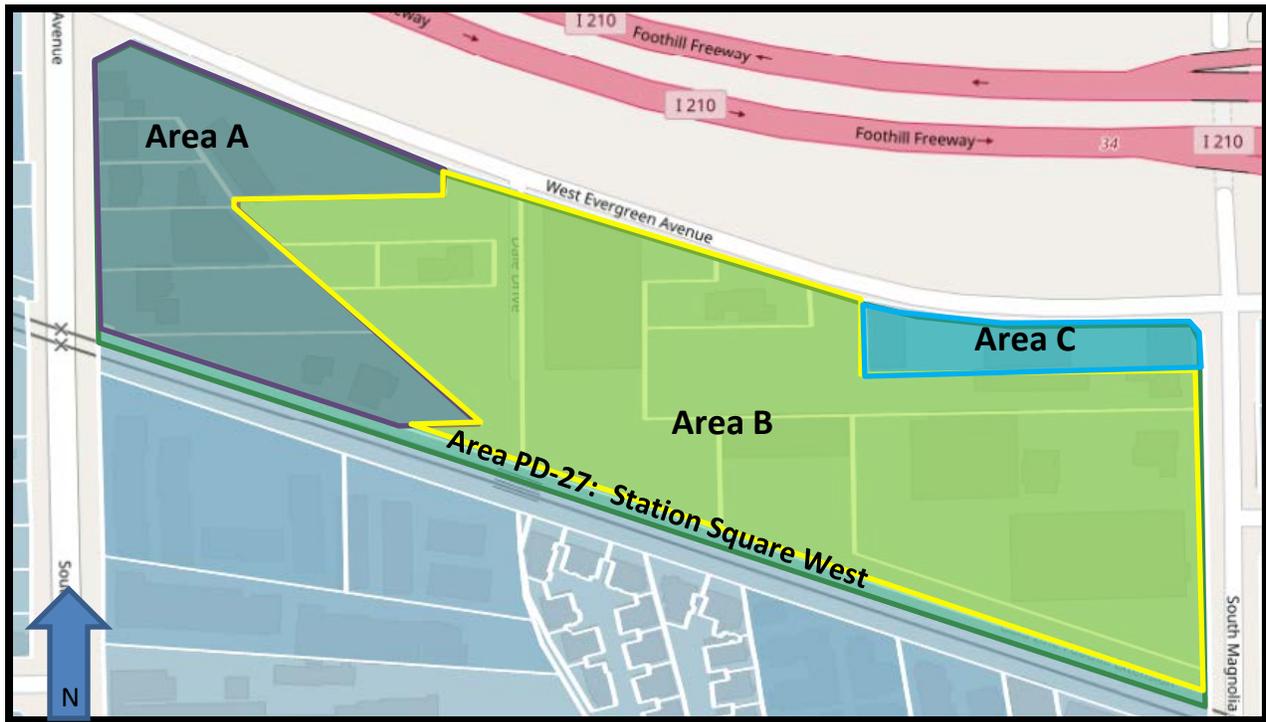


Area PD-27: Station Square West: This is a 9.6 acre city block directly to the west of Station Square Transit Village (PD-12), bounded by Evergreen Avenue to the north, the Metro Gold Line train tracks to the south, South Magnolia Avenue to the east and South Mayflower Avenue to the west. This area has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



General Provisions

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

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

Specific Provisions by Area

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

Area A:

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

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

Area B:

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

1. New multiple-family residential development on property that totals less than two acres shall be subject to the RH (Residential High Density) development standards and a maximum density of 54 dwelling units per acre.
2. As an incentive to provide transit-oriented development adjacent to Station Square Transit Village (PD-12), project sites that total two acres or greater may be developed at a maximum density of

64 dwelling units per acre through adoption of a Specific Plan (for a maximum of 436 units over the 6.77 acre area) and shall include a provision for a nonresidential or flex space such as a live/work component through the approval of a specific plan.

3. New development shall have its primary orientation towards South Magnolia Avenue.
4. All ground level interior spaces that front South Magnolia Avenue shall be directly accessible from the sidewalk.
5. High-quality exterior building design (signature architecture) shall be a primary consideration in the approval of a new development.
 - a. If mixed-use developments are proposed, they shall: incorporate neighborhood-serving ground floor commercial space with frequent sidewalk entrances to promote pedestrian activity along the street; include communal and private open space for residents; make ground floor commercial uses visually distinct from the residential above; distinguish residential entrances from commercial entrances; and incorporate upper floor balconies, bays, and windows that overlook the street into residential units to enliven the street elevation.
 - b. If multi-family developments are proposed, they shall: introduce variation in façade and height to reduce building bulk; articulate building facades to portray a domestic scale and give identity to individual dwelling units; orient building entrances towards the street; and shall include private outdoor space for each dwelling unit.

Area C:

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

1. New commercial uses in existing structures and new construction shall be subject to the provisions of the BE (Business Enterprise) zone provided they do not cause a nuisance to adjacent sites; they are carried out entirely within an enclosed building that meets high quality building design, site layout and landscape standards, and they will harmonize with other surrounding land uses, with the following exceptions:
 - a. The construction of new nonresidential buildings or additions to existing nonresidential buildings shall require the approval of a conditional use permit. However, a conditional use permit is not required if an addition is less than or equal to 25% of the existing building area, and the addition meets the requirements set forth in the Business Enterprise Zone of the Monrovia Municipal Code.
 - b. As an incentive to provide transit related or smaller-scale neighborhood serving commercial uses providing a retailing or service-oriented function, incidental retail sales of products manufactured on site may be permitted within existing commercial/industrial buildings without the provision of additional parking, subject to the review and approval of a minor conditional use permit.
 - c. An up to 10% reduction in required parking for new uses in existing structures may be permitted subject to a minor exception, provided that no existing parking spaces are eliminated. The removal of all parking spaces shall require approval of a Variance from the Planning Commission.

2. New light manufacturing uses shall conform to the performance standards set forth in Chapter 17.32 of the Monrovia Municipal Code pertaining to fire and explosion hazards, electrical disturbances, noises, vibration, smoke, odors, air pollution, light, and glare to minimize adverse impacts to adjacent residential development.
3. All supplies, products, materials, and equipment shall be stored within the building. Outdoor storage of supplies, products, materials, and equipment is prohibited.
4. To improve pedestrian traffic and connection to Station Square Transit Village (PD-12), the addition of well-designed storefronts to the existing commercial/industrial complex is encouraged and shall be permitted to create openings on the north and east building elevations subject to review and approval by the Development Review Committee. If storefronts are proposed, a strong relationship between buildings and the street shall be established through minimal setbacks at storefronts, matching window and door patterns, and frequent location of store entrances along the street.
5. The existing commercial/industrial complex may be permitted to be incorporated into an adjacent Specific Plan Area as a mixed-use component, through an amendment to the Specific Plan, subject to the following:
 - a. Adaptive reuse of the existing buildings is encouraged. Possible uses include: shared creative co-working office spaces, artist studios, and micro-breweries.
 - b. New store fronts and pedestrian paths of travel shall be oriented toward the Specific Plan Area to create pedestrian linkages.
 - c. Future redevelopment of the site could include, but not be limited to, pedestrian oriented commercial uses and activities that support the transit oriented neighborhood.