



CITY COUNCIL AGENDA REPORT



DEPARTMENT: City Manager's Office

MEETING DATE: December 1, 2015

PREPARED BY: Oliver Chi, City Manager /
Lauren Vasquez, Senior Management Analyst

AGENDA LOCATION: AR-3

TITLE: Lease and Improvement Agreement with Daylight Limited, LLC for the Rehabilitation and Adaptive Reuse of the Historic Santa Fe Depot

OBJECTIVE: To approve a lease and improvement agreement with Daylight Limited, LLC to coordinate the rehabilitation and adaptive reuse of the Historic Santa Fe Depot

BACKGROUND: The City's Historic Santa Fe Depot (Depot), which is located in the middle of the Station Square Transit Village adjacent to Monrovia's Gold Line Station, was first constructed in 1926 as a sister building to the station located in Claremont. Over the years, the Depot gradually fell into disrepair and during the past decade, the City has explored different avenues through which to restore the facility.

Eventually, the City acquired the Depot in 2013 as part of the agreement with the Gold Line Construction Authority regarding the Maintenance and Operations Yard. Since that time, staff has analyzed possible adaptive reuses for the Depot. That assessment has identified a restaurant / café use as the most promising type of operation that could be successfully located at the site.

As staff further explored the details related to adaptively reusing the Depot, it became clear that the dilapidated condition of the building was creating an economic disincentive for private investment at the site. Given the situation, staff was able to negotiate an updated agreement with the Gold Line Construction Authority earlier this calendar year that allows the City to spend Gold Line Construction Authority Funds on the rehabilitation of the Depot. Based on that approval, the City set-aside \$1.5 million in our overall Station Square improvement budget for use towards restoring the Depot.

With the funding secured, under normal circumstances, the City would coordinate a public bidding process to secure the services of a design firm to prepare plans and specifications for the Depot. Then, after completion of the plans, we would subsequently coordinate a public bidding process to secure a contractor to perform the needed improvements at the building. However, three factors have created a unique emergency situation that has required the City to find an alternative way to engage a developer to perform the needed restoration work at the Depot.

First, given that the Gold Line Construction Authority has been targeting completion of their work in late 2015, and with the pending dissolution of the Gold Line Construction Authority scheduled for early 2016, staff has been advised that all Gold Line Construction Authority funding must be expended as soon as possible prior to the dissolution of the Gold Line Construction Authority. Any funding that is not expended by that time will have to be returned to Metro.

AR-3

Furthermore, given the current dilapidated state of the Depot and the impending El Niño storm season, it has become increasingly urgent that repair and rehabilitation efforts be initiated immediately to protect the building before significant rain events begin occurring with regularity.

Finally, the unique historic nature of the Depot and the fact that immediate repairs are necessary creates an additional unique situation. The nature of the specialized work required to rehabilitate the Depot, coupled with our time limitations, creates a situation where responsive bids from qualified firms are difficult to obtain.

Given these three unique factors, the City issued a request for proposal (RFP) seeking a qualified developer to submit proposals for the City's consideration to rehabilitate and adaptively reuse the Depot as a restaurant / café facility. Responses to the RFP were due on September 28, 2015, and the City received three qualified bids from the following entities:

1. Daylight Limited, LLC
2. Meridian Group, Ltd.
3. Station Depot, LLC

After conducting a thorough assessment by staff, which included interviews with each of the project teams, a public Study Session (Attachment A) was held with the City Council on November 17, 2015 to further consider and vet the three firms. At the conclusion of the Study Session, the City Council voted unanimously to direct staff to negotiate an agreement with Daylight Limited, LLC, to rehabilitate and adaptively reuse the Depot.

ANALYSIS: During the past few weeks, staff has been interfacing with representatives from Daylight Limited, LLC, and we have reached tentative agreement on the framework of a lease and improvement agreement (Agreement) to coordinate the rehabilitation and adaptive reuse of the Depot. That overall framework involves the following components:

- Establishment of a ground lease of the Depot building with Daylight Limited, LLC.
- The ground lease would be for a 55 year term, with a \$2,500 / year payment to the City.
- The Agreement includes a forgivable tenant improvement loan made from the City to Daylight Limited, LLC, in the amount of \$1.5 million.
 - The loan would be established with a zero percent interest rate over a 25 year term, with the full \$1.5 million loan due to the City as a balloon payment at the end of the loan term.
 - However, upon the successful rehabilitation of the Depot facility to standards that are accepted by the City, the tenant improvement loan of \$1.5 million to Daylight Limited, LLC, would be forgiven by the City.
- Daylight Limited, LLC, would be required to establish a liaison relationship with a member of the City's Historic Preservation Commission to oversee the rehabilitation of the Depot.
- Daylight Limited, LLC, would be required to maintain the Depot building during the life of the ground lease agreement.
- The City will waive all City development and permit fees associated with the rehabilitation of the Depot.
- The rehabilitation project would be coordinated by Daylight Limited, LLC, as a prevailing wage job.

It should also be noted that given the nature of the work that Daylight Limited, LLC, will be required to perform under the proposed Agreement (Attachment B), and given that we would be coordinating this

project outside of normally established public bidding processes, approval of the contract will require affirmation by four-fifths ($\frac{4}{5}$) of the City Council.

FISCAL IMPACT: Entering into the Agreement with Daylight Limited, LLC, would result in the expenditure of \$1.5 million towards the rehabilitation of the Depot. It is important to note that the structure of the transaction is such that Daylight Limited, LLC, would have to either complete the rehabilitation of the Depot facility or repay the City the funds that are advanced.

ENVIRONMENTAL IMPACT: There is no environmental impact associated with the approval of a lease agreement with Daylight Limited, LLC.

OPTIONS: The following options are presented for City Council consideration:

1. Approve the following actions:
 - a. Approve the Agreement between the City and Daylight Limited, LLC, in a form acceptable to the City Manager and the City Attorney, and authorize the City Manager to execute the agreement.
 - b. Authorize the City Manager to disburse improvement funds in an amount not to exceed \$1.5 million for the rehabilitation of the Depot as stipulated in the Agreement solely for the purpose of repairs and upgrades to the Depot.
 - c. Direct the City Manager to apply to Gold Line Construction Authority for reimbursement upon disbursement of the improvement funds for the Depot.
 - d. Find that the disbursement deadline timeframes, the need to protect and start repairs on the Depot before the expected rainy season, and the difficulty of finding firms qualified to work on a historic structure within our current time constraints, constitutes an emergency that justifies dispensing with formal bidding for the repair and rehabilitation work under the Public Contracts Code.
 - e. Authorize the City Manager to execute all documents and take all steps necessary to implement these actions in a timely manner.
2. Do not approve the proposed Agreement between the City and Daylight Limited, LLC, and provide staff with additional direction.

RECOMMENDATION: Staff recommends that the City Council select Option 1.

COUNCIL ACTION REQUIRED: If the City Council concurs, the appropriate action would be a motion to approve the following actions:

- a. Approve the Agreement between the City and Daylight Limited, LLC, in a form acceptable to the City Manager and the City Attorney, and authorize the City Manager to execute the agreement.
- b. Authorize the City Manager to disburse improvement funds in an amount not to exceed \$1.5 million for the rehabilitation of the Depot as stipulated in the Agreement solely for the purpose of repairs and upgrades to the Depot.
- c. Direct the City Manager to apply to Gold Line Construction Authority for reimbursement upon disbursement of the improvement funds for the Depot.
- d. Find that the disbursement deadline timeframes, the need to protect and start repairs on the Depot before the expected rainy season, and the difficulty of finding firms qualified to work on a historic structure within our current time constraints, constitutes an emergency that justifies dispensing with formal bidding for the repair and rehabilitation work under the Public Contracts Code.
- e. Authorize the City Manager to execute all documents and take all steps necessary to implement these actions in a timely manner.

The Lease and Improvement Agreement with Daylight Limited, LLC for the Rehabilitation and Adaptive Reuse of the Historic Santa Fe Depot was not available at the time the Agenda was posted; it will be distributed and posted online on Monday, November 30, 2015.



Monrovia Historic Santa Fe Depot Rehabilitation & Adaptive Reuse Project

CITY COUNCIL STUDY SESSION

NOVEMBER 17, 2015

Historic Santa Fe Depot Background

Historic Santa Fe Depot was constructed in 1926

- Exhibits Spanish Colonial Revival features throughout its design
- The building was constructed to serve as the sister building to the station in Claremont

The Historic Santa Fe Depot was finally acquired by the City in 2013

- Prior to the City acquiring the building, it was owned by LA County Metro
- The facility was acquired as part of the City's agreements with the Gold Line Construction Authority

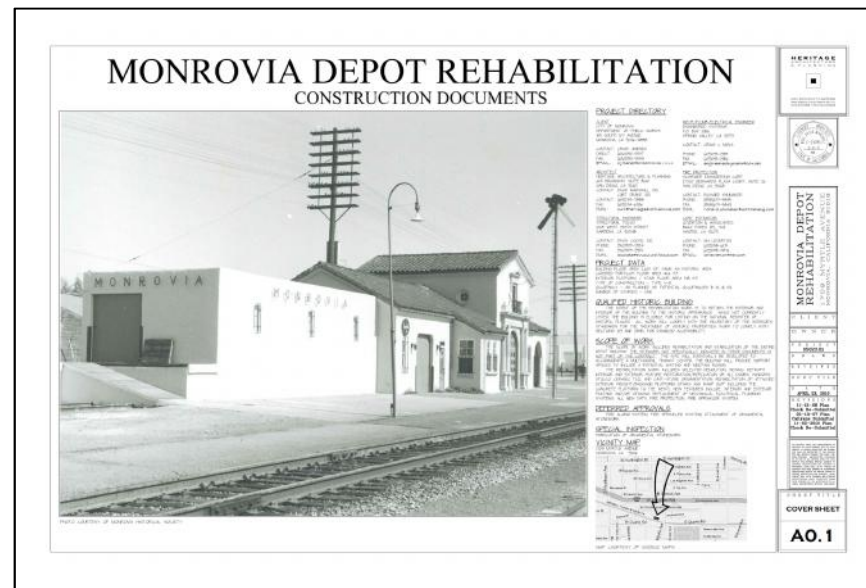


Monrovia Historic Santa Fe Depot,
circa 1961 (left) and Present Day (right)

City Has Made Efforts To Restore The Depot

Over the years, the City has engaged in multiple efforts to restore the Historic Santa Fe Depot

- 2003 – City obtained a “Right of Entry” agreement with Metro to allow for the rehabilitation work
- 2003 – City hired *Stone Roofing* to perform roof repairs on the Depot facility
- 2005 – City contracted with Heritage Architecture & Planning for the development of rehabilitative building plans, which were completed in 2010



Funding For Rehabilitation Secured

The City obtained ownership of the Depot facility in 2013 from LA Metro as part of our Gold Line negotiations

- Since that time, staff has had numerous discussions with a number of developers and potential users
- Those discussions have identified a restaurant / café as the most feasible adaptive reuse of the Depot facility

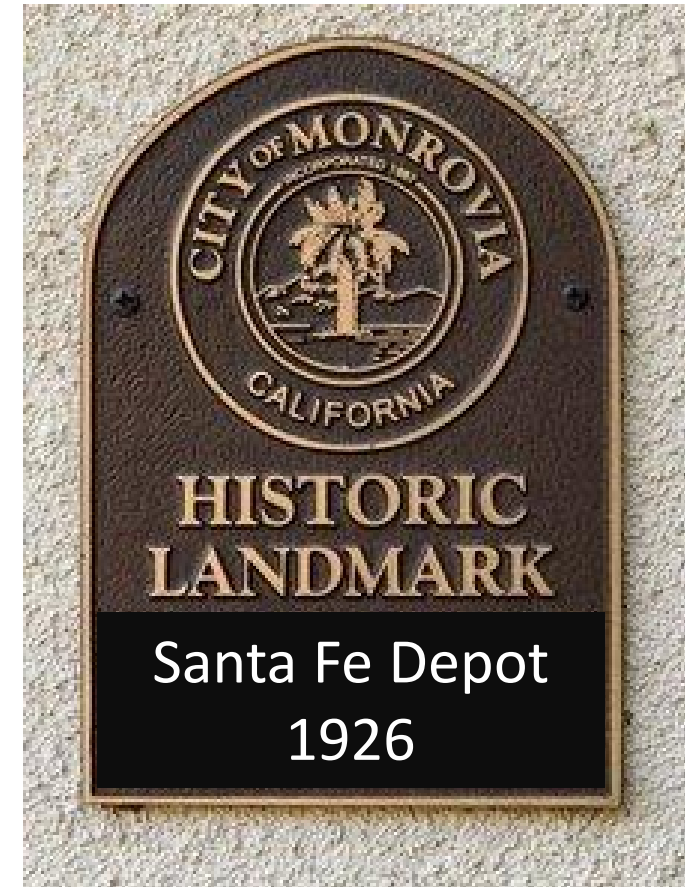
Earlier this calendar year, the City was able to negotiate an updated agreement with Gold Line

- Pursuant to that updated agreement, the City secured the authority to spend \$1.5 million in Gold Line Construction Authority funds on the rehabilitation of the Depot facility
- The allocated Gold Line Construction Authority funds must be expended in the very near future
 - Based on discussions with Gold Line staff, they would prefer to have the funds expended by the end of calendar year 2015

In Addition To Restoring... Landmarking!

City has also initiated efforts to landmark the Historic Depot

- In August 2015, the City Council authorized staff to prepare an application to landmark the Depot facility
- The process to establish the Depot as a Historic Landmark will be coordinated in concert with the Historic Preservation Commission



RFP Issued

With the funding secured and conceptual renderings developed, the City issued a Request for Proposals (RFP) for qualified developers to submit proposals to the City for the rehabilitation and adaptive reuse of the Depot

- RFP responses were due by September 28, 2015

In total, the City received three responses from qualified bidders, including:

- Samuelson / Fetter, doing business as Daylight Limited, LLC
- Meridian Group, Ltd.
- Wine of the Month Club, doing business as Station Depot, LLC

Assessment of Respondents Conducted

Staff conducted a thorough evaluation of each of the proposals submitted, including interviews with each of the project teams

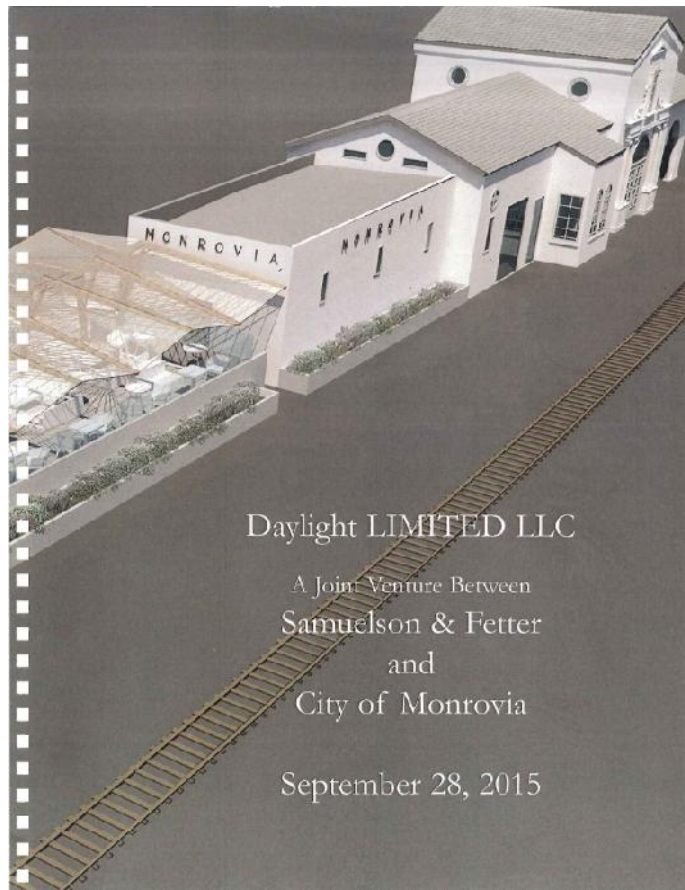
Each respondent was assessed based on the following five criteria:

1. Quality of rehabilitation and adaptive reuse concept design
2. Firm's ability to attract / locate a quality tenant in the historic Santa Fe Depot
3. Firm reputation, financial capacity, and quality of past professional experiences
4. Demonstrated professional skills and credentials of staff to be assigned to the project
5. Responsiveness to the RFP

An overview of each proposal received is outlined in the following slides

Daylight Limited, LLC

Daylight Limited, LLC



Spent the most time and resources of all respondents, including engagement of an architect to develop concept designs for the RFP

- Most realistic and executable financial plan of all respondents

Proposed and reached out to a number of potential restaurant / café users at the Historic Depot

- Urth Café
- Union (Pasadena) owner Bruce Kalman
- Operations director for Wolfgang Puck

Strong financial capacity and reputation

Quality project team assembled to execute the project

Very detailed and complete response to the RFP

Daylight Limited, LLC

Proposed partnership with the City would only require the City's contribution of \$1.5 million towards the project

- The development team would fund any additional costs above and beyond the initial projected \$1.5 million contribution
- Based on the project budget developed by the development team, total project costs are estimated at \$1.77 million

Engaged an architect to prepare additional site plans and renderings for the proposed restaurant / café concept at the Historic Depot

Recent / relevant projects executed by the development team include:

- Entitlement of The Parks at Station Square residential project
- Built the Monrovia Technology Center
- Developed and operated Pina Restaurant (200 seat restaurant in a historic office building) in Utah

Daylight Limited, LLC

In addition to other interests, the development team currently owns over \$200 million of real estate projects in the City of Monrovia

Quality project team assembled, including:

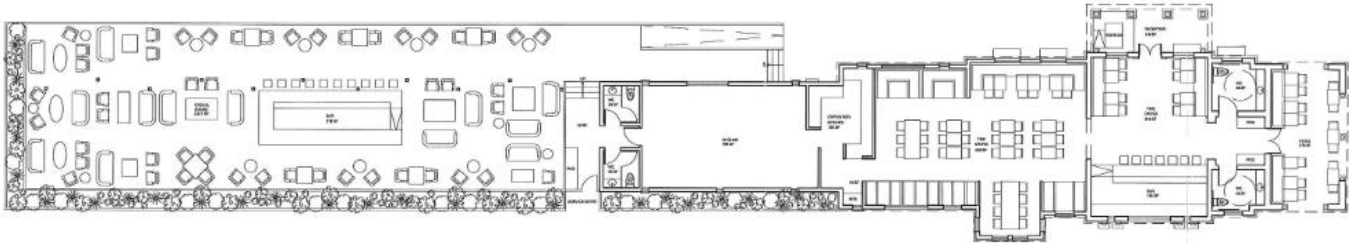
- Architects: Undisclosable, Inc.
 - Redesigned the Beacon Laundry building in Culver City's historic Helms Bakery site to establish *Bucato*, a 115 seat Italian restaurant and pasta laboratorio
 - *Bucato* is located one block from the Metro Expo Line, and the design of the restaurant was recognized as a finalist for the 10th Annual Hospitality Design Awards
- General Contractor: Jorgensen Reeve Builders
 - Owners of the firm were previously principals with Heil Construction before forming their own construction firm
 - Extensive experience with rehabilitating historic structures, from buildings in Downtown LA to 1920s style craftsman / bungalow homes
- Engineering Team: JKL Associates
 - Structural engineer who has significant experience working with historic buildings

Daylight Limited, LLC

CONSTRUCTION PROFORMA				MONROVIA HISTORIC DEPOT			
Space #	Description	SF	Shell Cost (PSF)	Total	TI Cost	Total	Total Cost
1	Depot	4000	\$295	\$1,180,000	\$0	\$0	\$1,180,000
Total		4000		\$1,180,000			\$1,180,000
Direct Cost							
	Offsite						\$0
	Demo Costs						\$0
	Grading/ Flatwork/ Paving						\$0
	Site Utilities/ Electrical						\$0
	Site Amenities (Signage, Etc.)						\$6,800
	Landscaping						\$0
	Construction Contingency Bond						\$59,340
Total Direct Costs							\$1,246,140
Indirect Cost							
	Architectural/ Structural						\$101,330
	Engineering - Soils, Geological & Civil						\$26,110
	City Agency Fees & Permits						\$63,826
	Inspection Fees						\$11,800
	Traffic Study						\$0
	Development Period Taxes						\$0
	Development Period Insurance						\$1,652
	Legal and Accounting						\$0
	Promotion & Grand Opening						\$0
	Soft Cost Contingency						\$62,307
	Development Fee						\$74,768
	Leasing Commissions						\$39,015
	Subtotal						\$380,808
	Construction Loan Costs						\$30,352
	Interest Costs						\$2,419
	Equity						\$75,579
	Permanent Loan Costs						\$13,200
	Fill-Up Income						\$18,274
	Subtotal						\$139,824
Total Indirect Costs							\$520,632
Building Costs							\$1,766,772
Land costs							\$0
Total Project Costs							\$1,766,772

This is a preliminary cost proforma and does not include prevailing wage

Daylight Limited, LLC



SEAT COUNT	
FINE DINING	
FRONT PORCH	20
INTERIOR	95
CASUAL DINING	
EXTERIOR	85
TOTAL	200
SQUARE FOOTAGE	
INTERIOR	2,430 SF
EXTERIOR	2,788 sf
TOTAL OCCUPANCY LOAD	236

1 FLOOR PLAN SCALE 1/8"=1'-0"



undisclosable

T 434 288 4368
F 213 402 2666

CONCEPT DESIGN
NOT FOR CONSTRUCTION

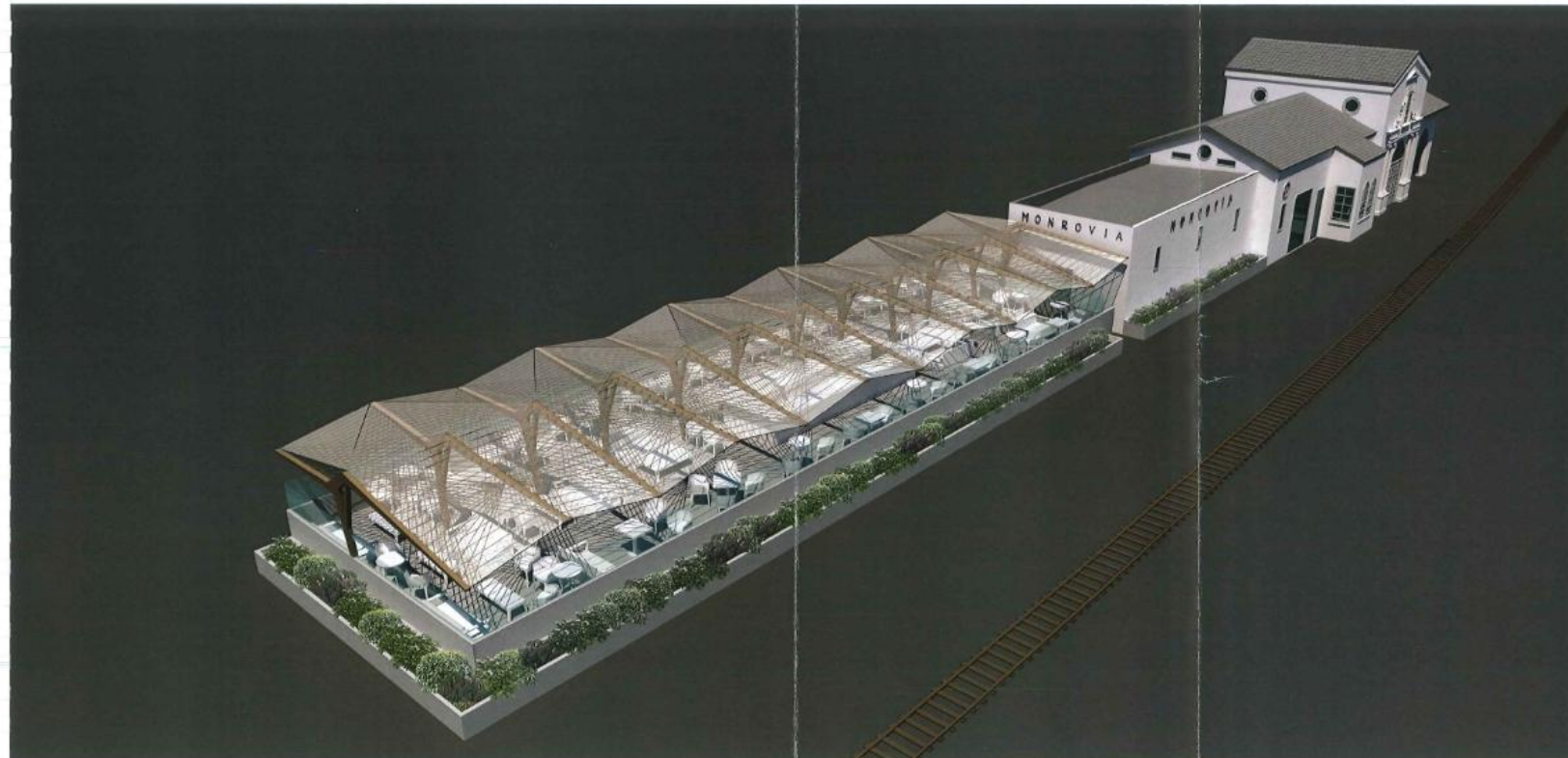
PROJECT
MONROVIA TRAIN DEPOT

PROJECT #
UT1606A

Daylight Limited, LLC



Daylight Limited, LLC



Daylight Limited, LLC



Daylight Limited, LLC



Meridian Group, LTD

Meridian Group, LTD



Proposal for the Rehabilitation
and Adaptive Reuse of the
Monrovia Historic Santa Fe Depot
Monrovia, CA

Project Contact: Nadir Elfarra | Meridian Group, Ltd | 11400 W Olympic Blvd, Suite 860 | Los Angeles, CA 90064 | Tel: 310.478.4900 | nadir@meridianla.com

Provided a detailed preliminary assessment of feasibility of locating a restaurant / café use at the Historic Depot

- Initial financial plan requires at a minimum an additional \$470,000 investment by the City, in addition to the \$1.5 million contribution

Did not include any identification or outreach to potential users of the Historic Depot, but did confirm that a restaurant / café use would be appropriate

Strong financial capacity and reputation

Quality project team assembled to execute the project

Detailed and complete response to the RFP


Meridian Group, LTD

Proposed partnership with the City would require an additional City contribution above the \$1.5 million available for the project

- The total proposed development costs were identified at \$2.64 million
- The development team anticipated an additional \$671,000 in funding from historical tax credits (\$421,000) and an equity contribution (\$250,000)
- This leaves a funding gap of \$470,000 that the City would have to cover to realize the proposed project

Did not perform an extensive review of the current Historic Depot

Recent / relevant projects executed by the development team include:

- Renovation of the 1939 Hotel Shangrila in Santa Monica
 - Herman Miller Adaptive Reuse project in Culver City
 - Arcadia County Park Pool and Bath House Replacement Project
- 

Meridian Group, LTD

Quality project team assembled, including:

- **Developer: Meridian Group, LTD and Urban Offerings, Inc.**
 - Urban Offerings, Inc was founded in 2005 and currently has over \$80 million in projects under development
 - Meridian Group, LTD, was founded in 2005 and currently has secured over \$200 million in financing for projects
- **Architects: Kelly Architects and Applied Earth Works, Inc.**
 - *Kelly Architects* is an interior architecture design studio specializing in hospitality projects, and has received numerous accolades from the American Institute of Architecture over the years
 - *Applied Earth Works, Inc.*, is a cultural resources management company that assists the developer with historic preservation expertise
- **General Contractor: Spectra Company**
 - Founded in 1985, Spectra Company has a focused construction team geared towards historic restoration projects
- **Engineering Team: Structural Focus**
 - Structural Focus focuses on the design of complex building and designing to preserve historic structures

Meridian Group, LTD

E. FINANCIAL ANALYSIS

The rehabilitation of the historic Monrovia Depot will have a gap in financing in order to successfully complete the project. The development team is proposing that the Gap in financing is achieved from another pool of funds such as HOME/CDBG/City Loan/Section 108 funds. The team proposes that the city have a participation of 10% of the annual net revenue from the project.

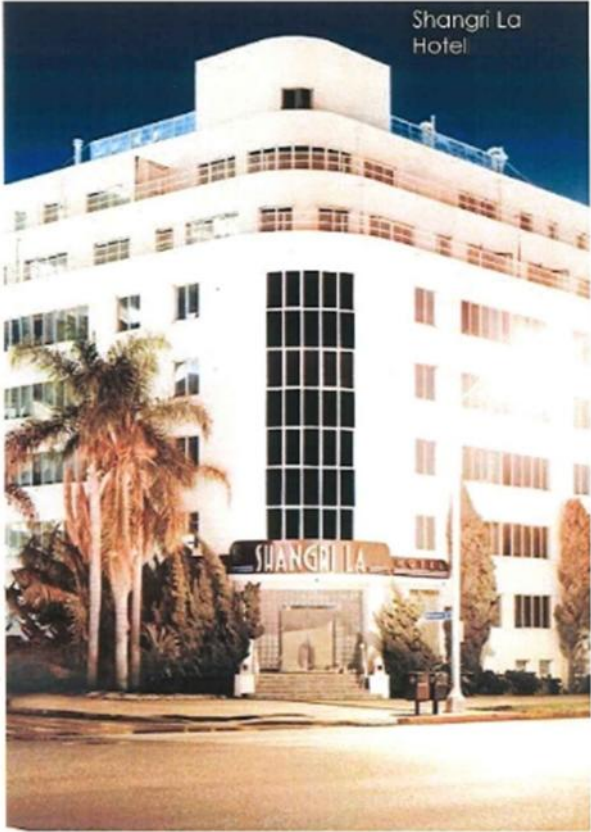
Soft Costs:	\$ 535,500
Hard Costs:	<u>\$ 2,105,500</u>
TOTAL	\$ 2,641,000
Metro Funding	\$ 1,500,000
Historical Tax Credits	\$ 421,000
Developer Equity	<u>\$ 250,000</u>
TOTAL	\$ 2,171,000
GAP	\$ 470,000

A potential second option to cover the gap in financing could be a structured acquisition of the redevelopment lots on Myrtle where the land basis is reduced by the amount of the gap shortfall to rehabilitate the Depot. Urban Offerings and Meridian Group Ltd. have successfully completed over 1,000 multi-family units to date and would be interested in combining the two projects together.

Meridian Group, LTD

D. COMPLETED PROJECTS

The Hotel Shangri-la was built in 1939 and is considered the finest example of Streamline Moderne architecture in the city. Meridian Group served as the project manager during its \$40 million renovation. The hotel was originally built as a 54-unit apartment-style hotel - every room had a kitchen and there were no on-site restaurants, bars, or similar hotel amenities. The renovation was a top-to-bottom effort that completely replaced all of the plumbing, mechanical, and electrical systems. It also reconfigured the interior into a more conventional hotel including 71 guest rooms, a new restaurant, rooftop bar, and pool with poolside bar. This project required obtaining numerous entitlements from the City of Santa Monica, the Department of Alcoholic Beverage Control, the Los Angeles County Department of Public Health, and the California Coastal Commission. The project received an award from the Santa Monica Conservancy for succeeding in retaining the building's important historic character throughout the redesign.



Meridian Group, LTD

A. SUMMARY OF APPROACH

Urban Offerings and Meridian Group Ltd. will work in conjunction with one another to successfully implement the rehabilitation of the Depot. Urban Offerings will take the lead on finalizing the Development Agreement with the City of Monrovia, work with the City on the various options to fund the economic gap to make the project a reality, handle the processing of the historic tax credit application, oversee any and all funding requests and applications. Meridian Group will lead the day to day project management, consultant coordination and construction management of the project through completion.

B. DESCRIPTION OF ORGANIZATION

Urban Offerings and Meridian Group will both use company resources to insure the successful implementation of the project. Please see individual biographies for Dean Nucich, Joe Lutz, and Nadir El-Farra for the lead project individuals that will be running the implementation of the project.

C. FINANCIAL ABILITY

Meridian Group, Ltd.

Product types developed and/or under management include Commercial, Industrial, Hospitality, and Multi-Family with an estimated value in excess of \$500,000,000 totaling over four (4) million square feet. Meridian Group has secured over \$200,000,000 in financing for its various clients and their projects.

Urban Offerings, Inc.

The company currently has over \$80 million in projects under development.

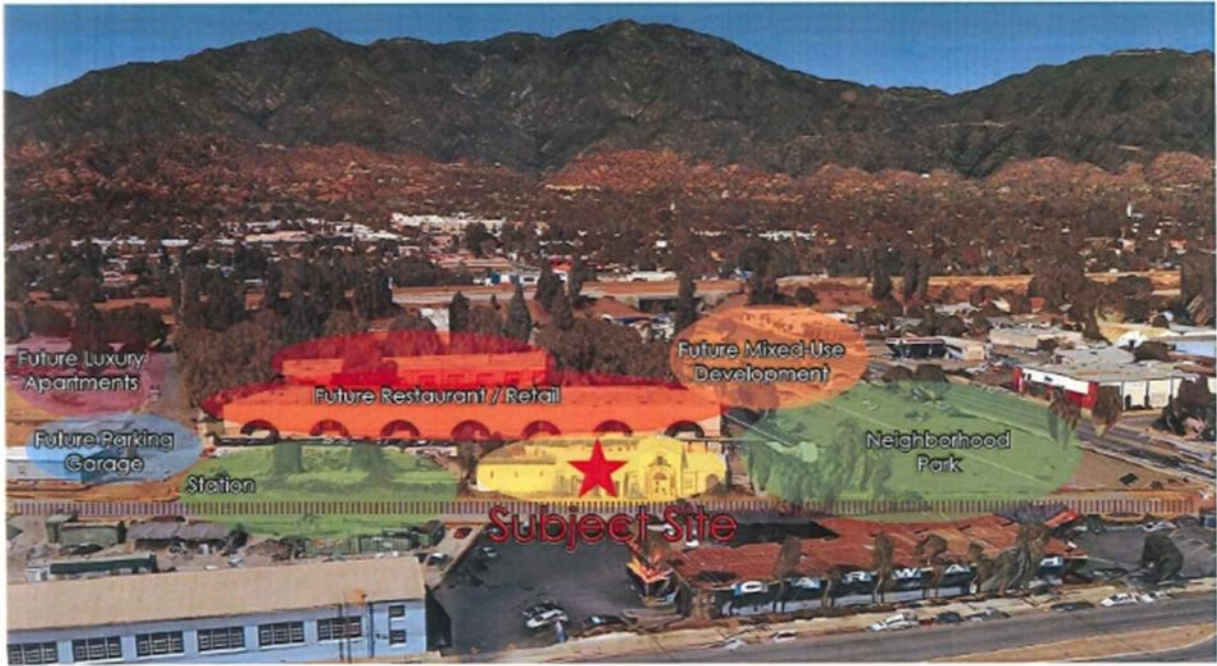
D. PRELIMINARY CONCEPT

The development team envisions the restoration of the building into a vibrant new use for the community. The building is ideally positioned to be converted into a restaurant or a food concept incubator to compliment the foot traffic from the Metro Line. The development team feels that the adjacent and planned surrounding uses lend themselves to the potential success of a restaurant, gastro-pub, or wine-bar in this location. The current dock use could be transformed into a glass structure that would house a kitchen. The interior of the kitchen would be visible to the train passengers and the passersby in the plaza, generating a true culinary experience for the community.



Meridian Group, LTD

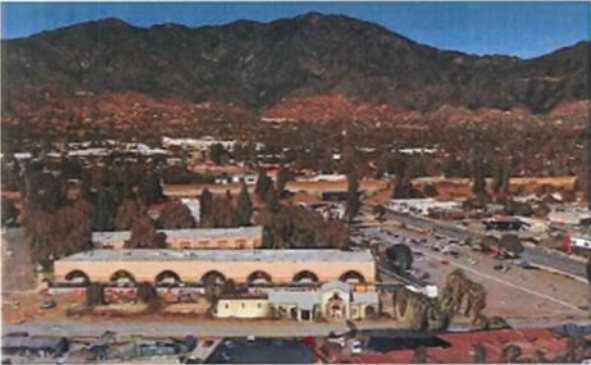
SUBJECT SITE



Meridian Group, LTD

THE OPPORTUNITY

The historic Santa Fe Depot located in Station Square is one of the premier transit-oriented development sites in Southern California located at the Monrovia station for the foothill Gold Line Extension Light Rail. Focusing on the historic rehabilitation of the building and adaptive reuse into a premier restaurant concept.



Station Depot, LLC

Station Depot, LLC



RFP RESPONSE

MONROVIA DEPOT REHABILITATION

PASSION:

It is our intention to create an iconic destination in not only the Station Depot, but Station Square. Monrovia did not build a Metro Stop, they build a Transit Center. Here is our proposal.

Paul Kalemkarian

Provided a very preliminary assessment in response to the RFP

Did not include any identification or outreach to potential users of the Historic Depot

Limited information on financial capacity and firm reputation

Had not yet assembled a project, provided only a proposed architect

Incomplete response to the RFP

Station Depot, LLC

Indicated in the response that “despite the city’s \$1.5M that there could easily be another \$1M to bring it [the Historic Depot] to tenancy.”

Did not perform an extensive review of the current Historic Depot

Did not provide any detailed financial information

Recent / relevant projects executed by the development team include:

- Acquired the former Calvary Chapel site for conversion into an Artisan Village food hall concept
- Repurposed the 116 West Lime building into an office use
- Refaced the 907 South Magnolia building into a French Quarter motif
- Converted the I. Magnin Store in Pasadena to Borders Books
- Restored the Nash Building on Hollywood Boulevard

Station Depot, LLC

Project team not yet assembled, with RFP response including the following partners

- Developer: Wine of the Month Club, doing business as Station Depot, LLC
- Architects: McKently Malak Architects
 - The principal of *McKently Malak* architects has managed the Panera / Smashburger / Chipotle project in the Huntington Oaks Shopping Center
- General Contractor: n/a
- Engineering Team: n/a

Station Depot, LLC



THE STATION DEPOT BY STATION DEPOT LLC

Development is about passion. One who puts up 2x4's and covers them with dry wall for profit could technically be deemed a developer. Under that definition, there are many developers not only in the San Gabriel Valley, but in Monrovia.

Passion: a strong or extravagant fondness, enthusiasm, or desire for anything...is the difference. Passion for quality, passion for uniqueness, passion to achieve the desired outcome. It is easy to achieve passion in development if the desired outcome is money...build a project and make money. In that definition of development, you were successful when you make money. This is not what WE call success.

Our development standards are to create: Create an environment, create a feeling, create an image, create a place; and in this case, preserve a feeling, an image, a place.

I have long had ideas on how this depot should look, how it should feel. Even down to the interior woodwork and imagery.

Imagine sitting in a restaurant booth looking south, enjoying your favorite cocktail or wine...interesting conversation ensues. At that moment, the windows turn into virtual movie screens and famous train platform scenes are played seemingly through the windows...the image of Humphrey Bogart standing on the platform leaving Paris as the Germans were coming and we catch him reading the rain dripped letter from Ingrid Bergman ripping his heart out. The infamous scene of Groucho, Chico and Harpo boarding the train in *At the Circus* as they try and push a live seal onto the steps...and Buster Keaton from *The General* seemingly is about to ride the cow scoop right into your booth...or maybe a train robbery from a classic spaghetti western that plays out right in front of you. And then nothing...the windows are just windows again and you are back to your conversation having left

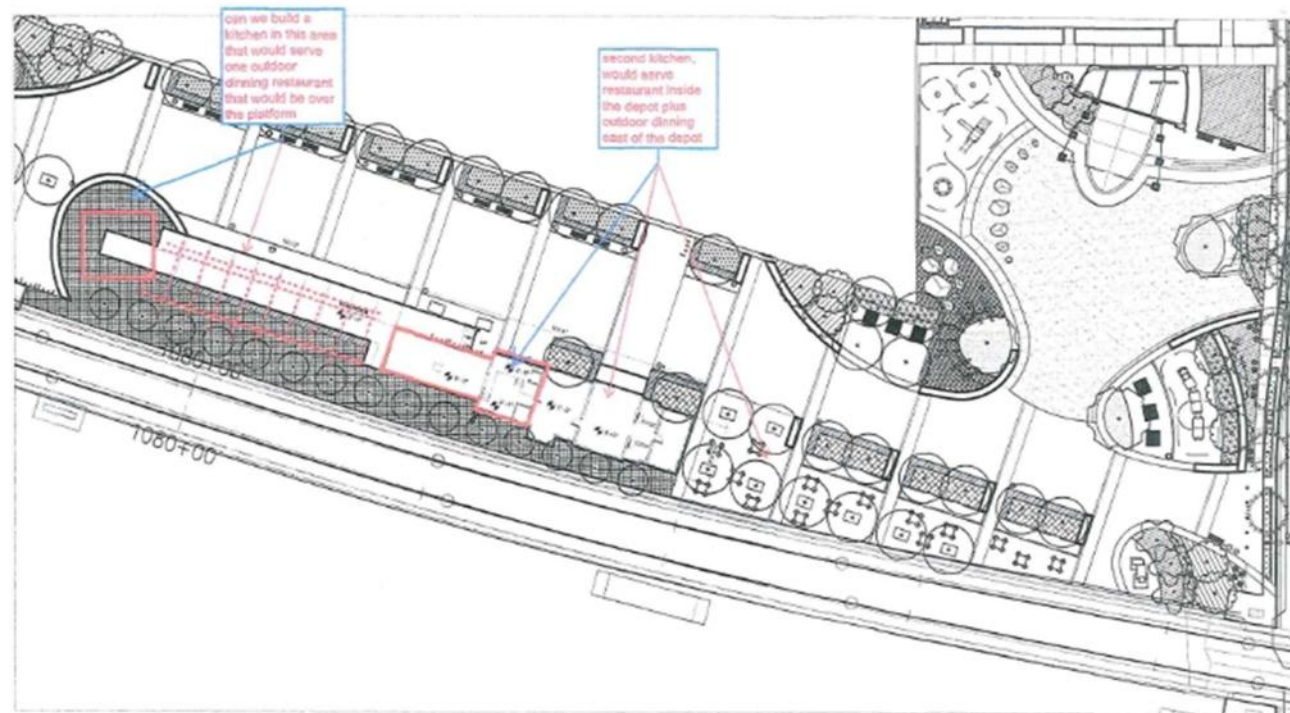
Station Depot, LLC



The Secretary of the Interior's Standards for Rehabilitation

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.
6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.
10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

Station Depot, LLC



SITE PLAN
MONROVIA DEPOT RESTORATION - POTENTIAL USES

SCALE: 1/8" = 1'-0"

G-1.0

34322
03/05/14

Staff Recommendation

Staff conducted a thorough review of the proposals received and conducted interviews with each of the responding firms

Based on this assessment, the recommended project partner for the rehabilitation of the Historic Depot is Daylight Limited, LLC (Samuelson Fetter)

Moving forward, staff recommends that the City Council provide direction for staff to complete negotiations with Daylight Limited, LLC, on the development of a lease agreement to begin the rehabilitation and adaptive reuse of the Historic Depot Project

Questions?
