



## **PLANNING COMMISSION STAFF REPORT**

**APPLICATION:** GPA2015-01

**AGENDA ITEM:** PH-2

**PREPARED BY:** Craig Jimenez  
Planning Division Manager

**MEETING DATE:** March 11, 2015

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**SUBJECT:** General Plan Amendment GPA2015-01/Planning Commission  
Resolution No. PCR2015-01

**REQUEST:** Amend the text to the Land Use Element of the General Plan modifying the “Station Square Transit Village” section and the guidelines for PD-12 Station Square Transit Village regarding land use, goals and policies.

**APPLICANT:** City of Monrovia

**ENVIRONMENTAL DETERMINATION:** Environmental Impact Report certified in 2008  
(SCH #2007021135)

**BACKGROUND:** In anticipation of the eventual provision of light rail service to Monrovia, the area around the proposed station on South Myrtle Avenue was designated in the Land Use Element as Planned Development—Area 12. These guidelines provided broad direction to encourage transit related development around the future light rail stop.

By the mid-2000’s, as the extension of the Gold Line was coming closer to fruition, the Urban Land Institute (ULI) was invited to provide their expertise in the planning of a transit village around the proposed light rail station. Ultimately, ULI’s report on the entire South Myrtle Avenue Corridor was published and the name “Station Square Transit Village” was coined to identify the entire 80 acre planning area bordered by Evergreen, Magnolia and Shamrock Avenues and Duarte Road. The ULI recommendations formed the foundation for the update of the Land Use and Circulation Elements of the General Plan adopted in 2008. Later that year, the Station Square Specific Plan was adopted for the 25-acres anticipated to be Phase 1 of the Station Square Transit Village development. In addition to the adoption of the Specific Plan, the entitlements for the associated projects were also approved.

Since their adoption, the development landscape has changed dramatically. Although the impact of the Great Recession affected the timing of the development, the greatest impact was felt through the elimination of the redevelopment agencies statewide. This left the area covered by regulations and development standards that had little possibility to come to fruition.

Last year, the Planning Commission reviewed several requests including the rescinding of the Station Square Specific Plan, adoption of a new plan—The Parks at Station Square, and entitlements for the accompanying development. These entitlements were eventually approved by the City Council.

Additionally, the two sections of the Land Use Element related to Station Square Transit Village (SSTV) were proposed to be amended to provide additional development opportunities within the existing parameters and vision for the area. At the public hearing in June 2014, the Planning Commission reviewed the proposed amendment. Based on the direction from the Planning Commission, the majority of the proposed changes were tabled to allow the Commission additional time to review and consider the proposed General Plan Amendment. In December 2014, the Planning Commission held a special study session to review the proposed amendment in detail. Based on that review, the Commission directed Staff to set the item for public hearing.

**SUBJECT PROPERTY:** The proposed amendment covers the entire Planned Development Area and PD-12 Zone. *Area PD-12 Station Square Transit Village* is an approximately 80 acre area bounded by Evergreen Avenue/I-210 on the north, Magnolia Avenue on the west, Shamrock Avenue on the east, and Duarte Road on the south.

**ANALYSIS:** General Plan Amendment GPA2015-01 amends the text of the Land Use Element pertaining to the Station Square Transit Village Vision Statement and Objectives and the Development Guidelines for Planned Development Area PD-12. The following documents are attached to the Staff Report:

- Attachment A – Proposed Station Square Transit Village: Vision Statement and Objectives
- Attachment B – Proposed Area PD-12 Station Square Transit Village Development Guidelines
- Attachment C – 2008 adopted Station Square Transit Village (vision statement)
- Attachment D – 2008 adopted Area PD-12 Station Square Transit Village Development Guidelines

### ***General Plan Amendment***

In 2008, the City adopted a comprehensive update to the Land Use and Circulation Elements of the Monrovia General Plan. The primary impetus was to put a plan in place for Station Square Transit Village (SSTV). The resulting vision and guidelines were in a large part based on the ability of the Monrovia Redevelopment Agency to assist developers with the acquisition and consolidation of properties. Although the process began with the entitlement of the first phase of Station Square, the recession slowed new development. The dissolution of redevelopment agencies added another obstacle to progress.

In reviewing the goals, objectives and guidelines for SSTV, it became clear to Staff that they would need to be reworked to address the new reality of a post-redevelopment world. One of the challenges with the regulations as they currently exist is that they are geared to accommodate primarily larger projects through the specific plan process that rely a great deal on the efforts of the redevelopment agency. Understanding that future development will be driven by private developers responding to the demands of the marketplace, the City's primary role will be to provide clear development guidelines and direction. Without redevelopment, one of the strongest tools for economic development is through the City's regulations for development.

The City's vision for SSTV is contained in the General Plan which makes the Land Use Element the primary planning document for this area. As stated in the current Land Use Element:

“The City’s key objective in establishing the Station Square Transit Village is to provide flexibility in land use types, location, and intensities that will allow development to respond to changes in the marketplace over time.”

With this as the main goal, Staff used the following principles in creating the updated provisions for SSTV:

1. Maintain the overall vision and objectives for the future of Station Square Transit Village. The focus should be on the approach to realize the vision.
2. Maintain the established density caps (parameters).
3. Provide some clarity and certainty to property owners of what is allowable giving them control of their options for the future.
4. The provisions should be consolidated and clearly stated.
5. Establish defined land use mechanisms and urban design principles that will allow individual development projects to move forward consistent with the vision.
6. Do not increase the number of nonconforming uses.

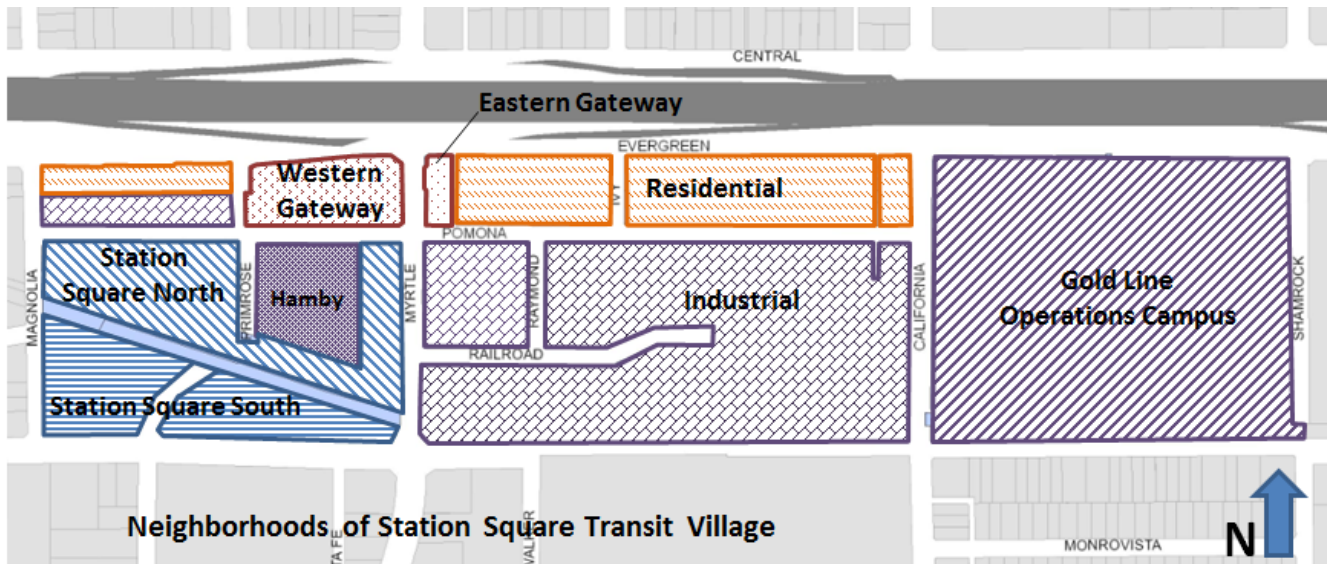
There are two components of the proposed amendment to the General Plan as they pertain to SSTV: modification of Vision Statement and Objectives, and the update of the Area PD-12 Guidelines.

The Station Square Transit Village: Vision Statement and Objectives have been streamlined to provide clarity on the vision for the area as it relates to current conditions. This section of the Land Use Element contains clear direction and emphasizes the area that will continue to offer a mix of uses. The framework continues to be broad enough to respond to the demands of the market.

In addition, the Urban Design Objectives have been clarified to provide general guidance on design and aesthetics and address the fact that this area will evolve over a considerable amount of time. It encourages the compatibility between new development within the existing development patterns. This is addressed both through general concepts and more detailed direction by land use. Although this section has been significantly condensed, it does not change the vision or development capacity for SSTV.

Attachment A contains the proposed vision statement; Attachment C contains the existing language in the Land Use Element.

Area PD-12 Development Guidelines. Creating a one-size-fits-all set of development guidelines for an 80 acre area presents a challenge. Therefore, instead of looking at the area as a whole, Staff identified seven distinct neighborhood units within SSTV and reworked and refined the guidelines that could function within the entire framework of SSTV and also respond to the context and individuality of the existing neighborhood patterns. The proposed Development Guidelines identify the following seven neighborhoods of Station Square Transit Village:



- **Residential Neighborhoods.** These two neighborhoods on East Evergreen Avenue and East Pomona Avenue, and West Evergreen Avenue are primarily developed as single family. The PD-12 Development Guidelines allow for graduated residential densities based on lot size.
- **Hamby Park.** An industrial condominium complex at the southeast corner of Pomona and Primrose Avenues that will continue to provide space for small businesses and also allow for opportunities for incidental retail of products produced on site.
- **Station Square North.** This area includes the Park and Ride Lot, Station Square open space (including the historic depot), Metro Gold Line parking structure and a site for high density residential directly adjacent to Gold Line station.
- **Station Square South.** This area (south of the Gold Line ROW) is a mix of commercial and industrial uses. The PD-12 Development Guidelines encourage the transition of the area to mixed use, high density residential and/or commercial uses.
- **Western and Eastern Gateways.** Flanking either side of Myrtle Avenue, just south of the Foothill Freeway (I-210), this area is a mix of commercial and light industrial buildings. As the northern entry point into Station Square Transit Village, the PD-12 Development Guidelines encourage a mix of commercial uses and “signature architecture” to provide an entry statement at the north anchor of Station Square.
- **Industrial Neighborhoods.** This area is primarily on the east side of Myrtle Avenue, but includes the industrial block on the north side of West Pomona Avenue, and consists of mostly older but established industrial uses. The PD-12 Development Guidelines reinforce the importance of industrial uses in maintaining a varied economy by identifying legal industrial in these neighborhoods as conforming. Incentives for commercial/industrial densification are provided to encourage redevelopment. Mixed uses that include a residential component may occur in appropriate locations.
- **Gold Line Operations Campus.** This area is the easternmost block of Station Square Transit Village that contains the Gold Line facility as well as a remaining privately owned industrial parcel.

The proposed Development Guidelines for Area PD-12 contain General Provisions that are applicable to the entire area and more specific guidelines for each of the neighborhoods.

The General Provisions allow for the expansion of conforming uses and buildings, encourage mixed uses, and guide lot consolidation. Additionally, in response to the Housing Element

work program, a provision has been added that allows the City to provide deviations to development standards as incentive for the creation of affordable residential units (#6).

The Development Guidelines as proposed do not introduce new concepts or uses, however attempt to respect the existing neighborhoods within the context of SSTV and rely on development standards that are already familiar and successful in Monrovia. Some of the highlights of the proposed neighborhood concepts are that:

- Existing legal uses will be considered conforming.
- Each neighborhood refers to one or more existing zoning districts that will be used to determine allowable uses and development standards.
- Several of the neighborhood guidelines include an incentive to encourage higher density development by allowing an increase in the Floor Area Ratio from .75 to 2.5 if structured or underground parking is part of a new development.

### ***Environmental Review***

A program level Environmental Impact Report (EIR) was prepared for the 2008 update of the Land Use and Circulation Elements of the General Plan. The EIR analyzed the adoption and implementation of the proposed Land Use and Circulation Elements, including the Vision Statement and Area PD-12 Development Guidelines for SSTV. The 2008 EIR was approved by the Planning Commission at the time and later certified by the City Council as meeting the requirements of the California Environmental Quality Act (CEQA).

The proposed General Plan Amendment discussed in this staff report provides updated language for the Land Use Element. However, it does not alter the vision, development capacity, intensity or density allowed in the area. The proposed General Plan Amendment would not allow development density above what is currently in the Element. Therefore, Staff has determined that the circumstances of the “project” are essentially the same as what was analyzed under the previously certified EIR.

From the perspective of CEQA, the original “project” in this case was the adoption of the Land Use Element in 2008. Pursuant to CEQA, since Staff has determined that the 2008 Final EIR is still relevant and the circumstances are essentially unchanged, Staff is recommending that the EIR be used for the environmental determination for this action. As part of the decision on the proposed General Plan Amendment (the “project”), the Planning Commission will need to determine that the circumstances of the project are substantially the same as the previously analyzed project (2008 GPA).

The Planning Commission is not being asked to reapprove or reevaluate the previous EIR, only to confirm that the circumstances of this “project” (the amended guidelines) are the same as the previous “project” (current guidelines). The Planning Commission made the same determination as part of the review for the General Plan Amendment in June 2014.

It is important to restate that the previous EIR for the General Plan was programmatic and not tied to a specific development. Therefore, future projects will be evaluated individually pursuant to CEQA to analyze potential impacts.

An electronic copy of the Final EIR has been available online for the public and the review of the Planning Commission. The Environmental Review section of the Planning Commission Resolution provides the specific language, reasoning and findings for this determination.

### ***Public Outreach***

Although the overall vision for SSTV was not changing, Staff felt that it was important to reach out to the neighborhood. On the evening of May 8, 2014, an open house was held at the Knights of Columbus hall in Hamby Park. Incorporating the theme, "What does Station Square mean to me?", the purpose of the meeting was to provide some preliminary information on the direction of the proposed changes to the General Plan, the proposed development and to solicit input.

Approximately 280 invitations were mailed to residents, property owners and businesses. Additionally, MAP leaders were invited via email and the open house was advertised on the City's webpage. From Staff's perspective, the event was a success. About 40 residents and business owners from the area attended. Several of the City's departments were represented as well as a representative from the Gold Line Construction Authority. The open house format allowed attendees to have one-on-one discussions with City Staff and the developer. The response from the community was mostly positive and appreciative of the effort. Additionally, feedback received was utilized to fine tune the draft provisions.

Notices were also sent out for the public hearings on June 11, 2014 and the City Council hearing on September 2, 2014. In the interim, a letter was mailed to people who spoke at the June public hearing to explain the status of the various applications. In addition to the required public noticing, attendees of the neighborhood workshop were also updated via email of upcoming hearings as well as of the December 2014 Planning Commission study session. Finally, 251 notices were mailed for the March 11, 2015 public hearing. The notice also included a letter providing some background and additional information that is beyond the legal requirements.

### ***Conclusion***

The proposed changes to the Land Use Element of the General Plan continue to emphasize the long time vision for this area as "a dynamic, mixed-use, transit oriented community." The text of the Land Use Element has been streamlined and consolidated to provide clearer direction for the residents, property owners, developers and Staff. The amendment does not propose any policy changes, however, should result in development that is more in scale with the existing neighborhoods. The PD-12 guidelines clearly address the unique opportunities of each of the neighborhoods of Station Square Transit Village and encourage development that is appropriate to the location.

**RECOMMENDATION:** Staff recommends approval of General Plan Amendment GPA2015-01 (PCR No. 2015-01). If the Planning Commission concurs with this recommendation then, following the public hearing, the following motion is appropriate:

**Close the public hearing and adopt Planning Commission Resolution No. PCR2015-01 recommending approval to the City Council of General Amendment GPA2015-01.**

## Station Square Transit Village: Vision Statement and Objectives

In anticipation of the arrival of the Metro Gold Line light rail, the City identified the area south of the 210 Freeway as an opportunity to encourage transit-oriented development that could serve as a model for transit development in southern California. Station Square Transit Village boundaries are Magnolia Avenue to the west, Evergreen Avenue to the north, Shamrock Avenue to the east, and Duarte Road to the south (see Figure 8, Project Site Map).

### STATION SQUARE TRANSIT VILLAGE VISION STATEMENT

A Dynamic, Mixed-Use, Transit-Oriented  
Community

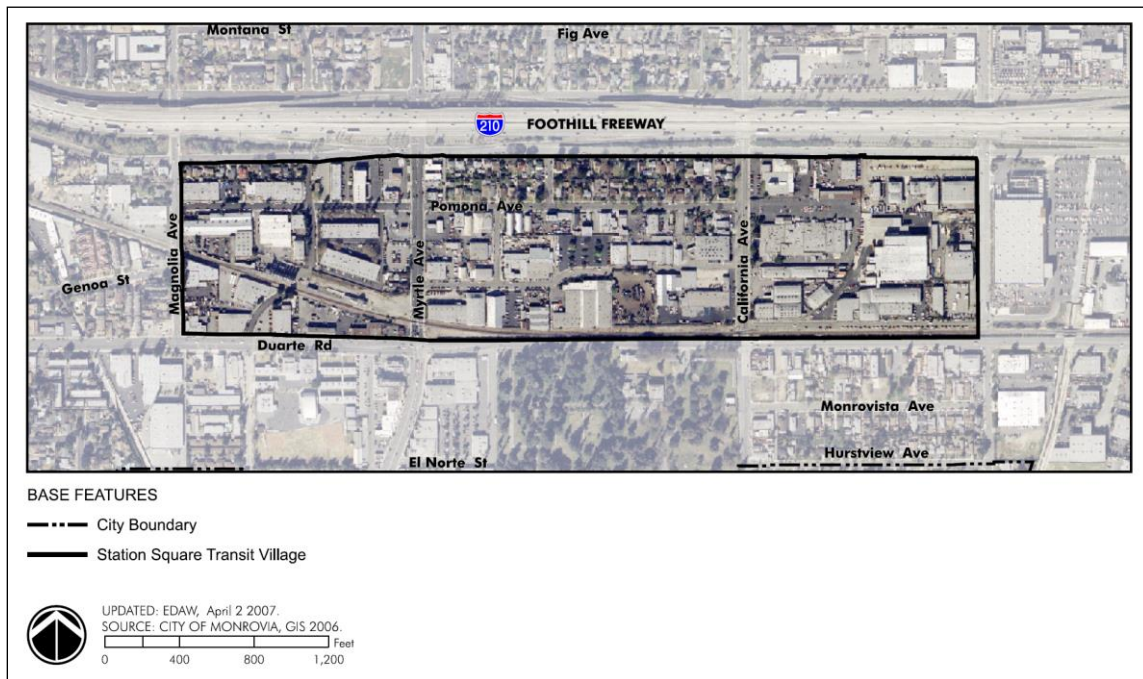


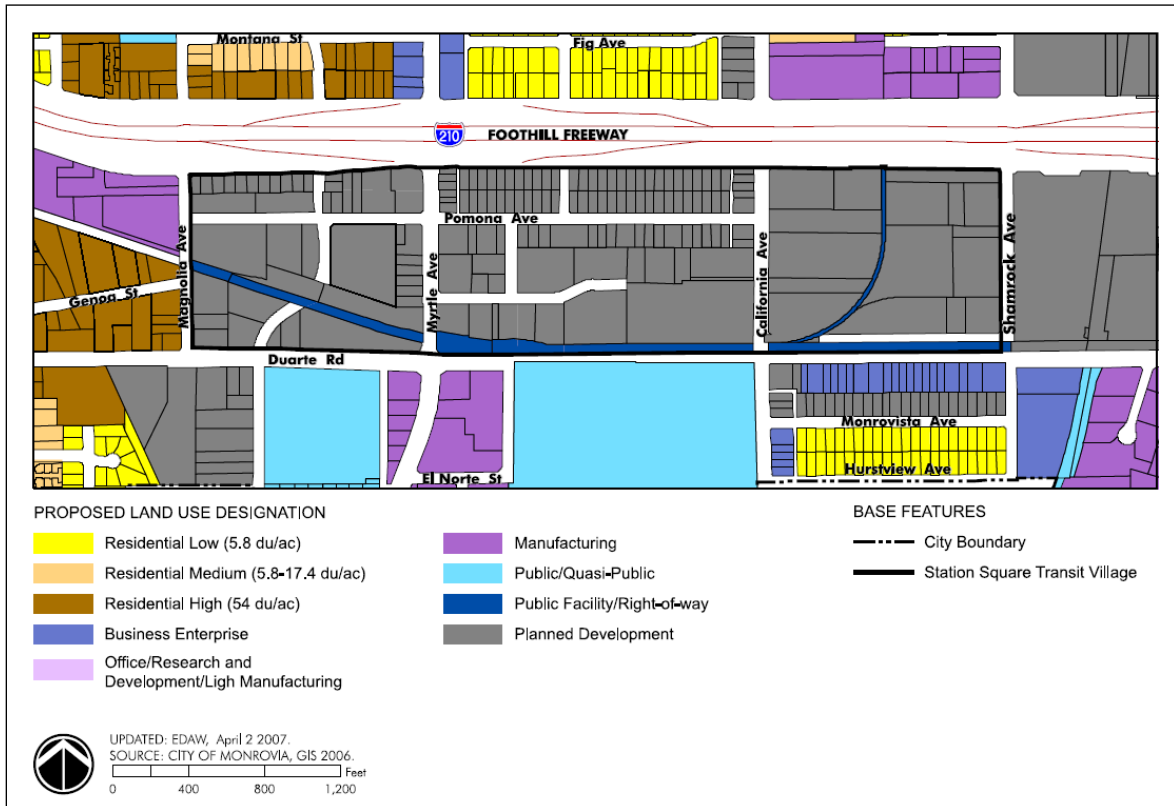
Figure 8 – Project Site Map

South Myrtle Avenue serves as a gateway to the Station Square Transit Village planning area and also connects the proposed development with Old Town Monrovia and the West Huntington Drive retail corridor and the High Tech Corridor on East Huntington Drive. Over time, Station Square Transit Village is envisioned to become a mixed use district designed to encourage strong pedestrian connections, ground floor commercial, open space, high density office, research and development, hospitality and a mixture of residential uses.

The City's General Plan is the primary planning document that will implement the vision outlined for the Station Square Transit Village. The City's key objective in establishing the Station Square Transit Village is to provide flexibility in land use types, location, and intensities that will allow development to respond to changes in the marketplace over time.

These provisions establish land use mechanisms and urban design principles that will allow individual development projects to move forward consistent with goals and objectives established for Station Square Transit Village.

The site's proximity to the 210 Freeway provides visibility and accessibility, a condition highly suitable for various types of uses and development. The Land Use Plan (see Figure 9) establishes the Planned Development-Area 12 (PD-12) as the land use designation for the Station Square Transit Village. The development guidelines for PD-12 ("PD-12 Development Guidelines") are designed to be flexible to respond to the market demands for both commercial and residential. The PD-12 Development Guidelines, which begin on page     , provide specific direction within a neighborhood context.



**Figure 9 – Station Square Transit Village Land Use Map**

## Planning Objectives

All uses and buildings proposed for Station Square Transit Village at the time of development must be designed in conformance with the General Objectives, Land Use Objectives, and Urban Design Objectives below (collectively, the "Planning Objectives"), and the PD-12 Development Guidelines. The combination of the Planning Objectives and the PD-12 Development Guidelines provide a flexible design framework and general criteria that will guide designers and developments, and which the City of Monrovia will use to evaluate development proposals within the Station Square Transit Village.



## General Objectives

- Encourage transit-oriented development, but not transit-dependent development.
- Create comprehensive public improvements that enhance the public right-of-way with landscaping and where appropriate or possible, median strips, bike lanes, pedestrian ways, and other modes of transportation.
- Maximize the use of roadway infrastructure to the maximum extent possible and provide new roadways as needed to enhance internal circulation.
- Encourage a diverse mix of housing in terms of affordability, tenure, density range and architectural styles that responds to changing market demands over time and that meets the needs of all income groups.
- Encourage much-needed space for the growth of incubator business enterprises.
- Encourage a range of uses that do not compete with businesses and the economic success of Old Town Monrovia. Encourage uses that meet the needs of local residents and employees.
- Position Monrovia as a competitive market for hotel demands.
- Create parks and open spaces that serve as outdoor gathering spaces for passive and active recreation for residents and visitors and ensure that the Transit Village includes parks, plazas, and community gathering places that complement the inter-modal facility and the surrounding land uses. Public open space shall be maintained at a ratio of at least 3.0 acres per 1,000 residents.
- Rehabilitate the historic Santa Fe Depot to complement the Metro Gold Line light rail station and Station Square.
- Provide adequate parking in attractive structures that complement the architecture and landscaping of accompanying development. Coordinate with developers and explore shared parking and other creative parking solutions to provide adequate parking that meets the needs of residents, employees, and visitors in this transit-oriented area; results in successful developments; and does not create parking impacts in surrounding residential neighborhoods.

## Land Use Objectives

The City's key objective in establishing the Monrovia Station Square Transit Village Planned Development Area is to provide flexibility in land use types and intensities that will allow future development to respond to changes in the marketplace over time. The PD-12 Development Guidelines identify the following neighborhoods of Station Square Transit Village and provide guidelines responding to the existing development patterns.

- **Residential Neighborhoods.** These two neighborhoods on East Evergreen Avenue and East Pomona Avenue, and West Evergreen Avenue are primarily developed as single family. The PD-12 Development Guidelines allow for graduated residential densities based on lot size.
- **Hamby Park.** An industrial condominium complex at the southeast corner of Pomona and Primrose Avenues that will continue to provide space for small businesses and also allow for opportunities for incidental retail of products produced on site.
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- **Gold Line Operations Campus.** This area is the easternmost block of Station Square Transit Village that contains the Gold Line facility as well as a remaining privately owned industrial parcel.

Through the use of specific plans and other zoning entitlement mechanisms, future development in Station Square Transit Village will be based on the following development parameters, which establish maximum caps and minimum requirements for various types of development in Station Square Transit Village (Area PD-12) on an area-wide basis:

**Table 3 Summary of Station Square Transit Village Land Uses**

Table 3 Summary of Land Uses	
Land Use	Maximum/Minimum Parameters
Residential	1,400 units – minimum 3,600 units - maximum
Commercial	150,000 square feet - maximum
Office; Light Manufacturing; Research & Development; METRO Gold Line Support Facilities	The combined square footage of all four potential uses is not to exceed 850,000 square feet.
Hospitality - Hotel Rooms - Ancillary Facilities	271 hotel rooms – maximum 45,800 square feet
Open Space	4.35 acres minimum area-wide; Ratio of 3.0 acres per 1,000 new residents
Transit Station Parking	Parking to be provided per Gold Line Agreement
Parking – All Others	Per Municipal Code or shared parking agreements and/or parking demand analysis

## **Urban Design Objectives**

The Urban Design Objectives address the visual quality of future development within the Station Square Transit Village planning area.

### **Urban Spaces**

Urban spaces include publicly accessible plazas, courtyards, and similar outdoor spaces that form a vital component of a community's public life. As well-defined outdoor rooms, they may accommodate public gatherings and celebrations, or serve as retreats from urban activity. Urban spaces will be provided as part of the transit station and surrounding uses, as well as integral to hotel development and larger attached residential developments.

### **Landmarks**

Landmarks are highly recognizable buildings, structures, or landscape features. As such, they become powerful orienting devices that help define the City, a district, and a neighborhood. Historically significant buildings and structures such as the Santa Fe depot serve as community landmarks and will be preserved and protected from incompatible development. New buildings along Myrtle Avenue and directly visible from the 210 Freeway must include architectural elements and design approaches to create future landmarks.

### **Residential Buffer**

All development located adjacent to or facing residential neighborhoods shall be designed to preserve quality of life in neighborhoods through site and building design, and shall provide buffers to mitigate any adverse impacts. To protect the visual quality of residential areas and guard against noise, incompatible or unattractive uses such as loading, storage, and parking shall be bordered or covered with landscaping, fencing, or decorative walls.

### **General Design Guidelines**

New development shall be designed to minimize massing and provide for articulation and design variety through elements such as:

- Buildings that include pedestrian-scaled detail, articulation and craftsmanship of the façade
- Rooflines that emphasize and accentuate significant elements of the building such as entries, bays, and balconies
- Building planes, facades, and architectural details that create visual interest at the street level (e.g., staggering the frontage of the building, recessing doors and windows, providing awnings and canopies for weather protection and scale, and visually extending interior spaces outside through paving and glazing to create the concept of an indoor/outdoor room, etc.)
- Provide relief and variation in both the vertical and horizontal plane with recessed and/or projected areas
- Windows on upper floors shall be recessed and proportioned and placed in relation to grouping of storefronts or other windows or elements of the base floor
- Support a street-oriented development pattern with buildings located at or near the sidewalk edge. Mixed-use structures should be a component of main street commercial development and other

areas where pedestrian activity is strongly encouraged.

- Development should provide easily identifiable pedestrian access to structure entrances and key areas within the site from the street, sidewalk, parking areas, and bus stops.

### **Urban Design Objectives: by Land Use**

In addition to the above Urban Design Objectives, the following provide more detailed direction based on specific land uses.

#### **Mixed Use**

- Rely on neighborhood-serving ground floor commercial space with frequent sidewalk entrances to promote pedestrian activity along the street.
- Include communal and private open space areas for the residents in the Station Square Transit Village.
- Make ground floor commercial uses visually distinct from the residential or office space above.
- Dwelling units should exhibit a residential character, and residential entrances should present differently than entrances to ground-floor commercial uses.
- Residential components should incorporate upper floor balconies, bays, and windows that overlook the street and enliven the street elevation.

#### **Residential Multi-family**

- Require developers to reduce the bulk of multi-family buildings by introducing variation in façade and height.
- Building facades should be articulated to portray a domestic scale and give identity to individual dwelling units.
- Encourage inclusion of private outdoor space be provided for each dwelling unit. Private open space may include patios, terraces, and well-sized balconies.
- Building entrances should be well-defined and oriented towards the street.

#### **Office**

- Organize office developments around shared courts, quadrangles, and greens. Multiple paths should connect on-site buildings and uses, transit stops, and public sidewalks.
- Office buildings should provide ground-floor interest, transparency, and openness, especially views into lobbies.
- Require building design to display individual character and identity, including a highly visible main entrance. Architecture must be of the highest quality in terms of materials and design.

## **Commercial**

- Establish an especially strong relationship between buildings and the street.
- Encourage incidental outdoor uses such as outdoor seating at restaurants.
- Achieve overall architectural coherence by requiring minimal setbacks at storefronts, matching window and door patterns, and a frequent rhythm of store entrances along the street.

## **Parking**

- Parking structures and lots will be built to match the architecture and landscape design provided in accompanying development.
- Parking structures, where provided, shall have other uses wrapped along the ground level, or shall be extensively treated with architectural and landscape elements to disguise the actual use. Where street level uses are not economically feasible at parking structures, or where location would limit viability of such uses, the ground-level façade shall be designed with articulated fenestrations and landscaped to enhance the level of architectural interest along ground-level.
- Parking areas shall be designed to minimize conflicts between pedestrian and vehicular traffic.
- Surface parking shall be limited. However, where surface parking lots are provided, they shall be located away from the main street, or screened with extensive landscaping such as rows of trees and landscaped along property edges with raised planters. All surface parking shall provide special paved areas for pedestrian circulation and canopy trees provided throughout the lot for shade. Podium, subterranean, or parking behind buildings shall be strongly encouraged to minimize the visual impact of parking and to maximize a street-oriented development pattern.
- Where surface parking occurs, landscaped islands shall be provided to reduce the parking lot expanse. Such islands shall be large enough to accommodate tree growth. Extensive plantings shall be provided to screen views of the parking lot from sidewalks and adjacent properties.

# Staff Report - Attachment B

## GPA2015-01/PCR2015-01 - Exhibit A (part 2)

**Area PD-12 Station Square Transit Village:** The City’s key objective in establishing the Station Square Transit Village Development Guidelines for Area PD-12 (“PD-12 Development Guidelines”) is to provide flexibility in land use types and intensities that will allow future development to respond to changes in the marketplace over time. These PD-12 Development Guidelines establish land use mechanisms that will allow individual development projects to move forward consistent with the goals and objectives in the General Plan, including the Station Square Transit Village Vision and Objectives in the Land Use Element.

### Implementation

To ensure implementation of the goals and objectives, all new construction in PD-12 shall be reviewed and approved subject to the following general provisions that apply to the entire Area PD-12:

### General Provisions

1. New development shall be designed pursuant to the Planning Objectives outlined in the Land Use Element for the Station Square Transit Village (e.g. architecture, hardscape, landscape).
2. With the exception of single family dwellings, the construction of new buildings or additions to existing buildings shall require the approval of a conditional use permit. However, a conditional use will not be required if the existing building is conforming and occupied by a conforming use, the addition is 25% or less in area of the existing building, and the project meets the requirements set forth in the Monrovia Municipal Code.
3. Lot consolidation that leaves remnant parcels totaling less than the conforming lot size for the applicable zone shall be discouraged.
4. Development located adjacent to or facing residential neighborhoods shall be designed to mitigate adverse impacts.
5. Mixed uses are encouraged (except for development using RL, or RM/RH standards, which shall be solely residential).
6. In order to encourage the inclusion of affordable residential units, deviations in unit size, recreation space and parking based on the Zoning Ordinance can be considered if at least 15% of the units are designated for moderate income or 10% low income or 5% very low income. Units designated as affordable shall be restricted for a minimum of 55 years.
7. Conversion from nonresidential uses to residential uses or mixed use development that includes residential uses shall be adjacent to other residential uses.
8. A minimum of two acres is required for a specific plan.
9. All development in Station Square Transit Village will be based on the following development parameters established by the Land Use Element, which establish maximum caps and minimum requirements for various types of development in Station Square Transit Village (Area PD-12) on an area-wide basis::

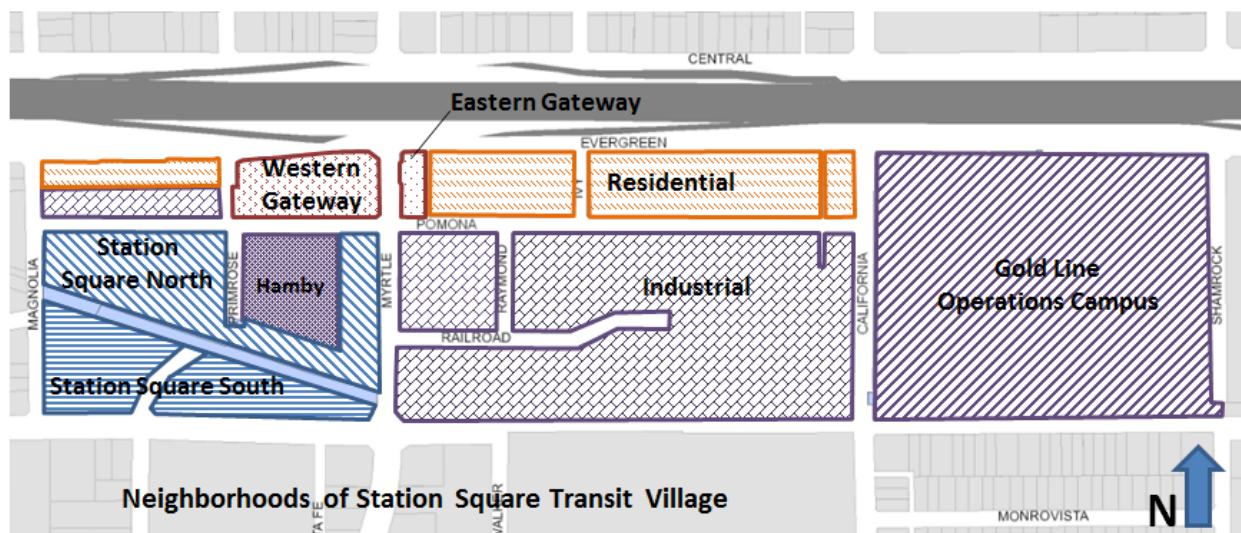
### Summary of Land Uses

<u>Land Use</u>	<u>Maximum/Minimum Parameters</u>
Residential	<ul style="list-style-type: none"><li>• 1,400 units – minimum</li><li>• 3,600 units – maximum</li></ul>
Commercial	<ul style="list-style-type: none"><li>• 150,000 square feet – maximum</li></ul>
Office, Light Manufacturing, Research & Development, Metro Gold Line Support Facilities	<ul style="list-style-type: none"><li>• 850,000 square feet (combined of all four potential uses)</li></ul>
Hospitality	<ul style="list-style-type: none"><li>• 271 hotel rooms</li><li>• 45,800 square feet ancillary uses</li></ul>
Open Space	4.35 acres minimum area-wide; ratio of

	3.0 acres per 1000 new residents
Transit Station Parking	Parking to be provided per Gold Line agreement
Parking – All Others	Per Municipal Code, shared parking agreements and/or parking demand analysis.

**Specific Provisions by Neighborhood**

Recognizing that the Station Square Transit Village (Area PD-12) is a mixture of established neighborhoods, specific guidelines have been established for each neighborhood area that address and respond to the existing conditions and will allow for future development of various scales. Both the general guidelines and the specific guidelines apply to development within those neighborhoods for which specific guidelines are provided; to the extent there is a conflict between a general and specific guideline, the specific guideline shall control.



**Residential Neighborhoods**

1. Single family residential homes shall be treated as conforming uses and allowed to expand or redevelop subject to the RL development standards.
2. Lot consolidation for the purpose of new multifamily development is permitted subject to a conditional use permit and a subdivision map based on the following:
  - a. Property totaling less than two acres shall be subject to the RM/RH development standards based on the minimum lot sizes and dimensions of that zoning district.
  - b. Property totaling two acres or greater shall require approval of a specific plan and subject to the development parameters established for Station Square Transit Village (Area PD-12).

**Hamby Park**

1. Existing legal uses shall be considered conforming. New uses shall be based on the BE Zone.
2. Incidental retail sales of products manufactured on site shall be permitted subject to a minor CUP.
3. No additional square footage shall be permitted without the provision of additional parking.

### **Station Square North**

1. Future uses permitted in this area are the Gold Line parking structure and other Gold Line related uses, public open space and high density residential and commercial uses.
2. The Historic Santa Fe Depot shall be restored and repurposed for a commercial or public use.

### **Station Square South (Duarte Road)**

1. Existing legal uses shall be considered conforming. New uses in existing structures and new construction shall be subject to the provisions of the BE Zone.
2. As an incentive to provide underground and/or structured parking as part of new development, an increase in FAR to 2.5:1 may be allowed.
3. The parking requirements of the Monrovia Municipal Code shall apply. Reduction in required parking is discouraged, however shared parking concepts may be considered.
4. Residential development or mixed use development that include residential uses shall be permitted on sites with a minimum size of two acres and will require approval of a specific plan.

### **Western Gateway (Myrtle/Evergreen/Primrose/Pomona)**

1. Existing legal uses shall be considered conforming. New uses in existing structures and new construction shall be subject to the provisions of the BE Zone.
2. Lot consolidation is encouraged.
3. New development shall have its primary orientation toward Myrtle and Pomona Avenues. The maximum building setback along Myrtle Avenue shall be five feet. Parking facilities adjacent to Myrtle Avenue are discouraged.
4. High-quality design (“signature architecture”) shall be a primary consideration in the approval of new development.
5. As an incentive to provide underground and/or structured parking as part of new development, an increase in FAR to 2.5:1 may be allowed.
6. Residential uses (non-ground level) shall be permitted on sites with a minimum size of two acres only as part of a mixed use development and will require approval of a specific plan.

### **Eastern Gateway (Myrtle/Evergreen/Pomona/alley east of Myrtle)**

1. Existing uses shall be considered conforming. New uses in existing structures and new construction shall be subject to the provisions of the BE Zone.
2. Lot consolidation is encouraged.
3. New development shall have its primary orientation toward Myrtle and Pomona Avenues. The maximum building setback along Myrtle Avenue shall be five feet. Parking facilities adjacent to Myrtle Avenue are discouraged.
4. High-quality design (“signature architecture”) shall be a primary consideration in the approval of new development.
5. As an incentive to provide underground and/or structured parking as part of new development, an increase in FAR to 2.5:1 may be allowed.
6. Expansion of Eastern Gateway may occur if:
  - a. The property is contiguous
  - b. Development is designed to minimize visual intrusion into adjacent neighborhood (e.g. stepped setback).
  - c. Site is a minimum of 2 acres with approval of a specific plan.



### **Industrial Neighborhoods**

1. Existing legal uses shall be considered conforming. New uses in existing structures and new construction shall be subject to the provisions of the O/RD/LM and BE Zones.
2. Lot consolidation is encouraged.
3. New development with frontage on either Myrtle Avenue or California Avenue shall be oriented toward those streets. The maximum building setback along Myrtle Avenue shall be five feet. Parking lots adjacent to Myrtle Avenue are discouraged.
4. As an incentive to provide underground and/or structured parking as part of new development, an increase in FAR to 2:5:1 may be allowed.
5. Mixed uses that include a residential component may occur in appropriate locations with the approval of a specific plan.

### **Gold Line Operations Campus**

1. Existing buildings can be occupied by uses as defined in the zoning ordinance for the M Zone.
2. The Gold Line Operations Campus is a permitted use.

## Station Square Transit Village

Redeveloping Monrovia's older areas south of the 210 Freeway presents an opportunity to build a transit-oriented development that could serve as a model for transit development in southern California. Located south of the 210 Freeway, the proposed Transit Village boundaries are Magnolia Avenue to the west, Evergreen Avenue to the north, Shamrock Avenue to the east, and Duarte Road to the south (see Figure 8, Project Site Map).

### STATION SQUARE TRANSIT VILLAGE VISION STATEMENT

A Dynamic, Mixed-Use, Transit-Oriented  
Community

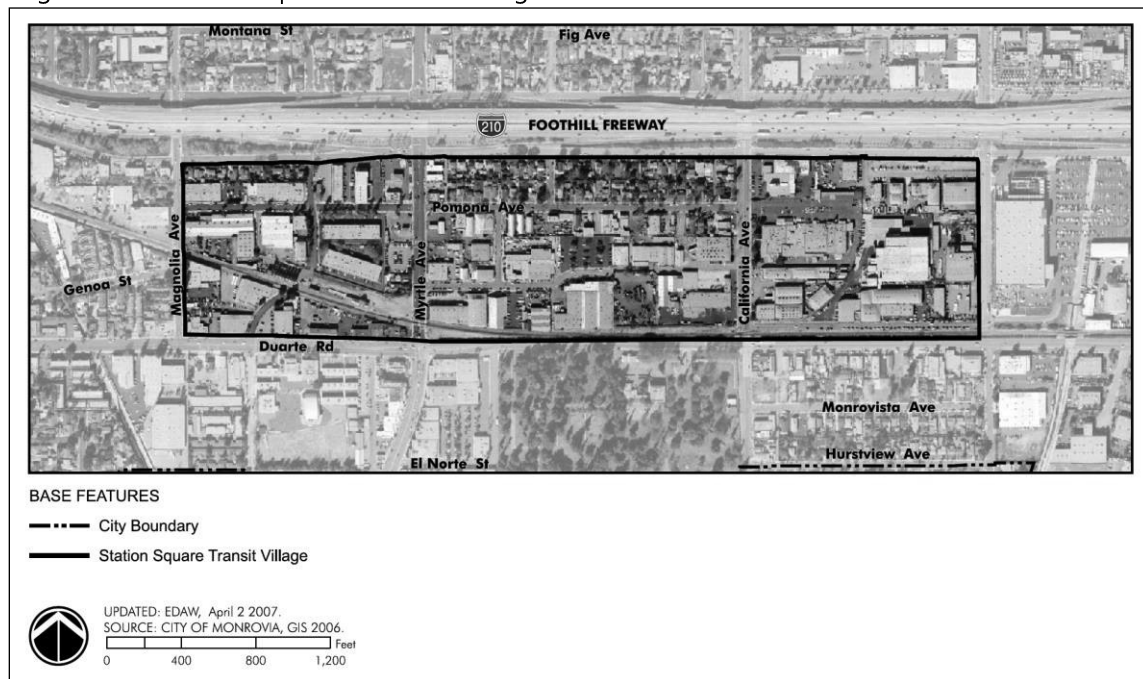
South Myrtle Avenue serves as a gateway to the Transit Village planning area and also connects the proposed development with Old Town Monrovia and the commercial and office parks of Huntington Drive. The Station Square Transit Village mixed use district will be designed to provide strong pedestrian connections, ground floor retail, open space, high density office, research and development, hospitality and a mixture of residential uses.

- Provide transit-oriented development, but not transit-dependent development in the western and eastern phases. Transit dependent uses, such as light rail operations and maintenance yards as well as a mixture of light industrial, research/development and office uses may be developed in the eastern phase.
- Create a comprehensive public realm plan that enhances the public right-of-way and guides the development pattern.
- Accommodate alternative modes of transportation
- Provide housing that responds to changing market demands over time and that meets the needs of all income groups
- Provide much-needed space for the growth of incubator business enterprises
- Create a pedestrian-friendly outdoor shopping environment and residential amenities for residents in Monrovia that complement uses in Old Town Monrovia
- Position Monrovia as a competitive market for hotel demands.
- Create parks and open spaces that serve as outdoor gathering spaces for passive and active recreation for residents and visitors.
- Restore the 1920s Santa Fe railroad Depot to complement the Gold Line Foothill Extension light rail station.
- Provide adequate parking in attractive structures that complement the architecture and landscaping of accompanying development
- Maximize the use of roadway infrastructure to the maximum extent possible and provide new roadways as needed to enhance internal circulation.

## Land Use

Many factors drive the vision for mixed uses within the Station Square Transit Village. First and foremost, is the planned extension of the Metro Gold Line Light Rail service that currently terminates in East Pasadena. An opportunity exists for a true transit-oriented, high-density development associated with the anticipated Gold Line Extension. A renovated Santa Fe depot will serve as the centerpiece of a transit center surrounded by a mix of retail, office, residential, hotel, and open space uses. Upon arrival, transit users can ride the local trolley to Old Town located only one mile north of the Station Square Transit Village or use a Foothill Transit Bus Terminal on Duarte Road and Myrtle Avenue.

This multi-modal transit center will have a parking structure wrapped with commercial uses, and the center will be linked to a pedestrian enhanced right-of-ways, public open spaces, hotel amenities, as well as proximity to nearby office and residential development. The high demand for commercial and office development in the West San Gabriel Valley is another factor that will contribute to the success of the mixed-use district. The San Gabriel Valley region has experienced low vacancy rates in commercial and office spaces due to job growth, lack of space appropriate for development, available amenities, and safe working environments compared to surrounding communities.



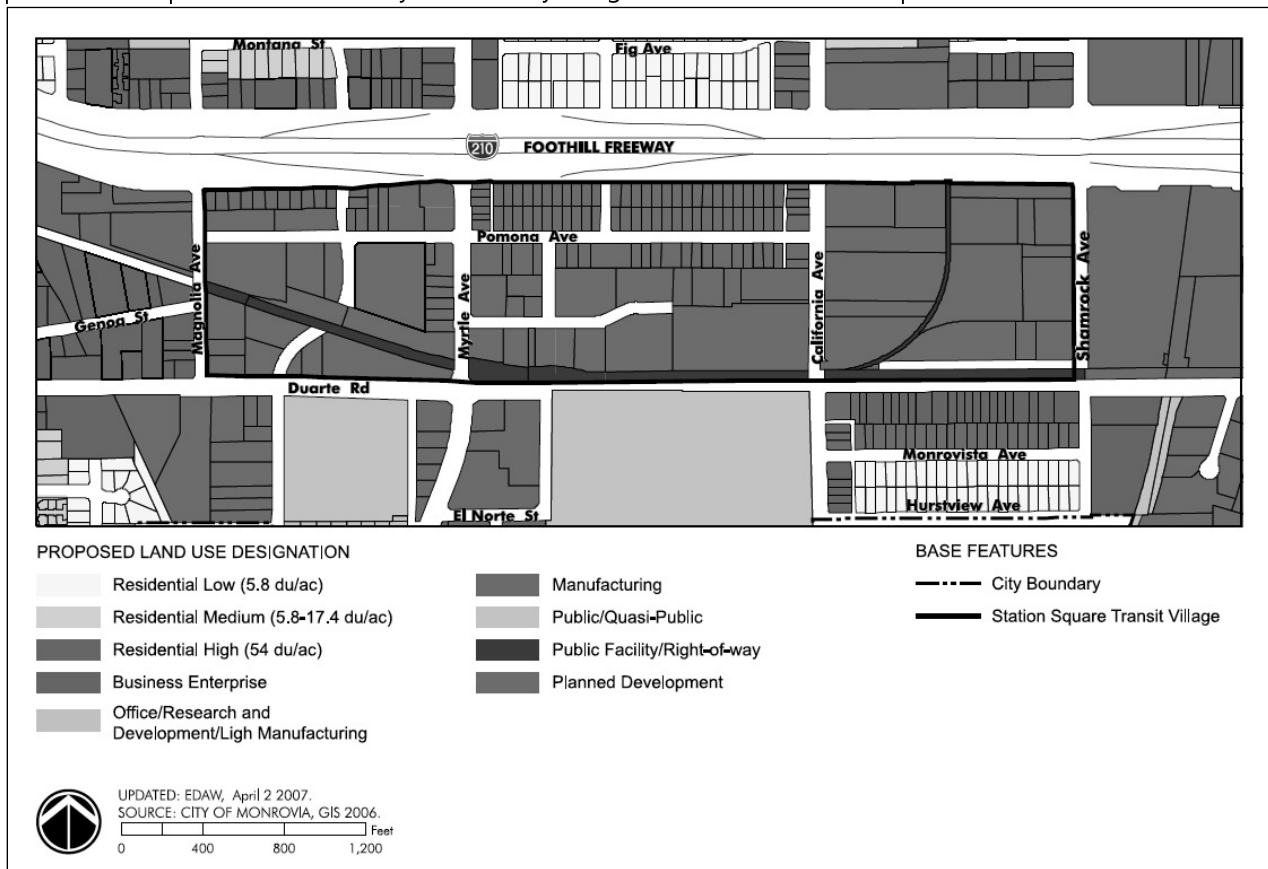
The site's proximity to the 210 Freeway provides visibility and accessibility, a condition highly suitable for incubator office and commercial space businesses in the high-tech and creative industries space that is extremely limited in the San Gabriel Valley. Finally, the increase in regional population and lack of available land for new housing provides a residential market for entry-level homeowners, renters and commuters. The Land Use Plan (see Figure 9) guides development, maintenance, and improvement of land and properties within the planning area. The Land Use Plan establishes the Station Square Transit Village Planned Development area (PD-12 Station Square Transit Village) as the land use designation for the Station Square Transit Village. This land use designation is purposely designed to allow maximum flexibility in the intensity and location of development as market conditions shift over time.

All uses and buildings proposed at the time of development must be designed in conformance with the

design guidelines described in the urban design guidelines section. The PD-12 Station Square Transit Village allows the following land uses and development approaches:

**Residential**

Rising housing prices and limited land for development have created a tight, expensive residential market in southern California. In Monrovia, lack of affordable and diverse housing leaves limited choices for the senior population and young adults in particular. The Station Square Transit Village presents a unique opportunity for the City to diversify the density range, ownership and rental type, and affordability of residential units available in the San Gabriel Valley region. The Station Square Transit Village establishes a range of housing types, with a cap of 3,600 units within the PD area. Units can be built as stand-alone product or as part of a horizontally or vertically integrated mixed-use development above retail uses.



**Figure 9 – Station Square Transit Village Land Use Map**

The area west of Myrtle Avenue, surrounding the proposed Metro Gold Line light rail station and the bus terminal, will consist of high-density development that supports the transit-oriented nature of this sub-district. Residential development east of Myrtle Avenue will vary in densities that are most appropriate to the market at the time of development. To the extent possible, energy-efficient designs will be incorporated into all residential development, and residential uses will be discouraged immediately adjacent to the 210 Freeway.

**Office**

The high-tech corridor along West Huntington Drive is the result of the City’s efforts to attract spin-off industries from local institutions such as the California Institute of Technology, the Jet Propulsion



Laboratory, and the City of Hope. In the Station Square Transit Village, the City will attract creative incubator businesses, which seek attractive and innovative office spaces. Land use policy allows up to 850,000 square feet of office development.

### **Retail/Dining**

To meet the daily needs of those living and/or working in the Station Square Transit Village, a maximum of 152,000 square feet of neighborhood-serving retail uses, including restaurants, high-end grocery stores, and service stores will be provided. These retail uses will be concentrated in a pedestrian-only retail street or along other streets to form an activity node, and will be located within walking distance to transit.

### **Hospitality**

To expand the City's inventory of hotel amenities, the Station Square Transit Village can accommodate up to 250 hotel rooms and up to 46,000 square feet of associated recreation facilities, health club, banquet and meeting facilities, and restaurants. In addition, any hotel may include owned or rental residential units with full access to hotel amenities. Hotels will be located within walking distance to transit, consist of distinct architectural features, and serve as a landmark.

### **Open Space**

The majority of community parks in Monrovia are concentrated north of the 210 Freeway, leaving southern parts of the City with limited space for recreation. To meet recreation and park needs of current and future residents, the Station Square Transit Village will include a minimum of 4.35 acres of active and passive park space and public plazas at a ratio of at least 3.0 acres of public space per 1,000 residents. These open spaces will consist of at least three distinct areas surrounded by residential or mixed-use development. One such space will be provided in proximity to the proposed transit station.

### **Transit Station**

In anticipation of the Gold Line light rail extension and the Foothill Transit bus terminal, the Station Square Transit Village will include supporting parking facilities, a rider drop-off area, and other improvements supporting transit facilities. The Santa Fe depot will be renovated as a central element of the development west of Myrtle Avenue. The transit station will provide easy access to surrounding retail and open space areas.

### **Parking**

Adequate off-street parking is critical to accommodate residents, employees, and visitors of the Station Square Transit Village, and to prevent an overflow of parking into adjacent neighborhoods. While parking is an important aspect of development, it is also imperative to site and design parking facilities in a creative manner that does not dominate the streetscape. To maintain street activity and visual interest, parking structures will be either wrapped with retail or decorated with architectural and/or landscape treatments. Parking will be provided consistent with requirements set forth in the Monrovia Municipal Code or per parking needs assessments, with shared parking arrangements encouraged in recognition of on-site rail and bus services.

### **Metro Gold Line Support Uses**

In the eastern phase only, land uses that directly support the Metro Gold Line light rail service operations may be developed, including operations and maintenance facilities, administrative, office, storage, clean/renewable energy production and distribution facilities, and recreation/entertainment for MTA employees.



**Office/Research & Development/Light Manufacturing**

In the eastern phase only, a range of uses may be developed as permitted in the City’s O/RD/LM Zone District regulations.

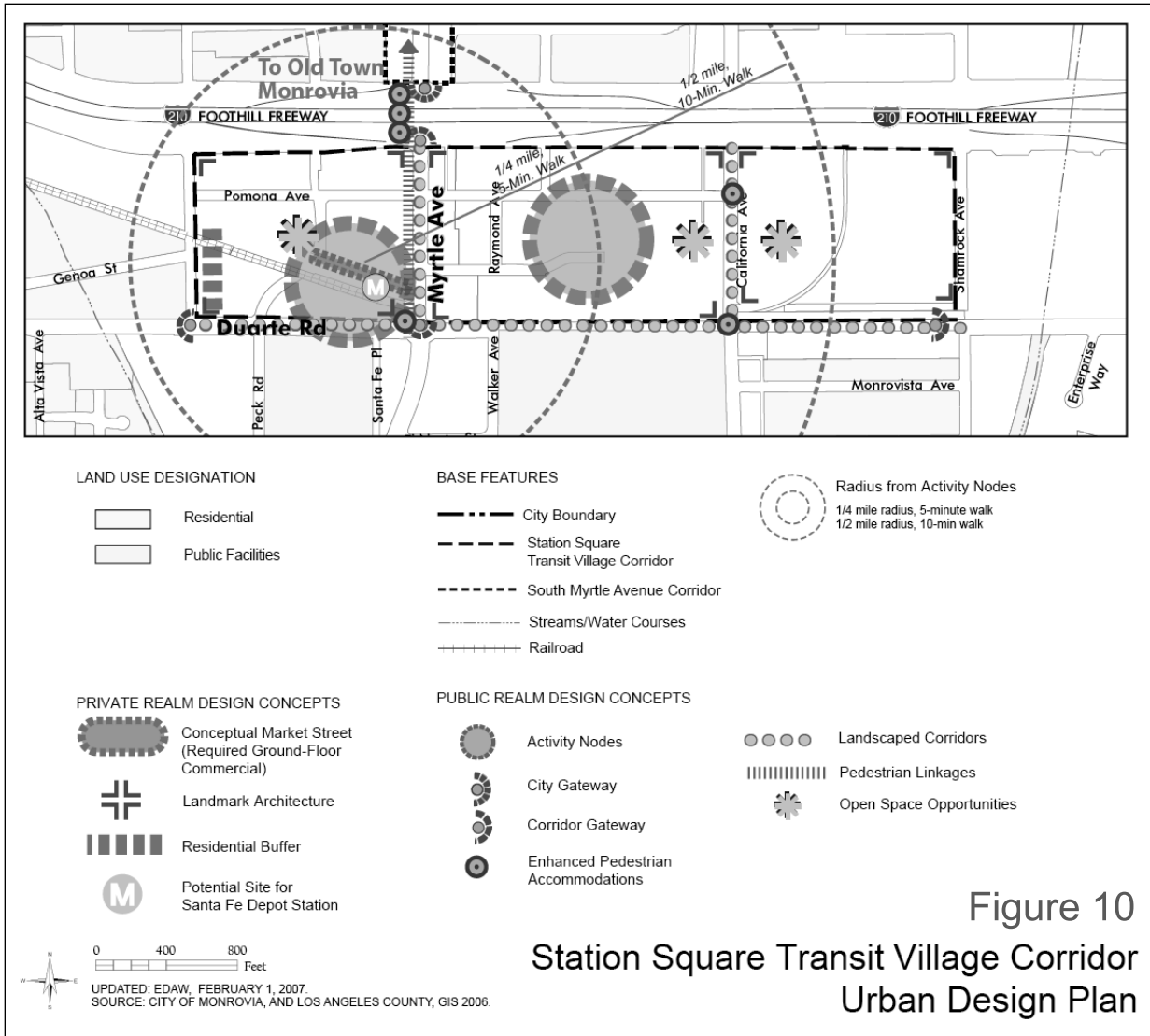
Table 3 Summary of Land Uses	
Land Use	Maximum/Minimum Parameters
Residential	3,600 units - maximum
Commercial	150,000 Square Feet - maximum
Office; Light Manufacturing; Research & Development; METRO Gold Line Support Facilities	– The combined square footage of all four potential uses is not to exceed 850,000 square feet.
Hospitality - Hotel Rooms - Ancillary Facilities	200 hotel rooms – maximum 46,000 square feet
Open Space	4.35 acres minimum district-wide; Ratio of 3.0 acres per 1,000 new residents
Transit Station	Parking to be provided per Gold Line Agreement
Parking	Per Municipal Code or shared parking agreements

**Table 3 Summary of Transit Village Land Uses**

**Urban Design**

Urban design addresses the visual quality of future development within the Station Square Transit Village planning area. The goal of the design guidelines is: 1) to provide an overall vision for development within the area; and 2) to establish a flexible design framework and criteria that will guide designers and developers, and which the City of Monrovia will use to evaluate development proposals within the Station Square Transit Village. The Urban Design Guidelines will provide guidance regarding the visual appearance, character, quality of life, sense of place, and pedestrian connections within the public and private realms. The Monrovia Station Square Transit Village Urban Design Plan (see Figure 9) indicates urban design features that correspond to the design guidelines.





**Public Realm**

The Public Realm Urban Design Guidelines establish direction for improvements in the public right-of-way. The following Station Square Transit Village perspective illustrates urban design elements in the public realm. The City can control and enhance the following elements within the public realms:

**Activity Nodes**

Activity nodes serve as important destinations and major centers of public life within the community. These nodes should promote compact development patterns, with particular emphasis given to support commercial services, housing over retail, and/or urban village project types.

Activity nodes should be treated as highly public places where pedestrians are given priority and where plenty of amenities are provided at streetscapes.

**Focal Intersection**



Focal intersections are visually distinct places which can become focal centers when they are enhanced by public art, paving at crosswalks, and landscaping. They orient residents and visitors, and function as the focus of activity for surrounding districts and nodes.

Special surface treatments, such as stamped or colored-brick crosswalks, give preference to pedestrians and encourage walking. Abundant landscaping at intersections enhances aesthetic quality and provides garden-like space in an urban setting. Trees provide a streetscape that is visually pleasing and which provides a comfortable walking environment.



### Activity within the Station Square Transit Village

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A pedestrian-only market street, busy with outdoor seating at restaurants and delis and with rows of window displays and service goods, will attract residents and employees within the Station Square Transit Village.

### Gateways

Gateways announce arrival into Monrovia, as expressed through special design. City gateways are recommended where major streets cross municipal boundaries and at freeway ramps.

Corridor gateways will be considered at the entrance of Station Square Transit Village along Myrtle Avenue at Evergreen Avenue and Duarte Road. Environmental graphics that express local history and identity are especially important elements of gateway design.

Special consideration shall be given to the Myrtle Avenue freeway undercrossing. This area shall be enhanced as part of the gateway program. Gateways will set the scale and image of the Station Square Transit Village for visitors as they pass by, identify, and enter the area.

### Landscaped Corridors

Landscape corridors are highly visible components of the cityscape. Myrtle Avenue, California Avenue and Duarte Road benefit from extensive landscape improvements. In particular, generous medians and parkways enhance the visual quality of these otherwise auto-dominated corridors and function as extension of the community open space network.

The undergrounding of utility lines also enhances street aesthetics. In addition to landscaping, corridor improvements should include streetscape elements such as gateways, public art, light fixtures, street furniture and signs. A consistent bus shelter design may strengthen neighborhood identity of the Station Square Transit Village. An area-wide banner system on the arterial roads can create a vehicle-oriented identity for the entire Station Square Transit Village, especially in connection with events.







## Metro Light Rail Gold Line Station

The Gold Line Station will be surrounded by pedestrian-friendly developments such as cafes, a retail street with neighborhood-serving service stores, and located within walking distance to a public plaza.

### Enhanced Pedestrian Accommodations and Linkages

Pedestrian linkages provide connections from sidewalks to outdoor spaces, building entrances, and parking facilities. Curb extensions, such as bulb-outs at minor intersections, can calm traffic and provide landscaping that beautifies streets. Street crossings should have visible markings, appropriate curb-cuts for handicap access, and crossing signals that allow ample time for crossing.

### Open Space Opportunities

Parks and plazas provide space for physical and psychological resting places in urban environments and serve as local gathering spaces. In residential areas, active parks meet recreational needs; in office or commercial areas, open plazas provide casual environments for people-watching and passive recreation.

The Station Square Transit Village plans for a public plaza within walking distance to the transit and accompanying high-density residential, commercial, and office uses west of Myrtle Avenue, with two active open space areas east of Myrtle Avenue.



### Provide Public Plazas

The buildings in the transit-oriented development will be designed around a public plaza that meets passive recreational needs of the residents, employees, and visitors of Station Square Transit Village.

## **Private Realm**

### **Urban Spaces**

Urban spaces include publicly accessible plazas, courtyards, and similar outdoor spaces that form a vital component of a community's public life. As well-defined outdoor rooms, they may accommodate public gatherings and celebrations, or serve as retreats from urban activity. Urban spaces will be provided as part of the transit station and surrounding uses, as well as integral to hotel development and larger attached residential developments.

### **Landmarks**

Landmarks are highly recognizable buildings, structures, or landscape features. As such, they become powerful orienting devices that help define the City, a district, and a neighborhood. Historically significant buildings and structures such as the Santa Fe depot serve as community landmarks and will be preserved and protected from incompatible development. New buildings along Myrtle Avenue and directly visible from the 210 Freeway must include artistic elements and design approaches to create future landmarks.

### **Conceptual Retail Street**

A pedestrian-only street with ground-floor retail will be provided within walking distance of the Santa Fe depot and bus terminal. This retail street will consist of mixed-use buildings with ground-floor retail uses and office or residential uses above. The retail uses may include restaurants and retail commercial, as well as a high-end grocery store and service-oriented stores that meet the demands of employees and residents within the Monrovia Station Square Transit Village. All ground-level retail stores shall use non-tinted glass windows on facades facing the retail street. The primary entrance of each ground-floor use shall be located within the primary building frontage and recessed a minimum of three feet when accessed from the public right-of-way. Walk-up facilities and entries shall be recessed and provide adequate queuing space to avoid interruption of pedestrian flow.

### **Residential Buffer**

All development located adjacent to or facing residential neighborhoods shall be designed to preserve quality of life in neighborhoods through site and building design, and shall provide buffers to mitigate any adverse impacts. To protect the visual quality of residential areas and guard against noise, incompatible or unattractive uses such as loading, storage, and parking shall be bordered or covered with landscaping, fencing, or decorative walls.

### **Mixed Use**

Mixed-use developments within this PD district will directly support the Station Square Transit Village's principal activity nodes, and aid the transformation of vacant surface parking lots and industrial areas into vibrant mixed-use environments. Buildings should exhibit an exceptionally strong street orientation, and priority should be given to providing considerable streetscape amenities. Parking facilities must not dominate the streetscape.

### **Building Form**

Buildings shall be designed to minimize massing and provide for articulation and design variety through elements such as:

- Buildings that include pedestrian-scaled detail, articulation and craftsmanship of the façade
- Rooflines that emphasize and accentuate significant elements of the building such as entries,



bays, and balconies

- Building planes, facades, and architectural details that create visual interest at the street level (e.g., staggering the frontage of the building, recessing doors and windows, providing awnings and canopies for weather protection and scale, and visually extending interior spaces outside through paving and glazing to create the concept of an indoor/outdoor room, etc.)
- Provide relief and variation in both the vertical and horizontal plane with recessed and/or projected areas
- Windows on upper floors shall be recessed and proportioned and placed in relation to grouping of storefronts or other windows or elements of the base floor



### Building Form

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Buildings shall be designed to minimize massing and provide for articulation and design variety

## Planning Objectives

The City's General Plan will be the key planning document that will implement the vision outlined for the Station Square Transit Village. The City's key objective in establishing the Monrovia Station Square Transit Village is to provide flexibility in land use types, location, and intensities that will allow development to respond to changes in the marketplace over time.

These provisions establish land use mechanisms and Urban Design principles that will allow individual development projects to move forward consistent with goals and objectives stated above and the design guidelines presented here. The following will guide land use and development decisions within the Station Square Transit Village area:

## Land Use Objectives

- Accommodate a diverse mix of housing in terms of affordability, tenure, density range, and architectural styles.
- Provide innovative office space to attract creative, incubator businesses
- Plan for retail uses that do not compete with businesses and the economic success of Old Town Monrovia. Encourage uses that meet the needs of local residents and employees.
- Accommodate hospitality uses near transit uses and along Myrtle Avenue.
- Provide public space at a ratio of at least 3.0 acres of public/private space per 1,000 residents.
- Renovate the transit station, and surround the station with high-intensity, complementary uses.

- Provide physical and visual access to activity nodes and open space from the transit station.
- Coordinate with developers and explore shared parking and other creative parking solutions to provide adequate parking that: 1) meets the needs of residents, employees, and visitors in this transit-oriented area, 2) results in successful developments, and 3) does not create parking impacts in surrounding residential neighborhoods.
- Ensure that the Transit Village includes inviting parks, plazas, and community gathering places that complement the inter-modal facility and the surrounding land uses.
- Provide sufficient right-of-way for all new roadways to provide landscaping along the roadsides and, where appropriate, median strips, bike lanes, pedestrian ways, and other amenities.
- Ensure that residential development occurs concurrently with or following other types of development to create a mixed-use district identity and infrastructure.

### Urban Design Objectives: by Land Use

#### Mixed Use

- Support a street-oriented development pattern with buildings located at or near the sidewalk edge. Mixed-use structures should be a component of main street commercial development and other areas where pedestrian activity is strongly encouraged.
- Rely on neighborhood-serving ground floor commercial space with frequent sidewalk entrances to promote pedestrian activity along the street.
- Include communal and private open space areas for the residents in the Station Square Transit Village.
- Make ground floor commercial uses visually distinct from the residential or office space above.
- Dwelling units should exhibit a residential character, and residential entrances should present differently than entrances to ground-floor commercial uses.
- Residential components should incorporate upper floor balconies, bays, and windows that overlook the



#### Mixed Use Developments

Street-oriented mixed-use developments will provide abundant streetscapes and outdoor areas for public gathering and outdoor activities.

street and enliven the street elevation.

- Development should provide easily identifiable pedestrian access to structure entrances and key areas within the site from the street, sidewalk, parking areas, and bus stops.

### Residential Multi-family

- Require developers to reduce the bulk of multi-family buildings by introducing variation in façade and height.
- Building facades should be articulated to portray a domestic scale and give identity to individual dwelling units.



### Residential Multi-Family

Encourage development approaches that maximize use of open space and common areas, orient entrances toward streets or other publicly visible areas.

- Encourage development approaches that maximize use of open space and common areas, orient entrances toward streets or other publicly visible areas, deemphasize parking areas, and create “community” among residents.
- Require that private outdoor space be provided for each dwelling unit. Private open space may include patios, terraces, and well-sized balconies.
- Building entrances should be well-defined and oriented toward the frontage sidewalk.

### Office

- Organize office developments around shared courts, quadrangles, and greens. Multiple paths should connect on-site buildings and uses, transit stops, and public sidewalks.
- Office buildings should provide ground-floor interest, transparency, and openness, especially views into lobbies.
- Require building design to display individual character and identity, including a highly



### Commercial Facades

Outdoor seating and landscaping visually enhance the street and activate the street.

visible main entrance. Architecture must be of the highest quality in terms of materials and design.

### Commercial

- Establish an especially strong relationship between buildings and the street. Buildings should be configured to maintain a continuous edge along the sidewalk and define public space.
- Buildings should be designed to encourage multi-tenant occupancy and walk-in traffic at the street level.
- Encourage the creative expression of individual storefronts, and use shop windows to help animate the street and sustain attention.
- To add interest and give a human dimension to street-level facades, encourage design elements such as separate storefronts, display windows, shop entrances, exterior light fixtures, awnings, and overhangs, and pedestrian-oriented signage.
- Encourage incidental outdoor uses such as outdoor seating at restaurants.
- Achieve overall architectural coherence by requiring minimal setbacks at storefronts, matching window, and door patterns, and a frequent rhythm of store entrances along the street.



### Hotel

- Hotel development should be of a quality that creates a landmark and a destination within the Station Square Transit Village.
- Provide a prominent main hotel entrance along Myrtle Avenue with a mix of amenities such as a restaurant, fitness center, and adjoining residential uses.

### Hotel

Provide a prominent main hotel entrance that features a traditional design.

### Parking

- Parking structures and lots will be built to match the architecture and landscape design provided in accompanying development.
- Parking structures, where provided, shall have other uses wrapped along the ground level, or shall be extensively treated with architectural and landscape elements to disguise the actual use. Where street level uses are not economically feasible at parking structures, or where location would limit viability of such uses, the ground-level façade shall be designed with articulated fenestrations and landscaped to enhance the level of architectural interest along ground-level.
- Entrances shall be clearly marked for drivers and pedestrians to give priority to pedestrians.

- Surface parking shall be limited. However, where surface parking lots are provided, they shall be located away from the main street, or screened with extensive landscaping such as rows of trees and landscaped along property edges with raised planters. All surface parking shall provide special paved areas for pedestrian circulation and canopy trees provided throughout the lot for shade.
- Where surface parking occurs, landscaped islands shall be provided to reduce the parking lot expanse. Such islands shall be large enough to accommodate tree growth. Extensive plantings shall be provided to screen views of the parking lot from sidewalks and adjacent properties.
- Podium, subterranean, or parking behind buildings shall be used to minimize the visual impact of parking. The location and design of parking should not interfere with the desired street-oriented development pattern nor inhibit the provision of comfortable and functional outdoor spaces.



### Pedestrian-friendly Parking

Designing parking areas with landscaping and paved pedestrian pathways create inviting and safe parking environments.

### Open Space

- Provide attractive, centrally located communal open space with functional amenities. The amount of communal open space should increase with the size of a multi-family development to meet the social and recreational needs of its residents.



### Transit Station

The historic Santa Fe Depot will be restored and serve as the central element of a new Transit Station serving the future Gold Line Extension route.

### Transit Station

- Renovate and retain the historic architectural elements of the Santa Fe depot and reuse as a

transit station or for other appropriate uses.

- Provide a new transit station platform that provides ample and sheltered waiting area with easy access to parking, the Santa Fe depot, and surrounding retail, office, and residential buildings.
- Create pedestrian connections throughout the Station Square Planning Area and Old Town Monrovia.

## **Urban Design Objectives**

### **Public Realm**

- Identify and provide opportunities to create activity nodes in each phase of development.
- Identify and provide street improvements to make focal intersections distinct. Focal intersections within the area include Myrtle Avenue at Evergreen Avenue, Myrtle Avenue at Duarte Road, and Duarte Road at California Avenue.
- Provide gateway signage at the intersection of Myrtle Avenue and Evergreen Avenue, just south of the 210 Freeway, and at the intersection of Myrtle Avenue and Duarte Road, to announce entry to the City and the Station Square Transit Village.
- Entry features shall reflect the overall architectural identity and character of the area, provide a lasting visual impression, and consist of icons, thematic arches, columns, special paving treatment, and mature, full-sized landscaping.
- Reinforce linkages to Monrovia Old Town through rows of continuous trees along Myrtle Avenue.
- Develop a streetscape plan for Duarte Road.
- Provide well-designed streetscape elements to identify and unify the Station Square Transit Village and to provide directions to residents and visitors.
- Well-connected and engaging pedestrian environment with paving shall be provided at all major crosswalks within the project area.
- Sidewalks at structure entries should be a minimum of 11 feet wide.
- Provide a public plaza west of Myrtle Avenue to serve as a place for residents and workers in the area, to gather.
- Provide a landscaped park in the area defined by Myrtle Avenue, Evergreen Avenue, California Avenue, and Duarte Road.
- Provide an active park for active recreational uses.
- Ensure that development projects are designed and oriented to frame or emphasize views of the mountains; avoid features that may conceal view of natural features.





## **Urban Design Guidelines: Private Realm**

### **Urban Spaces**

In the site planning and design development phases, ensure that buildings are arranged and located to create urban spaces surrounded by complementary uses such as outdoor eating, shopping, and community events.

- Building façades, entrances, circulation, and scale must relate to adjacent urban spaces.
- Require that developments incorporate outdoor spaces that are activity oriented and support public gathering. Well-defined parks, plazas, courtyards, and connecting sidewalks should create a network of pedestrian spaces.
- Require that urban spaces be furnished with pedestrian furniture, public art, lighting, and other passive and active recreational elements.

### **Landmarks**

At prominent corners, tall or landmark buildings or unique architecture shall be used to create visual cues that attract users and form a clear identity.

### **Conceptual Retail Street**

The retail street will be accessible to pedestrians only and marked with clear signage. Visual and physical improvements will facilitate pedestrian circulation from the transit station and bus terminal area.

- Loading and service areas shall be located at the rear of structures and screened from public view with decorative walls and landscaping.
- Way-finding and entry signs shall be provided near the entrance of the retail street.
- Outdoor furniture and fixtures must be compatible with the project architecture, carefully considered as integral elements of the project, sturdy, comfortable, and conveniently placed.
- Generate visual interest along retail and pedestrian-oriented streets through the use of building facades with articulated entrances, ground-floor transparency, and architectural details such as accent lighting.

### **Residential Buffer**

To preserve and to minimize impacts on residential neighborhoods, new development must consider noise, pollution, odor, light, glare, and privacy impacts on adjacent properties, and must mitigate such impacts through appropriate buffers. Landscaping, fencing, or walls will be used to hide loading, parking, and unsightly uses from public view.

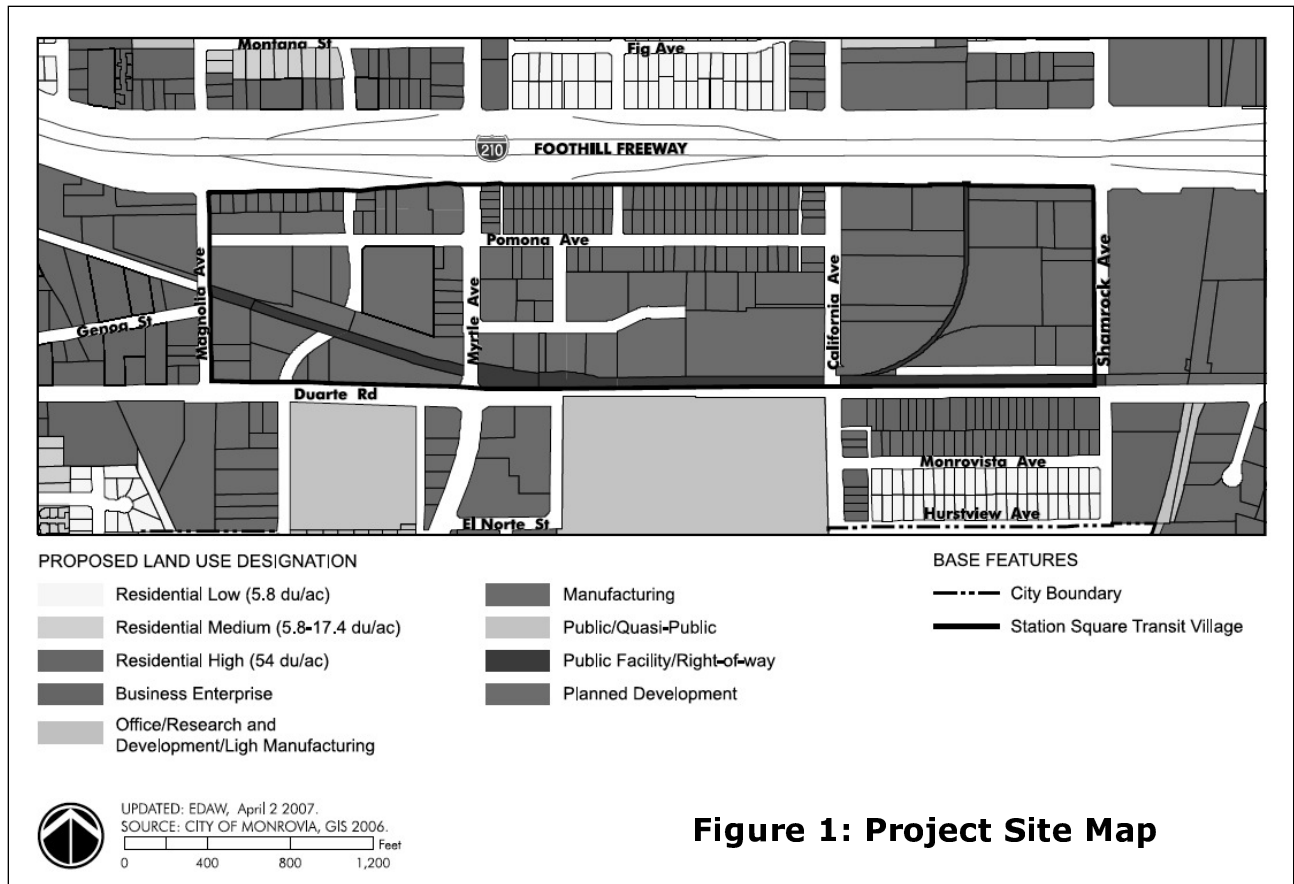
# Staff Report - Attachment D

## Adopted 2008

**AREA PD-12: Station Square Transit Village:** The City's key objective in establishing the Monrovia Station Square Transit Village is to provide flexibility in land use types, location, and intensities that will allow development to respond to changes in the marketplace over time. These provisions establish land use mechanisms that will allow individual development projects to move forward consistent with goals and objectives stated above and the design guidelines presented here.

### Project Area

Located south of the 210 Freeway, the proposed Station Square Transit Village boundaries are Magnolia Avenue to the west, Evergreen Avenue to the north, Shamrock Avenue to the east, and Duarte Road to the south (see Figure 12, Project Site Map).



### Implementation

To ensure implementation of the goals and objectives outlined in the Station Square Transit Village PD Area (PD-Station Square Transit Village), all new construction in the PD zone shall be reviewed and approved subject to the following development regulations:

### Existing Development

1. Existing buildings can be occupied by Office, R&D, and light industrial uses as defined in the zoning ordinance (uses permitted by right).
2. Existing buildings can be expanded up to 25% of the existing square footage of the building if the

building is conforming and the uses permitted.

3. Single-family residential homes shall be treated as permitted uses and be allowed to expand and be upgraded. Conversion of existing residences to industrial uses shall not be permitted.
4. These existing Development standards shall apply to existing developments in Specific Plan areas until such time as development occurs.

### **Future Development**

1. No new development will be approved within the Transit Village Planning Areas until a specific plan meeting the requirements of the State of California, has been adopted by the city. The Specific Plan shall allow for phased development of the planning area.
2. A Specific Plan shall be prepared and adopted for an area larger than the 3.0 acre site
3. The following development capacities and guidelines apply to PD Area 12:

**Residential:** A minimum of 1,400 dwelling units to a maximum of 3,600 dwelling units. Residential units may be built as stand-alone product or as part of a horizontally or vertically integrated mixed-use development. Residential uses are not permitted immediately adjacent to I-210 unless approved by the Planning Commission and City Council.

**Office/Light Manufacturing/Research and Development/METRO support facilities:** Up to 850,000 square feet of floor area.

**Retail/Dining:** A maximum of 151,200 square feet of retail/dining space, with a broad range of neighborhood-serving retail and restaurant uses permitted.

**Hospitality:** Up to 271 combination guest rooms/units for long-term stays and 45,800 square feet of hotel facilities. Associated amenities may include a health club, recreation facilities, banquet and meeting facilities, and restaurants.

**Open Space:** A minimum of 4.35 acres of active park space within this portion of the City, with park space provided at a ratio of at least 3.0 acres of park space per 1,000 residents.

**Transit Station:** Transit station, bus transfer terminal, supporting parking facilities, a rider drop-off area, METRO Gold Line support facilities and other improvements supporting transit facilities.

**Parking:** A public parking structure of approximately 600 parking spaces to support the transit station and an approximate total of 8,652 parking spaces for adjoining commercial and/or residential uses, as well as public surface parking lots. Parking will be provided consistent with requirements set forth in the Monrovia Municipal Code, with shared parking arrangements encouraged to recognize the transit-oriented development.

4. New developments shall be designed with uniform standards consistent with the design guidelines outlined in the Land Use Element for the Transit Village Planning Area(e.g. architecture, hardscape, and landscape).



5. All new construction shall require a conditional use permit.

<b>Table 4 Summary of Land Uses</b>	
<b>Land Use</b>	<b>Maximum/Minimum Parameters</b>
Residential	3,600 units - maximum
Commercial	150,000 Square Feet - maximum
Office, Light Manufacturing, Research & Development, METRO Gold Line Support Facilities	The combined square footage of all four potential uses is not to exceed 850,000 square feet.
Hospitality - Hotel Rooms - Ancillary Facilities	250 hotel rooms – maximum 46,000 square feet
Open Space	4.35 acres minimum district-wide; Ratio of 3.0 acres per 1,000 new residents
Transit Station	Parking to be provided per Gold Line Agreement
Parking	Per Municipal Code or shared parking agreements

