

ALEXAN FOOTHILLS

MONROVIA

PUBLIC REVIEW DRAFT



SPECIFIC PLAN
September 2019

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City of Monrovia
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TRAMMELL CROW RESIDENTIAL

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INTRODUCTION

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1.1 Role and Function of Specific Plans

A specific plan is a tool used to implement the Monrovia General Plan for a property or group of properties. A specific plan establishes the link between the General Plan's policies and implementation measures and a development proposal for a defined area. The authority for preparing and adopting specific plans is established by the California Government Code, Title 8, Division 1, Chapter 3, Article 8, Sections 65450 through 65457. These provisions require that a specific plan be consistent with the adopted general plan of the jurisdiction within which it is located. In turn, all subsequent subdivision, development, public works projects, and zoning regulations for the defined area must be consistent with the adopted specific plan.

Specific plans can be structured to fit the needs of a community and development proposal; the goal is to provide sufficient detail to identify the desired outcomes. Typically, a specific plan defines the type, location, and intensity of allowed uses; the public space improvements that will contribute to “placemaking”; the design and capacity of infrastructure; the mechanisms and resources to be used to finance public and private improvements; and design criteria/guidelines. This Specific Plan details the land use and development regulations for Alexan Foothills, a multifamily residential community in the City of Monrovia.

1.2 Specific Plan Purpose

The Alexan Foothills Specific Plan provides the regulatory framework for development of a multifamily residential community comprising up to 436 dwelling units, associated amenities, a parking structure, and open spaces on a 6.77-acre site adjacent to the METRO Gold Line right-of-way. Given its close proximity to the Station Square Transit Village, which is adjacent to the Gold Line station, this project helps implement transit-oriented development (TOD) goals that satisfy both local and regional housing needs in an environmentally sustainable manner. This Specific Plan establishes the land use regulations, development standards, and design guidelines tailored to achieve these goals set forth by the City of Monrovia for the Specific Plan area.

1.3 Required Specific Plan Content

The City of Monrovia Municipal Code Section 17.54.060 sets forth specific plan content requirements, as follows:

- A boundary survey map of the property and calculation of the gross land area within the proposed zoning district. A tentative subdivision map may be substituted if the applicant proposes to subdivide the property.
- A topographical map and general grading concept plan for environmentally sensitive areas, if applicable.
- A diagram, text, and exhibits describing the site, proposed land uses, circulation, public facilities and

services and phasing.

- A preliminary report describing anticipated requirements and proposed means of providing utility facilities and public services, including but not limited to, storm drainage, sewage disposal, water supply, and parks, recreation, and school facilities.
- A discussion of how the specific plan implements, and is consistent with, the applicable elements of the general plan.
- A description of site development standards including but not limited to, listing of allowable uses, maximum and minimum regulations, required setbacks and supplemental illustrations as required, establishing the basic community architectural character, environmental character and environmental design qualities to be attained throughout the specific plan area.
- A phasing and financing plan to assure the adequate provision of public utilities, improvements, and other facilities.
- The specific plan shall contain any additional information determined to be necessary by the Director, Planning Commission, or City Council based on the characteristics of the area to be covered by the plan, applicable policies of the General Plan, or any other issue(s) determined to be significant.
- In addition to the requirements of the Monrovia Municipal Code, all Specific Plans – per Sections 65451 of the Government Code – also require the following:
 - A text and a diagram or diagrams which specify all the following in detail:
 1. The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
 2. The proposed distribution, location, and extent and intensity of major components of public and

private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.

3. Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
4. A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2); and

- A statement of the relationship of the specific plan to the general plan.

1.4 Specific Plan Organization

The Alexan Foothills Specific Plan is organized as follows:

CHAPTER	CONTENT
1. Introduction	The Introduction explains the role and function of specific plans and the purpose of Alexan Foothills Specific Plan, and sets forth the planning context—location, setting, and planning issues. This chapter also describes the Specific Plan’s relationship to the Monrovia General Plan and Zoning Ordinance.
2. Development Plan – Land Use, Mobility and Parking, Infrastructure, and Sustainability	The Development Plan Chapter presents the following for the orderly development of the site: <ul style="list-style-type: none"> • Project Plan • Conceptual and development-specific land use plan and architectural style • Vehicular and non-vehicular circulation plans. • Infrastructure and utilities improvements • Sustainable development approaches
3. Use Regulations and Development Plan	This chapter sets forth site planning, building, parking, architectural, and landscape architectural standards.
4. Consistency with General Plan	This chapter summarizes how the proposed Specific Plan meets the goals and policies of the General Plan.
5. Implementation	The Implementation chapter addresses the implementation, administration, and amendment process for the Specific Plan.
6. Appendices	The parking study and boundary survey map supporting project design are included as appendices.

1.5 Location and Plan Boundary

The 6.77-acre Specific Plan area is located south of Interstate 210 (Foothill Freeway) at 1625 South Magnolia Avenue, Monrovia, California in a predominately industrial and commercial area. The seven-parcel project site is, generally, bounded by West Evergreen Avenue (north), South Magnolia Avenue (east), the METRO Gold Line right-of-way (south), and South Mayflower Avenue (west). Existing on-site features include asphalt pavement, two cellular towers, protected trees, and industrial land uses.

The Alexan Foothills project proposes to merge seven parcels into one parcel, as shown in Figure 1-3.

1.6 Specific Plan Description Summary

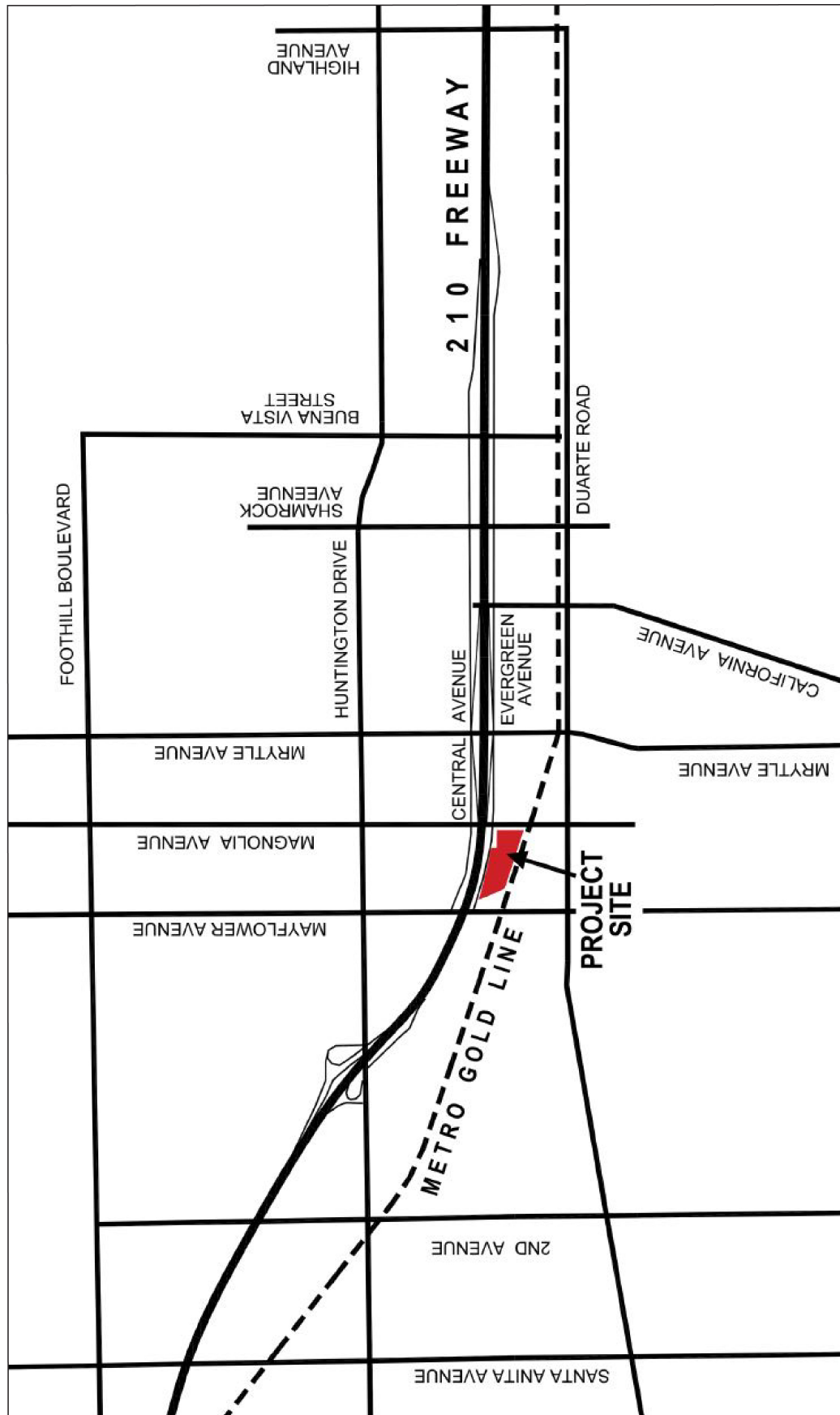
The Specific Plan provides a regulatory framework for up to 436 units contained within a five-story residential structure. South Magnolia Avenue provides the principle access to the apartment development, while West Evergreen Avenue provides secondary access. Along the South Magnolia Avenue street frontage, the development plan provides for a two-story lobby, fitness room, and four live/work units, all with apartments above. Three outdoor/rooftop amenity decks are planned on top of the apartment development's fifth level, facing the San Gabriel Mountains to the north. Other tenant amenities include a pet spa, dog park, residents' lounge, club houses, pools and spas, fire pits, outdoor kitchens and dining areas, centralized mail/package delivery room, golf simulation room, and similar amenities. Although the two existing cell towers will be maintained in place at the northwest corner of the Specific Plan site, they may be moved to another location within the Plan area at a future time. An application process will be required pursuant to Monrovia Municipal Code Section 17.46 should the cell towers be proposed for relocation.

1.7 Specific Plan Objectives

The Alexan Foothill Specific Plan's purpose is to create a residential community that will serve the larger

Monrovia and San Gabriel Valley communities. The project's location adjacent to the Station Square Transit Village area will help advance TOD efforts to activate use of the METRO Gold Line and provide in-fill housing in a location with utilities readily available and public services within walking distance. The Specific Plan objectives are to:

- Increase Monrovia's housing options.
- Further advance citywide TOD goals by building on the synergy of the adjacent Station Square Transit Village Planning Area.
- Project the image of Monrovia as an attractive, environmentally sustainable community.
- Create a coherent and cohesive building site that is designed to be compatible with adjacent properties and Monrovia's scale and character.
- Provide opportunities for housing and live/work space, with supporting amenities.
- Redevelop the Specific Plan area to cluster high-density housing opportunities where transit and other amenities are readily available.
- Enhance this portion of the Monrovia community by encouraging pedestrian activity, enhancing landscaping, and providing visual interest along the METRO Gold Line.
- Use architecture and design elements to ensure high quality design and aesthetics.
- Provide attractive housing that offers an array of personal and shared amenities.
- Upgrade the existing physical conditions of the site to an urban form more compatible with the adjacent Station Square Transit Village neighborhood.

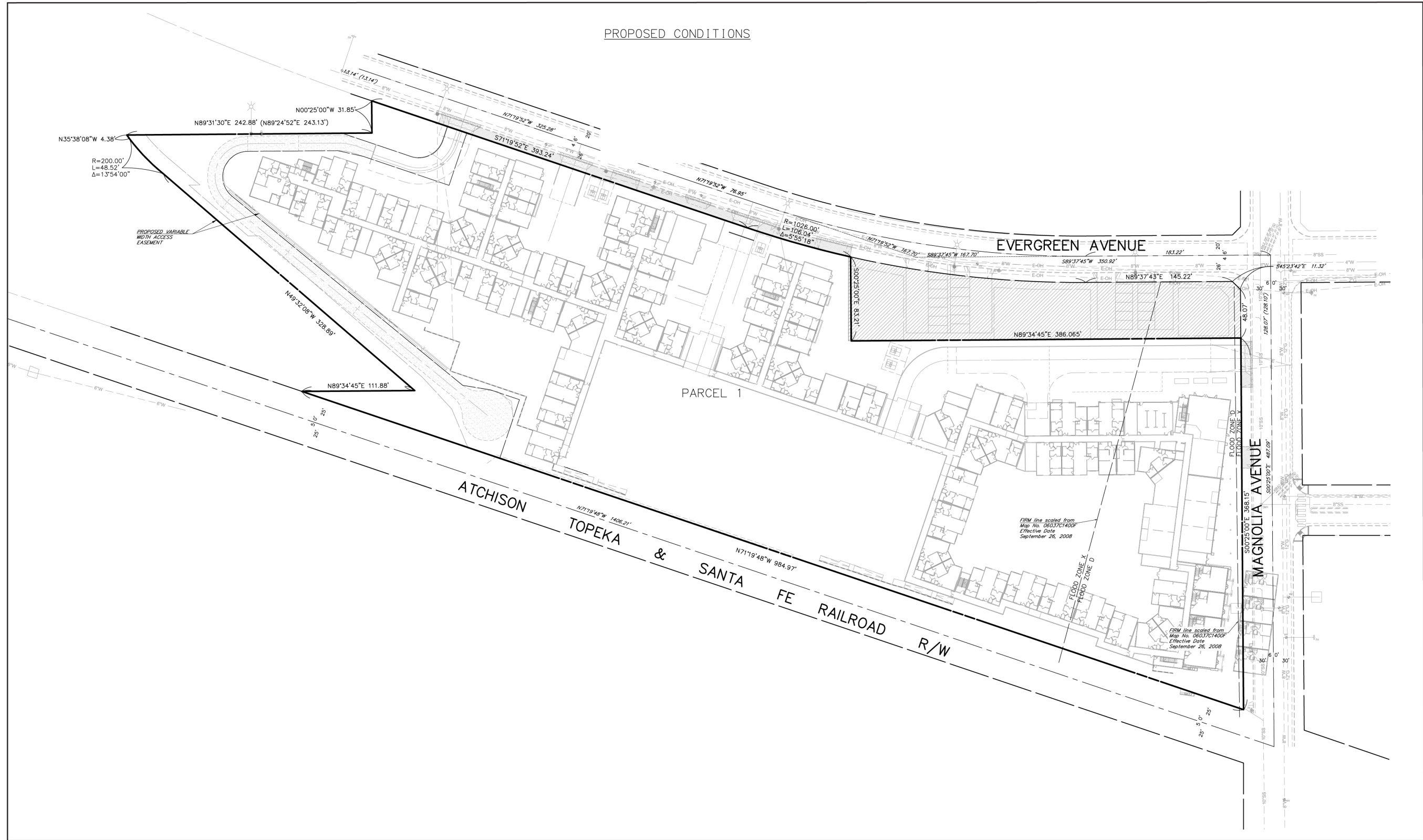


Alexan Foothills
Figure 1-1: Project Location



--- Specific Plan Boundaries

Alexan Foothills
Figure 1-2: Site Location



Alexan Foothills
Figure 1-3: Parcel Map

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- Accommodate sustainable site and architectural design that implements the latest California Green Building and Green Energy Codes, allows for alternative vehicle fueling facilities, implements the City's storm water management programs, and uses water conservation landscaping techniques consistent with the City's regulations.
- Provide public parking for automobiles and bicycles.
- Create a public art piece in accordance with City policy.

1.8 Planning Context

1.8.1 GENERAL PLAN AND ZONING DESIGNATION

This Specific Plan adheres to City and State regulations governing specific plans. Project compliance with the City of Monrovia General Plan land use policies, site planning, architectural design, area-wide minimum/maximum parameters, after Specific Plan adoption, are demonstrated in the General Plan Consistency Chapter.

The City's General Plan governs development in Monrovia. This Specific Plan is an implementation tool of the General Plan. The current General Plan and zoning designations for the Specific Plan area are Manufacturing. To appropriately mobilize the vision established in this Specific Plan, the area will need to be re-designated as Planned Development Area and rezoned to Planned Development (PD) and Alexan Foothills Specific Plan.

The Station Square Transit Village is immediately east of the Alexan Foothills site, across South Magnolia Avenue. The Station Square land use component of the City's General Plan sets forth a vision of an active transit-oriented neighborhood around the Gold Line station, comprised of high density residential and supporting commercial uses within a framework of sound environmental and transit friendly principles. In recent years, the Station Square Transit Village area has undergone a rapid transformation from an industrial, commercial, and single-family residential area to a

mixed-use, higher density transit-oriented district with improved public spaces and enhanced public facilities. The Alexan Foothills Specific Plan complements the transit-oriented land uses and planning themes of the adjacent Station Square Transit Village, by providing residential development with numerous amenities, pedestrian orientation along South Magnolia Avenue, public automobile and bike parking, and a place-making visual amenity, the Zoetrope, a feature where commuters on the METRO Gold Line will see brief glimpses of images behind a wall with vertical openings.

1.8.2 LAND USE

The project site's current land uses include a mix of light industrial, warehouse/storage, office, single-family residential, surface parking, and two cellular towers. The site also includes a blue line drainage swale, protected trees, and ornamental landscape.

The adjacent land uses are:

- North – Light industrial, commercial
- East – Existing and proposed high density multifamily residential (within the Station Square Transit Village Planning Area)
- South – Multifamily and single family residential, south of the METRO Gold Line right-of-way
- West – Commercial, light industrial, single family residential

The nearest on-ramp to the I-210 Freeway is located approximately 0.4 miles northeast of the Specific Plan area, while the Monrovia Gold Line station is approximately 1,000 feet east. The Monrovia Gold Line station is easily accessed by foot via West Pomona Avenue. The Gold Line provides public travel access from East Los Angeles, through Downtown Los Angeles, and then west into the San Gabriel Valley, Monrovia, and Azusa.

1.9 Environmental Compliance

Pursuant to the California Environmental Quality Act (CEQA), the Alexan Foothills Environmental Impact Report (EIR) was prepared for the Alexan Foothills Specific Plan's implementation. The EIR (SCH No. 2018101058) identifies potential environmental effects of the Alexan Foothills Specific Plan's implementation and sets forth mitigation measures to reduce those impacts. The City of Monrovia is a lead agency under CEQA; the City of Monrovia has the authority to certify the Alexan Foothills Specific Plan Environmental Impact Report, prior to approving the Specific Plan. Public Resources Code, Section 21081.6 also requires public agencies to adopt a monitoring program, if significant impacts are found, to ensure that mitigation measures are implemented. The City is required to confirm that any applicable mitigation measures have been implemented in accordance with the adopted mitigation monitoring, and reporting program.

The City of Monrovia City Council certified the Alexan Foothills Specific Plan Final Environmental Impact Report and adopted the associated mitigation monitoring, and reporting program on xxx, 2019.

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2

DEVELOPMENT PLAN

13

2.1 Introduction

This Specific Plan provides a regulatory framework for the development of a five-story apartment community one block from the Monrovia Gold Line Station comprising 436 residential units, four live/work units, 2.2 acres of open and recreational space, and a public art installment (see Figure 2-1). In total, the development plan proposes approximately 376,000 square feet of net rentable space. When combined with other habitable portions of the building, such as the lounge, fitness room, lobby area, the total floor area approximates 523,000 square feet. The residential structure proposes an approximate height of 62'.

In addition, the Specific Plan's implementation will include the following components:

- Consolidation of eight existing parcels into one
- Demolition of nonresidential buildings and the associated paved areas
- Construction of a multifamily residential community composed of 436 dwelling units, including four live/work units, associated site improvements and residential amenities
- Construction of a 798-space parking structure that provides 753 parking spaces for residents, live/work unit employees, and guests; and an additional 45 leasing and paid public parking spaces
- Construction of a “woonerf” (a living street combining pedestrian, bicycle, and automobile use) to serve as a multimodal entrance to the apartment community, with pedestrian areas demarcated by potted plants, boulders, truncated dome pavers, and bollards rather than raised curbs
- Construction of public open space available along South Magnolia Avenue and resident-oriented open spaces within the residential development.
- Approval of the Specific Plan and its associated entitlements and certification of the Environmental Impact Report and Mitigation Monitoring Program will complete the discretionary review process for the Specific Plan pursuant to the Monrovia Municipal Code.

2.2 Land Uses

2.2.1 MULTIFAMILY RESIDENTIAL USES

The proposed mix of residential unit types include studio, one-bedroom, two-bedrooms, three-bedrooms, and live/work. Unit sizes range from approximately 560 square feet to 1,560 square feet, excluding private balconies and patios. Patios and balconies range in size from approximately 60 to 76 square feet. Unit count and sizes by floor plan types are shown in Table 2-1. Floor plans are illustrated in Figure 2 -2.

Table 2-1: Unit Floor Plans

UNIT TYPE	NUMBER OF UNITS	UNIT SIZE (SQ. FT.)
Studio	20	561 sf
One Bedroom	250	686-745 sf
Two Bedroom	147	981-1,246 sf
Live/Work	4	1,561 sf
Three Bedroom	15	1,481 sf
Total	436	375,729 sf

Note: Square footage excludes balconies, porches, and patios. Unit floor plans and sizes may vary slightly.

Live-Work

The four live/work units face South Magnolia Avenue and are located on the ground floor. These units are flexible spaces designed to provide opportunities for neighborhood-serving commercial uses compatible with residential development. The live/work units provide a connection with the community and allow for engaging with South Magnolia Avenue pedestrians through the transparent storefronts.

Ancillary Uses

Ancillary uses support the residential community; the ancillary uses are:

- Centralized mail/package delivery room
- Leasing office/lobby
- Maintenance and service rooms
- Public and private bicycle racks and storage

2.2.2 PARKING PLAN

The proposed Planned Development (PD-27) standards allow a project to provide spaces based on a project-specific parking study. Given the urbanizing and transit-adjacent nature of the surrounding neighborhood, the Alexan Foothills community is likely to generate a reduced level of parking demand. Per MMC Section 17.24.030, multifamily residential projects are required to provide 2.5 parking spaces per unit, which would amount to 1,090 spaces. However, the Institute of Transportation Engineers (ITE) finds that the 85th percentile of peak-time parking demand for high-rise apartments equates to 1.52 spaces per unit. Further

studies conducted at three complexes with similar characteristics to the Specific Plan found that an average of 1.65 spaces are demanded per dwelling unit, with spaces shared between residents and guests (see Appendix A for comprehensive parking study).

Of the 798 parking spaces, 25 spaces are ADA accessible, 22 are electric-vehicle (EV) ready, and one is an ADA accessible EV-ready space (see Section 3.7). EV-ready stalls are required to have the infrastructure (conduit and power capacity) and space necessary for future installation of charging equipment. Tables 2-2 and 2-3 identify both the types and distribution of vehicle parking space type across the site.

Parking spaces are located in the Main Project Entrance (The Junction), within the parking structure, and within Courtyard #2 – Resident Move-in (Azusa Canyon Court). The live/work space and the six Leasing Office/Other spaces, located in Main Project Entrance, are external to the parking structure. The Leasing Office/Other spaces provide temporary parking for Leasing Office, USPS, FedEx and other deliveries, and ride share loading. Two 30' x 12' move-in spaces are located in the Courtyard #2 – Resident Move-in area. These two loading spaces, the ride share/

loading, and USPS stalls, are not included in the parking count of 798 spaces.

Vehicular access to the seven-story (eight levels, 72' approximate height) parking structure is facilitated via two entry points: residents enter via West Evergreen Avenue and residents and guests enter via South Magnolia Avenue. Upon entry into the parking garage:

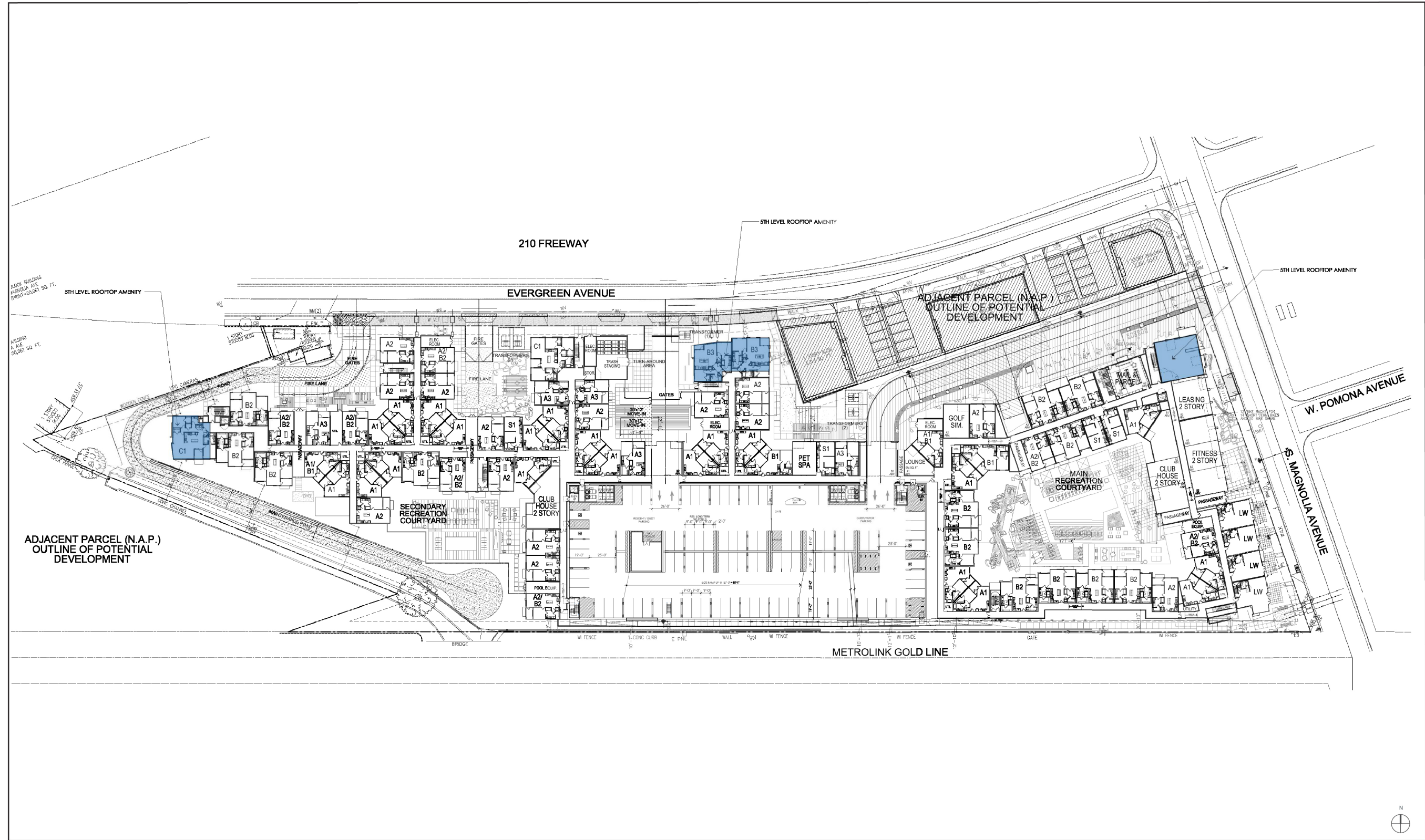
- residents are directed to an electronic entry gate,
- residents' guests are directed to a separate turnout lane, where they may use the callbox to gain access beyond entry gate,
- live/work customers are directed to the live/work spaces located on Level 1 outside of the gate,
- general public is directed to Level 0's paid public parking spaces controlled with a ticket kiosk/entry arm.

A total of 629 resident parking spaces are proposed on Levels 1 – 7, 115 residents' guest spaces are on Levels 1–5, and 34 paid public spaces are on Level 0. Live/work customers may use the eight live/work spaces on Level 1 or one space within the Main Project Entrance (The Junction).

A parking management plan will be submitted to the City for review and approval.



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Alexan Foothills
Figure 2-1: Conceptual Site Plan



Alexan Foothills
Figure 2-2: Floor Plans

Table 2-2: Vehicular Parking Space Allocation and Location

LOCATION	NUMBER OF STALLS	ADA	EV	ADA/EV
At Grade				
Main Project Entrance (The Junction)	7	2		
Courtyard #2 - Resident Move-in (Azusa Canyon Court)	0			
Parking Structure				
Level 0	34	2		
Level 1	99	2	6	2
Level 2	122	6	5	
Level 3	125	4	4	
Level 4	125	4	4	
Level 5	125	4	4	
Level 6	134			
Level 7 (roof)	27			
Total	798	24	23	2
Parking Ratio	1.83 stalls/unit			

Table 2-3: Vehicular Parking Space Types

LOCATION	STANDARD	ADA	EV	ADA/EV	TOTAL
Residential	594	14	20	1	629
Guest	107	5	3		115
Live/Work	7	1		1	9
Paid Public	32	2			34
Leasing	9	2			11
Total	749	24	23	2	798

Table 2-4: Bicycle Stalls

LOCATION	TYPE	NUMBER
Public Courtyard on South Magnolia Avenue (The Terminal)	Short-term Public/Bike Share	14
Parking Structure's Bike Storage Room and Parking Structure's Bike Racks	Long-term Resident/ Residential Guest	268
TOTAL		282

2.3 Design

The Alexan Foothills Specific Plan supports the General Plan's Design Objectives for the Station Square Transit Village through its:

- Street-oriented development pattern -- buildings located near the sidewalk edge and mixed land uses located along the street where pedestrian activity is encouraged
- Multimodal street entrances providing easily identifiable pedestrian and bicycle access to the site
- Well-defined building entrances orienting to the street
- Building façade and height variations enhancing visual interest
- Inviting public spaces, pathways, and landscaping attracting visitors and residents
- Upper-floor residential balconies overlooking the street and other public spaces

2.3.1 GENERAL DESIGN

The Alexan Foothills' design presents slimly-profiled building planes centered around a parking structure. The layout focuses residential massing toward the northern, eastern, and western ends of the site and away from the neighborhood to the south, across the Gold Line right-of-way. The Alexan Foothills design clusters units around courtyards and associated amenities. See Figures 2-3-through 2-5 for architectural elevations and conceptual perspectives.

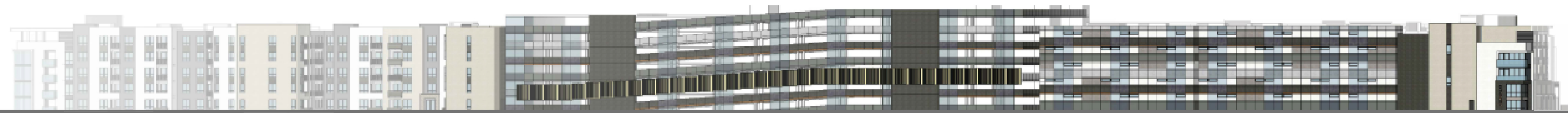
Daylight orientation and views are factored into the site

design. The two main recreational courtyards and their associated amenities are oriented to face the south and southwest to provide a light-filled ambience. Most residential units face north for softer light and to control heat gain, thereby reducing energy consumption.

The northern facing units also allow residents to enjoy panoramic views of the San Gabriel mountains. Three open roof decks are provided on the buildings' fifth floor; the westernmost roof deck, in particular, allows residents to enjoy sunset views. Furthermore, locating the parking structure adjacent to the Gold Line right-of-way and locating a single loaded residential corridor on the site's southeast section helps preserve privacy of the residential properties across the Gold Line right-of-way.

On South Magnolia Avenue, the live/work units' design embraces the street's more urbanized nature; the live/work structure and plaza protrude outward toward the sidewalk to better engage pedestrians. These live/work units are also designed to be visually distinct from the other units with floor-to-ceiling storefront aluminum windows and doors with signage areas for tenant identification. Each unit is framed architecturally to provide identification for the live/work unit. Windows above the Leasing Office are a storefront system with pull down shades for privacy. A woonerf (a unique "living street" integrating pedestrian, bicycle, and automobiles) entrance from South Magnolia Avenue:

- provides a distinct streetscape with overhead pendant lighting and pedestrian-oriented landscaping (potted plants, landscaping, boulders, domed pavers and bollards),
- welcomes visitors and residents, and
- defines the property from the street.



South Elevation



West Elevation

Alexan Foothills
Figure 2-3: South and West Elevations



North Elevation



East Elevation

Alexan Foothills
Figure 2-4: North and East Elevations



Looking west at project entry (The Terminal)



Looking west at resident entry



Looking southwest on Magnolia Ave.



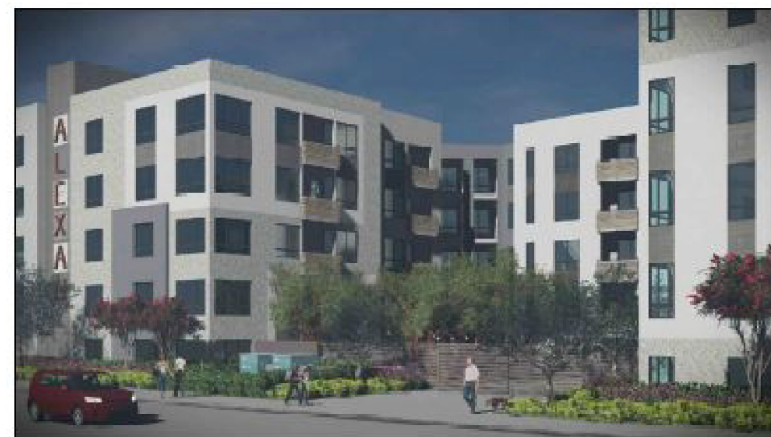
Looking northwest on Magnolia Ave.



Looking northwest on Magnolia Ave.



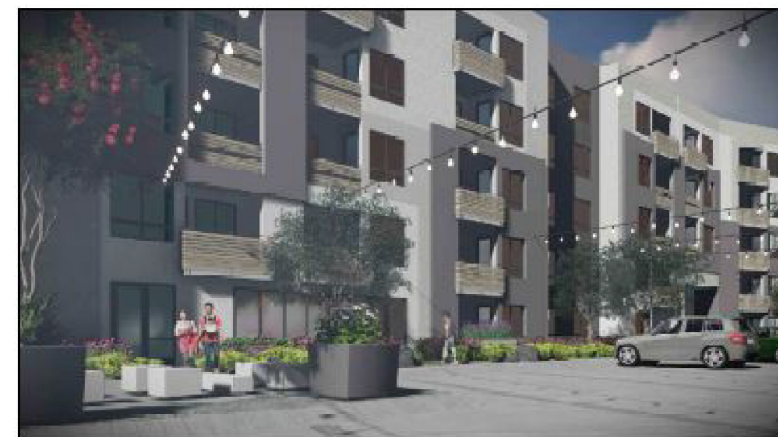
Looking southeast at Monrovia Canyon Court



Looking southeast at Azusa Canyon Court



Looking northwest on Magnolia Ave.



Looking west at project entry

Alexan Foothills
Figure 2-5: Conceptual Perspectives

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2.3.2 MATERIALS AND COLORS

The Alexan Foothills' residential and parking structures' materials and color palettes invoke warmth as identified in Table 2-5 and illustrated in Figures 2-6, 2-7, and 2-8. In addition, other elements of good design such as landscaping, furniture, pavers, fenestration, signs, screening, walls/fencing, and urban spaces will add their own colorful contributions. Architectural materials and finishes facing the streets will avoid reflective qualities, glazing outside of fenestration, excessive glossiness, and the use of thin paneling/applique.



The Alexan Foothills development features the use of sustainable building materials. Recycled materials are expressed in two categories: pre-consumer recycling, which consists of recycled material within the construction process, and post-consumer recycling, which is actual recycled content in the final product. Low emitting materials are those that have a low emittance of Volatile Organic Compounds (VOC). Most interior finishes and manufactured products used in construction are required to comply with Cal Green Code.


Table 2-5: Materials and Colors

MATERIALS	COLOR SWATCHES
Exterior Plaster 20/30 Finish	Tan
Exterior Plaster Smooth Finish	White
Fiber Cement Siding with Wood Finish or Equal	Beige
Ceramic Tile with Wood Finish	White
Decorative Wide Flange Trim	Painted Metal
Wide Flange Trellis with Composite Wood Slats	Composite Wood
Vinyl Windows	Milgard "Clay"
Aluminum Store Front System	Dark Bronze
Metal Mesh Railing	Painted Metal
Metal Railing with Composite Slats	Composite Wood
Glass Railing	Clear Glass
Metal Railing	Painted Metal
Ceramic Tile with Metal Finish	Ceramic Tile
C.M.U. Planter	Warm and Cool Grey
Coreten Steel Planters or Poured-In-Place Concrete with Board-Form Finish	Steel and Concrete
Gabion Wall	Mission Cobble (assorted warm tones)


Note: Changes to materials and colors may be approved by the Development Review Committee (DRC) as a minor modification pursuant to Chapter 2.56 of the Municipal Code

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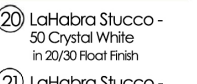
18 Sherwin Williams
SW 9161 Dustblu
in 20/30 Float Finish




19 Sherwin Williams
SW 9161 Dustblu
in 16/20 Finish




20 LaHabra Stucco -
50 Crystal White
in 20/30 Float Finish




21 LaHabra Stucco -
50 Crystal White
in 16/20 Finish




22 Sherwin Williams
SW 7050 Web Gray
in 20/30 Float Finish




23 Sherwin Williams
SW 7050 Web Gray
in 16/20 Finish




26 Sherwin Williams
SW 6515 Leisure Blue
in 16/20 Finish




27 Sherwin Williams
SW 6514 Respite
in 20/30 Float Finish




28 Sherwin Williams
SW 6004 Mink
in 20/30 Float Finish




29 Sherwin Williams
SW 7505 Manor House
in 16/20 Finish




30 Sherwin Williams
SW 7703 Earthen Jug
in 20/30 Float Finish




31 Sherwin Williams
SW 6005 Folkstone
in 20/30 Float Finish




32 Sherwin Williams
SW 7603 Pool House
in 16/20 Finish




33 Sherwin Williams
SW 9167 Polished Concrete
in 20/30 Float Finish




34 Sherwin Williams
SW 7076 Cyberspace




1a La Habra Exterior Plaster
20/30 Float Finish
Paint Grade




1b La Habra Exterior Plaster
16/20 Finish
Paint Grade



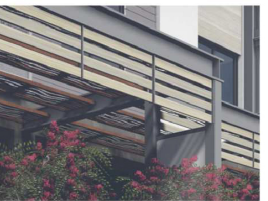
2 Hardie Plank Lap Siding
5/16\" Select Cedar Mill Finish
w/ 6\" Exposed Face
Paint Grade to match
SW 7075 Web Gray




3 Apavisa Porcelain Tile
Junoon
Beige Natural




4 Decorative Wide Flange Trim
Paint to match
SW 7076 Cyberspace




5 Wide Flange Trellis w/ Composite
Wood Slats
Metal Frame paint to match
SW 7076 Cyberspace



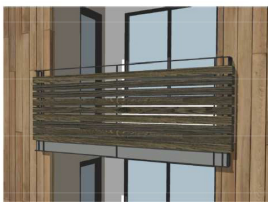
6 Milgard Vinyl Windows
Clay




7 Kawneer or Equal
Aluminum Storefront
Medium Dark Bronze



8 Metal Mesh Railing
Paint to match SW 7076 Cyberspace




9 Metal Railing w/
Composite Slats
Metal Frame paint to match
SW 7076 Cyberspace




10 Glass Railing at Featured
Corner Units
Vitro Architectural Glass
Pacifica or Solar Blue

PACIFICA® glass is a heavily textured
float glass with an iridescent, iridescent
effect.


SOLARBLUE® glass features a non-reflective,
light, blue tint that allows high VLT of
50 percent with a SHGC of 0.48.



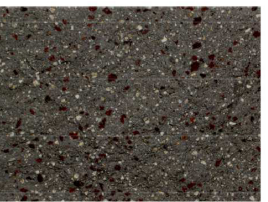
11 Metal Railing
Paint to match
SW 7076 Cyberspace




12 Floor Gres Porcelain Tile
FlowTech
Aged Bronze




13 Centria Ecoscreen Perforated
Panels BR5-36




14 Orco Block C.M.U. Planters
Burnished Black 500
Medium Weight
w/ Laticrete Grout 45 Raven



15 Orco Block C.M.U. Planters w/
Composite Wood Slats



17 Gabion Wall

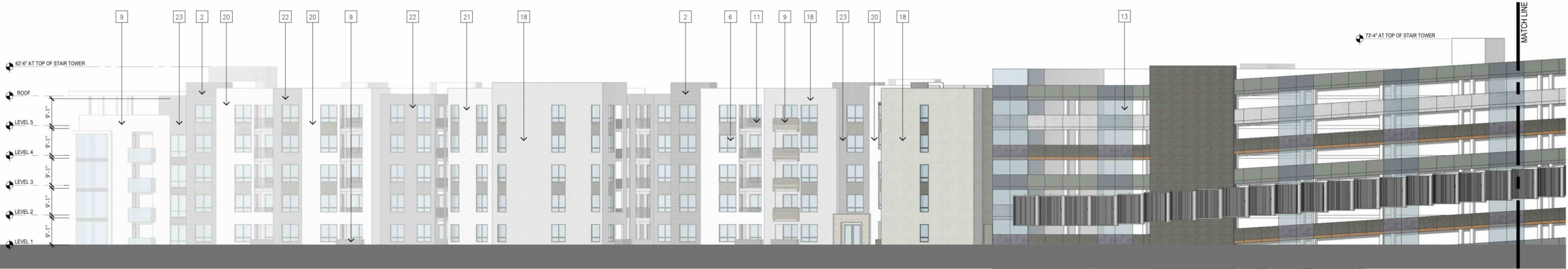


24 AEPSPAN Concealed Fastened
Metal Wall Panels
Perception Collection
Old Town Gray

Alexan Foothills
Figure 2-6: Color and Materials

27

DRAFT | ALEXAN FOOTHILLS SPECIFIC PLAN



2. SOUTH ELEVATION



SOUTH ELEVATION (CONT'D.)

1a	LA HABRA EXTERIOR PLASTER 20/30 FLOAT FINISH - PAINT GRADE	18	MATCH SW 9161 'DUSTBLU' IN 20/30 FLOAT FINISH
1b	LA HABRA EXTERIOR PLASTER 16/20 FLOAT FINISH - PAINT GRADE	19	MATCH SW 9161 'DUSTBLU' IN 16/20 FLOAT FINISH
2	HARDIE PLANK SIDING	20	LA HABRA STUCCO X50 'CRYSTAL WHITE' IN 20/30 FLOAT FINISH
3	APAVISA PORCELAIN TILE 'JUNOON' BEIGE NATURAL	21	LA HABRA STUCCO X50 'CRYSTAL WHITE' IN 16/20 FLOAT FINISH
4	DECORATIVE WIDE FLANGE TRIM	22	MATCH SW 7075 'WEB GRAY' IN 20/30 FLOAT FINISH
5	WIDE FLANGE TRELLIS W/ WOOD SLATS	23	MATCH SW 7075 'WEB GRAY' IN 16/20 FLOAT FINISH
6	MILGARD VINYL WINDOWS 'CLAY'	24	AESPAN 'PERCEPTION COLLECTION CONCEALED FASTENED PANELS IN 'METALLIC SILVER' OR 'TOWN GRAY'
7	KAWNEER OR EQUAL ALUMINUM SOTREFRONT 'MED. DARK BRONZE'	26	MATCH SW 6515 'LEISURE BLUE' IN 16/20 FINISH
8	METAL MESH RAILING	27	MATCH SW 6514 'RESPITE' IN 20/30 FLOAT FINISH
9	METAL RAILING WITH COMPOSITE SLATS	28	MATCH SW 6004 'MINK' IN 20/30 FLOAT FINISH
10	GLASS RAILING	29	MATCH SW 7505 'MANOR HOUSE' IN 16/20 FLOAT FINISH
11	METAL RAILING	30	MATCH SW 7703 'EARTHEN JUG' IN 20/30 FLOAT FINISH
12	FLOOR GRESS PORCELAIN TILE 'FLOWTECH' AGED BRONZE	31	MATCH SW 6005 'FOLKSTONE' IN 2030 FLOAT FINISH
13	EXPOSED FASTNER SHORT RIB PERFORATED PANELS	32	MATCH SW 7603 'POOL HOUSE' IN 16/20 FLOAT FINISH
14	ORCO BLOCK SPLIT FACE PLANTERS 'BLACK 250'	33	MATCH SW 9167 'POLISHED CONCRETE' IN 20/30 FLOAT FINISH
15	ORCO BLOCK C.M.U. PLANTERS W/ COMPOSITE WOOD SLATS		
17	GABION WALL		

Alexan Foothills
Figure 2-7: Materials (South)



1. EAST ELEVATION (MAGNOLIA)

1a	LA HABRA EXTERIOR PLASTER 20/30 FLOAT FINISH - PAINT GRADE	18	MATCH SW 9161 'DUSTBLU' IN 20/30 FLOAT FINISH
1b	LA HABRA EXTERIOR PLASTER 16/20 FLOAT FINISH - PAINT GRADE	19	MATCH SW 9161 'DUSTBLU' IN 16/20 FLOAT FINISH
2	HARDIE PLANK SIDING	20	LA HABRA STUCCO X50 'CRYSTAL WHITE' IN 20/30 FLOAT FINISH
3	APAVISA PORCELAIN TILE 'JUNOON' BEIGE NATURAL	21	LA HABRA STUCCO X50 'CRYSTAL WHITE' IN 16/20 FLOAT FINISH
4	DECORATIVE WIDE FLANGE TRIM	22	MATCH SW 7075 'WEB GRAY' IN 20/30 FLOAT FINISH
5	WIDE FLANGE TRELLIS W/ WOOD SLATS	23	MATCH SW 7075 'WEB GRAY' IN 16/20 FLOAT FINISH
6	MILGARD VINYL WINDOWS 'CLAY'	24	AESPAN 'PERCEPTION COLLECTION CONCEALED FASTENED PANELS
7	KAWNEER OR EQUAL ALUMINUM SOTREFRONT 'MED. DARK BRONZE'		IN 'METALLIC SILVER' OR 'TOWN GRAY'
8	METAL MESH RAILING	26	MATCH SW 6515 'LEISURE BLUE' IN 16/20 FINISH
9	METAL RAILING WITH COMPOSITE SLATS	27	MATCH SW 6514 'RESPITE' IN 20/30 FLOAT FINISH
10	GLASS RAILING	28	MATCH SW 6004 'MINK' IN 20/30 FLOAT FINISH
11	METAL RAILING	29	MATCH SW 7505 'MANOR HOUSE' IN 16/20 FLOAT FINISH
12	FLOOR GRESS PORCELAIN TILE 'FLOWTECH' AGED BRONZE	30	MATCH SW 7703 'EARTHEN JUG' IN 20/30 FLOAT FINISH
13	EXPOSED FASTNER SHORT RIB PERFORATED PANELS	31	MATCH SW 6005 'FOLKSTONE' IN 20/30 FLOAT FINISH
14	ORCO BLOCK SPLIT FACE PLANTERS 'BLACK 250'	32	MATCH SW 7603 'POOL HOUSE' IN 16/20 FLOAT FINISH
15	ORCO BLOCK C.M.U. PLANTERS W/ COMPOSITE WOOD SLATS	33	MATCH SW 9167 'POLISHED CONCRETE' IN 20/30 FLOAT FINISH
17	GABION WALL		

Alexan Foothills
Figure 2-8: Materials (East)

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Fence with Public and Private Gates

Tubular fencing provides open visibility into and out of the Alexan Foothills site while defining private space. In addition, new fencing and gates are provided around the pool/spa courts, dog park, and along the interior maintenance road (Figures 2-9 and 2-10). Emergency fire access is to be maintained 24 hours a day.

Tubular steel fencing is finished in “Dark Bronze” or similar to match building colors and aesthetic. Pool enclosure fencing, constructed steel and/or glass, is finished to match building colors and aesthetic. Utility screens may include hedges and/or green screen product with climbing vines. The existing light rail right-of-way fencing is protected in place, as requested by the agency, METRO.

Walls

At the northeast end of the site along the adjacent industrial parcel, the existing building face and block walls form the edge of the property. All new fences and walls are 6’ or less. Internal to the site, a 3’- to 4’ -high concrete retaining wall separates Pool Court #2 (The Trestle) from the maintenance road’s terminus.

Figures 2-9 and 2-10 below highlight the wall and fencing plans both on the interior and exterior of the project site.

2.3.3 PUBLIC ART

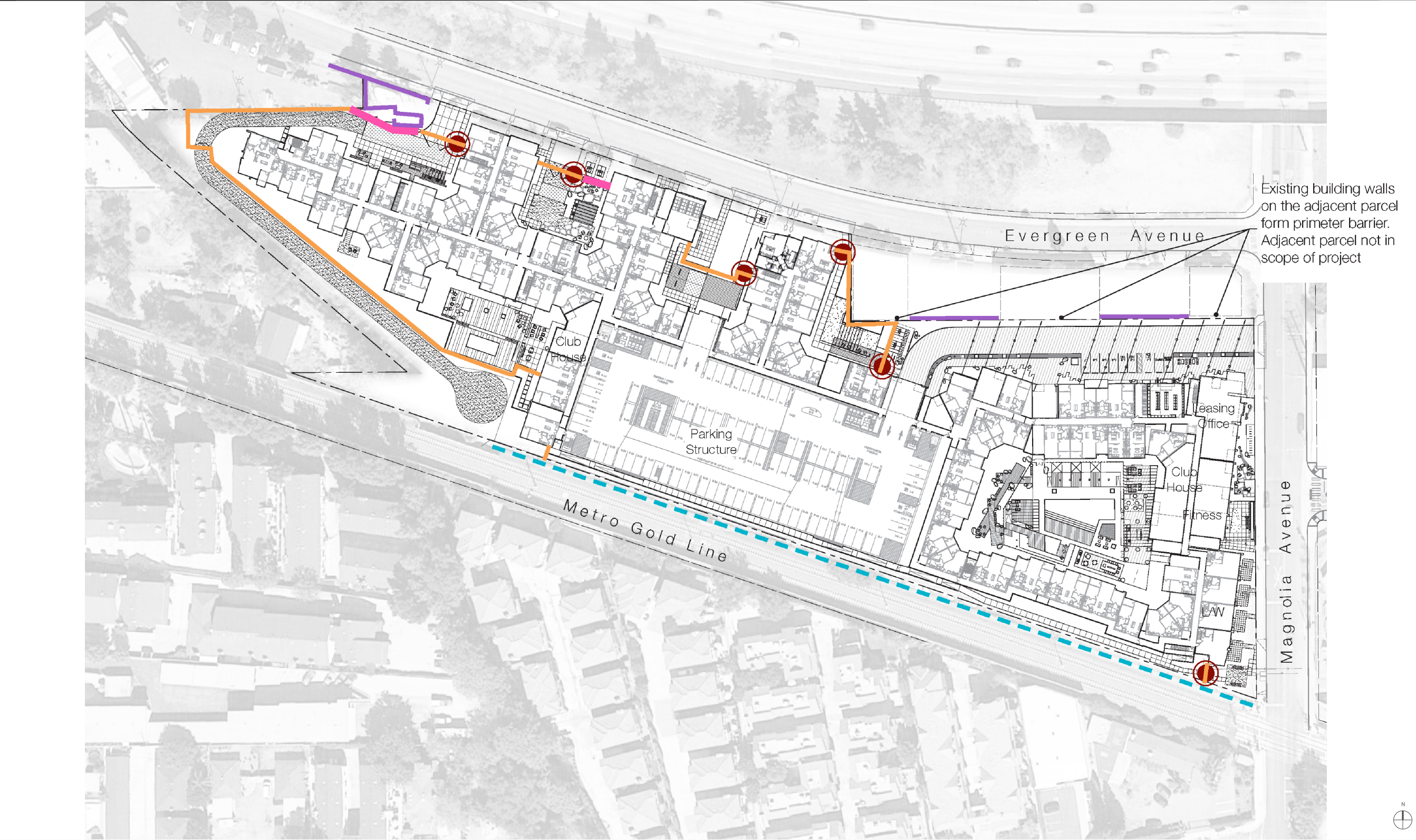
The proposed zoetrope art feature, to be installed on the parking structure’s southern elevation, provides visual placemaking for the site and the nearby Monrovia Gold Line station. The zoetrope combines a historic technique, which was seminal to the pioneering and development of photography and film, with contemporary construction practices to create a contextual and engaging piece of public art. It is a feature that allows METRO Gold Line riders to see brief glimpses of images behind a wall with vertical openings. As long as the Gold Line train is in motion, those images will appear animated throughout the linear display. This historical reference serves to embody Monrovia’s history as a rail destination outside of Los Angeles, a leading center of film and photography. The zoetrope’s design requires the Development Review Committee’s

(DRC) approval. The Alexan Foothills development plan proposes the zoetrope art feature; however, the Community Development Director may direct an alternative/modified DRC-approved feature or another City public art requirement.

2.4 Open Space, Recreation, and Landscape Plan

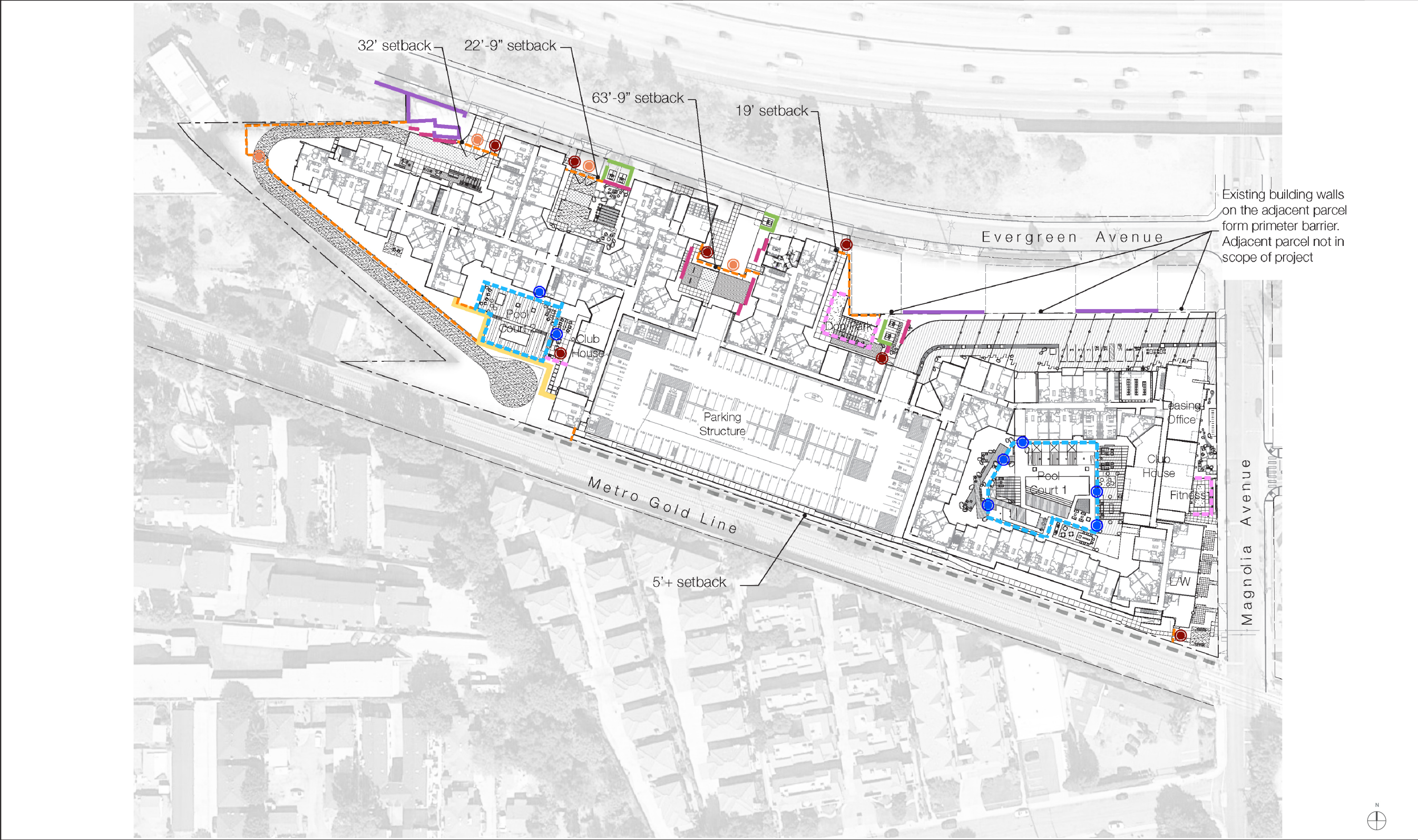
The Specific Plan creates a well-connected assemblage of private and publicly accessible outdoor urban spaces including plazas, central courtyards, common roof decks, pedestrian pathways, and private balconies/patios. The development plan proposes approximately 1,565 square feet of publicly accessible open space, 67,835 square feet of residents’ common open space/recreation, 28,265 square feet of residents’ private open space, and 21,428 of landscape areas as shown in Table 2-6 and Figure 2-11.

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Alexan Foothills
Figure 2-9: Perimeter Wall and Fencing

- | | | |
|----------------------------|--|---------------------------|
| ----- Steel Fence (6' max) | ----- Existing Metro Fence (to remain) | ● Private Pedestrian Gate |
| ----- Screen Wall (6' max) | ----- Existing Block Wall (6') | |



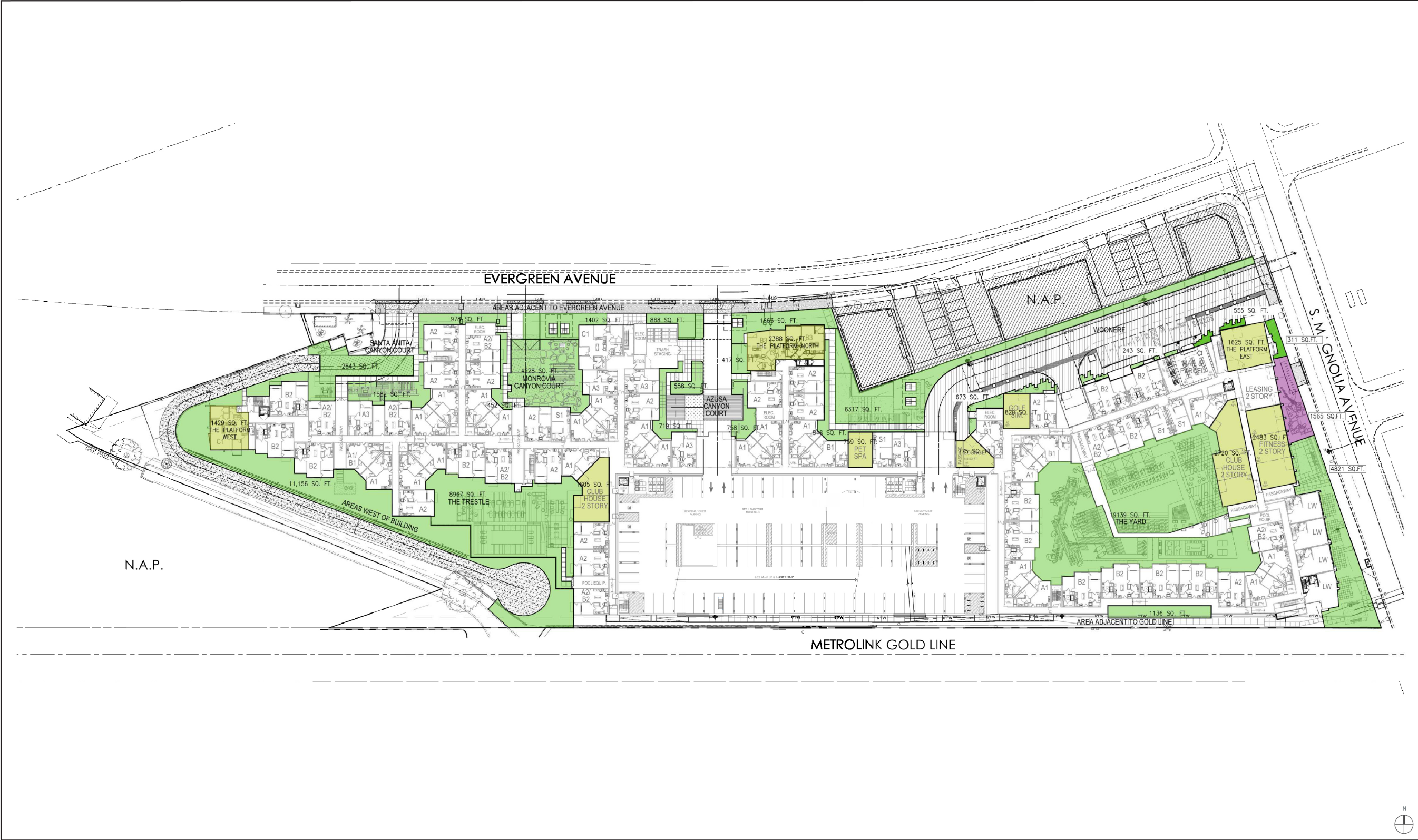
Alexan Foothills
Figure 2-10: Interior Fencing and Walls

- | | | | | | |
|--------------------------------|-----------------------------|-----------------------------|----------------------|-----------------|-----------|
| Existing Block Wall (6') | Decorative Screen Wall (6') | Tubular Steel Fence (6') | Utility Screen (6') | Vehicular Gate | Pool Gate |
| Concrete Retaining Wall (3-4') | Tubular Steel Fence (4') | Pool Enclosure Fence (5-6') | Existing Metro Fence | Pedestrian Gate | |

Table 2-6: Open Space and Recreational Space

OPEN SPACE TYPE	SIZE
PUBLIC	
Public Plaza in Public Courtard on South Magnolia Avenue (The Terminal)	1,565 sf
<i>Subtotal</i>	<i>1,565 sf</i>
PRIVATE	
Studios	0
1 Bedroom (range 62 sf – 72 sf)	16,672 sf
2 Bedrooms (range 65 sf – 72 sf)	10,453 sf
3 Bedrooms (76 sf)	1,140 sf
<i>Subtotal</i>	<i>28,265 sf</i>
RESIDENTS' COMMON OUTDOOR AREAS	
Public Courtyard on South Magnolia Avenue (The Terminal)	866 sf
Pool Court #1 (The Yard)	19,139 sf
Pool Court #2 (The Trestle)	8,967 sf
Courtyard #1 (Monrovia Canyon Court)	4,680 sf
Courtyard #2 - Resident Move-in (Azusa Canyon Court)	2,452 sf
Main Project Entrance and Private Dog Park (The Junction)	8,081 sf
Courtyard #3 (Santa Anita Canyon Court)	4,225 sf
Roof Deck #1	1,625 sf
Roof Deck #2	2,388 sf
Roof Deck #3	1,429 sf
Urban Edge	4,821 sf
<i>Subtotal</i>	<i>58,673 sf</i>
INTERIOR RECREATIONAL AMENITIES	
Fitness Center	2,483 sf
Club House at Main Recreation Area	2,720 sf
Club House at Second Recreation Area	1,605 sf
Golf Simulator	820 sf
Resident Lounge	775 sf
Pet Spa	759 sf
<i>Subtotal</i>	<i>97,665</i>
LANDSCAPED AREAS	
Along West Evergreen Avenue	9,136 sf
West Area	11,156 sf
Zoetrope Area	1,136 sf
<i>Subtotal</i>	<i>21,428 sf</i>
Total	207,596 sf

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Alexan Foothills
Figure 2-11: Open Space Plan

- At Grade Open Space
- Roof Deck / Interior Open Space
- Public Open Space

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2.4.1 PUBLIC OPEN SPACES

Public open space is provided in the Public Courtyard on South Magnolia (The Terminal). The Terminal is a 1,565 square foot public garden plaza located adjacent to the Leasing Office. As a public garden plaza, The Terminal includes shade trees and lush landscaping. The Terminal plaza also includes public amenities such as bike parking, bike share facilities, lounge seating for the ride share loading, and event/flexible space with stationary seating. As appropriate, an in-lieu park impact fee or payments into an overall Communities Facilities District (CFD) shall be made to fund public parks and open space as required per City policies and regulations in effect at the time of project approval.

2.4.2 COMMON OPEN SPACES FOR RESIDENTS

Proposed common open spaces available to residents include five courtyards, multiple green spaces, common roof decks, and a range of indoor recreational amenities for a total of 67,835 square feet:

- **Courtyards.** Five courtyards are provided in the Alexan Foothills community. Though the residential units are housed in a single structure, the units are organized around two primary recreation courtyards -- Pool Court #1 (The Yard) and Pool Court #2 (The Trestle). These recreation courtyards, the three landscaped courtyards, and other green spaces effectively function as community gathering spaces and help give identities to the building clusters. The courtyards range in size from approximately 2,400 to approximately 19,100 square feet. All provide landscaping and passive recreation amenities.
- **Club houses.** Two 2-story volume club houses are provided for residents' leisure and recreation. The main Club house, approximately 2,700 square feet, is located on the ground floor within the residential structure and adjacent to the Pool Court #1 (The Yard). The secondary club house, approximately 1,600 square feet, is located in the residential structure's ground floor and abuts Pool Court #2 (The Trestle) near the parking structure. Both club houses are single level with a two-story volume. Activities within the club houses vary over

time as residents' interests change. Activities may include residents' social gatherings (e.g., book club meetings, birthday parties, movie nights), community meetings, and other events. These amenities are for resident use and are not available for use by the public.

- **Other Common Spaces.** Both a swimming pool and spa are located at Pool Court #1 (The Yard) and Pool Court #2 (The Trestle). Three roof decks located on the 5th level of residential buildings -- located at the South Magnolia Avenue frontage, Evergreen Avenue frontage, and western end of the Plan area, respectively -- provide additional areas for gathering and socializing. The roof decks feature views to the San Gabriel Mountains or the western San Gabriel Valley. The roof decks amenities include outdoor kitchens, shade structures, fire pits, movie walls, and yoga deck. In addition to the roof decks, other common spaces include a fitness center, lounge, golf simulator¹, and pet spa; all provided on the ground floor.

2.4.3 PRIVATE PATIOS AND BALCONIES

The Specific Plan shall provide patios and balconies as private outdoor living area for residents. The patios and balconies' approximate sizes range from 60 to 76 square feet with a minimum of 5' dimension. Patios and balconies are provided for all one-bedroom, two-bedroom, and three-bedroom units. The patio and balcony features break up the wall planes, create visual interest, and add human scale to the building. If further design or engineering studies conclude that provision of balconies or patios for up to 5% of units is not feasible, a minor plan modification will not be required.

2.4.4 LANDSCAPE PLAN

To unify the site's identity adjacent to the METRO Gold Line, the project's landscape design and construction materials embody a thematic landscape plan featuring Monrovia railway's past, present, and future. Cor-Ten steel, with its rusty patina, mimics old trestles and rails

¹ Golf simulator may change to another sport simulation (for example, tennis or skiing) as residents' interest change. The change of sport will not require a Specific Plan modification nor amendment.

in reference to the Santa Fe passenger line that once used the METRO Gold Line easement. Weathered wood recalls railroad ties that once supported the rails through town, including the Santa Fe line and the historic Red Car system. Stone, cobble, and gravel reference the ballast materials that support the rails and ties of past and present rail lines. Overhead cables, used throughout the landscape design, give structure to outdoor lighting, drawing a visual parallel with the catenary wires of METRO's Gold Line system of today.

This thematic landscape plan shall be implemented within all setback areas surrounding the structures, amenity areas, public open spaces, pathways, and courtyards in conformance to the City's landscape regulations. Suitable plantings will have a general character of drought-tolerant species.

The Specific Plan provides for over 75,000 square feet of outdoor landscaping throughout the site. The various outdoor amenities and open spaces listed below have been designated with distinct names, some of which are intended to link the project's identity with Monrovia's and its broader cultural and natural history, see Figure 2-8:

- **The Terminal** (Public Courtyard on South Magnolia). Encompasses the Leasing area, South Magnolia garden plaza, and the entry to the woonerf; its name is intended to recall Monrovia's railway's past and present.
- **The Junction** (Main Project Entrance). Encompasses most of the woonerf, dog park, and bar height seating; its name is intended to recall Monrovia's railway's past and present
- **The Yard** (Pool Court #1). Encompasses the Primary Recreation Courtyard and provides a range of recreational amenities.

- **The Zoetrope**. Encompasses the south-facing wall of the parking structure and displays public art for the benefit of incoming METRO Gold Line riders and provides a private pedestrian path
- **The Trestle** (Pool Court #2). Encompasses the Secondary Recreation Courtyard and provides a range of recreational activities
- **The Platforms** (Three roof top decks). Encompasses raised common areas such as roof decks and lounges, providing for impressive mountain views
- **Santa Anita Canyon Court** (Courtyard #3). Encompasses the green spaces at the western end of the project site and introduces a wood materials theme
- **Monrovia Canyon Court** (Courtyard #1). Encompasses the midblock courtyard and introduces a stone materials theme, recalling Monrovia's mountainous character
- **Azusa Canyon Court** (Courtyard #2 – Resident Move-in). Encompasses the easternmost courtyard and introduces a steel materials theme, recalling Monrovia's railway
- **Urban Edge**. Faces South Magnolia Avenue and provides landscaped outdoor, seating, and entry space to the live/work units.

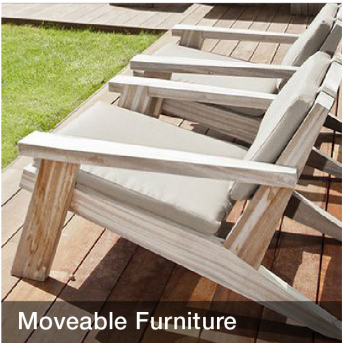
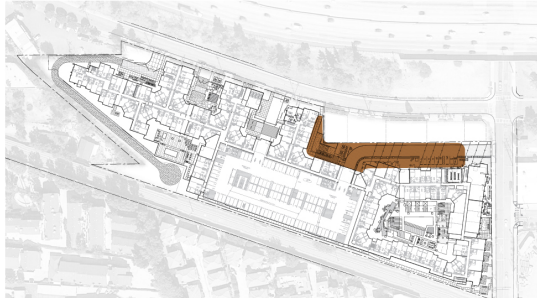
As illustrated in Figure 2-13, each amenity-filled urban space is distinguishable and will re-create an outdoor living room. The items and materials displayed in Figure 2-13 are included for illustrative purposes only and may be changed in the design process.² Any changes are subject to approval by the DRC.

² Particular recreation activities such as ping pong tables, bocce court, etc. may change over time as residents' interests may vary. The change of recreation activity will not constitute a need for a Specific Plan amendment nor modification.



Alexan Foothills
Figure 2-12: Landscape Plan

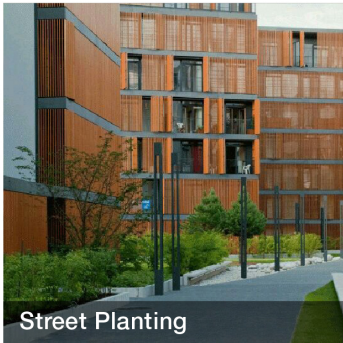
Key Map



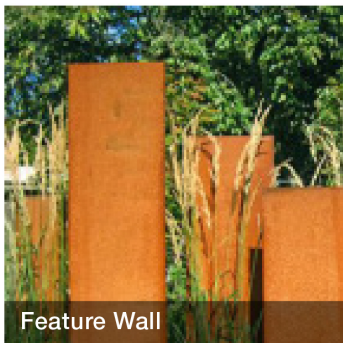
Moveable Furniture



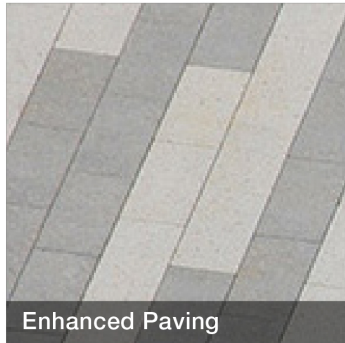
Steel Planter



Street Planting

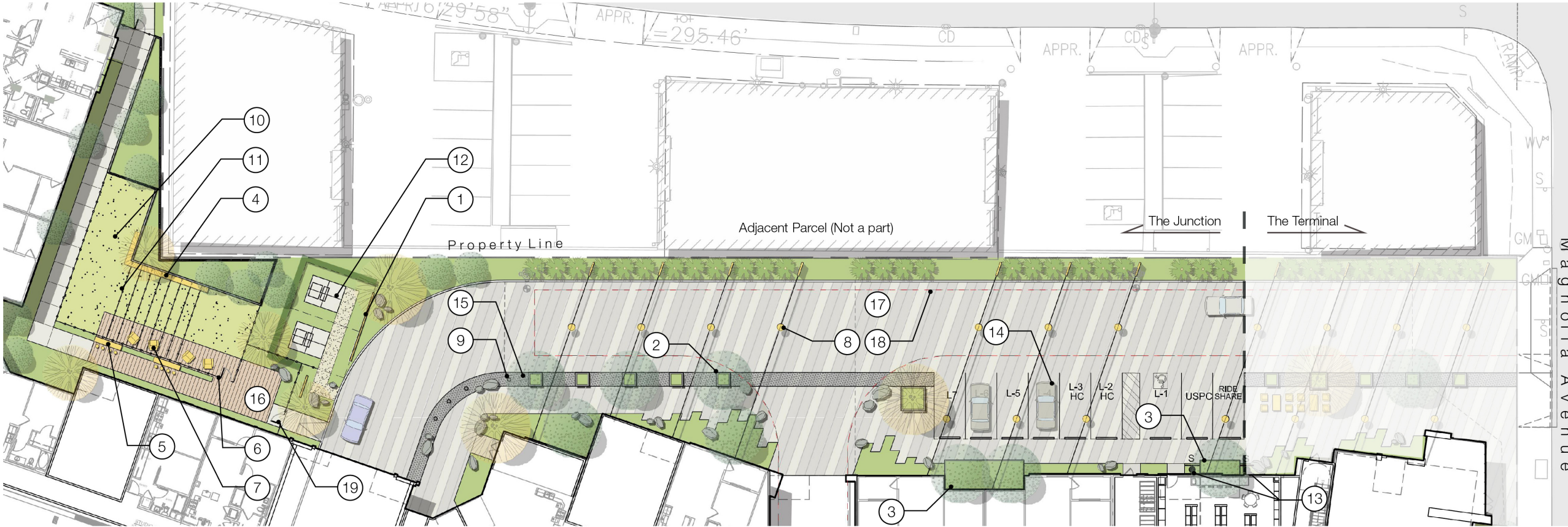


Feature Wall



Enhanced Paving

* Images shown are conceptual, and not intended to specify exact products

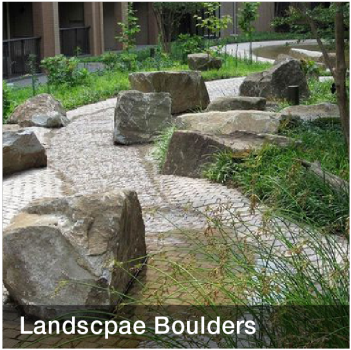
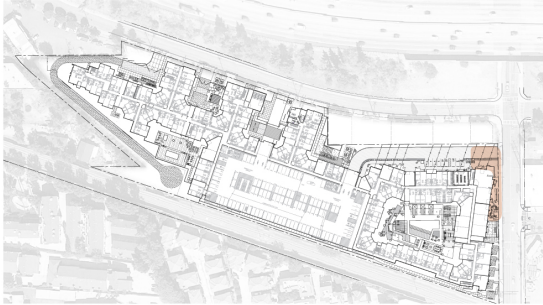


Legend

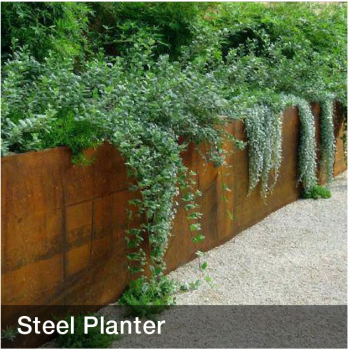
- | | | | | |
|---|---|--------------------|-------------------------|---|
| ① Feature wall | ⑤ Bar height seating | ⑨ Bollard (4) | ⑫ Transformers | ⑯ Wooden deck |
| ② 18" High raised P.I.P. concrete planter | ⑥ Fence and gate | ⑩ Grass dog run | ⑬ Parking signage | ⑰ Enhanced paving with zero-curb and no lane striping |
| ③ 18" High raised steel planter | ⑦ Moveable furniture | ⑪ Festoon lighting | ⑭ Vehicular parking | ⑱ Fire lane |
| ④ Seat wall | ⑧ Overhead pendant lighting - Installing with 14'6" HT. Min. CLR. | | ⑮ Truncated dome paving | ⑲ Pedestrian gate |

Alexan Foothills
Figure 2-13a: Open Space Vignette - The Junction

Key Map



Landscape Boulders



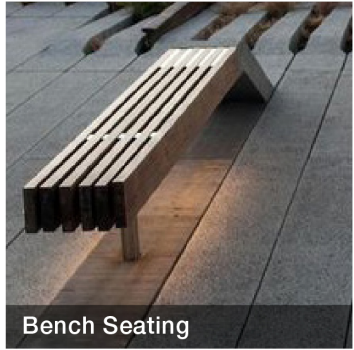
Steel Planter



Public Garden Plaza



Bike Racks



Bench Seating

* Images shown are conceptual, and not intended to specify exact products

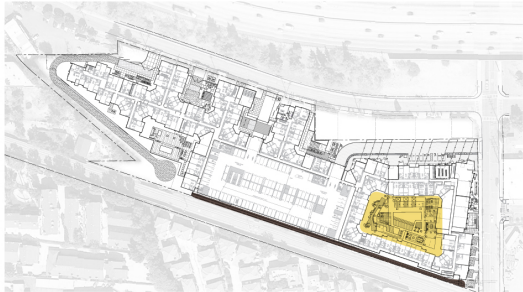


Legend

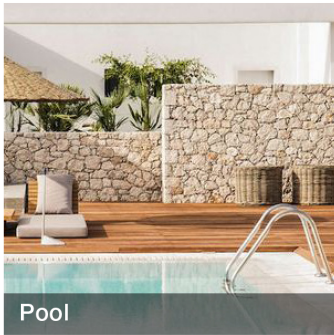
- | | |
|---|---------------------------|
| ① 18" High raised P.I.P. concrete planter | ⑥ Outdoor fitness area |
| ② Overhead pendant lighting | ⑦ Bench seating |
| ③ Short term bicycle parking (14) and bike share (10) | ⑧ Live/Work patio |
| ④ Public garden plaza with stationary furniture | ⑨ Steel fence |
| ⑤ Raised planter | ⑩ Private pedestrian gate |

Alexan Foothills
Figure 2-13b: Open Space Vignette - The Terminal & Urban Edge

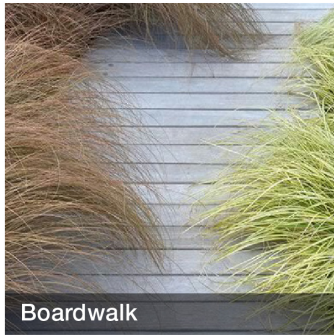
Key Map



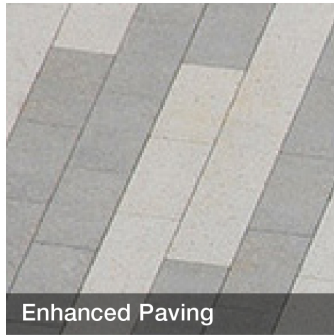
BBQ Counter



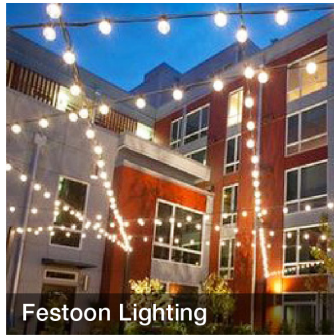
Pool



Boardwalk



Enhanced Paving



Festoon Lighting

* Images shown are conceptual, and not intended to specify exact products

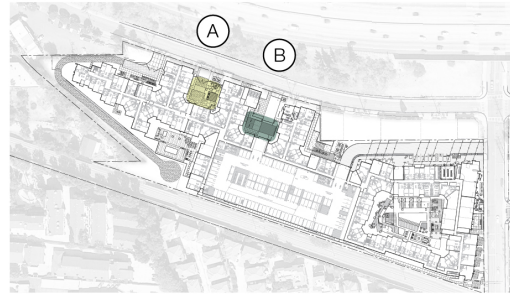
Legend

- ① Pool
- ② Spa
- ③ Pool enclosure and gate
- ④ Fire pit
- ⑤ BBQ counter
- ⑥ Overhead structure
- ⑦ Chaise lounge seating
- ⑧ Cabanas
- ⑨ Moveable furniture
- ⑩ Hammock
- ⑪ Dining tables
- ⑫ Ping pong table
- ⑬ Boardwalk



Alexan Foothills
Figure 2-13c: Open Space Vignette - The Yard

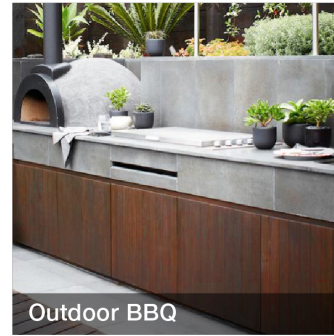
Key Map



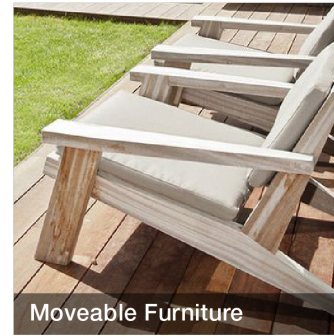
Gabion feature wall



Flagstone Concrete Paving



Outdoor BBQ



Moveable Furniture

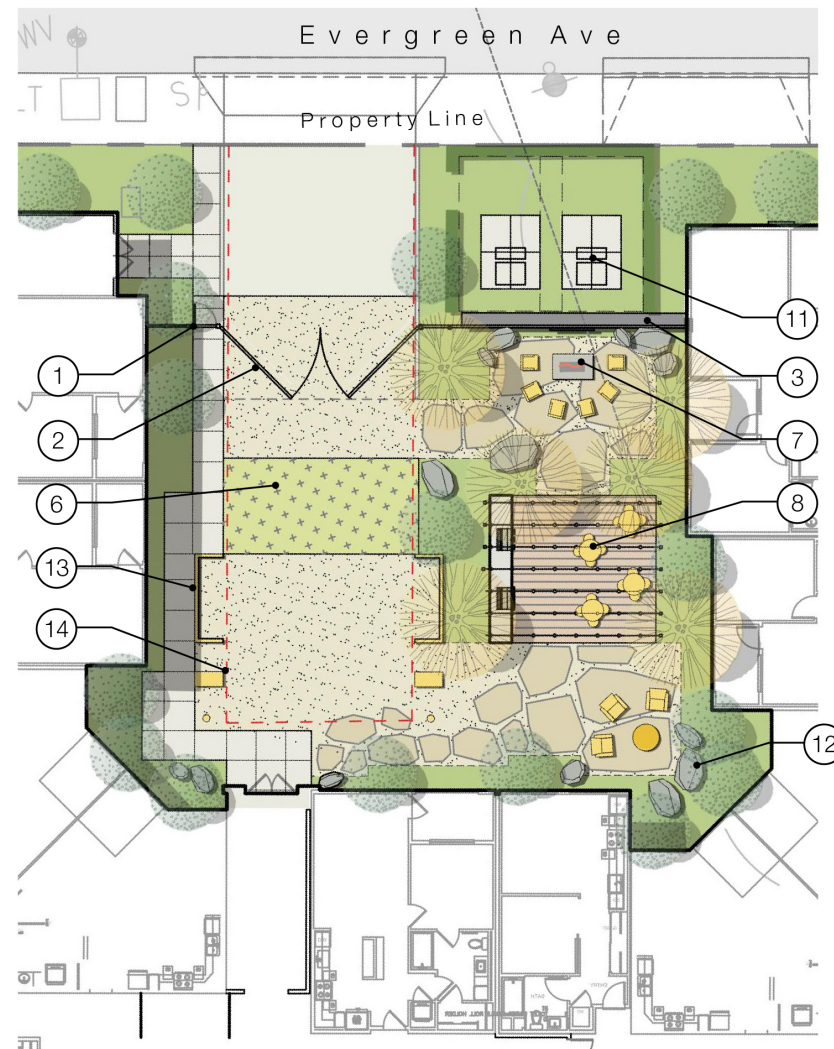


Turf Block

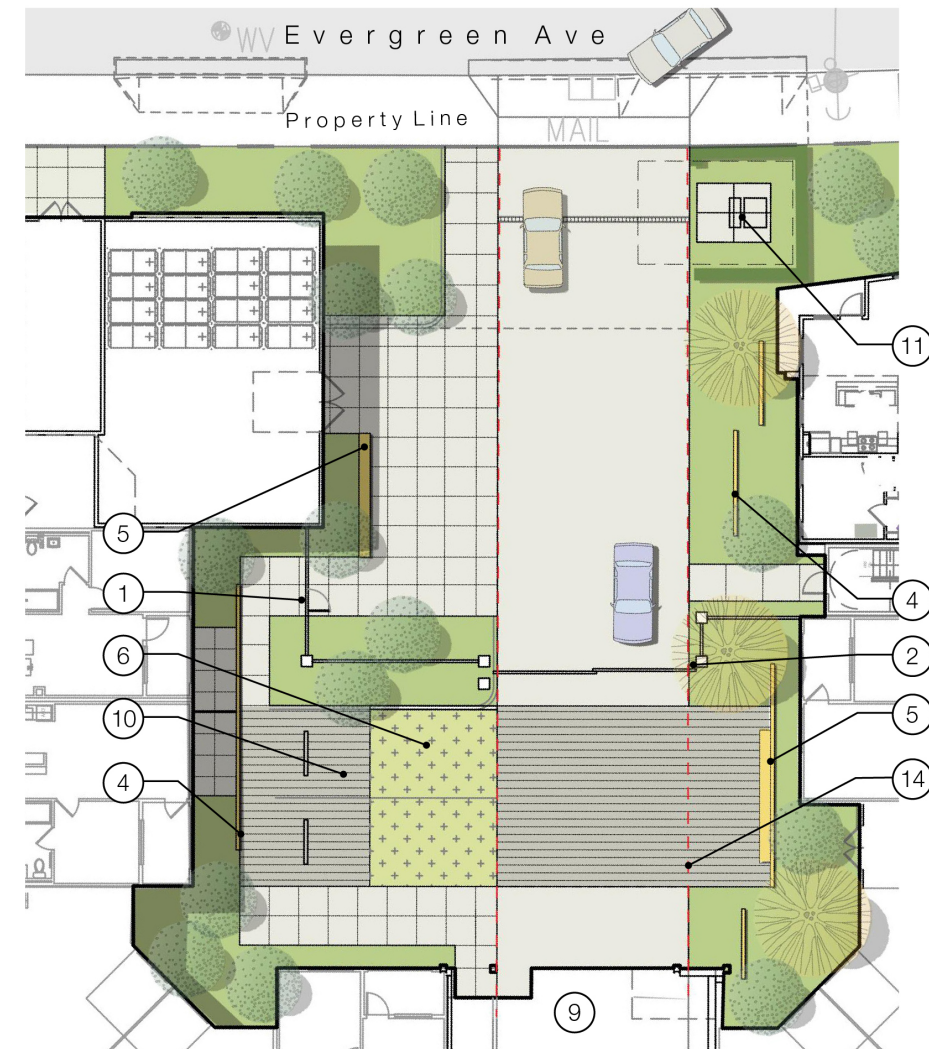
* Images shown are conceptual, and not intended to specify exact products

Legend

- ① Pedestrian gate
- ② Vehicular gate
- ③ Gabion feature wall with large screen television
- ④ Feature wall
- ⑤ Seat wall
- ⑥ Turf-block
- ⑦ Firepit with outdoor furnishing and flagstone paving
- ⑧ Outdoor kitchen with festoon lighting
- ⑨ Parking garage (gated)
- ⑩ Move-in parking stalls with partial turf-block and enhanced paving
- ⑪ Transformers with screen planting
- ⑫ Landscape boulders
- ⑬ Bocce ball court
- ⑭ Fire lane



① Monrovia Canyon Court

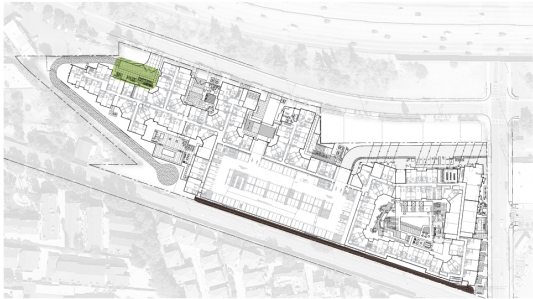


② Azusa Canyon Court

Alexan Foothills

Figure 2-13d: Open Space Vignette - Monrovia and Azusa Canyon Courts

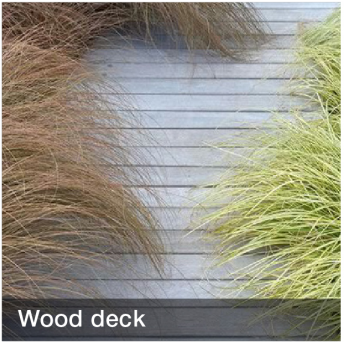
Key Map



Turf Block



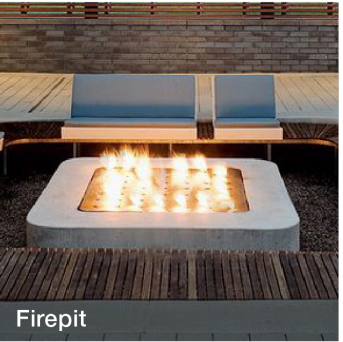
Steel planter



Wood deck



Communal picnic table

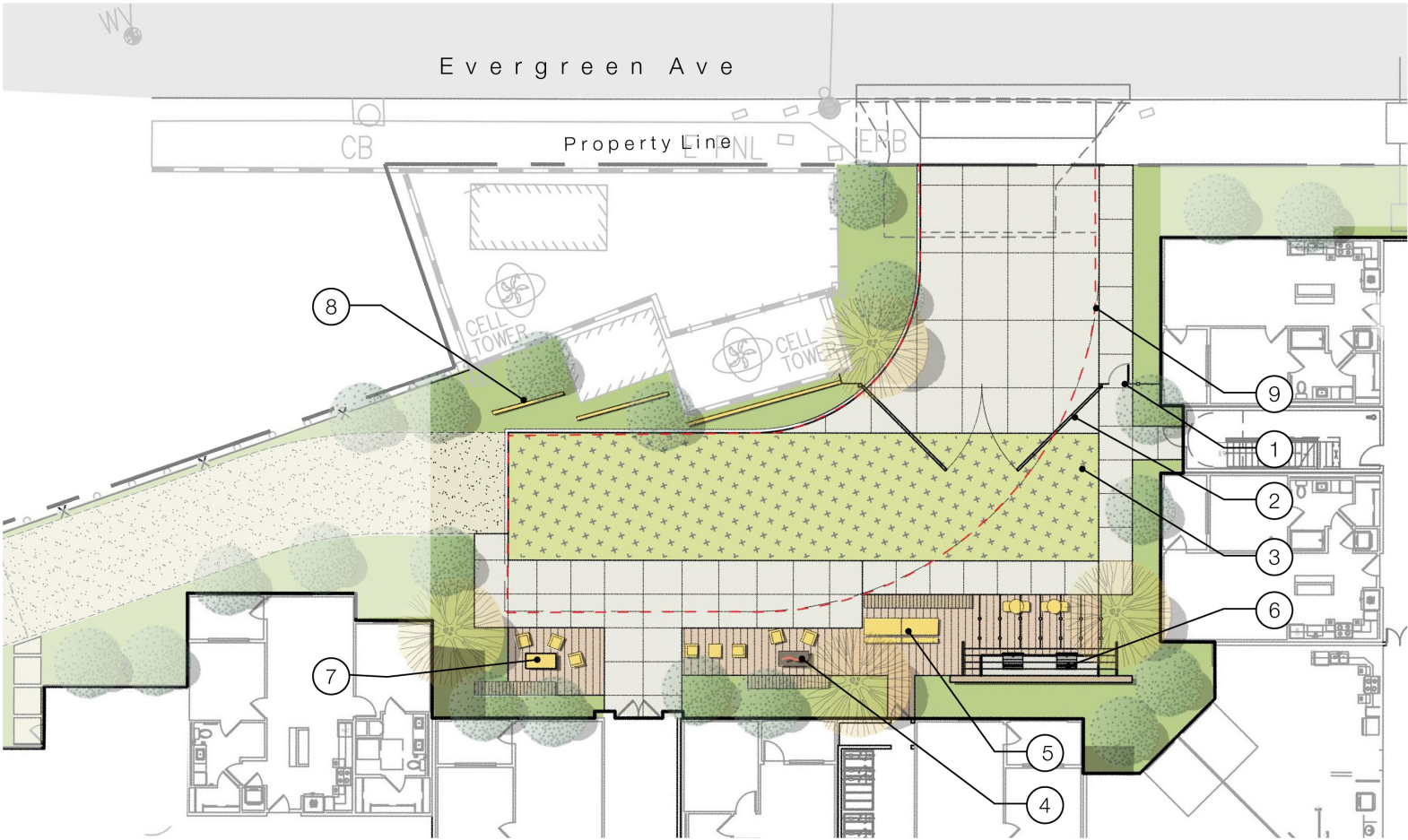


Firepit

* Images shown are conceptual, and not intended to specify exact products

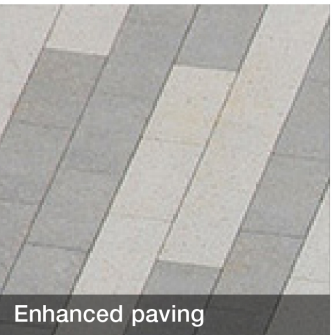
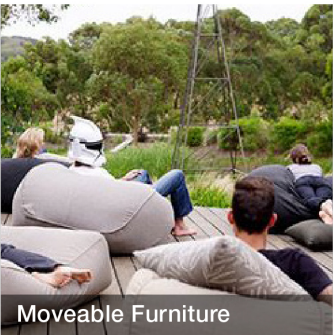
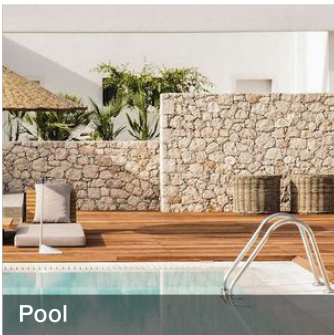
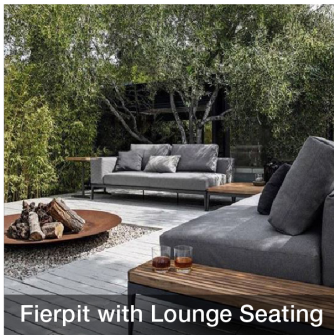
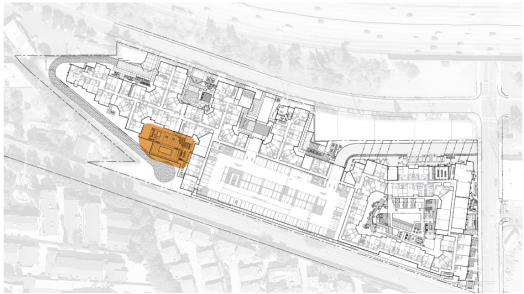
Legend

- ① Pedestrian gate
- ② Vehicular gate
- ③ Turf-block
- ④ Firepit
- ⑤ Communal picnic table
- ⑥ Outdoor kitchen with shade structure
- ⑦ Outdoor lounge seating
- ⑧ Decorative screen walls at cell phone tower enclosures
- ⑨ Fire lane (gated)



Alexan Foothills
Figure 2-13e: Open Space Vignette - Santa Anita Canyon Court

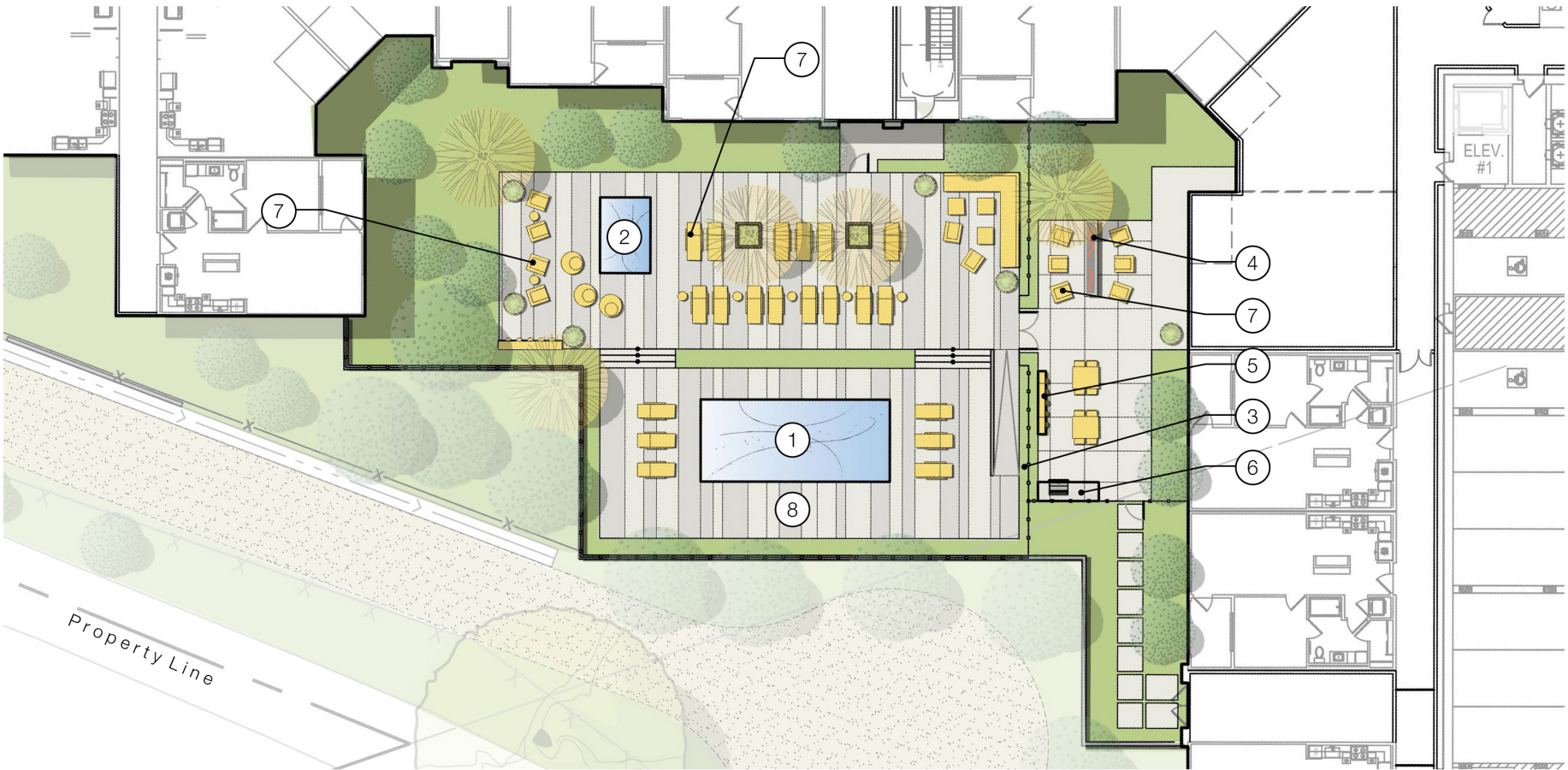
Key Map



* Images shown are conceptual, and not intended to specify exact products

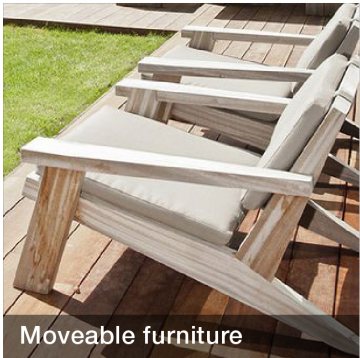
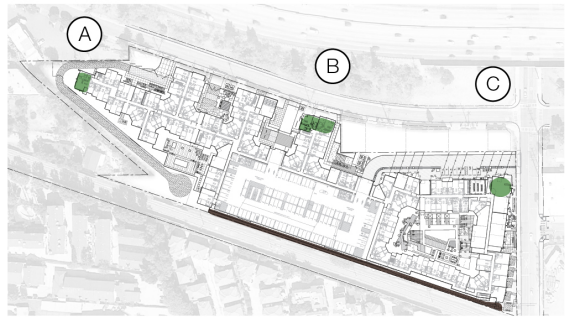
Legend

- ① Pool
- ② Spa
- ③ Pool fence and gate
- ④ Firepit
- ⑤ Bar height seating
- ⑥ Outdoor kitchen
- ⑦ Moveable furniture
- ⑧ Enhanced concrete paving

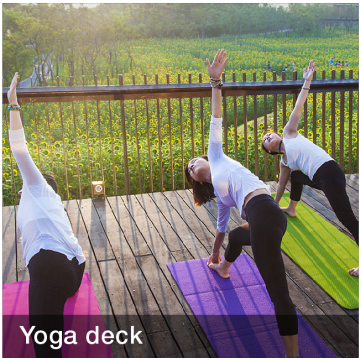
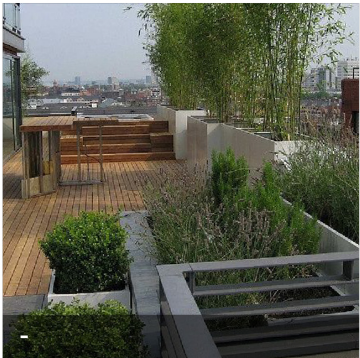


Alexan Foothills
Figure 2-13f: Open Space Vignette - The Trestle

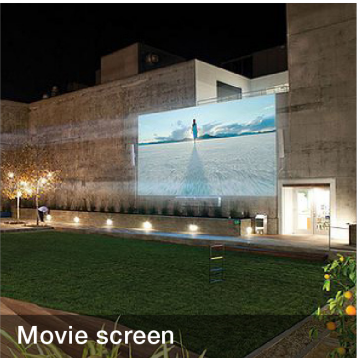
Key Map



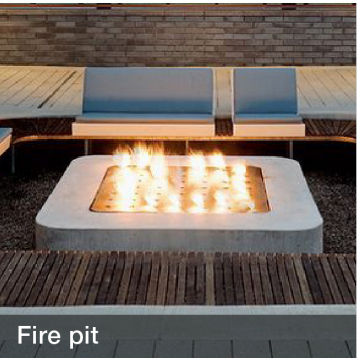
Moveable furniture



Yoga deck



Movie screen

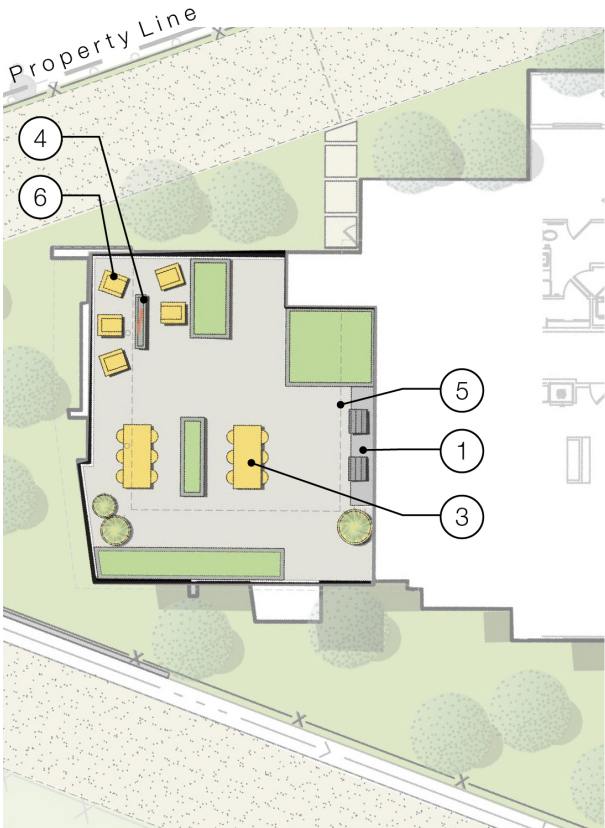


Fire pit

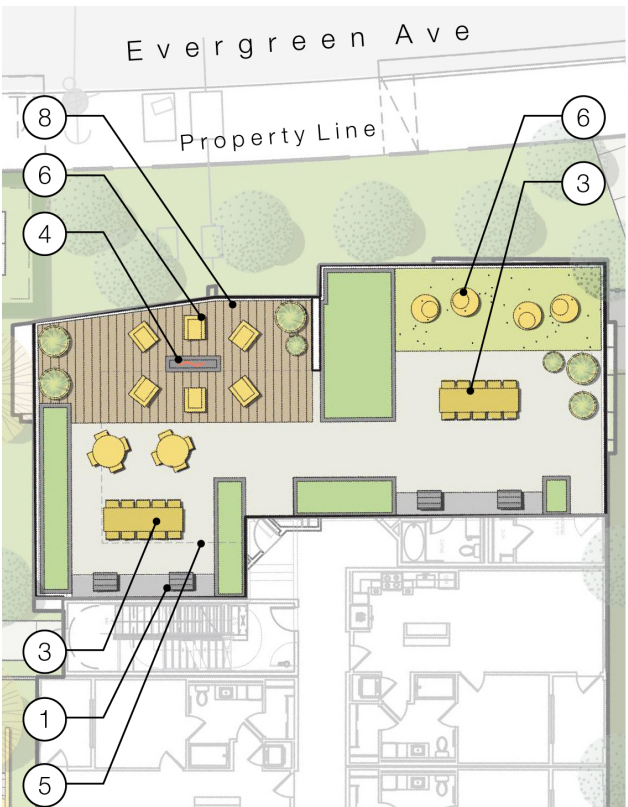
* Images shown are conceptual, and not intended to specify exact products

Legend

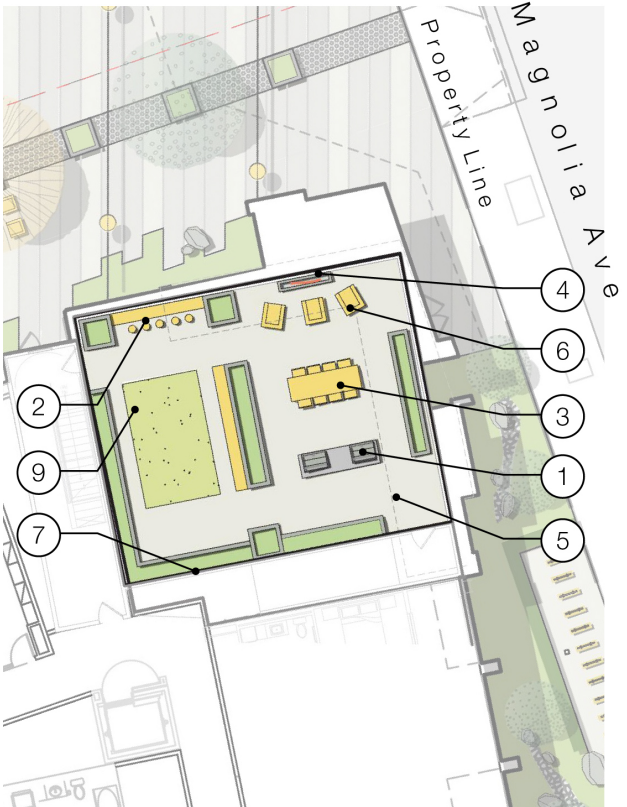
- ① Outdoor kitchen
- ② Bar height seating
- ③ Dining Tables
- ④ Firepit
- ⑤ Overhead structure
- ⑥ Moveable furniture
- ⑦ Movie screen
- ⑧ Yoga deck
- ⑨ Lawn panel



① The Platform West



② The Platform North



③ The Platform East

Alexan Foothills
Figure 2-13g: Open Space Vignette - The Platforms

2.4.5 OAK TREE PRESERVATION PLAN

The development plan will comply with the City's Oak Tree Preservation Ordinance (Section 17.20.040). All existing oak trees on-site or with canopies that overhang the property shall be protected in place during demolition and construction of the proposed development. A preliminary site survey indicates three such existing oaks. A certified arborist will be contracted to do a tree survey and advise on the health and structure of the trees prior to any applicable Oak Tree Preservation Permit application(s). During demolition and construction, tree protection fencing and any grading within the drip line of oaks shall be approved by the Development Review Committee. The landscape and irrigation plan in the oak tree root zones shall be tailored to the needs of the retained tree under the guidance of the certified arborist.

2.5 Mobility Plan

The Mobility Plan focuses on integrating and improving the site's access to the Monrovia Gold Line Station, as well as to the surrounding neighborhood.

2.5.1 MOBILITY CONTEXT

The Monrovia Gold Line station is located approximately 0.2 mile east of the Specific Plan area; it is accessed via West Pomona Avenue. The METRO Gold Line provides service to Azusa and to Downtown Los Angeles, where passengers may connect to many of other METRO lines.

The Monrovia Gold Line station also provides the closest bus stop to the project site; the bus stop is serviced both by Foothill Transit and METRO. Aside from the Monrovia Gold Line Station, the nearest bus stop is located at Duarte Road/Magnolia Avenue.

Monrovia Transit provides door-to-door shuttle service for all Monrovians through its Dial-A-Ride program on a "call-in" basis. Access Paratransit provides door-to-door shuttle service for individuals with disabilities and will be available to Alexan Foothills residents. In addition, the GoMonrovia program provides ride share service.

2.5.2 VEHICULAR ACCESS

The Main Project Entrance (The Junction, which includes

the woonerf) serves as the primary vehicular access into the community from South Magnolia Avenue. The woonerf, a living street, employs a unique design approach to accommodate multimodal circulation needs, substituting raised curbs for potted plants, boulders, truncated dome pavers, and bollards to demarcate pedestrian areas. Two secondary vehicular access driveways are located on West Evergreen Avenue. The western-most secondary access, for emergency and maintenance vehicles only, is via Courtyard #3. The eastern-most secondary access driveway (Courtyard #2) is for private vehicles, resident move-in vehicles, refuse collection vehicles, and emergency vehicles. A maintenance road wraps around the western and southern edge of the site and exits onto West Evergreen Avenue. Temporary passenger and trash truck loading areas are also provided and shall include signage indicating limited hours of operation for trash truck loading areas.

Figure 2-14 illustrates the Mobility Plan. Both the Main Project Entrance and the Courtyard #2 – Resident Move-in area provide direct access into the parking structure. Paid public parking will be accessed from the Main Project Entrance and the Public Courtyard on South Magnolia. A designated parking area is provided by the Leasing Office to serve both rideshare and delivery service vehicles, including USPS, UPS, and FedEx.

2.5.3 PEDESTRIAN, BICYCLE, AND RIDE SHARE

The Alexan Foothills site is open to public pedestrian and bicycle access along the entire South Magnolia Avenue frontage. Pedestrian circulation is provided throughout the development via multiple ADA accessible pedestrian access points and pathways. Four resident-restricted pedestrian access points are located on West Evergreen Avenue.

The Alexan Foothills project facilitates the use of bicycle sharing and ride sharing programs. As the City's Bike Master Plan identifies South Magnolia Avenue as part of a comprehensive on-street network of Class III bike routes in Monrovia, the Specific Plan includes bike parking for METRO users and guests (located near the Leasing Office) and long-term resident bicycle parking and storage.

2.6 Environmental Sustainability

The Alexan Foothills Specific Plan promotes the essential characteristics of sustainability—compact, connected, and walkable—through an infill transit-oriented development. As a transit-oriented community near the METRO Gold Line Monrovia Station and near bus services, the Alexan Foothills promotes access and mobility methods that help reduce local greenhouse gas emissions.

The following sustainable features will be provided:

- Building design that meets Title 24 energy code requirements and anticipate the 2020 California Building Code's Zero Net Energy requirements
- Pedestrian-oriented development
- Infill site
- Onsite bicycle parking and storage
- Recyclable collection program
- Use of recycled construction materials (see Section 2.2.2)
- Use of low-emitting materials (see Section 2.2.2)
- Twenty-two (22) EV-ready charging stations

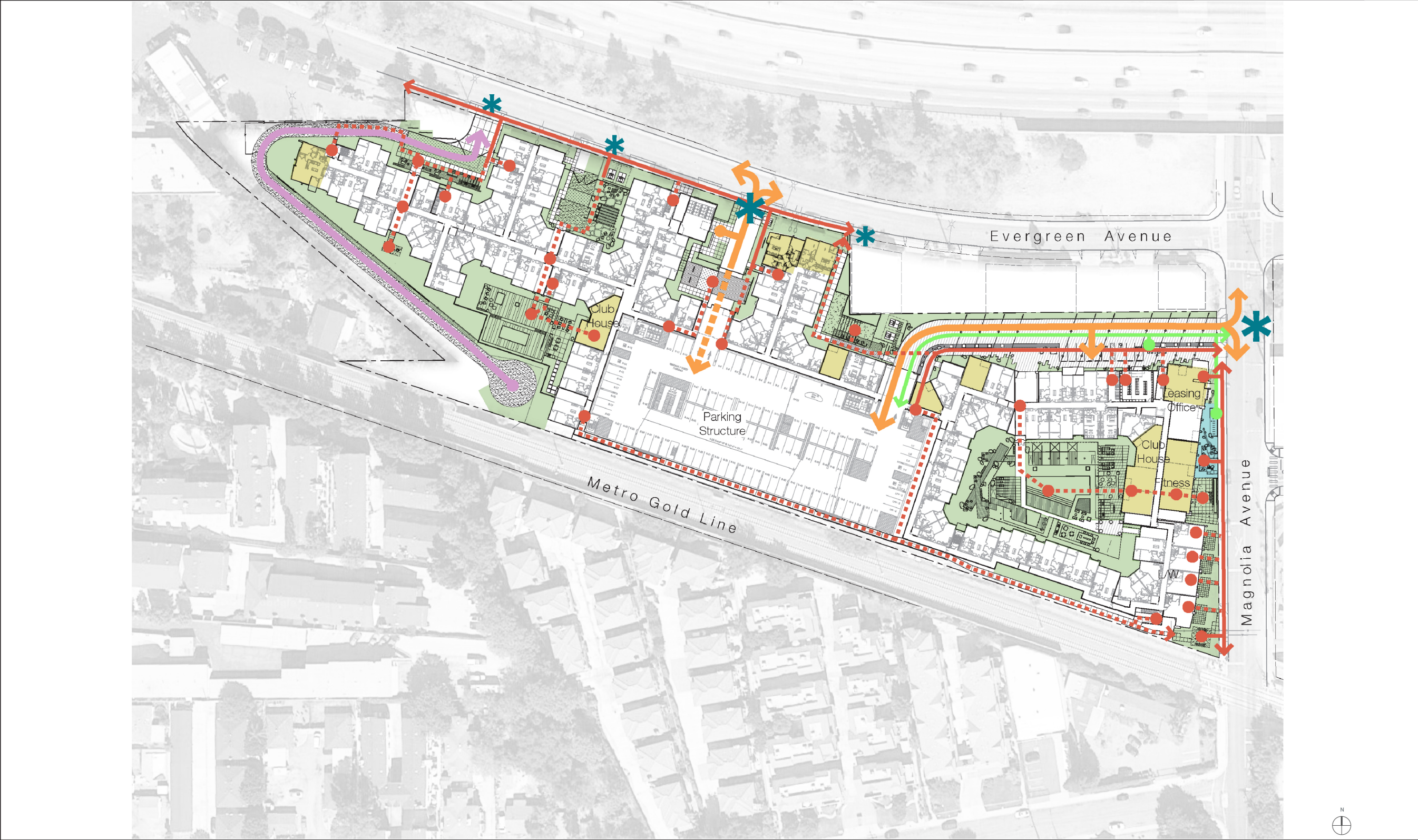
- Daylight orientation and views (see Section 2.2.1)
- Energy-efficient equipment and light fixtures
- Storm water treatment to meet Low Impact Development (LID) requirements
- Drought-tolerant landscaping and irrigation
- Sustainable building and finishing materials
- Capture and re-use of stormwater drainage for landscape irrigation (i.e., collection and use of runoff stormwater from structures and impervious surfaces, used later for irrigation)
- Paid public parking for METRO riders to encourage use of public transit

2.7 Infrastructure Plan

Infrastructure includes water, sewer, storm water drainage, solid waste disposal, energy, and other facilities located within or adjacent to the Specific Plan area. In general, the development will connect to existing utility lines in the surrounding streets and rights-of-way. Table 2-7 summarizes existing infrastructure conditions. Figure 2-15 illustrates infrastructure locations.

Table 2-7: Existing Infrastructure Locations

Infrastructure	West Evergreen Avenue	South Magnolia Avenue	Site
Water	4-to-8-inch line	8-inch	Meters and connections
Sanitary Sewer		10-inch line	Meters and connections
Storm Drain	1 catch basin	1 catch basin	Concrete gutters
Gas	2-inch line	12-inch line	Meters and connections
Electricity	Overhead Power Lines		Transformers and connections



Alexan Foothills
Figure 2-14: Mobility Plan

- | | | | | | |
|-------------------|------------------------------|----------------------|---------------------|-------------------------|-----------------|
| Open Space | Roof Deck/Interior Amenities | Pedestrian (Public) | Vehicular (Private) | Vehicular (Maintenance) | Secondary Entry |
| Public Open Space | Bicycle (Public) | Pedestrian (Private) | Vehicular (Public) | Primary Entry | |

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2.7.1 WATER

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

Monrovia's water distribution system consists of five individual but interconnected zones throughout the City. Water is pumped in stages from reservoirs in the lower zones into the higher zones. The project will introduce two new fire water lines, one of which will be located in the Main Project Entrance (The Junction) and the other at the intersection of West Pomona and South Magnolia avenues, just outside the project site. Three new domestic water connections are being proposed, two located along West Evergreen Street and one located on the south side of the project along South Magnolia Avenue. Two fire sprinkler service connection are proposed on West Evergreen Street. New fire hydrants will be provided within Main Project Entrance (The Junction) as well as on the west side of South Magnolia Avenue opposite the West Pomona Avenue intersection.

The City proposes water infrastructure improvements to accommodate buildout of the Specific Plan and other nearby projects. These include upsizing of the water pipe along South Magnolia Avenue, provision of a new booster pump at the City's well site, and improvement of the public water service available on West Evergreen and South Magnolia avenues to supply adequate domestic and fire water. The applicant will contribute its fair share cost of proposed improvements required for the City's water improvement projects that will serve the Specific Plan area.

2.7.2 SANITARY SEWERS

The City provides local sewage collection service via in-street lines that connect to regional trunk lines. As the project will connect to a 10" sewer main in South Magnolia Avenue, sufficient capacity should exist for the conveyance system to accommodate the proposed 436 residential units. Sewer lines are shown in Figure

2-15. The project includes installation of new 8" sewer lines connecting to the existing 10" sewer main in South Magnolia Avenue on the south boundary of the project frontage. A detailed study of the public sewer system has been conducted as part of the Specific Plan's EIR process.

2.7.3 SOLID WASTE

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

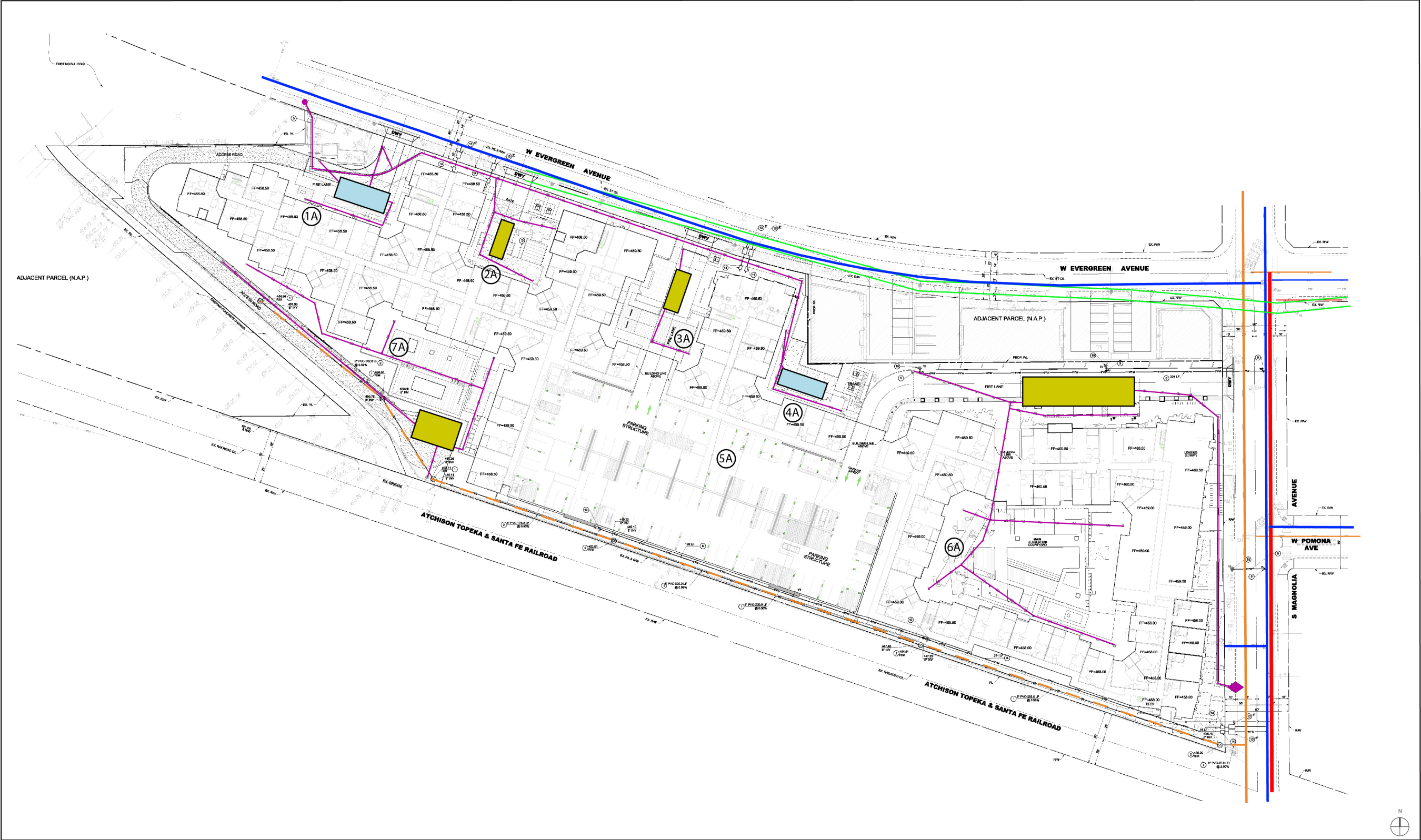
Common solid waste collection facilities will be conveniently located throughout the development, and collection will occur on a basis sufficient to meet project needs. Recyclable materials bins will be provided if the franchisee collects such materials separately (as opposed to co-mingling all refuse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

2.7.4 STORMWATER DRAINAGE

The development plan complies with the City's Stormwater Management Regulations (Chapter 12.36 of the Municipal Code) and implement Low Impact Development (LID) standards.

The City of Monrovia maintains a storm drain line (BI 0216) northeast of the project site under West Evergreen Avenue, with two catch basins with curb cut openings provided at the street level.

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Alexan Foothills
Figure 2-15: Infrastructure
and Utility Plan

- | | | | | | | |
|---------------|----------------|--------------|---------------------|--|--|------------|
| 8" Water Line | 10" Sewer Line | 12" Gas Line | Electrical Overhead | Overflow from Capture and Reuse Cisterns | Infiltration Basin | 1A Subarea |
| 4" Water Line | 8" Sewer Line | 2" Gas Line | Stormwater Drainage | Overflow from Infiltration Basin | Capture and Reuse for Irrigation Cistern | |

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The planned LID approach relies on stormwater capture and reuse for irrigation purposes as well as direct infiltration. The project is divided into seven drainage areas, two of which drain into infiltration basins and the remaining five drain into four cisterns for irrigation use.¹ An infiltration basin is a sunken area of the ground that is designed to hold runoff stormwater and allows the water to filter down into the underlying soils and groundwater. A cistern is a waterproof tank used to catch and store rainwater. The infiltration basins and cisterns are sized to capture the required LID volume requirements and the excess runoff is discharged offsite. Three offsite stormwater connections are provided for this excess runoff, namely; the back of the existing catch basin on west side of project frontage to West Evergreen Avenue, the back of the existing catch basin to the south side of project frontage to South Magnolia Avenue, and to the City drainage channel to the south west of the project side. Refer to Figure 2-16 for the Preliminary Hydrology Map LID BMP, which indicates location and size of these drainage facilities as well as points of connection to offsite drainage facilities as noted above.

2.7.5 ELECTRICITY

Southern California Edison (SCE) provides electricity to the Specific Plan area. SCE maintains aboveground power lines along West Evergreen Avenue. In conjunction with the implementation of the Specific Plan and as approved by SCE, electrical lines will be undergrounded along the project frontage and within the project. Three transformers are proposed along West Evergreen Avenue and two transformers are located immediately west of The Junction, adjacent to the dog park.

2.7.6 NATURAL GAS

The Southern California Gas Company provides natural gas to the Specific Plan site. The Gas Company has indicated that sufficient capacity exists within the existing infrastructure to

accommodate the project. Additional points of connection will be established only if necessary.

2.7.7 TELECOMMUNICATIONS SERVICES

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

2.7.8 POLICE

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

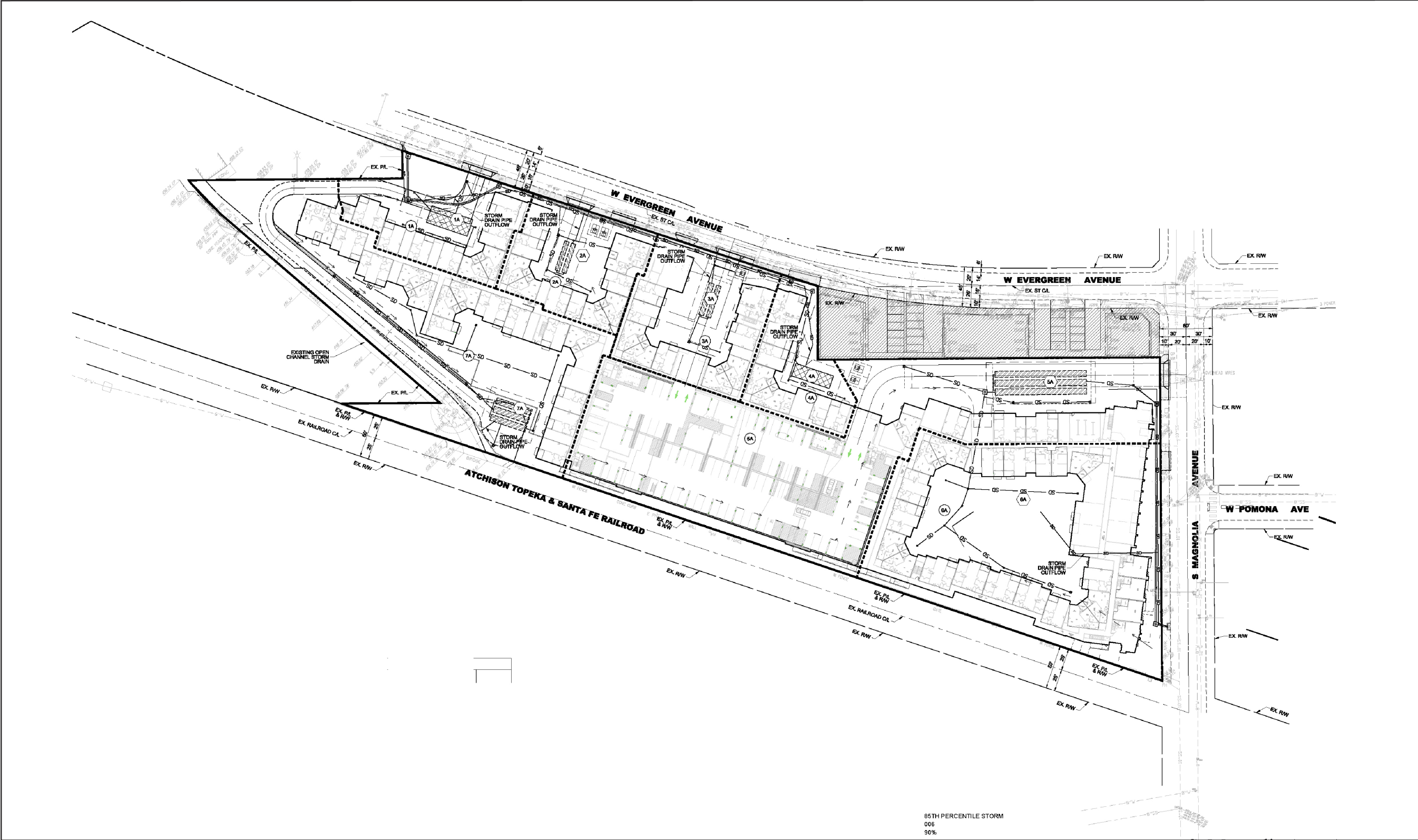
2.7.9 FIRE PROTECTION AND PARAMEDICS

The City of Monrovia's Fire and Rescue provides full-service fire protection and emergency medical services to all properties in the City. Two fire stations (Fire Stations 101 and 102) each house an engine company, paramedics services, and truck and ladder with one station housing the Battalion Chief. These facilities are equipped to serve a resident population of over 40,000. For the Specific Plan project site, emergency first response is expected to come from Fire Station 102 (2055 South Myrtle Avenue) located less than one-half mile from the project site.

Fire access will be taken from both West Evergreen and South Magnolia Avenues. The Junction (woonerf) and the three West Evergreen Avenue courts are designed as fire lanes and will be signed as such. Fire gates will be provided at the Santa Anita Canyon and Monrovia Canyon courts. Class 1 standpipes, fire hydrants, and hose connections will be provided throughout the site as set forth on the site plan and approved by the Fire Department.

¹ Subareas 5A and 6A drain into one larger cistern near the Main Project Entrance.

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Alexan Foothills
Figure 2-16: Preliminary Hydrology Map LID BMP

- | | | | |
|-------------|------------------------|-------------------------------|---|
| ①A Subarea | — Area Boundary | --- Flow Path | Proposed Dry Well with 10 ft. Dist. Side Offset |
| ①A Dry Well | ----- Subarea Boundary | --- Proposed Storm Drain Pipe | Cistern-Capture Reuse Irrigation |

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2.7.10 SCHOOLS

The Monrovia Unified School District provides educational services and facilities for students from preschool through twelfth grade. The district includes one preschool, five elementary schools, two middle schools, one comprehensive high school, and a continuation high school. Residents of the development would attend Wild Rose Elementary School, Santa Fe Middle School, and Monrovia High School.

2.7.11 LIBRARY SERVICES

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



3

USE REGULATIONS & DEVELOPMENT STANDARDS

63

3.1 Introduction

This chapter sets forth the permitted uses within the Specific Plan area and establishes development standards for buildings, site improvements, parking, landscaping, and signs.

3.2 References

Any reference to development standards shall mean the “Alexan Foothills Specific Plan Development Standards.” Any reference to Municipal Code shall mean the Monrovia Municipal Code. Any reference to the METRO shall mean the METRO Gold Line. Any reference to the City shall mean the City of Monrovia. Any reference to the Development Review Committee (DRC) shall mean the City of Monrovia Development Review Committee. Any reference to the Director shall mean the City of Monrovia Director of Community Development. Land uses included herein have the meanings given to them in the Zoning Code.

3.3 Resolution of Issues

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

Alternatively, the Community Development Director may refer the matter to the DRC for its review of any issue that may arise with the interpretation of the Specific Plan consistent with the purpose of this Specific Plan. Additionally, the Development Review Committee may choose to refer an issue to the Planning Commission.

3.4 Limitation on Conversion of Land Uses

This Specific Plan has been established expressly to permit the development and operation of a multifamily residential development. Conversion of such established development to accommodate any use not authorized by this Specific Plan shall not be permitted unless this Specific Plan is amended.

3.5 Permitted Uses

The following primary uses are permitted within the Specific Plan area without need for further discretionary review, as indicated in Table 3-1:

- Multifamily residential, including four live/work units where the primary function of the use is residential
- Common and private open spaces
- Private recreational amenities such as pools, spas, rooftop decks, courtyards, and plazas
- Transportation-serving facilities, including all pathways and driveways, parking structure, bike storage, and bike/ride sharing spaces
- Public open spaces, including plazas and courtyards. No businesses shall be permitted to operate in these spaces.¹
- Parking garage for private use and for paid public parking

Table 3-1 indicates additional uses that may be permitted subject to the review and approval of specified discretionary permits. Uses not listed in Table 3-1 shall be prohibited. The following shall apply as indicated in Table 3-1:

- Permitted (P). The use does not require discretionary review and approval. Planning review occurs during the plan check review of the building permit. If no building permits are required, the appropriate business license shall be issued.
- Minor Conditional Use Permit (MCUP). Permit procedures pursuant to Section 17.52 of the Municipal Code sections applicable to a Minor Conditional Use Permit.
- Major Conditional Use Permit (CUP). Permit procedures pursuant to Section 17.52 Administration sections applicable to a Major Conditional Use Permit distinguished from the

¹ Live/Work units shall be allowed to utilize patios for business purposes (e.g., outdoor café seating). This does not conflict with the provisions established in Section 3.5 as the patios are designated “At Grade Open Space” (Figure 2-11).

Table 3-1: Land Use Regulations

USE	PERMIT PROCEDURE
RESIDENTIAL, TRANSIT, AND OPEN SPACE	
Multifamily residential dwelling units including ancillary uses, utilities, parking structures and spaces, private and common open spaces, and Public Open Space	P
Four live/work units	P
Public open spaces	P
Wireless Communication Facilities	Per Chapter 17.46 of Monrovia Municipal Code.
NONRESIDENTIAL USES RESTRICTED TO THE LIVE/WORK UNITS (SEE SECTION 3.5.1 LIVE/WORK STANDARDS)	
Artist studio	P
Beverage sales, in conjunction with any permitted use (excluding liquor stores)	CUP
Art gallery and exhibition space	P
Bicycle repair shop, retail, and/or accessory services	P
Business Support Services	P
Cultural exhibits	P
Eating and drinking establishments (with kitchen facilities that require venting)	MCUP
Eating and drinking establishments without alcohol sales or kitchen facilities that require venting)	P
Fitness studio, health studio, spa, small gym	P
Home occupation per Section 17.44.100 of the MMC	P
Instructional spaces	P
Late night operations (between 9 PM – 6 AM)	CUP
Medical and dental offices	MCUP
Retail (Indoor) including Theme Shopping Use and Specialty Food Store	P
Service Commercial	P

Minor Conditional Use Permit in that it requires a publicly noticed hearing by the Planning Commission.

occupant and/or house a nonresidential use suitable in a neighborhood setting.

3.5.1 LIVE/WORK STANDARDS

Purpose

The live/work units are incorporated into the residential building. The Specific Plan creates an environment suitable for a residential community; therefore, managing the impact of nonresidential uses onsite is critical to ensuring a suitable living environment.

Live/work units can serve as a workspace for the unit

Development Standards

In addition to adhering to the requirements of Section 3.6, the Specific Plan sets a maximum number of four live/work units, all of which shall be placed on the ground floor of the development with entries facing onto the Plaza at South Magnolia Avenue. Internal access between residential and nonresidential portions of these units is required.

Permit Requirements & Use Limitations^{2, 3, 4}

The Alexan Foothills community's permit requirements and use limitations are:

- Four live/work units are permitted by right, as outlined in Table 3-1.
- The lessee of the live/work unit is required to operate a permitted nonresidential use within their respective units.
- Non-habitable portions of the live/work unit, subject to written agreement between the unit lessee and the property owner or designee, may be used for the operation of a permitted nonresidential use.
- A nonresidential use is not permitted to expand into another live/work unit.
- No nonresidential use, either for commercial or nonprofit purpose, is permitted to operate outside a live/work unit or outside a live/work unit's front patio area (facing South Magnolia Avenue).
- The ground floor portion of a live/work unit may not be used for residential purposes.
- Live/work nonresidential uses shall require the permits outlined in Table 3-1.
- Property owner approval is required for all business proposals within the live/work units.

Operational Standards

The Alexan Foothills operational standards are:

- Nonresidential uses are permitted on the ground floor in dedicated work space and, subject to written agreement with the property owner, in non-habitable portions of the unit.
- Work areas may only be open for business during the hours of 6:00 AM to 8:00 PM, unless late

night operations have been approved through a Conditional Use Permit.

- Nonresidential uses may not involve any noxious, hazardous, toxic, caustic, explosive or corrosive fuel, gas or other substances fire explosion or other damaging or dangerous hazard including the storage or sale of explosives or fireworks.
- Activities that produce any noise or sound that is objectionable due to intermittence, beat, frequency, shrillness or loudness shall be prohibited.
- The work component of live/work units must comply with the Performance Standards and other applicable provisions of the Monrovia Municipal Code.

3.5.2 OUTDOOR USES, TEMPORARY USES, AND SPECIAL EVENTS

Outdoor Storage

All outdoor storage is prohibited, including placement of residential storage on any open space areas, except for a pool equipment storage room or other enclosed storage area planned for and articulated as part of the building's design as set forth on the approved site plan. Storage on residential unit patios and balconies shall be prohibited.

Temporary Uses and Special Events

Uses and activities covered under the City's Special Events Permit, Filming Permit, and Yard Sales Permit are allowed onsite upon the written consent of the site's property owner or designee and the City.

3.6 Development Standards

Table 3-2 specifies the restrictions on structures and related improvements within the Alexan Foothills Specific Plan area to control bulk, mass, size, approved designs, and impact to the adjacent area. Requests to

² The uses included herein are defined in and regulated by the Zoning Code.

³ Golf simulation may be replaced with another sporting simulation (for example, skiing or tennis) as residents' preferences may change over time. Such a change would not require a Specific Plan modification nor amendment.

⁴ Club house activities may change over time as residents' preferences may change. Such a change would not require a Specific Plan modification nor amendment. Club house activities are for residents' and residents' guests participation; club house activities are not open to the general public.

modify development standards and approved design plans shall be processed as Minor Exceptions pursuant to Section 17.52.110 (Minor Exceptions) or Section 17.52.100 (Major Variance) of the Monrovia Municipal Code.

Table 3-2: Development Standards

DEVELOPMENT FEATURES	STANDARD
Density	64 units/acre
Height – Residential Structure	Five stories, 65 feet maximum subject to additional height standards for architectural projections (see below)
Height – Parking Garage Structure	Seven stories, eight levels; 72 feet from structure roofline
Architectural Features projecting above the roofline	10 feet as measured from structure roofline
Minimum Building Setbacks from Rights-of-Way	
West Evergreen Avenue	8 feet
South Magnolia Avenue	8 feet
East property line	8 feet
Metro Gold Line property line	8 feet ¹
Design elements inclusive of exterior building elements, various site design and elements, gates and fencing, landscape, public and private open spaces, pedestrian/ADA pathways, parking structure and parking areas, signs, and any others as determined by the Development Review Committee.	Per approved plans. Modifications subject to Minor Exceptions (Section 17.52.110 of the Municipal Code) or Major Variance (Section 17.52.100) as determined by the Community Development Director, the Development Review Committee, and/or the Planning Commission.

Note: Balconies, stairs, awnings, cornices, eaves, roof overhangs, towers, and stoops may encroach on up to 60 percent of the setback to the street.

¹ The City access easement at the southwest end will provide access to the private sewer running along the southern property line.

Table 3-3: Common Amenities

AMENITY ¹	APPROXIMATE SIZE	APPROXIMATE LOCATION	PRIVATE/PUBLIC
Leasing Office	3,400	Ground floor, adjacent the Main Project Entrance (The Junction)	Public
Fitness Center	2,483	Ground floor, facing South Magnolia Avenue	Private
Golf Simulator ²	820	Ground floor, adjacent the Main Project Entrance (The Junction)	Private
Resident Lounge	775	Ground floor, adjacent the Main Project Entrance (The Junction)	Private
Pet Spa	759	Ground floor, adjacent the Main Project Entrance (The Junction)	Private
Main Club House	2,720	Ground floor, facing Pool Court #1 (The Yard)	Private
Secondary Club House	1,605	Ground floor, facing Pool Court #2 (The Trestle)	Private

¹ If amenity location or size is adjusted 5% or less during the design process, the adjustment will not require a Specific Plan modification nor amendment.

² If the golf simulator is changed to another sport simulation such as tennis or skiing, the change will not require a Specific Plan modification nor amendment.

Common Use Amenities/Ancillary Uses, Location, and Size

Table 3-3 provides size and location of common use amenities or ancillary use. Should the amenities or ancillary uses' sizes vary by 5 percent or less as a result of subsequent planning and design, a Specific Plan modification or amendment will not be required.

Height Measurement

Height measurement of buildings and structures shall conform with the requirements of the Monrovia Municipal Code.

3.7 Parking and Loading

- Motor vehicle parking shall be provided at a ratio of 1.75 spaces per unit for the residential development, inclusive of guest parking spaces. Additional leased parking spaces will be provided for METRO users and general public uses raising provided parking ratio to 1.83.
- Guest spaces shall be clearly marked.
- EV-ready parking stalls shall be provided, in number and design, per applicable version of the California Building Code at the time of permitting. EV-ready stall locations shall be distributed per each use category.
- The property owner or manager shall demonstrate, to the satisfaction of the Community Development Director that required parking spaces for live/work nonresidential uses are available during business hours.
- A parking management plan will be submitted for the Planning Division's review and approval.

Loading

Short-term passenger loading is provided in the Main Project Entrance (The Junction), adjacent to the Leasing Office. Move-in truck loading is provided in the Courtyard #2 – Resident Move-in (Azusa Canyon Court) and is accessed via West Evergreen Avenue. Trash truck loading and waste collection vehicles enter the site via West Evergreen Avenue and load at the staging area. All turning and loading takes place on-site

outside the parking structure's entry gate. All passenger loading, move-in vehicle parking/loading, and other loading areas shall be signed; signs will indicate hours of operation.

3.8 Parking Space and Driveway Standards

The parking provisions for the Alexan Specific Plan are established by the parking study prepared by LSA, dated October 2, 2018 (Appendix A). For any standard not specified herein, the Director of Community Development shall have the authority to determine the appropriate parking requirements.

- Parking stalls and parking areas identified for public use, whether paid or for free, shall be conveniently located within the Main Project Entrance (The Junction) or Parking Structure Level 0 (Table 2-2).
- Nonresidential parking shall be signed, including restrictions to use.
- The minimum dimensions of a standard parking space shall be at 9 feet wide and 19 feet long. The minimum dimension of a handicapped parking space shall be as directed by Title 24 of the California Code of Regulations.
- The minimum parking structure drive aisle width shall be 25 feet.
- All parking spaces and associated driveways shall be paved per City standards and requirements.
- Parking spaces shall be clearly marked with paint or another easily distinguishable material; all spaces shall be delineated with lines.
- Pavement graphics, directional signs, and arrows shall be provided on parking drive aisles.
- Electric vehicle and/or clean air vehicle parking stalls shall be signed.

3.9 Bicycle Parking Standards

Bicycle parking for 282 bicycles will be provided;¹ 14 for the Leasing Office and METRO Gold Line users, and 268 for resident use. Bicycle parking is located within bike racks and secured bike storage room, as identified on the development site plan. Short- and long-term parking spaces are included in the bicycle parking inventory.

3.10 Lighting

Proper lighting design shall be used to have a positive effect on the appearance of the building and the perception of users, and to promote a safe and enjoyable nighttime pedestrian environment. Lighting to be provided in all parking, vehicular, and pedestrian circulation, loading, and storage areas. The lighting plan shall accommodate all operations and uses of the site. At a minimum, the lighting shall provide the following:

- **Residential Areas.** All exterior residential lighting shall be designed to be decorative and unobtrusive. Lighting shall be designed to avoid glare into neighboring homes, public spaces, or into the night sky. Illumination of common open spaces shall be low profile.
- **Area Lighting for Pedestrian Walkways and Plazas.** Lighting shall be directed to provide for safety without allowing stray light to intrude into windows of nearby residences or to create glare problems for nearby roadway traffic.
- **"Hidden Source" Lighting.** For certain prominent architectural features, hidden source lighting can be used to create dramatic effects, illuminating towers or other unique architectural features. Such lighting can be concealed in soffits, behind ledges or parapets, or set into landscape areas with the light directed at the element to be highlighted. Use of low, bollard-type lighting and/or landscape accent lighting is encouraged, especially in pedestrian areas.

A lighting plan shall be submitted for the Planning

¹ 273 bicycle parking spaces are required per Monrovia Municipal code.

Division's review and approval, and shall demonstrate that:

- Lighting levels are sufficient to provide for pedestrian safety and security, and the security of parked vehicles, but not in any manner that adversely impacts adjacent properties and roadways.
- Lighting is located to assure adequate light levels and create an even level of illumination.
- Exterior lighting is architecturally integrated with the building style, materials, finishes, and colors.

3.11 Mechanical Equipment

All aboveground mechanical equipment—including but not limited to aboveground utility boxes, telephone boxes, water lines, back-flow preventers, and cable boxes—shall be completely screened behind a permanent structure or appropriate landscape screen.

- Air conditioners, heating, cooling and ventilating equipment, and all other mechanical, lighting, and electrical devices shall be screened from view and noise adjacent properties.
- Roof-mounted equipment shall not be visible from the adjacent public right-of-way. As necessary, screening shall be provided by a parapet wall or similar architectural feature.
- Transformers shall be installed underground or in areas where they will be screen from the public right-of-way.

3.12 Trash Enclosures

Enclosures shall be required for refuse and recycling bins. All such enclosures shall be located within the parking structure or otherwise interior to the development. Secured trash and recycling bins may also be located on any publicly accessible areas and shall be integrated into the site's prevailing design elements. Areas for trash enclosures shall be adequate in capacity,

number, and distribution to serve the development project.

All trash enclosures shall be set forth on the site plan and subject to review and approval by the Community Development Director.

3.13 Noise Mitigation

The Specific Plan shall comply with the regulations established per the Monrovia Noise Ordinance (MMC Chapter 9.44) and will incorporate the mitigation measures outlined in the Environmental Impact Report (EIR) upon its certification. Following construction and residents' occupation, all subsequent rooftop and outdoor activities shall be regulated and subject to the provisions established per the Monrovia Noise Ordinance (MMC Chapter 9.44).

3.14 Signs

Prior to the installation of any sign or signs, a comprehensive sign program shall be submitted for approval by the Development Review Committee. The sign program may include project identity, wayfinding (for parking, pedestrian, bicycles, residents and guest), and operational notices. The design, location, illumination levels, and size of signs shall consider the residential nature of the development. The sign program and all signs shall be based on Chapter 17.28 (Sign) of the Zoning Code.

3.15 Underground Utilities

All utility connections for new construction shall be placed underground along the project frontage, but utility connections to structures that lawfully pre-exist the adoption of this Specific Plan may be maintained when it can be demonstrated that the undergrounding of such utilities is not reasonably feasible, as determined by the Development Review Committee and/or the utility provider.

3.16 Private and Common Open Spaces

Open space shall conform to the location and size indicated on the approved project site plan, and as discussed in Chapter 2. Landscape plans shall include provisions for the open spaces located at the ground level of the site. Common open spaces in the form of courtyards and recreation courts shall also be provided with the appropriate type of seating areas, furniture, and other amenities to ensure it functions as an area for gathering and recreation.

Either a balcony or patio shall be provided for one-bedroom, two-bedrooms, and three-bedroom units. Ground floor units shall have patios whereas upper floor units shall have balconies. All patios and balconies shall be a minimum of 62 square feet and a minimum depth of five feet. Live/work and studio units are not required to provide private open spaces.

A minor plan modification shall not be required for variations of up to 5% in the provision of private open space as described in this Specific Plan.

3.17 Walls and Fences

Walls and fences inclusive of controlled access barriers, gates, equipment screening, and trash enclosures are allowed up to 6' maximum height. The maximum height for walls and fences facing West Evergreen and South Magnolia Avenue shall be no more than 6' at the setback line.

The Development Review Committee shall be the review authority for the walls and fencing plan. Design of walls, and fences shall have the following characteristic:

- Integrates with the building design using similar, or complementary colors and material suitable for a gateway location
- Does not obstruct publicly accessible areas
- Observe relevant Crime Prevention Through

Environmental Design (CPTED) principles

Use of buffers (such as landscaped planters) in lieu of walls and fences style is encouraged.

3.18 Landscape Standards/ Guidelines

Landscaping shall be provided in substantial conformance with the landscape plan contained in the project application submittals. The purpose of the landscaping standards and guidelines is to provide landscaping that enhances the quality of the development, creates shade for pedestrians, uses drought tolerant plant materials that are sustainable and beneficial, and contributes positively to the appearance of Alexan Foothills development.

In addition, a landscape documentation package pursuant to the requirements Section 17.20.030 (Water Efficient Landscape Ordinance) of the Monrovia Municipal Code shall be submitted to the Planning Division for approval prior to landscape construction. All installation and documentation shall be performed as required by the Code. The landscape documentation package will have precedence.

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

3.18.1 LANDSCAPING PRINCIPLES AND GOALS

Landscape design quality shall be measured for its qualities that communicate an outstanding attention to fine landscape architecture. The master landscape concept for Alexan Foothills Specific Plan shall respond to the following goals and objectives:

- Create “green areas” and enhance important public spots easily accessible to all in the community;
- Make sidewalks, walkways, and all pedestrian areas convenient, attractive, comfortable, and safe;
- Accommodate multimodal transportation modes throughout the Specific Plan area, including walking

and bicycling;

- Present visibly well-crafted structure and ordered layer capable of defining an area and the surrounding structures;
- Are perceptibly “organic” as a plan represented by live plantings and their transformation through Monrovia’s seasons; and
- Enclose a pleasant ‘living room’ for residents and visitors.

The landscape plan shall incorporate organic plantings and focused arrangement that express volume through layering. It shall integrate navigable hardscapes that enable residents or visitors to perceive the landscape’s quality at various perspectives.

3.18.2 APPLICATION OF SUSTAINABLE LANDSCAPE DESIGN PRACTICES

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

For reducing the site’s energy requirements by encouraging passive methods of cooling, trees shall be sited to provide shade for the south-facing building elevations.

3.18.3 DROUGHT-TOLERANT LANDSCAPING

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

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

efficiency sprinkler system.

3.18.4 SCREENING AND BUFFERING

In addition to architectural treatments, landscaping material shall be used to obscure the view of any refuse collection area, equipment, Fire Department connections, and loading areas visible from the public street or pedestrian area.

Development shall include appropriate landscaping to maximize privacy between residences and shall include appropriate planting to screen or soften any undesirable light pollution or views from off site.

Design shall take into consideration the future impact the new plantings may have in obscuring views.

3.18.5 IRRIGATION SYSTEMS

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

- The system shall conform to the regulations for the construction of irrigation water systems within the City of Monrovia.

- Within the landscaped areas, an approved weather-based irrigation system is encouraged.

- Design, installation, and equipment shall conform to the highest industry standards. All constant pressure reclaimed and/or potable water mainline piping installed shall be identified in accordance with the City of Monrovia regulations.

- All irrigation systems shall be controlled with automatic irrigation controllers and be installed to maximize ease of operation and maintenance.

- Systems shall be installed in a manner that minimizes opportunities for vandalism. All controllers, pumps and associated equipment must be screened from view with planting and/or landscape walls.

All landscape planting areas are to be adequately irrigated.

Irrigation systems shall be programmed to operate generally between the hours of 9:00 PM and 6:00 AM, unless otherwise directed by the City Engineer.

Sprinkler heads shall be located to avoid over spray on to sidewalks, roadways, buildings, etc.

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4

IMPLEMENTATION
PLAN

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4.1 Phasing

The Alexan Foothills Specific Plan will be developed in one phase. The Specific Plan establishes the framework for the orderly buildout of the transit-oriented, multifamily residential project and adequate infrastructure and public facilities at the time of construction.

4.2 Financing

Development of the Alexan Foothills Specific Plan shall be privately financed by the project sponsor/applicant. The applicant will also contribute fair share costs to help finance related off-site improvements and service connections, as required by the City in accordance with State Law.

4.3 General Provisions

The regulatory procedures required to accommodate buildout of the Specific Plan have been completed, approved, and adopted. These include an environmental review, an amendment to the City's Land Use Element, and a Zoning Text amendment.

4.3.1 APPLICABILITY

Whenever this Specific Plan contains provisions establishing regulations (including, but not limited to, standards such as densities, heights, floor area ratio, uses, yards, lot widths, lot area, setbacks, parking, open space and landscape requirements), different from, more restrictive or more permissive than would be allowed pursuant to the City of Monrovia Municipal Code and Planned Development Area Guidelines, this Specific Plan shall prevail and supersede the applicable provisions of that Code and Design Guidelines. In all other respects, the development shall comply with the Monrovia Municipal Code.

4.3.2 INTERPRETATION

All interpretation of the provisions of this Specific Plan shall be made by the Director of Community Development, unless stated otherwise in this document. Alternatively, the Community Development Director may refer the matter to the Development Review Committee for any issue that may arise with the interpretation of the Specific Plan. Additionally, the Development Review Committee may choose to refer interpretations to the Planning Commission.

4.3.3 DEVELOPMENT REVIEW

Upon the applicant's acceptance of the adopted project conditions of approval, the property owner shall be permitted to file applications for demolition, building,

and other construction development plan permits.

Development Review Committee

The Development Review Committee (DRC) shall be responsible for providing technical review of development proposals for the following:

- Compliance and consistency with City policies and regulations, adopted Mitigation Measures, and Conditions of Approval that require multi-departmental review
- Administration of the Specific Plan, including any of the portion of the plan that will require its review authority
- Making advisory recommendations to the Planning Commission and City Council
- Design review of the sign program

Planning Commission

The Planning Commission shall be responsible for the review of applications for Specific Plan amendments, variances, major conditional use permits, cellular tower relocation applications, and items referred to the Commission by the DRC or the City Council.

4.3.4 PUBLIC ART

In compliance with MMC Chapter 15.44 (Art in Public Places), the developer shall either pay the in-lieu fee for arts or provide public art (zoetrope) on-site consistent with the provisions of this Specific Plan. Alternatively, the developer may elect to form Community Facilities District to the satisfaction of the City that includes funding of public art, which would then waive the requirement for compliance with MMC Chapter 15.44.

4.3.5 APPEALS

Appeals shall be processed in accordance with the applicable provisions of the Monrovia Municipal Code, and an appeal fee may apply.

4.3.6 DEVELOPMENT PERMITS

All development within the project site is subject to the review process as established in the City of

Monrovia Municipal Code. Adoption of the Specific Plan includes adoption of the design guidelines contained herein, which provide direction for the design of the development project on the project site.

4.3.7 SUBDIVISION MAPS

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

4.4 Administration

The Alexan Foothills Specific Plan serves as the implementation tool for the General Plan.

If any provision or portions of any provisions of this Specific Plan or its application to any person or circumstance are held to be invalid, the remainder of this Specific Plan and the application of those provisions to other persons or circumstances shall not be affected.

All applications for permits on the property shall obtain a letter of authorization from the property owner or designee prior to City's review and approval. Permits that require public hearing notifications that includes the site shall include notifications addressed to each of the development's residential occupants. The applicant is responsible for providing such application information in a format and content acceptable to the City.

4.4.1 SPECIFIC PLAN AMENDMENTS

Amendments to the Specific Plan may be requested by the applicant or by the City at any time pursuant to Section 65453(a) of the California Government Code and Monrovia Municipal Code Section 17.54.080. Amendments shall be processed pursuant to the provisions of the Government Code for Specific Plan and the City of Monrovia Municipal Code.

Approval of this Specific Plan by the City Council is considered acceptance of the general framework and specific development standards contained within the

Alexan Foothills Specific Plan. Amendments to Specific Plan text that decrease residential density, structure volume and dimensions, introduce new uses not defined herein, or relocate improvements and structures shall not be initiated without consent of the property owner or designee. As the project will be developed in one phase, Specific Plan amendments are not anticipated. However, the following describes a process for changes, in the event a Specific Plan amendment request is made.

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

- Any increase in the residential density
- Any changes to the approved plans that generate off-site traffic impacts beyond the amount considered by the environmental review associated with the Specific Plan
- Any changes to the boundaries included in the Specific Plan
- Cumulative changes that alter the transit-oriented development's mix of multifamily residential community to a significant degree

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

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

4.4.2 AUTHORITY TO APPROVE MINOR MODIFICATIONS

The Development Review Committee may approve minor modifications to the Specific Plan without a Specific Plan Amendment. A conditional use permit (CUP) shall be required for any modification that reduces the amount of parking. Minor modifications shall include:

- Changes to the approved Site Plan regarding location and substitution of residential amenities (except for the substitution of a recreational sport provided in the golf simulator space), ancillary uses, common and private open spaces (except for the loss of a balcony or patio as a result of the ongoing design and engineering refinements, up to a 5% adjustment), landscaping, walls, fences, and gates
- Changes in building materials and related architectural treatments
- Changes to the interior layout of the parking structure, and exterior building facing the rail right-of-way
- Changes in the unit mix and floor plan sizes, provided all parking requirements are achieved at a minimum ratio of 1.75 parking spaces per unit; the required bicycle requirements are achieved at a minimum ratio of 0.61 parking space per unit, and residential unit count is not exceeded
- Changes to nondiscretionary entitlements approved per the requirements of this Specific Plan
- Any other modification determined by the Community Development Director deemed to be minor in that it would not materially change the project approved by the City Council
- Relocation of live/work units within the Specific Plan area, or the reconfiguration of live/work floor plans is subject to a Minor Conditional Use Permit requiring the review and approval of the Development Review Committee
- Any new construction that expands the floor area of the nonresidential areas of live/work units

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5

GENERAL PLAN CONSISTENCY

California Government Code (Title 7, Division 1, Chapter 3, Article 8, Section 65440-65457) permits adoption and administration of Specific Plans as an implementation tool for elements contained in the local general plan. Specific Plans must demonstrate consistency in regulations, guidelines and programs with the goals and policies set forth in the general plan. The Alexan Foothills Specific Plan is consistent with the General Plan land use designation by the virtue of a conforming amendment to place this area and adjacent parcels which are now manufacturing designation within a new Planned Development District (PD-27), is consistent with the General Plan land use designations.

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

5.1 Land Use Element

The Alexan Foothills Specific Plan plans for the orderly development of a transit-oriented, multifamily residential development of 436 dwelling units within walking distance of the METRO Gold Line Monrovia Station. The Plan provides car and bicycle parking for residents consistent with the needs of a transit-oriented project, as well as paid public parking for Gold Line patrons. Included onsite amenities—private and common open spaces, recreational areas, and public open spaces—contribute to a well-designed living environment. The design of the buildings, placement of structures, and the architecture have been carefully thought through to relate visually to adjacent neighborhoods and structures. Only minor infrastructure improvements are needed to support the development planned. The Specific Plan is oriented towards South Magnolia Avenue—nearby the Monrovia Gold Line Station—to help implement the TOD goals of the City of Monrovia, the neighborhood, and the project.

Therefore, the Specific Plan is consistent with the following Land Use Element goals and policies:

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

- Policy 1.4 is addressed due to the site's proximity to a transit facility.
- Policy 1.11 is addressed by developing residential areas with densities and housing types related to existing and proposed public facilities and services.

Goal 2: Provide adequate infrastructure for all development.

- Policy 2.1 is addressed by establishing land use

intensities consistent with the capacities of existing and planned infrastructure and public services.

- Policy 2.3 is addressed by contributing a pro rata share of the costs of services to support the development.
- Policy 2.4 is addressed by providing several courtyards and indoor recreational amenities.

Goal 3: Preserve the integrity of residential neighborhoods.

- Policy 3.1 is addressed by providing adequate onsite parking for all residents of the development.

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

- Policy 4.1 is addressed by establishing architectural styles, development patterns, building materials, and building scale compatible with the existing neighborhood.
- Policy 4.2 is addressed by considering 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.

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

- Policy 5.1 is addressed by establishing development standards that existing public infrastructure can accommodate.

Goal 8: Promote expansion of the City's economic base.

- Policy 8.2 is addressed by orienting new development to public infrastructure to promote new office, retail, hospitality, and service-type uses in the City.
- Policy 8.5 is addressed by developing residential units to improve the City's jobs/housing balance.

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

- Policy 9.4 is addressed by establishing design guidelines for new multiple-family residential development compatible with the City's older development.
- Policy 9.7 is addressed by using the Planned Development (PD) designation to control the architecture and site design of residential developments for compatibility with the existing neighborhood.

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

- Policy 15.1 is addressed by promoting residential development in the City to accommodate future housing needs.
- Policy 15.2 is addressed by coordinating the planning of future residential and employment corridors and/or centers with transportation and transit facilities.
- Policy 15.4 is addressed by providing for adequate infrastructure such as sewer, street, and water capacity in accordance with the City's Conservation Element.

5.2 Circulation Element

The Specific Plan allows development of transit-oriented multifamily residential development adjacent to the Monrovia Gold Line Station. Therefore, the Specific Plan is consistent with the following Circulation Element goals and policies:

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

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

Monrovia.

Goal 4: Support the use of the public transportation, including light rail transit, to provide mobility to all City residents and encourage use of public transportation as an alternative to automobile travel.

- Policy 4:11 is addressed by project design that facilitates pedestrian access to the light rail station.

Goal 8: Provide an adequate supply of convenient parking for all developments in the City, in a manner consistent with the goals of managing transportation demand and providing efficient arterial traffic flows.

- Policy 8:1 is addressed by establishing onsite parking standards that conform to actual parking demands and providing additional parking for the nearby Monrovia Gold Line station users.
- Policy 8:4 is addressed by developing parking facilities.

5.3 Housing Element

The Specific Plan will produce 436 new residential units with 20 studios, 250 one-bedroom, 147 two-bedrooms, 15 three-bedrooms, and four live/work units. Therefore, the Specific Plan is consistent with the following Housing Element goals and policies:

Goal 2: Provide adequate housing site to facilitate the provision of a range of housing types to meet community needs.

- Policy 2.2 is addressed by providing for high-density residential use.

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

- Policy 6.5 is addressed by providing for housing nearby a transit station.

5.4 Open Space Element

The Specific Plan increases the availability of usable public and private open space. Common open space and amenities include three courtyards, pool courts, and common roof decks, for over 67,000 square feet. The project also includes a public garden plaza within The Terminal. Therefore, the Specific Plan is consistent with the following objective of the Open Space Element:

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

5.5 Noise Element

The Specific Plan permits developments of mixed-use and multifamily residential structures near to the Monrovia Gold Line Station. The development will incorporate the building code requirement to attenuate noise as required in the Noise Element. Additionally, a Noise Study will be conducted as part of the EIR.

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A

APPENDICES



APPENDIX A: PARKING STUDY



October 2, 2018

Alec Schiffer
Trammell Crow Residential
5790 Fleet Street, Suite 140
Carlsbad, CA 92008

Subject: 1625 Magnolia Avenue Parking Analysis

Dear Mr. Schiffer:

LSA is pleased to present this parking analysis for the 1625 Magnolia Avenue residential development (project) in Monrovia, California. This analysis is based on the project site plan dated September 27, 2018. The proposed project is a residential development comprising a total of 436 apartment dwelling units. Of the 436 dwelling units, 20 will be studio, 254 will be one-bedroom (4 of which are live-work units), 147 will be two-bedroom, and 15 will be three-bedroom for a total of 613 bedrooms in the complex. A total of 797 parking spaces will be provided; 631 parking spaces are allocated for apartment residents, 9 spaces for live work parking, 112 parking spaces are allocated for apartment guests, 11 parking spaces are allocated for leasing office guests, and 34 parking spaces are for paid public use. The 34 paid public parking spaces will be provided mainly for the Metro Gold Line Station. Therefore, a total of 763 parking spaces will be available primarily for the project's use. The project will also provide 262 bicycle parking spaces on site for residents of the project and patrons of the Metro Gold Line Station.

The project site is close to alternative modes of transportation. A pedestrian sidewalk connecting the project site and the Metro Gold Line Station will be constructed for ease of circulation. Three Metro bus stops are within walking distance of the project site and are accessible via sidewalk connections. On-street (Class III) bicycle routes are located along Magnolia Avenue, next to the project site.

PARKING ANALYSIS

City Parking Requirements

City of Monrovia (City) Zoning Code 17.24.030 states that multiple-family housing developments within Monrovia shall provide 2.5 parking spaces per dwelling unit for multifamily residential projects with six or more units. Based on these rates, the proposed 436 apartments would require 1,090 parking spaces; however, this method does not account for the more urban transition of the area and the transit-adjacent nature of the project.

Published Survey Data

The Institute of Transportation Engineers (ITE) Parking Generation, 4th Edition, provides information based on three decades of research. Empirical data for high-rise apartments shows the 85th percentile peak-period parking demand to be 1.52 spaces per dwelling unit, as presented in Table A. High-rise apartments are rental units that have five or more levels and one or more elevators. Low- or mid-rise apartments (Land Use code 221) are a related use, but are composed of as little as three other buildings (i.e., quadraplexes) or units of one to four levels. Some of the sample of low- or mid-rise were affordable units and some were outside continental United States. The Land Use code

description and parking demand data from the *Parking Generation Manual* is provided as an attachment. The 436-unit project would create a demand for 663 parking spaces, according to the ITE parking rate.

As Table A shows, the current site plan could provide adequate parking to satisfy the parking demands of the project based on ITE parking research. The parking supply exceeds the calculated parking demand by 134 spaces.

Table A: Proposed Project Parking Demand from ITE Parking Rates

	ITE Parking Demand
85 th Percentile Observed Rate	1.52 spaces per dwelling unit
Proposed Project	436 dwelling units
Parking Demand	663 parking spaces
Proposed Parking	797 parking spaces
Parking Surplus (Proposed Parking – Parking Demand)	134 parking spaces

Surveys of Similar Sites

In May 2014, National Data and Surveying Services conducted parking demand surveys on behalf of LSA at three apartment complexes in Southern California. These sites have similar characteristics to the proposed project. Specifically, on-street parking is not permitted adjacent to the surveyed sites, one-bedroom units account for approximately one-half of the units at each complex, and a parking supply ratio of less than two spaces per bedroom is provided at each site. At these complexes, residential parking spaces were observed to be shared with guest parking spaces. Therefore, the parking demand observed is the total parking demand for all patrons, guests and residents. It should be noted that the locations are not adjacent to transit; therefore, the parking demand may be higher than the proposed project.

The three surveyed sites were IMT Valencia (208 units and 397 parking spaces) at 28100 Smyth Drive in Valencia, Alara Links (230 units and 448 parking spaces) at 25330 Silver Aspen Way in Valencia, and Ridgestone (352 units and 665 parking spaces) at 39415 Ardenwood Way in Lake Elsinore. LSA calculated observed parking rates based on the total number of dwelling units within the apartment complexes. Tables B and C present the resulting parking rates per dwelling unit.

Table B: Weekday Surveyed Apartment Parking Rates per Dwelling Unit

	IMT Valencia		Alara Links		Ridgestone	
	208 dwelling units 397 parking spaces		230 dwelling units 448 parking spaces		352 dwelling units 665 parking spaces	
	Parked Cars	Parking Rate	Parked Cars	Parking Rate	Parked Cars	Parking Rate
6:00 a.m.	387	1.86	351	1.53	505	1.43
7:00 a.m.	358	1.72	332	1.44	465	1.32
8:00 a.m.	320	1.54	314	1.37	421	1.20
9:00 a.m.	317	1.52	298	1.29	388	1.10
3:00 p.m.	306	1.47	291	1.27	411	1.17
6:00 p.m.	319	1.53	313	1.38	429	1.22
7:00 p.m.	310	1.50	323	1.45	469	1.33
8:00 p.m.	339	1.63	331	1.44	491	1.39
9:00 p.m.	360	1.73	377	1.64	517	1.47

Note: **Bold** numbers indicate the highest calculated parking rate for each site.

Table C: Weekend Surveyed Apartment Parking Rates per Dwelling Unit

	IMT Valencia		Alara Linka		Ridgestone	
	308 dwelling units 397 parking spaces		230 dwelling units 448 parking spaces		353 dwelling units 663 parking spaces	
	Parked Cars	Parking Rate	Parked Cars	Parking Rate	Parked Cars	Parking Rate
6:00 a.m.	370	1.78	377	1.68	540	1.53
7:00 a.m.	365	1.75	368	1.60	524	1.49
8:00 a.m.	362	1.74	348	1.51	499	1.42
9:00 a.m.	355	1.71	323	1.40	477	1.36
5:00 p.m.	335	1.81	313	1.38	447	1.27
6:00 p.m.	341	1.64	388	1.30	463	1.31
7:00 p.m.	341	1.64	306	1.23	475	1.35
8:00 p.m.	339	1.63	315	1.37	480	1.36
9:00 p.m.	341	1.64	342	1.40	496	1.41

Note: Bold numbers indicate the highest calculated parking rate for each site.

LSA also calculated observed parking rates based on the total number of bedrooms within the apartment complexes. Tables D and E present the resulting parking rates per bedroom.

Table D: Weekday Surveyed Apartment Parking Rates per Bedroom

	IMT Valencia		Alara Linka		Ridgestone	
	326 bedrooms 397 parking spaces		320 bedrooms 448 parking spaces		528 bedrooms 663 parking spaces	
	Parked Cars	Parking Rate	Parked Cars	Parking Rate	Parked Cars	Parking Rate
6:00 a.m.	387	1.19	351	1.10	505	0.96
7:00 a.m.	358	1.10	332	1.04	465	0.88
8:00 a.m.	329	0.98	314	0.98	421	0.80
9:00 a.m.	317	0.97	296	0.93	386	0.73
5:00 p.m.	305	0.94	291	0.91	411	0.78
6:00 p.m.	319	0.96	313	0.96	429	0.81
7:00 p.m.	330	1.01	303	1.04	468	0.89
8:00 p.m.	339	1.04	331	1.03	491	0.90
9:00 p.m.	360	1.10	377	1.18	517	0.98

Note: Bold numbers indicate the highest calculated parking rate for each site.

Table E: Weekend Surveyed Apartment Parking Rates per Bedroom

	IMT Valencia		Alara Linka		Ridgestone	
	326 bedrooms 397 parking spaces		320 Bedrooms 448 parking spaces		528 Bedrooms 663 parking spaces	
	Parked Cars	Parking Rate	Parked Cars	Parking Rate	Parked Cars	Parking Rate
6:00 a.m.	370	1.18	377	1.18	540	1.02
7:00 a.m.	365	1.12	368	1.15	524	0.99
8:00 a.m.	362	1.11	348	1.09	499	0.95
9:00 a.m.	355	1.09	323	1.01	477	0.90
5:00 p.m.	335	1.03	313	0.98	447	0.85
6:00 p.m.	341	1.06	388	0.93	463	0.88
7:00 p.m.	341	1.05	306	0.96	475	0.90
8:00 p.m.	339	1.04	315	0.98	480	0.91
9:00 p.m.	341	1.05	342	1.07	496	0.94

Note: Bold numbers indicate the highest calculated parking rate for each site.

As anticipated, the parking demand was highest late at night and early in the morning. Table F summarizes the highest period of parking demand observed at each site and calculates the average parking rate from the three surveyed sites. A weighted average of 1.65 parking spaces per dwelling unit and 1.11 parking spaces per bedroom was utilized in the observed apartment complexes.

Table F: Peak Surveyed Apartment Parking Rates

	Peak Period	Peak Parking Rate (Dwelling Units)	Peak Parking Rate (Bedrooms)
IMT Valencia (208 dwelling units; 326 bedrooms)	Weekday 6:00 a.m.	1.86	1.19
Allara Links (250 dwelling units; 320 bedrooms)	Saturday 6:00 a.m.	1.64	1.18
Ridgestone (352 dwelling units; 528 bedrooms)	Saturday 6:00 a.m.	1.53	1.02
Weighted Average		1.65	1.11

The 1625 Magnolia Avenue project proposes to construct 20 studio, 254 one-bedroom, 147 two-bedroom, and 15 three-bedroom dwelling units for a total of 436 dwelling units and 613 bedrooms. Table G calculates the estimated parking demand for the proposed project based on the average parking rates developed above. Table G also compares the estimated parking demand for the proposed project to the proposed parking supply.

Table G: Proposed Project Parking Demand from Surveyed Parking Rates

	Empirical Parking Demand per Dwelling Unit	Empirical Parking Demand per Bedroom
Peak Observed Rate	1.65 spaces per dwelling unit	1.11 spaces per bedroom
Proposed Project	436 dwelling units	613 bedrooms
Projected Demand	719 spaces	680 spaces
Proposed Parking Supply	797 spaces	797 spaces
Parking Surplus	78 spaces	117 spaces

As Table G shows, applying the surveyed parking rates from Table F (1.65 spaces per dwelling unit and 1.11 spaces per bedroom) to the proposed project renders parking demand with a surplus in both considerations: by dwelling unit (78 spaces) and by bedroom (117 spaces). Therefore, whether the parking demand is generated based on a rate per dwelling unit or a rate per bedroom, the proposed project will offer adequate parking supply.

Live-Work Guest Parking

The ITE Parking Generation, 4th Edition, was used to identify a parking rate for the live-work commercial parking spaces. The live-work units are considered to be a mix of residential and commercial office uses. Given the nature of the space, office use or professional service is the most likely use for the space. The office use shows the 85th percentile peak-period parking demand to be 2.98 spaces per 1,000 square feet, as presented in Table H. The proposed office space within the live-work units is approximately 1,561 square feet. The calculated demand of parking spaces based on this ITE parking rate is seven spaces. As shown in Table G, the parking surplus for parking demand based on dwelling units and bedrooms will be greater than seven spaces; therefore, the commercial parking supply is anticipated accommodate the parking demand for live-work guests.

**Table H: Proposed Live-Work Commercial Parking
Demand from ITE Parking Rates**

	ITE Parking Demand
85th Percentile Observed Rate	2.98 spaces per 1,000 square feet
Proposed Project	1,561 square feet
Calculated Demand	5 spaces

Bicycle Parking

The City's Bicycle Master Plan (June 2016) states that all new major developments in Monrovia are recommended to provide bicycle parking. The bicycle parking guidelines state that multifamily residential uses are recommended to provide 1 short-term bicycle parking space per 10 residential units and 1 long-term bicycle parking space per 2 residential units. Based on this guideline, the proposed project of 436 dwelling units is intended to provide 44 short-term bicycle parking spaces and 218 long-term bicycle parking spaces, for a total of 262 bicycle parking spaces. The proposed project will provide 44 short-term bicycle parking spaces and 218 long-term bicycle parking spaces, for a total of 262 bicycle parking spaces in a bike storage area on the project site. Furthermore, the project will provide an additional 11 bicycle parking spaces for leasing and Metro Gold Line Station guests.

CONCLUSION

The City's Zoning Code requires 2.5 parking spaces per dwelling for multifamily residential projects with six or more units. Nationwide studies (ITE Parking Generation) determined that the parking generation rate for apartments is 1.52 spaces per dwelling unit based on the 85th percentile rate. Surveys taken in Southern California in May 2014 identified average parking generation rates of 1.65 spaces per dwelling unit and 1.11 spaces per bedroom. Although the proposed parking rate is lower than the City's required parking rate of 2.5 spaces per dwelling unit, the proposed rate is greater than the surveyed parking demand rates. If these parking rates are applied to the proposed project, then the proposed 797 parking spaces would provide a surplus of parking spaces.

The project's proximity to multiple transit uses and provided bicycle parking spaces will help to alleviate the project's parking demand. Additionally, there are 34 public parking spaces that are primarily intended to serve transit patrons. These spaces should be available to serve the project parking demand during nights and weekends when the transit parking demand is lower. The amount of provided parking spaces for the project is anticipated to be adequate based on the results of this analysis.

Sincerely,
LSA Associates, Inc.



Anthony Petros
Principal

Attachment: Institute of Traffic Engineers *Parking Generation* 4th Edition Land Use 222: High-Rise Apartment

Land Use: 222

High-Rise Apartment

Description

High-rise apartments (rental dwelling units) are units located in rental buildings that have five or more levels (floors) and most likely have one or more elevators. Low/mid-rise apartment (Land Use 221) is a related use.

Database Description

The database consisted of a mix of central city, not downtown (CND) and urban central business district (CBD) sites. Parking demand rates at the CND sites differed from those at the CBD sites and, therefore, the data were analyzed separately.

- Average parking supply ratio: 2.0 parking spaces per dwelling unit at the CND sites. Parking availability was not provided for the CBD sites.

All study sites were within three blocks of transit service.

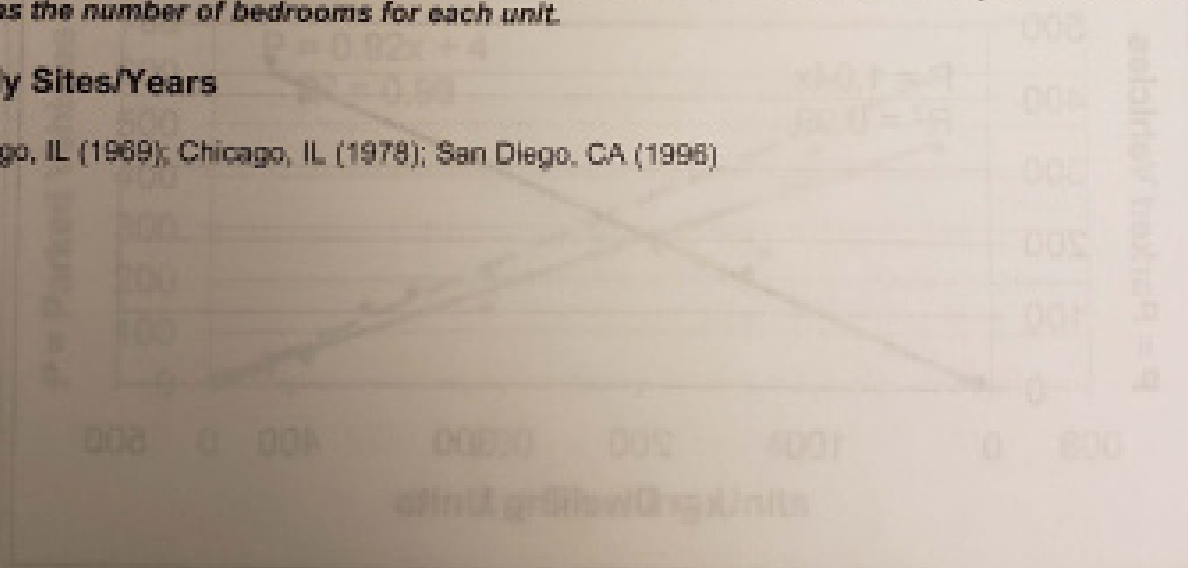
Parking demand counts were submitted between 12:00 and 5:00 a.m. on a weekday.

The two CBD sites had 740 and 940 dwelling units and peak parking demand rates of 0.34 and 0.56 parked vehicles per dwelling unit, respectively. The parking demand information from these sites was excluded from the data plots and analysis.

Parking surveys of apartments should attempt to obtain information on occupancy rate. Future parking surveys should also indicate the number of levels contained in the apartment building as well as the number of bedrooms for each unit.

Study Sites/Years

Chicago, IL (1969); Chicago, IL (1978); San Diego, CA (1996)



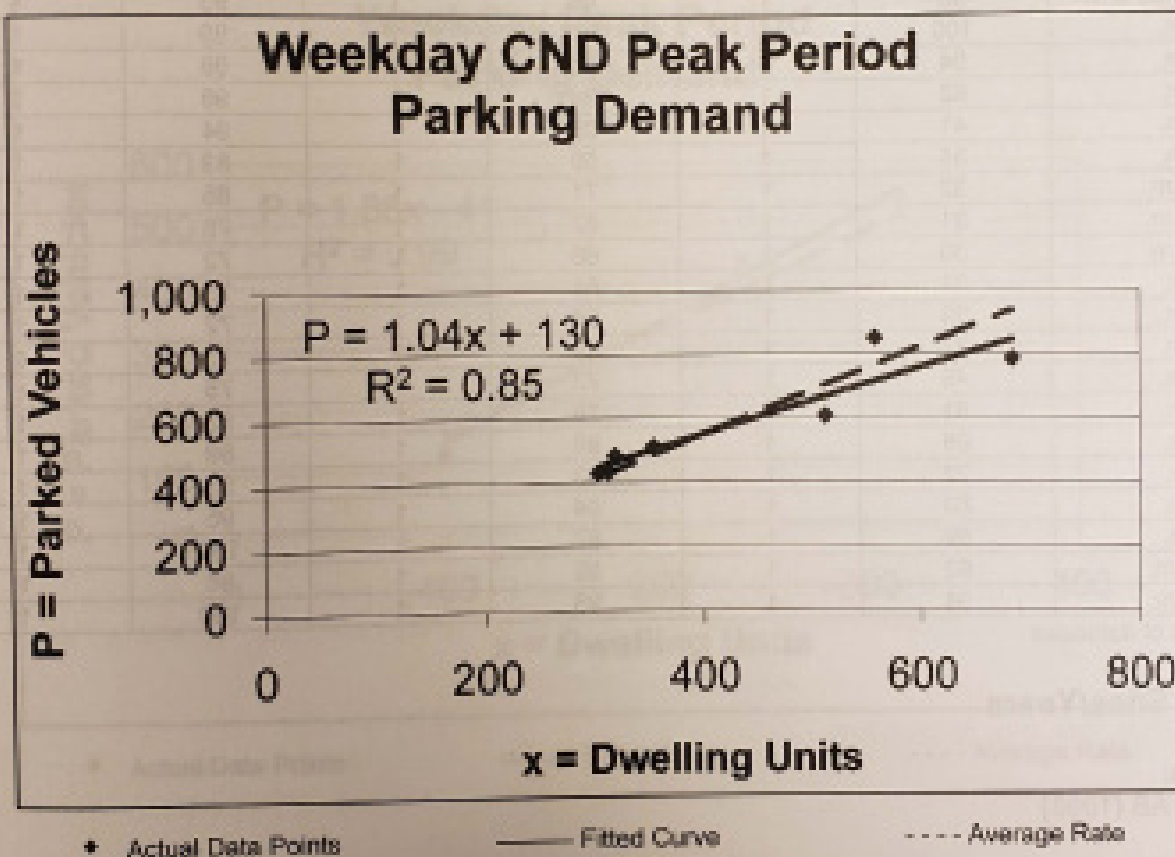
Land Use: 222 High-Rise Apartment

Average Peak Period Parking Demand vs. Dwelling Units

On a: Weekday

Location: Central City, Not Downtown

Statistic	Peak Period Demand
Peak Period	12:00–5:00 a.m.
Number of Study Sites	7
Average Size of Study Sites	435 dwelling units
Average Peak Period Parking Demand	1.37 vehicles per dwelling unit
Standard Deviation	0.15
Coefficient of Variation	11%
Range	1.15–1.52 vehicles per dwelling unit
85th Percentile	1.52 vehicles per dwelling unit
33rd Percentile	1.38 vehicles per dwelling unit



APPENDIX B: BOUNDARY SURVEY MAP

