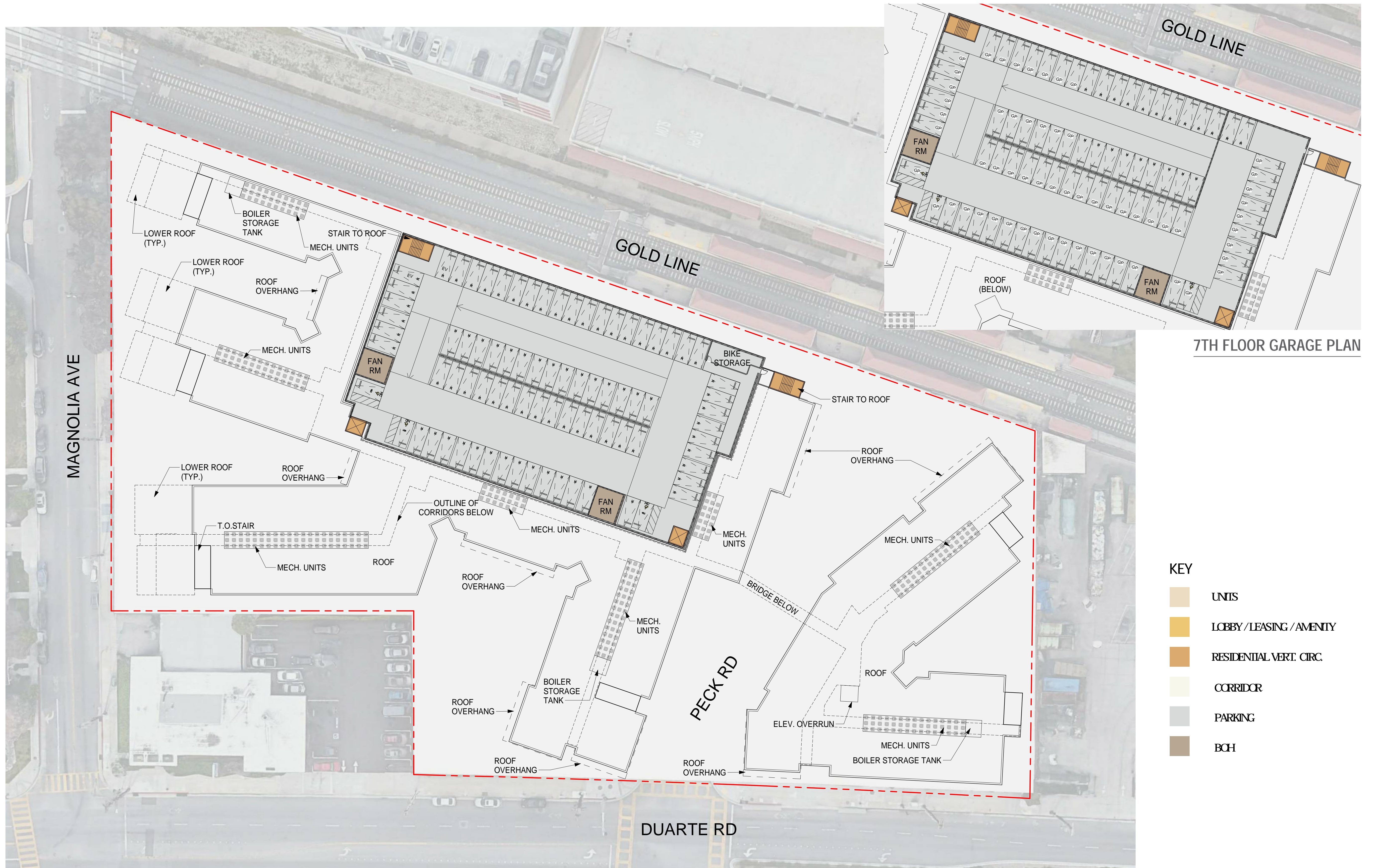




**KEY**

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<span style="display: inline-block; width: 15px; height: 15px; background-color: #f0e68c; border: 1px solid black;"></span>	CORRIDOR
<span style="display: inline-block; width: 15px; height: 15px; background-color: #d3d3d3; border: 1px solid black;"></span>	PARKING
<span style="display: inline-block; width: 15px; height: 15px; background-color: #808080; border: 1px solid black;"></span>	BOH



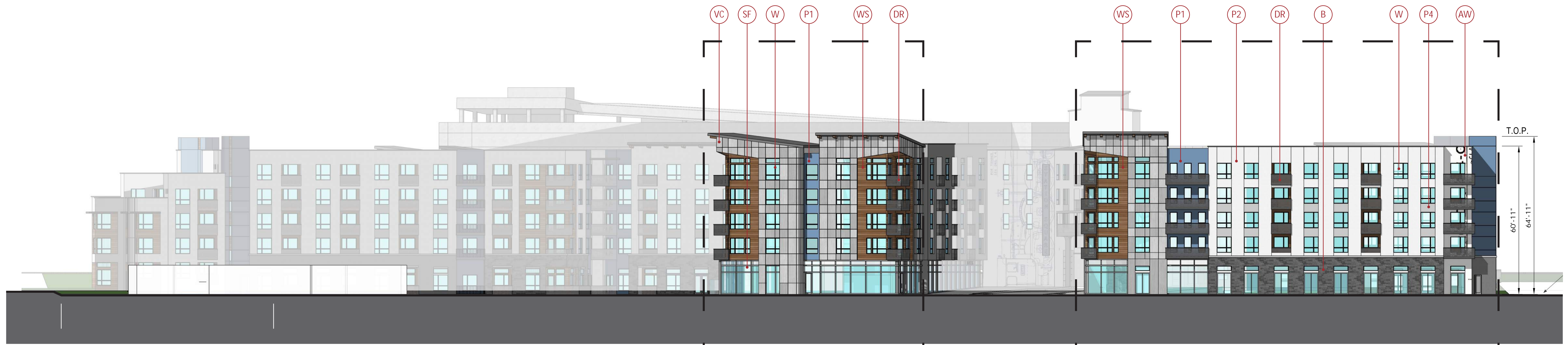


6TH FLOOR GARAGE / ROOF PLAN

7TH FLOOR GARAGE PLAN

- KEY**
- UNITS
  - LOBBY / LEASING / AMENITY
  - RESIDENTIAL VERT. CIRC.
  - CORRIDOR
  - PARKING
  - BOH





1. SOUTH ELEVATION - DUARTE ROAD (1" = 20')



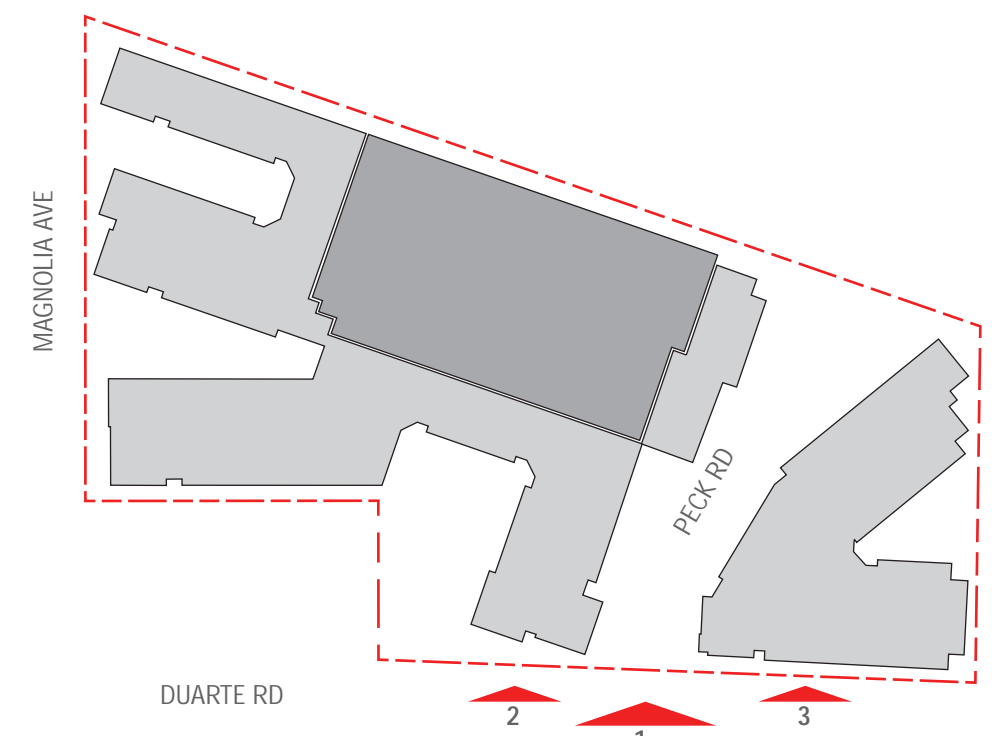
2. SOUTH ELEVATION - PART 1 (1" = 10')



3. SOUTH ELEVATION - PART 2 (1" = 10')

**MATERIAL LEGEND**

- AW- ART WALL LOCATIONS
- B- BRICK VENEER FINISH
- C- CONCRETE
- DR- DECORATIVE METAL PANEL RAILING
- MR- METAL PICKET RAILING
- P- PLASTER FINISH
- SF- STOREFRONT
- VC- VERTICAL CEMENT BOARD TILES
- WS- WOOD-LIKE SIDING ACCENT
- W- VINYL WINDOW



KEY MAP





1. WEST ELEVATION - MAGNOLIA AVENUE (1"=20')



2. WEST ELEVATION - PART 1 (1"=10')



3. WEST ELEVATION - PART 2 (1"=10')



4. WEST ELEVATION - PART 2 (1"=10')

**Modifications to Elevation Design**

Maintains exterior cladding on corner of building with three colors of light gray panels

Added wood like siding for additional warmth and character.

Maintained corner glazing and added transom glass, but in a way that is economically feasible.

High and dramatic building corners with cut away edges maintained in design. Added additional storefront glazing at first floor amenities.

Added brick veneer at base of building where it can be seen and touched.

Join windows together to create vertical massing similar to fins and frames on entitled design

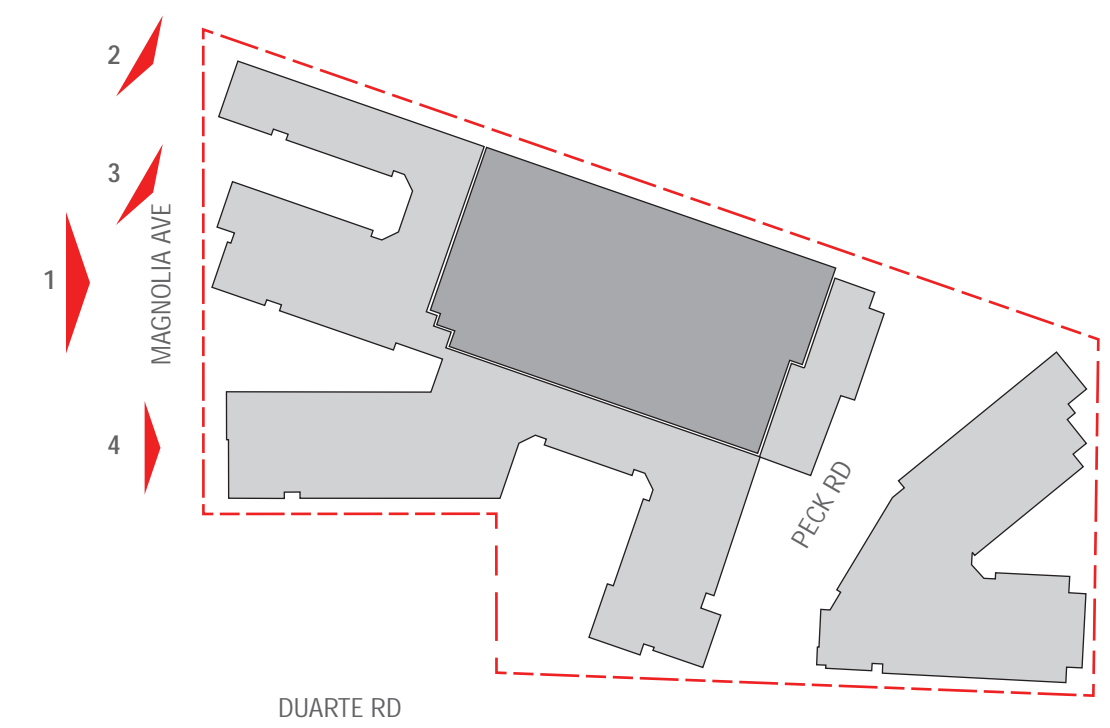
Use similar color scheme as entitled project, with white, gray, brown and blue, but use brown and blue colors as accent colors rather than filed colors.

Laser cut metal balcony rails have been added for additional interest and privacy similar to Entitled drawings.

Overall elevation design intent maintained or improved with new design.

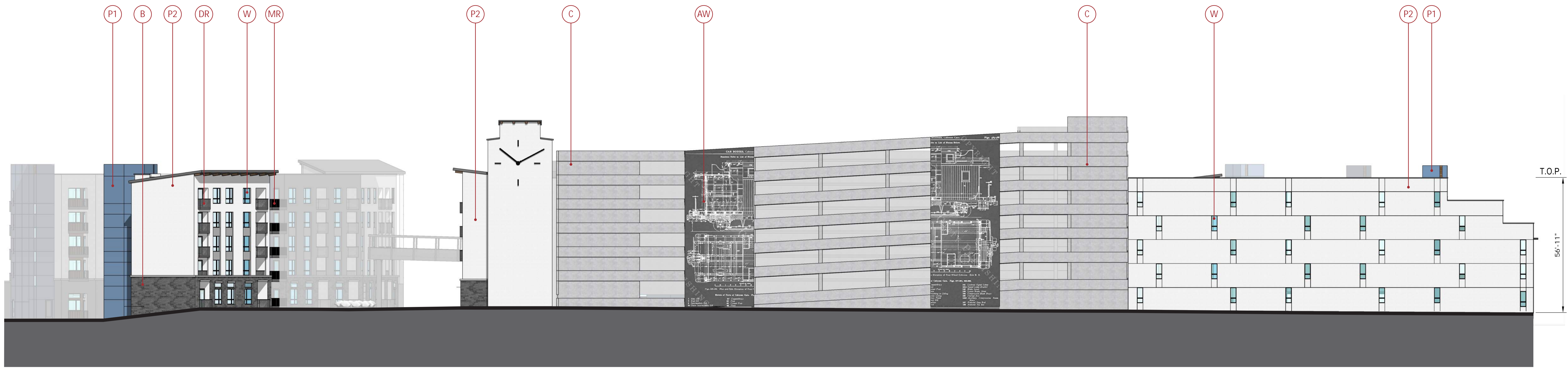
**MATERIAL LEGEND**

- AW- ART WALL LOCATIONS
- B- BRICK VENEER FINISH
- C- CONCRETE
- DR- DECORATIVE METAL PANEL RAILING
- MR- METAL PICKET RAILING
- P- PLASTER FINISH
- SF- STOREFRONT
- VC- VERTICAL CEMENT BOARD TILES
- WS- WOOD-LIKE SIDING ACCENT
- W- VINYL WINDOW



KEY MAP





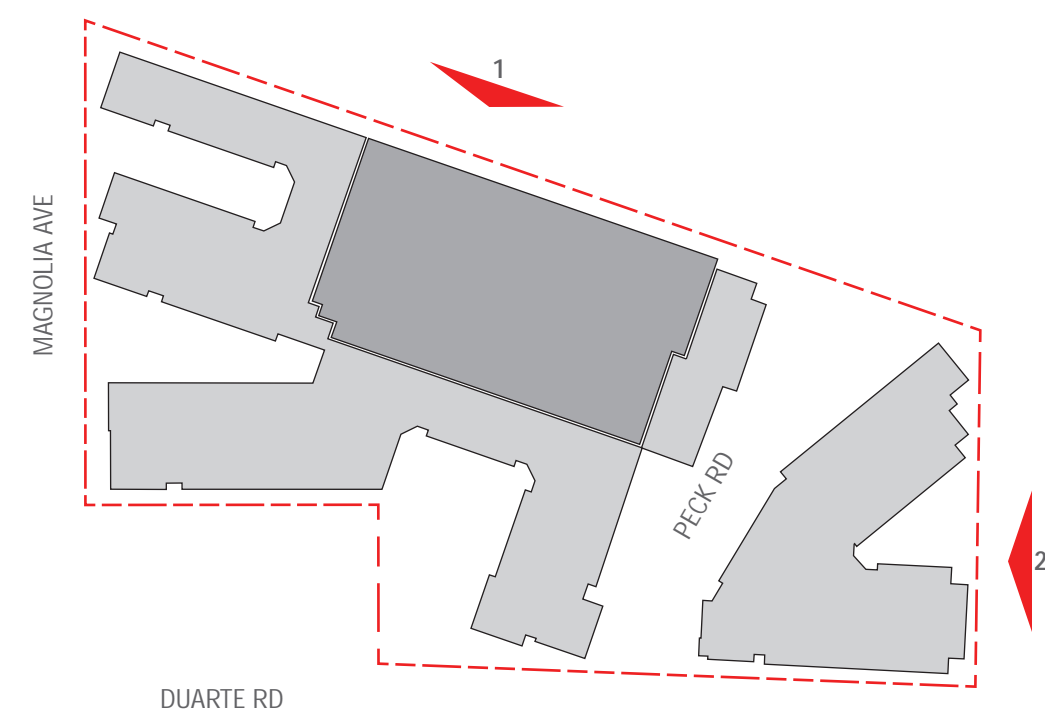
1. NORTH ELEVATION - (1" = 20')



2. EAST ELEVATION - (1" = 20')

**MATERIAL LEGEND**

- AW- ART WALL LOCATIONS
- B- BRICK VENEER FINISH
- C- CONCRETE
- DR- DECORATIVE METAL PANEL RAILING
- MR- METAL PICKET RAILING
- P- PLASTER FINISH
- SF- STOREFRONT
- VC- VERTICAL CEMENT BOARD TILES
- WS- WOOD-LIKE SIDING ACCENT
- W- VINYL WINDOW

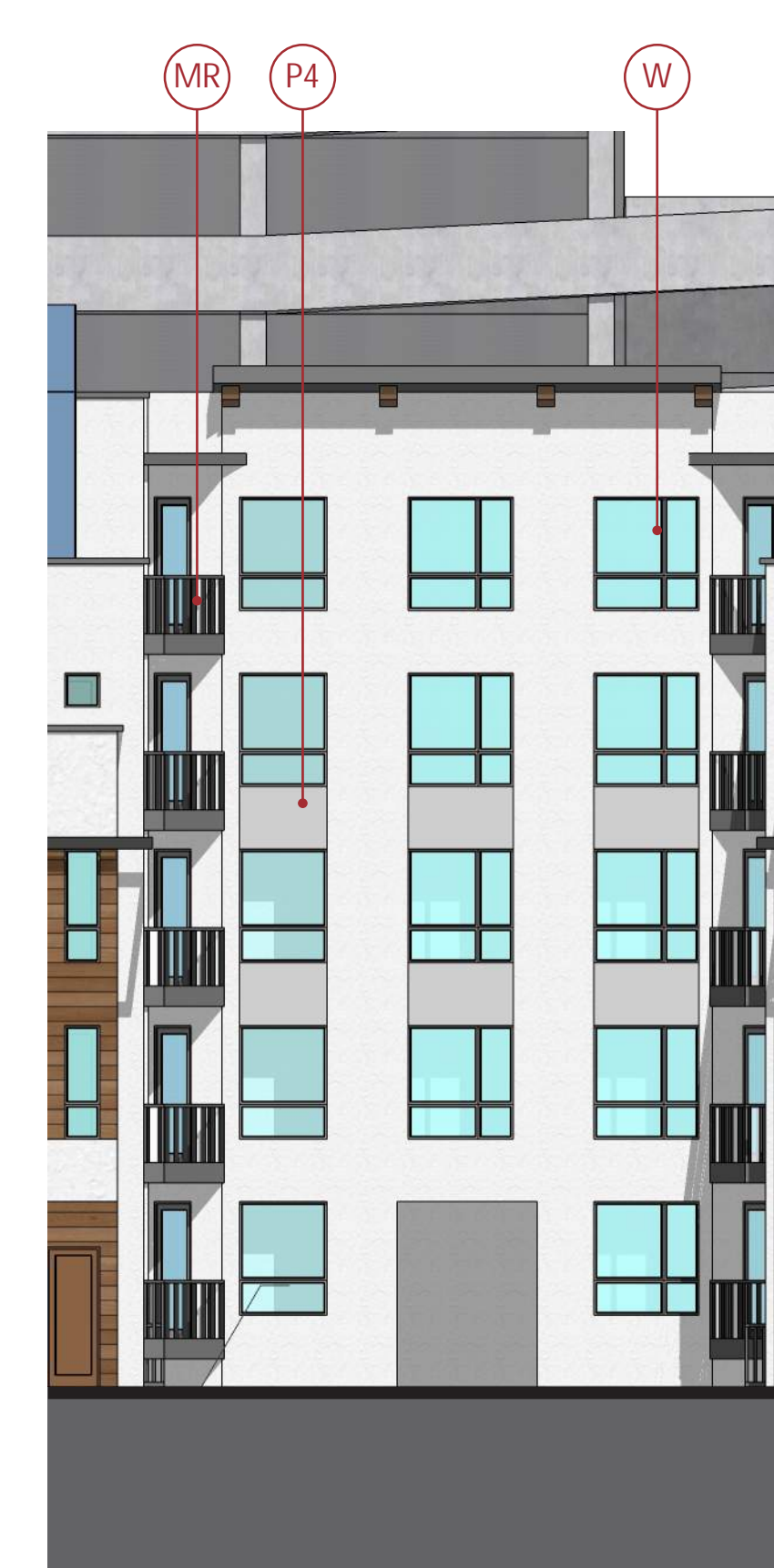


KEY MAP





1. COURTYARD "A" - SOUTH ELEVATION



2. COURTYARD "A" - WEST ELEVATION



3. COURTYARD "A" - NORTH ELEVATION



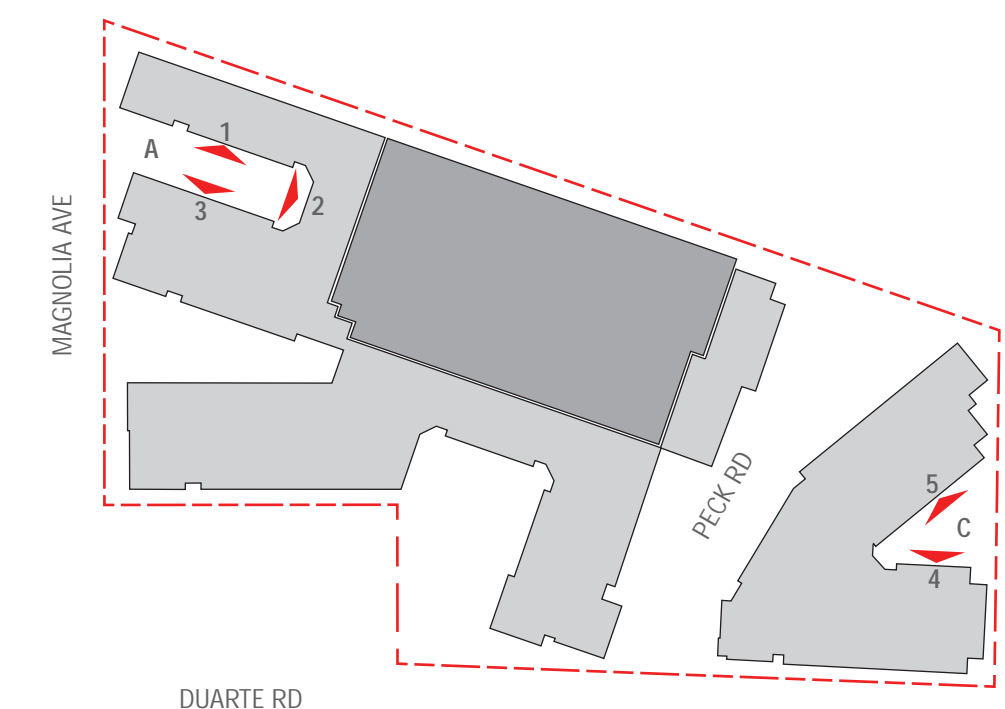
4. COURTYARD "C" - NORTH ELEVATION



5. COURTYARD "C" - SOUTHEAST ELEVATION

**MATERIAL LEGEND**

- AW- ART WALL LOCATIONS
- B- BRICK VENEER FINISH
- C- CONCRETE
- DR- DECORATIVE METAL PANEL RAILING
- MR- METAL PICKET RAILING
- P- PLASTER FINISH
- SF- STOREFRONT
- VC- VERTICAL CEMENT BOARD TILES
- WS- WOOD-LIKE SIDING ACCENT
- W- VINYL WINDOW



KEY MAP





1. COURTYARD "B" - SOUTH ELEVATION



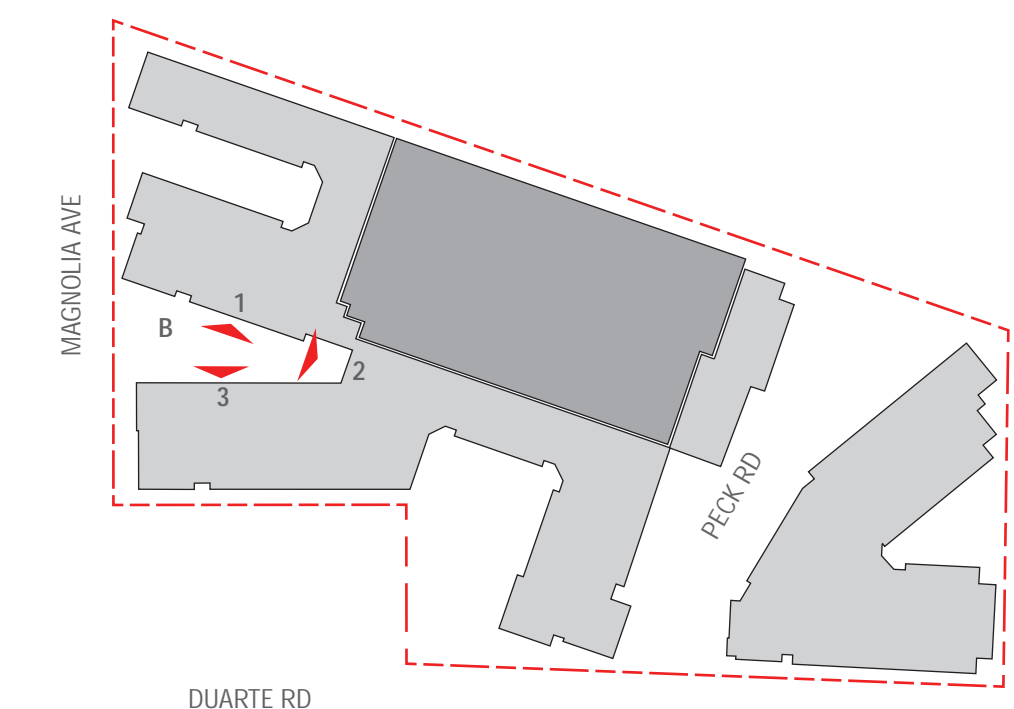
2. COURTYARD "B" WEST ELEVATION



3. COURTYARD "B" - NORTH ELEVATION

**MATERIAL LEGEND**

- AW- ART WALL LOCATIONS
- B- BRICK VENEER FINISH
- C- CONCRETE
- DR- DECORATIVE METAL PANEL RAILING
- MR- METAL PICKET RAILING
- P- PLASTER FINISH
- SF- STOREFRONT
- VC- VERTICAL CEMENT BOARD TILES
- WS- WOOD-LIKE SIDING ACCENT
- W- VINYL WINDOW



KEY MAP





1. POOL COURTYARD - EAST ELEVATION



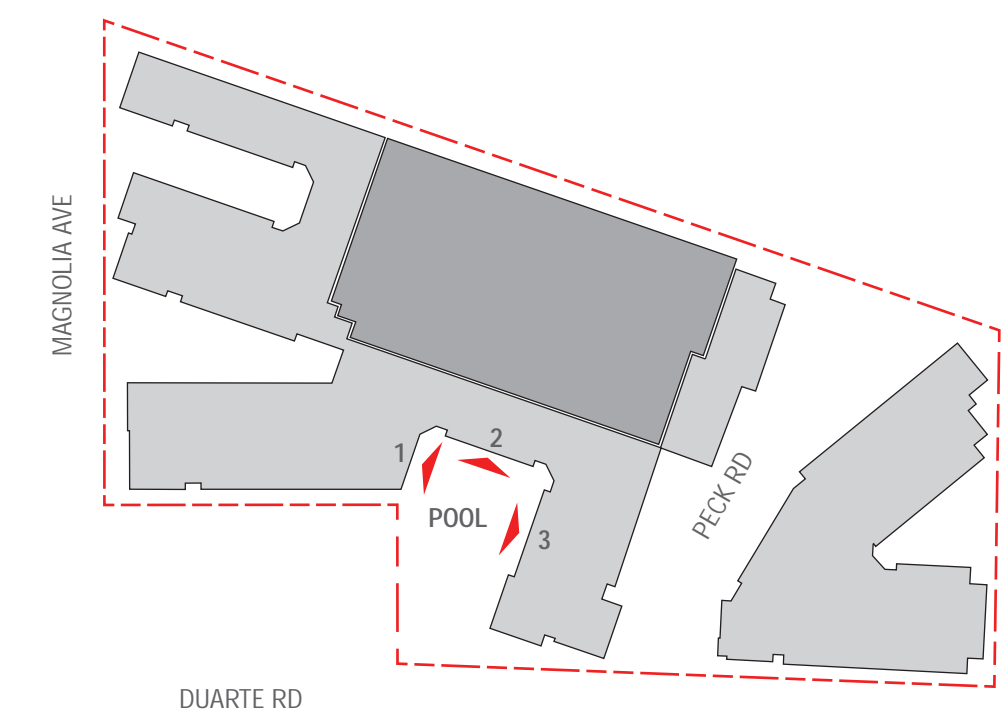
2. POOL COURTYARD - SOUTH ELEVATION



3. POOL COURTYARD - WEST ELEVATION

**MATERIAL LEGEND**

- AW- ART WALL LOCATIONS
- B- BRICK VENEER FINISH
- C- CONCRETE
- DR- DECORATIVE METAL PANEL RAILING
- MR- METAL PICKET RAILING
- P- PLASTER FINISH
- SF- STOREFRONT
- VC- VERTICAL CEMENT BOARD TILES
- WS- WOOD-LIKE SIDING ACCENT
- W- VINYL WINDOW



KEY MAP





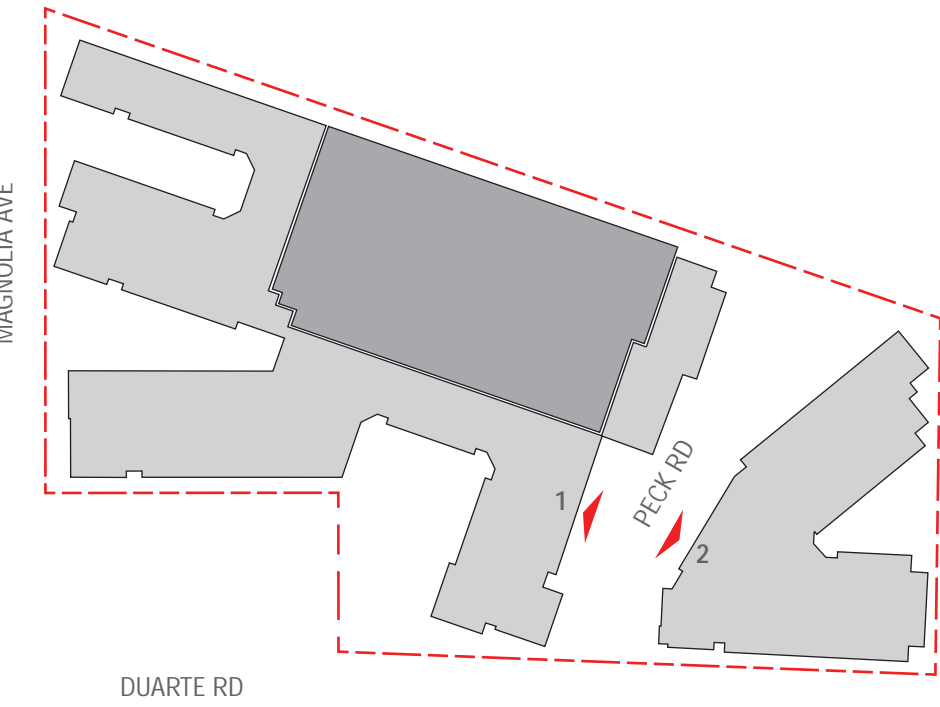
1. PECK ROAD - EAST ELEVATION



2. PECK ROAD - WEST ELEVATION

**MATERIAL LEGEND**

- AW- ART WALL LOCATIONS
- B- BRICK VENEER FINISH
- C- CONCRETE
- DR- DECORATIVE METAL PANEL RAILING
- MR- METAL PICKET RAILING
- P- PLASTER FINISH
- SF- STOREFRONT
- VC- VERTICAL CEMENT BOARD TILES
- WS- WOOD-LIKE SIDING ACCENT
- W- VINYL WINDOW



KEY MAP





1. PERSPECTIVE VIEW AT PECK ROAD ENTRANCE



2. PERSPECTIVE VIEW AT POOL COURTYARD



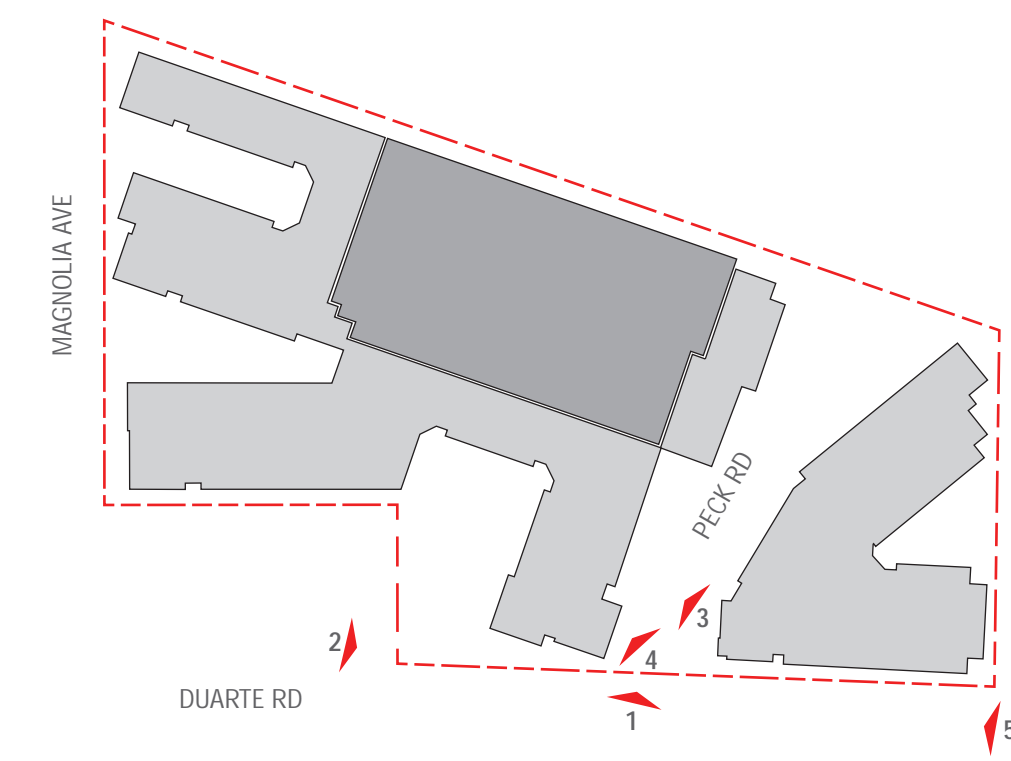
3. VIEW TO DROP-OFF PLAZA



4. PERSPECTIVE VIEW AT PECK ROAD



5. PERSPECTIVE VIEW ALONG DUARTE ROAD



KEY MAP





1. PERSPECTIVE VIEW AT PECK ROAD



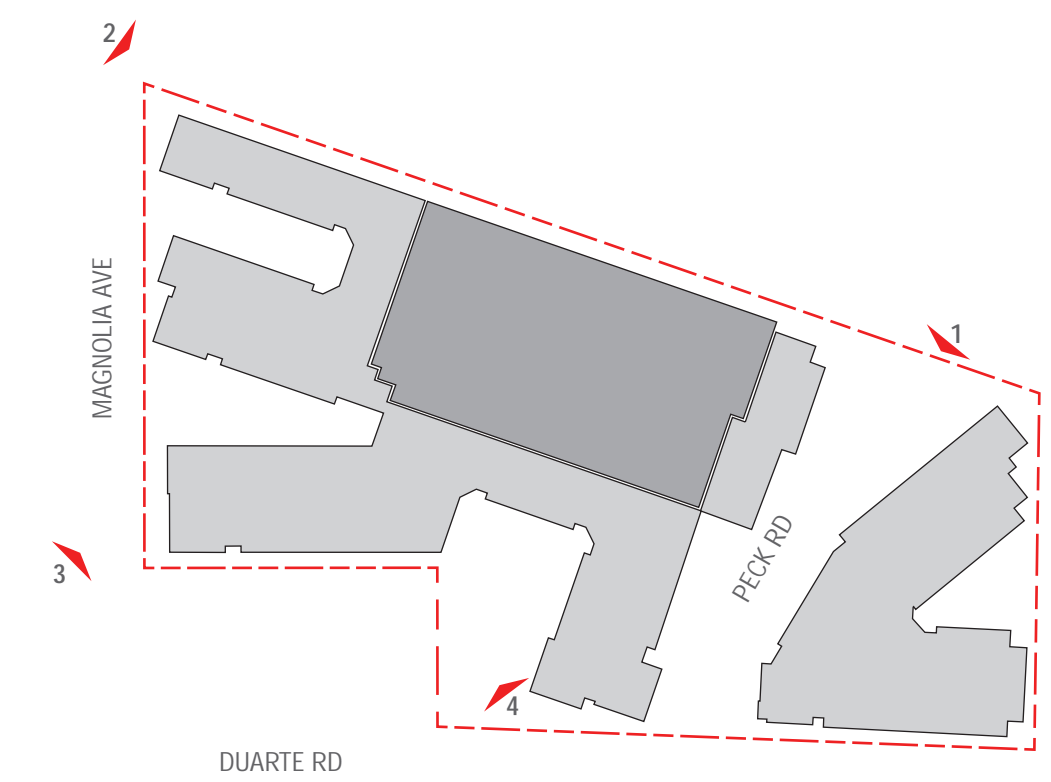
2. PERSPECTIVE VIEW



3. VIEW ALONG WEST MAGNOLIA AVE

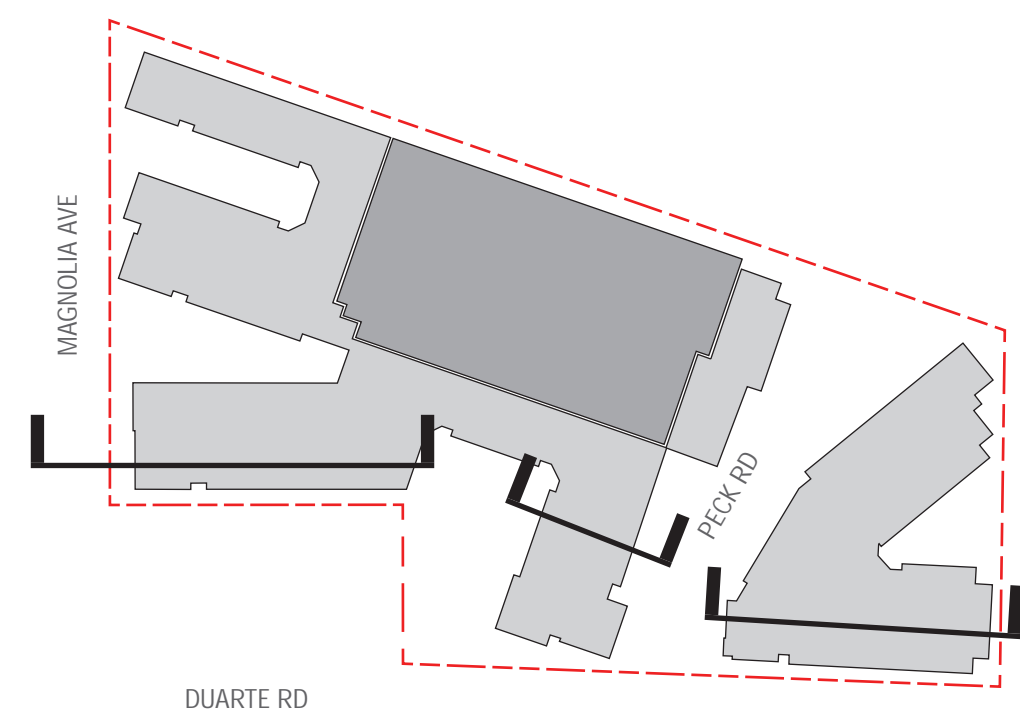
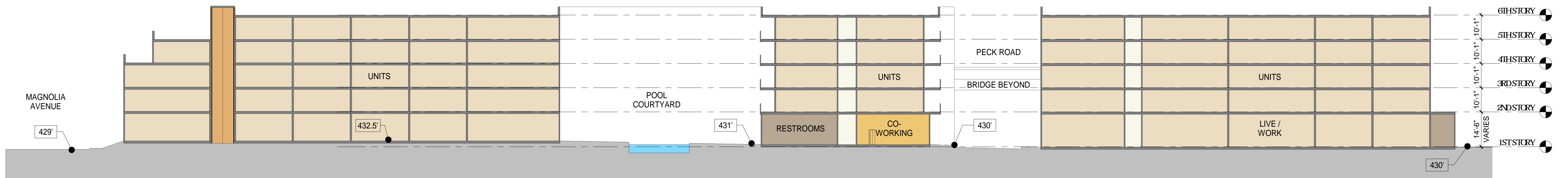


4. PERSPECTIVE VIEW ALONG DUARTE ROAD AT POOL COURTYARD



KEY MAP





KEY MAP

**JPI MONROVIA**  
 MONROVIA, CALIFORNIA  
 TCA # 2021-099



JPI DEVELOPMENT

MINOR MODIFICATION SET  
 JANUARY 28, 2022

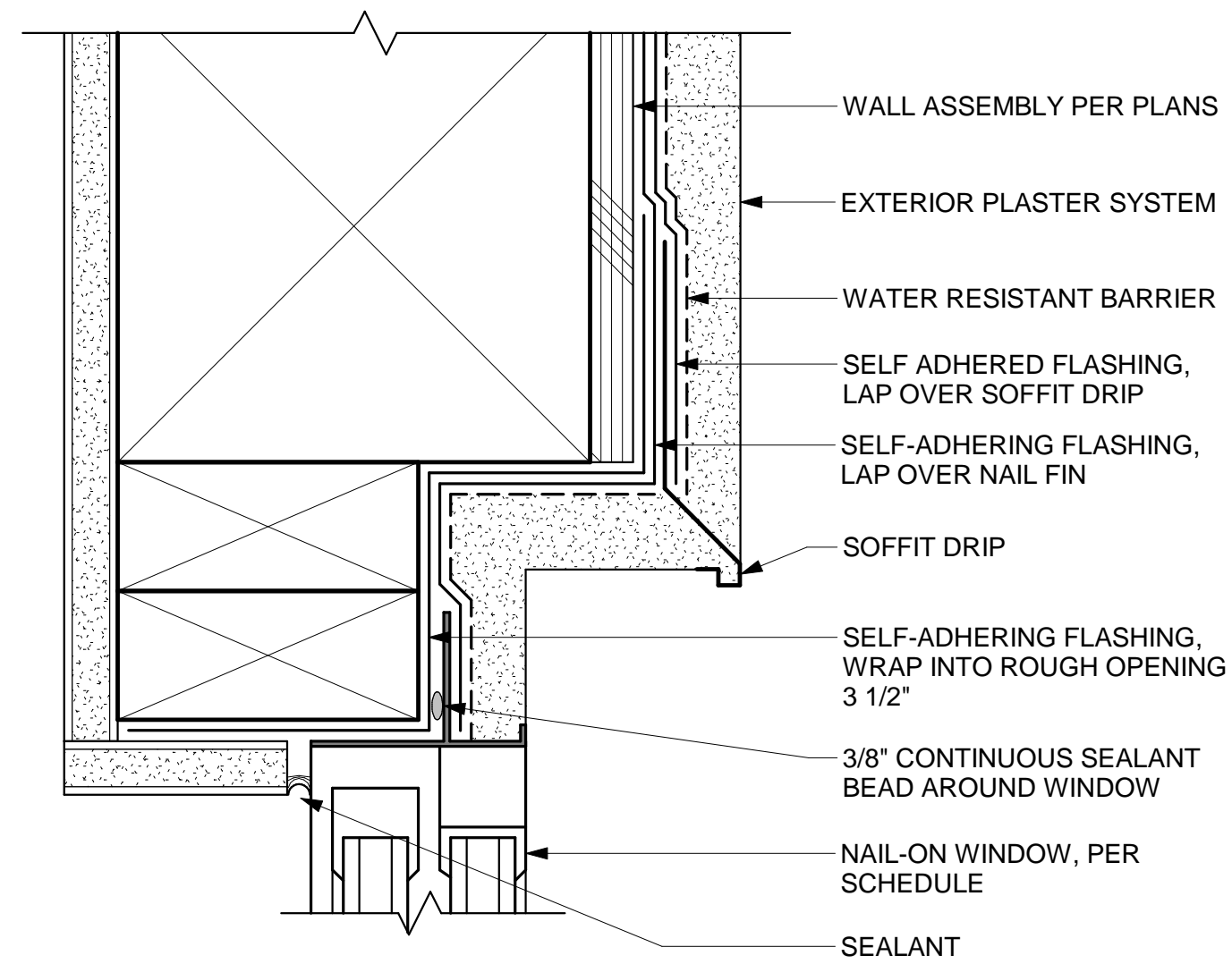


KEY

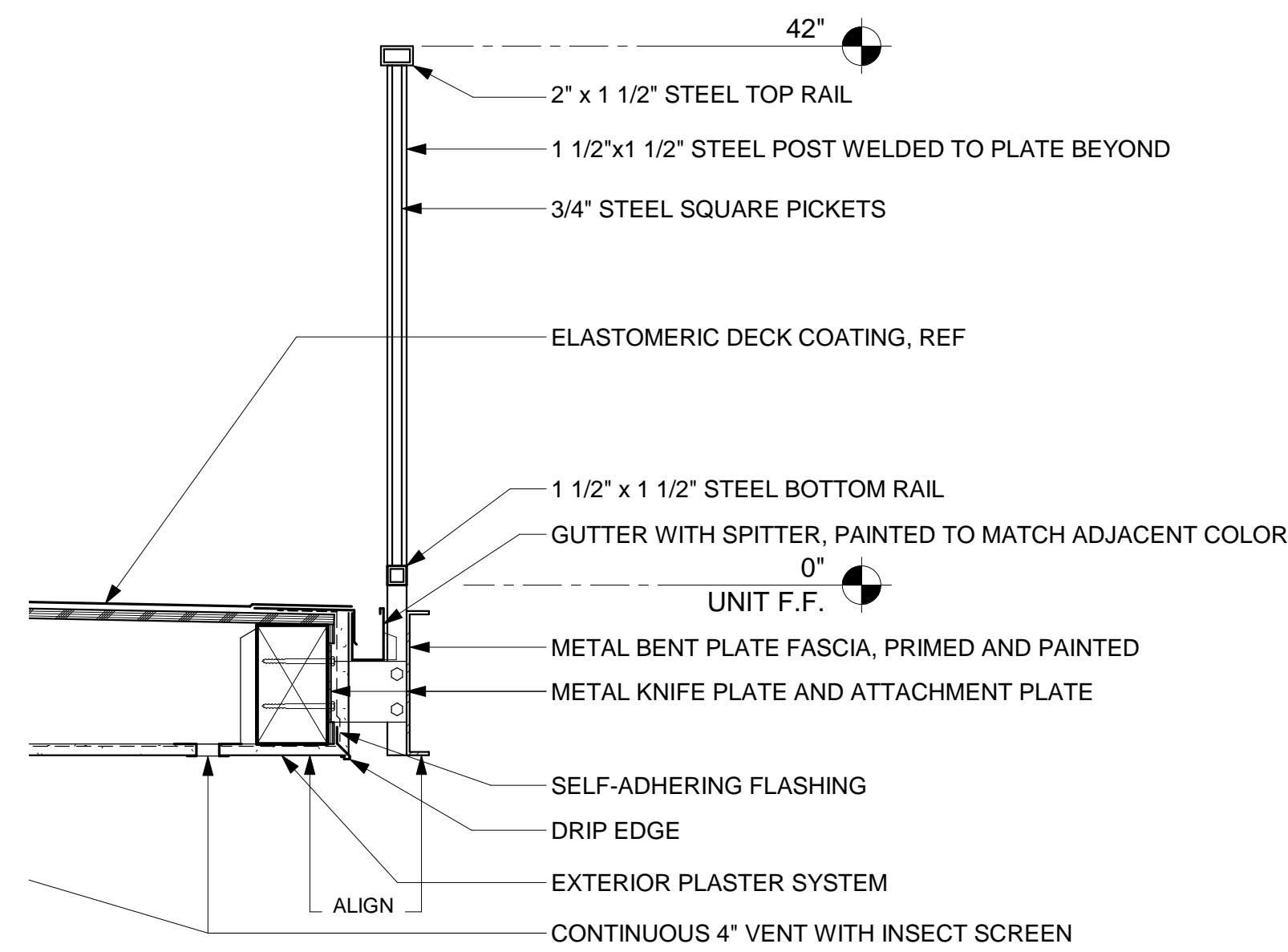
- UNITS
- LOBBY / LEASING / AMENITY
- RESIDENTIAL VERT. CIRC.
- CORRIDOR
- PARKING
- BOH

SITE SECTION

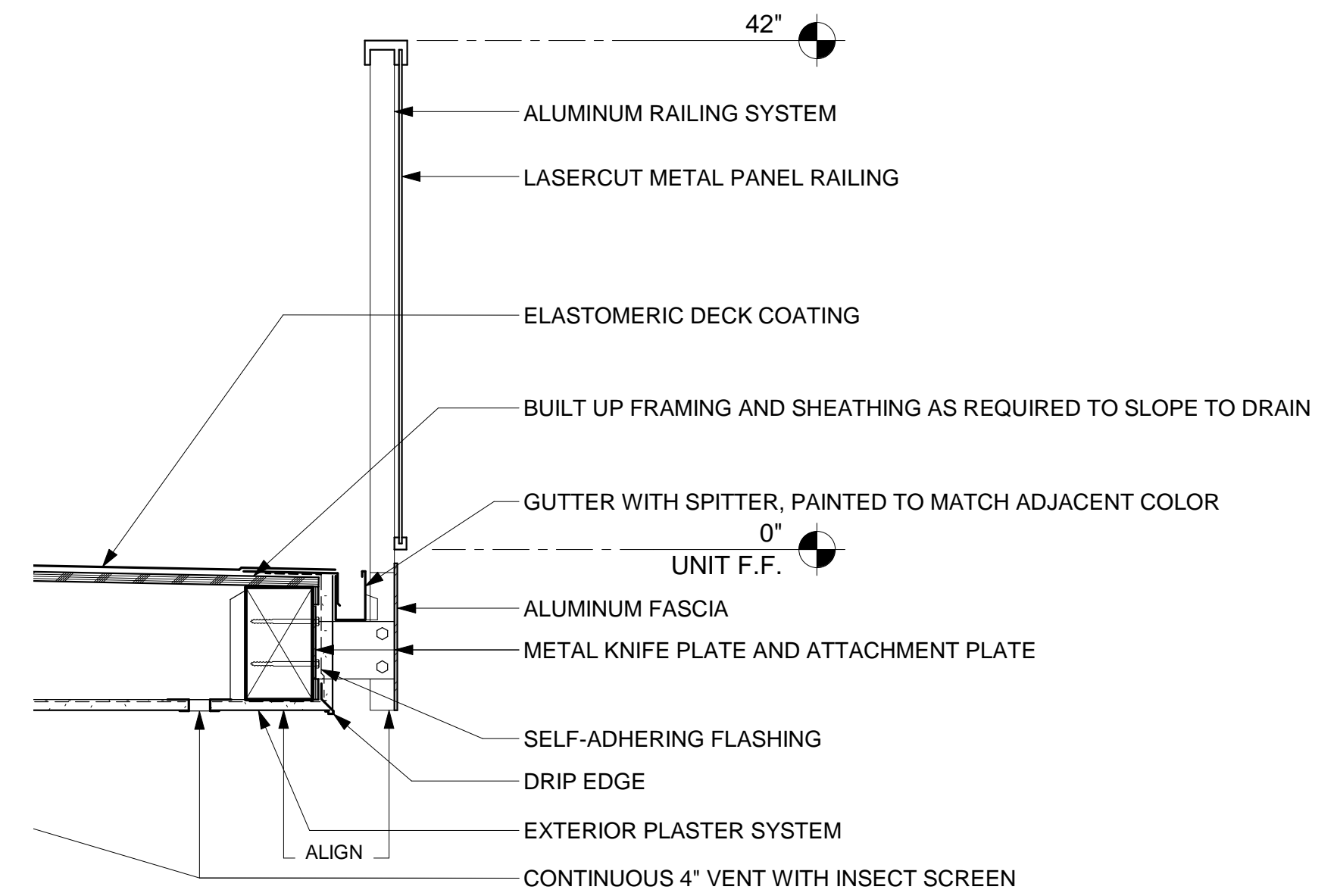




RECESSED WINDOW DETAIL 6" = 1'-0"



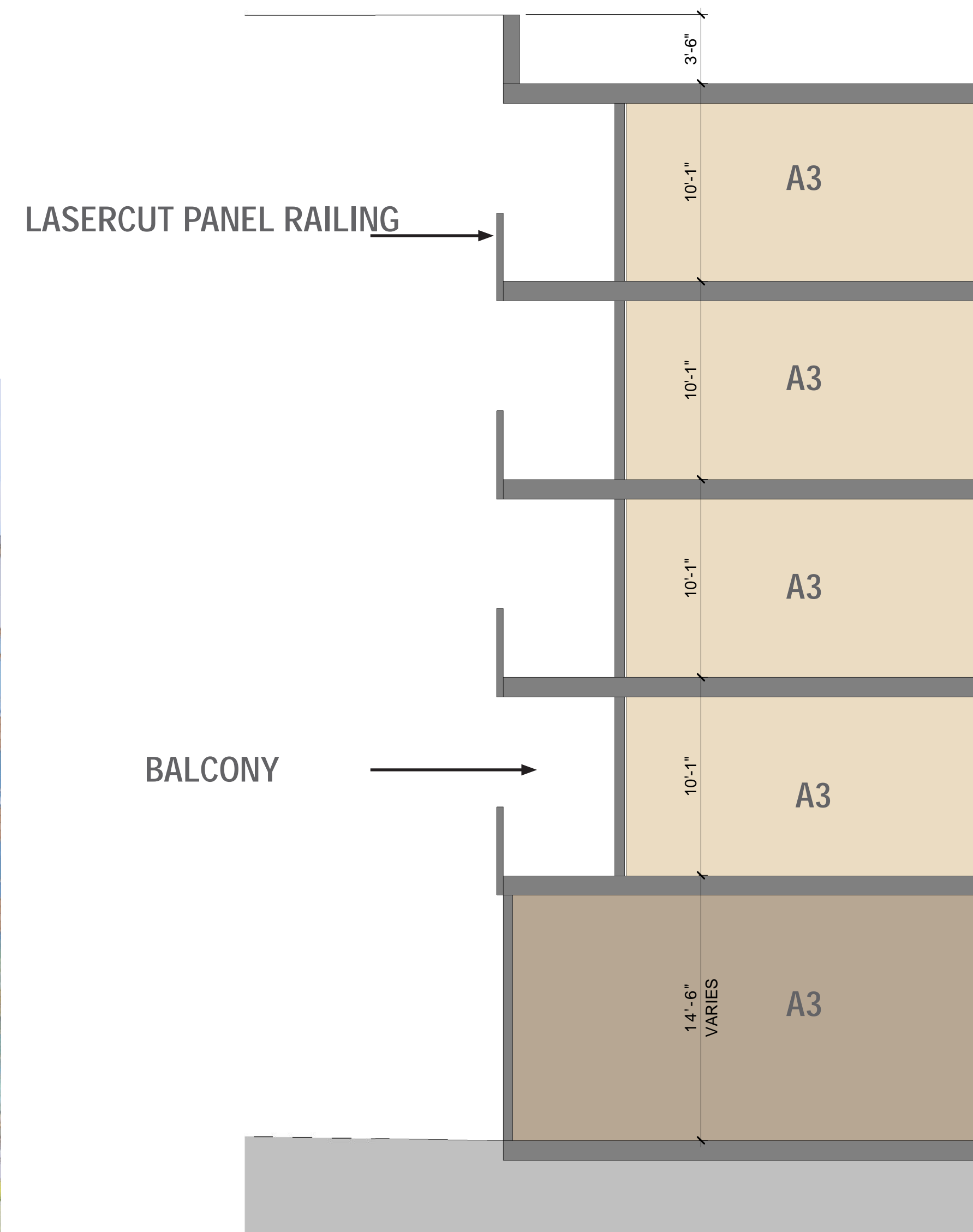
METAL PICKET RAILING DETAIL 1" = 1'-0"



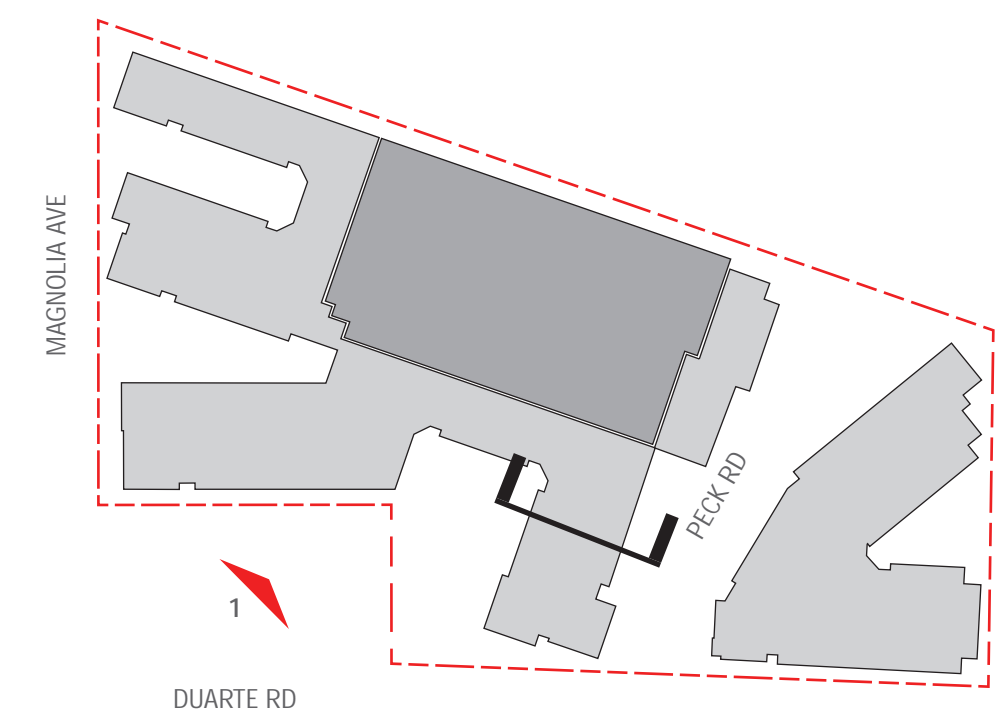
LASERCUT PANEL RAILING DETAIL 1" = 1'-0"



1. PERSPECTIVE VIEW

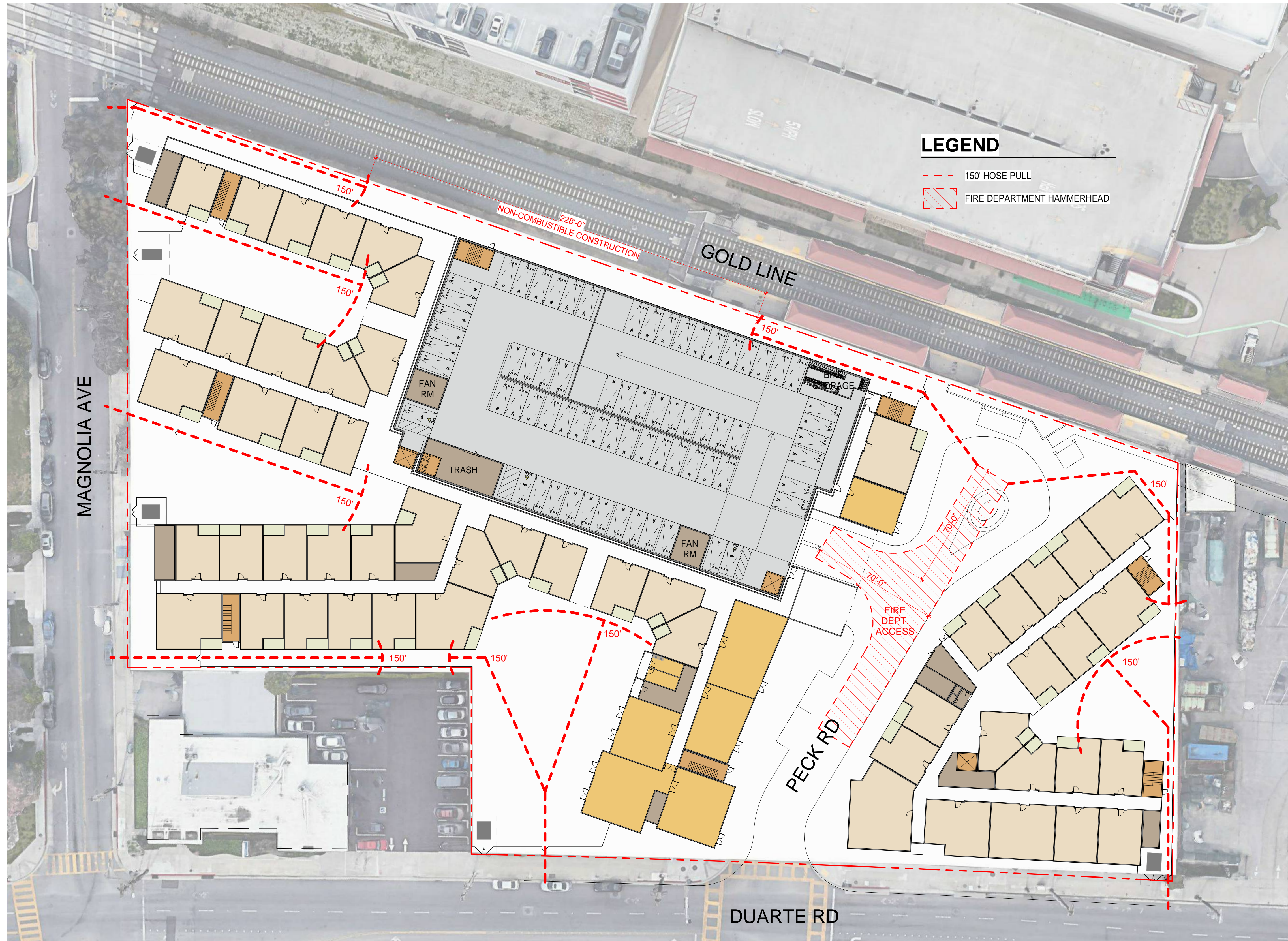


WALL SECTION AT POOL COURTYARD 3/16" = 1'-0"



KEY MAP





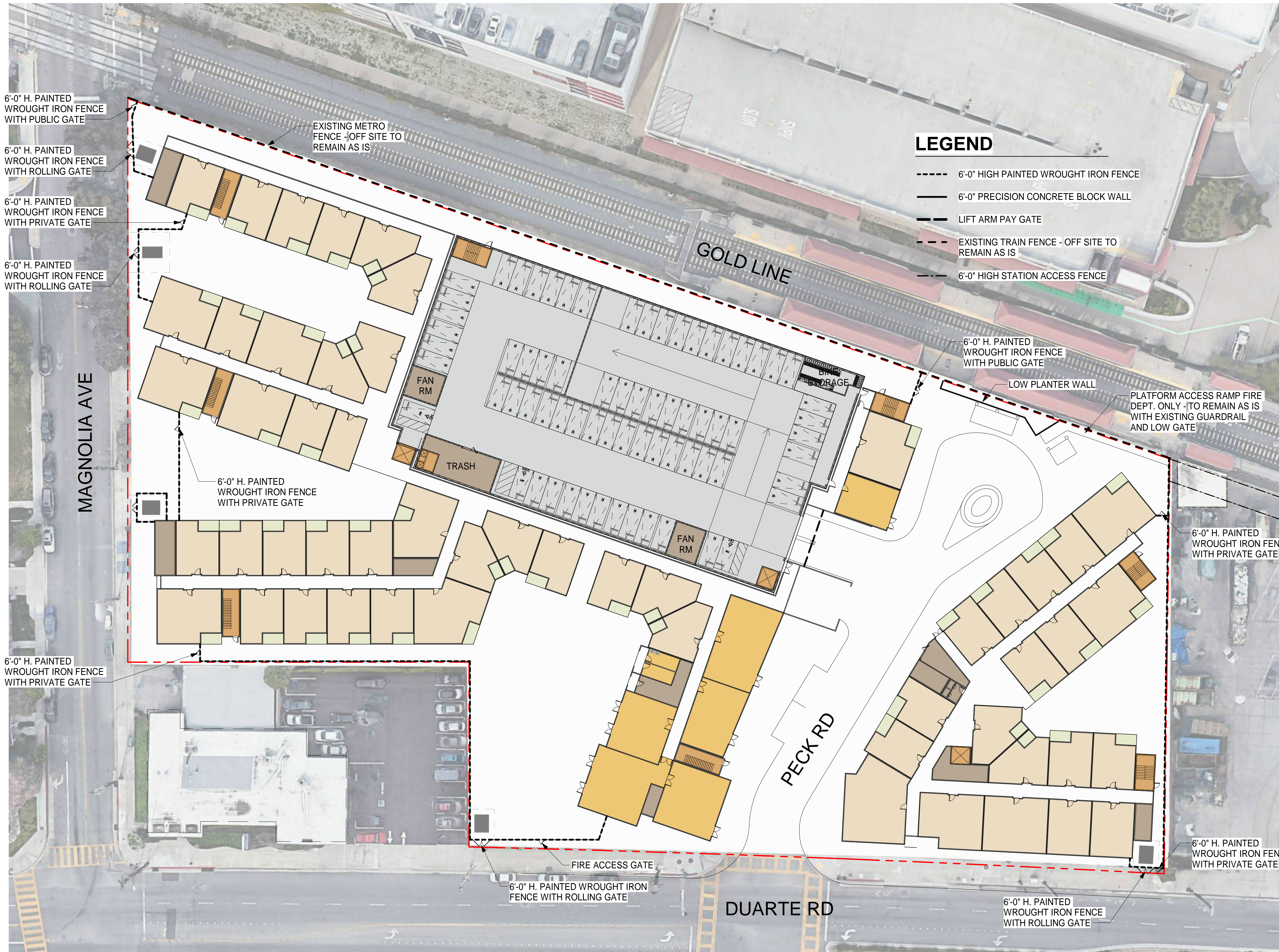
**LEGEND**

- - - 150' HOSE PULL
- [Hatched Box] FIRE DEPARTMENT HAMMERHEAD

**KEY**

- [Tan Box] UNITS
- [Yellow Box] LOBBY / LEASING / AMENITY
- [Brown Box] RESIDENTIAL VERT. CIRC.
- [Light Tan Box] CORRIDOR
- [Grey Box] PARKING
- [Dark Brown Box] BOH







# WASTE MANAGEMENT TRASH GENERATION TABULATION

PER ATHENS WASTE MANAGEMENT CRITERIA

UNITS	LOAD FACTOR 1 BINS / 9 DU PER WEEK	COMPACTOR FACTOR 1 COMPACTED BIN PER 3 BINS	FREQUENCY OF PICK UP PER WEEK	TOTAL BINS
296	32.89	10.96	2 TIMES	6

## WASTE MANAGEMENT NARRATIVE

**Trash Truck Routing**  
Trucks will enter into the project at main project entry from Duarte Road, and pull into the trash staging/loading area and commence operations. After completing pick-up, trucks will perform a turn-about maneuver and exit the property back onto Duarte Road.

**Trash Rooms**  
**Solid Waste:**  
- A min. total of six (6) 3-cu.yard trash bins are anticipated to be on site at all times for twice a week pick-up schedule.  
- Trash bins are located within two trash termination rooms: Trash Termination Room #1 will have four (4) 3-cu.yard trash bins; Trash termination Room #2 will have two (2) 3-cu.yard trash bins.

**Recyclable:**  
-The trash service company that serves the city of Monrovia collects blended refuse and separates recyclables at their central facility. All blended trash can be compacted.

**Organics:**  
-The collection of organic waste from individual Apartments in multifamily developments is not currently required.  
-The collection of project Organics like yard trimmings will be collected either with separate "Cart" bins or will be integrated with landscape maintenance disposal.

Collection of trash will be via paired trash chutes located within two separate enclosures located in the parking structure and at each level. The two trash termination rooms will provide for a total number of six (6) 3-cu.yd. solid waste trash bins, and space for Organics "Cart" bins if required.

Tenants will not access the trash termination rooms directly, but through trash-chute rooms located at every level of the building off the residential corridors.  
The trash chutes will contain a mechanism that will allow complete shut-off in order to remove/replace the bins as they require emptying and limit access to all other floors when any one chute door is opened. A porter will be required to monitor the trash levels throughout the day as a part of daily duties. A vehicle appropriate for towing trash bins will be part of contracting with the service provider.  
Satellite trash rooms for Residents will be monitored throughout the day as part of Property Managements duties and brought to the trash rooms located within the parking structure when full.

**Staging Area**  
The Staging Area is located in a covered loading area incorporated into the building structure where the assembly of bins will take place and where the hauler (trash truck) will pick-up the bins.

**Maintenance of Trash Rooms**  
The maintenance of the trash rooms will be monitored and managed by Property Management.

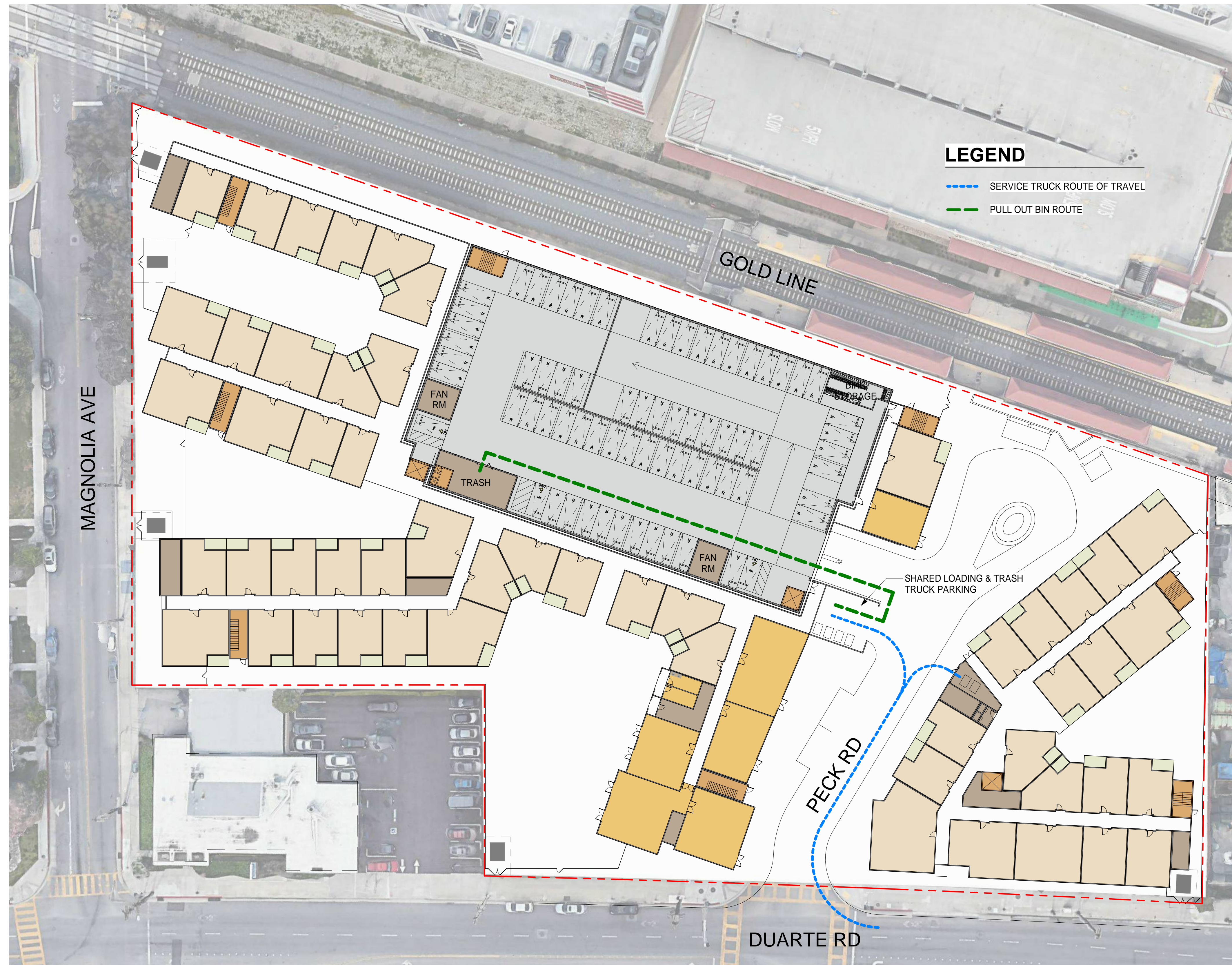
**Roll Out Service and Pick-up**  
Trash collection bins will be moved from the two trash rooms at Level 1 with an appropriate retrieval vehicle (stinger-truck). The property owner will contract for the property management company to provide on-site trash management to ensure that full bins are replaced with empty ones. A Service Provider will be contracted by the property owner to empty the bins as necessary per schedule.

## MOVE-IN NARRATIVE

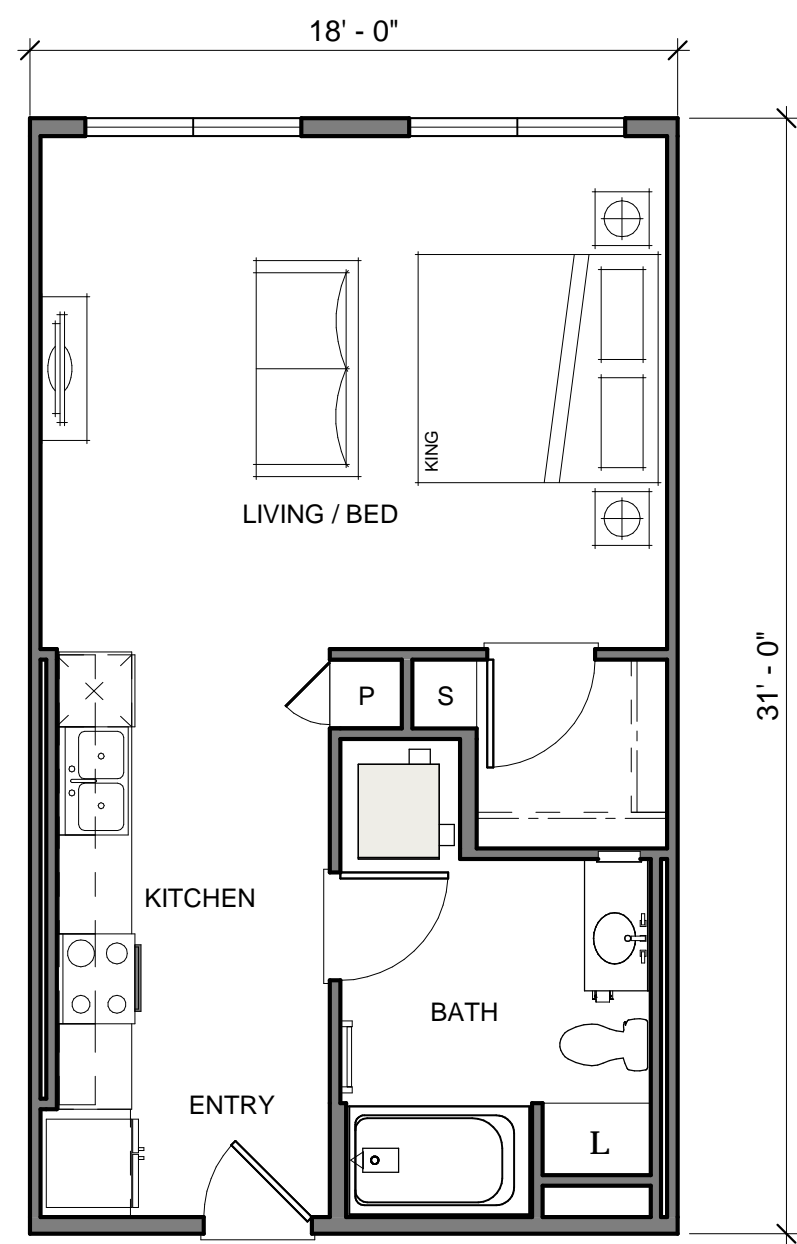
**Move In and Live Work Loading Routing**  
Trucks will enter into the project at main project entry from Duarte Road, and pull into the covered loading space and commence operations. After completing either the move-in or live work loading task, trucks will perform a turn-about maneuver and exit the property back onto Duarte Road.

New tenant move in and live/work loading will share the covered loading space located on the ground floor. The use of this space will be schedule by the property management so that there is no conflict of use.

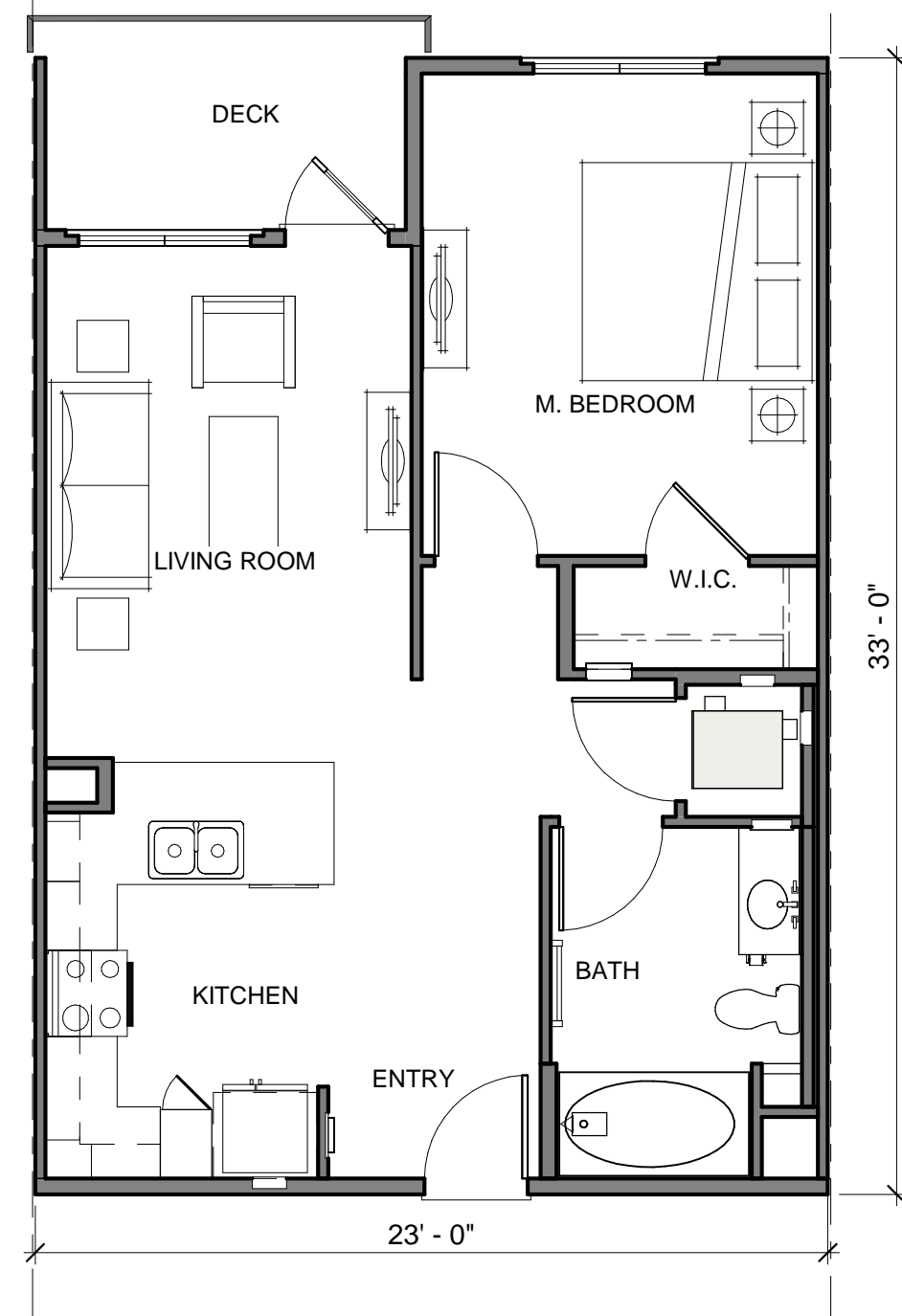
**Move In and Live Work Loading Area**  
The the covered loading space will be shared with trash staging (see narrative below). The use of this space will be schedule by the project management so that there is no conflict of use. The covered loading will have the ability to be closed for security via a roll down door. The garage will be ventilated and maintained by the property management.



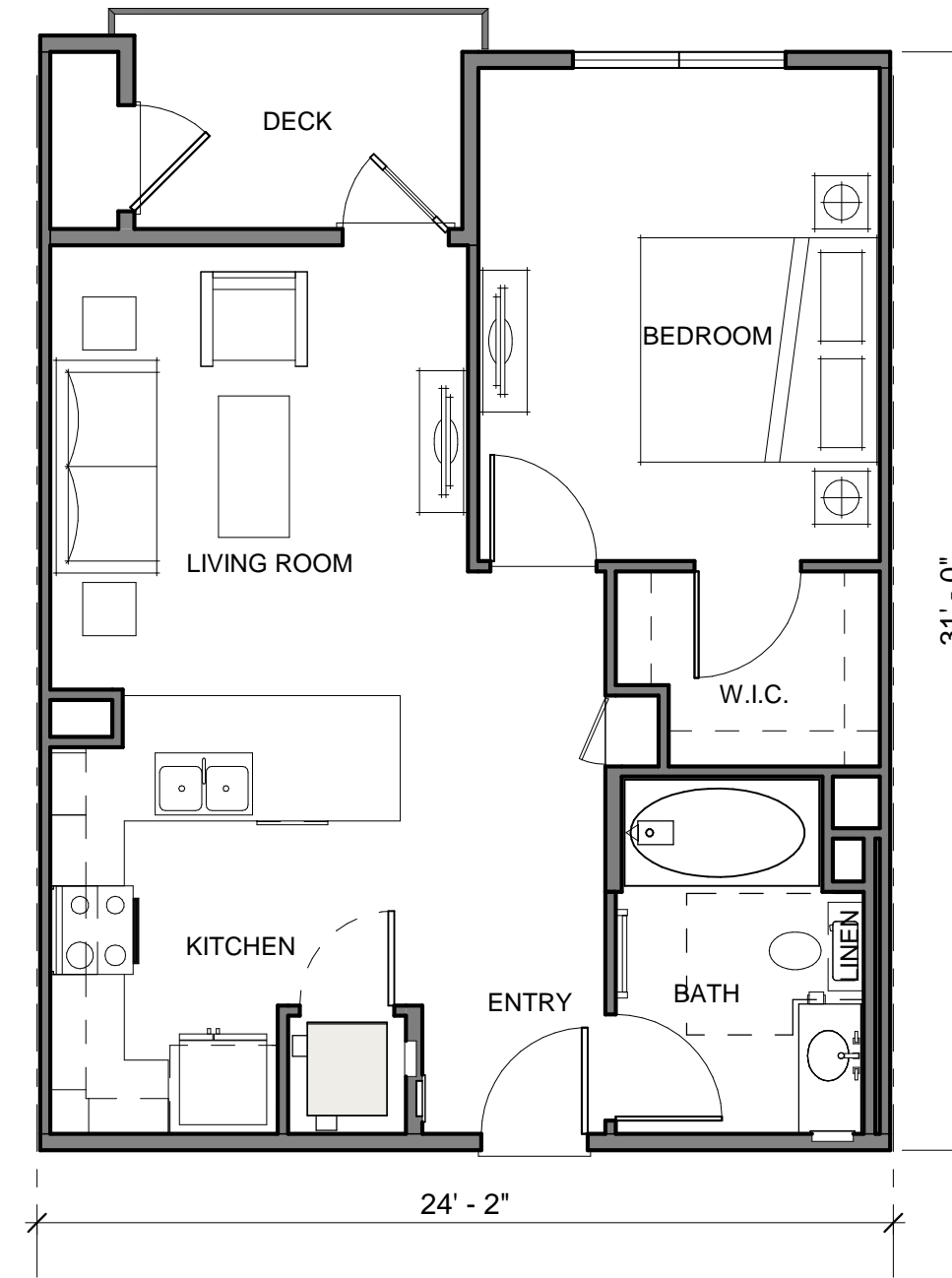




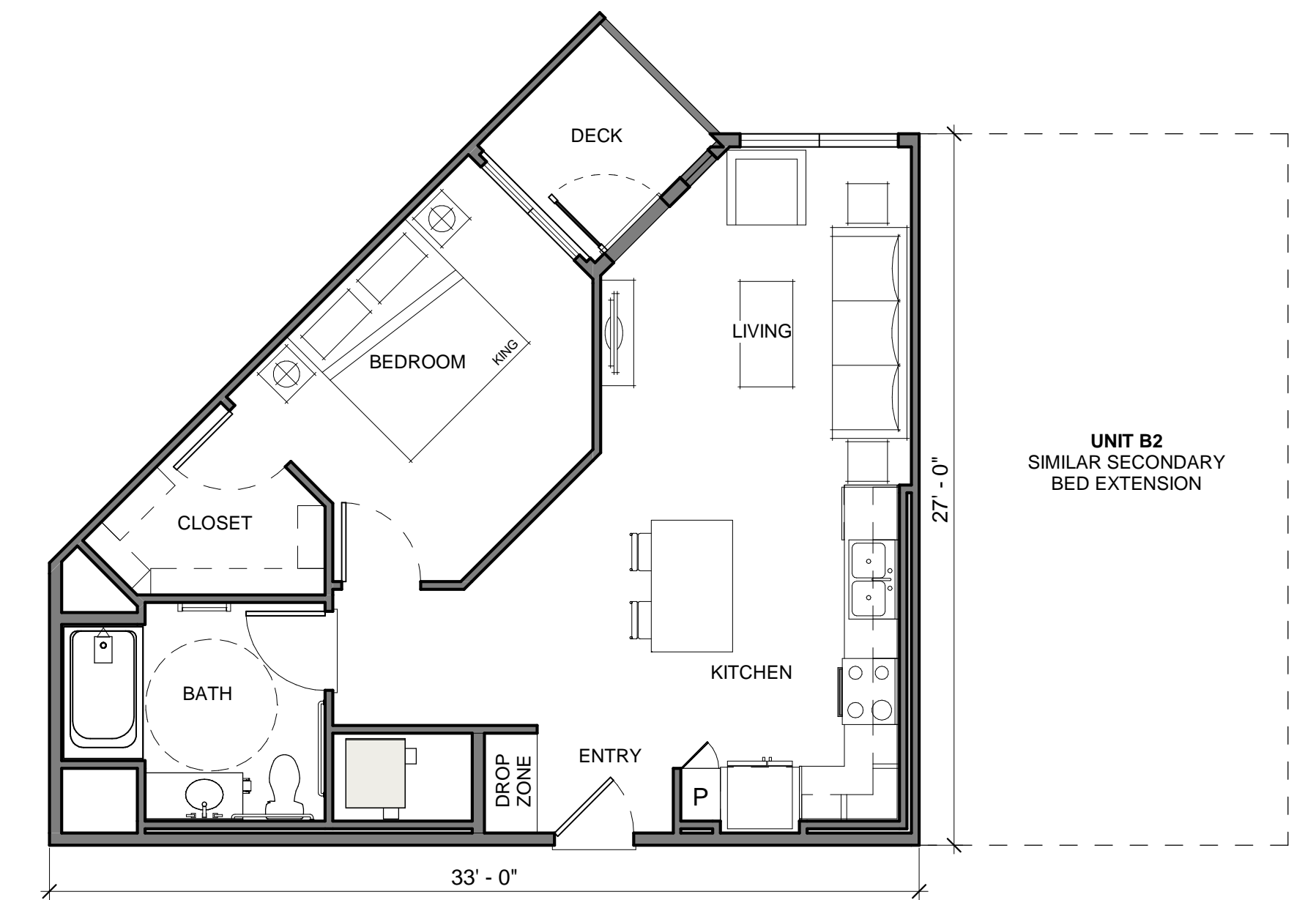
UNIT S1: STUDIO  
NET LIVABLE: 555 SF



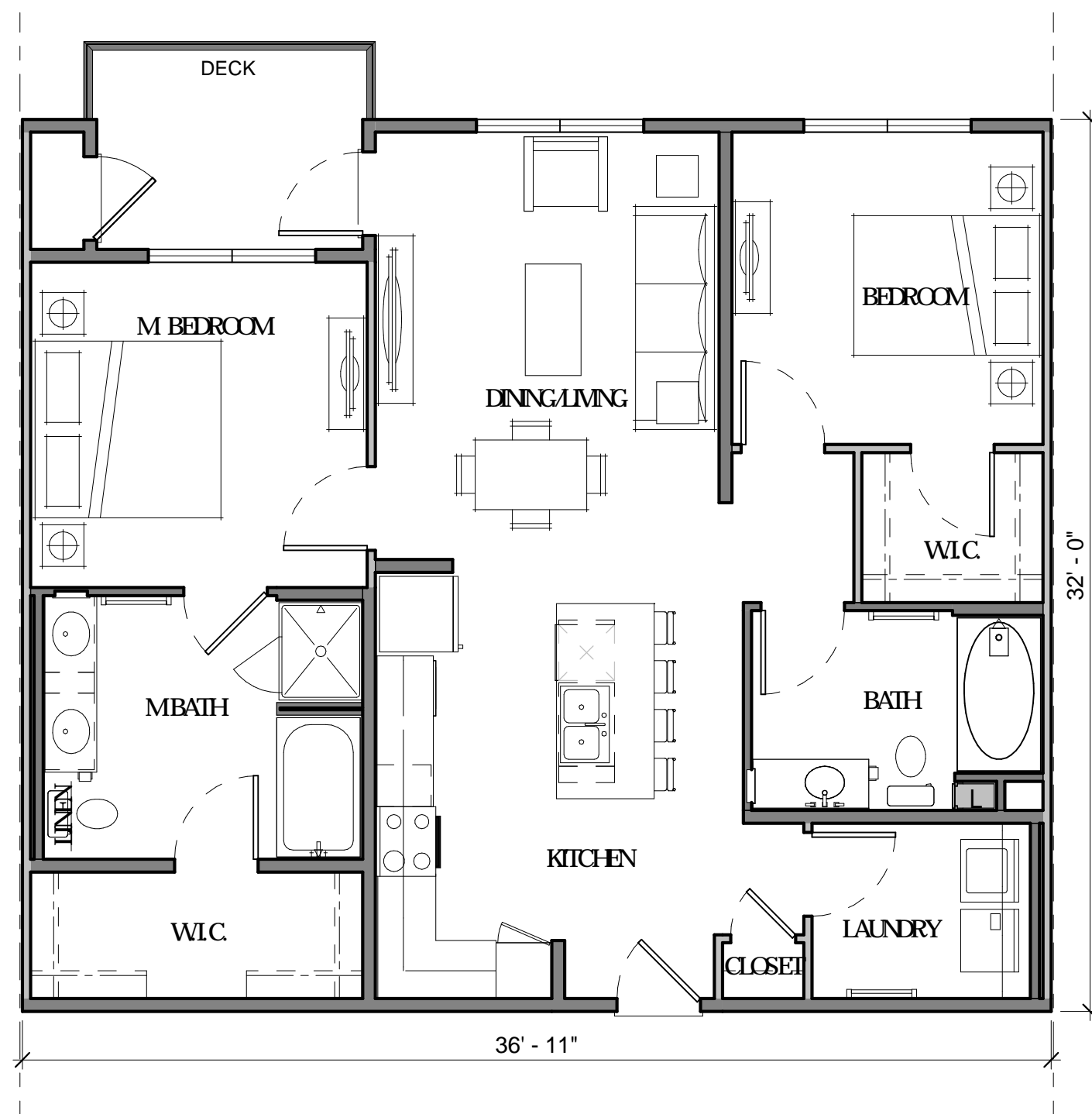
UNIT A1: 1BR  
NET LIVABLE: 651 SF  
PATIO/BALCONY: 63 SF



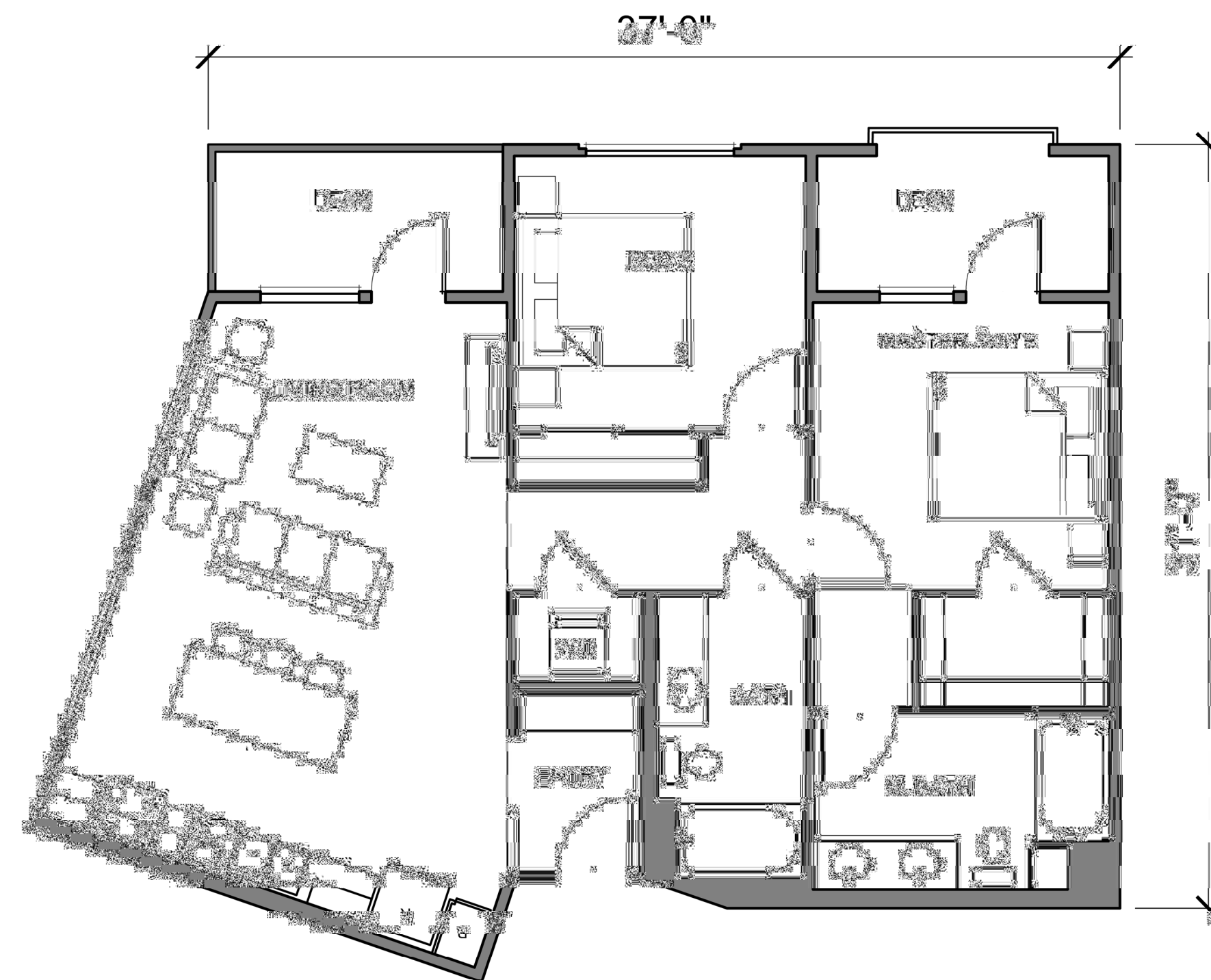
UNIT A2: 1BR  
NET LIVABLE: 676 SF  
PATIO/BALCONY: 69 SF



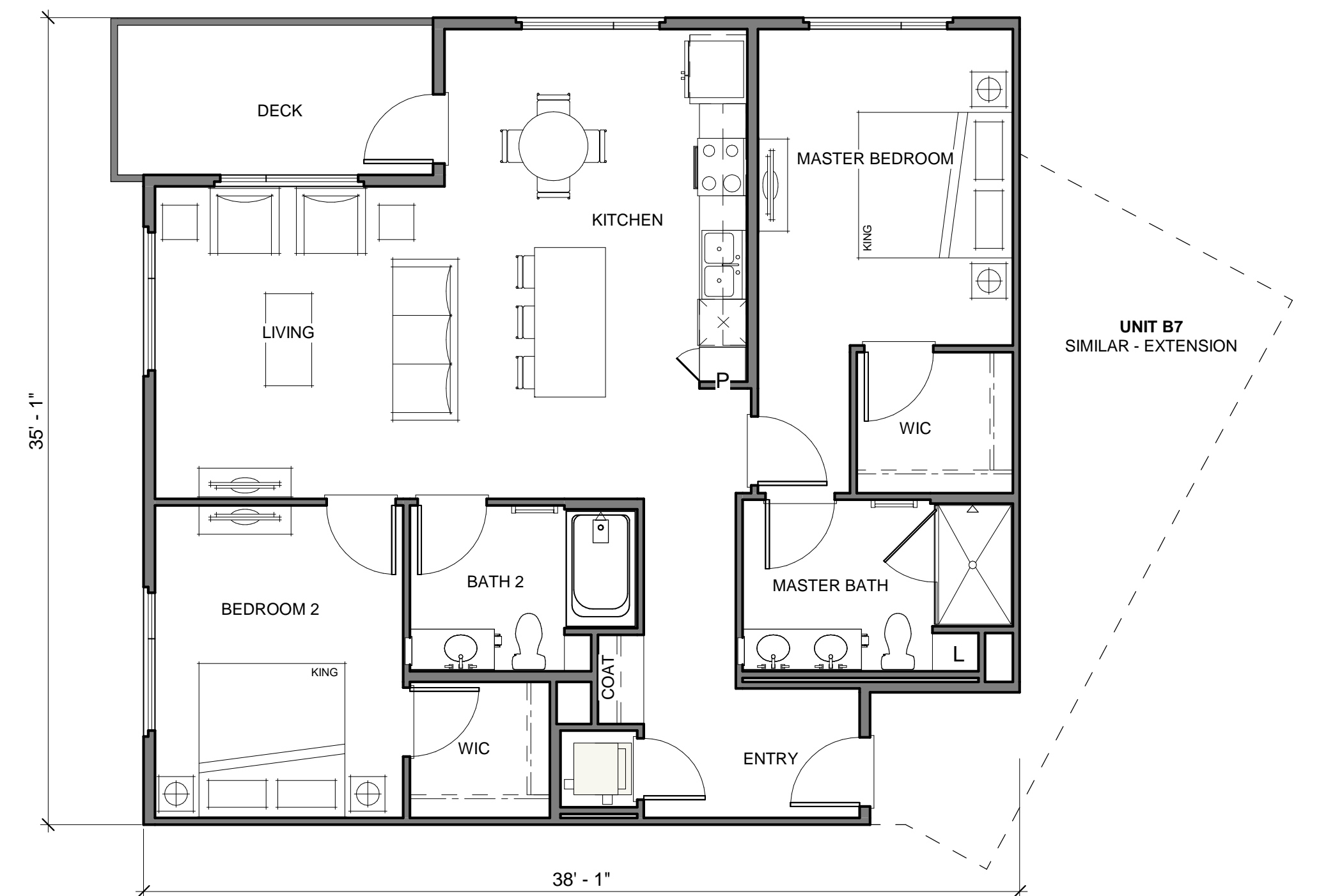
UNIT A3: 1BR  
NET LIVABLE: 707 SF  
PATIO/BALCONY: 48 SF



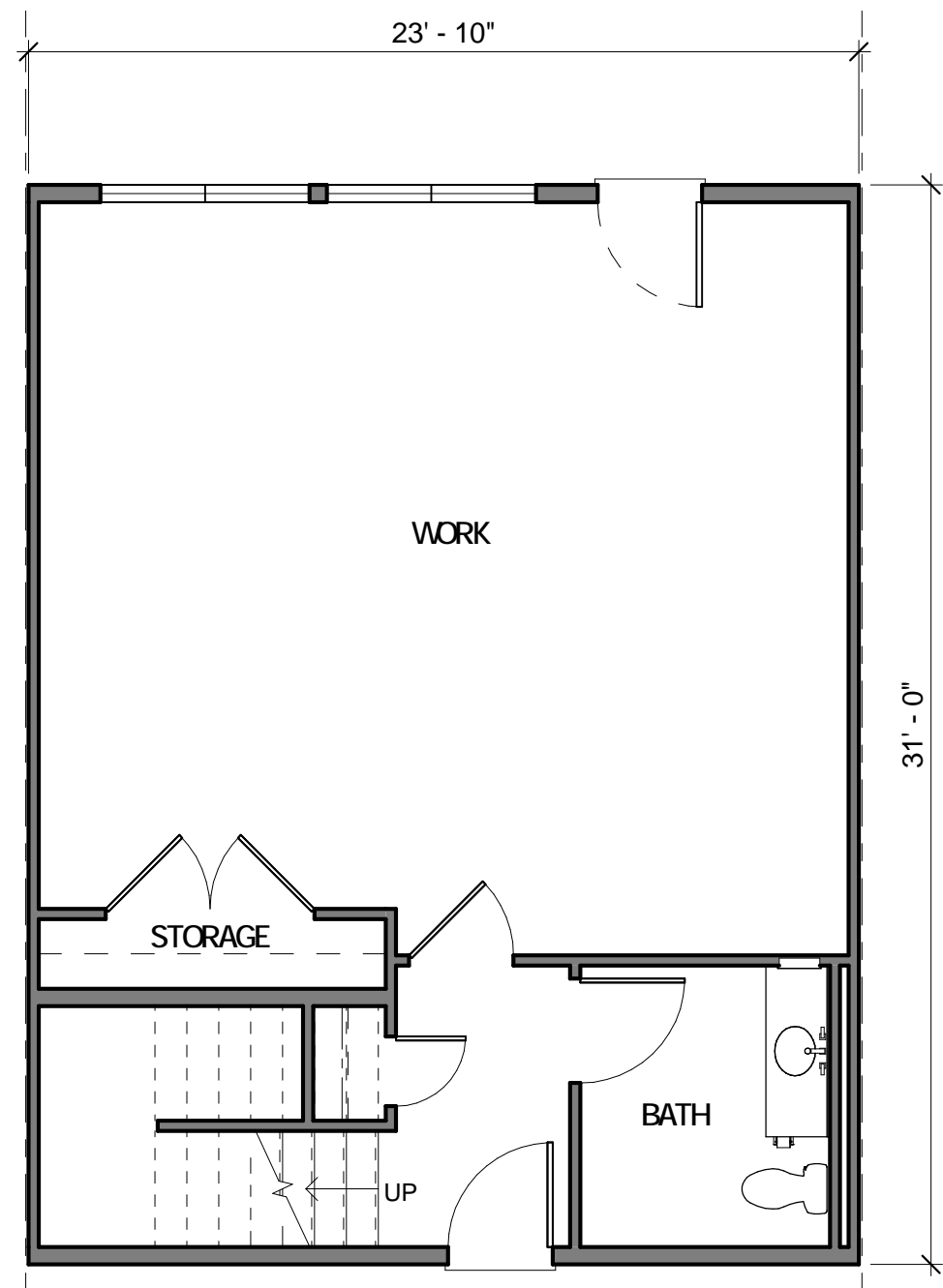
UNIT B1: 2BR  
NET LIVABLE: 1,043 SF  
PATIO/BALCONY: 69 SF



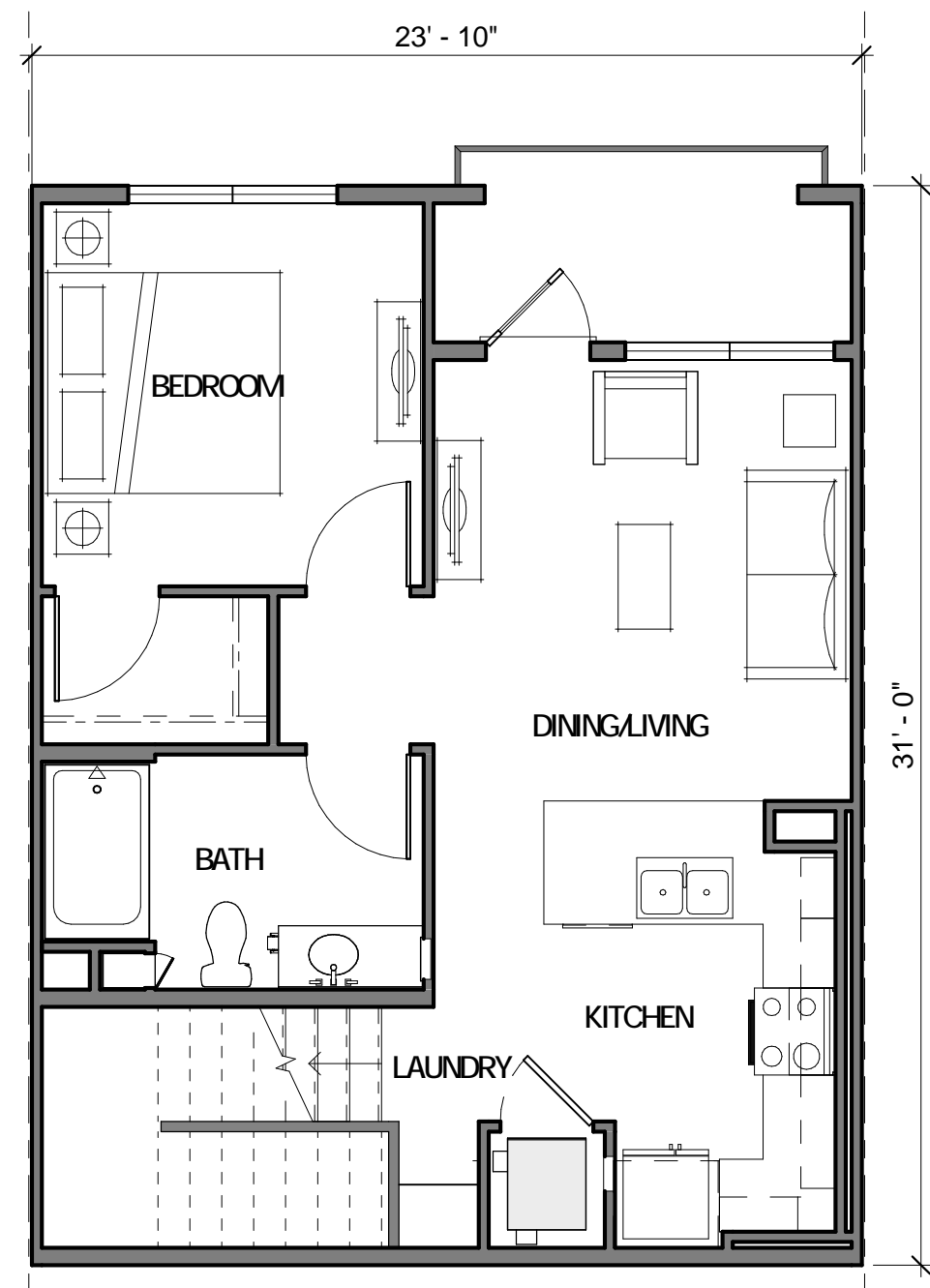
UNIT B5: 2BR  
NET LIVABLE: 1,184 SF  
PATIO/BALCONY: 73 SF



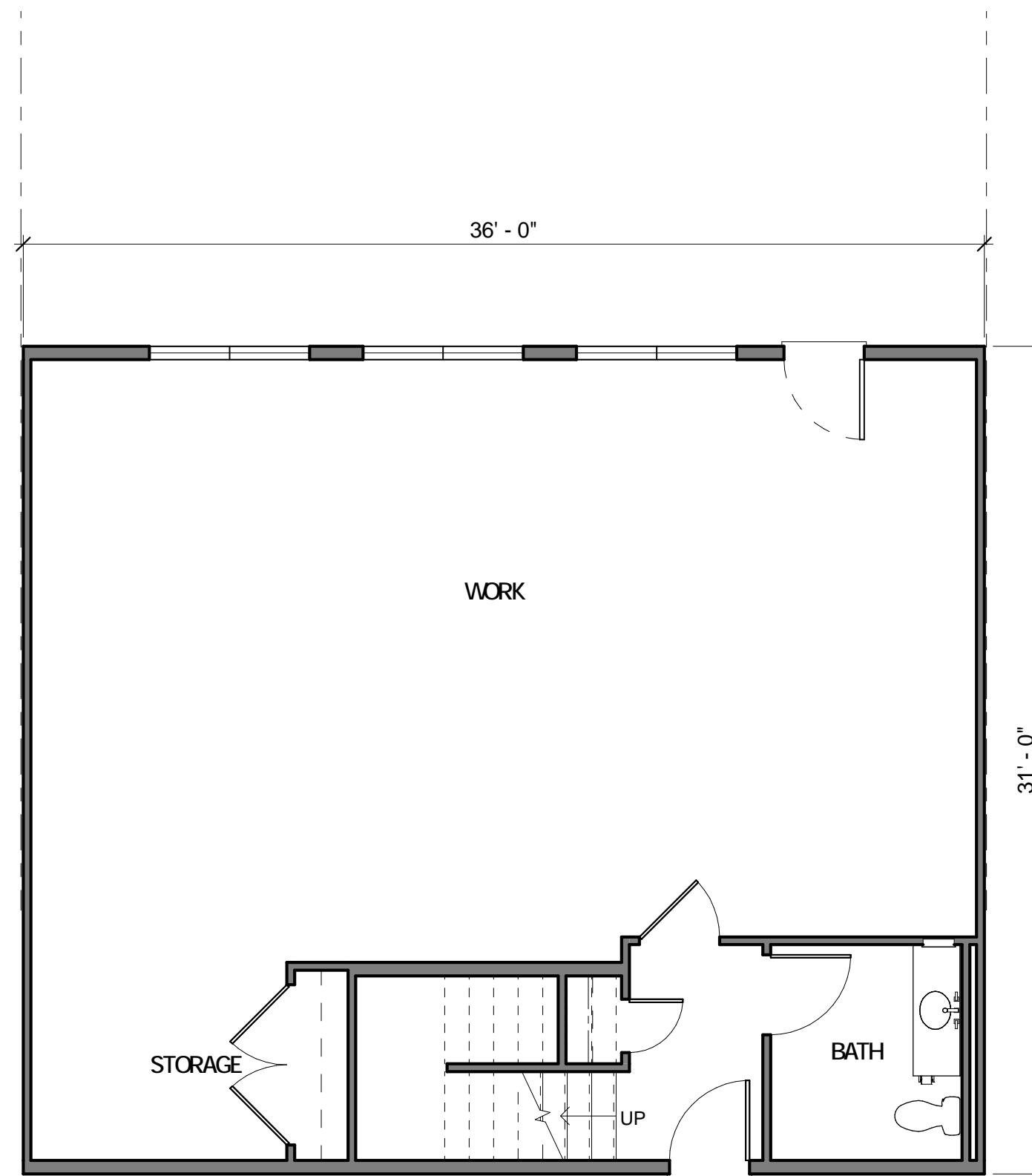
UNIT B6: 2BR  
NET LIVABLE: 1,225 SF  
PATIO/BALCONY: 69 SF



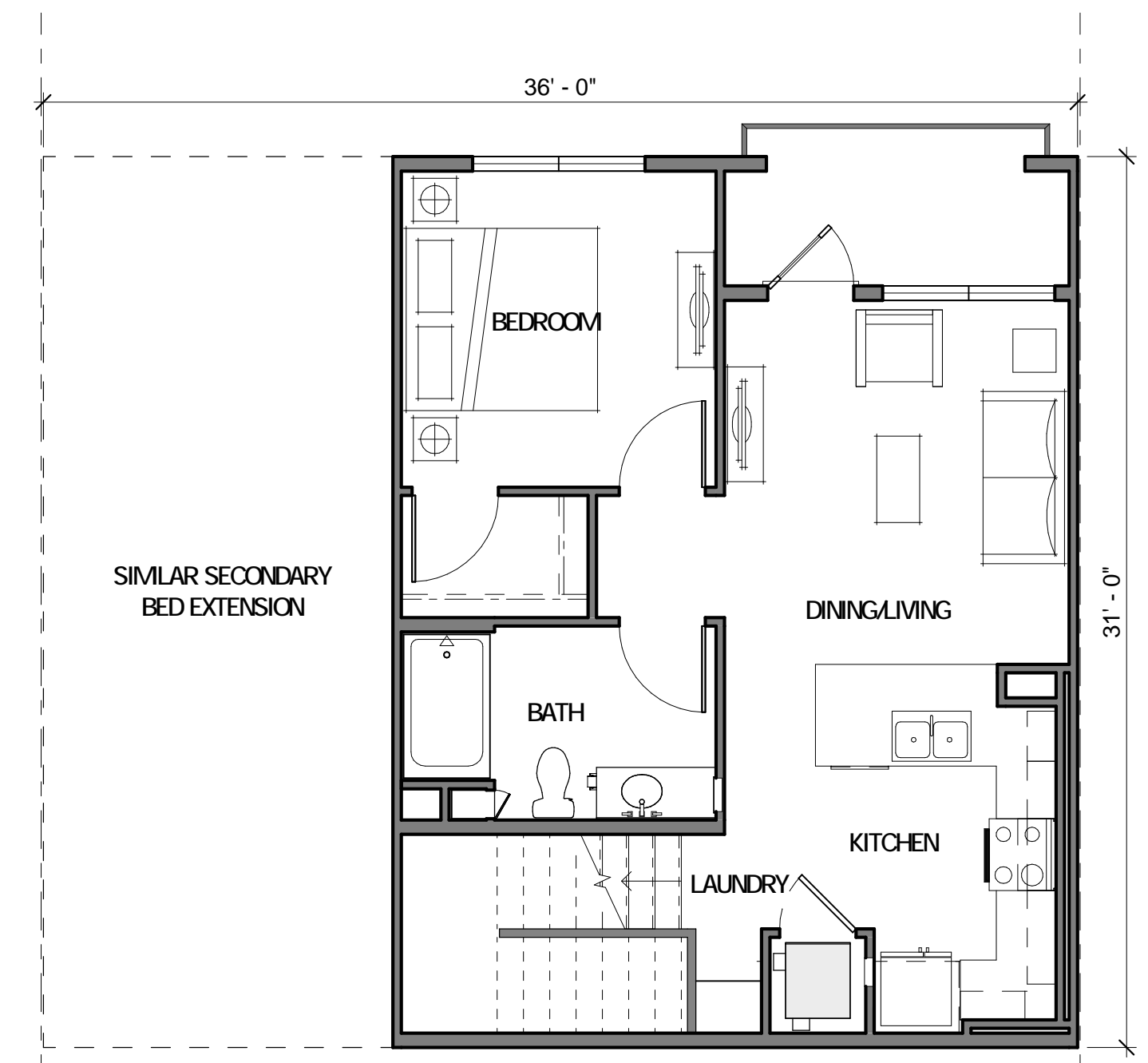
UNIT LW 1 BASE:  
NET LIVABLE: 740 SF



UNIT LW 1 UPPER:  
NET LIVABLE: 670 SF  
PATIO/BALCONY: 69 SF



UNIT LW 2 BASE:  
NET LIVABLE: -- SF



UNIT LW 2 UPPER:  
NET LIVABLE: -- SF  
PATIO/BALCONY: 69 SF





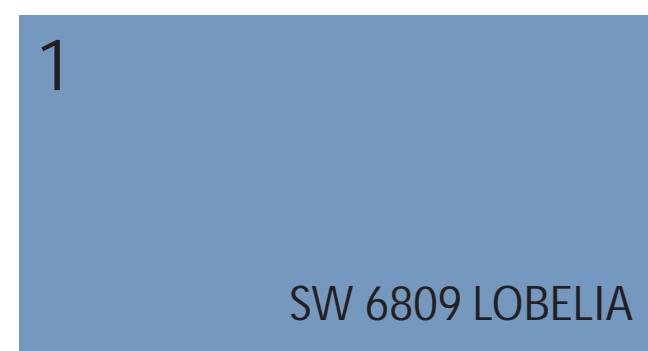
WEST MAGNOLIA AVE



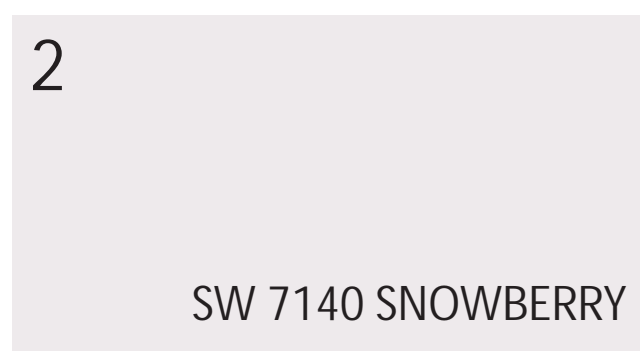
SOUTH ELEVATION - DUARTE ROAD



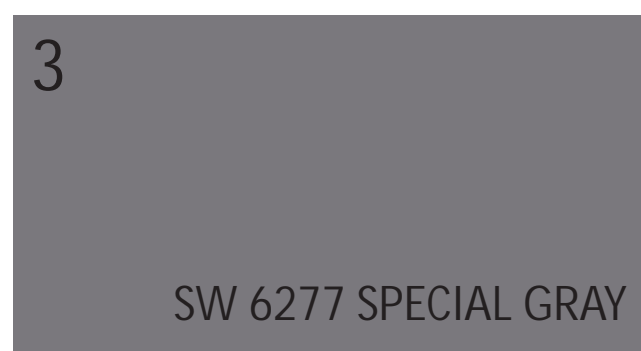
P - Plaster - Omega - Colortek



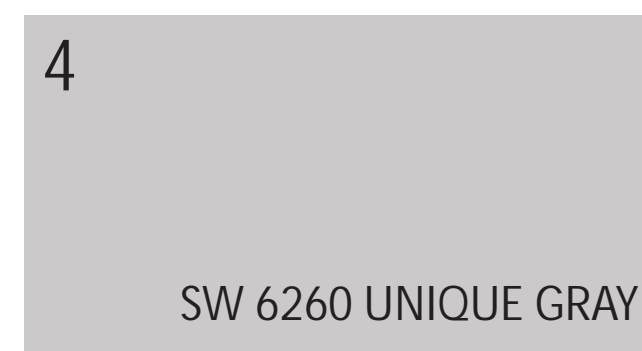
1 SW 6809 LOBELIA



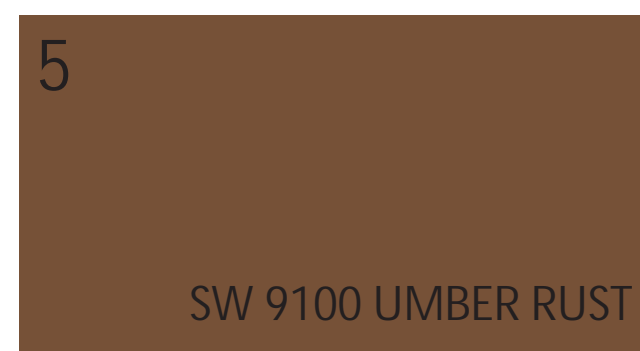
2 SW 7140 SNOWBERRY



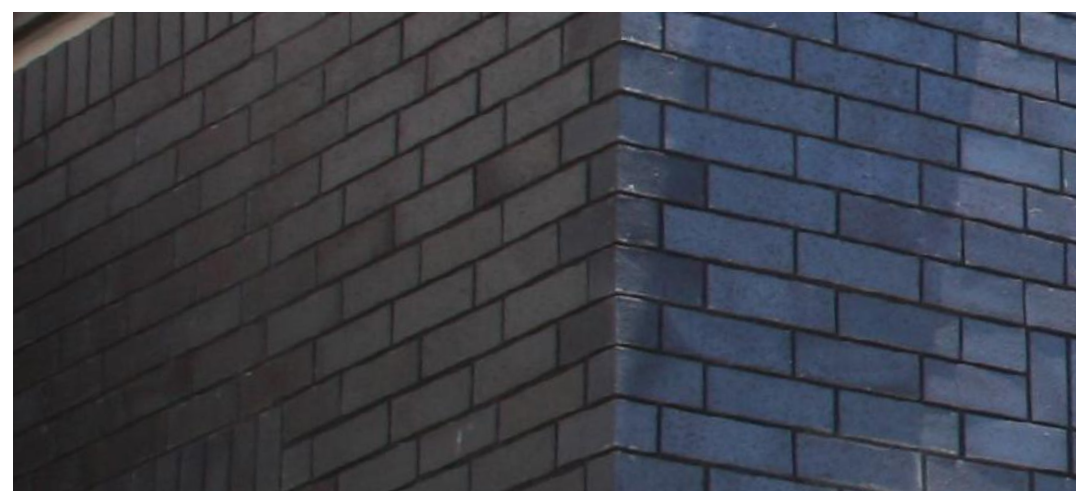
3 SW 6277 SPECIAL GRAY



4 SW 6260 UNIQUE GRAY



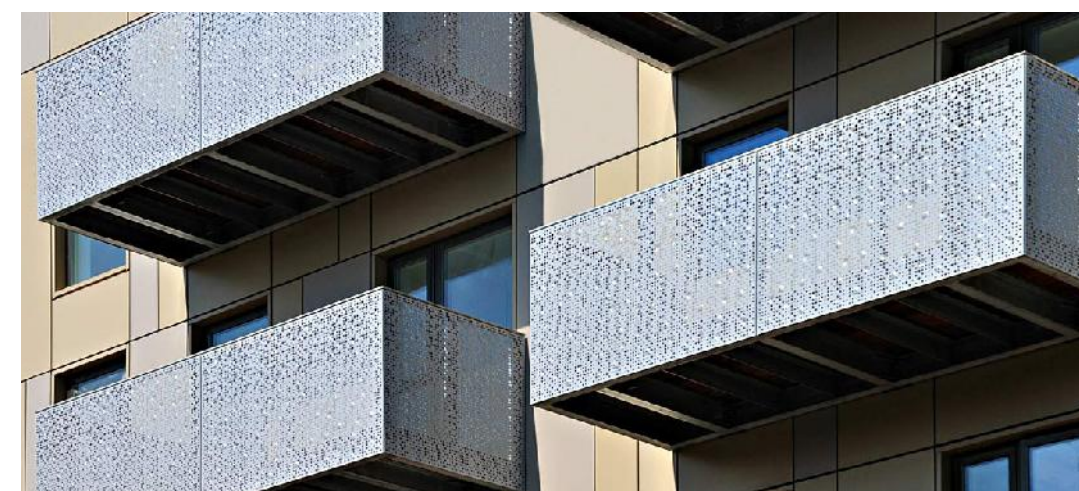
5 SW 9100 UMBER RUST



B - Brick Veneer Finish



SF - Storefront



DR - Decorative Metal Panel Railing



MR - Metal Picket Railing



WS - Wood-Like Siding Accent  
(Hardie Multi-Groove Panels)

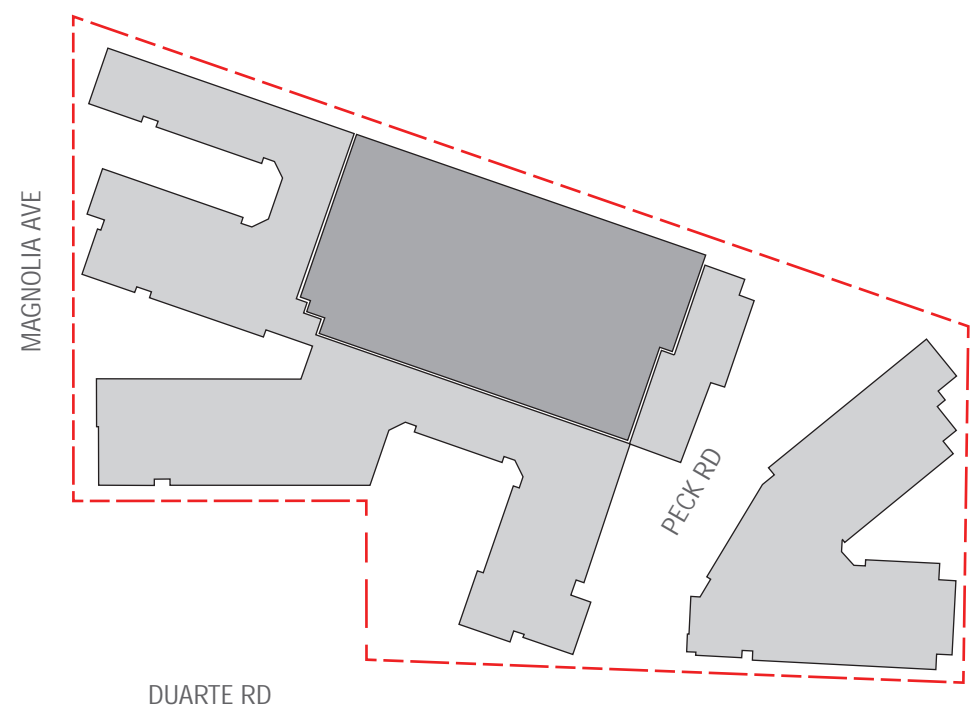


VC - Vertical Cement Board Tiles  
(Hardie Smooth Sand Panels)



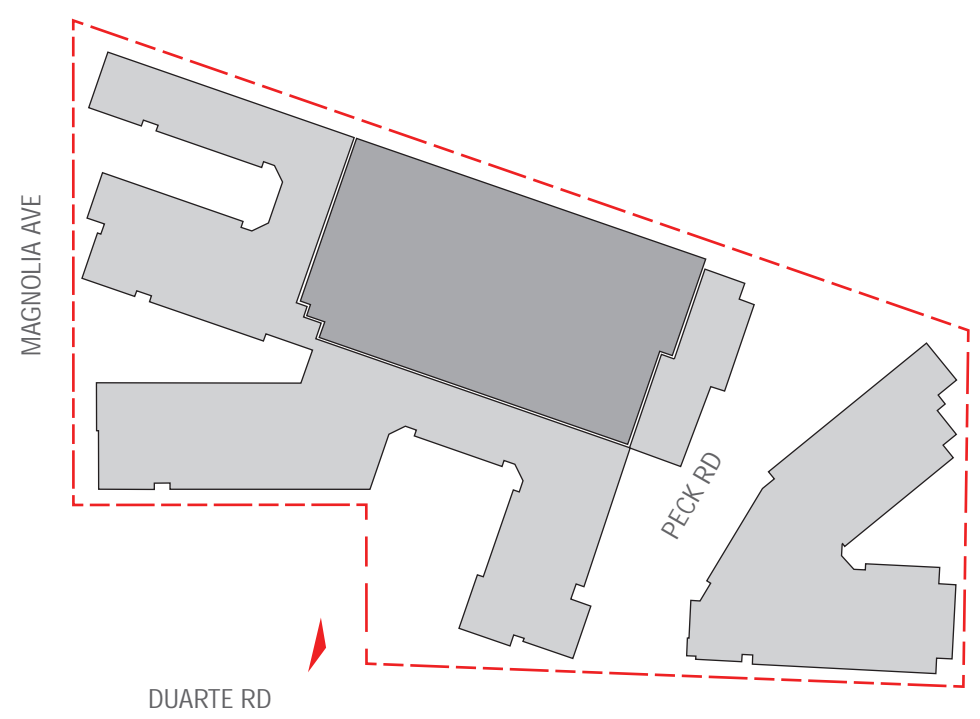
AW - Art Wall Locations





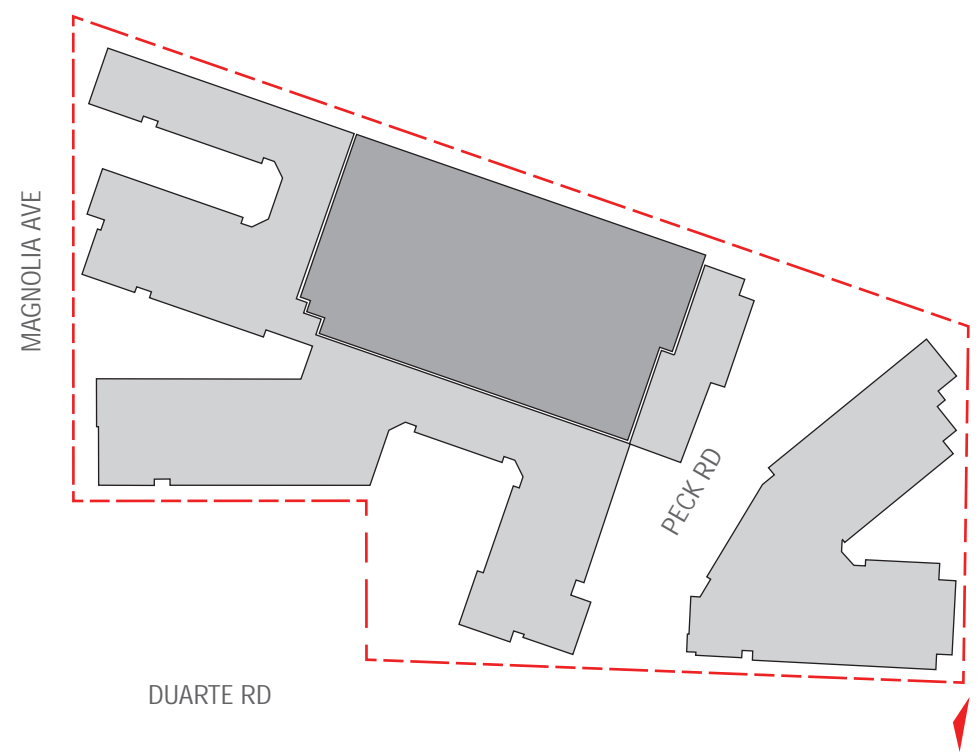
KEY MAP





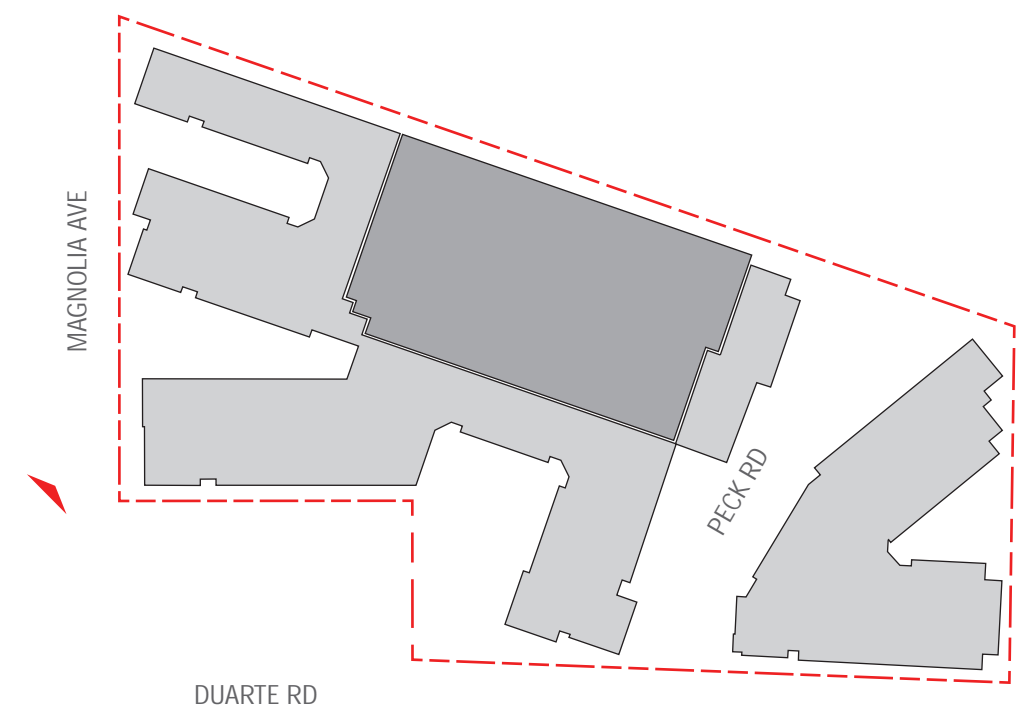
KEY MAP



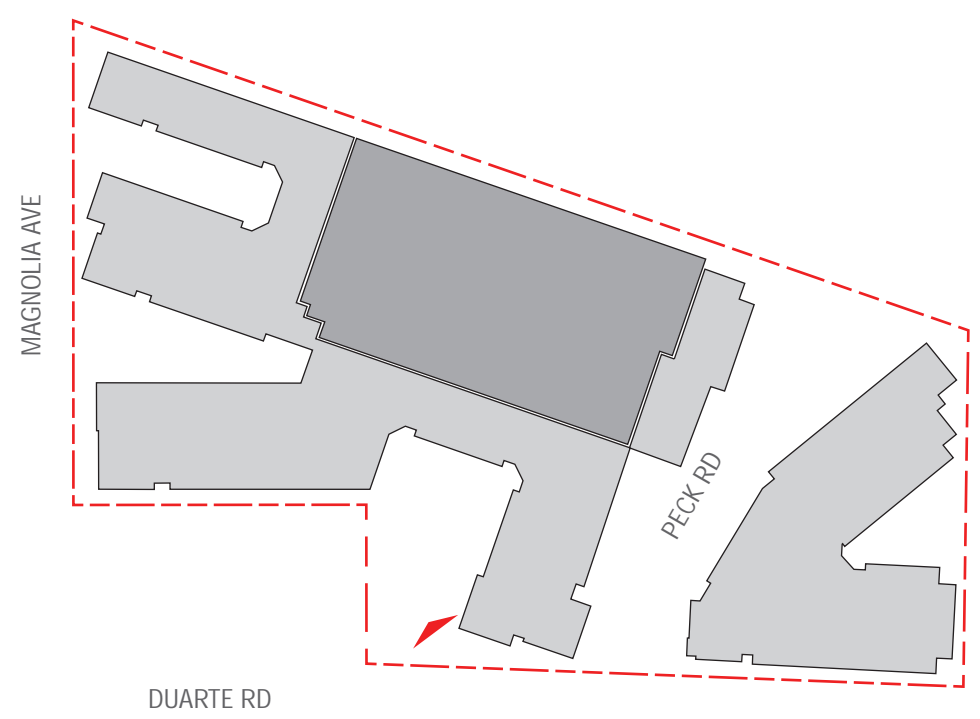


KEY MAP



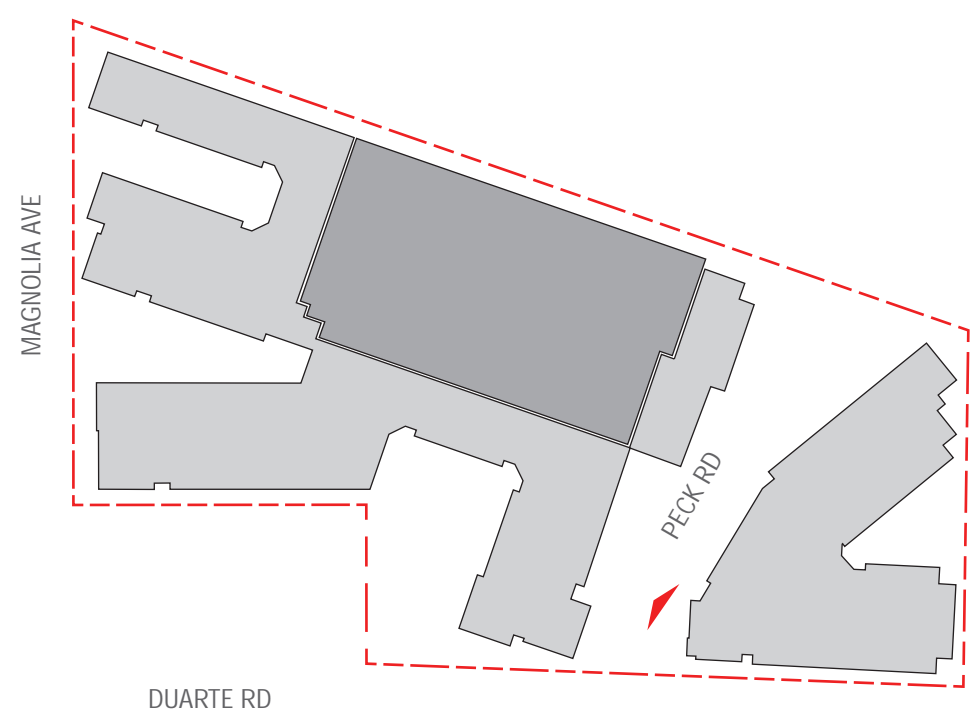






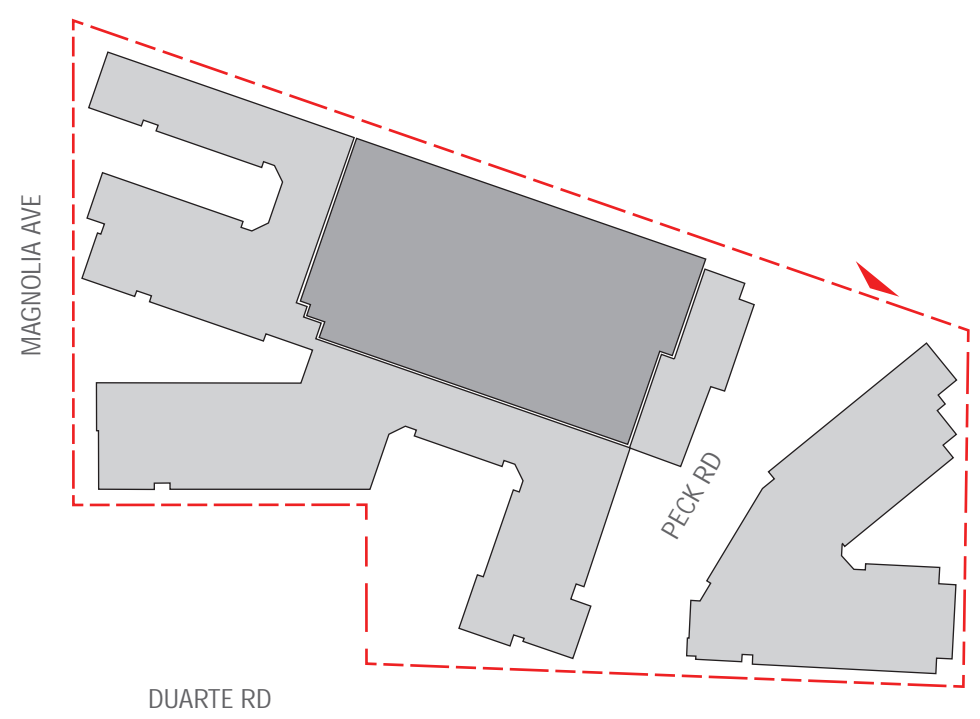
KEY MAP





KEY MAP





KEY MAP

**JPI MONROVIA**  
 MONROVIA, CALIFORNIA  
 TCA # 2021-099



JPI DEVELOPMENT

MINOR MODIFICATION SET  
 JANUARY 28, 2022



PERSPECTIVE

A-6.7