

# CITY OF MONROVIA GENERAL PLAN AMENDMENT LAND USE ELEMENT



Adopted 01/15/2008  
Updated 03/2021

GPA Number	Element	Map/Text	Address or Location	Project Description	City Council Report	Adoption Date
2008-01	LUE	Adopted	City Wide	Land Use Element (adoption)	Reso2008-03	01/15/2008
2009-01	LUE	Text	1402 S. California Ave	Amend PD-9a	Reso2010-26	06/21/2009
2010-01	LUE	Text	M & O Yard (Metro)	Station Square	Reso2010-04	02/10/2010
2010-02	LUE	Map	Magnolia/Cypress	Amend LU destination (RCC to RM)	Reso2010-18	05/12/2010
2010-03	LUE	Map	Hidden Valley/March Property	Amend LU destination (RF to HWP)	Reso2010-19	05/12/2010
2010-04	LUE	Map	Leonard Property	Amend LU destination (Residential to HWP)	Reso2011-02	05/12/2010
2011-01	LUE	Map	Royal Oaks/Sierra Terrace	Amend LU destination (PQP to RGST Specific Plan)	Reso2011-14	06/21/2010
2012-01	LUE	Text	138 E. Olive	Amend text for Old Town Extension	Reso2012-40	10/02/12
2013-01	LUE	Map	1323 S. Magnolia	Map Amendment PQP to RH	Reso2013-11	06/04/2013
2013-03	LUE	Text	1110/1212 S. Fifth Ave	Amend text for West Huntington Dr Corridor	Reso2013-20	04/10/2013
2014-02	LUE	Text	Station Square Village	Amend text and map for PD-12 Guidelines	Reso2014-52	09/02/2014
2014-03	LUE	Map/Text	311 W. Foothill Blvd	Amend text and map for PD-26 (Aztec Hotel)	Reso2014-64	12/02/2014
2015-01	LUE	Text	Transit Village	Amend text for PD-12 and Statin Square Transit	Reso 2015-10	04/07/2015
2018-02	LUE	Map/Text	Townplace Hotel	Amend text and map for development stands for South Myrtle/Crossroads	Reso2018-46	09/04/2018
2019-01	LUE	Map/Text	115-127 E. Lime Ave	Create new PD Area; Overton Moore; PD-5b	Reso2019-59	11/19/2019
2019-02	LUE	Map/Text	525/721 S. Shamrock Ave	Create new PD Area; PD-66	Reso2019-47	01/01/2019
2019-03	LUE	Map/Text	1607 S. Magnolia Ave	Create new PD Area; Alexan; PD-27	Reso2020-09	02/04/2020
2020-001	LUE	MAP		Amend LU destination RL to HWP		
2020-002	LUE	Map	West Duarte Rd/1435 – 1729 Pilgrim Way	Amend LU destination PQP to RL	Reso2020-77	12/15/2020

# **City of Monrovia Land Use Element**

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Monrovia General Plan

# Contents

<b>INTRODUCTION TO THE LAND USE ELEMENT</b>	<b>1</b>
PURPOSE OF THE LAND USE ELEMENT	1
RELATED PLANS, PROGRAMS, AND OTHER PUBLIC POLICIES	2
SCOPE AND CONTENT OF THE ELEMENT	4
<b>LAND USE ELEMENT ISSUES, GOALS AND POLICIES</b>	<b>4</b>
COORDINATED DEVELOPMENT STANDARDS	4
LAND USE COMPATIBILITY	6
REVITALIZATION AND RECYCLING OF EXISTING COMMERCIAL/INDUSTRIAL AREAS	7
ECONOMIC EXPANSION	8
PRESERVATION OF CHARACTER OF RESIDENTIAL NEIGHBORHOODS AND HISTORIC AREAS	9
ENVIRONMENTAL SENSITIVITY	10
COMMERCIAL/INDUSTRIAL DESIGN QUALITY	12
PUBLIC PARTICIPATION	12
CONSISTENCY WITH OTHER ELEMENTS	13
<b>THE LAND USE PLAN</b>	<b>14</b>
LAND USE DESIGNATIONS	14
LAND USE INTENSITY/DENSITY	14
RESIDENTIAL DESIGNATIONS	15
COMMERCIAL/INDUSTRIAL DESIGNATIONS	16
OPEN SPACE DESIGNATIONS	17
SPECIFIC PLAN OVERLAY/PLANNED DEVELOPMENT DESIGNATION	18
COMMUNITY FACILITY DESIGNATIONS	19
LAND USE POLICY CONSIDERATIONS	22
<b>SOUTH MYRTLE AVENUE CORRIDOR</b>	<b>23</b>
OLD TOWN EXTENSION DISTRICT	24
CROSSROADS DISTRICT	26
SOUTH MYRTLE CORRIDOR	26
LAND USE	27
<b>WEST HUNTINGTON DRIVE CORRIDOR</b>	<b>33</b>
LAND USE	33
URBAN DESIGN	36
PUBLIC REALM	36
PRIVATE REALM	38
PLANNING OBJECTIVES	39
<b>STATION SQUARE TRANSIT VILLAGE: VISION STATEMENT AND OBJECTIVES</b>	<b>43</b>
PLANNING OBJECTIVES	44
LAND USE OBJECTIVES	45
URBAN DESIGN OBJECTIVES	47
<b>PLANNED DEVELOPMENT AREAS</b>	<b>50</b>



## **Introduction to the Land Use Element**

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Nestled against the foothills of the San Gabriel Mountains, Monrovia is a charming, progressive city with the amenities and characteristics of a small town. It has a strong sense of neighborhood and a desire to preserve its small-town character, enhanced by its concentration of Craftsman, Victorian, and Spanish-style homes constructed in the first quarter of the 20th century.

Today, Monrovia is an ethnically and socio-economically diverse city. It has 13,750 households and an average household income of \$45,000 dollars. Its population is growing about 1 percent per year, and the current estimated 2007 population is 39,309. The local economy remains prosperous, providing the city with moderate revenue growth. Annual sales tax growth is a respectable 2 to 3 percent, while the property tax is rising 3 to 5 percent. Revenue growth is bolstered by new retail businesses and by the creation of new office space on the city's high-tech corridor along Huntington Drive. Monrovia is largely built out so residential construction consists mainly of the conversion of one or two-lot home sites into planned unit developments of four to 12 detached units.

Monrovia is passionate about preserving the hillsides and historic neighborhoods. In 2000, an overwhelming 77 percent of Monrovia citizens voted to impose a tax generating \$10 million to purchase the hillsides to create the Hillside Wilderness Preserve. Monrovia has used those revenues as matching funds to obtain state money, and the preserve is to be completed in the next few years. With regards to historic preservation, in 2005, the Monrovia City Council passed an ordinance requiring the review of pre-1940 homes prior to the demolition of the unit. The purpose of the ordinance was to protect the City's historic homes which many feel define Monrovia.

This Land Use Element has been developed to build upon the success of the past 30 years. It will establish land use policy and land use patterns that will govern growth in the City until 2030. This Element designates future land use patterns and specifies the appropriate density and intensity of development. The Land Use Element is the central element of the General Plan, and the goals and policies it contains have a common link to the other elements. The Land Use Policy Map provides a graphic depiction of the General Plan's development policies and indicates the land use designations for which relevant goals and policies have been developed.

### **Purpose of the Land Use Element**

The Land Use Element and the Land Use Policy Map represent the two most important components of the General Plan. Together these two parts of the General Plan establish the overall policy direction for land use planning decisions in the City. The Land Use Policy Map displays graphically the location and distribution of various types of planned land use in Monrovia, whereas the element text describes the form these uses will take, as well as the programs the City will pursue to implement the land use goals.

Goals and policies set forth in the Land Use Element shape and reflect the policies and programs contained in the other General Plan elements. For example, the street system and circulation improvements described in the Circulation Element are designed to accommodate the intensity of use allowed by land use policy. In the Housing Element, the call for additional housing opportunities requires that an adequate amount of residential acreage be shown on the Land Use Policy Map. The City intends to achieve a number of objectives through implementation of the goals and policies contained in this Element. These objectives include:



- To attain a balanced mix of land use within the City, thereby providing residents with ready access to housing, employment, and commercial services;
- To work toward regional jobs/housing balance goals;
- To encourage private investment in the City;
- To ensure that residents from all income levels have access to decent, affordable housing;
- To revitalize specific areas of the City which could benefit from public and private redevelopment efforts;
- To create a City environment which makes Monrovia a pleasant place to live, work, shop, and do business;
- To ensure development in Monrovia is sensitive to the City's existing architectural and natural/open space resources.

## **Related Plans, Programs, and Other Public Policies**

The scope and content of the Land Use Element are primarily governed by the State of California *General Plan Guidelines* and the *Planning, Zoning, and Development Laws* for the state. In addition, other plans, programs, and public policies are considered in the formulation, adoption, and implementation of land use policy. Relevant plans and programs are described below.

### ***City Ordinances***

The Subdivision and Zoning Ordinances, Title 16 and 17 of the City's Municipal Code, provide additional development and performance standards for development of land uses and related activities. The City intends to adopt a revised Title 17, following adoption of this General Plan. The revised Zoning Ordinance will include the creation of additional zoning categories to correspond to the Land Use Element's land use designations. The revised Zoning Ordinance will serve as the primary implementation tool for the Land Use Element and the goals and policies it contains. A revised Zoning Map, consistent with the General Plan Land Use Policy Map, will also be adopted to identify the zoning categories applied to each parcel of land within the City. Together, the Zoning Ordinance and Map are used to identify the specific types of use, intensity, and development standards applicable to given parcels or areas of land.

### ***Southern California Association of Governments***

The Southern California Association of Governments (SCAG) assists cities, counties, and other agencies by reviewing local government plans and individual projects for consistency with the regional plans, including the Regional Comprehensive Plan and Guide (RCPG), the Regional Mobility Element/Regional Transportation Plan (RTP), the Growth Management Plan, and the federally mandated Air Quality Management Plan (AQMP).

All regional plans are interrelated and work in tandem to manage Southern California's growth and development while meeting federal and state air quality standards. To be in conformance with regional growth and air quality plans, a plan should:



- Be consistent with the sub-region's jobs/housing balance performance ratio (i.e., the ratio of employment to housing units within a sub-region, as defined by SCAG).
- Reduce vehicle trips and vehicle miles traveled to the maximum extent feasible by implementing transportation demand management strategies or other measures.
- In the environmental document, include an air quality analysis which demonstrates that the project will not have a significant negative impact on air quality in the long term.

### ***SCAG Regional Comprehensive Plan and Guide***

The Regional Comprehensive Plan and Guide (PCPG) was developed with active participation from local agencies, elected officials, the business community, community groups, private institutions, and private citizens to improve regional transportation services, minimize traffic congestion, improve air quality and quality of life, and protect environmental quality throughout the six-county SCAG region. The RCPG provides a framework for decision making by local governments, assisting them in working together through their subregional organizations to meet federal and state mandates consistent with regional goals. Monrovia is one of 30 member governments that form the San Gabriel Valley Council of Governments, a SCAG sub-region.

### ***Air Quality Management Plan***

The AQMP is prepared for any region designated as a non-attainment area. A non-attainment area is a geographic area identified by the U.S. Environmental Protection Agency (EPA) and/or California Air Resources Board (ARB) as not meeting federal or state standards for a given pollutant. The AQMP, updated on a three-year cycle, contains policies and measures designed to achieve federal and state standards in the South Coast Air Basin (Basin) and portions of the surrounding area, which is a non-attainment area for ozone ( $O_3$ ), particulate matter less than 10 microns in diameter ( $PM_{10}$ ), and particulate matter less than or equal to 2.5 microns in diameter ( $PM_{2.5}$ ). The most recent AQMP was adopted on June 1, 2007.

### ***Congestion Management Program***

The County of Los Angeles prepares a Congestion Management Program (CMP) to address the impact of local growth on the regional transportation system and the County's mobility needs. The CMP is required by statute (Section 65089 of the California Government Code) to have the following six elements: (1) a system of highways and roadways with minimum level of service performance measurements; (2) a performance element that includes performance measures to evaluate multi-modal system; (3) a travel demand element promoting alternative transportation; (4) a program to analyze the impacts of local land use decisions on the regional transportation system, including an estimate of the cost of mitigating those impacts; (5) a 7-year capital improvement program of projects that benefit the CMP system; and (6) a deficiency plan.

The CMP is incorporated into a 20-year RTP, contained in SCAG's RCPG, to establish the magnitude of congestion problems that face the entire region and the types of solutions that will be necessary to maintain mobility. The CMP relates these long-term regional mobility goals to specific actions at the County and local level, defines implementation strategies, and establishes a system to monitor the effectiveness of transportation improvements. Under the County's CMP, local jurisdictions are required to evaluate impacts of development on the CMP routes and intersections, and mitigate adverse impacts of development within their jurisdictions through other physical and non-physical improvements, including transportation demand and system management programs and measures.



### ***Los Angeles County Solid Waste Management Plan***

The County of Los Angeles prepares and administers solid waste management plans to project the capacity of the county landfills and other facilities to accommodate future demand generated by county-wide growth. Local jurisdictions, including the City of Monrovia, need to assess the effect of new development on county facilities and in response must develop and implement programs to reduce the amount of solid waste within their boundaries to be disposed of at these facilities. The Land Use Element must anticipate, and be compatible with, the above-mentioned regional plans.

### **Scope and Content of the Element**

The Land Use Element consists of both text and diagrams. The following section of this Element titled "Land Use Element Goals and Policies" presents the City's general goals and policies for the long-term growth and development of the community. These goals are defined further in the "Land Use Plan." The Land Use Plan consists of: 1) the General Plan Land Use Policy Map; 2) land use policy considerations; 3) the descriptions of land use designations indicated on the policy map; and 4) a discussion of the implications of the Land Use Plan.

## **Land Use Element Issues, Goals and Policies**

The goals and policies contained in this Element have been developed in response to issues identified as part of the extensive background research conducted for the General Plan, as well as issues identified by City staff, the Planning Commission, City Council, and City residents as reflected in community and neighborhood meetings. These goals and policies address preservation of major areas of the City, revitalization of selected areas, and guidance of new development. The Land Use Element goals and policies focus on maintaining a balance between residential, commercial, and industrial land use, promoting high-quality development, and minimizing existing and potential land use conflicts.

### **Coordinated Development Standards**

Development goals and policies should be established that create and maintain an attractive and functional environment. These goals and policies include provision for a mix of land uses; refinement of existing standards; evaluation of existing density; and assurance that adequate infrastructure is available before approving additional development.

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

**Policy 1.1:** Establish population density standards for all land use categories.

**Policy 1.2:** Refine standards for building intensity on an ongoing basis, including standards for lot coverage, setbacks, public and private open space, landscaping, maximum dwellings per acre, floor area ratios (FAR's), and height restrictions.

**Policy 1.3:** Establish maximum development intensities (i.e., dwelling unit densities for residential uses and floor area ratios for non-residential uses) for each land use category.



**Policy 1.4:** Encourage the location of new high density residential development in close proximity (i.e., within walking distance) of the downtown, other major retail commercial areas, and/or transit facilities.

**Policy 1.5:** Allow the development of mixed use projects consisting of residential, retail, and office uses along existing and future transit corridors such as Myrtle Avenue and the Station Square Planning Area.

**Policy 1.6:** Promote a variety of housing types ranging in size, density, and price.

**Policy 1.7:** Provide for location of commercial uses offering goods or services necessary to support office, industrial, and research and development uses.

**Policy 1.8:** Develop higher density residential areas in close proximity to employment centers.

**Policy 1.9:** Provide for the development of a mix and balance of housing opportunities, commercial goods and services, and employment opportunities to support the City's business community and to satisfy the demands of the City's resident population.

**Policy 1.10:** Encourage large employers, the Chamber of Commerce, and major commercial and industrial developers to inform the City of new employment opportunities in the City, so that the City can encourage housing developers to match income levels of jobs created to the types of housing available.

**Policy 1.11:** Develop residential areas with densities and housing types related to existing and proposed public facilities and services.

**Policy 1.12:** Consider the potential impact on housing opportunities when reviewing petitions to rezone properties from residential to non-residential.

## **GOAL 2:** Provide adequate infrastructure for all development.

**Policy 2.1:** Ensure that land use intensities are consistent with the capacities of existing and planned infrastructure and public services.

**Policy 2.2:** Encourage the coordination of new development with the provision of adequate schools.

**Policy 2.3:** Require that new development pay its pro rata share of the costs of services required to support that development.

**Policy 2.4:** Explore the feasibility of providing land or in lieu fees for park or recreational facilities.

**Policy 2.5:** Where appropriate, require developers to pay the cost of studies needed to determine infrastructure capacity in conjunction with a proposed project.

## **GOAL 3:** Preserve the integrity of residential neighborhoods.

**Policy 3.1:** Ensure adequate on-site parking for all residential developments.



**Policy 3.2:** Where feasible, preserve the integrity of a block frontage by providing alley access where alleys can support the traffic.

**Policy 3.3:** Blend new medium and high density development with existing neighborhoods by encouraging Planned Unit Developments (PUD).

**Policy 3.4:** Evaluate neighborhoods designated Medium Density and High Density Residential that are developed at a lower density use for the appropriateness of a change to a lower density designation.

**Policy 3.5:** Provide for landscaping on vacant undeveloped lots to preserve the quality of neighborhoods.

**GOAL 4:** Promote land use patterns and development which contribute to community and neighborhood identity.

**Policy 4.1:** Require new developments in established neighborhoods to consider the established architectural styles, development patterns, building materials, and scale of buildings within the vicinity of the proposed project.

**Policy 4.2:** Require all new development to consider existing uses in terms of neighborhood disruption, buffering, architectural styles, building materials, development patterns, and scale of buildings within the vicinity of the proposed project.

**Policy 4.3:** Analyze the feasibility of incorporating the unincorporated areas of the County south of the City limits to better provide a coordination of services.

### **Land Use Compatibility**

Land use compatibility is an issue that impacts residential, commercial, and industrial areas. The potential for incompatibility between single-family and multiple-family uses, light and heavy industrial uses, proximity of residences to freeway noise, and segregation of residential uses from non-residential uses are land use compatibility issues that can be addressed by the following goals and policies.

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

**Policy 5.1:** Consider the impacts of new development on infrastructure.

**Policy 5.2:** Include the Railroad Avenue area in a Planned Development Area in order to address the compatibility between existing residential and industrial uses and the relationship between this area and the potential future rail station.

**Policy 5.3:** Provide land use categories that distinguish adequately between commercial and industrial uses with different functions and impacts in order to provide adequate separation of these uses.



## **GOAL 6:** Reduce the impact of noise on residential uses.

**Policy 6.1:** Residences constructed near the Foothill Freeway (I-210 Freeway) or near the railroad tracks shall be designed to reduce the intrusion of sound into the dwelling.

**Policy 6.2:** Assess the impacts of freeway noise upon existing and possible future residential uses and develop a strategy for any needed noise attenuation.

**Policy 6.3:** Assess the impacts of railroad track noise upon existing and possible future residential uses and develop a strategy for any needed noise attenuation.

**Policy 6.4:** Evaluate the location of new industrial uses on residential uses. Require noise reduction strategies for industrial uses such as block walls, restricting hours of operation, and other measures as appropriate.

**Policy 6.5:** Evaluate the location of new and existing commercial uses on residential uses. Require noise reduction strategies for commercial uses such as block walls, restricted hours of operation, and other measures as appropriate.

## **Revitalization and Recycling Of Existing Commercial/Industrial Areas**

Over time, circumstances in the City change making it necessary to develop new goals and policies to take into account the changing circumstances. For example, goals and policies should address the Railroad and Pomona Avenues area to take maximum advantage of the planned extension of the Gold Line light rail system. New office, commercial residential, hospitality and mixed use uses by the 210 Freeway should be designed and oriented to take advantage of this location. The following goals and policies address changing circumstances for office, commercial and industrial uses

## **GOAL 7:** Provide for the revitalization of deteriorating land uses and properties.

**Policy 7.1:** Encourage and continue the use of redevelopment activities, including the provision of incentives for private development, joint public-private partnerships, and public improvements, in those redevelopment areas designated in Monrovia.

**Policy 7.2:** Promote vigorous enforcement of City codes, including building, zoning, and health and safety, to promote property maintenance and parking enforcement.

**Policy 7.3:** Create design guidelines for all Myrtle Avenue facing properties between Olive Avenue and the Foothill Freeway (210 Freeway).

**Policy 7.4:** Consider appropriate future uses in the vicinity of the Santa Fe Depot, including uses in the Railroad and Pomona Avenue areas that will take maximum advantage of access to light rail. Such uses may include high density residential, office, retail, commercial, and research and development uses.



**Policy 7.5:** Encourage future commercial land uses along West Huntington Drive that are compatible with the newer, sub-regional commercial uses that have been recently developed in the area.

**Policy 7.6:** Encourage the location of clean industrial uses in the City and more aesthetic design solutions to traditional industrial uses.

**Policy 7.7:** Encourage the development of light industrial, offices, and warehouses on Myrtle Avenue between Duarte Road and the southern city limits. Homes on Novice Lane should transition to Light Industrial land uses, but new development shall provide adequate landscaping, setbacks and walls to buffer negative impacts on the existing residential uses.

**Policy 7.8:** Review and update as needed development guidelines for all the Planned Development areas to guide their future growth.

## **Economic Expansion**

The following goal and policies are intended to encourage economic expansion in Monrovia.

### **GOAL 8:** Promote expansion of the City's economic base.

**Policy 8.1:** Capture an appropriate share of the region's demand for service industries, research and development type businesses, office space, and regional retailers through redevelopment incentives and land use regulatory incentives.

**Policy 8.2:** Use access to rail transit to promote new office, retail, hospitality, and service-type uses in the City.

**Policy 8.3:** Encourage regional uses such as large retailers, hotels and restaurants on West Huntington Drive.

**Policy 8.4:** Support and strengthen the economic vitality of the auto mall.

**Policy 8.5:** Provide a mix of housing, commercial, and industrial uses to encourage jobs/housing balance.

**Policy 8.6:** Implement the redevelopment plans for adopted project areas.

**Policy 8.7:** Work closely with the San Gabriel Valley Economic Partnership to attract new businesses to the City.

**Policy 8.8:** Develop an economic strategy to attract new businesses to the City.

**Policy 8.9:** Continue to implement the Development Review Committee's fast track review and process for new businesses or expansion of existing businesses.

**Policy 8.10:** Develop appropriate public relations information that highlight the city's positive aspects. This information will be made available to potential new businesses.



## **Preservation of Character of Residential Neighborhoods and Historic Areas**

Monrovia's incorporation was the product of the real estate boom of the 1880s that set the stage for the enormous growth patterns for the Los Angeles area. Incorporated in 1887 by a group of investors led by William Newton Monroe, Monrovia is the fourth oldest city in the county. The City's built environment today is the product of Monrovia's early days. Historic preservation is desired in Monrovia to ensure the maintenance and continuation of the many important and notable structures that create the unique sense of place that defines Monrovia. Historic preservation is an integral part of land use planning that can have other benefits as well, such as: affordable housing; revitalization of neighborhoods; diversification of housing opportunities; increase in economic incentives to rehabilitate housing; and conservation of resources. Numerous historic residences from the turn of the century lend charm and character to Monrovia. The community values the small-town historic atmosphere of Myrtle Avenue and feels that it should be maintained. The City adopted a Neighborhood Compatibility Ordinance that seeks to preserve homes built before 1940 if they have historic value and contribute to the historic nature of a particular neighborhood. The following goals and policies address historic resources in Monrovia.

**GOAL 9:** Preserve the character of existing neighborhoods and historic residences.

**Policy 9.1:** Continue to implement the historic preservation ordinance for designating, preserving, safeguarding historic structures, and creating historic districts in the City.

**Policy 9.2:** Facilitate the use of state and federal funds for the preservation of historic buildings by seeking to qualify as a Certified Local Government (CLG).

**Policy 9.3:** Continue to monitor development standards in single family and multi-family residential districts, including setbacks, height, density, and required open space, in order to ensure that new development is compatible with the scale and character of existing development.

**Policy 9.4:** Continue to refine as needed, design guidelines for new multiple-family residential development in order to promote consistency and compatibility with the City's older development.

**Policy 9.5:** Restore the Santa Fe Depot, preferably as a facility open to the public. (e.g., rail station, restaurant, shopping facility).

**Policy 9.6:** Encourage the continued effort in the downtown to preserve its historic quality. New development shall be designed in harmony with existing buildings.

**Policy 9.7:** Through the existing Planned Development (PD) designations control the architecture and site design of residential developments for compatibility with the existing neighborhood.

**Policy 9.8:** Continue the street tree and sidewalk pattern in new development where Medium Density and PD neighborhoods have an established street tree and sidewalk pattern.

**Policy 9.9:** Complete the City-wide survey and prepare a City-wide inventory of potentially historic structures.



**Policy 9.10:** Assist and encourage other public agencies or private organizations in the purchase and/or relocation of sites, buildings, and structures that have been identified as historically significant that are in danger of demolition or alterations which could jeopardize their status as historic resources.

**Policy 9.11:** Consider the adoption of special development standards for properties surrounding identified historic sites and structures to ensure compatibility of new development with the old. Such development standards could include requirement of a Conditional Use Permit (CUP) for development of properties surrounding identified historic sites and structures.

**Policy 9.12:** Consider providing restoration assistance to owners of historic sites and/or structures in return for agreements or deed restrictions prohibiting their destruction or alteration inconsistent with their historic character.

### **Environmental Sensitivity**

The foothills are an important natural resource to the City which should be protected. In other parts of Monrovia, open space is needed, and some streets lack parkway trees. The following goals and policies address the foothills, open space and tree planting in the City of Monrovia:

**GOAL 10:** Ensure that new development is sensitive to the City's natural and open space resources and constraints.

**Policy 10.1:** Adhere to the Hillside Development Policies and Standards designed to regulate development in the foothills so as to maximize preservation of open space and ridgelines and minimize disruption of plant and animal life.

**Policy 10.2:** Develop a tree-planting program to provide trees in all unplanted parkways throughout the City.

**Policy 10.3:** Study the need for additional on-site open space in new multiple family development.

**Policy 10.4:** Encourage public parks within a reasonable distance of residences. The concept of neighborhood parks should be explored in the Recreational Element of the General Plan.

**Policy 10.5:** Prevent location of major population centers, other than open space or agricultural uses, near any known or suspected earthquake faults, or in potential flood hazard or landslide areas.

**Policy 10.6:** Encourage the conservation of water and energy resources in order to reduce the need for expansion of water reservoirs and distribution facilities, as well as energy generating plants and distribution facilities.

**Policy 10.7:** Require, where feasible, additional hiking trails and horse trails along washes and in the hillsides.

**Policy 10.8:** Develop landscape guidelines to preserve existing trees and maximize new tree planting in new developments.



**Policy 10.9:** Require water efficient landscaping in regard to plant selection and irrigation.

**Policy 10.10:** Review existing bike routes and determine the need for additional routes.

**Policy 10.11:** Consider establishing landscape design criteria/guidelines that require the exclusive use of native California and drought resistant vegetation in all proposed developments.

**Policy 10.12:** Consider the issue of noise on the existing and future environment when planning the location of residential areas and other noise sensitive land uses in Monrovia.

**Policy 10.13:** Continue to implement the Oak Tree Preservation Ordinance.

**GOAL 11:** The City of Monrovia shall provide its residents with a high quality urban environment through the development and conservation of resources such as land, water, minerals, wildlife, and vegetation.

**Policy 11.1:** Require major commercial and industrial development and redevelopment projects to integrate open space uses (such as plazas, courtyards, and landscaped areas) into each project.

**Policy 11.2:** Review existing park dedication and park and recreation fee schedules and policies to provide adequate facilities.

**Policy 11.3:** Study the feasibility of prohibiting development in areas identified or designated as significant habitat areas and restoring such areas to their original state.

**Policy 11.4:** Consider requiring that proposed development integrate existing mature landscaping into the site plan.

**Policy 11.5:** Refine the City-wide, voluntary, single-family residential curbside recycling/yard waste collection program by further formulating education/information efforts and other ways to reduce residential solid waste.

**Policy 11.6:** Develop a commercial and industrial recycling/waste diversion program. The program shall be designed to: 1) Provide an incentive to recycle as much as possible and achieve maximum waste diversion, 2) Provide a recycling service charged on a variable rate basis, i.e. container size, frequency of service, material separation needs (commingled or separated), and special requirements.

**Policy 11.7:** Comply with the National Pollutant Discharge Elimination System regarding storm water management to reduce impacts from storm water run-off.

**GOAL 12:** Expand recreational and park use opportunities.



**Policy 12.1:** Explore means to acquire additional parkland, especially south of Huntington Drive, by purchase or lease.

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

**Policy 12.3:** Explore development of joint use of school district properties for park and recreation use.

**Policy 12.4:** Provide parks in the Station Square Transit Village based upon the development standards outlined in the Station Square Planning Area.

### **Commercial/Industrial Design Quality**

Monrovia should provide its citizens with an attractive urban environment through the encouragement of the high quality design of commercial and industrial development. The following goals and policies address commercial and industrial design quality:

**GOAL 13:** Promote high quality design in all new commercial and industrial development.

**Policy 13.1:** Continue design review for all commercial and industrial areas. These guidelines should address architecture, access, setbacks, building articulation, materials, landscaping, pedestrian amenities, and linkages with nearby activity centers.

**Policy 13.2:** Discourage strip commercial development, including mini-malls especially by clustering uses, encouraging placement of parking to the rear of buildings, and requiring landscaping.

**Policy 13.3:** In commercial and industrial areas designated Planned Development, develop architectural, site design, and landscape guidelines.

**Policy 13.4:** Encourage increased landscaped setbacks by using a portion of City parkway as determined by the Public Works Department.

**Policy 13.5:** Encourage "pedestrian friendly" designs for office and retail commercial uses.

**Policy 13.6:** Encourage strict sign control for new development.

**Policy 13.7:** In specified zones permitting outside storage, an aesthetic combination of decorative block wall and landscaping should be required.

### **Public Participation**

The public is encouraged to participate in development and policy decisions that shape the City. The following goal and policies are designed to encourage public participation in Monrovia:

**GOAL 14:** Maximize public participation in the planning and development review process.



**Policy 14.1:** Utilize existing neighborhood groups such as homeowner associations and neighborhood watch, and organizations such as the Chamber of Commerce and the Downtown Merchants to disseminate information about planning and development proposals.

**Policy 14.2:** Continue to provide timely, straightforward noticing of all hearings and meetings on planning and development proposals. Noticing shall include Spanish speaking contact information.

**Policy 14.3:** Consider utilizing videos to disseminate information to the public about the planning and development review process as well as special planning projects.

**Policy 14.4:** Use cable KGEM to inform citizens about planning activities.

**Policy 14.5:** Use neighborhood meetings and community forums to solicit public participation.

**Policy 14.6:** Use multimedia methods to inform the public about planning activities, such as video presentations, posters, banners, and the City's Web Site.

**Policy 14.7:** Where appropriate, continue to utilize citizen advisory committees to resolve issues facing the City.

### **Consistency with Other Elements**

The Land Use Element is the key element of the General Plan. Land Use goals and policies direct circulation and housing goals, policies and programs. The following goals and policies ensure that all General Plan elements are consistent with each other.

**GOAL 15:** Ensure consistency with goals and policies of other elements of the general plan.

**Policy 15.1:** Ensure sufficient residential development potential in the City to accommodate future housing needs.

**Policy 15.2:** Coordinate the planning of future residential and employment corridors and/or centers with transportation and transit facilities.

**Policy 15.3:** Development shall provide adequate open space, parks and recreational facilities in accordance with the City's Open Space Element.

**Policy 15.4:** Provide for adequate infrastructure such as sewer, street, and water capacity in accordance with the City's Conservation Element.

**Policy 15.5:** Provide for adequate schools for future residential growth.

**Policy 15.6:** Coordinate historic preservation with City Council goals and direction.



## **The Land Use Plan**

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The Land Use Element describes the location and extent of future development in Monrovia and identifies standards for that development. The geographic locations of land uses are presented on the Land Use Map which is a part of this Element. The Element focuses on the following specific characteristics of the City:

1. Existing development within the City and its long-term maintenance and preservation
2. Revitalization or redevelopment of existing development within the City where rehabilitation is necessary and/or desired; and
3. Vacant parcels available for new development

Through the use of text and diagrams, the Land Use Element establishes clear and logical patterns of land use as well as standards for future development. An important feature of this Element is the Land Use Map (see Figure 1). This map indicates the location, density, and intensity of development for all land uses City-wide. Combined with the goals and policies the Land Use Element establishes a constitutional framework for future land use planning and decision making in Monrovia.

### **Land Use Designations**

Land use designations are necessary to identify the type of development that is allowed in a given location. While terms like "residential," "commercial," and "industrial" are generally understood, state general plan law requires a clear and concise description of the land use categories shown on the land use policy map. The City of Monrovia Land Use Element provides for 18 land use designations. Five of these designations are established for residential development, ranging from very low-density to high-density development. Six commercial, one industrial, four open space designations, one community facilities category, and one designation for planned development are part of the land use plan.

### **Land Use Intensity/Density**

The land use designations, or categories, in this Element are described in terms of intensity and density as required by State law. The term "intensity" refers to the physical characteristics of a building - such as height, bulk, floor-area ratio, and/or percent of lot coverage - and the building's proportional relationship to the land on which it is situated. Intensity is most often used to describe non-residential development levels, but in a broader sense, is used to express overall levels of all development types within a planning area. For most non-residential development categories (e.g., commercial and industrial), the measure of intensity known as "floor-area ratio" (FAR) provides the most convenient method of describing development levels.

Simply stated, the floor-area ratio is the relationship of total floor area of all buildings on a lot to the net lot area of that lot. For example, a 21,780 square-foot building on a 43,560 square-foot lot (one acre) yields an FAR of 0.5:1 ( $21,780 \div 43,560 = 0.5$ ). A 0.5:1 FAR can yield a building of one story in height covering one-half of the lot area, or a taller building which covers less of the lot and provides for more open space around the building. The term "density," in a land use context, is a measure of the population or residential development capacity of the land. Density is explained either in terms of number of dwelling units per acre (du/ac) or persons per acre and is usually described as a range (e.g., 4-7 du/ac) or maximum (e.g., up to 8.7 du/ac). For example, the density of a residential development of 100 dwelling units occupying 20 acres of land is 5.0 du/ac.



Floor-area ratio often is used in calculations of development potential because the ratio can be applied more uniformly City-wide than can other factors; however, FAR typically is not the variable analyzed in the evaluation of maximum allowable building intensity for a particular parcel of land. Variables analyzed may include parking and loading requirements, setbacks, fire department emergency access, height limits, and other factors applied directly to the project site. The application of such factors usually precludes the development of a site at maximum allowable FAR.

Floor-area ratio can be applied in two ways: 1) as a maximum allowable intensity on a parcel of land; and 2) as an overall level of development on a City-wide basis (average intensity), accounting for the fact that not every parcel will be developed at maximum intensity. In accordance with State General Plan law, this Land Use Element and the Land Use Map provide the maximum density/intensity permitted on a parcel of land within a given land use designation. Table L-1 lists each of the land use designations for the City and provides its corresponding measure of maximum density/intensity. Land use designation descriptions, shown on the Land Use Policy Map (see Figure 1), identify the general types of uses allowed and their corresponding maximum densities or intensities. These use descriptions will be defined further as specific uses within the City's Zoning Ordinance.

## Residential Designations

**Residential Foothill:** Areas designated with this use classification generally have relatively steep slopes or are environmentally sensitive, allowing residential development at only very low densities. This designation allows the construction of a maximum of one dwelling unit per acre of land.

**Residential Estate:** This land use classification allows for large lot single-family dwellings. This designation allows for 2 dwelling units per acre of land.

**Residential Low Density:** This land use classification is intended for application to areas that are or are to be developed primarily with single family dwellings. This designation allows for the construction of a maximum of 5.8 dwelling units per acre of land. Other uses such as parks, schools, and churches which are determined to be compatible with and oriented toward serving the needs of low density detached single family neighborhoods shall also be allowed.

**Residential-Medium Density:** This land use classification permits low density multiple family structures such as apartments and condominiums at a maximum density of 17.4 dwelling units per acre of land. This designation will be applied to areas that are now primarily a mixture of single family dwellings, duplexes and small, low-density apartment and condominium complexes. Other uses, such as churches, schools, and parks, which are determined to be compatible with and oriented toward serving the needs of low to medium density detached and attached single family neighborhoods, shall also be allowed.

**Residential-High Density:** This land use classification is intended primarily for application where moderately high density multiple family structures are existing or planned. This designation allows for the construction of a maximum of 54 dwelling units per acre of land. However, in actual practice, the average density for this land use designation is 19.4 dwelling units per acre. Other uses, such as churches, schools, and parks, which are determined to be compatible with and oriented toward serving the needs of medium and higher density neighborhoods, shall also be allowed.



## **Commercial/Industrial Designations**

**Neighborhood Commercial:** The Neighborhood Commercial designation includes smaller-scale business activities which generally provide a retailing or service-oriented function. Neighborhood commercial uses serve the needs of local residents who live nearby. Typical business uses include food and drug stores, clothing stores, professional and business offices, restaurants and hardware stores, restaurants and specialty retail. New development within the Neighborhood Commercial designation, typically occurs on less than 5 acres of land and include 25,000 square feet or less of building floor area. The maximum intensity of development is a floor area ratio of 0.5:1.

**Historic Downtown Commercial:** This land use classification is intended for application to the City's downtown shopping area along Myrtle Avenue between Olive Avenue and Foothill Boulevard. One of the main purposes of this designation is to preserve the historic role of the commercial downtown. Well-designed, pedestrian-oriented commercial uses, such as small shops, banks, and restaurants are permitted by this land use classification on the ground floor. Office uses are allowed on the second floor. Large undivided single owner buildings can be reviewed for the possibility of office use. The maximum intensity of development is a floor area ratio of 2:1.

**Commercial-Regional/Sub-regional:** This designation is intended for large-scale retail, entertainment, hotels, and office facilities serving both the local and sub-regional markets. The maximum intensity of development is a floor area ratio of 0.75:1.

**Retail Corridor Commercial:** This designation allows for large-scale retail, entertainment, hotels, and office facilities serving both the local and sub-regional markets. The maximum intensity of development with surface parking is a floor-area ratio of 2.0. New developments are encouraged to implement shared parking, providing they meet the City's parking requirements, provide parking away from the street frontage (i.e., structured, subterranean, behind street-facing retail stores). Retail Corridor Commercial land use classification provides a floor area ratio bonus for the removal of surface parking lots and relocation to a subterranean parking structure.

The maximum intensity of development with subterranean parking is a floor-Area ratio of 3.0. Facing Huntington Drive, new development must incorporate ground-level retail uses and can extend up to three stories in height. Where adjacent to single-family residential development, building and site design must be sensitive to these neighborhoods, avoiding multi-story buildings and appropriately locating loading docks and other service areas.

**Retail Corridor Mixed Use:** This designation allows a mix of high-density residential, office, and retail uses that will accommodate multiple-family dwellings, large-scale retail, entertainment, and office facilities serving both the local and sub-regional markets. The scale and character of new development is intended to support and reinforce the image of West Huntington Drive as a retail corridor. Buildings shall be oriented to the street and pedestrians.

The maximum intensity of development for commercial uses is a floor-area ratio of 2.0. This designation also permits residential developments at a maximum density of 54 du/ac. Developments should emphasize ground-level retail uses along Huntington Drive and pedestrian connections throughout. Surface parking is discouraged.



**Office/Research and Development/Light Manufacturing:** This land use classification is intended to encourage high quality development of office, research and development uses, and support uses. Support uses may include restaurants, hotels, health clubs, and banks. The maximum floor-area ratio for this designation is 0.75:1. In the Crossroads District, the maximum FAR is 2:1.

**Business Enterprise:** The Business Enterprise designation provides an environment to promote new development. This classification permits retail, office, research and development, and light industrial uses. These uses shall be permitted if: 1) they do not cause or produce a nuisance to adjacent sites; 2) they are performed or carried out entirely within an enclosed building that meets high quality building design, site layout and landscape standards, and will harmonize with other surrounding land uses.

For properties fronting Myrtle Avenue, new development must incorporate ground-level commercial uses and can extend up to three stories in height. Where adjacent to single-family residential development, building and site design must be sensitive to these neighborhoods, avoiding multi-story buildings and appropriately locating loading docks and other service areas. In addition to the permitted uses listed above, public pocket parks, courtyards, and other public recreational facilities intended to provide areas that meet recreation needs for employees of local businesses and residents and that buffer and prevent cut-through traffic through residential neighborhoods will be permitted with approval from the City's Development Review Committee. The maximum intensity of development is a floor area ratio of 0.75:1. However, as an incentive to provide underground and/or parking structures as part of a development, the City will allow an increase in FAR to 2.5:1

**Manufacturing:** This designation allows for light and heavy manufacturing. Light manufacturing is defined as industrial businesses engaged in manufacturing, compounding, processing, assembling, packaging, treatment or fabrication of materials and products in a fully-enclosed building and in a manner that does not produce adverse noise, vibration, air quality, or similar environmental effects. Heavy manufacturing is defined as industrial operations involving the compounding of radioactive materials, petroleum refining, manufacturing of explosives, or any other operation of a dangerous nature or with potentially adverse effects.

The maximum intensity of development is a floor-area ratio of 0.75:1.

## Open Space Designations

**Hillside Wilderness Preserve:** This classification is designated for preserving open space left in its natural state including preservation of endangered habitats and species, wildlife habitats, and wildlife corridors; open space for passive recreation uses such as hiking and nature studies; utility easements and reservoirs; and nature centers and educational facilities.

This Hillside Wilderness Preservation designation is only assigned to land owned by or conveyed to a public agency, Public Trust or conservancy, and for lands with irrevocable offers to dedicate to the City.

**Hillside Recreation:** This classification is designated for public wilderness parks and private recreational camp facilities. Recreational uses such as hiking and riding trails, nature centers, educational and incidental facilities associated with outdoor recreation are permitted. Monrovia Canyon Park, Arcadia Wilderness Park, and Trask Boy Scout Camp are currently within this designation.



## **Specific Plan Overlay/Planned Development Designation**

### ***Planned Development***

Each of the areas receiving this classification is unique in character. For example, it could be a residential area with a historic flavor, an area developed with a mixture of uses or an area in need of improvement. Some of the areas are suitable for more than one type of land use. Where this is the case, no specific land use classification is applied. In other areas, a specific land use classification is applied. In both types of areas, development will be subject to City review and approval, in order to preserve the orderly development of the area and promote needed area improvements. Each PD area in the City is described at the end of the Land Use Element.

### ***Specific Plan/Planned Development Overlay***

The intent of the Specific Plan/Planned Development Overlay (SP/PD Overlay) is to continue the pedestrian orientation of Myrtle Avenue south from Old Town and to create new housing opportunities and compatible office uses between Olive and Maple Avenues. This designation is described fully in the South Myrtle Avenue Corridor Planning Area section of this Element. The SP/PD Overlay designation allows a mix of residential and office uses to be built as integrated, cohesive developments with approval of a Specific Plan.

Development proposals will be reviewed block by block to ensure integration with established uses and compatibility with adjacent lower-scale residential neighborhoods. All lots fronting Myrtle Avenue must have ground-floor commercial uses, office, service, or retail facing Myrtle Avenue, with either office uses or residential units on the floors above. Parcels without Myrtle Avenue frontage may be developed exclusively with residential uses. Developments fronting Myrtle Avenue will be limited in height to three stories; all other buildings may have a maximum height of four stories.

The goal of the SP/PD Overlay is to allow established office and research/development businesses to remain while providing opportunities for development of uses complementary to Downtown Monrovia. The pedestrian amenities provided in Old Town included decorative street lights, benches, landscaping, paving, bulb-outs, and sidewalk widening along Myrtle Avenue will be extended south of Olive Avenue to Maple Avenue. The architectural style of these amenities will be different but complementary, to define the Old Town Extension as separate from the downtown.

Proposed mixed-use development will require a Specific Plan or similar entitlement process that includes community input. Important building and urban design considerations to be reviewed and incorporated into the entitlement documents include building height, sensitivity to adjacent lower-scale residential neighborhoods, location and proportions of windows and doors, relationship of building masses and spaces, roof shape, landscaping, scale, and architectural detail. As with the Business Enterprise zone, an incentive to provide underground and/or parking structures will be provided. The FAR will be increased to 2.0 if parking is provided in a structure or underground.

Floor-Area Ratio: 0.75 Maximum

Floor-Area Ratio: 2.0 maximum (Incentive for underground and/or parking structures)

Maximum Residential Density: 54 dwelling units per acre



## **Community Facility Designations**

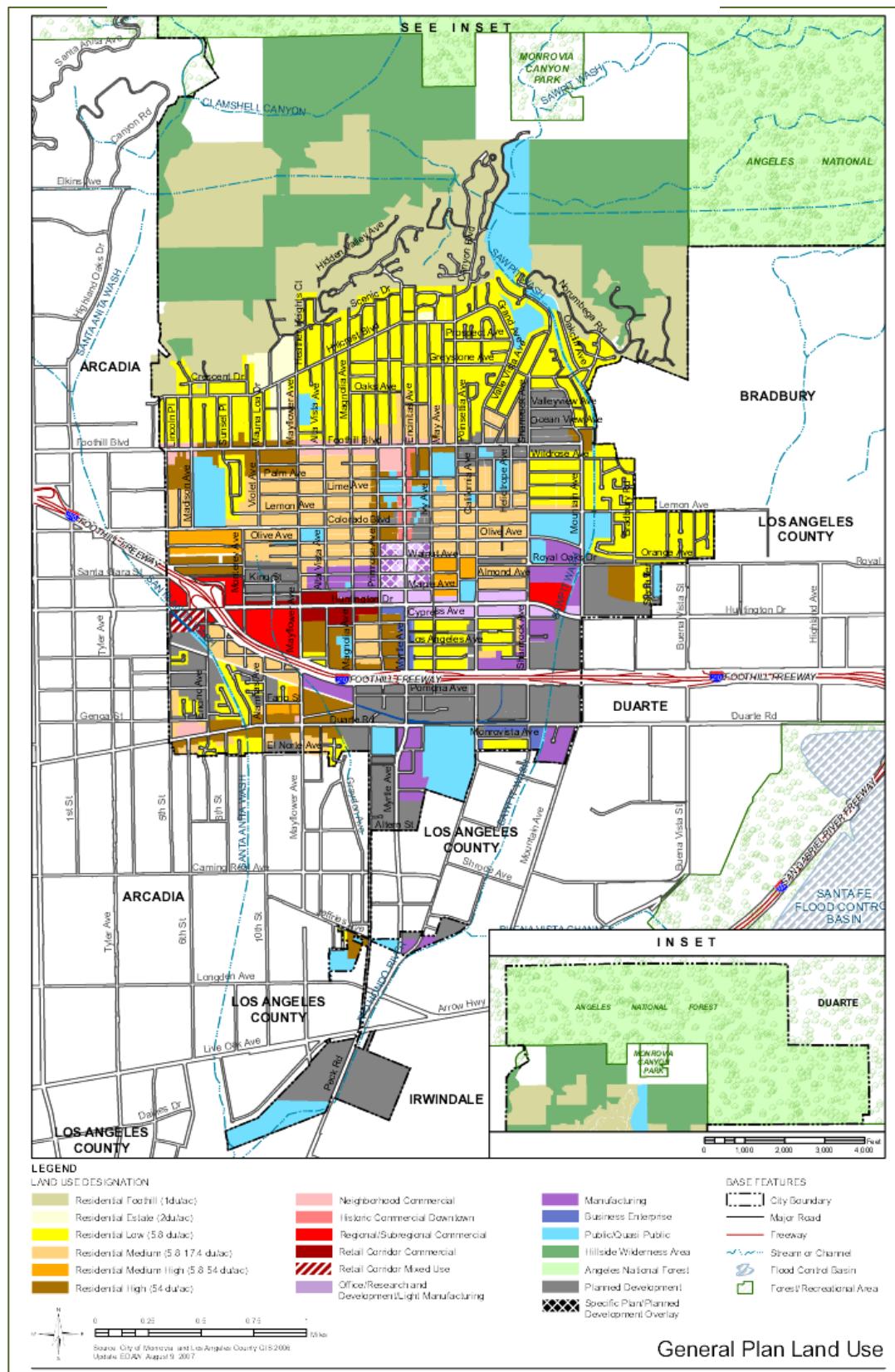
**Recreation:** This designation is intended for City-owned areas used for public parks and other public recreational facilities.

**Angeles National Forest:** This designation is assigned to all property, both publicly and privately owned, within the boundaries of the Angeles National Forest.

**Public/Quasi Public:** This land use classification is intended for application to all public uses such as schools, and government offices and facilities, as well as quasi-governmental offices and facilities such as those for the telephone company and other utilities.



**Figure 1 – General Plan Land Use Map**



**Table 1 – Land Use Designations**

<b>Land Use Designations</b>	<b>Maximum Development Density/Intensity</b>
<b>Residential</b> Residential Foothill Residential Estate Low-Density Residential Medium-Density Residential High-Density Residential	Up to 1 du/ac Up to 2 du/ac Up to 5.8 du/ac Up to 17.4 du/ac Up to 54 du/ac
<b>Commercial</b> Neighborhood Commercial Historic Downtown Commercial Commercial-Regional/Subregional Office/Research and Development  Retail Corridor Commercial  Retail Corridor Mixed Use  Business Enterprise	0.5:1 FAR 2:1 FAR 0.75:1 FAR 0.75:1 FAR 2.0 FAR in The Crossroads District  2:1 FAR 3:1 FAR w/Incentive  2:1 FAR 54 du/ac  0.75:1 FAR 2.5:1 FAR w/Incentive
<b>Manufacturing</b>	0.75:1 FAR
<b>Open Space</b> Hillside Wilderness Preserve Hillside Recreation	NA NA
<b>Specific Plan Overlay</b>	0.75:1 FAR Up to 54 du/ac 2:1 FAR w/Incentive
<b>Planned Development</b>	Determined per Planned Development Area
<b>Community Facilities</b> Recreation Public/Quasi Public Angeles National Forest	NA NA 1 du/80 ac



## **Land Use Policy Considerations**

Monrovia is one of the oldest cities in Los Angeles County, and its basic pattern of development is well established. There is little vacant land suitable for development. Therefore, future development, like current development patterns, will involve either the intensification of already existing uses or recycling to similar uses. Growth issues in Monrovia revolve around the questions of where and to what extent growth should be allowed and where it should be encouraged to occur. The following Land Use issues identified in the 1993 General Plan are still appropriate today and are summarized below:

- **Development Standards:** All new development should bear the full cost of providing additional services necessary to serve that development, including fire, police, schools, parks, and infrastructure in order to ensure that service levels are adequate. There is a need to prepare an impact analysis on a cumulative basis.
- **Revitalization and Recycling of Existing Commercial/Industrial Areas:** Because of its direct access to a possible future light rail line, the Santa Fe Depot is among the most logical choices for a future transit station. Convenient regional transit is a critical future planning issue.
- **Preservation of existing residential neighborhoods and historic areas:** Numerous historic residences from the turn-of-the-century establish the character of Monrovia. These older, historic residences should be preserved.
- **Environmental Sensitivity:** The foothills represent a precious natural resource to the City. Foothill development should be sensitive to the environment. In addition, a review of the need for more open space and parks for aesthetic and recreational/play purposes, particularly in high density residential areas, should be prepared.
- **Commercial/Industrial Design Quality:** Consistent design standards are needed in commercial and industrial areas.
- **Natural Constraints:** The City of Monrovia is traversed by an Alquist-Priolo Special Studies Zone, which means there is an active earthquake fault that traverses the City (the Raymond Hill Fault). Cities which have Alquist-Priolo zones must regulate certain development projects within the zones.

The 1993 Land Use Plan Also identified the following areas that should be addressed in the 2030 land use plan:

- On Myrtle Avenue between Olive Avenue and Huntington Drive, a variety of industrial uses are currently allowed. However, the type and character of these uses has the potential to clash with the pedestrian-oriented character of the adjacent old downtown and the campus-like character of the uses along East Huntington Drive.
- Myrtle Avenue between Huntington Drive and the freeway provides a high visibility entrance to the City. The current industrial uses in this area, however, may not present the most attractive entryway to the City. Design considerations should be a major determinant for all future approvals.
- The allowable uses along West Huntington Drive should be re-evaluated in light of the fact that uses on this corridor are trending toward upscale, sub-regional retail uses.

In 2002, The City Council brought in the Urban Land Institute to study the success of Monrovia and to lay the framework for future development of the City. The Urban Land Institute study concluded that Monrovia has done a remarkable job in promoting economic vitality while preserving the small town atmosphere so



many residents have come to associate with living in the City. The Urban Land Institute Study also concurred with the 1993 plan that growth in Monrovia will occur in the three specific areas addressed above. The recommendations of the Urban Land Institute study were that future development adjacent to the major transportation corridors would allow the City to coordinate growth, while preserving the rest of the community. The following Area Plans have been prepared to fully address the Urban Land Institute Study and the issues identified in the 1993 General Plan Land Use Element: the South Myrtle Avenue Corridor, West Huntington Drive, and Station Square Transit Village.

## **South Myrtle Avenue Corridor**

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Connecting the City's historic downtown, on Myrtle Avenue, to the 210 Freeway and areas of Monrovia to the south, the South Myrtle Avenue Corridor provides an opportunity to develop a unique pedestrian-oriented street of mixed use, office, and commercial uses. Currently, the South Myrtle Avenue Corridor between Old Town and 210 Freeway is a combination of unrelated uses that lack a unifying configuration or theme. As the City's main street, Myrtle Avenue displays Monrovia's community character and this character should extend the length of South Myrtle Avenue. South Myrtle Avenue currently functions primarily as a roadway to channel vehicular traffic back and forth between the vicinity of Old Town and the freeway. The following plan has been created to allow for the redevelopment of this corridor expanding the Old Town environment and create a proper gateway into the City of Monrovia. The corridor will serve as a key entry into the City and will offer the following:

### **SOUTH MYRTLE AVENUE CORRIDOR VISION STATEMENT**

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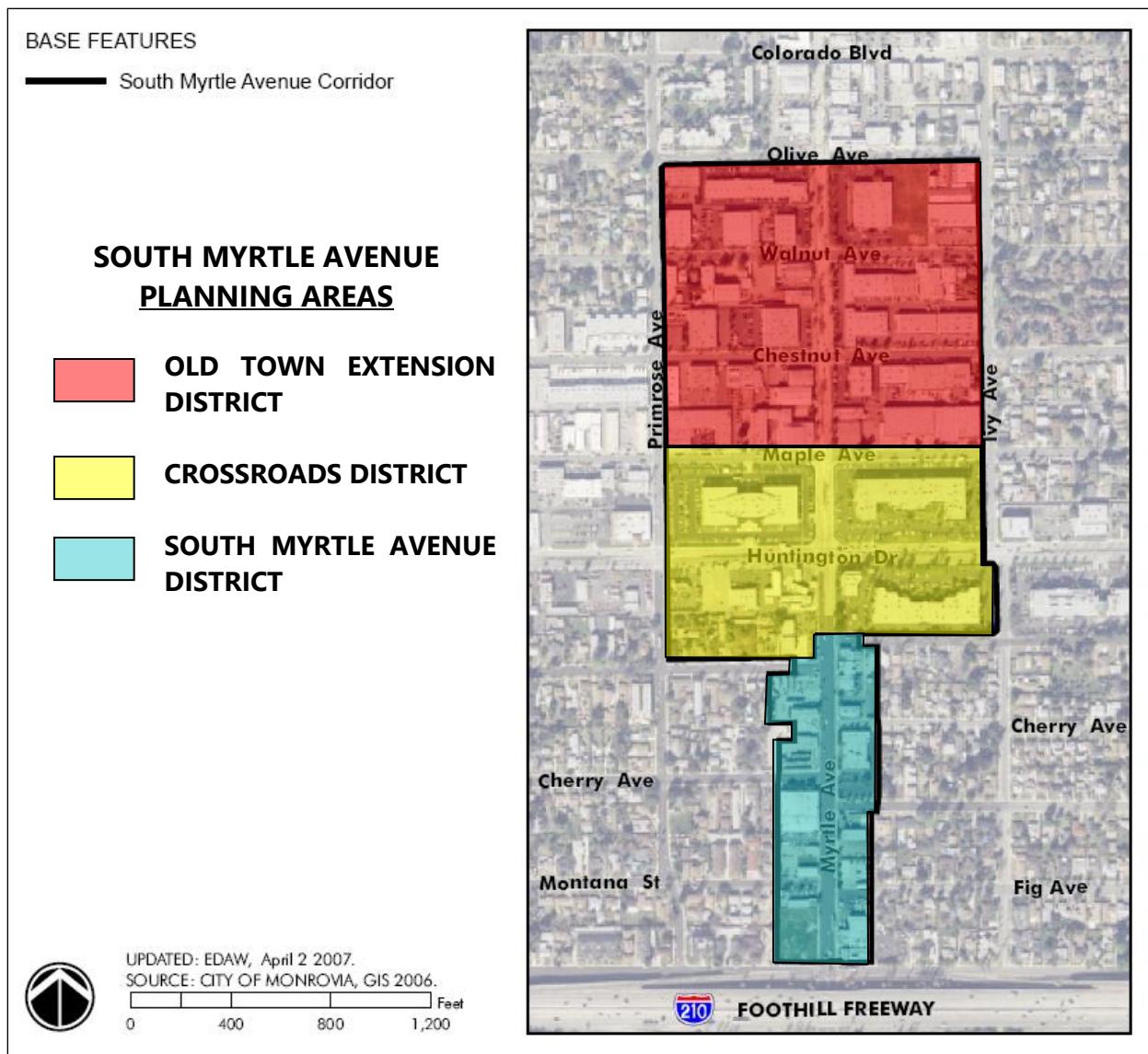
Create a Vibrant Pedestrian Orientated Office, Commercial and Mixed use Corridor.

- Places for development of technology, research and development, and office uses
- Pedestrian-friendly surroundings
- Transit connections to surrounding neighborhoods
- Tree-lined streets and well-planned open spaces
- Integration of landscaped open spaces and courtyards within the street frontage fabric
- Mixed uses adjacent to Old Town that will consist of residential and commercial uses that support businesses in the downtown

In accordance with the Urban Land Institute study, the South Myrtle Avenue Corridor (illustrated in Figure 1) will be divided into three distinct areas: Old Town Extension, Crossroads District, and South Myrtle Corridor. Creating three distinct neighborhoods will enliven the street and address the issues related to that particular neighborhood. The following provides a more descriptive explanation of each planning area that provides a framework for their future development.



**Figure 2 – South Myrtle Avenue Corridor Planning Area**



### Old Town Extension District

With careful incremental planning and development, Monrovia can expand on the success of Old Town by expanding its ambience and vitality south of Olive Avenue to Maple Avenue. The Old Town Extension District and Specific Plan/Planned Development Overlay is bounded by Olive Avenue on the north, Maple Avenue on the south, Ivy Avenue on the east, and Primrose Avenue on the west and includes six full blocks.

A safe and attractive pedestrian district will be created by removing traffic lanes from Myrtle Avenue and using the extra room to expand the pedestrian zone and provide angled parking where appropriate. The Old Town extension district will have a distinct streetscape plan consisting of street lights, trees, benches, trash receptacles, public art and paving which, when implemented, will be different from Old Town yet complimentary. An overhead "Old Town" sign is recommended at Olive and Myrtle to signal the entry to "Old Town".

New developments on the southeast or southwest corners of Myrtle and Olive Avenues must provide for a plaza area with a corner retail component in the building. The development at the southeast corner shall include public art commemorating the Red Car station that once occupied that site. As development takes place through specific plans on the balance of the area, pedestrian plazas and pocket parks should be integrated in to the design.

New development along Myrtle Avenue in this District should be a maximum of four stories with the fourth story setback from the first three stories an appropriate distance based on the architecture design. Uses shall consist of live-work and office on the ground floor with residential units and lofts above. Specialty food, coffee and juice shops and small cafes will be permitted. Office buildings will also be allowed up to three stories in this area. The buildings do not need a front yard setback on Myrtle Avenue, but the architecture should serve as the background and vertical element for public spaces. It should be contextual and based on regional and local historical architectural precedents.

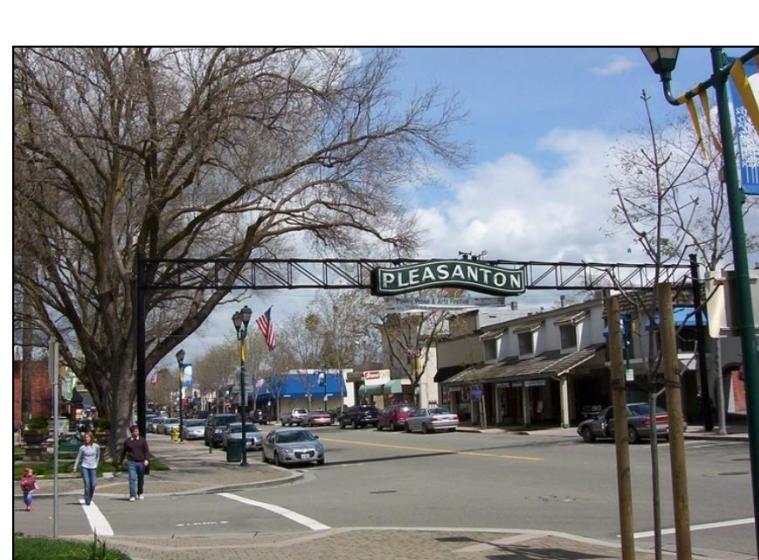
Front doors and entrances must face the street on Myrtle Avenue or on the side streets face the street or a semipublic courtyard oriented toward the street. Buildings should be composed of bases, middles and tops with the bases having the greater vertical dimension and include the use of a mix of traditional building materials such as brick, wood siding, stucco and have modulation in the form of inset front doors, bay windows, building plane separation, awnings, and other architectural relief.

New development shall be regulated by the provisions of the Specific Plan/Planned Development Overlay and/or the applicable development guidelines in the Zoning Ordinance.



Old Town Extension District

The Old Town Extension will expand the pedestrian zone and create new mixed-use developments that support the historic downtown.



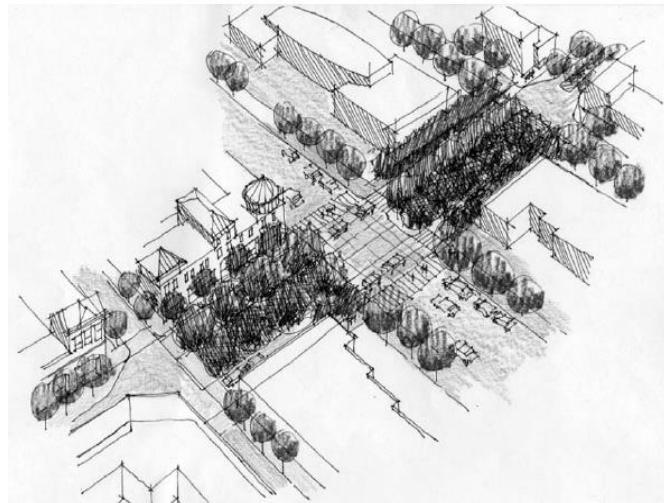
Old Town Entry Sign

An overhead sign at the entry to Old Town is recommended to announce arrival to Monrovia's Historic downtown, similar to this one that was installed for the City of Pleasanton.

## Crossroads District

(bounded by Maple on the north, Cypress on the south, Primrose on the west and Ivy on the east)

The intersection of Myrtle Avenue and Huntington Drive is the busiest intersection in town. It is highly accessible from the freeway where the Old Town extension meets the high-tech corridor. For this reason, a focal point should be created to stress this important relationship. Trees, street furniture, signal design, lighting, public art, and interesting paving designs should enhance this intersection. Office and research and development and hotel buildings can be up to five stories in height. Specialty restaurants are encouraged at the ground floor. Structured and/or podium parking is encouraged which will maximize the use of the property. Residential on Cypress Avenue can be incorporated into Huntington Drive projects if contiguous, so no islands of residential are left behind. If residential uses remain, the new development shall be sensitive to the residential uses across the alley.



Crossroads District

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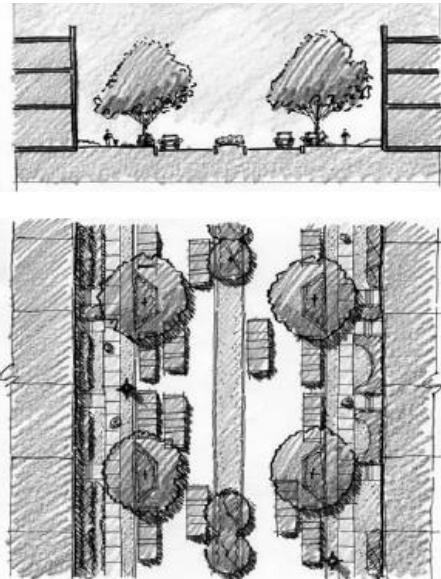
Trees, street furniture, signal design, lighting, public art and interesting paving designs should enhance this intersection.

## South Myrtle Corridor

(Cypress Avenue to freeway)

An important outcome of the redevelopment of this section of South Myrtle should be to unify the neighborhoods split by Myrtle Avenue. South Myrtle Avenue Corridor's new uses should add to the livability of the two neighborhoods. The buildings can be office and research and development and two stories in height when interfacing the neighborhood, and up to three stories facing Myrtle Avenue. Many lots are too shallow to accommodate this height, but the property currently occupied by Southeast Concrete could likely accommodate the three story height along South Myrtle Avenue.

New buildings shall be built oriented to Myrtle Avenue with podium/subterranean or parking in the rear. The buildings shall be setback 10 feet from the front property line to provide landscaping and hardscape entrances. On the west side of Myrtle Avenue, residential lots adjacent to Myrtle Avenue lots may be incorporated into the development if the findings for a Conditional Use Permit are made and adequate measures and conditions are applied to safeguard the remaining residential uses. Since this section of Myrtle is critical for vehicular and pedestrian traffic, it is recommended that there be an adopted street improvement plan with landscaping next to the street with street trees and shrub/ground cover pockets, lighting, benches, and street furniture.



South Myrtle Corridor

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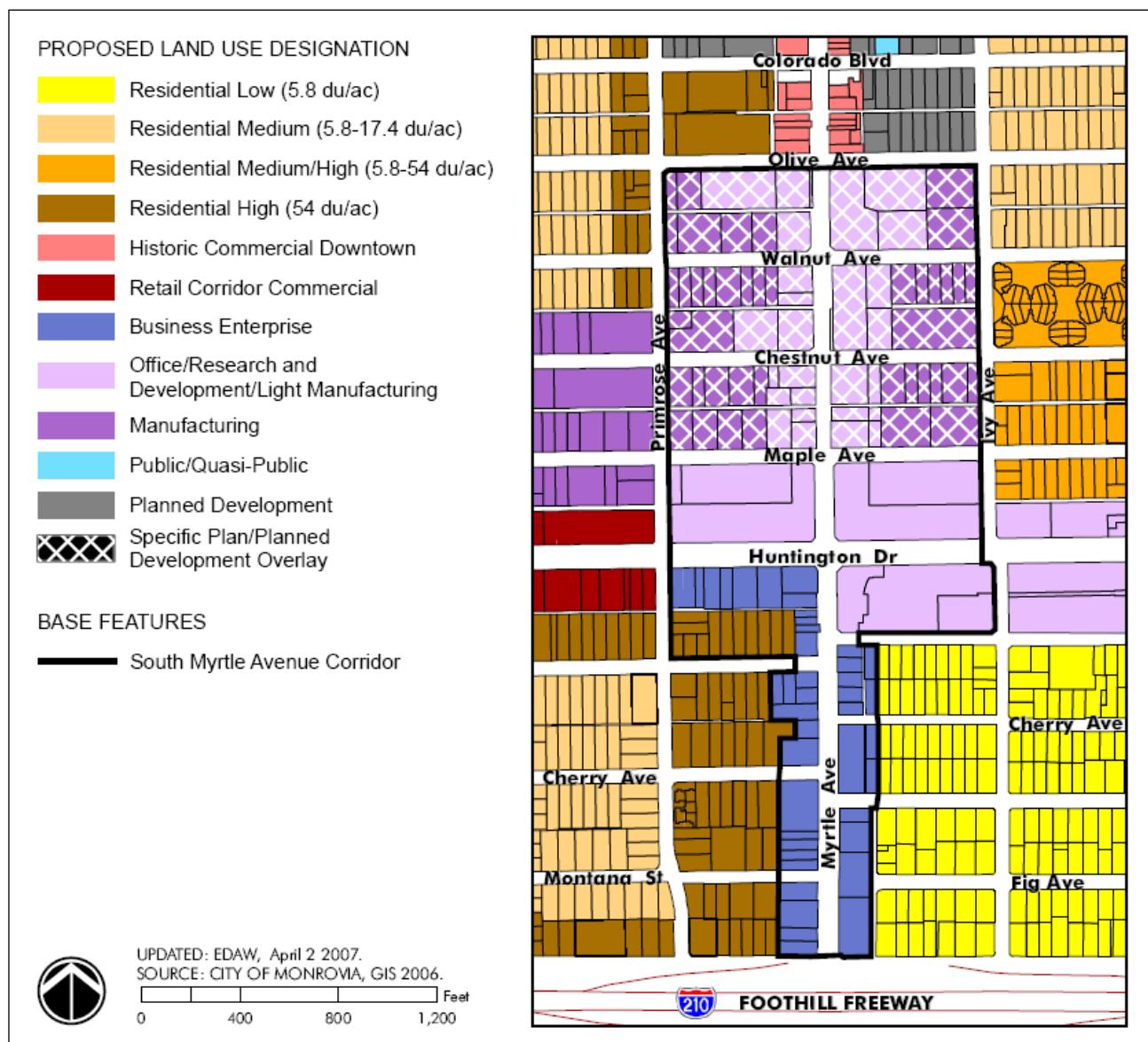
Since this section of Myrtle Avenue is critical for vehicular and pedestrian traffic, it is recommended that there be an adopted street improvement plan.

Cypress and Montana Avenues should be provided with a cul-de-sac to protect the residential neighborhoods to the east and west. This will provide for the opportunity to enhance the pedestrian experience by providing a pocket park or small plaza area with landscaping, lighting, and benches.

## Land Use

In response to the City's desire to create a dynamic, high-tech, pedestrian-friendly office environment along South Myrtle Avenue, the Land Use Plan, illustrated in Figure 3 and described below, guides the development, maintenance, and improvement of land and properties. The Land Use Plan Map graphically represents the planned categories of use and the distribution and intensity of land use for parcels within the South Myrtle Avenue corridor planning area.

**Figure 3: South Myrtle Avenue Land Use Plan**



## **Creating a Plan for South Myrtle Avenue**

Huntington Drive, east of Myrtle Avenue, through thoughtful redevelopment has become a major source of jobs to the City with office business park environment. The City desires to continue office development along South Myrtle Avenue, but with emphasis on traditional commercial design that would accommodate professionals needing smaller office spaces. This office environment will be enhanced by landscaped open spaces such as courtyards, plazas, and pocket parks, as well as ancillary neighborhood commercial uses and limited, low-intensity mixed-use housing for specific use by those working in the area.

The Plan will allow for a transition of South Myrtle Avenue to a pedestrian-oriented environment that connects residents from South Monrovia to the Downtown and to the business parks along Huntington Drive. Goals and policies provide for these land uses, high-quality design and development, and pedestrian orientation for South Myrtle Avenue

### **Planning Objectives**

The following objectives are designed to achieve goals for South Myrtle Avenue:

- Encourage high-quality land use and compact development
- Encourage mixed-use development where appropriate
- Encourage a walkable environment that connects all portions of Myrtle Avenue
- Ensure the plans objectives are achieved by land use and urban design policy

### **Urban Design**

Good urban design creates community character that people associate with quality development. Efforts to design, plan, and maintain community character must account for all of the community's desired physical aspects: the sounds and smells of the environment, and the temperature, colors, and textures that create a sense of place. Good design and maintenance of public and private spaces produce attractive and clean places we can enjoy. These places are valued and engender human behaviors that treat the surrounding environment with respect. As the City's main street, Myrtle Avenue displays Monrovia's community character and this character should extend the length of South Myrtle Avenue. The following urban design guidelines for South Myrtle Avenue promote high-quality development that focuses amenities and attractions at activity nodes, encourages outdoor rooms and public spaces, and promotes street-oriented buildings. Figure 4, Urban Design Plan identifies urban design features to be implemented along the South Myrtle Avenue Corridor. Monrovia's community character and this character should extend the length of South Myrtle Avenue. The following urban design guidelines for South Myrtle Avenue promote high-quality development that focuses amenities and attractions at activity nodes, encourages outdoor rooms and public spaces, and promotes street-oriented buildings. Figure 4, Urban Design Plan identifies urban design features to be implemented along the South Myrtle Avenue Corridor.

### **Appreciating the Design Qualities of Myrtle Avenue**

Good design has always been an integral component of the City of Monrovia. Being the fourth oldest City in Los Angeles County, Monrovia's development has a rich historic fabric. Landscaping, architecture, design of public spaces, site planning, and other elements that were important when Monrovia was founded, influence design today. Good architecture still matters in Monrovia. Many buildings in downtown that were built during the first 50 years of the City's existence still stand today. Architectural styles that reflect classic California architecture are all represented in Monrovia and reflected in many of the buildings fronting



Myrtle Avenue.

Landscaping and tree planting have always been important for Monrovia and Myrtle Avenue as well. Large, mature trees and landscaped parkways are the result of past actions and policies. The beautifully landscaped streetscapes along Myrtle Avenue have created a highly walkable, pedestrian-oriented, business-friendly environment in downtown. South Myrtle Avenue will continue this tradition.

### **Distinct Neighborhood**

Make South Myrtle Avenue a distinct neighborhood. Work with property owners and developers and the Monrovia Chamber of Commerce to promote, preserve, and revitalize South Myrtle Avenue.

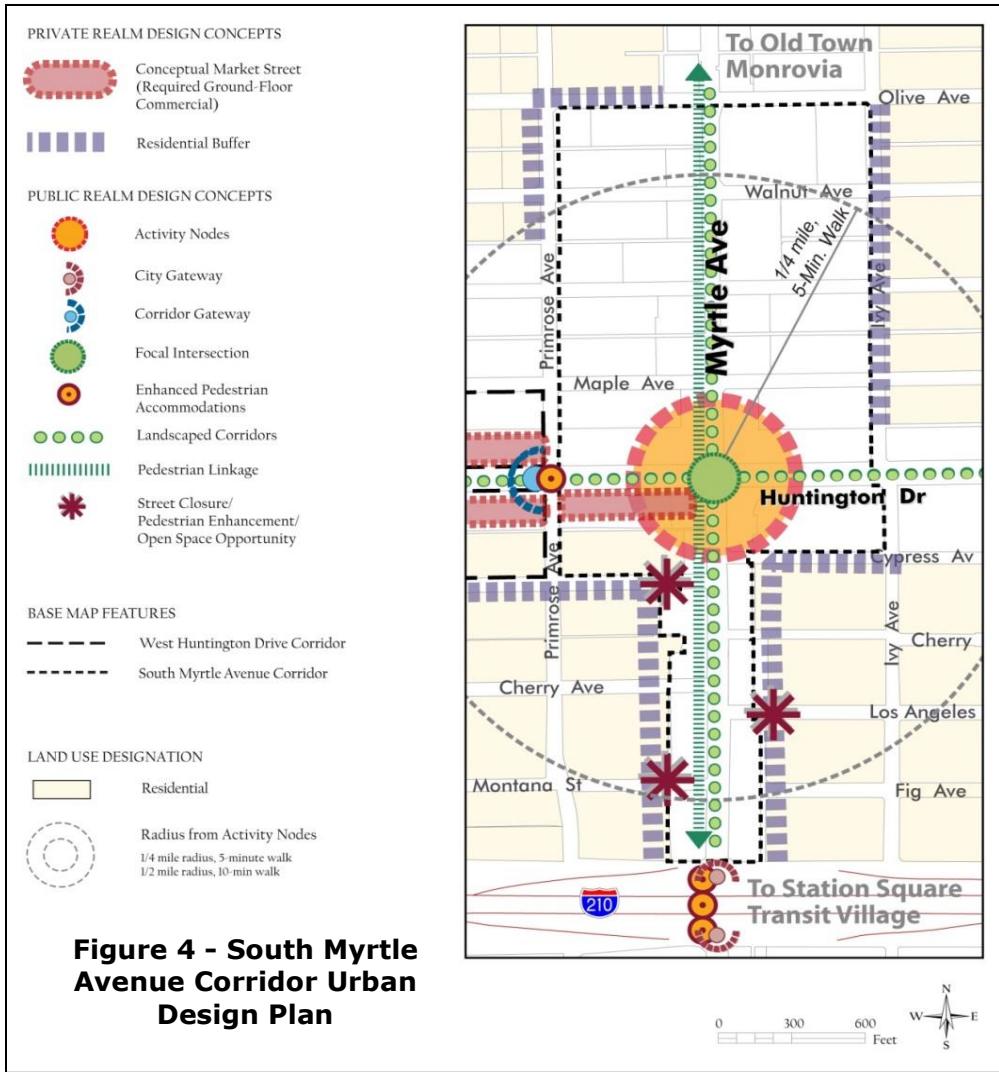
### **Community Character Concepts**

Places that evoke emotions, places that provide spaces for incidental events or activities, and locations that tell stories are the type of places that attract people and make the visit to the place memorable, this is placemaking. Placemaking involves recognizing the needs of pedestrians, creating outdoor rooms for events, and catering to the experiences of users. The components that make up such areas in Old Town Monrovia are vibrant activity nodes, connections, architecture, and design elements. The City is dedicated to creating and sustaining places that distinguish our community. The following concepts include components that create "place" and connections. Incorporating elements such as gateways, landscaping, parks, plazas, and other enhancements into public and private development will help maintain the community's values of "a diverse and interesting small town, safety, friendliness, and green outdoor spaces."

### **Activity Nodes**

Vitality and vibrancy in a city can be felt at activity nodes. Whether these nodes originate from commercial or recreational uses, they are major destinations, often at compact areas, and serve as the hub of the neighborhood. Along South Myrtle Avenue, compact development patterns and integration of landscaped open spaces such as courtyards, plazas, and pocket parks will provide opportunities for activity nodes. Mixed-use projects and transit-oriented development also provide potential for nodes. Activity nodes contain elements that strengthen and communicate Monrovia's community identity because they accommodate pedestrian uses and allow gathering spaces where people feel comfortable. Activity nodes include focal intersections and places to gather, courtyards, plazas, and parks.





## Focal Intersection

Intersections can become focal centers when they are accompanied by public art, paving at crosswalks, and landscaping. These intersections serve as destinations, especially when corner buildings are used for busy commercial uses. 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 create a visually pleasing streetscape and provide a comfortable walking environment.

## Public Places - Places to Gather

Public gathering places can include plazas, squares, parks, sidewalks and paseos. Private development can include public spaces as well, with arcades, fountains, and well-designed paseos. The City encourages developers to incorporate public spaces such as courtyards and plazas within most intensely active places. Plazas may be provided by public and/or private sector initiative, but should accommodate public use. Public spaces should be located at or near the same grade as adjacent sidewalks, and the dimensions must match their surroundings. Courtyards, plazas, and pocket parks should be defined spaces that enhance the street environment without harmful interruptions in commercial and pedestrian continuity. These spaces should accommodate comfortable human occupation and use, with art and fountains, as well as seating

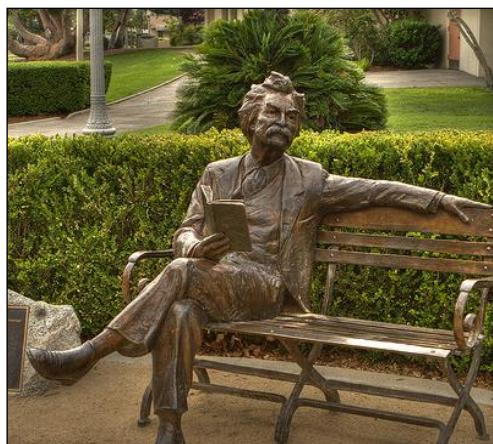


and shade.

### **Architecture**

Myrtle Avenue's charm is in its high-quality architecture that gives each building distinction. The community is proud of the diversity of architectural styles found in Monrovia's buildings. New development along South Myrtle should continue the tradition of high quality design, use of materials, as well as human scale and use. Architectural treatments should be extended to all elevations of the buildings

Promote community identity by encouraging context-sensitive design and development. Encourage a variety of architectural styles for new and renovated structures that reflect local architectural traditions. Require that new construction, additions, renovations, and infill developments be sensitive to the neighborhood context and building forms and scale.



### **Public Art**

Public Art can enhance the aesthetic and cultural quality throughout the community like the Mark Twain statue in Library Park.

Avenue consistent to those currently along the balance of the corridor.

### **Public Art**

Public art should enhance the aesthetic and cultural quality throughout the community, provide opportunities for public exposure to the visual arts, acknowledge our local artistic community, and inspire pride and identity among community residents.

### **Street Furniture**

Furnishing the public realm with street furniture can provide moments of rest for pedestrians and allow room for passive activities. Just as the furniture in interior spaces of our homes and offices allows us to carry on activities, street furniture on our streets will encourage more pedestrian activity and add to the vitality of places like Myrtle Avenue.

Myrtle Avenue has an abundance of street furniture: benches, street lamps, and water fountains, especially in the downtown. Transit shelters and benches, trash enclosures, and similar features should be placed along South Myrtle

### **Landscaping and Landscaped Corridors**

Landscaping within commercial areas and parking lots can change the character of otherwise bland asphalt-dominated environments. Requiring all new development to incorporate thoughtful landscaping will make South Myrtle Avenue pedestrian-friendly, attractive, and consistent with the landscaped character of Myrtle Avenue. Curb extensions, such as bulbouts at intersections, can calm traffic and provide landscaping that beautifies our streets.

In addition to bulbouts, street crossings should have visible markings, appropriate curb-cuts for handicap access, and crossing signals that allow ample time for crossing. Use of native plants and other drought-tolerant planting is encouraged as part of public and private development. The undergrounding of utility lines also enhances street aesthetics. Street trees offer many benefits: they provide shade and cooling effects, create beautiful canopies, and soften the hard edges of urban development. Trees and landscaping have been a significant part of Monrovia since its founding. The careful attention given to trees and

landscaping over the years is evident today in the appearance of streetscapes such as Myrtle Avenue. Mature trees line the sides of the street and provide identity for the area, and indeed for the City as a whole.

#### **Recreation**

Investigate and identify potential street closures along South Myrtle Avenue to provide pocket parks, courtyards, and landscaped open spaces to be utilized by local employees and residents.

#### **Corridor/City Gateways and Entrances**

Create distinctive gateways at all entry points into Monrovia. Encourage the use of public art, paved crosswalks, and landscaping to mark entries into the City. Enhance and provide signage on South Myrtle Avenue to promote way-finding along all of Myrtle Avenue. Establish thresholds and entryways to South Myrtle Avenue that makes a positive impression of the neighborhood. Encourage the use of a variety of native materials to demarcate thresholds and boundaries through a change in color, material, and texture.



## West Huntington Drive Corridor

Huntington Drive's proximity to the Foothill Freeway and its function as a commercial corridor creates an ideal location to expand commercial, retail, restaurants, and other regional and sub-regional commercial uses (see Figure 5, Project Site Map). The commercial businesses along West Huntington Drive extend from the city of Arcadia to Monrovia's Myrtle Avenue, where development transitions to business parks east of Myrtle Avenue.

This commercial corridor draws local and regional customers to a mix of retail stores, service businesses, hotels, and restaurants. The range of parcel sizes along West Huntington Drive allows for regional, large-scale ("big box") retailers on larger, deeper parcels, as well as local neighborhood-serving retail on shallow lots. Expanding the development potential along West Huntington Drive will create new retail opportunities in Monrovia while increasing tax revenue for the City. Renovated commercial centers will enhance the public realm. Although this four-lane arterial road is used primarily by motor vehicles, the sidewalks are lined with landscaped buffers and bus shelters to accommodate transit users and pedestrians. The street has well-landscaped medians and a promenade of street trees. The West Huntington Drive Corridor protects the north/south residential neighborhoods from the negative impacts of a busy arterial roadway. Objectives to be achieved include:

- Maintain long-term economic viability by increasing commercial development opportunities along the corridor
- Preserve the character of adjacent residential neighborhoods
- Strive for high-quality architecture that reflects the City's heritage
- Accommodate mixed use and higher density land use designation in specific areas along the corridor to accommodate large-scale retail users and to revitalize commercial shopping centers
- Integrate gathering areas with retail and commercial uses

### WEST HUNTINGTON DRIVE CORRIDOR VISION STATEMENT

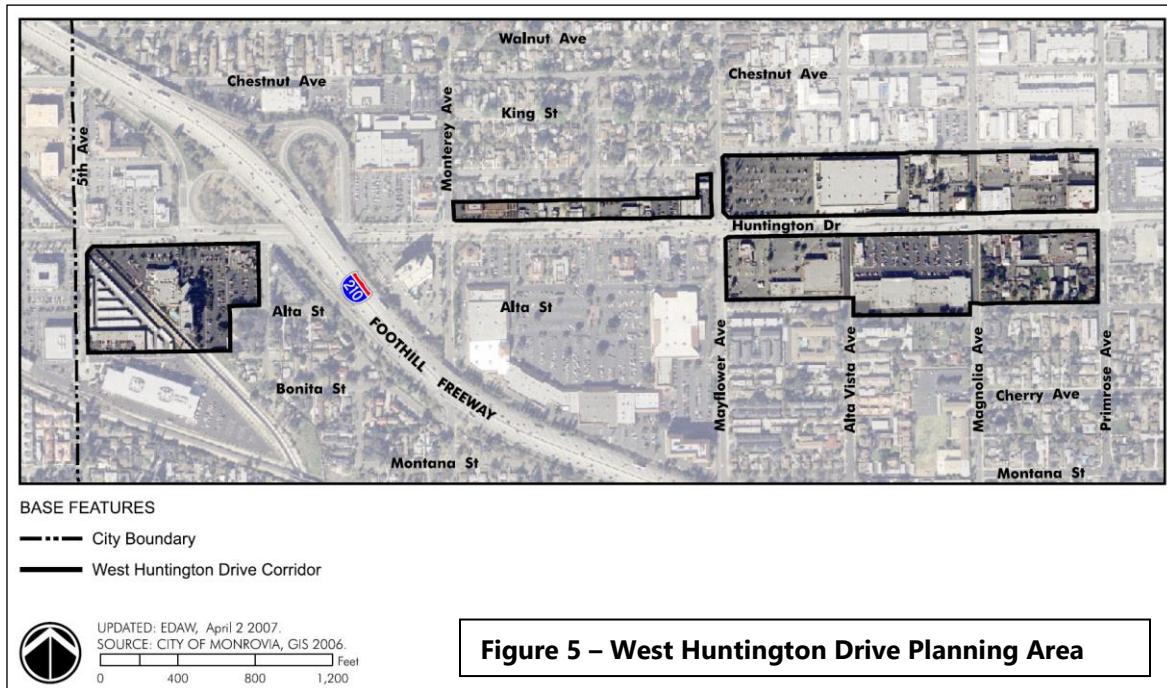
Expand the Commercial Corridor while preserving the character of the adjacent residential neighborhoods.

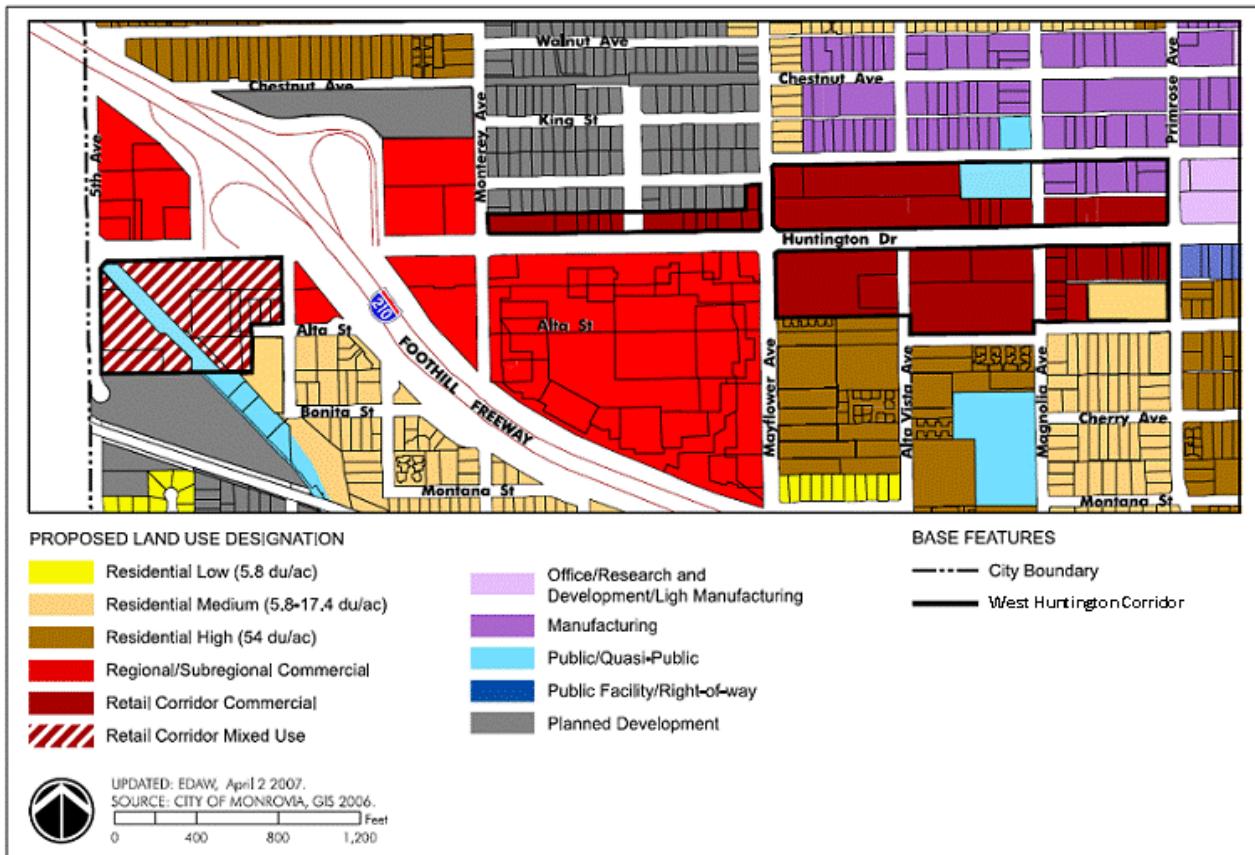
## Land Use

West Huntington Drive has served as a key retail corridor in Monrovia for many years. This is mainly due to efforts of the Monrovia Redevelopment Agency, which assembled properties to create the Huntington Oaks Shopping Center, Restaurant Row, and the newer hotel/retail uses that exist along West Huntington Drive. There is no anticipated change in land use intensification with these developed parcels, which are identified as sub-regional commercial uses. Development density will remain consistent with the Commercial-Regional/Subregional land use classification for these parcels. However, the remaining underutilized parcels have constraints to continued upgrades and redevelopment, including the shallow depth on some parcels and ownership patterns.



To encourage a broader mix of uses along West Huntington Drive and to encourage private, quality reinvestment in properties, the land use designations within the Corridor allow for higher intensities of use. Also, this section establishes design guidelines for new development. Provisions to encourage street-oriented development, lot consolidation, and high-quality design have been added. The Land Use Plan (see Figure 6) illustrates the land use designations for parcels within the Huntington Drive Corridor.



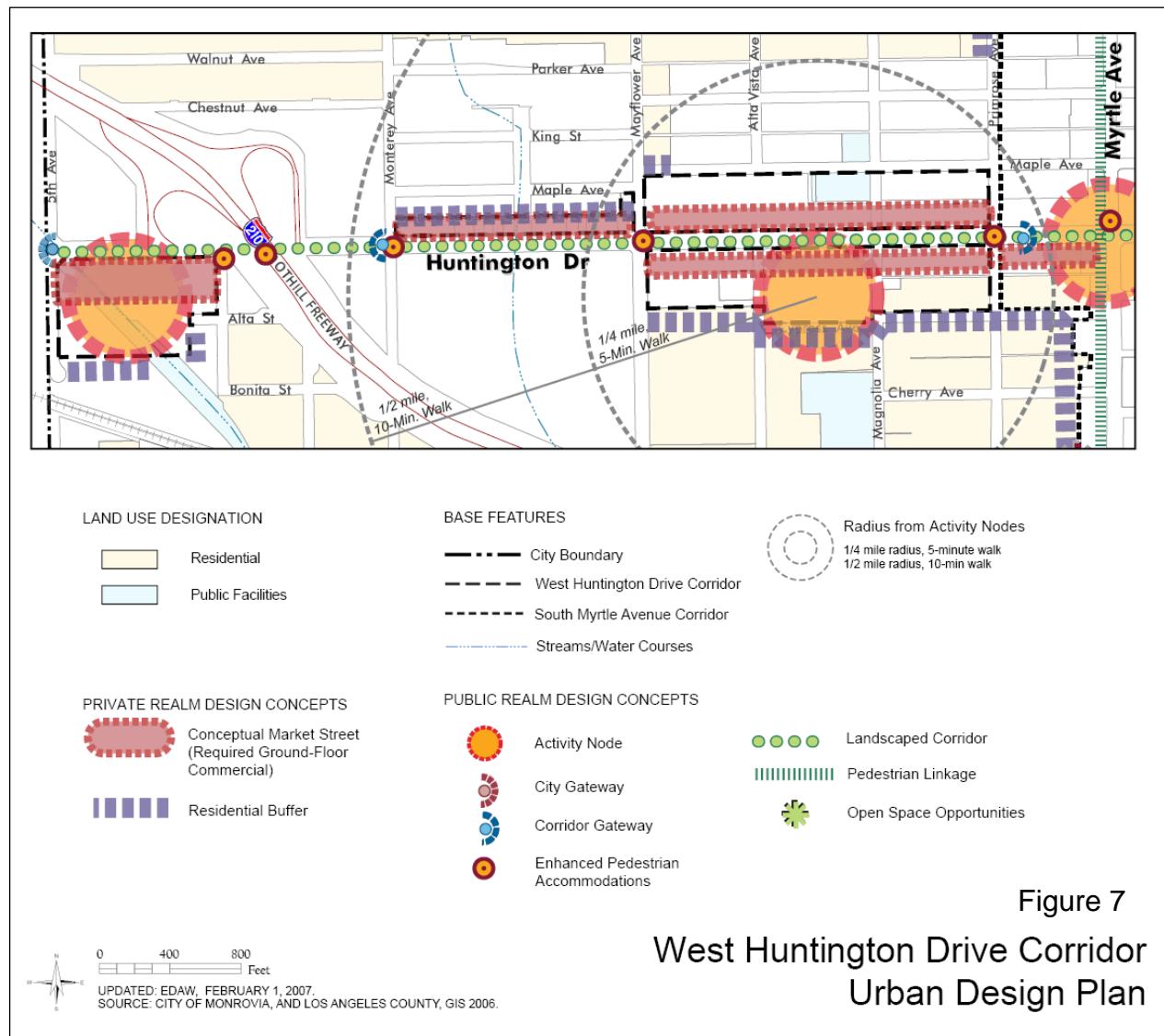


**Figure 6 – West Huntington Drive Land Use Map**



## Urban Design

Urban design encompasses the scale, orientation, and architecture of site and building design in the private and public realms. The following urban design guidelines for West Huntington Drive promote high-quality development that focuses amenities and attractions at activity nodes, encourages outdoor rooms and public spaces, and promote street-oriented buildings. Figure 7, Urban Design Plan identifies urban design features to be implemented along West Huntington Drive.



**Figure 7**  
**West Huntington Drive Corridor**  
**Urban Design Plan**

## Public Realm

People experience the public realm along Huntington Drive as pedestrians and drivers when they view the street trees, wait in a bus shelter, walk along the sidewalk, and see how buildings relate to streets and parking areas. Design elements within the public realm include activity nodes, City and corridor gateways, enhanced pedestrian accommodations, landscaped corridors, pedestrian linkages and enhancements, and open space opportunities.



## **Activity Nodes**

Activity nodes are areas where concentrated commercial, retail, and entertainment activities take place. Successful activity nodes serve as major destinations that provide public gathering spaces and walkable environments. The purpose of activity nodes is to strengthen the City's economic vitality by attracting a high volume of customers. Introducing strong activity nodes along West Huntington Drive will require integration of public amenities and gathering spaces with commercial and retail uses. The following elements will strengthen activity nodes along Huntington Drive:

- Outdoor seating at restaurants and retail stores
- Public art and street furniture
- Pavement and hardscape treatments to identify public plazas
- Outdoor plazas surrounded by retail and commercial uses

## **Gateways**

Gateways announce arrival and create an immediate impression of the community. In Monrovia, gateways are appropriate where major streets cross municipal boundaries and at freeway ramps. Corridor gateways announce transition from the retail uses west of Myrtle Avenue to high technology uses east of Myrtle Avenue. The City's Art in Public places ordinance could be used along the Corridor to express local history and improve the gateway design.

## **Landscaped Corridors**

Landscaped corridors are highly visible components of the cityscape. Attractive street medians and landscaped commercial edges along Huntington Drive enhance the visual quality of an otherwise auto-dominated corridor and function as an extension of the community open space network. While West Huntington Drive functions as a heavily traveled, automobile-oriented street, pedestrian amenities such as covered bus stops and landscaped commercial edges contribute to a walkable and human-scale environment. Use of native plants and other drought-tolerant planting is encouraged as part of public and private development. The undergrounding of utility lines also enhances street aesthetics. Unifying street trees offers many benefits: they provide shade and cooling effects, create beautiful canopies, and soften the hard edges of urban development.

## **Linkages**

Just behind the commercial development along West Huntington Drive are many residential neighborhoods, and local residents should have the ability to walk to shops and services along the boulevard. Pedestrian linkages from the neighborhoods and between/among uses along West Huntington Drive can create easy access to sidewalks, outdoor spaces, building entrances, and parking facilities. Linkages are an especially important component of urban villages and activity nodes, where a well-connected and engaging pedestrian environment can encourage people to walk rather than make short car trips. Require connections providing visual cues to pedestrians and drivers such as colorful and well-marked crosswalks and pathways, and signage scaled for walkers. Pedestrian linkages can be enhanced through change in materials along pedestrian paths, physically defined boundaries, proper nighttime lighting, entryway design, and buffers from vehicular traffic. Specific access and linkage elements along West Huntington Drive may include wider sidewalks, separate and distinct entryways and paths for pedestrians from parking areas to commercial stores and on-site signage. All new development will be reviewed to ensure such features are incorporated.

When people walk, they should feel safe and comfortable and be provided with places to rest. Street



furniture such as benches and street lamps are easy but critical enhancements. All street furniture — including trash receptacles — can exhibit an integrated design that incorporates local architectural styles and neighborhood-specific features. Examples of great street furniture can be found along Myrtle Avenue in Old Town and within the City's parks. A broader-based, consistent theme can be established to tie together the blocks between the western City boundary and Myrtle Avenue.

Bus/transit shelters encourage transit use and provide an opportunity to enliven the streetscape through design. Integration of design with elements of public art, landscaping, and architecture will enhance the district. Landscaped containers and shelters planted with clinging vines accent both the bus shelter and the street.

### **West Huntington Drive – Public Realm**

With a right-of-way at 100 feet and four lanes of travel for vehicles, Huntington Drive is a heavily used arterial road. While changes are not proposed to the lanes, a minimum building setback of 10 feet is recommended to accommodate wider sidewalks and outdoor rooms. Built structures, instead of surface parking are encouraged along West Huntington Drive.

## **Private Realm**

### **Urban Spaces**

Urban spaces include publicly accessible plazas, courtyards, and similar outdoor spaces where people can gather formally or informally. These spaces are especially appropriate within identified activity nodes. As well-defined outdoor rooms, they may accommodate public gatherings and celebrations, or serve as retreats from urban activity.

### **Landmarks**

Landmarks are highly recognizable buildings, structures, and landscape features. As such, they become powerful orienting devices that help define the City, a district, or a neighborhood. Key elements such as the tall hotel buildings or architecturally unique new developments function as landmarks along Huntington Drive.

### **Uses along Frontage**

To encourage pedestrian activity and maintain a strong retail tax base, the City will require retail and dining uses along the ground level of all parcels fronting West Huntington Drive. Street facades that incorporate transparent windows and doors with variations in elevation will be encouraged.

### **Buffer from Residential Uses**

All development adjacent to or facing residential neighborhoods shall be designed to preserve the quality of life in these neighborhoods through site and building design, with buffer as necessary to mitigate any negative impacts. Incompatible or unattractive ancillary uses such as loading, storage, and parking shall be bordered or screened with landscaping, fencing, or decorative walls. Residential yard privacy shall be protected.

### **Mixed Use**

Mixed-use designation at the westernmost end of West Huntington Drive will create a small "village". Mixed-use development will support the principal activity nodes along West Huntington Drive and aid the transformation of warehouses and storage uses and underutilized parcels to unique entertainment, retail commercial and residential opportunities. Special consideration of the 210 Freeway, the Gold Line rail line,

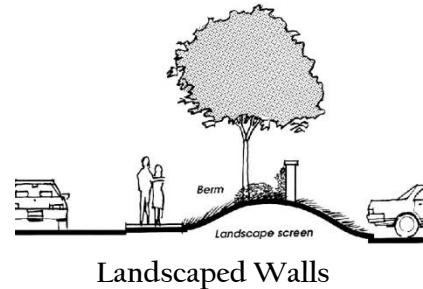


and access must be paid attention in site design. Also, to link this mixed use area to uses to the east, the pedestrian experience must be enhanced through the 210 Freeway underpass.

### **Building Form**

The scale of buildings along Huntington Drive consists of groups of large, boxy structures set back substantially from the street – typical of commercial construction approaches of the 1980s and 1990s. Smaller, individual buildings dating to the 1950s are pulled to the front and side lot lines, with parking provided to the rear. Addressing architecture from a scale of the arterial road includes analysis of not only the architectural style, material, and color, but the site plan, scale, landscape design, and the building's overall appropriateness to the urban fabric.

For properties designated Retail Corridor Commercial, the scale of the buildings will consist of one- to three-story buildings that step down to match height and width of buildings in residential neighborhoods. For properties designated Retail Corridor Mixed Use, the scale of new development will be based on compatibility with surrounding development factors such as building height and massing. Building design facing West Huntington Drive can consist of either smaller, pedestrian-scale structures or larger structures. However, any new large-scale buildings must be designed to allow visual penetration into the building through the use of windows and entryways, and facades must be articulated with functional design elements, entrances with awnings, and other defining features clearly visible from West Huntington Drive. Buildings will be set back to the extent needed to allow wider sidewalks and adequate parkways between sidewalks and building frontage. Wherever possible, public plazas and gathering spaces will be provided to attract customers.



**Landscaped Walls**

Landscaped walls and fences screen parking and loading areas from public view.

### **Walls and Fences**

Walls and fences generally are used to define boundaries and provide security. In developments located along and near West Huntington Drive, fences and walls will serve more limited functions, such as retaining walls and to distinguish private properties from public areas. Any new walls separating commercial and residential areas must consist of decorative materials and landscape screening that integrates with the overall design theme of the site.

## **Planning Objectives**

### **Land Use Objectives**

#### **New Commercial Uses**

Encourage the establishment of new commercial businesses that complement established large-scale retail developments, hotels, and restaurants along West Huntington Drive.

- Encourage clustered approaches to development that incorporate extensive landscaping and subterranean parking or parking located behind buildings.
- Require design review for commercial uses to ensure appropriate architecture, access, setbacks, building articulation, materials, landscaping, pedestrian amenities, and linkages with nearby activity centers.

- Require new construction to fully fund any construction or expansion of supporting infrastructure.
- Encourage specialized commercial stores on shallow lots, and require new developments to consider the scale and architectural of adjacent residential parcels.
- Improve visibility and street presence to strengthen commercial viability of retail businesses along Huntington Drive.
- Facilitate development of commercial uses between Primrose and Myrtle Avenues that provide destinations for local employees and residents, and that incorporate outdoor gathering places.
- Create an activity node by redesign of Alta Vista Avenue between Cypress Avenue and Huntington Drive.

### **Protect Residential Neighborhoods**

- Preserve the character of residential neighborhoods behind the West Huntington Drive corridor by ensuring that new development respects privacy, avoids traffic intrusion, and mitigates any anticipated adverse effects.
- Promote neighborhood identity and conservation of individual neighborhood character.

### **Mixed Use Development**

- Utilize mixed-use development approaches to create varied housing types and densities at Fifth Avenue and Huntington Drive.
- Accommodate a range of housing densities and residential building types, including non-traditional forms such as housing over retail, lofts, and live-work accommodations.
- Facilitate the transition of aging industrial properties and underutilized into horizontal or vertically mixed use development, with emphasis on commercial uses on parcels fronting Huntington Drive.
- Develop and apply standards specific to areas designated on the Land Use Plan as mixed-use to ensure compatibility among different land uses.

### **Industrial Uses**

- Allow the development of light industrial uses that provide jobs and do not cause negative impacts in terms of noise, odor, traffic, hazardous materials, and pollution.

### **Urban Design Objectives**

#### **Residential**

- Facilitate the development of residential developments that may buffer commercial uses from adjacent low-density residential neighborhoods.
- New residential developments facing established residential neighborhoods shall match the dominant scale, entryway orientation, setback, and fenestration patterns to preserve the character of the residential neighborhood.



### **Retail Corridor Commercial**

- Maximize utilization of commercial sites along West Huntington Drive by encouraging compact site design and street-oriented buildings.
- Parking structures within public view shall be aesthetically enhanced with landscaping and architectural details that blend with the design features of other buildings on site. Large blank walls are specifically prohibited.
- Shared parking shall be encouraged to provide the most efficient use of space. Shared parking shall be considered as long as it meets current parking requirements.
- Require that public gathering spaces and outdoor rooms be integral parts of retail development at activity nodes along West Huntington Drive.

### **Retail Corridor Mixed Use**

- Require that buildings be organized around courtyards and open spaces with abundant landscaping and pedestrian linkages.
- Provide prominent visual and physical pedestrian connections between the retail, office, residential, and parking components of mixed-use developments.

### **Urban Design Objectives – General**

- Ensure safe and convenient pedestrian movement and connections along West Huntington Drive and within commercial developments.
- Require that new developments and substantial renovation of developments provide for well-marked, well-lit, attractive, and safe pedestrian walkways from parking areas to buildings and between buildings on the site.
- Require pronounced entryways for cars and pedestrians along West Huntington Drive.
- Encourage the use of public art, rest stops, and public gathering spaces as part of new development projects.
- Encourage the use of varied native materials to demarcate thresholds and boundaries through change in color, material, and texture.
- Encourage artistry and innovation in signs that improve the appearance of the buildings and neighborhoods in which they are placed.
- Reduce vast surface parking lots by encouraging shared parking, structures and subterranean parking.



### **Encourage Public Open Space**

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Create public gathering spaces as part of new development projects.

## **Urban Design Objectives - Public Realm**

- Revitalize and enhance the West Huntington Drive corridor into a place that supports walking and transit.
- Provide crosswalks and sidewalks that are accessible for people with disabilities and who are physically challenged.
- Encourage designs and building layout that promote defensible spaces.
- Provide bus shelters at all transit stops along Huntington Drive.
- Improve design elements within the public realm to strengthen local identity and enhance overall aesthetic quality.
- Provide attractive street furniture and other public improvements to communicate the City's identity and pride.
- Facilitate the widening of sidewalks and landscaped setbacks by using a portion of City parkway and by increasing building setbacks.
- Create a distinctive gateway at the City's western entry point.
- Provide a gateway sign to announce the entrance to the high-technology corridor east of Primrose Avenue.
- Use of public art, paved crosswalks, and landscaping to mark entries into the City.



**Benches**

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Sheltered benches become valuable rest stops and gathering places for pedestrians.

## **Urban Design Guidelines - Private Realm**

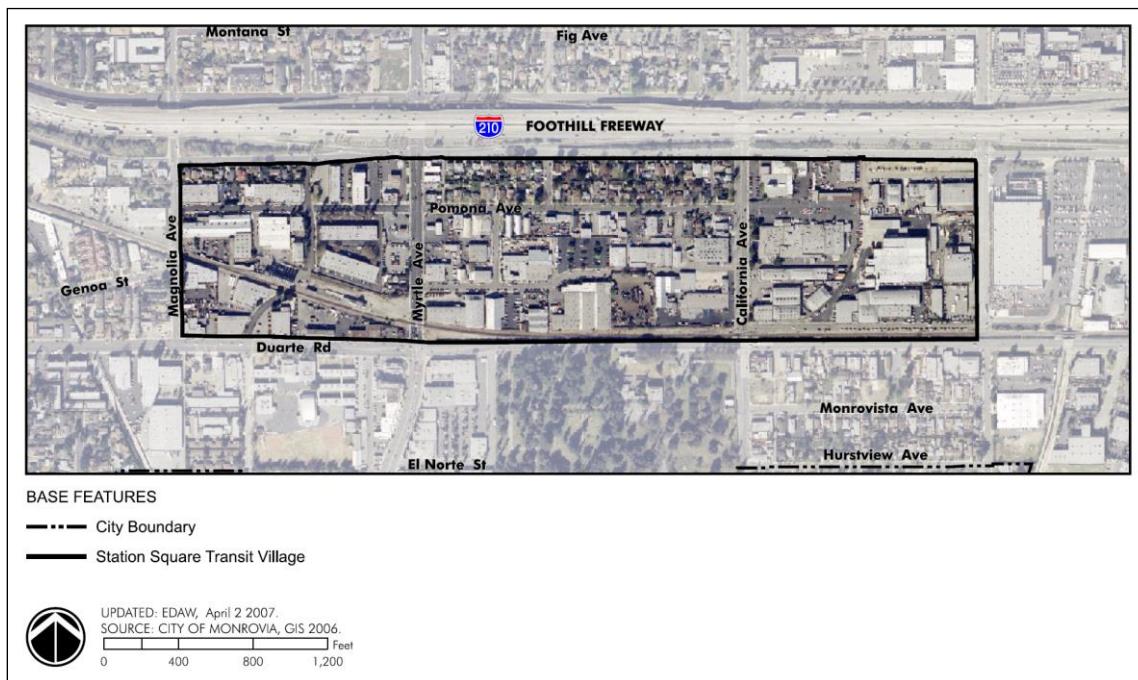
- Promote community identity and local history by encouraging context-sensitive design and development.
- Strengthen neighborhood identity with new development that is architecturally compatible with surrounding structures and that reflect local architectural characteristics.
- Require all new developments to incorporate high-quality design in terms of architectural styles, building materials, development patterns, and scale of existing buildings.
- Do not permit blank walls: require ample use of windows and doors to make building fronts "permeable".

## 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**

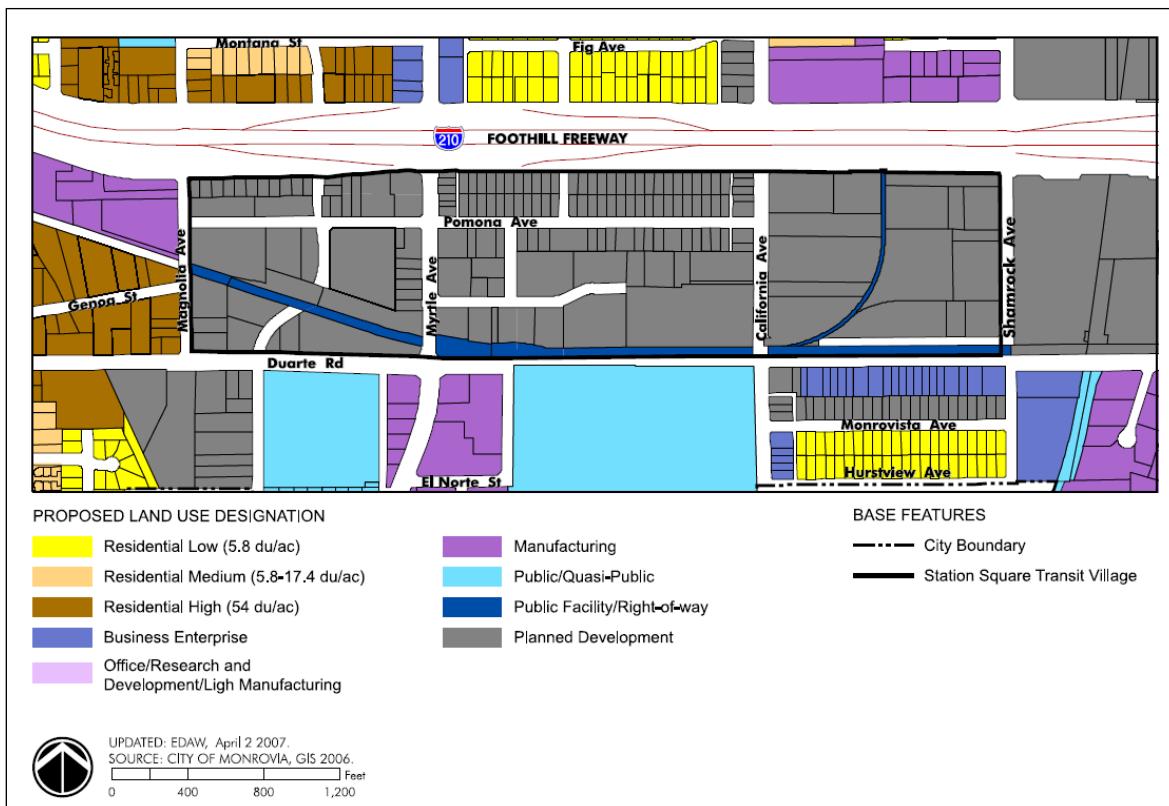
South Myrtle Avenue serves as a gateway to the Station Square Transit Village planning area and also connects the proposed development with Old Town Monrovia and the West Huntington Drive retail corridor and the High Tech Corridor on East Huntington Drive. Over time, Station Square Transit Village is 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 78, 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.
- **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 encourages 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.

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.



## **Planned Development Areas**

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In 1980, the first Planned Development (PD) Areas were established throughout the City. These were areas that for a variety of reasons were in need of special development guidelines. Areas that receive the PD designation generally have a mixture of land uses and/or conditions that make it difficult to apply the more general development standards in the Zoning Ordinance. Over the past few decades, PD areas have proven to be a very effective planning tool. This section provides a description of the PD areas in Monrovia. A list of the PD areas is provided below.

### **Planned Development Areas**

PD Area 1	Mountain View/Ocean View/Valley View Area
PD Area 2	East Foothill Boulevard/Wildrose Area
PD Area 3	Monterey/Chestnut Area
PD Area 4	Highway Esplanade/Parker Neighborhood
PD Area 5	Downtown
PD Area 5a	Colorado Commons
PD Area 5b	Downtown/115-127 East Lime Avenue
PD Area 6	Royal Oaks Drive
PD Area 7	Area Northeast of Huntington Drive/Mountain Avenue
PD Area 8	West Huntington Drive/Southside
PD Area 9/9a	California Avenue between Cypress and Central
PD Area 10/10a	Auto Center
PD Area 11	Diamond St./El Dorado/Encino/Alamitas Avenues
PD Area 12	Station Square Transit Village
PD Area 13	Shamrock to Mountain/Manufacturing Area (Home Depot)
PD Area 14	El Norte Avenue
PD Area 15	Area southwest of Peck Road/Duarte Road Intersection
PD Area 16	Peck Road/Myrtle Avenue
PD Area 17	El Sur/Atara Street Area
PD Area 18	Jeffries at Peck Road
PD Area 19	Novice Lane Area
PD Area 20	Valley Circle
PD Area 21	Peck Road Specific Plan
PD Area 22	Peck Road Dump Site
PD Area 23	Walnut/Royal Oaks Double Frontage Lots
PD Area 23a	805 South Shamrock Avenue
PD Area 24	Poppy/Shamrock
PD Area 25a/b	Monrovista/California/Duarte Road
PD Area 26	311 West Foothill Boulevard-Aztec Hotel
PD Area 27	Station Square West
PD Area 66	The Shamrock Avenue Connection



**AREA PD-1: Mountain View/Ocean View/Valley View Area:** This residential area represents predominantly single-family development on larger than the average sized lot. Most of the lots are 50 feet x 200 feet (10,000 square feet) and several are improved with older period homes. These homes are well-maintained, mostly Craftsman and Mediterranean Spanish style, and add to the overall ambience of the area. In addition, there are also several very mature oak trees throughout the neighborhood.

The following development guidelines apply to PD Area 1:

1. The RM development standards shall apply with a maximum density of one unit per 4,000 square feet of land area and an F.A.R. of 35%.
2. Oak trees 10 inches in diameter or greater measured at 2 feet above the level ground shall not be removed without the permission of the approving body, Development Review Committee (DRC)/Planning Commission (PC), and shall be depicted on all site plans submitted.
3. A licensed arborist shall be required when new development occurs adjacent to oak trees and shall recommend appropriate measures for adequate protection..
4. If a new unit(s) is added to an already improved property, the new construction shall be architecturally compatible with the residence(s) on the lot. This review shall include, but not be limited to: siding, roof pitch and overhang, window sizes and shapes, and predominant architectural details, such as porches, cornices, and bay windows.
5. Preservation and retention of the older period homes (pre 1940s) shall be encouraged and slight deviations from development standards (i.e.; yard size, building separation, unit size) may be used by the DRC/PC to help establish minor exemption and/or variance findings. The DRC/PC must determine that the preservation and retention of the older period home outweighs its elimination and the deviations do not make a less desirable development.
6. Minimum lot size and dimensions shall be as follows:
  - South side of Ocean View Avenue— 9,000 square feet, 50 feet x 180 feet
  - All other lots – 10,000 square feet, 50 feet x 200 feet
7. No lot consolidations shall be allowed if lot size is increased to allow more than two units on a lot.
8. Older period homes (pre 1940s) which demonstrate the architectural style of a specific period, if substandard in size shall not be required to be increased to the minimum unit size if it is retained as part of a development.
9. Front-loading and side-loading attached garages visible to the street shall be considered only if it is determined that the quality of design outweighs any negative impact and there is no other location on the site a garage could be better located.
10. The "Maximum House Size" chart in the Zoning Ordinance for the RL (Residential Low Density) and RE (Residential Estate) Zone may be used if a single-family residence is constructed or an existing single-family residence is enlarged. This will allow a larger house in place of adding units on a lot.
11. Except for second units approved pursuant to Chapter 17.44.160, of the Monrovia Municipal Code, all units shall be detached. Rear units shall be restricted to single-story construction.
12. All new single-family homes and in multiple residential projects units closest to the street shall have street facing entries.





### Legend

- [Blue Box] Area 1
- [Grey Box] Parcels

**City of Monrovia**  
**Community Development Department**  
**Planned Development Area 1**



June 2007  
 0 50 100 200 Feet



**AREA PD-2: East Foothill Boulevard Area including Wildrose between Canyon Boulevard and Shamrock Avenue:** This area has an old Monrovia atmosphere although there is multiple-family, non-conforming offices, a church parking lot, and mortuary intruding into a predominantly residential area. Since the neighborhood was mainly built before 1930, there is a predominance of Craftsman structures in addition to some examples of Spanish Colonial Revival, Mediterranean, Colonial Revival, cottage, and vernacular architecture.

The following development standards apply to PD Area 2:

1. For the area along **Foothill Boulevard** the RM development standards shall apply with a maximum density of one unit per 2,500 square feet of land area and an F.A.R. of 40%.
2. For the area along Foothill Boulevard, the existing non-conforming businesses shall be permitted one wall-mounted sign or one awning sign, and one monument sign subject to the following specifications:
  - a. A wall-mounted sign shall not exceed 3% of the total wall face.
  - b. An awning sign shall be restricted to the business name and street numbers on the valance, and shall not exceed 50% of the valance width and the lettering shall not exceed 66% of the valance height, and limited to a maximum of 18 inches.
  - c. A monument sign shall have a maximum height of 4' (maximum base height, if proposed, shall not exceed 1' and shall be included as part of the overall 4' height limit) and a maximum sign face of 3' high by 4' wide.
  - d. Materials shall be wood, wrought iron, or materials that are determined to be compatible with the historic nature of the neighborhood.
  - e. Signs shall not be interior lit and indirect lighting may be considered based on potential impact to neighboring residential properties.
3. The DRC shall review and approve all signs.
4. The area along **Wildrose Avenue between Canyon Boulevard and Shamrock Avenue** the RM development standards shall apply with a maximum density of 3,500 square feet per unit and an F.A.R. of 40%.
5. Oak trees 10 inches in diameter or greater measured at 2 feet above the level ground shall not be removed without the permission of the approving body DRC/PC and shall be depicted on all site plans submitted.
6. A licensed arborist shall be required when new development occurs adjacent to oak trees and shall recommend appropriate measures for adequate protection.
7. If a new unit(s) is added to an already improved property, the new construction shall be architecturally compatible with the residence(s) on the lot. This review shall include, but not be limited to: siding, roof pitch and overhang, window sizes and shapes, and predominant architectural details, such as porches, cornices, and bay windows.
8. Preservation and retention of the older period homes (pre 1940s) shall be encouraged and slight deviations from development standards (i.e.; yard size, building separation, unit size) may be used by the DRC/PC to help establish minor exemption and/or variance findings. The DRC/PC must determine that the preservation and retention of the older period home outweighs its elimination and the deviations do not make a less desirable development.



9. The houses on Foothill Boulevard and Wildrose Avenue between Canyon Boulevard and California Avenue exemplify the architecture and historical flavor that is being encouraged. New construction shall incorporate some features of these houses, for example, similar roof pitches, siding, window detail, the use of river rock or other typical masonry techniques, or large beam construction. The new buildings shall sufficiently blend with these homes to enhance and reinforce the integrity and feeling of the neighborhood.
10. No lot consolidations shall be allowed if lot size is increased to allow more than two units on a lot.
11. Front-loading and side-loading garages visible to the street shall not be permitted.
12. Older period homes (pre 1940's) which demonstrate the architectural style of a specific period, if substandard in size shall not be required to be increased to the minimum unit size if it is retained as part of a development.
13. Except for second units approved pursuant to Chapter 17.44.160, of the Monrovia Municipal Code, all units shall be detached. Rear units shall be restricted to single-story construction.
14. All new single-family homes and in multiple residential projects units closest to the street shall have street facing entries.

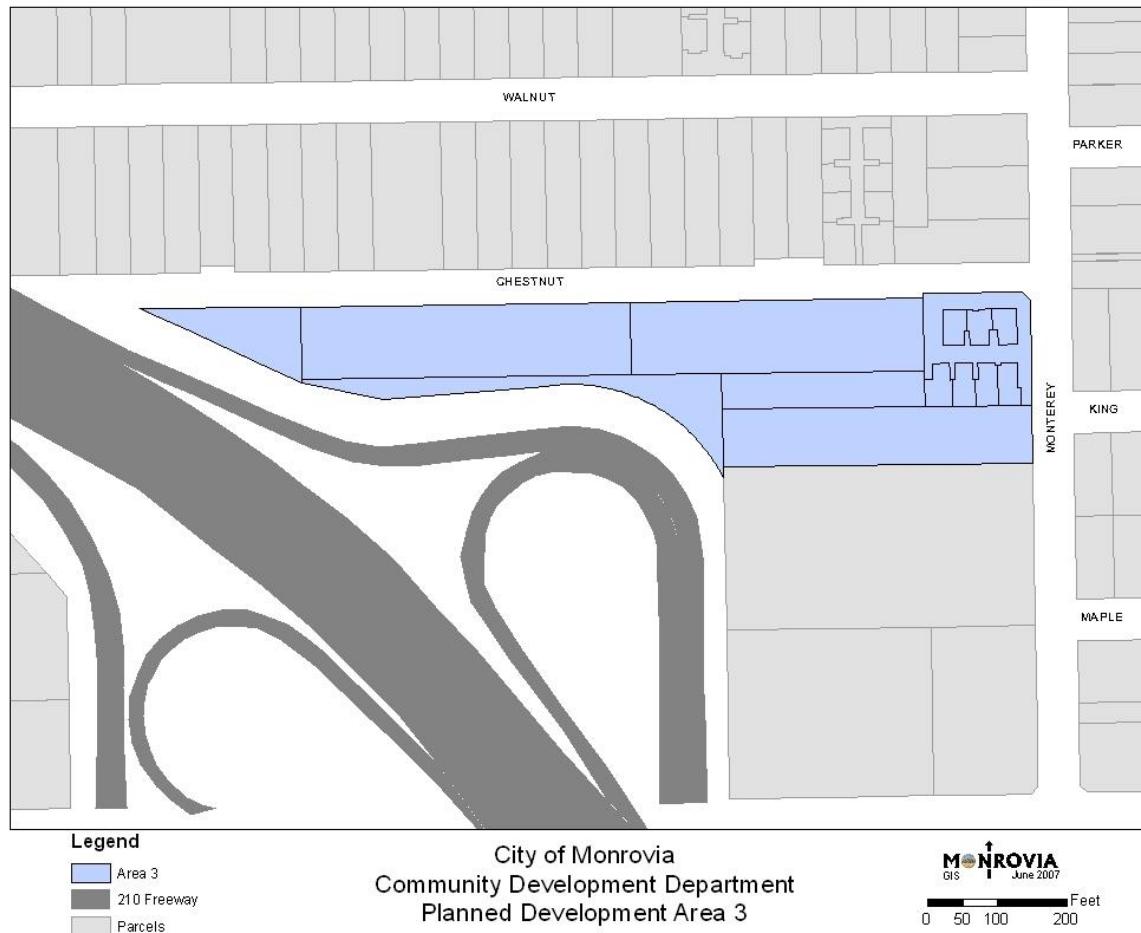
**AREA PD-3: Monterey/Chestnut Area:** Bounded by Chestnut Avenue on the north, the Freeway Overpass



on the west, and Monterey Avenue on the east: Much of this area is developed with uses related to the World Vision International operation. Uses in this area include offices, warehouses, manufacturing operations and temporary residences found in the World Vision complex. The area also contains several apartment developments on Monterey Avenue.

The following development guidelines apply to PD Area 3:

1. A planned office/business park area will be encouraged. All uses shall be compatible with adjacent uses in the area particularly the surrounding residential uses.
2. Heavy Industrial uses shall not be permitted.
3. Permit residential Planned Unit Development consisting of detached single family homes on land, fronting Monterey Avenue, and across the street from the residential neighborhoods of King and Maple Avenues. The Residential Medium Density (RM 3500) development standards shall apply.



**AREA PD-4 - Highway Esplanade/Parker Neighborhood:** This area exhibits the integrity of a single family neighborhood although many second units exist. The area's cohesion is defined by the predominance of Craftsman bungalows and Spanish Colonial Revival bungalows, therefore the need for their preservation, as well as the retention of the original street lamps and significant stands of specimen trees.

The following development guidelines apply to PD Area 4:

1. The RM development standards shall apply with a maximum density of one unit per 3,500 square feet of land area and an F.A.R. of 35%.
2. Preservation and retention of the older period homes (pre 1940's) shall be encouraged and slight deviations from development standards (i.e.; yard size, building separation, unit size) may be used by the DRC/PC to help establish minor exception and/or variance findings. The DRC/PC must determine that the preservation and retention of the older period home outweighs its elimination and the deviations do not make a less desirable development.
3. If new units are proposed or substantial redevelopment of an existing property is proposed, the new construction shall be architecturally compatible with the residence(s) on the lot and new development shall follow the existing pattern in the area:
  - a. A predominant, detached unit in the front.
  - b. Front porches shall be included.
  - c. Review shall include, but not be limited to: siding, roof pitch and overhang, window sizes and shapes, and predominant architectural details, such as porches, cornices, and bay windows.
4. Existing period street lamps shall be retained. No modern street fixtures shall be used.
5. No lot consolidations shall be allowed if lot size is increased to allow more than two units on a lot.
6. No units shall face or have vehicular access from Chestnut Avenue.
7. Property lines adjacent to Chestnut Avenue shall be "rear" property lines and setbacks shall be applied accordingly. Accessory structures in the rear yards shall be setback a minimum of 3 feet from rear property lines.
8. Older period homes (pre 1940s) which demonstrate the architectural style of a specific period, if substandard in size shall not be required to be increased to the minimum unit size if it is retained as part of a development.
9. Front-loading and side-loading attached garages visible to the street shall be considered only if it is determined that the quality of design outweighs any negative impact and there is no other location on the site a garage could be better located.
10. Except for second units approved pursuant to Chapter 17.44.160, of the Monrovia Municipal Code, all units shall be detached. Rear units shall be restricted to single-story construction.
11. All new single-family homes and in multiple residential projects units closest to the street shall have street facing entries.
12. Front porches shall be included;



13. Review shall include, but not be limited to: siding, roof pitch and overhang, window sizes and shapes, and predominant architectural details, such as porches, cornices, and bay windows.
14. Existing period street lamps shall be retained. No modern fixtures shall be used.
15. All trees shall be shown on development plans and every effort should be taken to preserve specimen trees.



**AREA PD-5: DOWNTOWN:** These areas are adjacent to the Historic Commercial Downtown designations along Myrtle Avenue and generally encompass the side streets running through Old Town Monrovia to Primrose Avenue on the west and Ivy Avenue on the east. The area has historically been the commercial core of the City; however, there are a substantial number of residential units. These areas can support a variety of uses but the uses should be related to Myrtle Avenue and be of a quality in keeping with Old Town Monrovia.

The following development guidelines shall apply to PD Area 5:

1. A pedestrian oriented atmosphere shall be maintained with Myrtle Avenue as the focal point.
2. Encourage businesses such as theaters, restaurants, and specialty retail that support the Myrtle Avenue downtown commercial corridor and other similar uses as determined by the Development Review Committee. Stand alone bars, cocktail lounges, and liquor stores shall not be allowed.
3. Residential development shall only be allowed in mixed-use developments on sites exceeding 2 acres in size and shall require the approval of a specific plan.
4. No building setbacks are required except for the following:
5. Where a building is adjacent to a residential zone, the multiple story setback standards for the residential zone shall apply.
6. For property lines adjacent to Ivy Avenue a ten-foot setback shall be required.
7. The Development Review Committee shall determine appropriate setback requirements based on adjacent land uses.
8. Public improvements shall be compatible with the downtown theme in terms of street furniture, lighting, and landscaping.
9. Public parking lots are permitted.

**AREA PD-5a: DOWNTOWN/COLORADO COMMONS:** This is a 2.11 acre site directly to the west of Downtown which is currently used for public parking. This area can be developed to provide additional residential opportunities in downtown, providing additional customers for downtown businesses enhancing the economic and social vitality of Old Town by adding residents that will participate in a variety of activities throughout the day. Design of the development will provide a transition between the commercial corridor and the residential neighborhood to the west.

The following development guidelines shall apply to PD Area 5a:

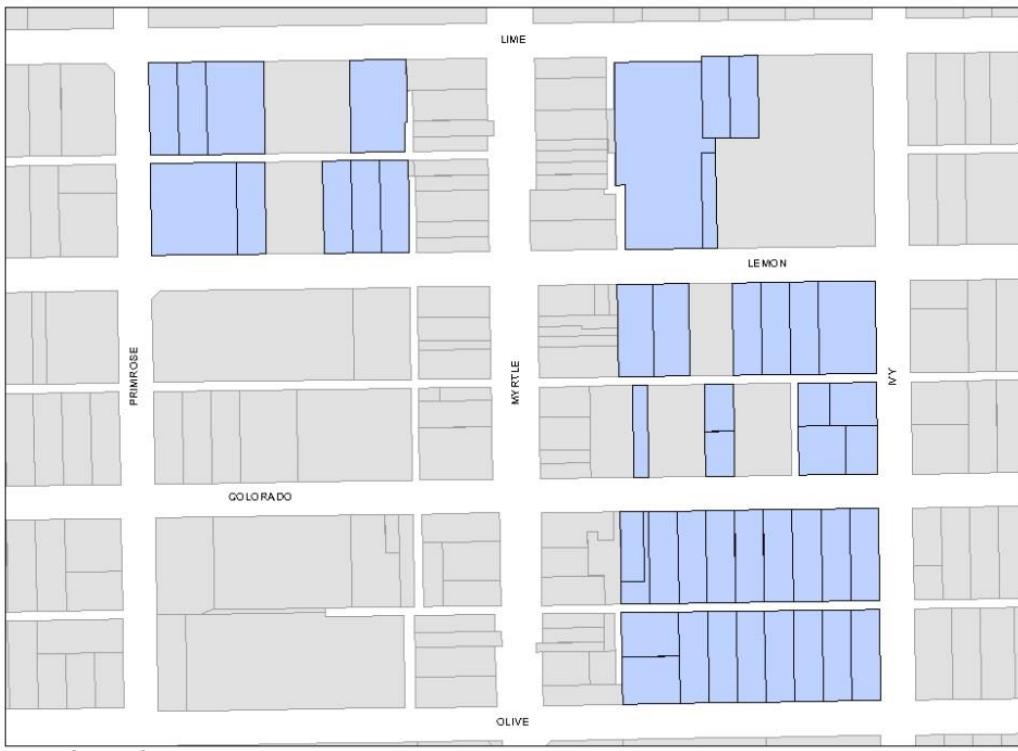
1. A pedestrian oriented atmosphere shall be maintained with Myrtle Avenue as the focal point. This area will be primarily developed as residential with incidental commercial and live/work opportunities.



2. The non-residential spaces shall be lower intensity commercial uses and shall be sensitive to the surrounding residential uses. Use of commercial spaces shall be limited to types of uses that are open to the public, support downtown commercial uses and will encourage pedestrian activity such as retail, food service, service commercial, and office. New uses shall be reviewed by the Homeowners Association and approved by the DRC prior to issuance of a Business License and are subject to the Performance Standards in the Monrovia Municipal Code.
3. Uses allowed in live/work units shall be approved by the Homeowners Association.
4. High density urban residential and mixed-use development is encouraged. High quality design and materials on all elevations is required. The following development standards shall apply to development in PD-5a:
  - a. Provide shared public/private parking that supports Old Town. Two dedicated parking spaces for each residential and live/work unit. Commercial spaces shall provide one space for each 250 square feet of building area. In addition to the required spaces generated by the new development, all public parking spaces shall be replaced within the structure.
  - b. Minimum unit size is 750 square feet.
  - c. Maximum permitted number of stories is four.
  - d. Maximum permitted residential density is 35 dwelling units per acre.
  - e. No setback is required on property lines adjacent to public streets. Setback requirements from the project's interior property lines shall be subject to the determination of the Development Review Committee. Setback areas adjacent to the condominiums in that block shall be planted with ample landscaping.
  - f. Signage for commercial spaces shall be subject to the Sign Ordinance. Signage for the parking structure and live/work spaces shall be included in a detailed sign program, which shall be submitted to the Development Review Committee for approval. Illuminated signage shall be allowed subject to a lighting study. No illuminated signage will be permitted on live/work units.

Public improvements and interior common areas shall be compatible with the downtown theme in terms of street furniture, lighting, and landscaping

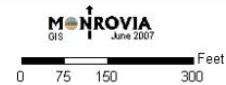




**Legend**

- [Grey Box] Parcels
- [Blue Box] Area 5

**City of Monrovia  
Community Development Department  
Planned Development Area 5**



**PD AREA 5b: DOWNTOWN/115-127 EAST LIME AVENUE:** This is a 0.73 acre site located on the north side of Lime Avenue, directly adjacent to the Historic Commercial Downtown designation along Myrtle Avenue. It is developed with a Mid-century Modern brick building containing four above ground levels and a basement which totals approximately 92,500 square feet in size. A small on-site private parking lot is located to the north of the building, which is accessed by an alley adjacent to the north property line.

The building was constructed in 1954, and has historically been used as a telecommunications facility. Its various occupants over the years include General Telephone, Pacific Bell, Verizon, and most recently Frontier Communications. The building's Mid-century architectural style consists of brick, concrete, and aluminum louvers; its large size provides an opportunity for creative adaptive re-use.

These development guidelines promote the adaptive re-use of this Mid-century building that has been a prominent structure in the City's Old Town for over 50 years. The standards encourage a pedestrian-oriented commercial corridor linkage between this site and Myrtle Avenue, and include special review criteria to ensure minimal parking and traffic impacts, given the limited provision of parking on the site.

The following development guidelines shall apply to PD Area 5b:

1. Minor Commercial Area: Not more than 25% of the ground floor fronting Lime Avenue shall be designated as the minor commercial area.
  - a. Commercial uses shall be allowed on the ground floor with storefronts located on Lime Avenue.
  - b. Permitted commercial uses shall be limited to uses that support the downtown commercial businesses and encourage pedestrian activity, such as retail, restaurant, service commercial, and office uses.
  - c. Building partitions shall not be constructed within the front 25 feet as measured from the exterior wall of the lease space closest to the front lot line on Lime Avenue.
  - d. Storefront windows facing Lime Avenue shall not be tinted or obscured. Window coverings on the storefronts shall be reviewed by the Development Review Committee or the Planning Commission and shall maximize the appearance of an open storefront.
  - e. Bars or other physical security devices shall be discouraged; however, if they are installed, the installation shall be subject to the requirements of the Zoning Ordinance.
2. Major Commercial Area: All other portions of the building, not including the minor commercial area, shall be designated as the major commercial area and shall not be subdivided.



- a. A self-storage facility may occupy the major commercial area upon the review and approval of a Conditional Use Permit by the Planning Commission.
- b. Alternatively, other uses proposed within the major commercial area shall be subject to review and approval of a Conditional Use Permit by the Planning Commission. This includes the subdivision of interior space to accommodate additional uses. The review criteria shall include, but are not limited to:
  - i. Parking/Traffic generation; and
  - ii. Compatibility with the Historic Commercial Downtown land use provisions;
3. The expansion of the building floor area shall not be permitted. However, the Development Review Committee may approve minor modifications to the interior layout of the floor plan for reconfiguration of the major and minor tenant spaces or any other modification as determined by the Development Review Committee deemed to be minor in that it would not materially change the approved project.
4. The on-site parking lot shall not be reduced in size.
5. Signage for commercial spaces shall be subject to the Zoning Ordinance and shall include a detailed sign program, which shall be submitted to the Development Review Committee for review and approval. The sign program will also be subject to the following limitations:
  - a. Signs shall only be permitted on the South Elevation.
  - b. Signs shall be either halo or non-lit individual channel letters. Signs may be indirectly lit as long as a uniform design is applied across all tenant spaces. Signs shall be centered over the tenant space.
6. Public improvements and exterior common areas shall be compatible with the downtown theme in terms of street furniture, lighting, and landscaping.





Legend  
 PD-5b  
 Parcels

City of Monrovia  
Community Development Department  
Planned Development Area 5b



Date Saved: September, 2019

**Area PD-6: Royal Oaks Drive:** This area consists of an odd-shaped lot, part of which was formerly a railroad right-of-way. The area is bounded on the north by a single family residential area and on the south by Royal Oaks Drive, an arterial street. Because of the lot configuration, any future development would have to front on Royal Oaks, making it somewhat undesirable for single family residential development, yet back up to the single family residential area to the north, which could be adversely affected by an development of a higher density nature. Guidelines for planning development Area 6 shall be:

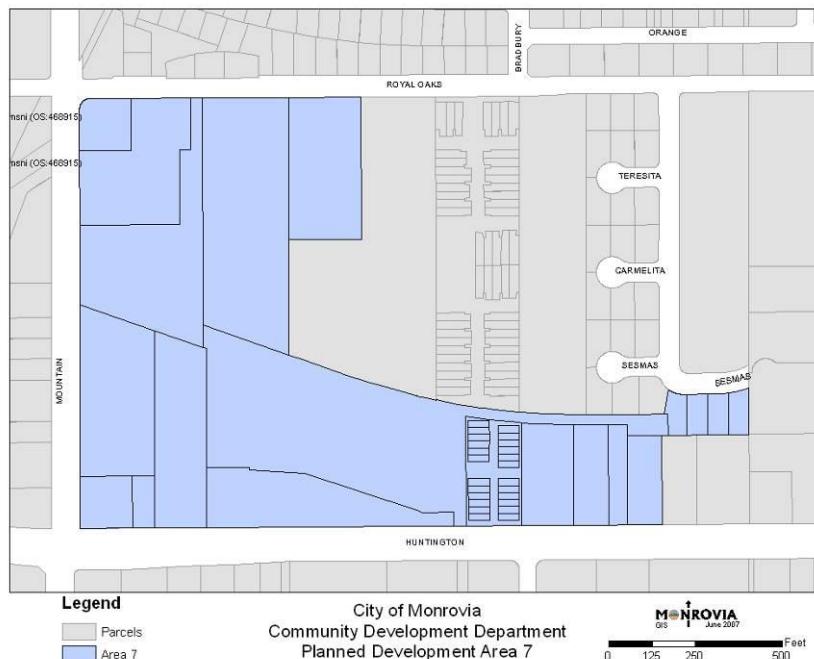
1. General development shall be those required for developments in the R-M (Medium Density Residential) Zone.
2. All future developments shall be compatible in design with the single family residential area to the north. The privacy of the homeowners shall not be compromised by any development in the area.
3. Any future developments shall be designed so as to reduce the adverse effects of noise from traffic on Royal Oaks Drive.



**AREA PD-7: Area northeast of Huntington Drive/ Mountain Avenue Intersection:** Straddling both sides of the abandoned Southern Pacific Railroad right-of-way, this area includes a variety of existing land uses: light industrial and high-density residential development north of the right-of-way; a mobile home park occupies a considerable portion of the area just south of the right-of-way; retail uses, motels, high density residential development and a large irregularly shaped vacant lot front Huntington Drive. This area interfaces with new development in the City of Duarte and is the eastern entrance to the City of Monrovia. Special attention to the kinds and quality of uses needs to be addressed.

The following development guidelines apply to PD Area 7:

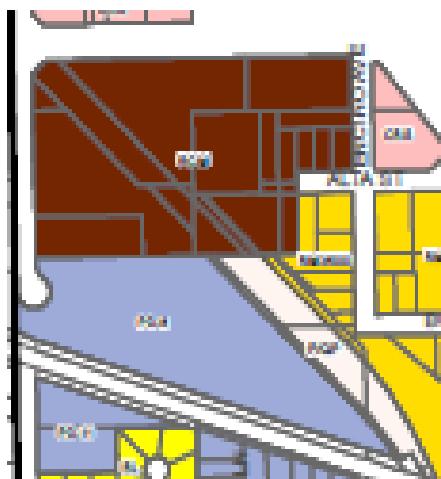
1. Uses on Royal Oaks and Mountain Avenues can be light industrial, office or R&D.
1. Medium Density Residential (RM 2500) will be allowed on Royal Oaks Avenue if contiguous with existing residential developments on Royal Oaks Avenue.
2. Any light industrial, office, or R&D development on Royal Oaks shall be compatible with the surrounding residential uses.
3. Uses allowed on Huntington Drive shall include well planned office and/or commercial development. Strip commercial development shall not be allowed. Other uses that are compatible with office, commercial and restaurant and are well designed will be reviewed on a case by case basis.
4. Lot consolidation on Huntington Drive shall be encouraged.
5. Any development shall have well designed architecture and landscaping and parking areas shall not dominate the appearance of the site from Huntington Drive.
6. An extension of the Monrovia Redevelopment Project area should be considered for this area.



**AREA PD-8: West Huntington Drive/South Side:** Bounded by Fifth Avenue, Santa Anita Wash, and the Railroad Tracks. This area is developed with a mixture of uses including a mobile home park, single family residential, industrial and warehouse/storage. The area has the potential to develop with uses that relate to the Regional/Subregional Commercial development on West Huntington Drive.

The following development guidelines apply to PD Area 8:

1. Permitted uses shall include regional/subregional commercial, office, entertainment, hotels, and restaurants.
2. Emphasis will be placed on quality of site layout and building design.
3. Uses shall expand upon the existing regional/subregional commercial uses on West Huntington Drive.



**AREA PD-9: California Avenue Between Cypress and Central:** The subject area represents the properties fronting on South California Avenue between Cypress and Central Avenues. The properties represent a mix of development with single-family homes, duplexes, and a scattering of multiple-family structures with four or more units. The properties fronting on South California Avenue abut the single-family (R-L Zone) to the west and to the east which are neighborhoods of low scale single-family homes. Property immediately adjacent to the area also includes uses such as the Southern California Edison Company and an adjacent parcel zoned M (Manufacturing) on South California Avenue.

The following development guidelines apply to PD Area 9:

1. The Planned Unit Development (PUD) type of development shall be required. Two (2) story dwellings shall be detached. One (1) story may be attached up to a maximum of two (2) units per building.
2. The Residential Medium Density (R-M 3500) development standards shall apply.



**AREA PD-9a – California Avenue/Fig Avenue:** This area consists of two properties. One lot is approximately one acre in size and has frontage on both California and Fig Avenues. The second lot is over ½ acre in size and is at the dead end of Fig Avenue. Both properties are adjacent to each other on the Fig Avenue dead end side. There are single-family residences on the north side of Fig Avenue and small light industrial uses on the south side of the street. South of the double frontage lot on California Avenue is a utility company and the 210 freeway and north of the lot are one and two story multiple residential developments. This is an area where incompatible uses interface each other.

The following development guidelines apply to Planned Development Area 9a:

1402 South California

1. Multifamily residential or live/work uses shall be allowed in the 16-unit development subject to the approval of a conditional use permit. In addition to the conditions of approval, live/work use shall be subject to the Live/Work Development Regulations (below).
2. Once occupied, a conversion from one use to another shall require a new conditional use permit.

509 Fig Avenue

1. The existing building can be occupied by office, R&D, and light industrial, wholesale, and warehouse uses as defined in the Zoning Ordinance (uses permitted by right).
2. If the use of the existing building changes, the required number of off-street parking spaces shall be provided in accordance to the Zoning Ordinance.
3. Multifamily residential or live/work development shall be permitted subject to the approval of a conditional use permit. Residential development shall be subject to the RM2500 development standards. Live/Work development shall be subject to the Live/Work Development Regulations (below).

**Live/Work Development Regulations**

Live/work development shall be permitted at 1402 South California Avenue; and if existing improvements are removed at 509 Fig Avenue. Density shall be determined at RM2500 standards (1 unit per 2500 square feet of lot size) and each unit shall contain a living space and work space. A 2-car garage per unit is required for residential parking and commercial parking is required at a ratio of ¾ spaces per unit. The following criteria shall be followed:

1. Occupant(s) of each unit shall operate a business and maintain a valid City business license in order to ensure that the work space remains a commercial use.
2. A live/work unit shall have a minimum work space of 500 square feet on the ground floor.
3. A live/work unit cannot be used solely for residential or solely for commercial purposes. It must be used for both.
4. Permitted uses include administrative/professional services, office, service commercial, individual instructional services, artist studio, and warehousing. Other uses that do not require the use of heavy or noisy machinery may be considered. The Homeowners Association (HOA) shall approve all uses prior to a business license being issued. Both the HOA and Development Review Committee shall determine the appropriateness of uses not easily identified.
5. Businesses that require the use of machinery that produce noise that is audible beyond the property are prohibited.
6. Deliveries shall be made on-site and shall be limited to the hours of 8:00 AM to 9:00 PM, Monday through Friday and 9:00 AM to 9:00 PM Saturday and Sunday.



7. All commercial activities shall be conducted entirely within an enclosed building; however the garages cannot be used for business activity.
8. No outdoor storage shall be permitted.
9. Commercial parking spaces as shown on the projects approved site plan shall not be used for residential parking during business hours of operation.
10. Maximum building height shall be 2-storey and setbacks shall be a minimum 25' on California Avenue, 10' on Fig Avenue. Side setbacks shall be determined based on development proposals and proximity of neighboring residential and/or industrial and commercial properties.
11. The double frontage lot shall be electronically gated on the Fig Avenue side to stop unwanted through traffic.
12. A detailed sign program shall be submitted for review and approval by the Development Review Committee.
13. Conditions, Covenants, and Restrictions (CC&R's) shall be recorded that include conditions as set forth in MMC §17.44.050 (c)(4)(a).



**AREA PD-10: Auto Center:** During the last decade, this area has transitioned from older industrial and commercial uses to primarily new car auto sales in the form of an auto center.

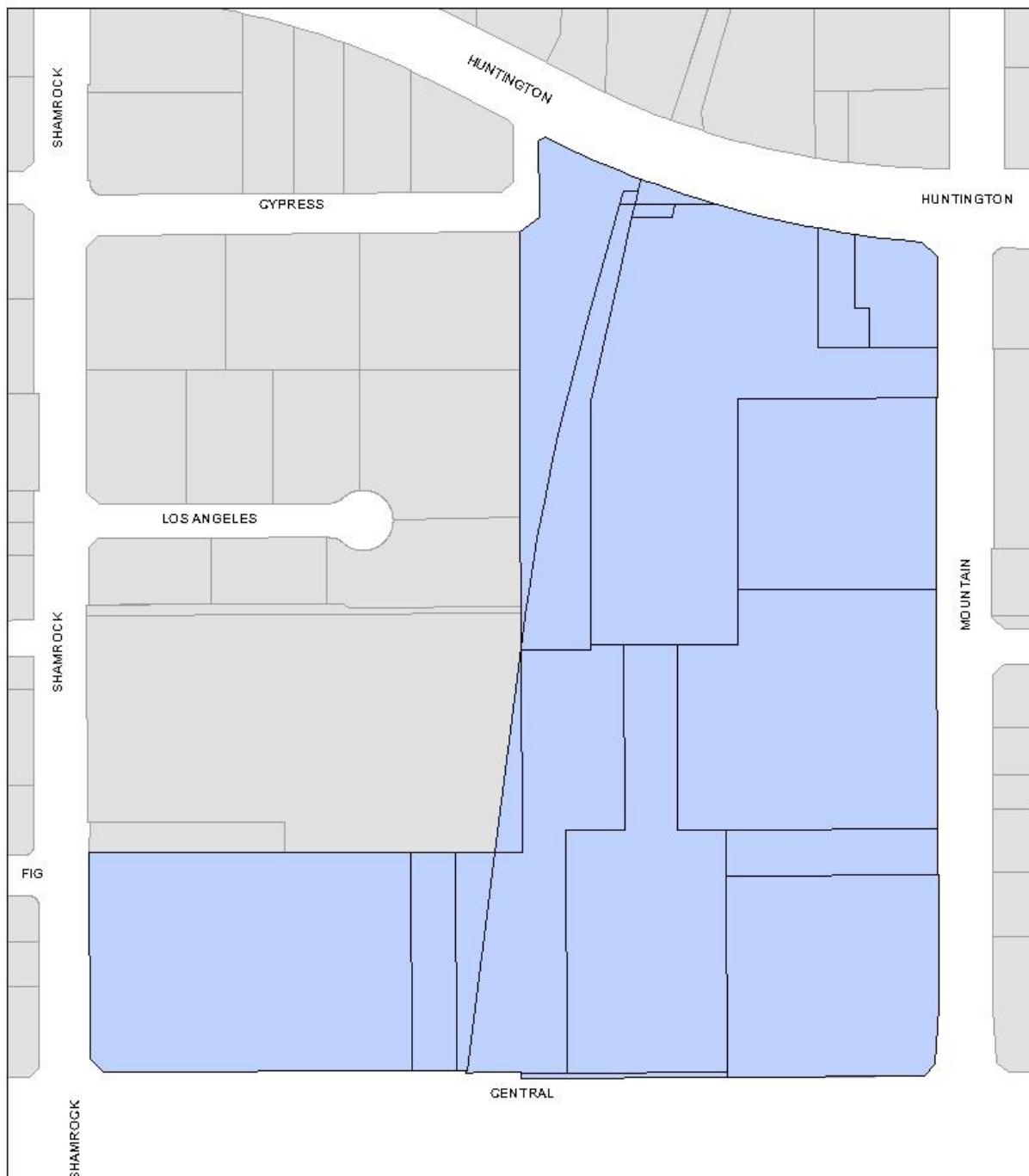
The following development guidelines apply to PD Area 10:

1. New car dealerships and ancillary activities such as new car servicing and used car sales (servicing and used car sales must be part of a new car dealership) are the primary intended uses of this area.
2. All development should be designed to create an expansive auto center atmosphere that includes product display in front, outside and in showrooms, while keeping servicing operations hidden from off-site view.
3. The minimum site size for an auto dealership shall be that which is necessary to create an expansive design including placement of buildings to be in harmony with the neighboring structures and setbacks and to accommodate required on-site parking and landscaping.
4. Landscaping and streetscape shall be consistent throughout the Auto Center and shall be in compliance with the approved auto center landscape/hardscape plan.
5. Fencing and walls shall not be located within the setback area paralleling a street right-of-way. All other perimeter fencing shall be wrought iron or other approved materials.
6. Signage shall provide for maximum aesthetics and appropriate visibility for each franchise-holder. Each franchise-holding establishment shall submit a sign plan for review that may include a combination of wall, monument, freestanding, special purpose, and miscellaneous signs as provided for in the Sign Ordinance of the Municipal Code. Each sign plan shall be consistent with other sign plans in intensity, scale, quantity and location without necessarily being identical. Existing signs at the time these guidelines are approved shall be considered approved and shall constitute the sign plans for the respective franchise-holders.

The following development guidelines apply to PD Area 10A:

1. The building fronting Huntington Drive may be used for new automobile and/or motorcycle sales, office uses as approved by the Development Review Committee, new retail, and any indoor incidental storage or warehousing associated with the uses. The rear of the site can be used for new car, motorcycle sales and automotive repair shop where all work is customarily done in one day, inside storage and warehousing, ad light manufacturing subject to Development Review Committee approval.





### Legend

- Parcels
- Area 10

**City of Monrovia**  
**Community Development Department**  
**Planned Development Area 10**



**AREA PD-11: Diamond Street/El Dorado/Encino/Alamitos Avenues:** This area is generally bounded by the railroad track on the north, Fifth Avenue on the west, Genoa on the south, and Alamitos Avenue on the east. The area is predominantly zoned PD with enclaves of newer single-family subdivisions zoned RL on Sierra Blanca, Venice/Naples, Leafwood/Rosewood, Anita/Maryanna/ Pilgrim Way and Radford Place. The balance of the area has a mixture of various sized lots with some as small as 4,500 square feet, a predominant number of 15,000 - 20,000 square foot lots, and a few larger than 35,000 square feet. This PD area should have the feel of a single-family area while still allowing multiple units on the larger lots.

The following development guidelines apply to PD Area 11:

1. A density of one unit per 7,500 square feet of land area per unit, and a 35% floor area ratio shall be allowed on each lot.
2. The front yard setback shall be the average of the block, but in no case shall be less than the minimum required by the Zoning Ordinance.
3. Mature trees shall be retained whenever possible.
4. Residential medium development standards shall apply.



**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::

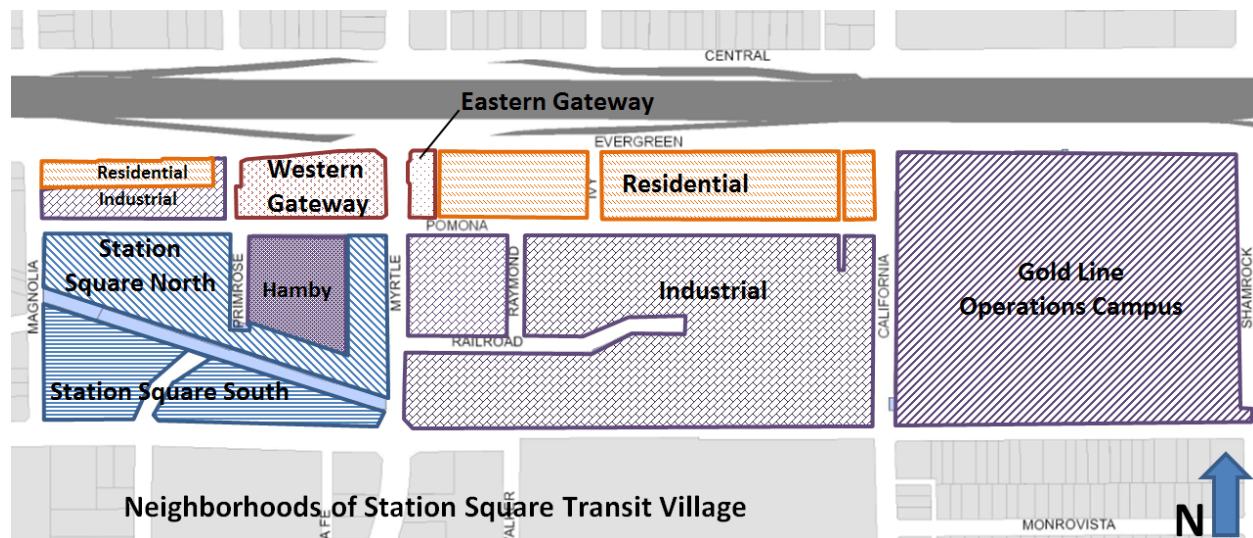


### Summary of Land Uses

<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).
3. In addition to the notice of public hearing requirements in the Municipal Code, entitlements requests requiring a public hearing within the residential neighborhoods shall include the entire residential neighborhood.

### **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.



**Area PD-13: bounded by Evergreen Avenue on the north, Shamrock Avenue on the west, Mountain Avenue on the east, and Duarte Road on the south:** This area primarily supports large industrial/commercial businesses. The sites are substantial in size, ranging from 15,000 square feet to over 15 acres. Improvements vary in age and maintenance, and most have sufficient on-site parking. The area has good freeway visibility and accessibility and possibly at a future date a commuter rail stop may be located near Duarte/Monrovia city limits. To ensure that the area continues to attract desirable development and maintains and renovates the existing sites, development guidelines tailored to the needs of this area are needed.

The following development guidelines apply to Area PD-13:

### **Existing Development**

1. Existing buildings can be occupied by Office, R&D, regional commercial and light industrial uses as defined in the zoning ordinance (uses permitted by right).

Some examples of Office/Research & Development permitted uses are: administrative or executive offices; scientific research and experimental development laboratories; clinics, doctors, engineering, industrial design and other professional offices; assembly and repair of electrical or electronic equipment; manufacturing of scientific optical, medical instruments; blueprinting and photocopying services; manufacturing of ceramic products, electrical equipment, and hardware.

Some examples of Light Industrial uses are: machine shops, plumbing, heating or electrical shops, building material and hardware sales; manufacture of paints and plastics (excluding any boiling, melting, or odorous processes).

Some examples of regional commercial are retail businesses with sales areas of 50,000 square feet or over. Home Improvement and furniture stores over 50,000 square feet are examples of these kinds of uses.

2. Heavy industrial uses in existing buildings shall require a conditional use permit.
3. 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.

### **Future Uses:**

1. Uses allowed: Regional commercial, research and development, office, and master planned industrial/business parks.
2. Master planned projects shall be encouraged with minimum development sites of 1.5 acres. Individual lots within a master planned project shall have no less than 15,000 square feet per lot.
3. Consider establishing a Redevelopment Project Area.
4. New developments shall be designed with uniform standards (e.g.: architecture, hardscape, and landscape).
5. All new construction shall require a Conditional Use Permit.





**AREA PD-14: El Norte Avenue:** This residential area is predominantly single-family and consists of lots ranging in size from 10,000 square feet to 40,000 square feet. The front property lines of these lots are situated on the City boundary with the City of Arcadia. The Arcadia properties are zoned single-family. The overall appearance of this area is a low-density and low-profile quiet residential neighborhood.

The following development guidelines apply to PD Area 14:

1. A density of one unit per 5,000 square feet of land area (RM 5000), and a floor area ratio of 35% shall be allowed for each lot.
2. The front yard setback will be the average setback of the block, but in no case shall be less than the minimum required by the Zoning Ordinance.
3. Only single-story residential construction will be permitted unless it is determined by the PC that a two story structure will not be obtrusive.
4. Mature trees shall be retained whenever possible.
5. Residential Medium development standards shall apply.



**AREA PD-15: Area southwest of Peck Road/Duarte Road Intersection:** This area is developed with a combination of new and old industrial and high density residential uses. Specifically, auto repair uses are located along Peck Road at the north end of the site, and multiple-family residential uses are located along Peck Road at the south end of the site. A relatively new light industrial park occupies much of the central portion of the site. A handful of small, modest houses are wedged between the auto uses and industrial park. This area has incompatible land uses, particularly residential abutting auto repair uses. There is a need to improve the physical appearance of existing uses, and increase the use of on-site landscaping. This area is suitable for light industrial development provided it is well designed and compatible with adjacent uses, particularly the middle school.

The following development guidelines apply to PD Area 15:

1. Encourage replacement of small houses and auto repair uses with light industrial or R&D uses, preferably through lot consolidation.
2. New development shall emphasize building design and landscaping. All uses shall be well designed and compatible with surrounding uses.
3. Visual buffering between light industrial and surrounding uses shall be encouraged to protect surrounding residential uses from noise, light and glare, and air pollution. Such buffering shall include, but not be limited to, trees, shrubbery, and decorative solid walls.
4. All proposed uses shall be assessed to determine whether or not they will adversely affect school activities.
5. High density multiple residential can continue on lots fronting Peck Road that are currently developed with residential uses.



**AREA PD-16: Peck Road/Myrtle Avenue:** This area is a mixture of older, well-maintained, lower density residential along Peck Road, and newer industrial and some commercial uses along Myrtle Avenue. The Peck Road frontage shall continue primarily as a residential area and the Myrtle Avenue frontage shall continue primarily as a light industrial area.

The following development guidelines apply to PD Area 16:

**Light Industrial:**

1. The light industrial use shall be adequately buffered from surrounding residential uses in terms of noise, light and glare and air pollution. Such buffering shall include, but not be limited to, trees, shrubbery, and decorative solid walls. Lighting for light industrial uses shall be designed such that there is no spillover onto adjacent residential properties.
2. Light industrial uses on through lots (those that extend from Myrtle Avenue to Peck Road) may be permitted with appropriate mitigation measures.
3. All light industrial development shall front Myrtle Avenue, and primary access to the site shall be from Myrtle Avenue.
4. The height and setback of all structures within 100 feet of the Peck Road frontage shall be consistent with the height limit in the Residential Medium Density (RM)Zone.

**Residential:**

1. Residential uses along Peck Road shall be developed at RM 5500 standards.
2. The residential neighborhood to the north of Spanner Street shall be maintained as a single family neighborhood with no intrusion of industrial development.





**Legend**

- [Grey Box] Parcels
- [Blue Box] Area 16

**City of Monrovia  
Community Development Department  
Planned Development Area 16**



0 75 150 300 Feet



**AREA PD-17: El Sur St./Atara St. Area:** This area is bounded by an industrial area on the north and west (Myrtle Avenue frontage), and a single-family residential area located in Los Angeles County to the east and south. Most of the lots near Myrtle Avenue are developed with industrial uses while interior lots are still developed primarily with single-family residences. The area has several problems, the most obvious being incompatible land uses. Some of the industrial uses are poorly designed, with inadequate loading and parking facilities and outdoor storage of materials without adequate screening. Some of the homes in the area are in need of improvements. The two east-west streets serving the area are private streets. They are not dedicated and are not developed to City standards. Finally, the ownership patterns consist of many small lots characteristic of a single-family subdivision.

The following development guidelines apply to PD Area 17:

1. The area on Atara Street and El Sur Street shall be designated for residential development, with a Low Density Residential (R-L) designation.
2. The street frontage along Myrtle Avenue and the existing improved industrial lots adjacent to the frontage shall be designated for light industrial development.
3. The light industrial uses shall be adequately buffered from surrounding residential uses in terms of noise, light and glare, and air pollution. Such buffering shall include, but not be limited to, building setbacks, trees, shrubbery, and decorative solid walls.





**AREA PD-18: Jeffries at Peck Road:** The area is a total of 18,730 square feet at the southwest corner of Jeffries and Peck Road. At present, a dairy occupies the 13,070 square foot lot to the north and a commercial building occupies the 5,660 square foot lot to the south. Because the area is surrounded by a variety of uses: commercial, industrial, school/church, and residential, the uses allowed in the area are restricted.

### **Existing**

The following development guidelines apply to PD Area 18:

1. Light manufacturing uses should be allowed but restricted to research and development uses, assembly and/or packaging of already manufactured products excluding food, and custom manufacturing as defined in the Zoning Ordinance.
2. Public/Quasi public uses should be allowed after determining compatibility through the CUP process.
3. Commercial uses should be allowed excluding automotive repair, sales/rentals, servicing or storage.
4. Only parking of employee/customer cars allowed in the parking lots. No outdoor storage allowed.
5. No industrial uses shall be permitted that generate noise that emanates past the property lines.

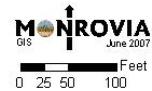




**Legend**

- City Boundary
- Parcels
- Area 18

**City of Monrovia  
Community Development Department  
Planned Development Area 18**



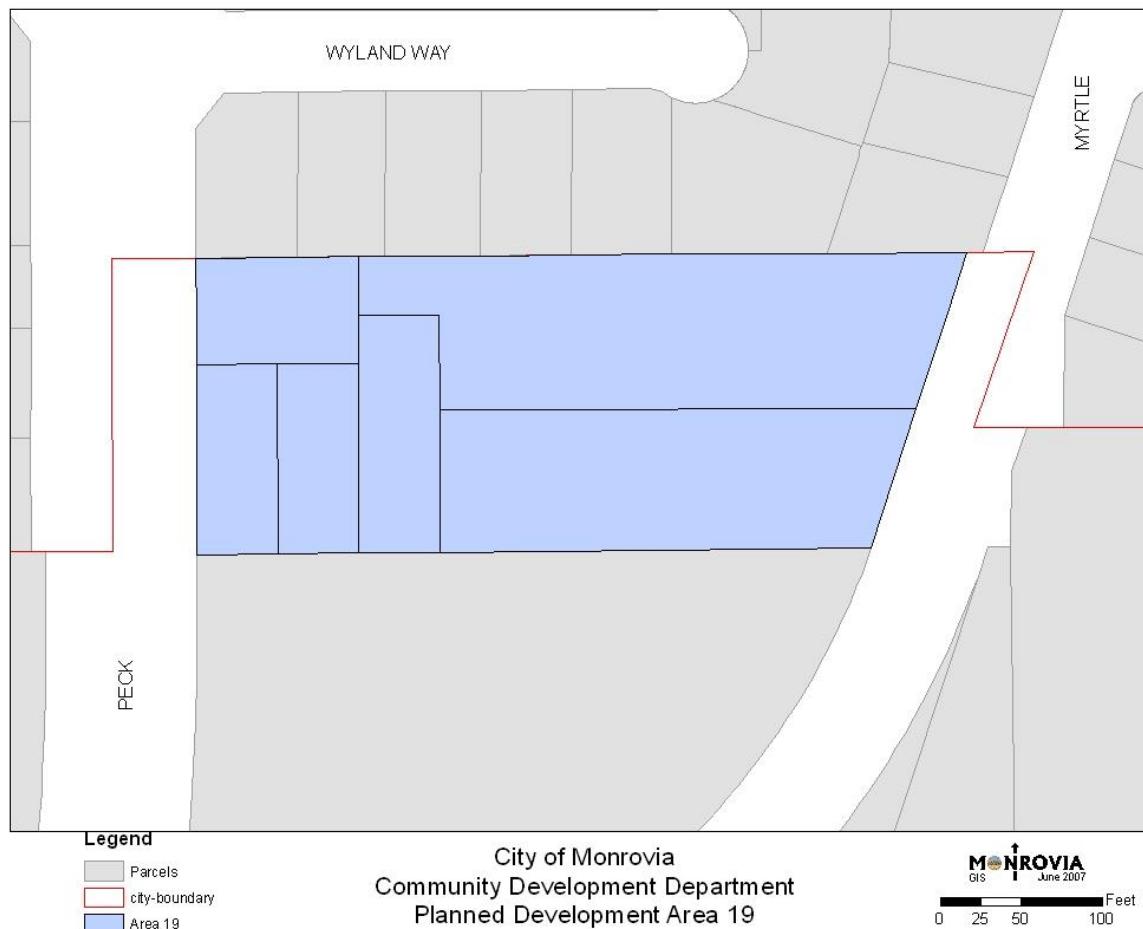
GIS June 2007

0 25 50 100 Feet



**AREA PD-19: Novice Lane area between California/Myrtle Avenues:** This is a mixed-use area with industrial uses on the California Avenue side, vacant land, and single family residential on the Myrtle Avenue side. The industrial uses shall be allowed to expand from east to west but consideration of the single family homes on the west shall be given. The following development guidelines apply to PD Area 19:

1. The existing single family residential homes shall be treated as permitted uses and be allowed to expand and be upgraded as typically permitted. Conversion of existing residences to industrial uses shall not be permitted.
2. Industrial uses shall be allowed but designed so the residential lots will not be adversely impacted.
3. Any new development will trigger a review of access and possible improvement of Novice Lane.



**AREA PD-20: Valley Circle:** The 6.17-acre site is surrounded by Benrud Street on the north, the Sawpit Wash on the east and south, and Wyland Way deadends into the property to the west. Between 1955 and 1989, the City property was used as a ball field and residential land uses are now being encouraged. The site is surrounded by County unincorporated area and Duarte's Sphere of Influence.

The following development guidelines apply to PD Area 20:

1. The site may be developed at a Residential Medium (RM) Density with minimum lot sizes of 4,500 square feet.
2. The existing water well shall be on a separate lot and shall not emit a noise level greater than 50 decibels at the property line. A combination of a soundproof housing, decorative block walls, and landscaping shall be required.
  - A lot shall be reserved at the northeast corner of the property for a future well site. Measures shall be taken or a bond posted to provide for future soundproofing of the water well site.
  - A 30 foot wide utility easement shall also be provided along the south and east property lines.
3. A deed restriction or restriction in the covenants, Conditions, and Restrictions (CC&Rs) shall be placed on lots with a 100 foot radius of the existing and future well sites stating that no herbicides or pesticides can be used. Approved signs shall be placed on the well site walls or fencing to remind homeowners of this restriction.
  - New sewers adjacent to the water wells shall be approved by the State Health and County Health Departments.

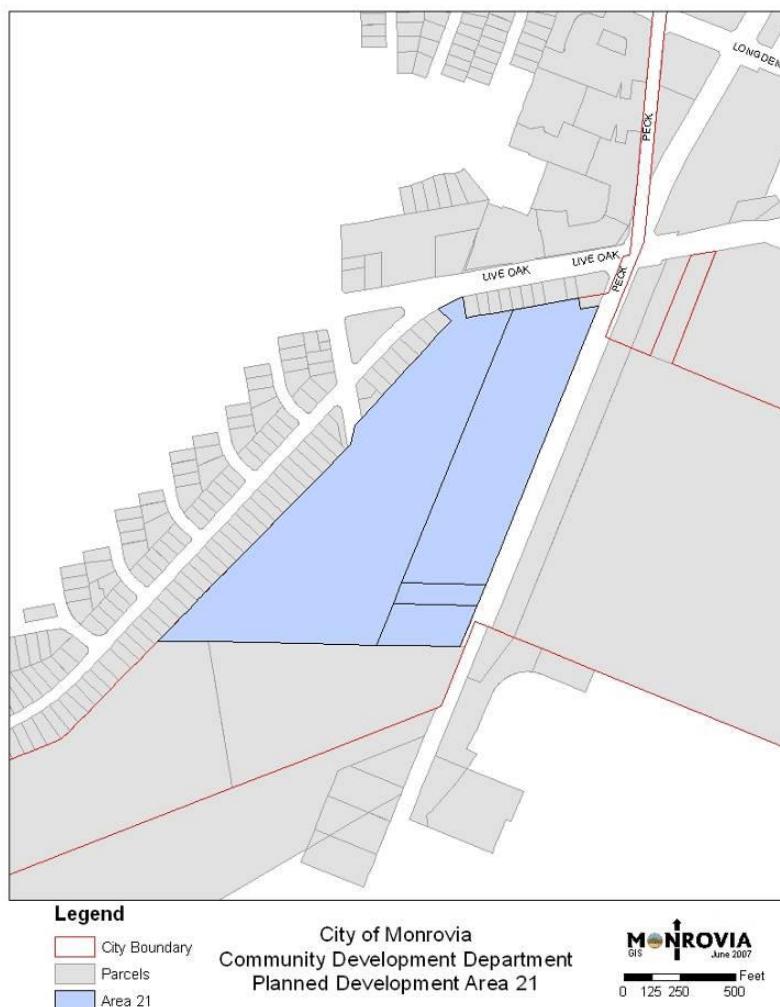


**AREA PD-21: Peck Road Specific Plan:** This area contains several auto dismantling and salvage facilities, roofing wholesale supplies and RV storage and sales. The area surrounding Area PD-21 includes commercial development to the north, Peck Road Spreading Grounds to the south, residential to the west (County) and a gravel pit to the east. With the exception of the gravel pit, surrounding uses are located outside the City in Los Angeles County.

Detailed development standards for this area are contained in the Peck Road Specific Plan.

The following uses are allowed in the Peck Road Specific Plan Area with a Conditional Use Permit.

1. Auto dismantling and salvage yards.
2. Custom Manufacturing
3. General Manufacturing
4. Warehouse/Storage
5. Other types: uses not specifically mentioned but easily identified by the Development Review

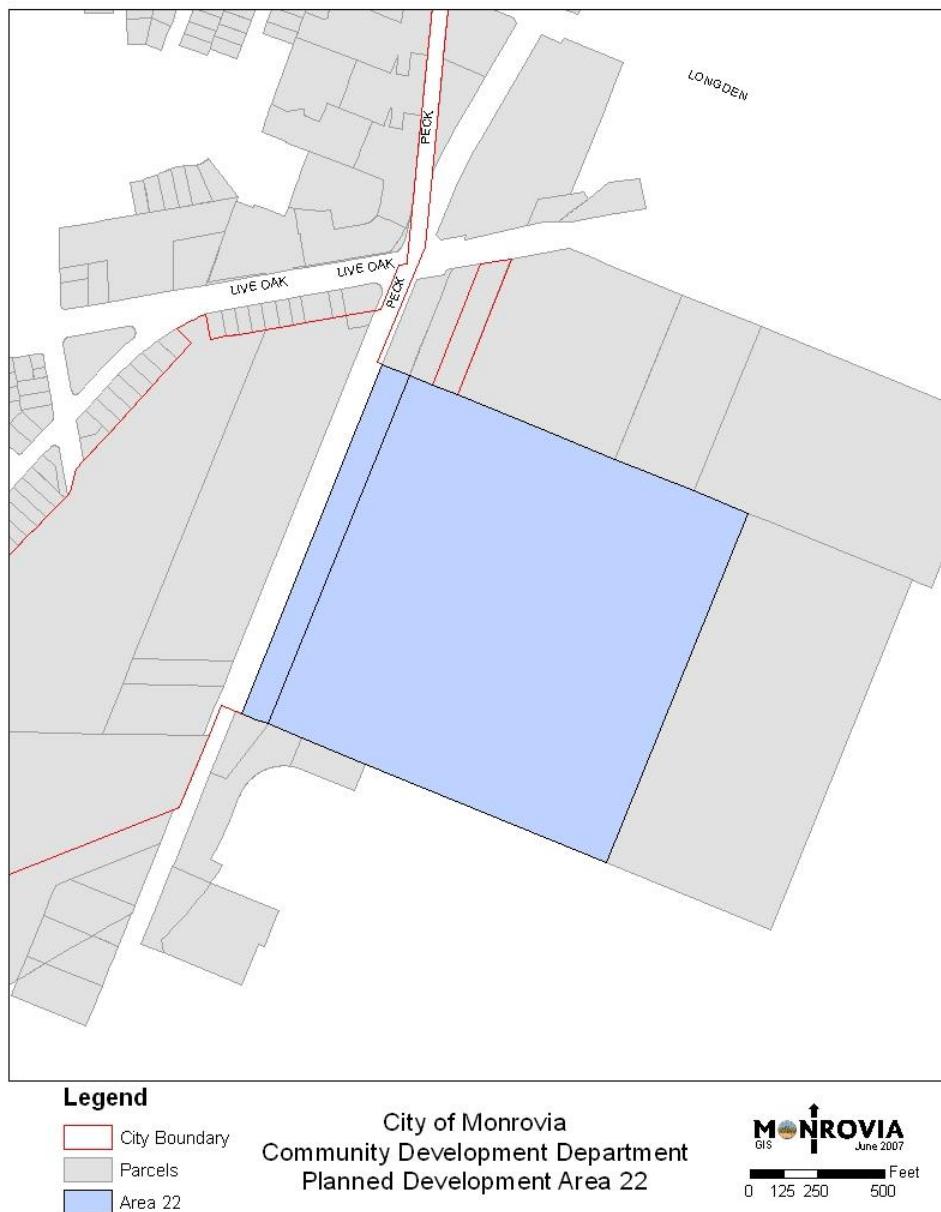


Committee as belonging to one or more of the above type uses.

**AREA PD-22: Peck Road Dump Site:** The area is an old gravel pit located south of Live Oak and east of Peck Road. The site is 45.68 acres and is now used for a Class 3 dump. Industrial uses would be appropriate for the site.

Development guidelines are:

1. Industrial shall be encouraged.
2. Development shall be in accordance with the standards required for the M (Manufacturing) Zone.
3. Extensive soil tests must be required before development is approved.



**AREA PD-23: Walnut/Royal Oaks Double Frontage Lots:** This residential area represents predominantly single-family and two-family lot development on through lots with frontage on both Walnut Avenue and Royal Oaks Drive. There is no consistency in orientation of homes and placement of garages and accessory structures. Often front yards are next to back yards. To encourage more consistent development and stimulate new growth, lot splits and 2-unit Planned Unit Developments (PUDs) shall be permitted on this block. If existing lots are consolidated for a single development, the Residential Medium Density/PUD development standards shall apply. The addition to a single-family dwelling or a second, single story dwelling on an already improved lot shall be permitted by right. All other development shall require a conditional use permit.

The following development guidelines apply to Planned Development Area 23:

Two-unit PUD's shall be allowed if in compliance with the following:

1. One unit shall front on Royal Oaks Drive and one shall front on Walnut Avenue.
2. At least one of the 2-units shall be new construction.
3. If it is determined that a unit is worth retaining it shall be upgraded to tie in architecturally with the new unit.
4. The permitted density shall be one dwelling unit for every 3,000 square feet of lot area.
5. Residential Medium Density development standards shall apply with the following exceptions:
6. Front setback shall be no less than 20 feet (on both streets)
7. Minimum dwelling unit size is 1,000 square feet.
8. CC&R's shall not be required. Each property owner will be responsible for their improvements. If there are common areas (i.e. driveway) a maintenance agreement will be required.
9. A Conditional Use Permit shall be required.

PUDs of three or more units shall be allowed if in compliance with the following:

1. All units shall be oriented toward the closest street.
2. No more than one existing unit may be retained and it shall be upgraded to tie in architecturally with the new units.
3. The permitted density shall be one dwelling unit for every 3,000 square feet of lot area.
4. Residential Medium Density development standards shall apply with the following exceptions:
5. Front setback shall be no less than 20 feet (on both streets)
6. Minimum dwelling unit size is 1,000 square feet.
7. CC&R's will be required for 4+unit developments.



8. A Conditional Use Permit shall be required.

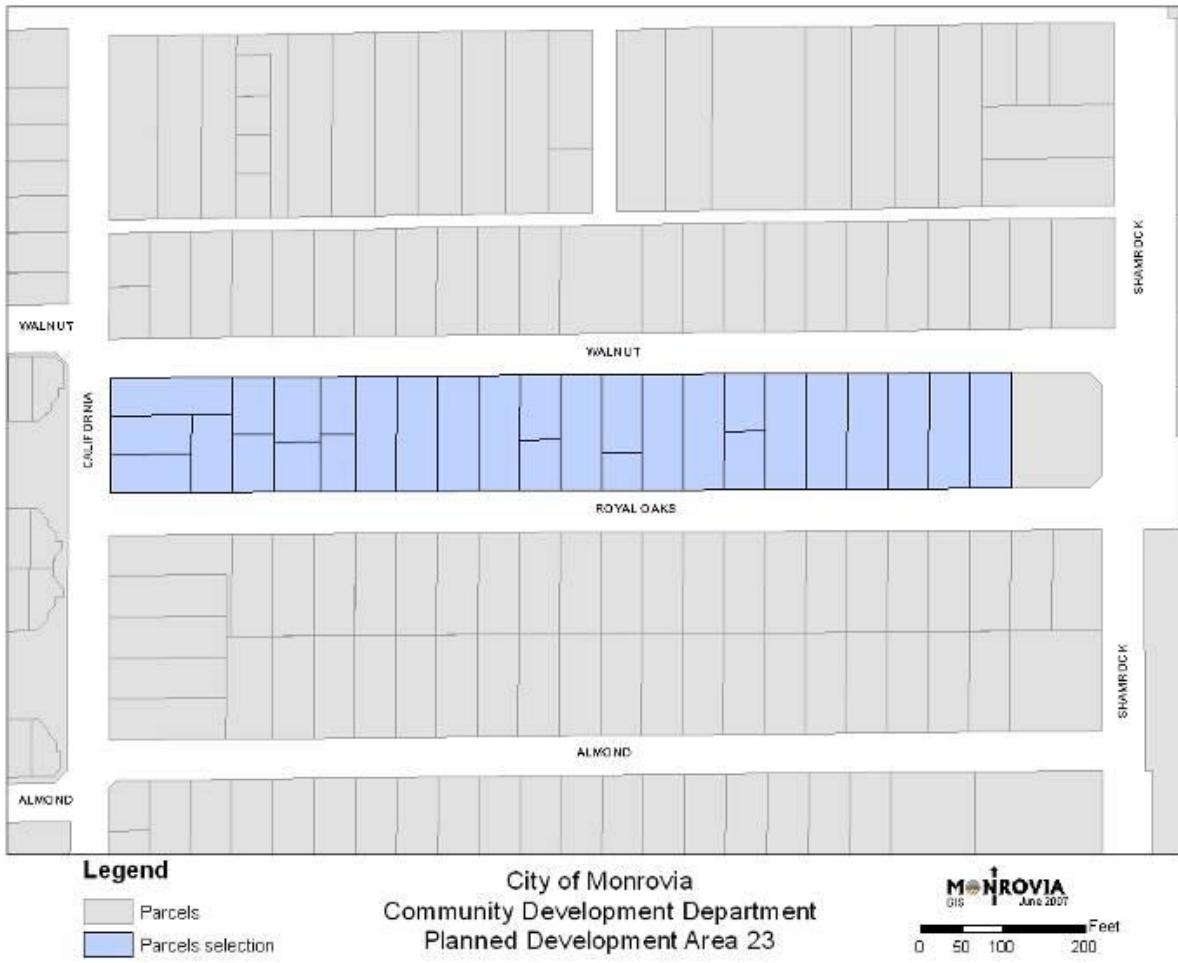
Lot splits shall be permitted on existing through lots if in compliance with the following:

1. The lot shall be vacant and cleared of all improvements before a split shall be approved.
2. The lot shall be divided equally into two 50 feet x 70 feet parcels, and one dwelling unit shall be permitted on each new lot.
3. Residential Medium Density development standards shall apply with the following exceptions:
  - a. Front yard setback shall be no less than 20 feet.
  - b. Rear yard setback shall be no less than 10 feet from the first story and 15 feet from the second story.
  - c. Minimum dwelling unit size is 1,000 square feet.
4. A lot shall not be split without concurrently securing a Conditional Use Permit approval for development of homes on each newly created parcel.
5. A Parcel Map and a Conditional Use Permit shall be required.

Existing Improved Properties may be expanded or new unit(s) constructed if in compliance with the following:

1. The permitted density shall be one dwelling unit for every 3,000 square feet of lot area.
2. The Residential Medium Density/PUD development standards shall apply and front yard setbacks shall be required on both street frontages.
3. Single-story residential additions or new single story units are permitted by right





**PD AREA-23a - 805 SOUTH SHAMROCK AVENUE:** This area consists of one parcel that is bounded on the south by Royal Oaks Drive, the north by Walnut Avenue, and the east by Shamrock Avenue. The property measures approximately 105 feet long on the north and south sides, 140' on the west property line and approximately 130' on the Shamrock Avenue side. The parcel measures approximately 15,172 square feet in area.

There currently exists an approximately 5,000 square foot building that has both a brick and stucco exterior. The building is a remnant of when Shamrock Avenue was part of the Route 66 Corridor. The exterior of the brick building shall be preserved. Any proposed exterior changes shall be approved by the Historic Preservation Commission. Future local landmark status should be encouraged.

The following guidelines apply to Planned Development Area 23a:

### **Site Requirements**

1. A perimeter wall shall be erected on the west property line when a new use is proposed and it shall be allowed to exceed the maximum 6' high allowable by code pending approval by the Development Review Committee.
2. Sound mitigation measures shall be required for all proposed uses to ensure that noise levels are according to Chapter 9.44 of the Monrovia Municipal Code regardless of this property's zoning designation.
3. Any proposed use will require the removal of all the structures located to the rear (west) of the main building.

The following uses (as defined in the Monrovia Municipal Code) shall be permitted with approval of a Minor Conditional Use Permit:

1. Administrative Professional Services
2. Business Support
3. Medical Laboratory Services
4. Research and Development

The Development Review Committee will review and approve items such as parking, traffic, noise, hours of operation, etc., as part of the Minor Conditional Use Permit process. The following uses shall be permitted with approval of a Conditional Use Permit:

1. Adult Day Care Centers
2. Veterinary Services without long term boarding
3. Warehousing

The building shall also be allowed to be retrofitted for residential uses but shall have a density not to exceed the current medium density zoning of RM2500. Open on-site parking will be allowed in lieu of enclosed parking spaces. Required recreational space shall be located at the rear (west) of the building.

### **Other requirements:**

1. No late night operations allowed.
2. The sale of alcoholic beverages shall be prohibited.
3. All uses shall provide necessary parking based on the requirements stated in the Monrovia Municipal Code.



4. Occupant(s) of the building shall maintain a valid City business license in order to ensure that the work space meets the guidelines of this Planned Development zone.
5. Businesses that require the use of machinery that produce noise that is audible beyond the property are prohibited.
6. All exterior lighting shall be designed, arranged, and installed so as to confine direct rays onto the premises and to direct light away from adjacent structures.
7. Deliveries shall be made on-site and shall be limited to the hours of 8:00am to 6pm, Monday through Friday, and 9:00am to 7pm on Saturday. Sunday deliveries shall be prohibited. Deliveries shall occur on the Shamrock side only.
8. All commercial activities shall be conducted entirely within the enclosed building.
9. No outdoor storage shall be permitted.
10. A detailed sign program shall be submitted for review and approval by the Development Review Committee.
11. A sound barrier (to be approved by the Development Review Committee) shall be installed and maintained at all times on the west side of the property line.

#### ***Future Zone Expansion***

Currently there are several parcels to the south and north of 805 South Shamrock Avenue that may be considered as being added to the PD zone in the future. Sites to be included have potentially historic structures that serve to preserve the heritage of Monrovia and the old Route 66 Corridor. Staff will do a feasibility study at a later time, to look at the possibility of including a portion of the Shamrock frontage into the PD zone. Along Shamrock there are interesting sites including the gas station located immediately to the north and the neighborhood market located at the northwest corner of Colorado Boulevard and Shamrock Avenue.



**AREA PD-24: Poppy/Shamrock north of Foothill Boulevard to Norumbega Drive:** This residential block consists of double frontage lots (50 feet x 165 feet) and lots that have been subdivided over time that have lot depths of 75 feet or less. The Poppy Avenue side is predominantly improved with historic Craftsman bungalow homes. The Shamrock Avenue side is a mixture of back yards, accessory structures, and homes varying in age and architectural style. To encourage the retention and preservation of the historic homes on Poppy Avenue and to encourage more consistent development along Shamrock Avenue the following design guidelines addressing orientation of homes, rear yard fencing and off-street parking are designed to meet the specific needs of this neighborhood.

The following development guidelines apply to PD Area 24:

1. The RM development standards shall apply with a maximum density of one unit per 3,000 square feet of land area and an F.A.R. of 40%.
2. Preservation and retention of older period homes (pre 1940s) shall be encouraged and slight deviations from development standards (i.e., yard size, building separation, unit size) may be used by the DRC/PC to help establish minor exception and/or variance findings. The DRC/PC must determine that the preservation and retention of the older period home outweighs its elimination and the deviations do not make a less desirable development.
3. Allow 2-unit detached PUDs on double frontage lots if the following standards are met:
  - a. two enclosed garage spaces shall be provided for each unit;
  - b. total private recreation space shall be equal to 20% of the residential floor area on the site. A private yard area shall have at least  $\frac{1}{4}$  of the required total yard area with minimum dimensions of 8 feet per side;
  - c. C.C.&R's shall not be required. If there are common areas (i.e., driveway) a recorded joint maintenance agreement will be required;
  - d. if an historic home is determined to be eligible for historic landmark designation pursuant to the criteria in the Historic Preservation Ordinance, it shall be retained and shall be landmarked as a condition of approval;
  - e. if an existing home does not exemplify the architectural style of the neighborhood it shall be upgraded to incorporate appropriate design elements;
  - f. Conditional Use Permit shall be required.
4. Front-loading and side-loading attached garages visible to the street shall be considered only if it is determined that the quality of design outweighs any negative impact and there is no other location on the site a garage could be better located.
5. All new residential units shall face the street they are closest to and be designed to reflect the historic values of the neighborhood.
6. On Shamrock Avenue if a backyard is adjacent to a front yard, backyard fencing shall be permitted along property lines if it is determined that the following criteria are met:
  - a. fencing does not create a visibility problem to nearby driveways. The fence shall comply with MMC Section 17.12.040 Setbacks, Physical Obstructions;



- b. The DRC shall review and approve fencing material, height and landscaping in front of the fence line. A setback may be required if the DRC determines that its location adversely impacts adjacent properties or that additional area is needed for landscaping.
7. On Shamrock Avenue placement of accessory structures in the rear 25 feet of backyards adjacent to front yards shall require approval by DRC. The DRC shall take into consideration impact to adjacent properties and visibility from the street. In no case shall the structure be closer than 3 feet to a side property line and 10' from the property line adjacent to Shamrock Avenue.



**AREA PD-25: Monrovista/California/Duarte Road:** This area is generally bounded by California Avenue on the west, Shamrock Avenue on the east, Duarte Road on the north and Monrovista Avenue on the south. The Area is surrounded with by commercial and industrial properties on Duarte Road and California Avenue. On Monrovista Avenue there is a combination of both single-family and multiple-family units and churches. To better define and develop standards consistent with the surrounding neighborhoods, the Planned Development Area is divided into two sub-areas: **PD-25a** and **PD-25b**.

The following development guidelines apply to **PD Area 25a**, which is approximately 1.42 acres in size and consists of seven lots on Duarte Road, three lots on California Avenue, 3 lots on Monrovista Avenue and the alley that runs east from California and then south to Monrovista Avenue:

1. A maximum density of one unit per 3,000 square feet of land area, and a maximum 50% floor area ratio for dwellings shall be permitted.
2. PD Area 25a shall be developed as a single, multiple-family residential project. The alley shall be vacated and incorporated into the project.
3. A Conditional Use Permit shall be required for all new development.
4. Minimum setbacks shall be:
  - a. Twelve (12) feet on Monrovista Avenue.
  - b. Nineteen (19) feet on California Avenue and Duarte Road.
  - c. Six (6) feet for the first floor and eight (8) feet for the second floor for all interior property lines.
  - d. A six foot decorative wall shall be setback a minimum of twelve (12) feet from the property lines adjacent to California Avenue and Duarte Road.
5. Minimum building separation shall be 6 feet between first story walls and 9 feet for second story walls.
6. The total private recreation space for the development must be a minimum of 20% of the total dwelling square footages of the development.
7. All future development shall be designed to encourage interaction with the surrounding streets. The following design concepts shall be incorporated into the development:
  - a. Units fronting Monrovista shall be oriented toward the street.
  - b. Front porches shall be encouraged. The porch may encroach 5 feet into the street setback.
  - c. Encourage garage designs to minimize the visibility from the street.
  - d. Side and rear elevations that directly face a public street shall have adequate modulation and architectural enhancements such as porches, balconies, windows and other features.



- e. Pedestrian access shall be provided from California and Duarte Road.
- 8. Any development standard not provided in these guidelines shall be in accordance with the RH (Residential High Density) regulations.

The following development guidelines apply to **Planned Development Area 25b**, which consists of 19 lots on the north side of Monrovista Avenue beginning at the alley on the west to Shamrock Avenue on the east. This area is approximately 2.5 acres in area.

1. A maximum density of one unit per 3,000 square feet of land area, and a maximum of 60% floor area ratio for dwellings shall be permitted.
2. Consolidation of lots shall be encouraged to accommodate PUDs.
3. The front yard setback for new construction shall be a minimum of 20 feet.
4. All future developments shall be designed to reflect a single family neighborhood. Units must be detached and the unit closest to the street shall incorporate the following design features:
  - a. Street facing units shall have street facing entries.
  - b. Front porches shall be encouraged. The porch may encroach 5 feet into the front yard setback
  - c. Encourage garage designs to minimize visibility from the street.
  - d. No building shall exceed two stories. The maximum building height shall be 27'.
5. Single-family homes shall be permitted by right. All other development shall require a Conditional Use Permit
6. Existing legal non-conforming properties may only be altered or expanded in a way that lessens their nonconformity.
7. Any development standard not provided in these guidelines shall be in accordance with the RM (Residential Medium Density) Zone regulations.



**AREA PD-26: 311 West Foothill Boulevard – Aztec Hotel:** This area consists of four parcels with an area of approximately 49,632 square feet. The site is bounded on the south by Foothill Boulevard, the east by Magnolia Avenue, and the west by Melrose Avenue and abuts a residential neighborhood on the north.

The Aztec Hotel was constructed in 1924-25 and was listed on the National Register of Historic Places in 1978 and designated a local historic landmark in 2003. The 33,907 square foot building is an L-shaped, two-story building with a large enclosed rear patio and a parking lot on the west side of the property. The hotel includes thirty-six (36) private rooms with baths, eight (8) one-room apartments, the entrada and lobby, and basement and a restaurant.

The Aztec Hotel is one of the most significant historic buildings in Monrovia and based on the historical significance of the property and the unique challenges from a zoning and regulatory standpoint, these Planned Development Guidelines are designed to provide appropriate development standards and provide flexibility to adjust permissible land uses in response to changing market demands, while addressing the impacts those uses may have on the surrounding neighborhood.

The following guiding principles were used to focus the development of the plan for the improved property and shall be considered in making future land use decisions:

1. Emphasize the preservation and restoration of the Aztec Hotel.
2. Promote long-term economic viability of the property.
3. Identify and permit uses that will be compatible with the neighborhood.

The following guidelines apply to Planned Development Area 26:

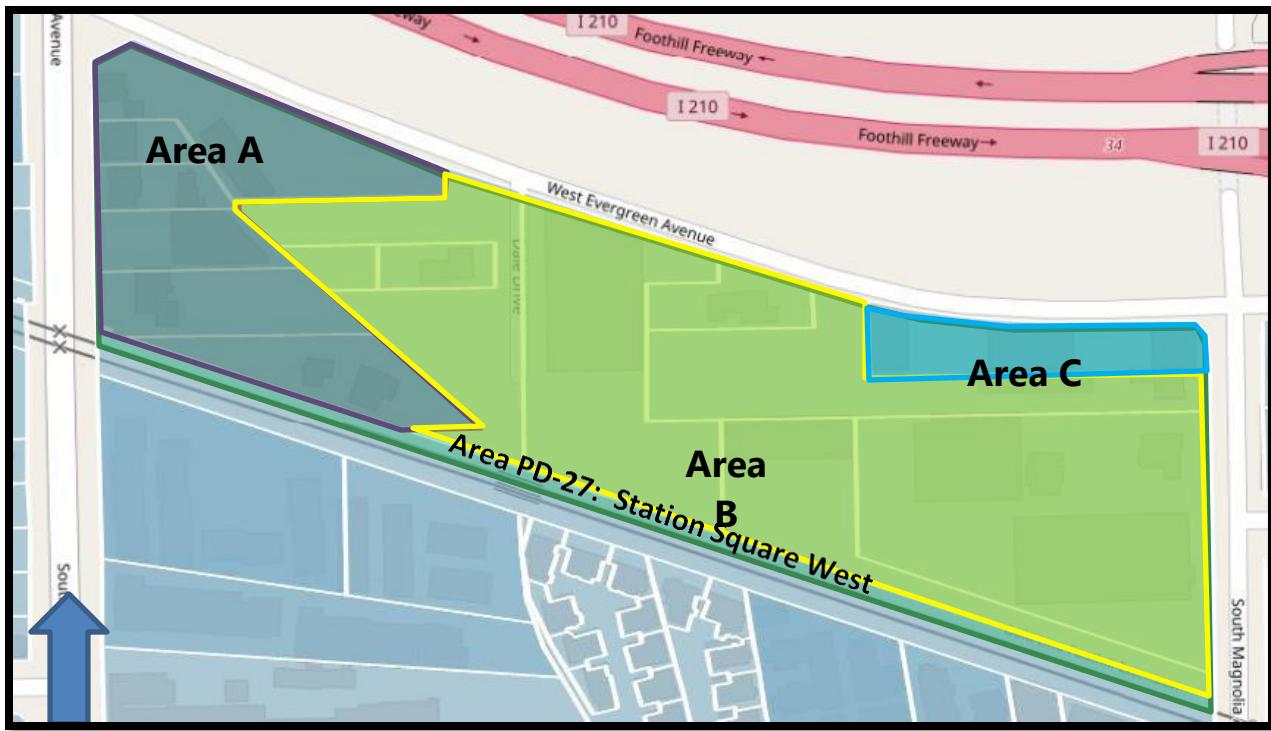
1. Based on the limited availability of onsite parking, a parking demand study shall be submitted to the City to determine a baseline parking demand for the anticipated use(s) of the property. Such uses include a restaurant, coffee shop, retail, hotel, and banquet facilities. The study shall also provide measures that must be employed to accommodate the parking demand. Future uses that were not studied and that intensify the demand for parking shall be reviewed and approved, conditionally approved, or denied, by the Development Review Committee, unless the use requires a conditional use permit, in which case the Planning Commission shall review and act on the conditional use permit. In determining whether a use intensifies the demand for parking, the reviewing body shall consider the parking requirements for the use as designated in the City's Zoning Code.
2. Parking associated with the property shall not be allowed in the adjacent residential neighborhoods.
3. Restaurant uses shall be permitted in the western storefront space that has traditionally operated as a restaurant and in the "coffee shop" space along Magnolia Avenue.
4. Unless otherwise stated in these guidelines, the use types permitted in the storefront area of the Aztec Hotel are subject to the NC (Neighborhood Commercial) Zone use regulations.



5. A hotel use is permitted subject to approval of a conditional use permit.
6. The use of the banquet room and patio for special events including, but not limited to, banquets, weddings, and meetings, separate from the incidental use of those areas by hotel guests, shall require approval of a conditional use permit. The sale and/or service of alcoholic beverages for special events in the banquet room shall also require the approval of a conditional use permit. Live entertainment for special events in the banquet room shall also require the approval of a conditional use permit. The conditional use permits required by this Section 6 shall conditionally allow such use on an ongoing basis; it is not the intent of this Section 6 to require a conditional use permit for each banquet, wedding or meeting.
7. Live Entertainment and amplified music may be allowed on the patio subject to approval of a conditional use permit for outdoor entertainment.
8. No outdoor storage shall be permitted.



**Area PD-27: Station Square West:** This is a 9.6 acre city block directly to the west of Station Square Transit Village (PD-12), bounded by Evergreen Avenue to the north, the Metro Gold Line train tracks to the south, South Magnolia Avenue to the east and South Mayflower Avenue to the west. This area has historically been zoned and developed for light- and heavy-manufacturing. The site is currently improved with a mixture of uses, including commercial/industrial businesses and legal nonconforming single family homes. Due to its proximity to the Monrovia Gold Line Station, this area is well suited to provide additional opportunities for transit-oriented development to support Station Square Transit Village (PD-12).



### **General Provisions**

1. A maximum PD area-wide residential build-out of 518 units shall be permitted. The maximum build-out is based on an overall density of 54 du/ac. The intensity of development shall be higher on the east end, and lower on the west end. Development proposed in excess of 518 units over the entire Planned Development Area shall require amendment of the Land Use Element of the General Plan.
2. New development shall be designed to be compatible with the Urban Design Objectives outlined in the Land Use Element for the Station Square Transit Village (PD-12) area (i.e., architecture, hardscape, landscape). New developments shall be designed to minimize massing and provide for articulation and design variety to enhance the pedestrian realm (i.e., include a pedestrian-scaled façade, provide easily identifiable pedestrian access to building entrances, etc.).
3. Existing legal uses and buildings shall be considered conforming.
4. New development located adjacent to or facing residential neighborhoods south of the Gold Line light rail tracks shall be designed to minimize potential adverse impacts, including light, glare, noise, and building mass.

5. New development with frontage on Magnolia shall incorporate streetscape that complements Station Square Transit Village (PD-12), including architectural massing, character, and the pedestrian environment.

5. The parking requirements of the Monrovia Municipal Code shall apply. If a specific plan is proposed, a parking demand analysis may be provided.
6. A minimum of two acres is required for a specific plan.

### **Specific Provisions by Area**

PD-27 is divided into three distinct areas. Specific guidelines have been established for each area within the Planned Development Area that address and respond to the existing conditions and allow for future development. Both the General Provisions and the Specific Provisions by Area apply to development within each area. To the extent there is a conflict between a general and specific provision, the specific provision shall control. Where both the general and specific provisions are silent, the Monrovia Municipal Code shall control.

#### **Area A:**

This area is approximately 2.3 acres and comprises the western edge of the Planned Development Area. The parcels fronting or adjacent to South Mayflower Avenue are currently developed with a mixture of residential and commercial/industrial buildings. Given the residential character of the surrounding neighborhood, this area is envisioned to be a medium-high to high-density residential neighborhood and shall be subject to the below provisions.

1. New multiple-family residential development on property totaling less than two acres shall be subject to the RH (Residential High Density) development standards and a maximum density of 23 dwelling units per acre.
2. New additions to existing residences or construction of additional units on previously developed parcels shall be subject to the RH development standards.
3. New nonresidential uses in existing nonresidential structures shall be subject to the provisions of the BE (Business Enterprise) zone.
4. The construction of new nonresidential buildings or additions to existing nonresidential buildings shall require the approval of a conditional use permit. However, a conditional use permit is not required if an addition is less than or equal to 25% of the existing building area, and the addition meets the requirements set forth in the Monrovia Municipal Code. New nonresidential buildings or additions to existing nonresidential buildings that are adjacent to residential properties shall meet the side and rear yard setback requirements of the adjacent residential zone.

#### **Area B:**

Area B is 6.77 acres and the standards include provisions for high density residential development. Given its proximity to the Monrovia METRO Gold Line Station, Area B allows for Transit Oriented Development that provides additional residential opportunities adjacent to and compatible with Station Square Transit Village (PD-12).



1. New multiple-family residential development on property that totals less than two acres shall be subject to the RH (Residential High Density) development standards and a maximum density of 54 dwelling units per acre.
2. As an incentive to provide transit-oriented development adjacent to Station Square Transit Village (PD-12), project sites that total two acres or greater may be developed at a maximum density of 64 dwelling units per acre through adoption of a Specific Plan (for a maximum of 436 units over the 6.77 acre area) and shall include a provision for a nonresidential or flex space such as a live/work component through the approval of a specific plan.
3. New development shall have its primary orientation towards South Magnolia Avenue.
4. All ground level interior spaces that front South Magnolia Avenue shall be directly accessible from the sidewalk.
5. High-quality exterior building design (signature architecture) shall be a primary consideration in the approval of a new development.
  - a. If mixed-use developments are proposed, they shall: incorporate neighborhood-serving ground floor commercial space with frequent sidewalk entrances to promote pedestrian activity along the street; include communal and private open space for residents; make ground floor commercial uses visually distinct from the residential above; distinguish residential entrances from commercial entrances; and incorporate upper floor balconies, bays, and windows that overlook the street into residential units to enliven the street elevation.
  - b. If multi-family developments are proposed, they shall: introduce variation in façade and height to reduce building bulk; articulate building facades to portray a domestic scale and give identity to individual dwelling units; orient building entrances towards the street; and shall include private outdoor space for each dwelling unit.

#### **Area C:**

The 24,206 square foot parcel located on the southwest corner of West Evergreen Avenue and South Magnolia Avenue is currently developed with three commercial/industrial buildings. Area C permits commercial uses that support the adjacent transit oriented neighborhood and shall be subject to the below provisions.

1. New commercial uses in existing structures and new construction shall be subject to the provisions of the BE (Business Enterprise) zone provided they do not cause a nuisance to adjacent sites; they are carried out entirely within an enclosed building that meets high quality building design, site layout and landscape standards, and they will harmonize with other surrounding land uses, with the following exceptions:
  - a. The construction of new nonresidential buildings or additions to existing nonresidential buildings shall require the approval of a conditional use permit. However, a conditional use permit is not required if an addition is less than or equal to 25% of the existing building area, and the addition meets the requirements set forth in the Business Enterprise Zone of the Monrovia Municipal Code.



- b. As an incentive to provide transit related or smaller-scale neighborhood serving commercial uses providing a retailing or service-oriented function, incidental retail sales of products manufactured on site may be permitted within existing commercial/industrial buildings without the provision of additional parking, subject to the review and approval of a minor conditional use permit.
- c. An up to 10% reduction in required parking for new uses in existing structures may be permitted subject to a minor exception, provided that no existing parking spaces are eliminated. The removal of all parking spaces shall require approval of a Variance from the Planning Commission.



**AREA PD-66: The Shamrock Avenue Connection:** U.S. Highway 66, also known as Route 66 and “the Mother Road,” was extended to Monrovia in 1926. At that time, a myriad of new automobile related businesses and building-types to house those businesses emerged, including automobile sales and repair businesses, car washes, drive-ins, gas stations, and other roadside restaurants, motels, and retail establishments, from small shops to supermarkets. The architectural concession to the automobile meant the property typically was located conveniently on a corner where motorists could easily access gasoline pumps and other auto-related services.

The original Route 66 alignment traveled westbound through the City on Huntington Drive, then went north on South Shamrock Avenue, and finally west through the City on Foothill Boulevard. Remaining buildings associated with commercial development along the Route 66 corridor are sparsely distributed along its original alignments (Huntington Drive, South Shamrock Avenue, and Foothill Boulevard).

This Planned Development Area is intended to provide a set of land use standards for two of the original Route 66 roadside commercial properties that are located within a multi-family residential neighborhood on South Shamrock Avenue (525 South Shamrock Avenue and 721 South Shamrock Avenue).

In order to encourage the preservation, restoration, and adaptive reuse of these buildings, these properties are the focus of this land use designation. Retaining the familiar visual features of these buildings within their existing neighborhood and keeping them in use creates unique challenges from a zoning and regulatory standpoint so that commercial uses will not have an adverse impact upon their residential neighbors.

Historically, the City’s past zoning regulations have precluded viable uses for these buildings, which could contain businesses that would serve the residential neighborhood and community. These standards provide appropriate preservation and land use opportunities for these buildings in response to changing market demands. The development standards contained herein will address the potential impacts that commercial uses may have on the surrounding neighborhood. It is envisioned that this Planned Development Area could be extended to address other buildings on the original Route 66 corridor in the future in appropriate circumstances.

The following map identifies the location of these Route 66 roadside commercial properties.





**Legend**

- [Grey Box] Parcels
- [Blue Box] Area 66

**City of Monrovia  
Community Development Department  
Planned Development Area 66**

**Monrovia**  
0 50 100 200  
Feet

Date Saved: August, 2019



## **525 South Shamrock Avenue**

This property is located on the northwest corner of Colorado Boulevard and South Shamrock Avenue and is approximately 11,500 square feet in area. It is developed with an approximately 3,200 square foot building that was built in 1923 and has a brick exterior. This roadside commercial establishment was originally a grocery store. It has been a familiar visual feature of the neighborhood for almost a century. The building exemplifies the roadside commercial development of Monrovia beyond the downtown area.

## **721 South Shamrock Avenue**

This property is located on the northwest corner of East Walnut Avenue and South Shamrock Avenue and is approximately 10,300 square feet in area. The property is developed with an approximately 5,200 square foot building that has a stucco and brick exterior with a canopy that connects to classic gasoline pumps. Future local landmark status is highly encouraged.

The gas station was built in 1927 and it included an auto repair service. By 1934, the gas station had a small store. During World War II, the garage portion was used as a warehouse for the Holly Heel Company. After the war, Howard Henson resumed the auto repair operation and it was known as Henson's Garage. In 1948, the original gas pumps were replaced with Bennett pumps which are still in place today. The garage operation closed in 2012.

### **Guiding Principles**

The following guiding principles are intended to allow the adaptive reuse of the subject Route 66 roadside properties and shall be considered in making future land use decisions:

1. Emphasize the preservation and restoration of Route 66 roadside commercial properties by allowing uses that require minimal change to the character defining features of the building and its site environment.
2. Promote the long-term economic viability of the property.
3. Identify and permit uses that will be compatible with the surrounding residential neighborhood.

### **Preservation Guidelines**

The following guidelines apply to the roadside commercial buildings in PD-66 and are directly taken from the Secretary of the Interior's Guidelines for Rehabilitating Historic Buildings. These excerpted sections address the key topics relevant to the exterior remodeling of those buildings. The key to using these guidelines is to: research photographs and other documentation, find the building's original "character defining" features, and restore them using the following sequential course of action:

1. Protect and maintain those features that are extant and in good condition, using the least intervention possible.
2. Repair those features that have been damaged or covered up using the least intervention possible. Never replace a feature that can be repaired.
3. Replace historic features that are entirely missing using the following approach:
  - a. Recover it if possible.
  - b. If that is not possible, reproduce it using photographs and other documentation.
  - c. If there is not adequate documentation, design a new feature that is compatible with the remaining character-defining features of the building, taking into account size, scale, materials, period of significance.



## **Land Use Provisions**

1. Existing buildings shall be considered conforming.
2. New uses within existing nonresidential buildings are subject to the NC (Neighborhood Commercial) zone use regulations outlined in Monrovia Municipal Code Section 17.08.010, with the following exceptions:
  - a. Residential uses. Residential uses shall be limited to residential/commercial mixed-use and live/work uses, provided the overall residential density on the property does not exceed two dwelling units, and shall require a Determination of Use and Neighborhood Compatibility pursuant the land use review procedure outlined in Land Use Review 2(b) below.
  - b. Land use review. All uses that are not subject to Planning Commission review and approval based on the NC zone regulations shall require a Determination of Use and Neighborhood Compatibility to be reviewed, approved or approved with conditions by the Development Review Committee (DRC), prior to issuance of any building permit for tenant improvements, or if no building permit is required, then prior to the issuance of a Business License. Alternatively, the DRC may choose to refer the use to the Planning Commission for its review and approval.
  - c. Public meeting notification. All procedural requirements for a use that requires a duly noticed public hearing pursuant to Monrovia Municipal Code § 17.52.320 shall be satisfied. All uses that do not require notification of a public hearing in accordance with Monrovia Municipal Code § 17.52.320 based on the NC zoning regulations, shall require notification of a public meeting before the DRC. The public meeting notice shall be mailed at least 10 days prior to the meeting to all owners of real property within 100 feet of the subject property utilizing the records of the County Assessor.
  - d. Review criteria. To ensure that land uses are compatible with and do not adversely affect the surrounding residential neighborhood, the review criteria shall include, but not be limited to:
    - i. Performance Standards in Monrovia Municipal Code Chapter 17.32;
    - ii. Business Performance Standards contained in these PD-66 standards; and
    - iii. Parking and traffic generation based on the limited availability of onsite parking.
  - e. Findings. No application shall be approved unless the approving body finds that the proposed use and development of the site is in conformance with the PD-66 Guiding Principles set forth above.

## **Site Development Standards:**

1. The DRC shall determine appropriate setbacks for new construction and height restrictions based on compatibility with adjacent land uses and adjacent zoning district regulations and compatibility with the pre-existing structure.
2. Parking associated with the property shall minimize impacts to the adjacent residential neighborhoods.

## **Business Performance Standards:**

1. Business hours of operation shall be reviewed and approved by the appropriate land use review authority and shall be established as business operation conditions of approval. The review criteria shall include, but not be limited to, the performance standards in Monrovia Municipal Code Chapter 17.32, the business operation standards contained in these PD-66 standards, and restrictions on parking and traffic generation to ensure minimal impacts to the surrounding residential



neighborhood.

2. Temporary special events occurring for not more than one day at a time shall be permitted subject to DRC approval. The review criteria shall include, but be not limited to, the performance standards in Monrovia Municipal Code Chapter 17.32, the business performance standards contained in these PD-66 standards, and parking and traffic generation restrictions that reflect the limited availability of onsite parking but also ensure minimal impacts to the surrounding residential neighborhood.
3. All supplies, products, materials, and equipment shall be stored within the building. Outdoor storage of supplies, products, materials, and equipment is prohibited, unless it is fully screened from view of adjacent properties and the public right-of-way.
4. No required parking area shall be fenced-off or otherwise enclosed for outdoor storage uses or for any other non-parking use.
5. Businesses that require the use of machinery that produce noise that is audible beyond the property are prohibited.
6. Deliveries shall be made on-site and shall be limited to the hours of 8:00 am to 6:00 pm, Monday through Friday, and 9:00 am to 7:00 pm on Saturday. Sunday deliveries shall be prohibited. Deliveries shall occur on the Shamrock Avenue side only.
7. All commercial activities shall be conducted entirely within the enclosed building, with the exception of use of areas specifically designed and permitted for outdoor activities. The use of outdoor activity areas shall be reviewed and approved by the appropriate land use review authority and be established as business operation conditions of approval. The review criteria shall include, but not be limited to, the performance standards in Monrovia Municipal Code Chapter 17.32, and the business operation standards contained in these PD-66 standards to ensure minimal impacts to the surrounding residential neighborhood.
8. Occupant(s) conducting business operations in the building shall maintain a valid City business license in order to ensure that the work space meets the standards of this Planned Development zone. This requirement includes any live/work units.
9. A detailed sign program shall be submitted for review and approval by the DRC. Installation of original signage and restoration of existing exterior lighting shall be encouraged as long as there are no adverse impacts to the adjacent residential uses. The design of signage shall be complementary to the period and style of the building.

