

The Parks at Station Square Specific Plan

CITY OF MONROVIA

May 2014



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CITY OF MONROVIA

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1

Introduction ◀

The Parks at Station Square Specific Plan

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1. Introduction

1.1 Role and Function of Specific Plans

A specific plan is a tool used to implement the Monrovia General Plan for a particular property or group of properties. A specific plan establishes a link between policies and implementation measures in the General Plan and a development proposal for a defined area.

Specific plans can be structured to fit the particular needs of a community and development proposal; the goal is to provide sufficient detail to identify the desired outcomes. Typically, a specific plan defines the type, location, and intensity of allowed uses; the public space improvements that will contribute to “placemaking;” the design and capacity of infrastructure; the mechanisms and resources to be used to finance public and private improvements; and design criteria/guidelines. This specific plan details the land use and development regulations for The Parks at Station Square, a multi-family housing development adjacent to the Gold Line station in the City of Monrovia.

1.2 Authority for Specific Plans

The authority for preparing and adopting specific plans is established by the California Government Code, Title 8, Division 1, Chapter 3, Article 8, Sections 65450 through 65457. These provisions require that a specific plan be consistent with the adopted general plan of the jurisdiction within which it is located. In turn, all subsequent subdivision, development, public works projects, and zoning regulations for the defined area must be consistent with the adopted specific plan.

As with a general plan, the authority for adoption of the specific plan is vested with the local legislative body—the Monrovia City Council—pursuant to Section 65453(a). However, unlike the general plan, which is required to be adopted by resolution, the City Council has two options for specific plan adoption: 1) adoption by resolution, which is designed to be policy driven, or 2) adoption by ordinance, which is regulatory by design. This Specific Plan has been adopted by ordinance.

1.3 Required Specific Plan Content

The range of issues contained in a specific plan is left to the discretion of the decision-making body. However, all specific plans—per Sections 65450–65457 of the Government Code—must at a minimum address the following:

- (a) A specific plan shall include a text and a diagram or diagrams which specify all of the following in detail:
 - (1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
 - (2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
 - (3) Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
 - (4) A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3).
- (b) The specific plan shall include a statement of the relationship of the specific plan to the general plan.

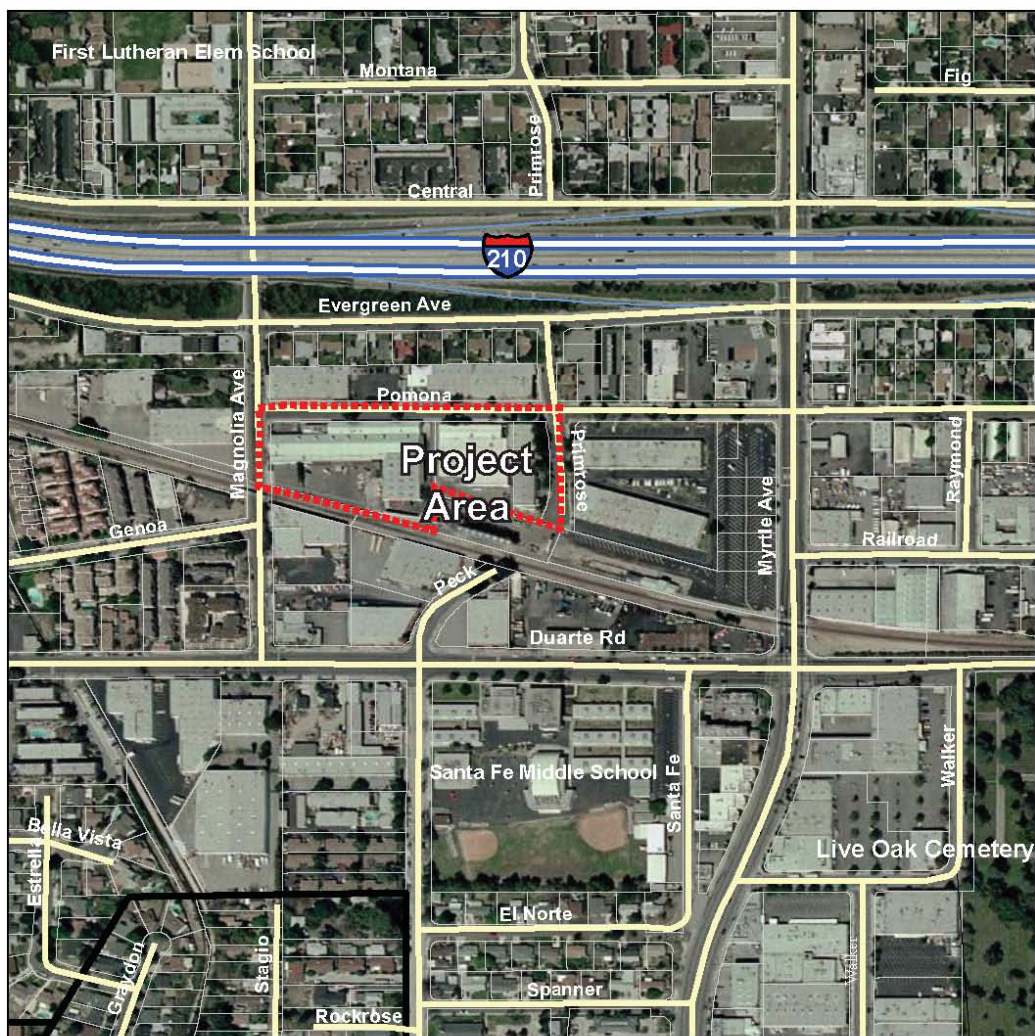
1.4 The Purpose of this Specific Plan

The Parks at Station Square Specific Plan has been prepared to allow for the development of 261 multi-family units with an attached parking garage on a 2.82-acre property located at the southeast corner of Pomona Avenue and Magnolia Avenue in the City of Monrovia (see Figure 1-1). This Specific Plan establishes land use regulations, development standards, and design guidelines tailored to the unique goals of The Parks at Station Square development at this particular location.

1.5 Overview of The Parks at Station Square

This Specific Plan allows for development of a multi-family housing project at the southeast corner of Pomona Avenue and Magnolia Avenue (Figure 1-1). The design provides for a five-story structure of approximately 225,220 gross square feet containing 261 units, two courtyards containing approximately 18,565 square feet of open space amenities for residents, a leasing office, and a two-story club/fitness room, as shown in Figure 1-2. Resident and guest parking will be provided in an attached seven-level parking structure (one subterranean level and six above ground). The garage will be central to the development, wrapped by the multi-family structure on the east and west. An approximately 4,785-square-foot deck for residents is planned on the top level of the parking garage. Loading zones (for moving activities) will be provided curb-side on public streets.

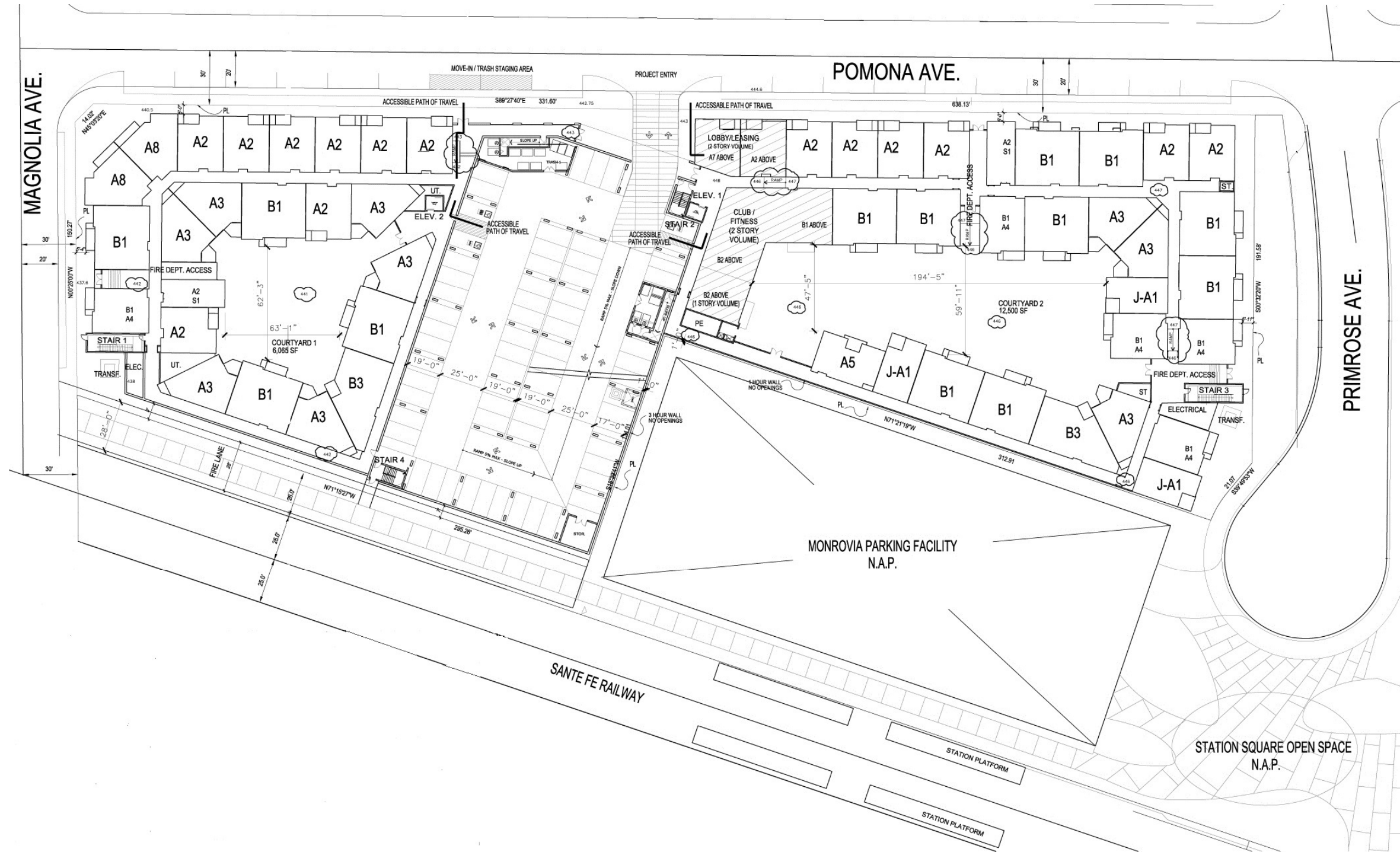
Figure 1-1: Project Location



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Figure 1-2: Site Plan



Source: Architects Orange

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1.6 Contents of this Specific Plan

The Parks at Station Square Specific Plan is organized as follows:

Chapter	Content
1. Introduction	This chapter explains the role and function of specific plans, the purpose of The Parks at Station Square Specific Plan, a summary of the proposed development, and the planning context – location, setting, and context of planning issues. This chapter also describes the Specific Plan’s relationship to the Monrovia General Plan and Zoning Ordinance.
2. Land Use Plan and Architectural Style	This chapter presents the conceptual and development-specific land use plan and architectural style.
3. Circulation Plan	This chapter shows the conceptual and development-specific vehicular and non-vehicular circulation plans.
4. Infrastructure Plan	This chapter defines the infrastructure and utilities improvements that will be provided to support the development.
5. Development Standards and Landscape Guidelines	This chapter sets forth site planning, building, parking, architectural, and landscape architectural standards.
6. Consistency with General Plan	This chapter summarizes how the proposed Specific Plan meets the goals and policies of the General Plan.
7. Sustainability	This chapter identifies sustainable development approaches incorporated into the project and to be implemented in design, construction, and use.
8. Implementation	This chapter addresses the implementation, administration, and amendment process for the Specific Plan.
9. Appendix	The parking study supporting project design is included as an appendix.

1.7 Location and Plan Boundary

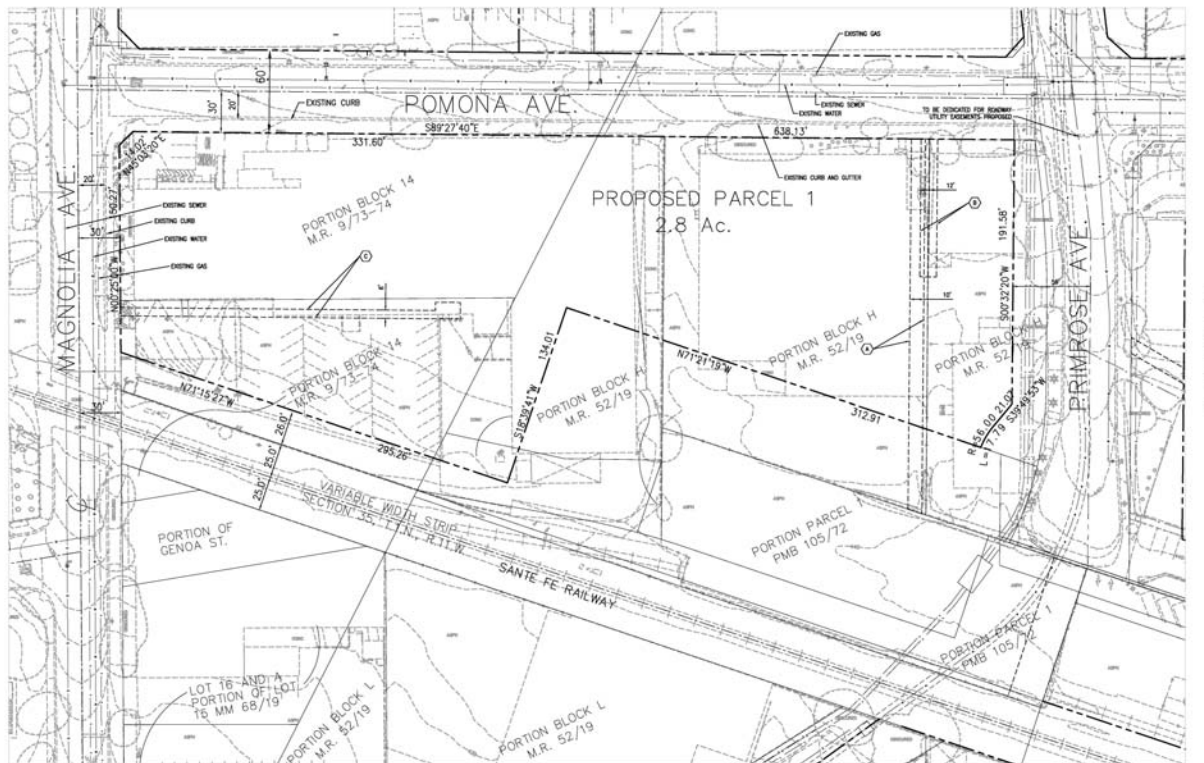
The Specific Plan project site encompasses 2.82 acres located at southeast corner of Pomona Avenue and Magnolia Avenue. The site is bordered by Pomona Avenue, Magnolia Avenue, Primrose Avenue, and a Metro Railway line, as shown in Figure 1-3. Primrose Avenue, a two-lane local street, terminates as a cul-de-sac on the east side of the Specific Plan area. Along the south side is the rail right-of-way for the Gold Line light rail (service to be initiated in early 2016) and the site of Monrovia Gold Line station and parking structure (east of the Specific Plan area and not part of this Specific Plan).

The project includes a parcel map to create a single parcel from existing assessor parcels 8507-003-914, 8507-003-919, 8507-003-918, and 8507-003-920, as shown in Figure 1-4.

Figure 1-3: Vicinity Map



Figure 1-4: Tentative Parcel Map



Source: Danjon Engineering, Inc.

1.8 Property Ownership

All parcels within the Specific Plan area are privately owned.

1.9 Baseline Conditions

1.9.1 Site Conditions

The Specific Plan area is vacant as of 2014. Previously, the site was occupied by industrial buildings used for manufacturing and light industrial uses. The site is in an urban area and fully served by public streets and utilities infrastructure.

1.9.2 Surrounding Area Uses

As indicated above, the Metro Gold Line Foothill Extension line along the southern boundary is under construction (as of 2014) and planned to be operational by early 2016. The transit station, including an approximate 350-space public parking structure, will be located southeast of the site. The site is surrounded on the east, north, and west by office and industrial uses occupying low-scale buildings dating to the 1950s and 1960s. Single-family residences occupy parcels northwest and northeast of the Specific Plan area.

Interstate 210 runs east-west approximately 155 feet to the north and can be accessed via Myrtle Avenue (see Figure 1-3). Myrtle Avenue is north-south four-lane roadway. Key east-west access is provided by Duarte Road, an 88-foot-wide secondary arterial located approximately 155 feet to the south.

1.10 Applicable Policies and Regulations

1.10.1 General Plan

Development in the City of Monrovia—including The Parks at Station Square Specific Plan site—is governed by the City’s General Plan. This Specific Plan serves as the planning tool for implementation of the General Plan. As shown on the General Plan Land Use Map, the Specific Plan site is designated *Planned Development (PD) Area 12, Station Square Transit Village*. This designation applies to the project site and the surrounding approximate 25 acres. According to the General Plan, the following uses are appropriate within the PD-12 area: office, retail/dining, hospitality, parking and open space, residential, and a transit station with supporting facilities. The Planned Development designation requires that a Specific Plan be prepared and adopted to provide direction related to land use, site planning, architectural design, and site-specific development standards. Project compliance with the City of Monrovia General Plan is demonstrated in Chapter 6 of this Specific Plan. With project implementation,

the property will be designated *The Parks at Station Square Specific Plan* on the General Plan Land Use Map.

1.10.2 Zoning

Development and use of land within the City of Monrovia is regulated by the City's Zoning Code (Title 17 of the Municipal Code). The Zoning Code contains regulations and standards that define how properties may be utilized; the zoning map identifies the zones applicable to each parcel. The property will be zoned Specific Plan, with the requirements of The Parks at Station Square Specific Plan serving as the zoning regulations. As stated in Section 17.08.010 (D) of the Zoning Code, "properties in the PD zones are subject to the provisions in the Land Use Element of the General Plan." As described above in subsection 1.10.1, the PD-12 designation applies and allows for transit-oriented residential development. This Specific Plan supplants the PD-12 zone and serves as the zoning regulations for the property.

1.11 Environmental Compliance

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

Public Resources Code, Section 21081.6 also requires public agencies to adopt a monitoring program to ensure that mitigation measures are implemented. Prior to issuance of a Certificate of Occupancy for the development, the City will confirm that any applicable mitigation measures have been implemented.

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2

Land Use Plan and Architecture

The Parks at Station Square Specific Plan

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2. Land Use and Architecture

2.1 Introduction

The Parks at Station Square Specific Plan is intended to accommodate the development and operation of a transit-oriented residential project within the planned Gold Line light rail transit district, consistent with City land use and mobility goals. The project will include:

- 261 multi-family units
- Residential ancillary uses (leasing office, mail room, maintenance areas, club and fitness room)
- Indoor and outdoor recreational facilities
- An attached seven-level, 418-space parking garage

2.2 Development Plan

The development will consist of a five-story residential building that wraps around a seven-level parking structure (one level subterranean and six levels above ground). The maximum building height will be 60 feet above finished grade, with a central landmark (tower) element height of 75 feet maximum.

Permitted land uses are residential with supporting open space, recreation, and parking uses. These uses are illustrated in the Land Use Plan, Figure 2-1. A detailed description of each use is provided below.

2.2.1 Residential and Ancillary Uses

The Parks at Station Square Specific Plan allows for up to 261 multi-family units located on five floors, yielding a density of 93 units per acre. The residential unit mix includes studio, one-bedroom, and two-bedroom apartments, as shown in Table 2-1.

Table 2-1: Residential Unit Mix and Unit Size

Unit Type	Number of Units	Minimum Unit Size, in square feet ¹
Studio	2	536
One Bedroom	160	607
Two Bedroom	99	1,056

¹These minimum unit sizes are guidelines.

Ancillary uses to the residential component include the leasing office, a two-story public lobby and resident business center, residents' mail room, property maintenance office and facility, and corridors/storage areas. Ancillary recreation uses include a two-story clubroom and fitness center (approximately 3,206 square feet), located within the

residential building, as well as pool/spa facilities, sun deck, cabanas, fire pit, and barbeque and dining areas located outdoors on the ground level. The sixth level of the parking garage will contain an approximate 4,785-square-foot roof deck and lounge with views of the San Gabriel Mountains. The roof deck will also have restrooms and a communal kitchen.

Pedestrian access for residents and guests will be from Pomona Avenue through the public lobby or through secure gates located throughout the development. Residents and guests will also be able to walk directly to the transit station via a public pedestrian path/fire lane along the south side of the development.

Vehicular access for residents and guests will be through a single parking garage entrance located on Pomona Avenue.

2.2.2 Parking

Parking spaces for 418 vehicles will be located within the attached seven-level parking garage. The parking spaces are allocated approximately as follows:

Table 2-2: Parking Space Allocation and Location

Baseline Land Use	Residential Units
Basement Level	49
First Level (Ground)	62
Second	69
Third, Fourth, and Fifth Levels	70 on each level
Sixth Level (Roof)	28
Total	418

Vehicles and pedestrians will access the parking garage from a single entry on Pomona Avenue. Since the residential building wraps around the parking garage (see Figure 2-4), residents will have multiple pedestrian access points from each parking level to each residential floor. Guest parking spaces will be separated from resident parking with remote-accessed gates or similar method that provides security.

No tandem spaces will be provided. Each parking stall will be individually accessible and will have minimum dimensions of nine feet wide by 19 feet long, with an additional one foot of width adjacent to a column or wall.

Secure bicycle parking for approximately 80 bicycles will be provided in the parking structure.

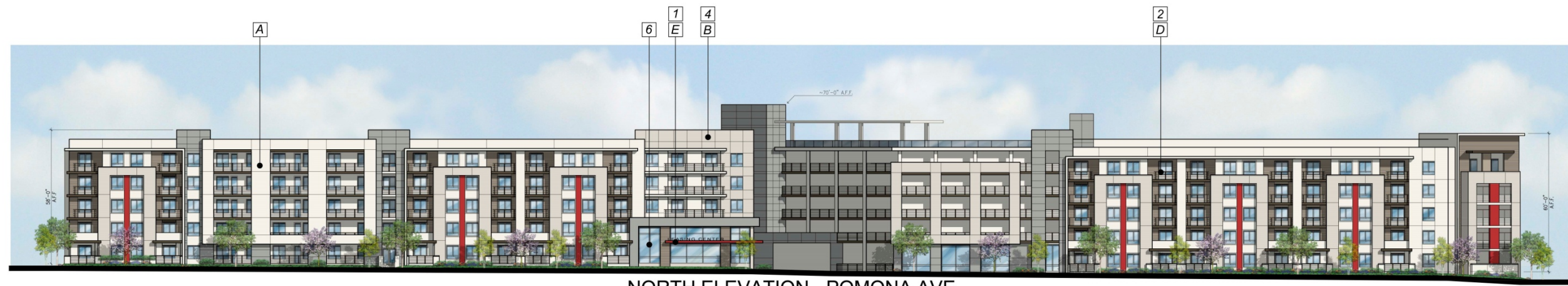
2.3 Architecture

2.3.1 Building Exteriors

The residential structure building will be five floors high (60 feet maximum height) with a central tower element (75 feet maximum height). The design incorporates high-quality materials and a design approach that creates varied and interesting streetscapes on street-facing façades. This is accomplished by utilizing modern, urban-style architecture and active pedestrian street fronts. The parking areas will be incorporated into the interior of the structure, while reserving the exterior for entries, balconies, porches, and other pedestrian-oriented building elements. The exterior shall be well articulated on all sides, as shown in Figures 2-1 and 2-2.

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Figure 2-1: Elevations and Materials



NORTH ELEVATION - POMONA AVE.



EAST ELEVATION - PRIMROSE AVE.



WEST ELEVATION - MAGNOLIA AVE.



SOUTH ELEVATION

MATERIAL LEGEND

- | | |
|---------------------------|----------------------------|
| 1 METAL AWNING | 6 STOREFRONT WINDOW SYSTEM |
| 2 METAL RAILING | 7 HORIZONTAL SIDING |
| 3 CERAMIC TILE | 8 VINYL WINDOWS |
| 4 STUCCO WITH SCORE LINES | 9 4X4 METAL TUBE |
| 5 PANELIZED WALL SYSTEM | |

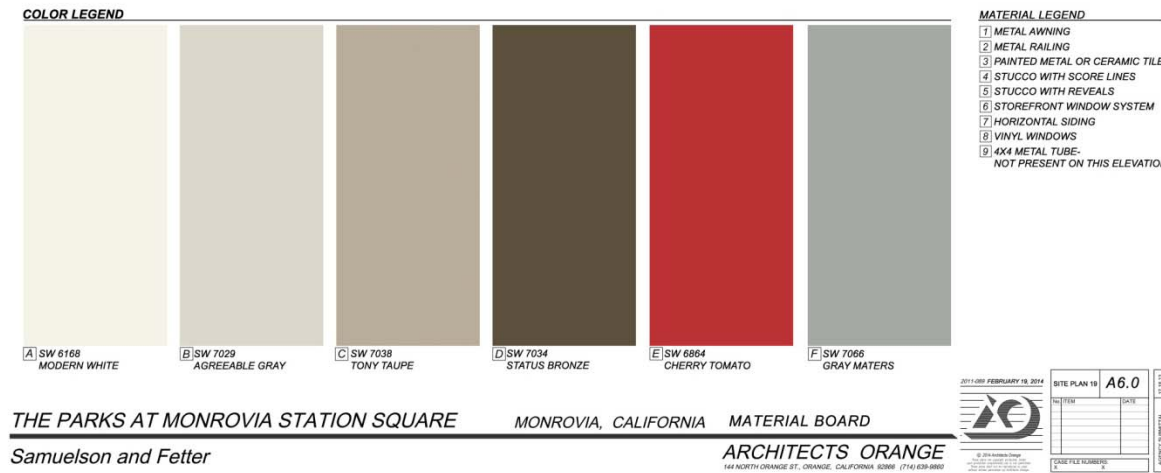
COLOR LEGEND

- | | |
|----------------------------|-------------------------|
| A SW 6168 - MODERN WHITE | F SW 7066 - GRAY MATERS |
| B SW 7029 - AGREEABLE GRAY | |
| C SW 7038 - TONY TAUPE | |
| D SW 7034 - STATUS BRONZE | |
| E SW 6864 - CHERRY TOMATO | |

Source: Architects Orange

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Figure 2-2: Color Palette



2.3.2 Balconies and Patios

The inclusion of residential ground-level patios and upper-floor balconies is for both aesthetic and practical purposes. These features break up the wall planes, create visual interest, and add human scale to the building. Patios and balconies also provide outdoor living areas and elevated open space. The building’s patios and balconies shall project slightly past the building and integrally designed as part of the building’s details and architectural style. Balconies shall range in size from 41 to 91 square feet, with minimum dimension of six feet along one side and shall be enclosed with a metal railing.

2.3.3 Courtyards and Roof Deck

The project will include two courtyards and a roof deck as an amenity for residents. Courtyard 1, located on the west building, will contain a central fire element surrounded by conversation nodes and an outdoor cooking station. Courtyard 2 on the east side will contain a reflecting pond with a pedestrian bridge and a swimming pool, along with lounging and entertainment areas.

A roof deck will be provided on the top floor of the parking garage, with lounge areas, an outdoor kitchen, bathrooms, and views of the San Gabriel Mountains.

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3

Circulation Plan ◀

The Parks at Station Square Specific Plan

CITY OF MONROVIA

3. Circulation Plan

3.1 Introduction

The Circulation Plan shall provide for connectivity and easy movement of pedestrians, bicyclists, and vehicles.

3.2 Baseline Conditions and Planned Off-site Vehicular Circulation

The project site has easy access to I-210 via Myrtle Avenue. Roadways immediately bounding the site are Magnolia Avenue to the west, Pomona Avenue to the north, and Primrose Avenue to the east. These streets are all fully improved. The City of Monrovia will enhance the streetscapes and pedestrian travel paths along these roads as part of district improvement plans associated with the Gold Line station.

3.3 Vehicular, Pedestrian, and Bicycle Access

Vehicular access into the development will be from Pomona Avenue via a 24-foot-wide, two-lane parking garage entry (see previous Figure 2-1).

Emergency vehicle access will be provided by a 28-foot-wide fire lane largely on public property on the south side of the project site. (This is a dual-purpose emergency access lane and pedestrian way to the Gold Line station, largely developed on City-owned property and varying in width from one to five feet on the project site.) The fire lane will be accessed from Magnolia Avenue, run the length of the property, and extend eastward parallel to the planned public parking structure for the Gold Line station. The City will be responsible for developing the improvement plans for this dual-purpose lane.

Efficient pedestrian circulation will be provided throughout the development. The buildings will have access to public sidewalk from doorways and staircase leading directly to the sidewalk and to the Metro Station. Elevators located within each building component will allow for handicap accessibility to these doorways, with ADA compliant paths provided. Interior pedestrian movement will operate by a network of halls and connections from the parking structure to the east and west wing of the building. Courtyards will have direct access and handicap access from the first floor. The sky deck located on the roof of the parking structure will have access and handicap access from a staircase and elevator, respectively, that lead directly into the lounge.

Bicycle circulation will be on the surrounding public streets.

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4

Infrastructure Plan ◀

The Parks at Station Square Specific Plan

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4. Infrastructure Plan

4.1 Introduction

This chapter defines the infrastructure and utilities improvements required to support the Specific Plan development. Infrastructure includes water, sewer, storm water drainage, solid waste disposal, energy, and other facilities located within or adjacent to the Specific Plan area. In general, the development will connect to existing utility lines in the surrounding streets.

4.2 Water

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

Monrovia's water distribution system consists of five individual but interconnected zones throughout the City. Water is pumped in stages from reservoirs in the lower zones into the higher zones. Water lines serving the Specific Plan area, as shown in Figure 4-1, are:

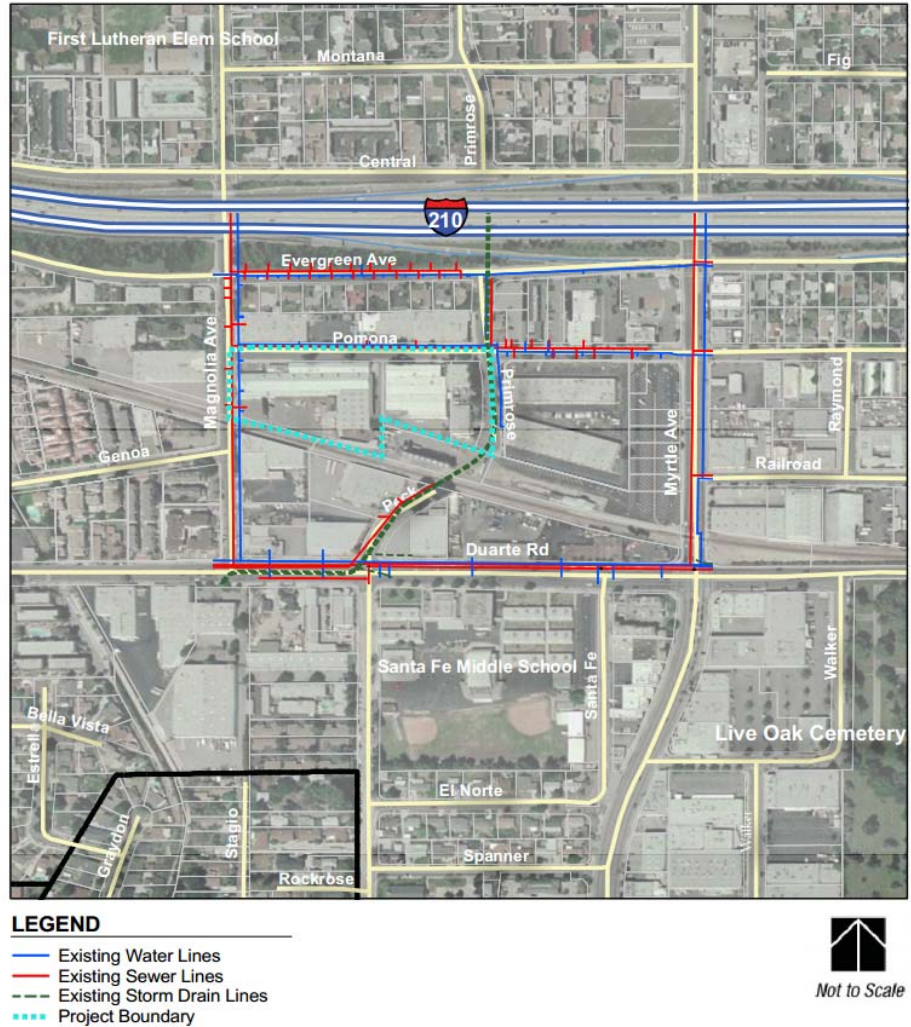
- Eight-inch mains in Magnolia and Primrose Avenue
- An eight-inch main that transitions to a six-inch along Pomona Avenue

While these lines generally are of adequate size to accommodate the level of development planned, prior to issuance of building permits the developer will provide the City with detailed engineering studies that demonstrate the adequacy of water systems to meet domestic water and fire flow requirements.

4.3 Sanitary Sewers

The City provides local sewage collection service via in-street lines that connect to regional trunk lines. Available sewer lines are a 10-inch public sewer main in Magnolia Avenue and an eight-inch line in Pomona Avenue. Sufficient capacity exists within the conveyance system to accommodate build the proposed 261 residential units. Existing sewer lines are shown in Figure 4-1. Prior to issuance of building permits, the developer will provide the City with a detailed study that identifies any minor modifications required to the existing conveyance system to accommodate project needs.

Figure 4-1: Infrastructure: Water/Sewer/Storm
Drainage



4.4 Solid Waste

The City of Monrovia contracts residential solid waste collection service to the private sector through a comprehensive franchising agreement. As required by local law, the project operator will contract with the designated services provider for solid waste collection and disposal services.

Common solid waste collection facilities will be conveniently located throughout the development, and collection will occur on a basis sufficient to meet project needs. Recyclable materials bins will be provided if the franchisee collects such materials separately (as opposed to co-mingling all refuse and recyclables for off-site separation).

4.5 Stormwater Drainage

The development plan will comply with the City's Stormwater Management regulations (Chapter 12.36 of the Municipal Code) and implement Low Impact Development (LID) standards. The site plan will incorporate drains on the top of the buildings to collect and direct water toward landscaped areas and onsite infiltration basins. The development plan will include a Maxwell Plus Drainage or similar system consisting of collection basins in the courtyards and landscaped areas to collect and filter on-site stormwater and irrigation run-off. The system shall allow collected runoff to percolate into the groundwater basin and as acceptable to the City, to be conveyed off site to regional storm drain facilities and/or percolation systems on adjacent City-owned properties.

4.6 Electricity

Southern California Edison (SCE) provides electricity to the Specific Plan area. SCE maintains aboveground power lines along the east side of Magnolia Avenue, and one on the north side of Pomona Avenue, which is on the Specific Plan site. In conjunction with the implementation of the Specific Plan, electrical lines will be placed underground on Pomona and Magnolia Avenues.

4.7 Natural Gas

The Southern California Gas Company provides natural gas to the Specific Plan site. The Gas Company has indicated that sufficient capacity exists within the existing infrastructure to accommodate the project. Existing gas lines are located within Pomona Avenue and Magnolia Avenue. Additional points of connection will be established only if necessary.

4.8 Telecommunications Services

Land-based communications services are offered by AT&T, Verizon, Champion Cable, and Time Warner Cable. Champion Cable provides cable service, and Time Warner Cable provides franchised cable television and internet services to the project area. Any and all extension of and improvements to available telecommunications facilities shall be paid for by the project developer.

4.9 Police Protection

The Monrovia Police Department provides law enforcement and police protection services within the City of Monrovia. The Monrovia Police Department provides a full range of programs, including Community Activist Policing, Neighborhood Partnerships, Drug Abuse Resistance Education (DARE), Parenting Workshops, and Safe City, Safe Campus. The Police Department operates from its headquarters at 140 E. Lime Avenue.

4.10 Fire Protection & Paramedics

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

4.11 Public Transportation

The Parks at Station Square is a pedestrian- and transit-oriented development. Pedestrian activity will be encouraged and facilitated around the site, consistent with the goal to ensure ready access to public transportation. The Gold Line light rail station will be an easy five-minute walk. Buses will stop right next door to the development on Primrose Avenue, providing ready multimodal transportation access.

Monrovia Transit provides door-to-door shuttle service to all passengers, regardless of age and ability, through its Dial-A-Ride program on a “call-in” basis. Access Paratransit provides door-to-door service shuttle service for individuals with disabilities, and will be available to residents of The Parks.

4.12 Schools

The Monrovia Unified School District will provide 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 project site is assigned to Bradoaks Elementary School, Santa Fe Middle School, and Monrovia High School.

4.13 Library Services

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

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5

Use Regulations and Development Standards

The Parks at Station Square Specific Plan

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5. Use Regulations and Development Standards

5.1 Introduction

This chapter defines the permitted uses within the Specific Plan area and establishes development standards for buildings, site improvements, parking, landscaping, and signs. These standards replace the standards in Title 17 (Zoning) in the Municipal Code. Where the Specific Plan is silent with regard to a particular development standard, the provisions of Title 17 shall apply.

5.2 References

Any references to development standards shall mean the “The Parks at Station Square Specific Plan Development Standards.” Any reference to Municipal Code shall mean the Monrovia Municipal Code.

5.3 Resolution of Issues

Whenever Specific Plan development standards differ from or conflict with the regulations and standards contained in the Monrovia Zoning Code or any other applicable City regulation, rule or policy, The Parks at Station Square Specific Plan Development Standards shall prevail unless otherwise indicated herein. The Director of Community Development shall resolve any issues that may arise with interpretation of the Specific Plan consistent with the purpose of this Specific Plan.

5.4 Permitted Uses

Uses permitted by right are listed below. Where a use is not listed, it shall be prohibited unless the Development Review Committee determines the use to be similar to a permitted use pursuant to the provisions of Section 2.56.030 of the Zoning Code.

- ▶ Multiple-family dwelling
- ▶ Uses generally considered accessory to a residential use of land, including public or private recreational facilities and laundry facilities for use by on-site residents
- ▶ Leasing office for on-site residential units
- ▶ Parking associated with a permitted use

5.5 Limitation on Conversion of Land Uses

This Specific Plan has been established expressly to permit the development and operation of a multi-family residential development. Conversion of such established building to accommodate any use other than these intended uses shall not be permitted unless this Specific Plan is amended or another entitlement process occurs.

5.6 Standards

Table 5-1 establishes the development standards applicable to all structures and related improvements within The Parks at Station Square Specific Plan area.

Table 5-1: Development Standards

Development Standard	
Maximum Residential Density	93 du/ac
Maximum Building Height	
Residential Structure	60 feet to roofline
Parking Garage	60 feet to roofline
Landmark Element/Architectural Projections	75 feet to peak of roof
Minimum Building Setbacks from Street ¹	
Pomona Avenue	5 feet
Magnolia Avenue	5 feet
Primrose Avenue	5 feet
Minimum Setback from Adjacent Dual Pedestrian Path/Fire Lane (south side)	5 feet

1. Balconies, stairs, awnings, cornices, eaves, roof overhangs, towers, and stoops may encroach up to 50 percent of the setback to the street.

5.7 Parking Standards

Motor vehicle parking shall be provided at a ratio of 1.6 spaces per units, inclusive of 52 guest spaces, as supported by the parking analysis contained in Appendix A. Guest spaces shall be clearly marked.

5.8 Parking Space and Access Standards

The following standards shall apply to all land uses, buildings, and structures. These provisions replace Section 17.24 - “Parking” of Title 17. For any standard not specified here, the Director of Community Development shall have the authority to determine the appropriate parking requirements.

- ▶ Parking space dimensions - The minimum dimensions of a standard parking space shall be at 9 feet wide and 19 feet long. The minimum dimension of a handicapped parking space shall be as directed by Title 24 of the California Code of Regulations.
- ▶ Parking access - The minimum width of drive aisles within the parking structure shall be 24 feet.
- ▶ All parking spaces and associated driveways shall be entirely paved with concrete per City standards and requirements.
- ▶ Pavement graphics, directional signs, and arrows shall be provided on parking drive aisles.
- ▶ Parking space delineation – Parking spaces shall be clearly marked with paint or another easily distinguishable material, and all spaces shall be delineated with lines.

5.9 Bicycle Parking Standards

Secure bicycle parking for approximately 80 bicycles shall be provided in the parking structure.

5.10 Lighting

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

The following lighting, at a minimum, shall be provided:

- ▶ Residential Lighting – All exterior residential lighting shall be designed to be decorative and unobtrusive. Lighting shall be designed to avoid glare into neighboring homes, public spaces, or into the night sky.
- ▶ Area Lighting for Pedestrian Walkways and Plazas — Lighting shall be set in a manner that assures maximum lighting benefit without allowing stray light to

intrude into windows of nearby residents or to create glare problems for nearby automobile traffic.

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

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

- ▶ Lighting levels are sufficient for the safety and security of vehicular and pedestrian traffic, but do not spill onto adjacent properties.
- ▶ Lighting is provided in all parking, vehicular, and pedestrian circulation, loading, and storage areas.
- ▶ Lighting is located to assure adequate light levels and create an even level of illumination.
- ▶ Exterior lighting is architecturally integrated with the building style, materials, finishes, and colors.

5.11 Mechanical Equipment

- ▶ All aboveground mechanical equipment—including but not limited to aboveground utility boxes, telephone boxes, water lines, back-flow preventers, and cable boxes—shall be completely screened behind a permanent structure or appropriate landscape screen, and shall not be located within any street facing setback.
- ▶ Air conditioners, heating, cooling and ventilating equipment, and all other mechanical, lighting, and electrical devices shall be screened from adjacent properties.
- ▶ Roof-mounted equipment shall not be visible from the adjacent public right-of-way. As necessary, screening shall be provided by a parapet wall or similar architectural feature.

5.12 Trash Enclosures

- ▶ Enclosures shall be required for refuse and recycling bins. All such enclosures shall be located within the parking structure or otherwise interior to the development.
- ▶ Areas for trash enclosures shall be adequate in capacity, number, and distribution to serve the development project. Location of trash enclosures shall be shown on building plans at the time of submittal.

5.13 Outdoor Storage

All outdoor storage is prohibited, with the exception of a pool equipment storage room or other enclosed storage area planned for and articulated as part of the building's design.

Storage on residential unit patios and balconies shall be prohibited.

5.14 Noise Mitigation

A project-specific acoustical study shall be submitted with building permit applications. As may be directed by the City, the study shall quantify noise levels based on measurements of existing rail activity and proposed Gold Line travel speed and train frequency. As necessary, the study shall include construction approaches to reduce noise levels at the proposed residential land use to achieve the City and State CNEL 45 dB interior living areas threshold.

5.15 Sign Standards

Prior to the establishment of any sign or signs, a comprehensive sign plan shall be submitted for approval by the Development Review Committee. All signs shall comply with the requirements of Chapter 17.28 of the Zoning Code.

5.16 Underground Utilities

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

5.17 Open Space

- ▶ Private open space shall be provided on site as shown on the site plan.
- ▶ Public open space or in-lieu fees shall be provided per City policies and regulations in effect at the time of project approval.

5.18 Fire Department Standards

- ▶ Required Fire Department connections shall be incorporated and well integrated into the building and site design.
- ▶ The off-site fire lane shall be designed for emergency vehicle access, as well as for a greenbelt walking trail open to the public. The developer shall be responsible for associated costs based on an approved agreement with the City.

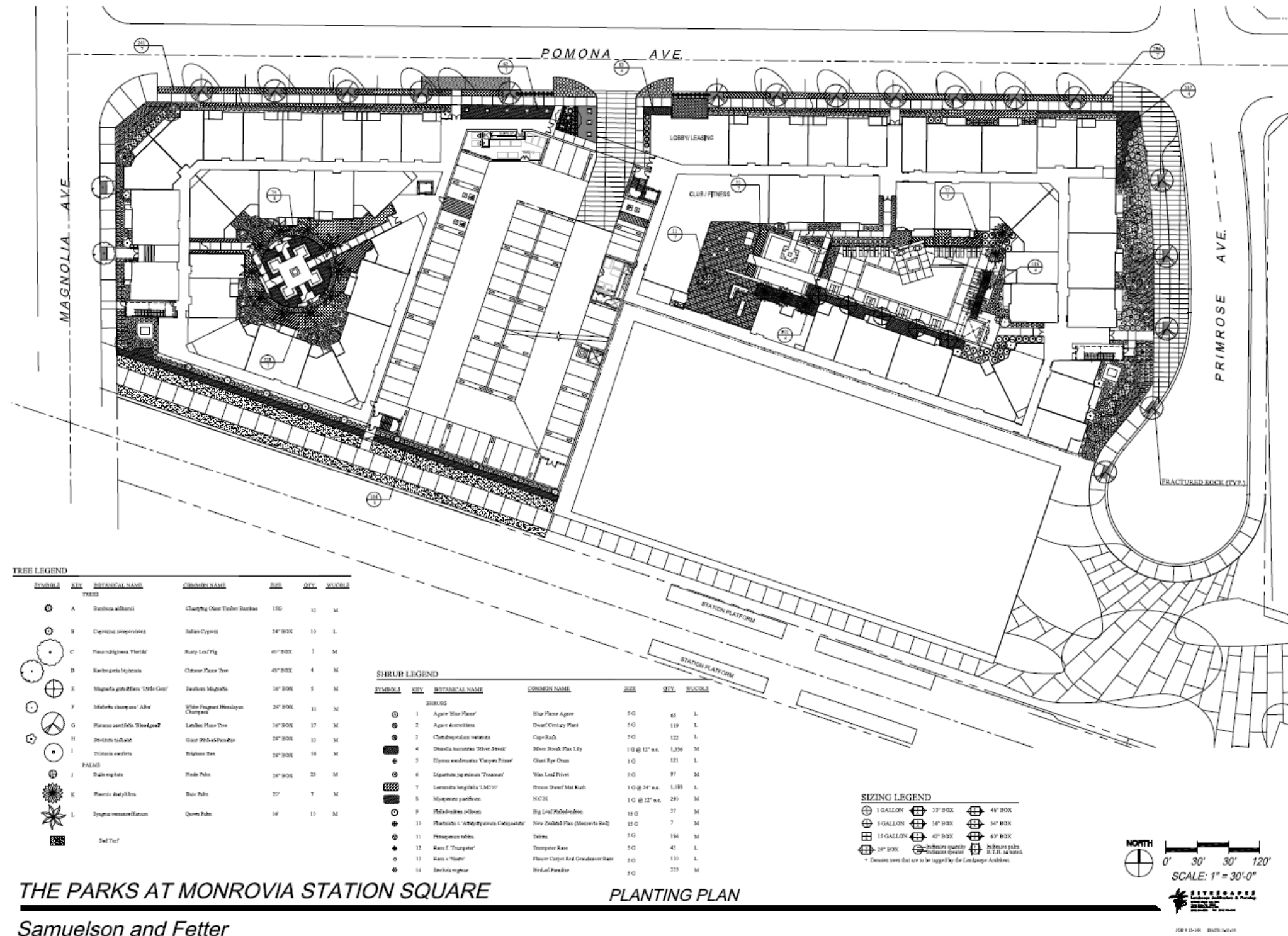
5.19 Landscape Guidelines

Landscaping shall be provided in substantial conformance with the landscape plan illustrated in Figure 5-1. The intent is to provide landscaping that enhances the quality of the development, creates shade for pedestrians, utilizes plant materials that are sustainable and beneficial, and contributes positively to the appearance of The Parks at Station Square.

A landscape documentation package pursuant to the requirements Section 17.20.030 of the Monrovia Municipal Code shall be submitted to the Planning Division for approval prior to landscape construction. All installation and documentation shall be performed as required by the Code section.

Landscape maintenance shall be performed as required by applicable chapter of Title 8 (Health and Safety) of the Municipal Code.

Figure 5-1: Landscaping Plan



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5.19.1 Landscaping Principles and Goals

In developing the master landscape concept for The Parks at Station Square, consideration shall be given to the following goals and objectives.

- ▶ Create “green areas” and enhance important public spots easily accessible to all in the community.
- ▶ Landscape design shall integrate the aesthetic and functional requirements of urban life.
- ▶ Make sidewalks, walkways, and all pedestrian areas convenient, attractive, comfortable, and safe.
- ▶ Accommodate alternative transportation modes throughout the Specific Plan area including walking, bicycling, and use of public transit.

5.19.1.A Application of Sustainable Landscape Design Practices

To the extent consistent with other design considerations, landscape design shall minimize resource consumption. Materials considered should protect the natural environment from long-term harm. Materials shall be used which are long lived and use minimal energy in their manufacture and/or transport to the site, have high recycled content, and have minimal non-renewable material content.

To the extent possible, trees shall be sited to shade south facing elevations of buildings to help reduce cooling requirements.

5.19.1.B Drought-tolerant Landscaping

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

To ensure water efficiency, appropriate landscaping should be irrigated through a drip, bubbler, or high efficiency sprinkler system.

5.19.1.C Screening and Buffering

- ▶ In addition to architectural treatments, landscaping material should be used additional method to obscure the view of any refuse collection area, equipment, Fire Department connection, or loading area visible from the public street or pedestrian area.
- ▶ Development should include appropriate landscaping to maximize privacy between residences, and should include appropriate planting to screen or soften any undesirable light pollution or views from off-site.

- ▶ Design should take into consideration the future impact the new plantings may have in obscuring views.

5.19.1.D Irrigation Systems

The landscape palette should allow for a high degree of water conservation. Irrigation practices shall include the use of water-efficient equipment that complies with applicable City codes. The irrigation system shall be designed to meet the following criteria:

- ▶ The system shall conform to the regulations for the construction of irrigation water systems within the City of Monrovia.
- ▶ Within the landscaped areas, an approved weather-based irrigation system is encouraged.
- ▶ Design, installation, and equipment shall conform to the highest industry standards. All constant pressure reclaimed and/or potable water mainline piping installed shall be identified in accordance with the City of Monrovia regulations.
- ▶ All irrigation systems shall be controlled with automatic irrigation controllers, and be installed to maximize ease of operation and maintenance.
- ▶ Systems should be installed in a manner that minimizes opportunities for vandalism. All controllers, pumps and associated equipment must be screened from view with planting and/or landscape walls.
- ▶ All landscape planting areas are to be adequately irrigated.
- ▶ Irrigation systems shall be programmed to operate generally between the hours of 9:00 P.M. and 6:00 A.M., unless otherwise directed by the City Engineer.
- ▶ Sprinkler heads shall be located to avoid over spray on to sidewalks, roadways, buildings, etc.

6

Consistency with General Plan ◀

The Parks at Station Square Specific Plan

CITY OF MONROVIA

6. Consistency with General Plan

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 Parks at Station Square Specific Plan has been prepared in conformance with the goals and policies of the City of Monrovia General Plan.

This chapter identifies how The Parks at Station Square complies with the City of Monrovia General Plan. Approval of the Specific Plan is based on the findings that this project furthers the goals and policies of the General Plan. Applicable goals and policies are as follows.

6.1 Land Use Element

Goal 1: Provide for a mix of land uses (residential, commercial, industrial) which provides a balanced community.

Policy 1.4 is addressed due to the site's close proximity to a major commercial area and transit facility.

Policy 1.8 is addressed by providing higher-density residential uses near commercial development.

Goal 5: Encourage new development that is compatible with and complements existing land uses.

Policy 5.2 is addressed by the placement of a transit-oriented use next to a light rail station.

Goal 7: Provide for the revitalization of deteriorating land uses and properties.

Policy 7.6 is addressed by providing for the reuse of a vacant industrial property.

Goal 15: Ensure consistency with goals and policies of other elements of the general plan

Policy 15.1 is addressed by providing new housing consistent with Housing Element goals and policies.

Policy 15.2 is addressed by providing a residential use near transit facilities.

6.2 Circulation Element

Goal 1: Minimize traffic congestion on arterial and collector streets during peak hours in order to ensure a safe and efficient movement of people and goods within the City.

Policies 1.1 through 1.15 supporting Goal 1 are addressed by providing for pedestrian-oriented development adjacent to a transit station and within easy walking distance to commercial areas in Monrovia.

6.3 Housing Element

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 high-density residential use in the Station Square area.

Goal 6: Promote a healthy and sustainable Monrovia through support of existing and new housing which minimizes reliance on natural resources and automobile use.

Policy 6.5 is addressed by providing for housing adjacent to a transit station.

6.4 Open Space Element

Objective 1: To make available parks, playgrounds and open spaces which will satisfy recreational and leisure time needs of residents of Monrovia.

Objective 1 is addressed by the provision of on-site private open space and dedicaton/in-lieu fee payments for parkland consistent with adopted City policies and ordinances.



Sustainability Practices



The Parks at Station Square Specific Plan

CITY OF MONROVIA

7. Sustainability Practices

The Parks at Station Square Specific Plan site is an infill location that does not require significant infrastructure extension. The site is within easy walking distance of shops, services, and restaurants along Duarte Road. It is also adjacent to the Metro Gold Line transit and bus station on Primrose Avenue.

The City of Monrovia has been proactive with regard to sustainability issues. The City Council has adopted the Monrovia Environmental Accords (MEA), establishing goals and policies to make Monrovia more environmentally friendly and sustainable. The MEA covers 21 long-term goals and objectives, from waste diversion to new transportation systems. In keeping with the MEA, The Parks at Station Square Specific Plan promotes sustainable design and construction practices. The following sustainable features will be provided:

- The building will be designed to exceed Title 23 energy code requirements.
- Community connectivity
- Pedestrian-oriented development
- On-site bicycle storage
- Light pollution reduction
- California Green Building conformance
- Recyclable collection program
- Construction waste management
- Use of recycled construction materials
- Environmental tobacco smoke control
- Use of low-emitting materials
- Daylight orientation and views
- Energy-efficient equipment and light fixtures
- Storm water filtering
- Drought-tolerant landscaping and irrigation
- Sustainable building and finishing materials

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Implementation Plan



The Parks at Station Square Specific Plan

CITY OF MONROVIA

8. Implementation Plan

8.1 Phasing

The Parks at Station Square Specific Plan will be developed in one phase. Development will meet the following objectives:

- ▶ The orderly buildout of the multi-family project
- ▶ The provision of adequate infrastructure and public facilities at the time of construction

8.2 Financing

Development of The Parks at Station Square residential parcel shall be privately financed by the developer.

8.3 General Provisions

8.3.1 Applicability

The development standards contained in this Specific Plan provide standards for land use development and use within the Specific Plan area. The Specific Plan supersedes the otherwise applicable City of Monrovia development standards and regulations unless stated otherwise in this document. Whenever the provisions and development standards contained in this Specific Plan conflict with those contained in the City of Monrovia Municipal Code, the provisions of the Specific Plan shall take precedence. Where the Specific Plan is silent, the City of Monrovia Municipal Code shall apply.

8.3.2 Interpretation

All interpretation of the provisions of this Specific Plan shall be made by the Director of Community Development, unless stated otherwise in this document.

8.3.3 Required Actions and Entitlements

8.3.3.A Development Review Committee

The Development Review Committee (DRC), which is composed of City staff, shall be responsible for providing technical review of development proposals for consistency with City policies and regulations, and making advisory recommendations to the Planning Commission and City Council.

The DRC shall also have the authority to:

- ▶ Approve, approve with conditions, or deny Minor Conditional Use Permit applications for any use within the Specific Plan project area, and
- ▶ Approve or deny Minor Exceptions pursuant to Section 17.52.110 in the Monrovia Municipal Code.

8.3.3.B Planning Commission

Upon submission of the Specific Plan, a public hearing will be scheduled with the Planning Commission to review the Specific Plan. After a thorough and detailed review of all aspects of the project, the Planning Commission is authorized to make recommendations to City Council whether to approve, approve in modified form, or disapprove the project.

The Planning Commission also has the responsibility and authority to review and act upon Conditional Use Permits, as set forth in Sections 17.52.230 through 17.52.310 of the Municipal Code.

8.3.3.C City Council

The City Council is empowered by the Monrovia Municipal Code to approve, approve with conditions, or deny the Specific Plan and any Specific Plan amendment. Upon receipt of the Planning Commission's recommendation, the City Council may approve, approve with modifications, or disapprove the Specific Plan based upon the following findings:

- ▶ The proposed specific plan is consistent with the objectives, policies, general land uses, and programs of the general plan and other adopted goals and policies of the City.
- ▶ The proposed specific plan would not be detrimental to the public interest, health, safety, convenience or welfare of the City.
- ▶ The subject property is physically suitable for the requested land use designations and the anticipated land use developments.
- ▶ The proposed specific plan shall ensure development of desirable character, which will be compatible with existing and proposed development in the surrounding neighborhood.

8.3.3.D Monrovia Endowment for the Arts

In compliance with Chapter 15.44 (Art in Public Places) of the Municipal Code, the developer shall either pay the in-lieu fee for arts or provide public art on site.

8.3.4 Appeals

All appeals pertaining to this Specific Plan shall be made to the Design Review Committee. The applicant or any other entity shall have the right to appeal the decision

of the Development Review Committee to the Planning Commission on any determination by filing an application on forms provided by the City of Monrovia within 10 business days following the final date of action for which an appeal is made. Decisions and determinations by the Planning Commission are appealable to the City Council. Appeals shall be processed consistent with the provisions of the City of Monrovia Municipal Code.

8.3.5 Development Permits

All development within the project site is subject to the Site Plan Review process as established in the City of Monrovia Municipal Code. Adoption of the Specific Plan includes adoption of the design guidelines contained herein, which provide direction for the design of the development project on the project site.

8.3.6 Subdivision Maps

Approval of subdivision maps pursuant to the State Subdivision Map Act (Government Code Sections 66410-66499.58, and as may be amended) and Title 16 of the Monrovia Municipal Code may occur with or subsequent to the adoption of the Specific Plan. The project may include parcel map(s), lot line adjustments, and/or other subdivision actions.

8.4 Administration

The Parks at Station Square Specific Plan serves as the implementation tool for the General Plan.

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.

If an issue, condition, or situation occurs that is not sufficiently covered or provided for in this Specific Plan, those that are applicable for the most similar issue, condition or situation shall be used. Unless otherwise provided, any ambiguity concerning the content or application of the Specific Plan is resolved by the Director of Community Development in a manner consistent with the goals, policies, objectives, and intent established in The Parks at Station Square Specific Plan.

8.4.1 Specific Plan Revisions

Revisions to the Specific Plan may be requested by the applicant or by the City at any time pursuant to Section 65453(a) of the California Government Code. Revisions are

processed pursuant to the provisions of the Government Code for Specific Plan and the City of Monrovia Municipal Code.

8.4.2 Specific Plan Amendments

8.4.2.A General

Approval of this Specific Plan by the City Council is considered acceptance of the general framework and specific development standards contained within The Parks at Station Square Specific Plan. As the project will be developed in one phase, Specific Plan amendments are not anticipated. However, the following section describes a process for changes, in the event a Specific Plan amendment request is made.

8.4.2.B Substantive Changes - Defined

As determined by the Director of Community Development, any substantive changes will require a Specific Plan Amendment. Substantive changes include:

- ▶ Any increase in the residential density
- ▶ Any uses that would increase traffic beyond the amount considered by the environmental review associated with the Specific Plan
- ▶ Any proposed expansions of the geographic area included in the Specific Plan
- ▶ Any departures from the design guidelines that significantly change the overall character or appearance of the project

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

- ▶ Demonstrate the proposed amendments will meet the goals and objectives of The Parks at Station Square Specific Plan and the General Plan;
- ▶ Update any technical studies and/ or provide additional environmental studies as determined by the Director of Community Development and incorporate all mitigation measures into the project design; and
- ▶ Provide revised Specific Plan text and maps (where relevant) that reflects the amendment requested.

8.4.2.C Authority to Approve Minor Modifications

The Development Review Committee may approve minor modifications to the Specific Plan without a Specific Plan Amendment. Minor modifications shall include:

- ▶ Changes to landscaping/hardscaping
- ▶ Changes in building materials and related architectural treatments
- ▶ Changes to the interior design of the parking structure, provided no loss in the number of required parking spaces results

- ▶ Changes in the unit mix, provided all parking requirements are achieved at a minimum ratio of 1.6 parking spaces per unit and required bicycle parking
- ▶ Any other modification determined by the Community Development Director deemed to be minor in that it would not materially change the project approved by the City Council

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Appendix A
Parking Study



The Parks at Station Square Specific Plan

CITY OF MONROVIA

MEMORANDUM

TO: Mr. Steve Sizemore, Director of Community Development
Ms. Laura Stetson, Principal, MIG | Hogle Ireland

FROM: Srinath Raju, P.E.
Chris Munoz

SUBJECT: The Parks at Monrovia Station Square Residential Project Parking Study

DATE: March 11, 2014

REF: RA429

This memorandum provides documentation of a parking study conducted for The Parks at Monrovia Square Station Residential Project located in the City of Monrovia, CA. The documentation includes a description of the purpose and goals of the study, the estimated project parking demand and the comparisons to required parking supply. An evaluation of the peak parking demand of the proposed project to the parking supply proposed for the project is also conducted to assess parking supply adequacy, and consequently, the parking impact of the proposed project.

PURPOSE & GOALS

The purpose of this Study is to determine the appropriate supply of parking spaces to be provided to satisfy the projected parking demand of The Parks at Monrovia Square Station Residential Project and thereby not cause any significant parking impact by limiting the likelihood that project residents or their guests would be inclined to park on local streets in the vicinity of the subject property. This evaluation estimates the parking demand for the project using several methods – calculation based on nationally published parking demand rates, and estimation based on historical data from actual observed demands in Southern California.

This study also compares the parking demand derived from nationally published sources, previously completed studies of similar projects and local requirements.

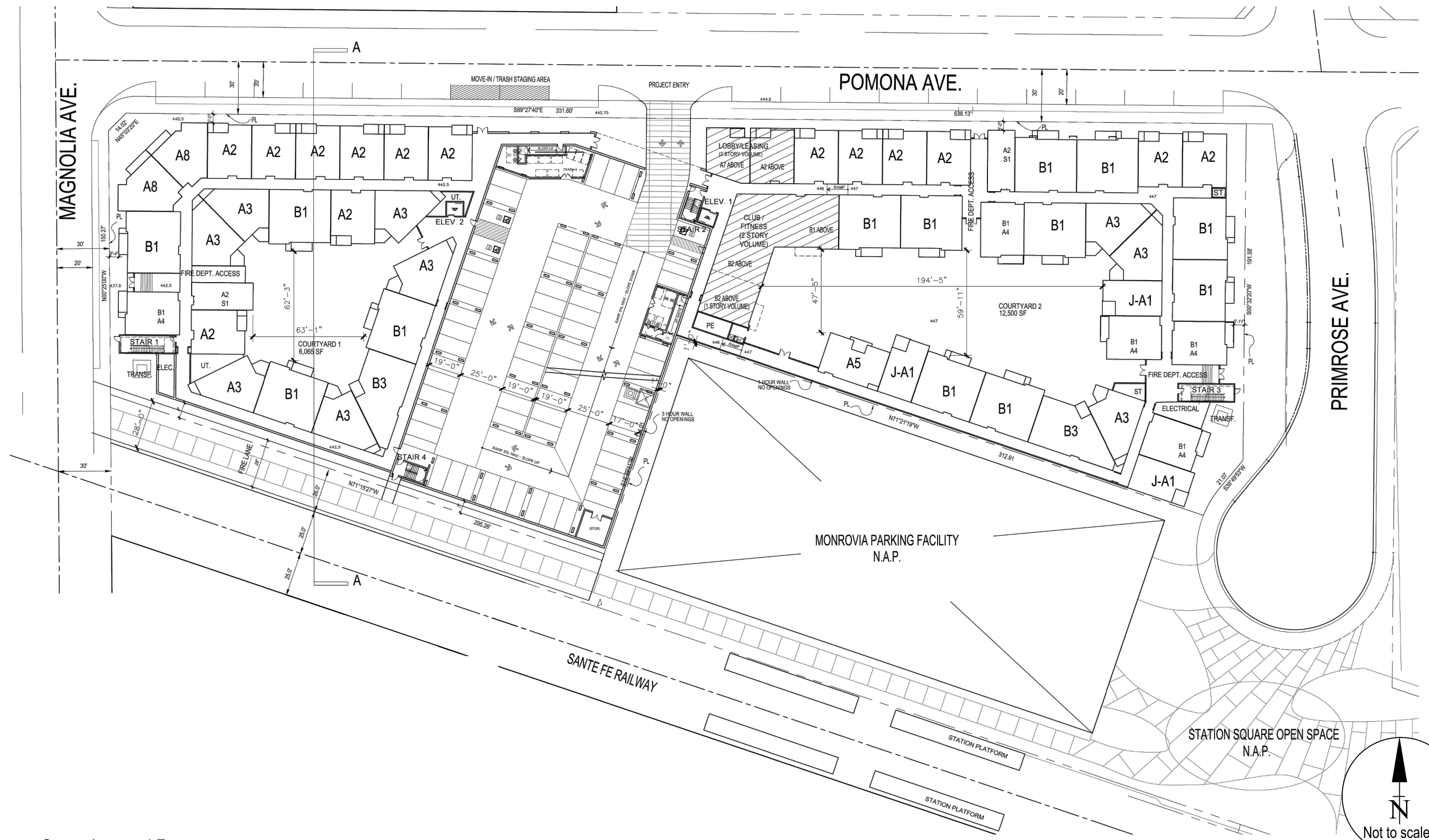
PROJECT BACKGROUND

The proposed project site is located along Pomona Avenue between Magnolia Avenue and Primrose Avenue immediately north of the proposed Gold Line Station and its associated parking structure within the City of Monrovia. The existing site is currently vacant.

The proposed Parks at Monrovia Station Square Residential Project consists of 261 apartments. The 261 apartments include a mix of 2 Studio, 160 one-bedroom and 99 two-bedroom apartments. The Project also includes provision of a multi-level parking structure containing 418 parking spaces for residents and guests. A Site Plan is shown in Figure 1 and the Parking Garage Plan is shown in Figure 2.

The Project proposes to provide a total parking supply of 418 parking spaces in seven levels of the parking structure – one below ground level, one at ground level and five levels above ground level. As shown in Figure 2, the breakdown of parking provisions within the 7-level parking structure is as follows - the level below ground level would include 49 parking spaces, ground level would include 62 parking spaces, the structure parking level 2 would include 69 parking spaces, structure parking levels 3,4 and 5 would include 70 parking spaces each, and the structure parking level 6 would include 28 parking spaces. This translates to a parking supply ratio of 1.6 spaces per dwelling unit.

While this parking supply will satisfy the actual demand of the Project, and meet the requirements of the State of California for residential projects with low-income housing, it does not meet the City of Monrovia's standard code parking requirements for multi-family housing units; as such, the applicant prepared a Specific Plan that sets forth the project parking requirements based on the demands of a transit-adjacent residential development. The Specific Plan will supplant the parking requirements of the Municipal Code.



Source: Samuelson and Fetter

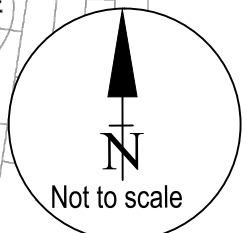


FIGURE 1
THE PARKS AT MONROVIA STATION SQUARE - PROJECT SITE PLAN

FIGURE 2
THE PARKS AT MONROVIA STATION SQUARE - PARKING GARAGE PLAN

Source: Samuelson and Fetter



CITY OF MONROVIA ZONING CODE

The proposed project consisting of 261 units has the following breakdown:

- 2 studio units
- 160 one-bedroom units
- 99 two-bedroom units

The City of Monrovia off-street parking requirements for multi-family housing units are set forth in Section 17.24.030 of the Municipal Code. The Code specifies the following requirements for multi-family housing land use:

- Multi-family Residential – 2 spaces for every unit and one-half ($\frac{1}{2}$) space for every unit for guest parking

Based on the City parking requirements, the Project would require a total of 653 parking spaces, as follows:

- 261 units – 522 parking spaces
- Guest parking (261 units) – 131 parking spaces

As noted, the 418 spaces being proposed for the Project thus provides for an alternative parking ratio more reflective of the transit-adjacent character of the development. Raju Associates has conducted a review of parking zoning codes from various cities within the United States as well as within the State of California. A discussion of these parking zoning codes follows.

PARKING ZONING CODES

Many cities in the U.S. have recognized the trend toward smaller units and reduced number of persons per unit and, consequently, adjusted their parking requirements accordingly. Some of the examples of such changes include:

Dallas, Texas (Urban District)	1.0 space per dwelling unit
Dallas, Texas (Remainder)	1.5 spaces per dwelling unit
Seattle, Washington	1.1 to 1.5 spaces per dwelling unit based on location
Chicago, Illinois	1.0 space per dwelling unit
Tucson, Arizona	1.25 spaces per dwelling unit
Salt Lake City, Utah	0.5 to 1.0 space per dwelling unit
San Francisco, California	1.0 space per dwelling unit

Table 1 shows a summary of parking zoning code requirements for selected California cities and counties. The parking requirement for each size unit along with guest parking requirement, if any, is shown in this table. The final column in the table shows the calculation of the parking requirement for The Parks at Monrovia Station Square Project if it were built under that code. It can be seen from Table 1 that the parking provisions for The Parks at Monrovia Station Square Project would exceed the parking requirement in 21 of the 24 cities and counties in California. At the remaining three jurisdictions, the Project would come very close (within 1%) to meeting the requirement.

The City of Monrovia's Circulation Element, July 20, 1993 recognizes issues related to improvement of transit facilities within the City. One of the key issues discussed includes encouragement of development of multi-family residential uses near transit stations. In order to address this issue, the City's Circulation Element specifically called out Policy 4.17 that states, *'Include provisions in Parking Ordinances to establish a reduction in parking requirements for new developments within a defined distance from light-rail stations.'* The Parks at Monrovia Station Square Project is one such development with excellent access and proximity to the proposed Gold Line Station at Monrovia Station Square.

**TABLE 1
PARKING ZONING CODE REQUIREMENTS--CALIFORNIA CITIES**

CITY	PARKING SPACES REQUIRED PER UNIT(1)					RESULTING SPACES REQ'D FOR THE PARKS
	STUDIO	1 BR	2 BR	3 BR	GUEST	
Fairfield	1	1.3	1.5	2	0.2	411
Fresno	1.5	1.5	1.5	1.5	0	392
Glendale	1	1	2	2	0.1	386
Hawaiian Gardens	1	1	1	1	0.33	347
Los Angeles	1	1	1	1.5	0	261
Napa	1.25	1.25	1.5	1.75	0.25	416
Newport Beach	1.5	1.5	1.5	1.5	0	392
Oakland	1.5	1.5	1.5	1.5	0	392
Palm Springs	1	1.25	1.5	2.25	0.25	416
Pasadena	1	1	2	2	0.1	386
Redlands	1	1	1.5	2	0	311
Richmond	1	1	1	1	0	261
Riverside County	1.25	1.25	2.25	2.75	0	425
Sacramento	1.5	1.5	1.5	1.5	0.07	410
Salinas	1.6	1.6	1.6	1.6	0	418
San Buenaventura	1	1	2	2	0.25	425
San Diego CBD	1	1	2	2	0	360
San Diego County	1.5	1.5	1.5	2	0	392
San Francisco	1	1	1	1	0	261
San Jose	1.5	1.5	1.8	2	0	421
San Luis Obispo County	1	1	1.5	2	0.25	376
Santa Barbara County	1	1	2	2.5	0.2	412
Santa Maria	1.5	1.5	1.75	2	0	416
Stockton	1	1	1	1	0	261
Visalia	1	1	1	1	0	261

(1) Source: California Parking Standards for Selected Cities and Counties, Walker Parking Consultants, June 1995

PARKING SUPPLY AND DEMAND SURVEYS

There are various residential parking studies that have been conducted over the last decade and a half. Raju Associates has reviewed several studies to compile parking surveys conducted at numerous sites. The sites were all rental units ranging in size from 142 to 532, the smallest being in Long Beach, CA and the largest in Santa Monica, CA.

Table 2 shows the cities, sizes of the projects and the actual parking supply provided. Also included in this table is the ratio of number of parking spaces per dwelling unit. It can be observed from the table, that the parking supply ratio is less than or equal to 1.6 at all but three locations. All the locations are operating adequately relative to parking.

Of the three locations that had parking supply ratios of greater than 1.6, the Paragon at Old Town in Monrovia had a supply ratio of 2.48 spaces / unit; the Main Street Village at Irvine had a parking supply ratio of 2.12 spaces per unit; while the project in Houston, Texas had a supply ratio of 1.7 spaces per dwelling unit. It is worth noting that the locations where parking supply provisions were greater than 1.6 spaces per unit were not adjacent to any major public transportation line and station like The Parks at Monrovia Station Square Project in Monrovia. In other locations within California, the supply varied from 1.00 spaces per dwelling unit in San Diego to 1.59 spaces per dwelling unit in Long Beach.

The parking demands at a number of these and other sites were also surveyed and the results of the same are summarized in Table 3. The parking demands varied from 0.66 spaces per occupied dwelling unit to 1.48 spaces per occupied dwelling unit in Monrovia. It is worth noting that the Paragon Project in Monrovia whose peak parking demand at full occupancy was 1.48 spaces per dwelling unit is also not located adjacent to a major public transportation line and station like the Proposed Project.

From Table 3, it can be observed that the peak parking demand at full occupancy, per occupied dwelling unit are all well below the parking supply ratio of 1.6 spaces per dwelling unit proposed by The Parks at Monrovia Station Square Project.

TABLE 2
RENTAL MULTI-FAMILY RESIDENTIAL PARKING SURVEY

LOCATION	TOTAL NUMBER OF DWELLING UNITS	PARKING SUPPLY	
		SUPPLY PROVIDED	RATIO (sp/du)
SAN DIEGO	387	387	1.00
SAN DIEGO	192	241	1.26
PASADENA	304	480	1.58
MONROVIA	163	404	2.48
IRVINE	481	1020	2.12
LONG BEACH	142	212	1.49
LONG BEACH	184	292	1.59
MARINA DEL REY	224	351	1.57
SANTA MONICA	532	700	1.32
HOUSTON	309	525	1.70
CHARLOTTE	369	376	1.02
TAMPA	379	598	1.58

Sources:

1. Residential Parking Demand Study, Southern California Coastal Zone, Kaku Associates, Inc., June 2001
2. Bellwood Condominiums Parking Evaluation Fehr & Peers, March 2009
3. Data assembled by Raju Associates, Inc., March 2014

TABLE 3
RENTAL MULTI-FAMILY RESIDENTIAL PARKING SURVEY

LOCATION	TOTAL NUMBER OF DWELLING UNITS	PARKING SUPPLY/DEMAND			
		SUPPLY PROVIDED	RATIO (sp/du)	DEMAND	RATIO (sp/occ du)
SAN DIEGO	387	387	1.00	251	0.66
SAN DIEGO	192	241	1.26	145	0.77
SAN DIEGO	321	434	1.35	276	0.86
SAN DIEGO	514	902	1.75	607	1.18
SAN DIEGO	312	566	1.81	431	1.38
PASADENA	304	480	1.58	370	1.22
MONROVIA	163	404	2.48	241	1.48
IRVINE	481	1020	2.12	681	1.42
LONG BEACH	142	212	1.49	174	1.26
MARINA DEL REY	168	351	2.09	237	1.42
MARINA DEL REY	224	351	1.57	256	1.22
SANTA MONICA	532	700	1.32	455	0.91

Sources:

1. Residential Parking Demand Study, Southern California Coastal Zone, Kaku Associates, Inc., June 2001
2. Bellwood Condominiums Parking Evaluation
Fehr & Peers, March 2009
3. Parking Demand Analysis for the Proposed Huntington / Fifth Avenue Project, LLG Engineers., January 2013

Two national publications provide information on parking demand ratios for residential products. They include:

- *Parking Generation, Fourth Edition*; An Informational Report by the Institute of Transportation Engineers (ITE), 2010.
- *Shared Parking, Second Edition*; A Report by the Urban Land Institute (ULI), 2005.

These publications provide parking demand data for apartments. The ITE's Parking Generation Informational Report provides a relationship between average peak parking demand and number of dwelling units for projects in both suburban and urban locations. The peak average parking demand per the ITE for mid-rise apartments was 1.20 and 1.23 spaces per dwelling unit for mid-rise apartments in urban and suburban locations, respectively. Attachment A includes relevant information from the Parking Generation Report. Utilizing these rates, the peak parking demand at full occupancy of The Parks at Monrovia Station Square Project would be 313 parking spaces. Again, this demand does not take into account the fact that the Parks at Monrovia Station Square Project is located adjacent to the proposed METRO Gold Line Station expected to be built and in operation by 2015.

The ULI sponsored a national study that updated the basic methodology for analyzing parking demand in mixed-use developments and developed averages for parking rates by land uses. The ULI study noted base peak parking demands of 1.65 spaces per dwelling unit (1.5 spaces for residents and 0.15 space per dwelling unit for guests). These developments were not adjacent to major public transportation lines or stations and therefore, the effects of location in an urban transit-oriented development setting were not explicitly captured.

Two relevant parking surveys at sites in Long Beach that were surveyed in 2001 by Kaku Associates, Inc. were conducted again by Fehr and Peers Transportation Consultants in March, 2008. The peak parking demand ratio at these two sites was observed to be 1.26 spaces per occupied dwelling unit and 1.52 spaces per occupied dwelling unit.

Additionally, three recent parking surveys at sites in Monrovia, Pasadena and Irvine were conducted by LLG Engineers in 2012/2013. The peak parking demand ratio at these three sites in Monrovia, Pasadena and Irvine were observed to be 1.48, 1.22 and 1.42, respectively.

ANALYSIS FINDINGS AND CONCLUSION

A summary of residential parking rates per unit, inclusive of resident and guest parking, based on nationally-recognized published sources and recent counts at dense residential developments around southern California is provided below:

Parking Generation, Fourth Edition, ITE Reference: 1.20 (Urban) to 1.23 (Sub-urban) spaces per dwelling unit

Residential Parking Study, California Coastal Commission: 1.59 spaces per dwelling unit

Recent Counts in Long Beach, Fehr & Peers Study: 1.26 spaces per dwelling unit

1.52 spaces per dwelling unit

Recent Counts in Monrovia, Pasadena & Irvine, LLG Engineers Study: 1.48, 1.22 & 1.42 spaces per dwelling unit

Utilizing the highest rate shown above, the peak parking demand for The Parks at Monrovia Station Square Project would be 415 spaces (1.59*261). The Project, therefore proposes an adequate on-site parking supply of 418 parking spaces. There would be adequate parking at the proposed Parks at Monrovia Station Square Project and there would not be any parking impact in the vicinity of this Project.

The City's Circulation Element Parking Policy 8.1 states '*Review zoning code parking requirements, and revise as necessary so that standards conform to actual parking demands.*' As shown in Table 3, and discussed earlier, the maximum observed parking demand at residential projects of similar sizes in California has been 1.48. The Proposed Project intends to provide a parking supply ratio of 1.6 spaces per dwelling unit. The parking provisions of the Parks at Monrovia Station Square Project would be adequate.

It is now more important than ever to recognize that the various cities and counties are adapting to match the parking supply with the actual demand, and the parking zoning code requirements are being reduced to reflect lower parking demands.

The parking zoning code requirements at 24 different California cities and counties were examined and the parking requirements for the Parks at Monrovia Station Square Project built

under those codes were evaluated. It was determined that the parking provisions for the Proposed Project would exceed the parking requirements per the codes at 21 of the 24 California cities and counties and would be within 1 to 2% of the parking requirements per the codes of the remaining three. Again, no specific reduction in parking code requirements due to the location of the project in a transit-oriented district or adjacent to a major public transportation line and station were being considered in these calculations.

Finally, parking demands at sites of similar sizes as those of the Proposed Project were examined. Based on recent surveys, it was observed that the maximum observed peak parking demands from residential developments of sizes 304 and 312 units were 1.22 and 1.38 spaces per unit, respectively. The Proposed Project intends to provide 1.6 spaces per unit. Therefore, the Proposed Project located adjacent to a major public transportation line and station would provide adequate parking and will not cause any parking impact.

ATTACHMENT A

4th Edition

Parking Generation



Institute of Transportation Engineers

Parking Generation, 4th Edition

An Informational Report of the
Institute of Transportation Engineers

The Institute of Transportation Engineers (ITE) is an international educational and scientific association of transportation professionals who are responsible for meeting mobility and safety needs. ITE facilitates the application of technology and scientific principles to research, planning, functional design, implementation, operation, policy development and management for any mode of ground transportation. Through its products and services, ITE promotes professional development of its members, supports and encourages education, stimulates research, develops public awareness programs and serves as a conduit for the exchange of professional information.

Founded in 1930, ITE is a community of transportation professionals including, but not limited to transportation engineers, transportation planners, consultants, educators and researchers. Through meetings, seminars, publications and a network of 17,000 members, working in more than 90 countries, ITE is your source for expertise, knowledge and ideas.

***Parking Generation* is an informational report of the Institute of Transportation Engineers. The information has been obtained from the research and experiences of transportation engineering and planning professionals. ITE informational reports are prepared for informational purposes only and do not include Institute recommendations on which is the best course of action or the preferred application of the data.**



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Land Use: 221

Low/Mid-Rise Apartment

Description

Low/mid-rise apartments are rental dwelling units located within the same building with at least three other dwelling units: for example, quadraplexes and all types of apartment buildings. The study sites in this land use have one, two, three, or four levels. High-rise apartment (Land Use 222) is a related use.

Database Description

The database consisted of a mix of suburban and urban sites. Parking demand rates at the suburban sites differed from those at urban sites and, therefore, the data were analyzed separately.

- Average parking supply ratio: 1.4 parking spaces per dwelling unit (68 study sites). This ratio was the same at both the suburban and urban sites.
- Suburban site data: average size of the dwelling units at suburban study sites was 1.7 bedrooms, and the average parking supply ratio was 0.9 parking spaces per bedroom (three study sites).
- Urban site data: average size of the dwelling units was 1.9 bedrooms with an average parking supply ratio of 1.0 space per bedroom (11 study sites).

Saturday parking demand data were only provided at two suburban sites. One site with 1,236 dwelling units had a parking demand ratio of 1.33 vehicles per dwelling unit based on a single hourly count between 10:00 and 11:00 p.m. The other site with 55 dwelling units had a parking demand ratio of 0.92 vehicles per dwelling unit based on counts between the hours of 12:00 and 5:00 a.m.

Sunday parking demand data were only provided at two urban sites. One site with 15 dwelling units was counted during consecutive hours between 1:00 p.m. and 5:00 a.m. The peak parking demand ratio at this site was 1.00 vehicle per dwelling unit. The peak parking demand occurred between 12:00 and 5:00 a.m. The other site with 438 dwelling units had a parking demand ratio of 1.10 vehicles per dwelling unit based on a single hourly count between 11:00 p.m. and 12:00 a.m.

Four of the urban sites were identified as affordable housing.

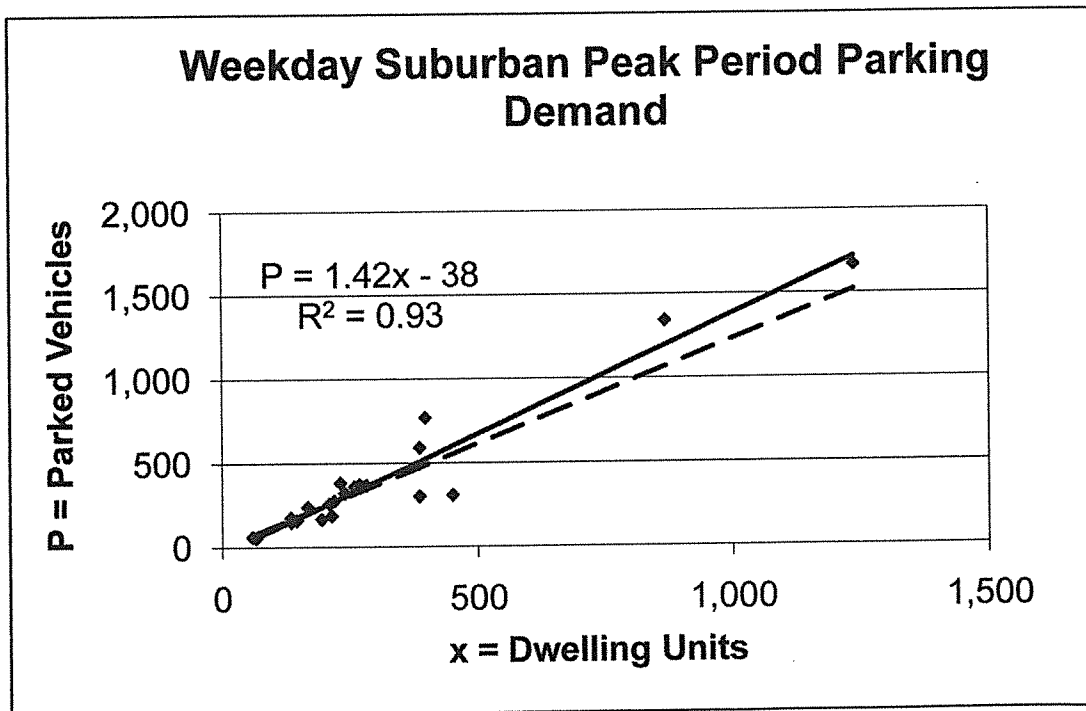
Several of the suburban study sites provided data regarding the number of bedrooms in the apartment complex. Although these data represented only a subset of the complete database for this land use, they demonstrated a correlation between number of bedrooms and peak parking demand. Study sites with an average of less than 1.5 bedrooms per dwelling unit in the apartment complex reported peak parking demand at 92 percent of the average peak parking demand for all study sites with bedroom data. Study sites with less than 2.0 but greater than or equal to 1.5 bedrooms per dwelling unit reported peak parking demand at 98 percent of the average. Study sites with an average of 2.0 or greater bedrooms per dwelling unit reported peak parking demand at 13 percent greater than the average.

For the urban study sites, the parking demand data consisted of single or discontinuous hourly counts and therefore a time-of-day distribution was not produced. The following table presents a time-of-day distribution of parking demand at the suburban study sites.

Land Use: 221 Low/Mid-Rise Apartment

**Average Peak Period Parking Demand vs. Dwelling Units
On a Weekday
Location: Suburban**

Statistic	Peak Period Demand
Peak Period	12:00–5:00 a.m.
Number of Study Sites	21
Average Size of Study Sites	311 dwelling units
Average Peak Period Parking Demand	1.23 vehicles per dwelling unit
Standard Deviation	0.32
Coefficient of Variation	21%
95% Confidence Interval	1.10–1.37 vehicles per dwelling unit
Range	0.59–1.94 vehicles per dwelling unit
85th Percentile	1.94 vehicles per dwelling unit
33rd Percentile	0.68 vehicles per dwelling unit

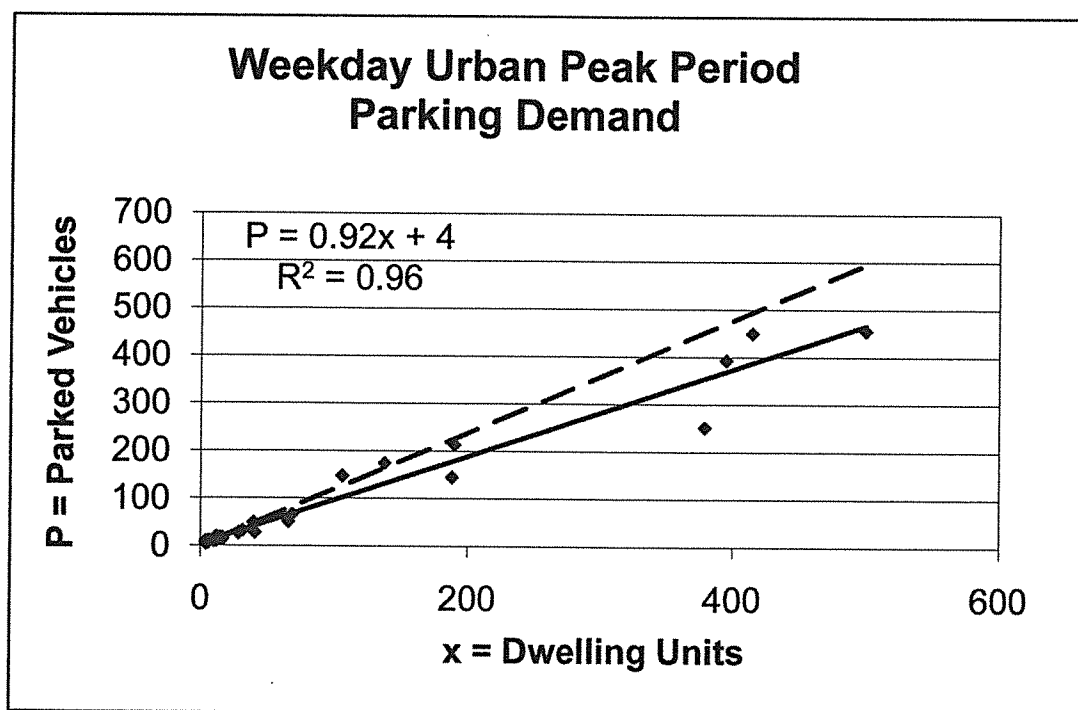


◆ Actual Data Points — Fitted Curve - - - Average Rate

Land Use: 221 Low/Mid-Rise Apartment

Average Peak Period Parking Demand vs. Dwelling Units
On a: Weekday
Location: Urban

Statistic	Peak Period Demand
Peak Period	10:00 p.m.–5:00 a.m.
Number of Study Sites	40
Average Size of Study Sites	70 dwelling units
Average Peak Period Parking Demand	1.20 vehicles per dwelling unit
Standard Deviation	0.42
Coefficient of Variation	35%
95% Confidence Interval	1.07–1.33 vehicles per dwelling unit
Range	0.66–2.50 vehicles per dwelling unit
85th Percentile	1.61 vehicles per dwelling unit
33rd Percentile	0.93 vehicles per dwelling unit

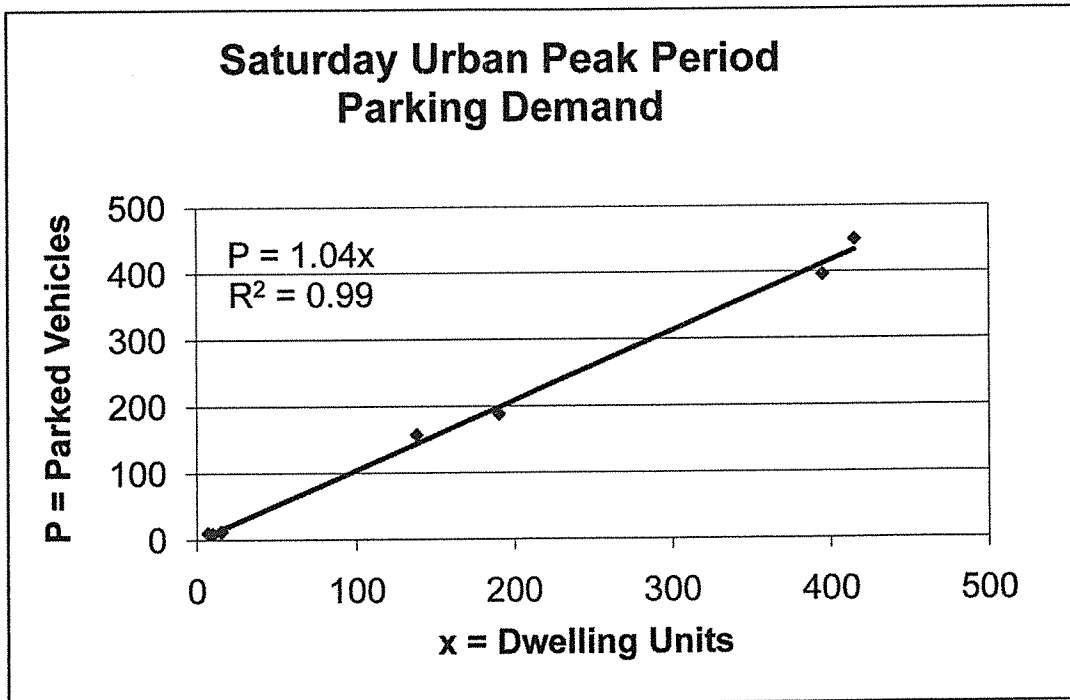


◆ Actual Data Points — Fitted Curve ---- Average Rate

Land Use: 221 Low/Mid-Rise Apartment

Average Peak Period Parking Demand vs. Dwelling Units
On a: Saturday
Location: Urban

Statistic	Peak Period Demand
Peak Period	No clear peak period emerged from the data; likely to fall between 10:00 p.m. and 6:00 a.m.
Number of Study Sites	8
Average Size of Study Sites	147 dwelling units
Average Peak Period Parking Demand	1.03 vehicles per dwelling unit
Standard Deviation	0.19
Coefficient of Variation	19%
Range	0.80–1.43 vehicles per dwelling unit
85th Percentile	1.14 vehicles per dwelling unit
33rd Percentile	0.93 vehicles per dwelling unit



◆ Actual Data Points

— Fitted Curve/Average Rate