This version was last updated on **June 18, 2020.**
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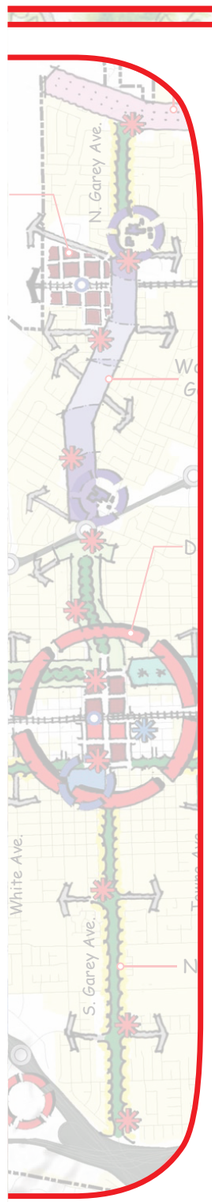

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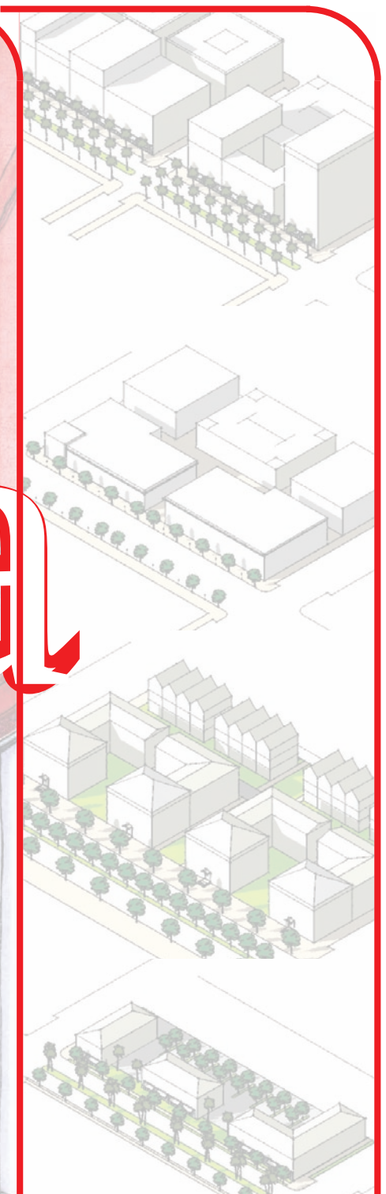

Corridors Specific Plan

Version History

March 17, 2014	City Council Approval (Ordinance No. 4181)
May 16, 2016	Add definitions for supportive and transitional housing Add Emergency Shelter overlay district at 1390 E. Mission (Ordinance No. 4224)
September 11, 2017	Include Emergency Shelter by right at 1400 E. Mission and other parcels by CUP Modify appeal period from 10 days to 20 days Amend development standards for emergency shelters (Ordinance No. 4238)
August 5, 2019	Modifications in conjunction w/ Downtown Pomona Specific Plan Update (Ordinance No. 4267)
June 18, 2020	Include Director's Interpretations on Building Use Regulations on Towing Services and Window Tinting Uses Include Director's Interpretation on Fencing Regulations

Pomona Corridors Specific Plan

Garey Ave. - Holt Ave. - Mission Blvd. - Foothill Blvd.

Adopted

March 2014

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I: INTRODUCTION

0.0 PURPOSE

The *Pomona Corridors Specific Plan* is established to orchestrate private and public investment activities along the Garey Avenue, Holt Avenue, Mission Boulevard, and Foothill Boulevard corridors, and to support and promote the type of investment that will enhance the beauty and vitality of the City's primary commercial corridors. To accomplish this, the Specific Plan presents the community's vision for the evolution and continued growth of these corridors and establishes the primary means of regulating land use and development within the Specific Plan Area (see Section 0.2 - Specific Plan Area). Finally, the document contains planned actions and investments that the community intends to implement over time and as resources allow, to stimulate and to complement private investment along the corridors.

0.1 AUTHORITY AND PROCEDURE

The Specific Plan is established by the Pomona City Council in accordance with Section .584 of the *Pomona Zoning Ordinance*, which establishes Specific Plans as an authorized mechanism for regulating land use and development in the City, as enabled by the State of California Government Code Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457.

Because of their significant potential for change, the Garey Avenue, Holt Avenue, Mission Boulevard, and Foothill Boulevard corridors are identified by *The City of Pomona General Plan* as Focus Areas which "require specific planning and regulatory direction to guide projects to ensure that the [General Plan vision] is achieved." This Specific Plan implements the vision, goals, and policies established in the General Plan. The Development Code contained within the Specific Plan replaces previous land use and development regulations contained within the *Pomona Zoning Ordinance* for these corridors.

The Specific Plan document is based on community input resulting from three community meetings, several study sessions with the Planning Commission and City Council, and the public hearing process with the Planning Commission and City Council. A specific plan may be adopted either by ordinance or by resolution (Government Code Section 65507). Should the legislative body wish to change a proposed specific plan recommended by the Planning Commission, the change must first be referred back to the Commission for consideration (Government Code Section 65504).

A. CEQA Compliance

Adoption or amendment of a specific plan constitutes a project under the California Environmental Quality Act (CEQA). If the initial environmental review shows that the proposed or amended plan could significantly affect the environment, the jurisdiction must prepare an environmental impact report (EIR).

Pursuant to CEQA, the City of Pomona determined that a Program EIR would be the appropriate level of environmental review for this Specific Plan.

All subsequent approvals necessary to develop property within the Specific Plan Area must be consistent with the Specific Plan and be within the scope of the Program EIR. Additional environmental documentation may be required in the future if significant changes are found to have occurred pursuant to the CEQA guidelines or if impacts associated with a development project are beyond the scope of the Program EIR.

B. Specific Plan Amendments

Specific Plan Amendments shall be made as described in Section .584 of the *Pomona Zoning Ordinance*, subject to the consideration and approval of the Planning Commission and City Council.

C. Severability

If any section, subsection, sentence, clause, phrase, or portion of this document, or any future amendments or additions hereto, is for any reason held to be invalid or unconstitutional by the decision of any court or competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Specific Plan document, or any future amendments or additions hereto. The City hereby declares that it would have adopted this document and each sentence, subsection, clause, phrase, or portion or any future amendments or additions thereto, irrespective of the fact that any one or more sections, subsections, clauses, phrases, portions or any future amendments or additions thereto may be declared invalid or unconstitutional.

0.2 SPECIFIC PLAN AREA

The Specific Plan pertains to all private and public properties that come under the purview of the Specific Plan as indicated in Figure 0.1 Specific Plan Area Map. The total acreage of the Area is approximately 1,095 acres. Development standards and regulations contained in this Specific Plan apply solely to properties formally located within the Specific Plan Area.

Notwithstanding these formal policy-area boundaries, there are major developments located outside the boundaries that will influence the future of all properties in the Plan Area such as the Pomona Valley Hospital and Medical Center (PVHMC), the Mission 71 business park, the Civic Center, and the properties near Second St. in the Downtown area. Although these properties are outside of the formal Pomona Corridors Specific Plan Area for regulatory purposes, the first section of this Specific Plan - Book I, Community Intent reflects the interconnectedness of these locations. Development regulations pertaining to properties related to but outside of the Specific Plan Area presented in Figure 0.1 can be found in the *Mission 71 Specific Plan*, the *PVHMC Specific Plan*, and the *Downtown Pomona Specific Plan*, as well as to the *Pomona Zoning and Subdivision Ordinances*.

The Pomona Corridors Specific Plan Area is composed of portions of the Garey Avenue, Holt Avenue, Mission Boulevard, and Foothill Boulevard corridors, as follows:

The Garey Corridor Plan Area: This portion of the Specific Plan includes properties along Garey Ave. from the County Rd. intersection near the SR-60/SR-71 interchange to the south to the Foothill Blvd. intersection to the north.

The Holt Corridor Plan Area: This portion of the Specific Plan includes properties along Holt Ave. from the Fairplex Dr. intersection near SR-71 to the west to the Indian Hill Blvd. intersection and the city limits to the east.

The Mission Corridor Plan Area: This portion of the Specific Plan includes properties along Mission Blvd. from the SR-71 interchange to the west to the Reservoir St. intersection to the east. It also includes the Mission Blvd. right-of-way between Reservoir St. and the eastern city limits.

The Foothill Corridor Plan Area. This portion of the Specific Plan includes properties along the entire length of Foothill Blvd. within the city limits.

Plan Area Expansion Zones: Some properties between West Holt Ave. and West Mission Blvd. near SR-71 as well as along East Mission Blvd. between Reservoir St. and the eastern city limits may be eligible to be added to the Specific Plan Area as an expansion of development oriented to the corridor. (see Section 2.1.1 - Establishment of Corridor Centers and Segments for details)

See Figure 2.1 Centers and Segments Map in Book II: Development Code for a property specific regulatory map or Appendix E: Legal Description for properties in the Specific Plan Area listed by APN.

0.3 DOCUMENT ORGANIZATION

The *Pomona Corridors Specific Plan* is organized into three mutually reinforcing "Books" or primary sections, as follows:

Book I: Community Intent describes the community objectives that the Specific Plan is intended to achieve and the primary means by which the community intends to support the emergence of those desired outcomes.

Book II: Development Code establishes the primary means of regulating land use and development on properties located within the Plan Area.

Book III: City Actions describes the planned investment of City resources and infrastructure needed to stimulate, promote and support the desired growth and change in the Plan Area.

In addition to these three primary sections, there are appendices that present the existing conditions, community outreach, and technical analysis information upon which the Specific Plan is founded.

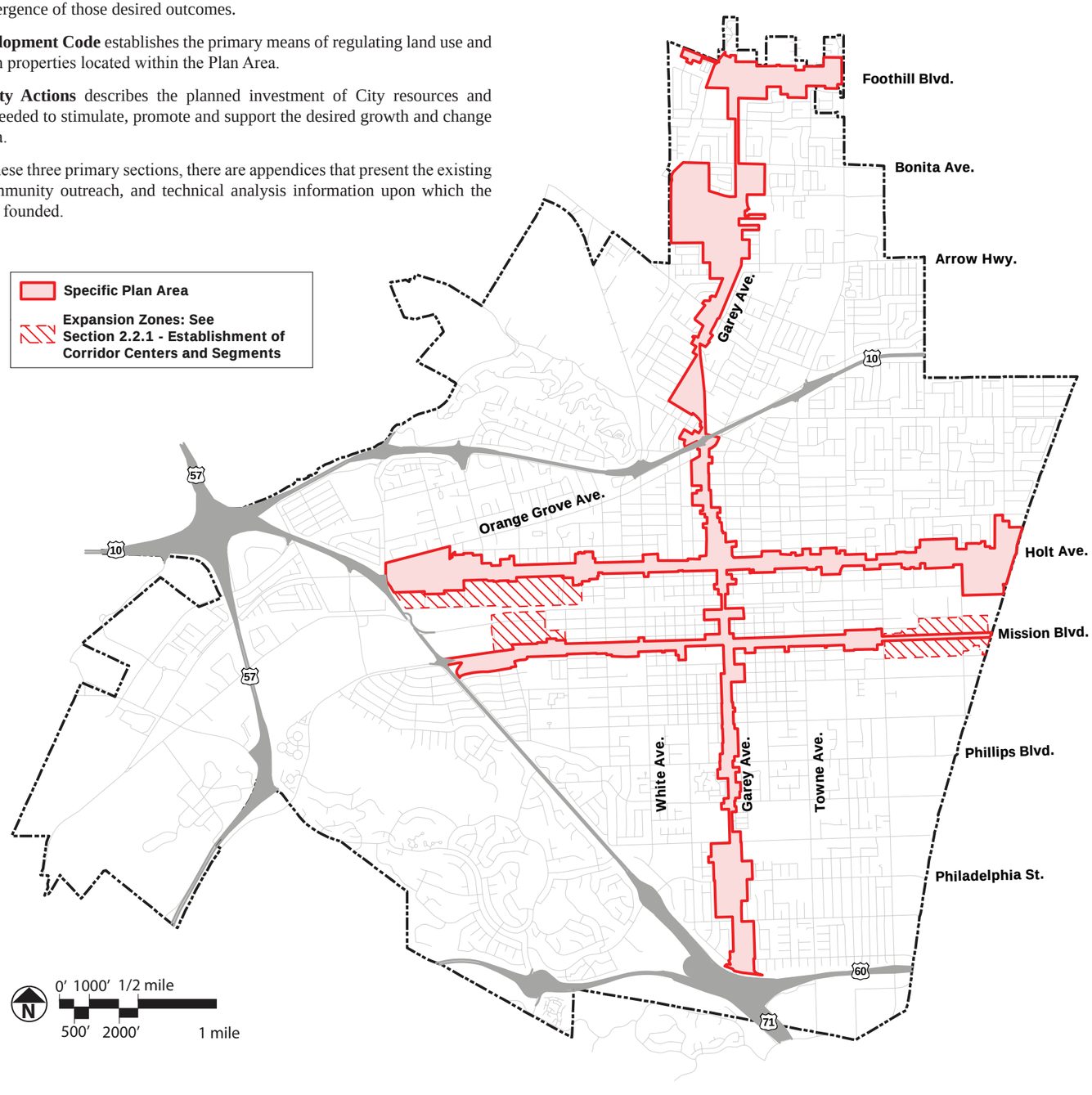


Fig. 0.1 Specific Plan Area Map

BOOK I: COMMUNITY INTENT

This Specific Plan establishes a planning and design framework to enhance the economic performance, functionality and beauty of the Garey Avenue, Holt Avenue, Mission Boulevard, and Foothill Boulevard corridors in accordance with the forces of the free market and the community's vision. As the first of three "Books" of this Specific Plan, Book I describes the physical outcomes that the Plan is intended to bring about as new investment creates change in the Plan Area and its environs. This Book also describes the means by which the community intends to encourage new investment and to guide the form of that investment to the mutual benefit of both private and public interests. The intended physical outcomes and revitalization strategies form the basis of the regulations and planned public actions contained in Book II and Book III of this Plan, respectively. By making the community's intent clear, Book I can provide guidance for instances or opportunities not specifically covered by the development regulations or public improvements contained in Books II and III.

1.1 COMMUNITY OBJECTIVES

The community's primary goal is to enhance the overall economic performance, physical beauty, and functionality of the corridors. More specifically, the community objectives include the following:

1. Plan Comprehensively: Orchestrate new public and private investment toward the establishment of a lasting framework for growth and development - a framework of clearly defined districts, centers, street patterns, and local architectural and landscape identity - upon which new **and existing** development can thrive.
2. Increase Value: Re-position disinvested corridor properties to capture value in the contemporary marketplace.
3. Beautify the Corridors: Begin the transformation of the visual character of Garey Avenue, Holt Avenue, Mission Boulevard and Foothill Boulevard into iconic gateways for Downtown Pomona and other key destinations, and into distinctive places in their own right as the City's most visible thoroughfares.
4. Ensure a Successful Downtown: Promote new investment that supports the growth and success of Downtown.
5. Synergize with City Assets: Build on the presence and activity of Downtown, Cal Poly Pomona, Western University of Health Sciences, Pomona Valley Hospital Medical Center, Casa Colina Centers for Rehabilitation, the Downtown and North Metrolink transit stations, and other existing transit infrastructure to instigate the emergence of vital and attractive urban districts characterized by a synergistic mix of students, customers, residents, pedestrians, transit-riders, workers, and visitors.
6. Improve Multi-modal Mobility: Develop the corridors and connected street network into pedestrian, transit and bicycle-friendly "Complete Streets," linked with the City's promenades, trails, parks, and other public open spaces. In particular, enhance pedestrian, bicycle, and vehicular connectivity around Metrolink and future transit stations.
7. Integrate Mobility with Land Use: Balance mobility, livability, and economic development objectives by 1) maintaining minimum community mobility standards, and 2) furthering patterns of land use and development that maximize returns on investment in transit and contribute to long-term regional mobility, livability and sustainability.
8. Ensure Prosperity and Sustainability: Make the most of each increment of new development to build toward a more prosperous and environmentally sustainable future city and region.
9. Strengthen Community Character: Ensure that new buildings and landscaping contribute to the emergence of an increasingly memorable visual identity appropriate to Pomona's unique history and character.
10. Improve Public Safety: Incorporate Crime Prevention Through Environmental Design (CPTED) guidelines into development designs to reduce the incidence and fear of crime, and to maximize public safety.
11. Achieve the Long Term Vision Established in the General Plan: Ensure that new development along the corridors will be of high quality and will be consistent with the City's long term vision.
12. Protect Adjacent Neighborhoods: Ensure that new development along the corridors helps establish an appropriate edge for adjacent stable neighborhoods.

1.2 STARTING POINT: SUMMARY OF PLAN INPUTS

The primary factors determining the optimum achievable future for the corridors are the physical and economic conditions present at the inception of the Plan. More specifically, the Envisioned Future Corridors and Revitalization Strategy described in the subsequent sections of Book I, and the regulations and public improvements that follow in Books II and III to implement the community's intent for the corridors, are conditioned by the following factors: existing pattern of development, market trends, infrastructure capacity, principles of sustainability, and established principles of good place-making (see Figure 1.1 – Conditioning Factors of the Specific Plan).

Existing conditions in the Plan Area at the time of adoption of this Specific Plan are detailed in Appendix A, in combination with the separately bound technical report appendices. Ultimately, the implementation of the planning framework contained herein will result in cumulative modifications to the conditions present at the time of the Plan's adoption. The community intends to monitor changes in the Plan Area over time and amend the Specific Plan as necessary to keep it current.

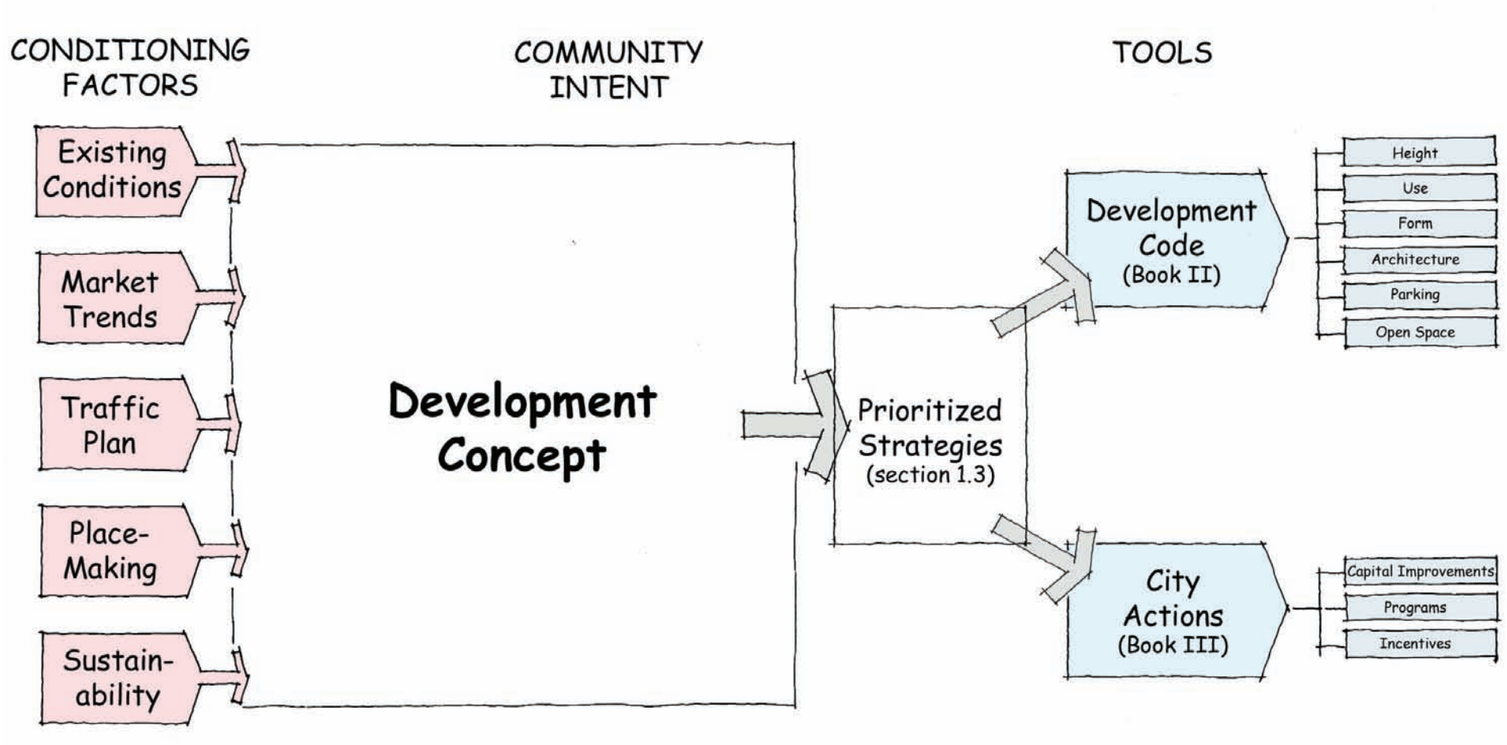


FIG.1.1 CONDITIONING FACTORS OF THE SPECIFIC PLAN

1.3 REVITALIZATION STRATEGY

To orchestrate growth and change in the Plan Area in keeping with the community's vision for the corridors, the City leadership intends to promote and guide new investment by employing municipal policies and resources strategically. Keeping in mind that strategy must always remain sufficiently nimble to respond to unexpected opportunities and to make best use of resources as they become available, the strategic priorities that the City leadership intends to pursue are the following:

1. Harness Market Demand:

   Realign corridor development policies and planned public investments to capitalize on the following market trends which are most likely to condition the types and formats of new investment in the Plan Area:

   a. The clustering of innovation driven workplace uses in concentrated, connected, active, mixed-use urban districts;

   b. The shopping industry's accelerating abandonment of exclusively auto-oriented retail developments (e.g., single strip stores and strip shopping centers) in favor of more open-air and amenity-driven retail and mixed-use formats clustered at primary crossroads;

   c. Continuing population growth and the associated growth in demand for housing (and its effects on the value of property, notwithstanding the recession) in the built-out portions of Los Angeles County;

   d. Rapidly growing demand for active, walkable urban environments for living, working and shopping, in close proximity to existing or planned transit, especially for the skilled workers that attract innovation driven workplace uses;

   e. Increasing regional commitment to transit and supportive patterns of land use, driven by traffic congestion, public attention and new legislation directed at global warming, community health concerns, and escalating gasoline prices.

2. Kick-Off Revitalization by Enabling the Most Promising Opportunities First:

   Place the highest priority on leveraging the high-visibility gateway corridor segments; existing Metrolink stations; and large-scale, assembled, vacant or underutilized properties located near those stations to:

   a. Accelerate the revitalization of Downtown and its environs;

   b. Encourage pioneering residential development in a sufficiently large increment to increase Downtown activity, establish the beginnings of unique new grand boulevards, and strengthen transit ridership and activity;

   c. Attract the type of higher value, higher intensity workplaces that prefer to locate in active, well connected, transit-oriented walkable districts such as Downtown and around the North Metrolink station;

   d. Promote the transformation of the Downtown Gateway corridor segments into image-making entry gateways used by visitors and residents from I-10 and SR-71 to Downtown;

   e. Ensure that the first built projects exemplify the desired character and scale of the corridors, Downtown, and transit-oriented districts.

3. Make the Most of Value Already In Place by Tailoring Policies and Strategic Actions to Existing Conditions:

   Implement a "tiered" approach to corridor revitalization (see Figure 1.2 - A Variable Approach to Corridor Revitalization), with tailored approaches to different portions of corridors according to the following hierarchy of opportunity:

   a. Restructuring - In areas with extensive disinvestment, vacancy and/or highly significant redevelopment opportunities, establish policies and actions that support concentrated and comprehensive corridor restructuring.

   b. Transition - In areas with some disinvestment and a moderate level of opportunity, establish policies and actions to encourage a transition to the most viable future restructured condition, but that support the retention of existing value already in place.

   c. Preserve - In areas with little current disinvestment, establish policies and actions that primarily preserve and strengthen existing value.

4. Promote a Range of New Housing Choices:

   Promote the addition of new housing in a wide variety of formats and densities throughout the corridors to accommodate both families and compact households (such as students, workers, professionals, empty-nesters, and seniors). Put particular emphasis on satisfying unmet demand for the dense, high quality housing formats that will attract and accommodate compact households. Encourage compact household-serving development around the North Metrolink station, along the gateway corridors, and near Downtown. This will increase opportunities for workers to live near jobs Downtown and around the PVHMC. It will also cluster customers close to Downtown's amenities, providing a key ingredient to increasing round-the-clock Downtown activity.

5. Support the Continued Presence, Improvement, and Expansion of Existing Commercial Development along the Corridors:

   a. Permit existing commercial development to expand anywhere corridor improvements are made as long as it enhances compatibility with existing and potential new housing.

   b. Encourage new commercial development in stronger, retail industry-preferred formats advantageously positioned at major crossroads intersections.

   c. Work with corridor commercial development to promote upgrading of existing sites and buildings.

6. Integrate Interdependent Specific Plan Areas to Achieve a Unified, Mutually Beneficial Community Vision:

   Coordinate land use policies contained in the *Downtown Pomona Specific Plan*, the *PVHMC Specific Plan*, and *Mission 71 Business Park Specific Plan* to implement a consistent community vision and market-focused strategy for new investment, and to realize the best city-wide benefit.

7. Leverage the Western University of Health Sciences (WUHS), the Pomona Valley Hospital and Medical Center (PVHMC), Casa Colina, and Metrolink Stations as anchors of active 21st Century Mixed-use Districts:

   a. Downtown: Leverage the Downtown Amtrak/Metrolink Station and Transit Center, the presence of the WUHS downtown campus, and synergy with downtown retail and entertainment venues to stimulate investment in higher density residential and medical/workplace development. Promote a development pattern that builds on the greater propensity of student populations and compact household residents to walk and take transit when provided the opportunity to do so.

   b. Workplace Gateway: Leverage proximity to the North Metrolink Station and the presence of the PVHMC and Casa Colina medical clusters to stimulate investment in higher density residential and medical/workplace development. Promote a development pattern that builds on the propensity of medical cluster customers, workplace employees, and compact household residents to walk and take transit when provided the opportunity to do so.

   c. North Metrolink Transit Oriented District: Create a compact, walkable district with a critical mass of jobs and residences to help existing and future businesses and institutions innovate, create desirable employment, attract and retain talent, draw in customers and visitors, and integrate complementary uses and activities for long-term value.

8. Implement "Center and Segment" Specific Policies and Strategies:

   Assist the transition from linear "strips" to a pattern of centers and segments, each with enhanced visual character and market focus, and with supportive (and differentiated) land use and development policies. See Section 1.4 The Envisioned Future Corridors below for specific revitalization strategies focused on particular centers and segments along each corridor.

9. Relieve the Monotony and Enhance Corridor Identity:

   Transition from typical, continuous, and undifferentiated strip development by promoting sequences of identifiable place types - centers and segments - along the corridors. Focus capital improvements and new construction on creating distinctive place-experiences that enhance motorists' and pedestrians' ability to orient themselves within and enjoy the visual character and activity of the long corridor.

10. Provide an Investment-Friendly Planning Environment:

   a. Streamline the development process by 1) Providing development standards that spell out municipal requirements in sufficient detail to take the guesswork out of the preparation of development applications; and by 2) Simplifying and making more predictable the development review process for proposals that adhere to Specific Plan standards and guidelines.

   b. Employ municipal development policy tools to provide a reliable environment for investment in mixed-use projects. Structure these policy tools to provide enhanced clarity on the required physical character of future development to ensure its compatibility with existing development.

   c. Actively promote Pomona and the vision for the corridors to developers and investors.

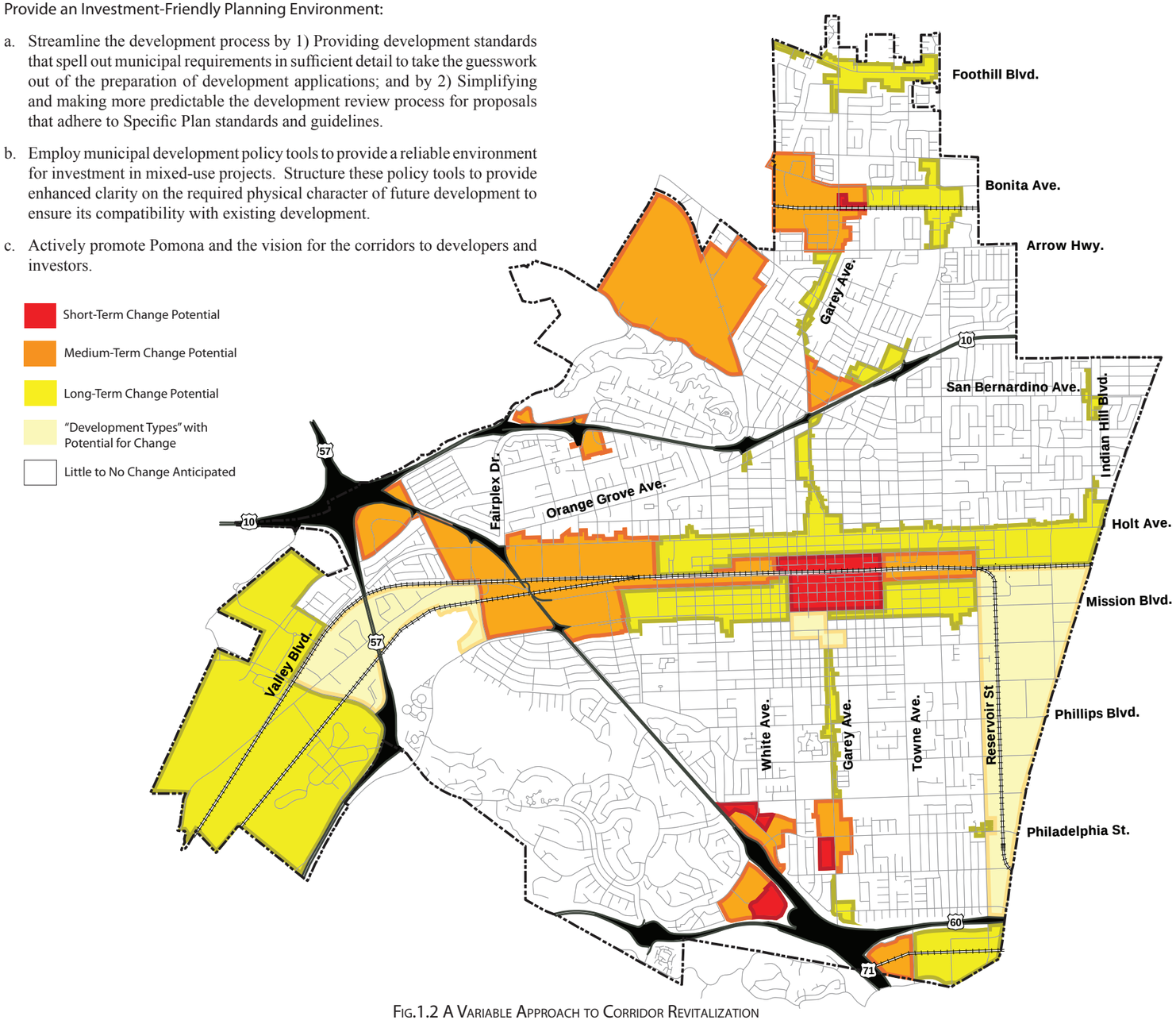


FIG.1.2 A VARIABLE APPROACH TO CORRIDOR REVITALIZATION

1.4 THE ENVISIONED FUTURE CORRIDORS

The corridors are composed of a significant number of individual, privately held properties under varying ownership and approximately 13 miles of public rights-of-way owned and controlled by the City of Pomona and, in the case of Foothill Boulevard (SR-66), controlled by the State of California (Caltrans). The overarching purpose of the Specific Plan is to orchestrate individual public and private investments to produce greater value than any separate project could practically achieve by providing a common purpose that all investors can rely upon, contribute to, and derive value from. This section describes the common purpose to which all investments shall be directed: the realization of a vision for the future that is sufficiently specific to provide a common purpose, yet flexible enough to respond to opportunities and changes in the marketplace that will inevitably arise.

A. Urban Design Framework

1. The Evolution of Downtown / Transit-Oriented Districts

Regulations contained in this Specific Plan will apply solely to properties located in the Specific Plan Area. The location of the Specific Plan Area is illustrated in Figure 0.1. – Specific Plan Area Map.

Notwithstanding these formal policy-area boundaries, some of the primary developments influencing the optimum potential future of the corridors include the PVHMC and the properties in and around downtown. The North and Downtown Metrolink Station sites will also play an increasingly influential role in the future of Pomona. Although these developments are outside of the formal Pomona Corridors Specific Plan Area for regulatory purposes, this section describes the optimum future for these entire cohesive portions of the City.

Therefore, land use and development policies implementing the community's intent for the corridors will be contained in the combination of the policies in the *Pomona Corridors Specific Plan*, *The Downtown Pomona Specific Plan*, the *PVHMC Specific Plan*, the *Mission 71 Business Park Specific Plan*, and, for properties in the Downtown environs not falling under the regulatory purview of one of these Specific Plans, the *Pomona Zoning & Subdivision Ordinances.*

a. The Growing Downtown District

Over time, the evolving Downtown Core, supported by the growing WUHS, the restored Fox Theater and other entertainment venues, the Arts Colony and Antique Row, Civic Center, Downtown Amtrak/Metrolink Station and Transit Center, and emerging Downtown Neighborhoods, will collectively form an increasingly identifiable Downtown District (see Figure 1.3 and 1.4) that is distinguished by its vitality, synergy, and mix of uses and activities. This special city district will be the antithesis of the linear strip: its development will not sprawl outward, low to the ground. It will instead be compact and clustered; it will not be made up of only one type of land use, but will include instead a mixture of uses and destinations. Retail, entertainment, civic, and residential uses, and ultimately places of work and lodging as well will be found there. The shopping core will continue to be served by curbside parking and slow moving traffic.

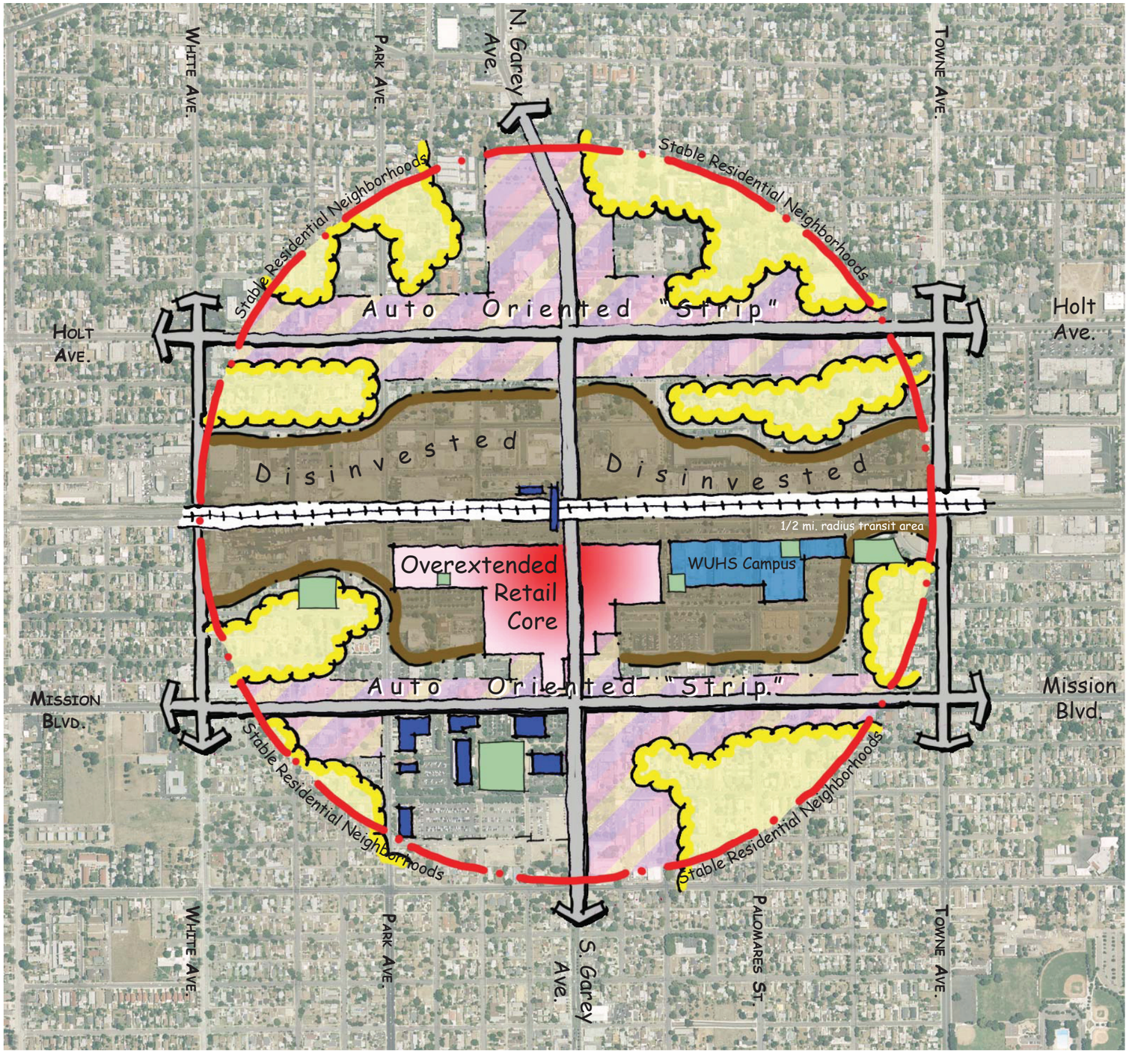


Fig.1.3 Existing Pattern of Development Downtown

b. Emerging Transit-Oriented Districts

Many people living in, working in, or visiting Downtown and other Transit-Oriented Districts (TODs) will be those who value convenience and enjoy being "where the action is." They may prefer to park once and then walk, or leave the car at home and experience the district on foot, on a bicycle, or on transit. This experience will be made easy by the districts' mixture of uses, concentrated development pattern, and fine-grained network of streets shared by vehicles and pedestrians alike. Along these streets, offices, housing, and lodging will easily and compatibly mix in attractive buildings. They will be built close to the sidewalk, activating the pedestrian realm and forming a consistent "street wall" that creates the feeling of an outdoor living room. The mix of land uses, variety of activities, supportive streetscapes, and pedestrian oriented development character will foster walkability within each district. In this way, mobility alternatives that are not as available in other districts of the City will be possible in TODs.

Furthermore, Downtown shopping as well as retail clusters within TODs will feature a network of sidewalks, public spaces, sitting places, and attractive window displays. By providing businesses with a convenient and prominent address while offering workers, colleagues and customers places to meet, dine, relax, and shop nearby, TODs will facilitate the face-to-face interactions that are of increasing importance to attract workers and promote economic success in the innovation-oriented economy.

2. Neighborhood Edges

The major vehicular corridors that traverse the City are primary unifying elements of the broader future City structure. These corridors connect employment and mixed-use activity centers with each other, freeway interchanges, transit stations, and Downtown. However, existing corridor-oriented strip development typically features building types and/or site treatments that are incompatible with the character of existing residential neighborhoods, often located just behind corridor-fronting commercial properties. A typical example of such incompatibility would be a corridor commercial property with trash dumpsters and loading areas abutting the back yard of a single-family home, or a corridor building's rooftop ventilation equipment and ducts facing the backyard bedroom windows of adjacent homes.

As new development occurs along the corridors adjacent to low-density residential neighborhoods, the edges immediately contiguous with those neighborhoods will feature more compatible uses and site treatments.

A shift in character and market focus will cast a new role for these corridors as *edges* to adjacent neighborhoods. These edges will accommodate larger scale development that is suitable to wider, more heavily trafficked roads and will function as a "buffer" to residential neighborhoods behind. The Plan anticipates streetscape improvements to add visual appeal and value to the corridors, development continuity along street edges, and buffering and compatibility with existing neighborhoods behind the corridors.

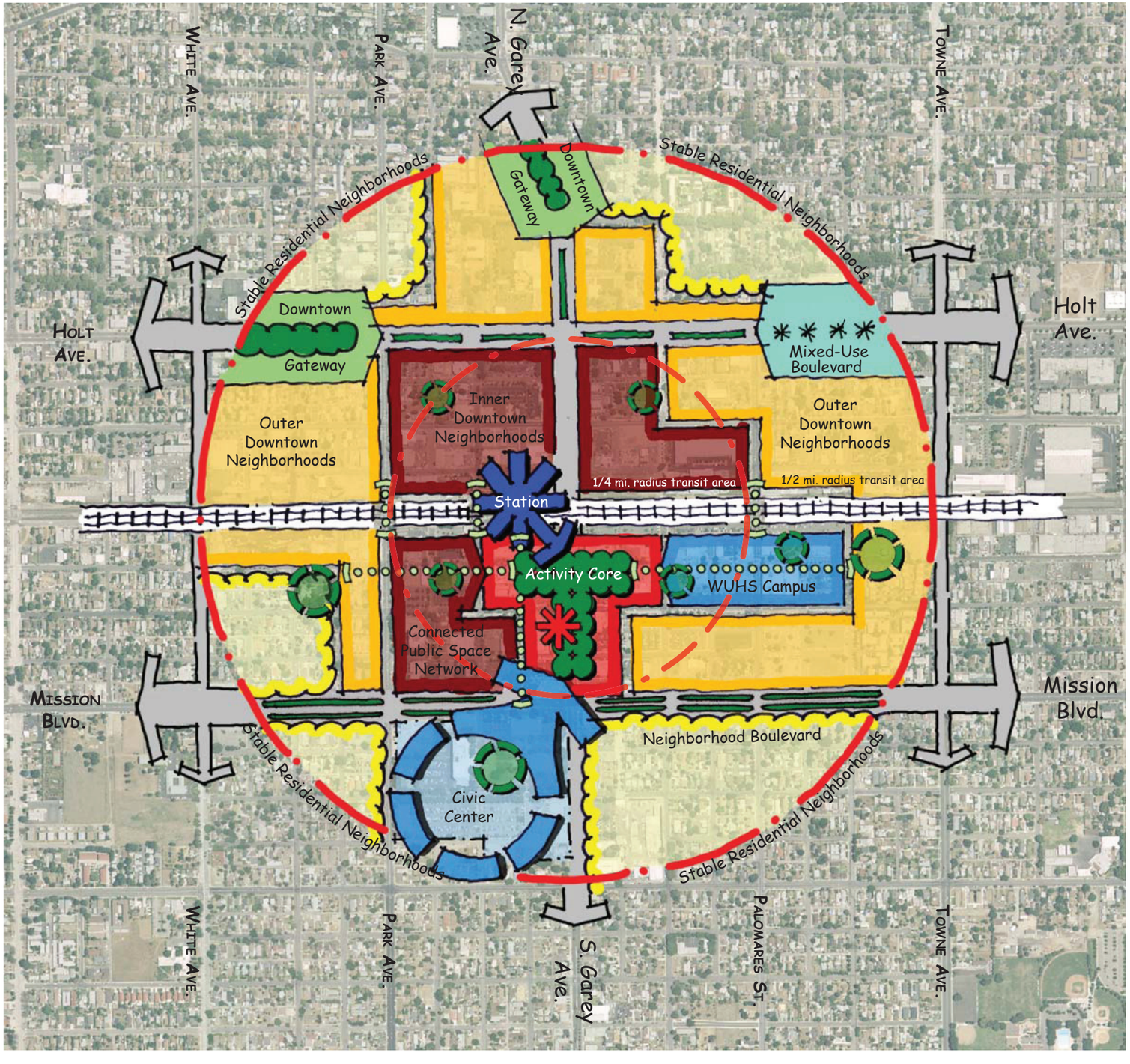


Fig.1.4 Downtown Revitalization Framework

3. From Commercial Strips to a Pattern of Centers and Segments:

As development is guided by this Specific Plan, the corridors will begin their transformation from commercial strips to a pattern of centers and segments.

Whereas the commercial strip is undifferentiated – a sequence of exclusively commercial buildings (typically low-rise with some exceptions), surface parking lots, and monument signs – the future corridors will be characterized by an emerging pattern of variety. There will be periodic clusters of shops, activity, mix, and intensity - *Centers*; and there will be longer linear portions distinguished by cohesive building types, frontage landscaping, and emerging market focus - *Segments*.

The commercial strip caters to a declining segment of market demand (the demand for motorist-oriented commercial goods and services, each purchase requiring an individual car trip). The emerging Centers and Segments will strategically build on existing conditions and market forces to create a wider appeal:

a. *Downtown Core* and *Transit-Oriented Districts* (as outlined above) will offer community services as well as commercial goods and services that cater to the entire City and surrounding region. They will be places of focal activity served by comfortable walking streets and transit service set amidst a mix of homes, offices, hotel rooms, and active ground level shopping and entertainment venues.

b. *Neighborhood Centers* will be compact clusters of local, convenience-oriented retail and service uses that cater to the needs of neighborhoods within a short walk, drive, or bike ride.

c. *Downtown Gateway, Workplace Gateway,* and *City Gateway Segments* will focus on a synergistic and compatible mix of workplace, commercial, and medium-density residential uses that orient front doors and public facades onto the corridor. These segments will establish an improved transition from the corridor to the existing neighborhoods behind and balance drivable and walkable access.

d. *Midtown and Neighborhood Parkway Segments* will present a more residential-oriented mix of corridor uses. Stronger front yard and streetscape landscaping, especially in Neighborhood Parkway segments, will put more emphasis on buffering the edges of corridor housing and the adjacent neighborhoods.

In all of these Centers and Segments, infill development on underutilized properties shaped by the broad framework of the Specific Plan will contribute to a more distinguishable pattern of places. New shops and businesses will add to the overall draw of the corridors, new residents will add to the "captive audience" supporting retail and services to augment the drive-by traffic, and new street improvements will enhance the walking and driving environment as well as the visual identity of the corridors.

The implementation of this Specific Plan is intended to begin this transformation from the linear commercial strip to a pattern of corridor centers and corridor segments – in keeping with contemporary consumer and investor preferences, and built on value already in place along the corridors. The particular characteristics envisioned for each of the Centers and Segments that will define the revitalized corridor are as outlined in the following sections.

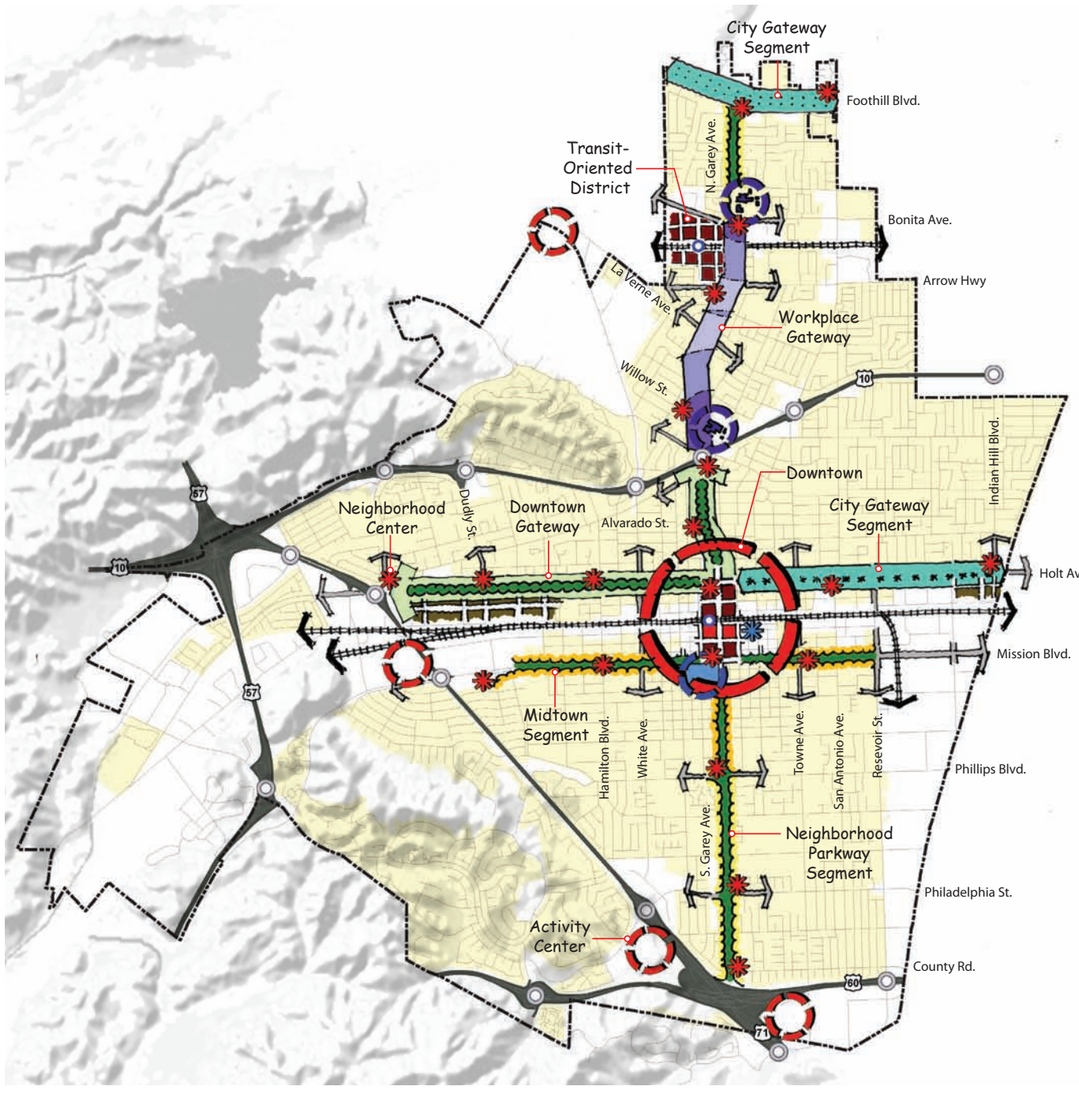


FIG. 1.5 BROAD BRUSH REVITALIZATION & URBAN DESIGN FRAMEWORK

1. Downtown Core & Transit Oriented-Districts
- Enable short term re-investment opportunities
- Promote the continued revitalization and intensification of the Downtown District
- Concentrate new retail, dining, and entertainment uses in the pedestrian oriented retail core.
- Leverage demand for housing as an "engine" for new investment and increase downtown activity
- Leverage the Metrolink transit stations to attract new invesment in higher intensity, higher value transit oriented development

2. Downtown Gateway Segments
- Implement short-term improvements to demonstrate the City's commitment to corridor revitalization
- Locate Phase 1 improvments to stimulate investment in the most promising segments

3. Midtown & Neighborhood Pkwy. Segments
- Extend higher value development patterns to appropriate corridor segments
- Leverage demand for housing as an engine for re-investment in disinvested strip properties

4. Workplace Gateway Segments
- Leverage the medical/office anchors to promote additional non-retail investment
- Orchestrate public and private investment to create an attractive boulevard segment

5. City Gateway Segments
- Support the continued presence, improvement, and expansion of existing commercial development

6. Neighborhood Centers
- Support continued neighborhood serving retail centers in select locations
- Limit new neighborhood retail and services primarily to new and existing centers at major crossroads

B. Development concept

Note Regarding Photographs: The photographs and images displayed in the following sections are provided to evoke the general character of development envisioned for the future of each of the emerging centers and segments along the corridors. In many cases, these images are taken from areas with somewhat different regional architectural expressions or local site constraints. These photos are not intended to provide specific design recommendations or specifications for application to new development along the corridors. They are intended to assist in evoking the future scale and development types envisioned for the various portions of the corridors.

1. Downtown Core

a. Existing Conditions:

The Downtown Core generally occupies the block fronts facing onto Second Street between Main Street and South Gibbs Street as well as onto Garey Avenue between Second Street and Mission Boulevard. The core consists mostly of multi-story urban buildings located at the back of sidewalk, many with ground floor shopfronts, but several others with blank street walls and a number of exposed surface parking lots.

The Core area is anchored by the Fox Theater in the center, the Downtown Metrolink station and overpass to the north, the Western University of Health Sciences to the east, and the Civic Center to the south. A mix of in-line retail shops, restaurants, and entertainment venues is distributed throughout the core in addition to banks and other financial and personal service uses. The architecture is a blend of early 20th century brick commercial block buildings and several more modern designs, including Second Street's historic pedestrian mall streetscape (ca.1962) and a few "modernized" shopfront facades which may conceal original architectural details underneath.

b. Planning Approach – Restructure:

Promote the continued *evolution* of Downtown and its Core into a vibrant mixed-use urban shopping district. Facilitate the augmentation of the retail core with additional daytime and nighttime activity anchors, shopping, eating and entertainment venues, residences, offices, and hotel rooms, as well as a widening variety of pedestrian amenities, connected streets and public spaces. A special focus should be maintained on programs and policies to stimulate further investment in downtown housing as a key to visitor appeal and district success. A "captive audience" of downtown resident population must be visible enough to activate stores and restaurants so that outside customers will feel they are visiting a successful place.

c. District-Specific Revitalization Strategy:

Designate this area as a special district characterized by convenience and urban vitality. Focus special entitlements in this central area for additional city-oriented retail, eating, and entertainment venues with an emphasis on daytime and nighttime "anchors" of activity that complement the existing anchors. Program and host a stream of special events that creatively use downtown buildings, plazas, and streets to draw in residents and visitors. Ensure the retention of this area as an activity node by requiring ground-level activity-generating uses along core portions of Second Street and Garey Avenue. Support this retail's success and avoid spreading retail activity too thin by maintaining entitlements for dense, creatively designed urban living, working, and lodging on blocks surrounding the retail core. Implement development standards that require future development to orient primary entrances and ground-floor display windows to existing and new walking streets featuring comfortable sidewalks and attractive landscaping. Investigate and pursue longer term street improvements and especially transit facilities to provide increased convenience and accessibility to this emerging city and regional center.

d. Envisioned Future District:

As mixed-use urban center formats are increasingly favored by the retail industry, Downtown will grow and intensify in keeping with those market trends. Additional retail and entertainment anchors will come to complement those already in place such as the Fox Theater, gradually increasing the number and type of in-line storefront establishments that can be supported. These will likely be composed of restaurants with outdoor dining, entertainment uses, and some specialty retailers - all featuring continuous ground floor storefronts with a high level of finish and detail. Downtown's shopping experience will be competing with newer, built-from-the-ground-up pedestrian-oriented retail activity centers elsewhere in the nearby region. To be physically and symbolically competitive with these other centers, the key high-visibility public streets and spaces that are Downtown's visible gateways and signature places – Garey Avenue and Second Street within the Downtown Core – must be upgraded with a "freshened" appearance and amenities. Specific streetscape improvements that will contribute to this transformation are outlined in Book III: City Actions.

Above and surrounding Downtown core shops, a growing population of residents, workers, and visitors in mid-rise mixed-use buildings will enjoy the variety and convenience of the greater Downtown district, while adding to its vitality and activity.

In the longer term, as the retail core expands, nearby vacant land and surface parking lots will give way to new infill development and structured parking. As development occurs, streets will be lined with trees and decorative furnishings, with convenient parking spaces at the curb and greater parking supply tucked behind buildings in parking lots and structures. The attractive streets and sidewalks will lead to signature squares and plazas in which activity and amenities will be concentrated.

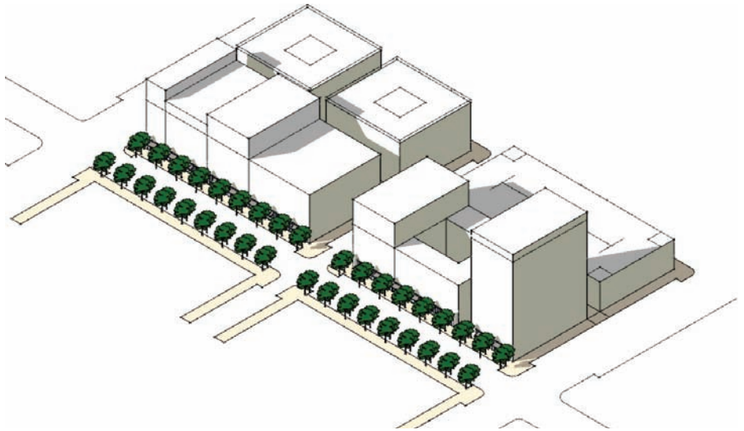


Fig 1.6 Envisioned Downtown Core Development Types

Fig 1.7 Character of Envisioned Downtown Core Development Types

2. Transit-Oriented Districts

a. Existing Conditions:

In addition to the widest variety of property and development types, the Transit-Oriented Districts contain some of the largest assembled properties in the Plan Area. Their transit access will be from present and future commuter rail stations and/or bus service. Several of the large properties are underutilized and, given their valuable locations, likely targets for new investment.

Downtown:

The Downtown Transit-Oriented District extends as far as ½ mile from the Downtown Metrolink Station. This area contains the widest variety of property shapes, sizes, and development types in the City, with everything from single family homes to mid-rise commercial block buildings found here. However, the tallest buildings are clustered in a relatively small area surrounding the Downtown Core (see above). This area also contains the most complete and connected street network grid in the City and is mostly intact from the City's original platting.

Downtown contains a fairly large number of vacant properties and large surface parking lots which, given their valuable location, are likely opportunity sites for new investment.

North Metrolink Station:

Due to surrounding existing single family residential neighborhoods, the North Metrolink Transit-Oriented District is smaller than Downtown TOD, generally confined to about ¼ mile from the train station. Development consists primarily of low-rise light industrial and flexible workplace buildings. Streets often have narrow or no sidewalks and are fronted on by featureless building facades, parking lots, loading areas and landscaped strips, combining to create poor walking conditions. A significant portion of buildings are older with very large footprints. This area contains some of the largest assembled properties in the Plan Area. Several of those large properties are underutilized and, given their valuable locations, are likely targets for new investment.

Holt Avenue & Indian Hill Boulevard (Indian Hill Marketplace Shopping Center Site):

This site contains educational facilities as well as the Indian Hill Mall Swap Meet. It is a large assembled property located at the major intersection of Holt Avenue and Indian Hill Boulevard, which is an important City Gateway. The large assembled site size and relatively low site coverage present an opportunity for incremental infill development in the shorter term, or large scale redevelopment in the longer term.

Holt Avenue / SR-71:

This area consists of a large concentration of low rise, light industrial and flexible workplace buildings extending south from Holt Avenue to the train tracks, generally between North Lewis Street on the east and the Holt/SR-71 interchange on the west. It has excellent SR-71 access and is positioned along the "gateway" corridor leading to Downtown. Many buildings are located on large properties within even larger "superblocks" resulting in limited street connectivity. Developments closer to Holt Avenue appear better maintained and landscaped, while properties closer to the railroad tracks contain heavier industries and lower value development. Many of these buildings are vacant and nearby sites have already redeveloped featuring different uses and formats (some including housing), providing indication that that this location is positioned for new investment and change of development types.

b. Planning Approach – Restructure:

As new development occurs, facilitate the *restructuring* of these areas into a more well-connected and pedestrian-friendly pattern of buildings, streets, and public spaces.

c. District-Specific Revitalization Strategy:

Place high priority on promoting redevelopment of the large underutilized properties in these transit-oriented areas, taking advantage of their proximity to Metrolink stations, potential future Gold Line and bus rapid transit service, freeway access points, and other valuable City assets such as the Downtown Core, Civic Center, Western University of Health Sciences, and Casa Colina. Ensure that new investment creates a pattern that promotes better connectivity for students, employees, shoppers and residents by providing smaller blocks with buildings oriented to attractive walking and bicycling streets and transit access. Facilitate higher intensity building types and a mix of uses with entitlements permitting a wide range of uses and greater building heights than is typical for most of the City. To generate significant activity and sufficiently support transit, require minimum development intensities.

Leverage transit infrastructure to add to the attractiveness of these areas. Partner with state, regional, and local transit agencies to make increasing use of trackways and bus routes. Enhance the visibility and accessibility of Metrolink Stations and other major transit stops in order to accommodate a wider variety of transportation modes and higher volume of service.

d. Envisioned Future Districts:

Over medium and long term timeframes, development activity will take advantage of the large areas of underutilized land surrounding the transit stations to provide the pioneering investment that will begin the transformation of these districts. These will be "city neighborhoods with a difference."

Buildings will be positioned with facades and entrances lining the street, re-uniting activity-generating uses with public sidewalks. New development close to the stations will typically feature a mixture of ground-level shops, services, and workplace uses (in some cases with upper-level homes, offices, or hotel rooms - Fig. 1.8 Envisioned Transit-Oriented Development Types). Workplace uses are particularly sensitive to station proximity. Research has shown that transit ridership driven by workplace uses is strongest when those uses are located within 1/8 mile of a station.

With increasing distance from the station at the center of the district, development will become less compact: buildings will be further apart, the proportion of the buildings built up to the sidewalk edge will decrease, and building height will decrease, providing a transition from the district's most urban core to its less urban edges.

Downtown Neighborhood:

Downtown will feature the City's widest range of contemporary housing types as well as a diverse mixture of uses, all concentrated within walking distance of the Downtown core's activities and amenities. As infill proceeds and the region continues to invest in its transit infrastructure, the Downtown neighborhood will benefit and help to support increased transit ridership.

The vitality, safety, and identity of the Downtown neighborhood will primarily stem from the activated streets and pedestrian ways that homes and businesses face upon (and monitor, with more "eyes on the street"). These streets and paths will provide stronger connectivity between the new infill uses, the WUHS, the retail & entertainment core, the Civic Center, and the Metrolink Station and Transit Center. The pedestrian-scaled blocks will be enlivened by the special public spaces distributed along them. Improved street lighting, updated pedestrian and bicycle safety features, and streetscape amenities will support both the image and function of greater street activity and safety.

Buildings lining the new streets will be more pedestrian-oriented and built close to the sidewalk with entrances facing and activating the public thoroughfares (rather than being set back behind parking lots). Building massing and façade composition will emphasize variety and street-side interest. Facades will feature grand entries, building forecourts, front stoops, terraced urban gardens, richly detailed windows and doorways, and bay windows, drawing from precedents and examples elsewhere in Downtown.

North Metrolink:

As the North Metrolink Transit-Oriented District changes and grows, infill development and streetscape improvements will improve walkability throughout the district and enhance connectivity with the station. Likewise, multi-modal transit connections will provide district residents and workers with opportunities to travel to other workplace or activity centers without relying on a car. The valuable location along a major regional transit line will be evident in the larger scale buildings clustered close to the Metrolink Station (and potential future Gold Line Station).

Holt Avenue at Indian Hill Boulevard & SR-71:

Over time, development will slowly increase the intensity, mix of uses, level of activity, and walkability surrounding these major Holt Ave. intersections. The increased activity and ridership generated by this new development will help support improvements in transit service along Holt Ave. Likewise, transit improvements will increase the desirability of and demand for future development. These new transit served districts will become destinations along Holt Avenue's future transit network which will connect Eastern Los Angeles County with Downtown Pomona and locations in Western San Bernardino County.

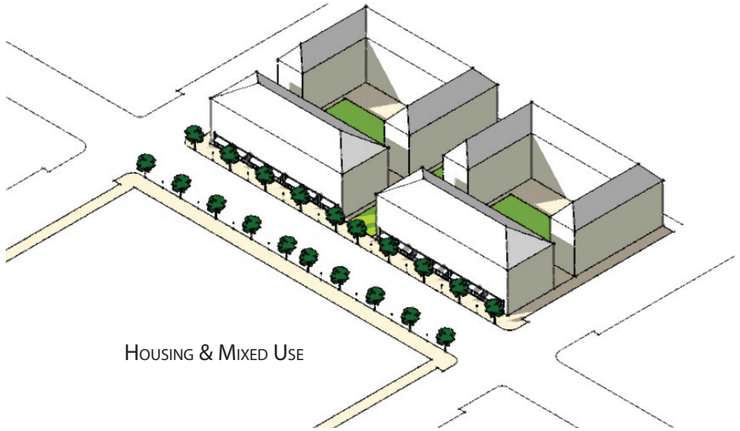


Fig 1.8 Envisioned Transit-Oriented Development Types

Fig 1.9 Character of Envisioned Transit-Oriented District Development Types

Transit-oriented districts will evolve to take full advantage of transit infrastructure as well as broader workplace trends of intensification and clustering. Highly networked transit-oriented districts will support convenience living, workplace innovation, and growth industries, through the following general characteristics:

- A core with a critical mass of higher intensity, more knowledge driven industries.
- A mixture of building types and workspace sizes/configurations.
- Attractive, walkable street environments.
- A central plaza that acts as the primary hub for the district's activity and workplace related interaction.
- A variety of public open space types distributed throughout the larger district that allows interaction, recreation, leisure, and contemplation.
- A concentration of higher density housing types that fi t in mixed-use environments as well as some activity generating uses which target district residents and workers.
- Appropriate transitions to adjacent neighborhoods.

In addition, each district in the City will have unique characteristics based on the specific conditions outlined in Pomona Today, the district's level of connectivity, and its proximity to various City assets.

The illustration to the left provides one example of how infill and redevelopment of the North Metrolink TOD might reflect these characteristics.

Character of Envisioned Workplace Development Types

Fig.1.10 Transit-Oriented District Characteristics

Fig.1.11 Envisioned Future North Metrolink Transit-Oriented District Character

3. Downtown Gateway Segments

a. Existing Conditions:

These segments extend along Holt Avenue from SR-71 east and along Garey Avenue from I-10 south until Holt Avenue and Garey Avenue intersect just north of Downtown. They generally consist of a large number of small, shallow properties containing older small scale, low-rise strip commercial development. These segments lack a clear identity, and individual developments do not establish significant market focus or create synergy with each other. Furthermore, many properties are underperforming and/or underutilized.

b. Planning Approach – Transition:

Transition these segments into gateway "Grand Boulevards" with more pedestrian-oriented and distinctive building types and site treatments, as well as increasingly efficient land use.

c. Segment-Specific Revitalization Strategy:

Implement development regulations that are aligned with market demand. Combine this with supportive capital improvements to catalyze short term feasible development types within these highly visible and valuable corridor segments.

Discourage retail in formats and locations that no longer align with investor preferences and market demand (i.e. single-use, single-story, auto-oriented strip formats and properties that are not located at a major intersection or are not already part of a successful center). By doing so, the City will reduce the likelihood of new retail investment that will negatively compete with designated centers.

Remove barriers to investment by widening the range of development types that property owners can invest in. Enable and encourage more feasible, higher value housing along with compatible office and lodging. Establish development regulations that ensure compatibility between a mixture of uses and provide a more predictable investment environment for potential developers.

Finally, ensure that new development contributes to the emergence of a street environment that is more attractive to future residents and visitors alike by specifying landscaping improvements that extend from building facades to the existing back-of-curb.

d. Envisioned Future Segment:

The Downtown Gateway's transformation will significantly improve the image of the City. Low-rise, single-use commercial developments with large surface parking lots and little architectural expression present significant opportunities for infill and redevelopment that will make the most of the segments' high visibility and accessibility.

A greater proportion of buildings will front onto the street with parking lots behind or to the side (or built above parking facilities in some cases), focusing and encouraging activity on public sidewalks – in contrast to traditional "strip" property frontages dominated by surface parking in front and buildings set far back behind. New and existing developments on properties lining Downtown Gateway Segments will typically feature a mixture of townhomes, smaller scale multi-family buildings, and single and multiple tenant retail shops, services, offices, or hotels – all oriented towards the street, to define consistent but diversely designed "street walls." Some buildings may be taller than two stories and will consequently be more compatible in scale with the broad street corridor space; at the same time, their height profiles at the rear or sides may be lower in keeping with the scale of adjacent existing neighborhoods.

The transformation of Downtown Gateway Segments will be supported by "Grand Boulevard" streetscape improvements including park-like, tree-lined landscaped medians that help to break up the wide corridor; continuous sidewalk-side street tree canopies and planter strips to create a comfortable "buffer zone" for pedestrians; and broad sidewalks for walkability. Substantial streetscape improvements with lushly planted medians of a similar nature have previously been implemented on South Garey Avenue, though with individual tree wells in the sidewalk. These types of improvements will enable a better match between the street type – a wide arterial road and a grander scale of streetscape landscaping – with the development type – corridor buildings with front facades and entrances that create attractive street edges, and with parking lots to the sides or rear. They are a key to the creation of successful settings for new investment and revitalized activity on Downtown Gateway Segments, and a stronger identity for the City.

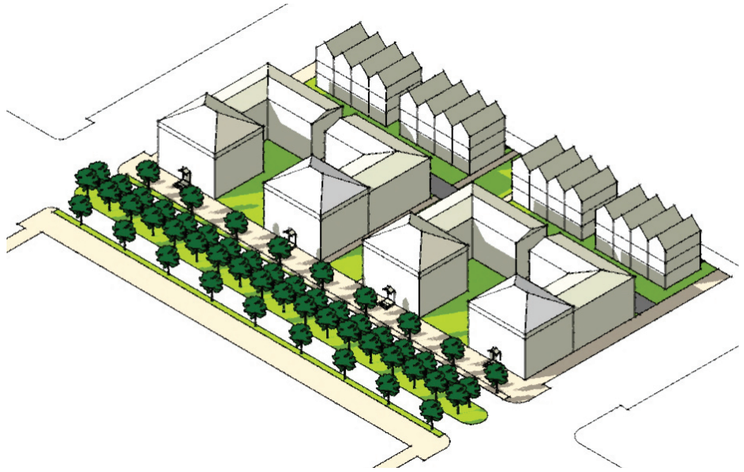


Fig 1.12 Envisioned Downtown Gateway Development Types

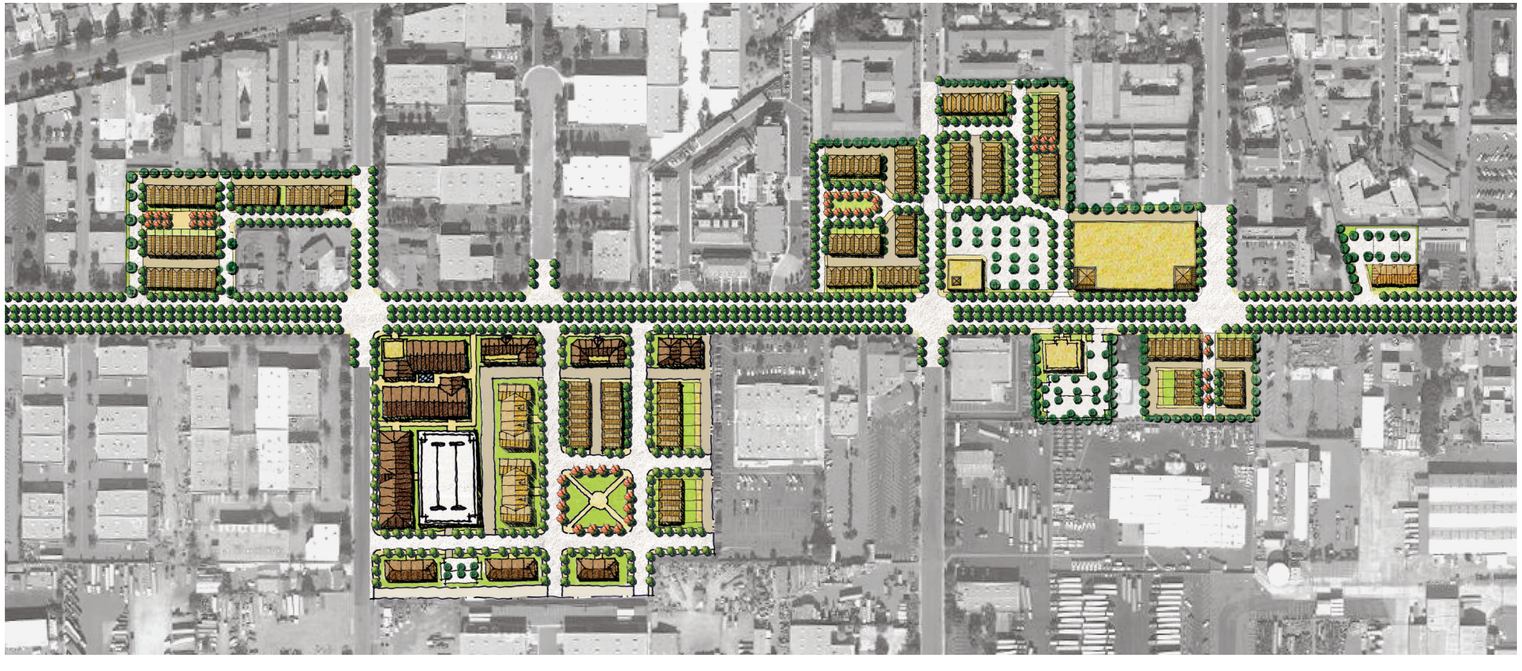


Fig.1.13 Envisioned Downtown Gateway Pattern of Infill Development

Fig 1.14 Character of Envisioned Downtown Gateway Development Types

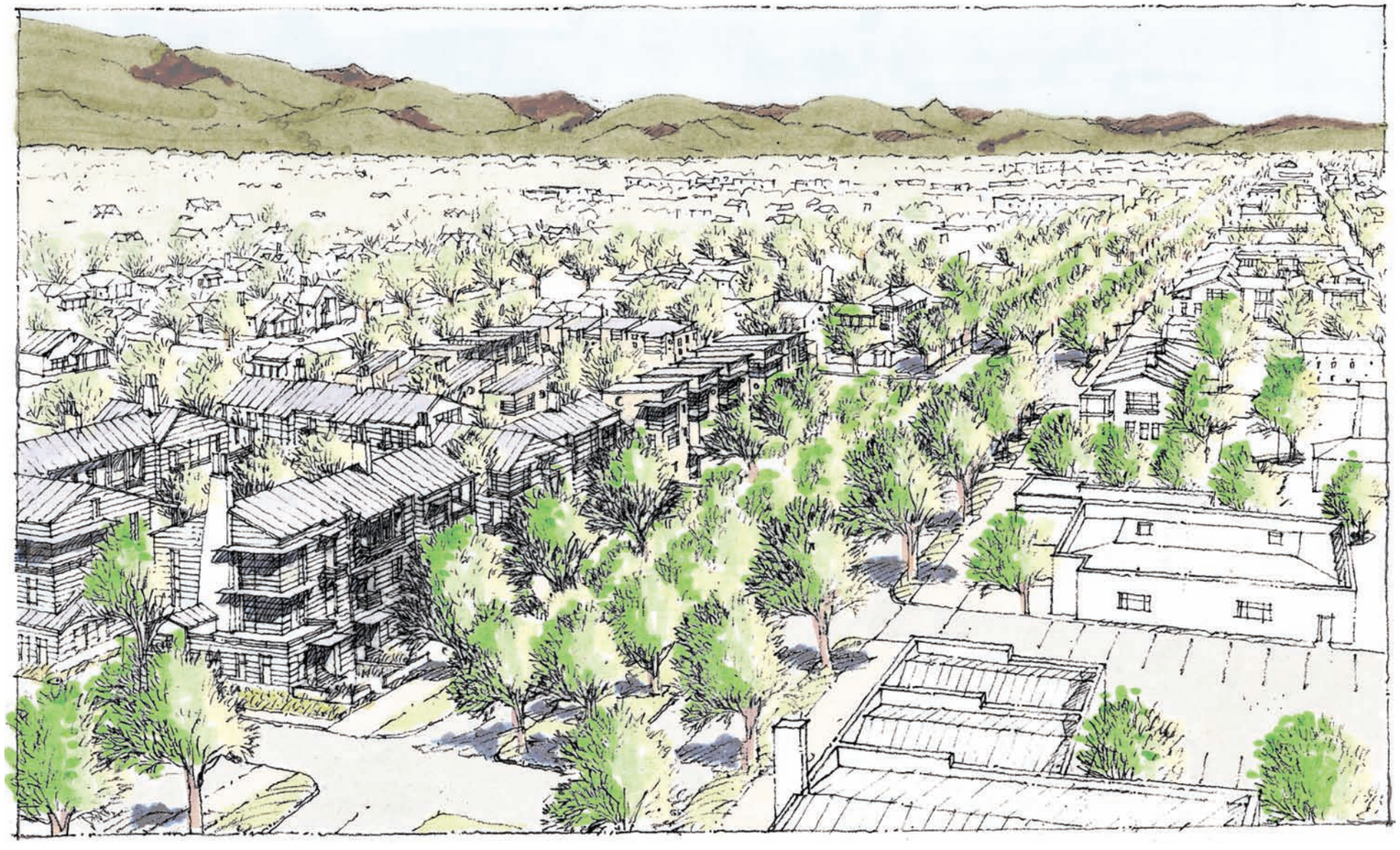


Fig.1.15 Envisioned Downtown Gateway Segment

Fig.1.16 Envisioned Downtown Gateway Streetscape and Development Character

Existing View of Holt Ave.

4. Workplace Gateway Segment

a. Existing Conditions:

This segment extends from I-10 to Bonita Avenue just north of the North Metrolink railroad crossing. In addition to its proximity to I-10, the segment contains two very significant value-generating assets. First, the North Metrolink Station (and potential future Gold Line Station location) supports demand for compact, clustered, and higher intensity housing and workplace uses. Second, the PVHMC and Casa Colina, along with their associated medical services clustered nearby, create an economic niche that is not in competition for retail shoppers. They generate significant local activity and potential customers for convenient hospital-related services.

b. Planning Approach – Transition:

Facilitate a medium-term *transition* to uses focused on nearby neighborhood populations and medical anchors, featuring development types whose pedestrian-oriented and distinctive building character and site treatments reinforce a more attractive and comfortable pedestrian environment as well as increasingly efficient land use.

c. Segment-Specific Revitalization Strategy:

Employ policy tools to emphasize this segment's difference from typical strip commercial segments. Discourage competition with properties more advantageously located for community oriented retail in favor of neighborhood-serving and hospital-serving retail and services. Encourage corner/crossroads located retail, office, and office-medical uses that take advantage of proximity to the hospital and its related cluster of medical services. Add entitlements to allow infill residential uses throughout the segment. Finally, ensure that new development contributes to the emergence of a more attractive street environment by specifying landscaping improvements that extend from the fronts of buildings to the existing back-of-curb.

d. Envisioned Future Segment:

Properties along this Workplace Gateway Segment of Garey Avenue will capture investment resulting from proximity to the medical anchors, Pomona Valley Hospital Medical Center and Casa Colina. Medical offices and ancillary uses for these centers have grown in recent years. The presence of patients, families, employees, suppliers and service providers associated with the medical centers will continue to stimulate the development of complementary medical service facilities and businesses as well as investment in convenience retail and services oriented to hospital patrons and staff. Neighborhood-serving retail and services oriented to flanking neighborhoods will also be viable, given the relatively close proximity to I-10.

As new investment upgrades existing buildings and incrementally adds new housing, offices and medical services, the existing auto-oriented and low-amenity pattern of development will be replaced by buildings oriented to motorists as well as to people on foot, who will be walking to and from medical services, flanking neighborhoods, and public transit stops. Buildings will be moderately set back from the sidewalk with doors and windows opening onto North Garey Avenue across landscaped setbacks. A "Palm Gateway" streetscape will be applied to distinguish this segment from all others in the City. It will feature a central median with an informal arrangement of palms and flowering trees, accented by the same large palms as on South Garey Avenue. On the sidewalks, continuous planting strips with palm trees and lighting between the curb and sidewalk will help buffer pedestrians from arterial traffic. Sidewalks will run between the new planting strips and landscaped setbacks, with decorative boulevard-scaled streetlights that will strengthen district identity in this highly visible portion of the City.

In addition to medical and neighborhood-serving retail and service uses, new residential and office development will gradually infill this segment of North Garey Avenue. Some buildings will be mixed-use while others will still be single-use, but all will be oriented to the boulevard and contribute to an increasingly visible local identity.

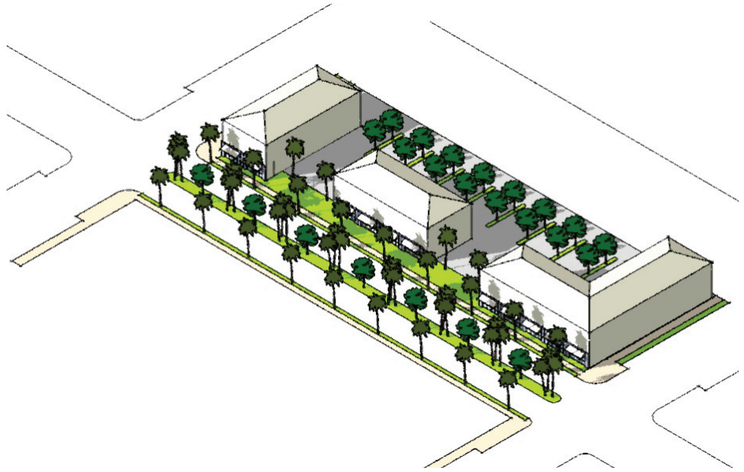


Fig.1.17 Envisioned Workplace Gateway Development Types

Fig 1.18 Character of Envisioned Workplace Gateway Development Types

5. City Gateway Segments

a. Existing Conditions:

East Holt Avenue:

East Holt Avenue from Garey Avenue to the eastern City limits contains a relatively stable concentration of commercial uses, consisting primarily of "medium box" commercial sales and services with auto- and construction-related supply and service tenants. Similar to the western segment of Holt Avenue and many of the City's other corridors, this segment is characterized by small and shallow properties that constrain large scale redevelopment potential as well as the ability to install frontage improvements that would enhance their economic viability. The stability of existing retail properties combined with the constraints of property configurations is likely to limit the magnitude and range of change in this segment, particularly in short- and medium-term timeframes.

Foothill Boulevard:

Despite its distance from freeway access, Foothill Boulevard sees some of the highest volumes of traffic in the City, making this segment highly visible to a wide population of potential customers and supporting some well-established retail development. The result is a relatively consistent and stable pattern of commercial uses along this segment in a mostly auto-oriented format. Where most other corridor segments in the Plan Area are characterized by small and shallow property configurations that limit redevelopment potential, Foothill Boulevard features a wide range of large and medium scale properties. The larger scale of the properties combined with their visibility and access is likely to result in ongoing investment and intensification of this portion of the City.

b. Planning Approach – Transition:

Encourage the gradual transition of these segments to be more pedestrian-oriented with distinctive building types and site treatments, as well as increasingly efficient land use.

c. Segment-Specific Revitalization Strategy:

Employ policy tools to support continued investment in a wide range of city-oriented retail and services and retain features that provide visibility and access from the corridors. Direct new investment away from purely auto-oriented property development formats towards those that are supportive of pedestrian activity and more flattering to the identity of the corridor and the City. In addition, provide entitlements for mixed-use development to encourage a gradual increase in land use efficiency. Finally, require new development to contribute to the emergence of a more attractive street environment by extending required new improvements to the existing back-of-curb.

d. Envisioned Future Segment:

Although these City Gateway Segments feature an existing, relatively stable concentration of commercial uses, new investment will gradually replace older strip commercial development. Step-by-step, these corridors will transform, moving toward an environment where new multifamily housing (already present along portions of Foothill Boulevard) will mix compatibly with commercial, office, and lodging neighbors. Infill development will be configured to help buffer existing homes "behind" the corridor (i.e., at the rear of corridor-fronting properties) from corridor impacts. This transformation will be supported by streetscape improvements that reinforce these segments as important, high volume, and high visibility concentrations of commercial sales and services, as well as potential locations for higher density housing with a robust building scale suited to the wide road. Development will orient toward the street with design character and details appropriate for a prominent Holt Avenue or Foothill Boulevard address. The streetscape improvements will buffer pedestrians from moving traffic with continuous street trees located in planting strips, decorative boulevard-scale lights, and additional landscaping where possible. These public and private features will combine to project a higher quality community image.

East Holt Avenue:

Along East Holt Avenue, commercial uses are often adjacent to light industrial and workplace uses that are less sensitive to corridor-fronting commercial uses and higher density housing. In other City Gateway Segments where the rear of corridor-facing developments abut onto existing residential neighborhoods, height adjustments of new developments, proper site and window orientation, and landscape buffers will be employed to protect existing homes. The "Grand Avenue" streetscape for this segment will add a central median with fan palm trees and boulevard-scale decorative street lights to maintain retail visibility while also helping to "break down" the great width of the street. At sidewalks, the "Grand Avenue" streetscape will supplement the pattern of existing canopy street trees in tree wells, interspersed with occasional lengths of existing canopy street trees in planter strips, along with pedestrian-height sidewalk street lights.

Foothill Boulevard:

The older strip development - characterized by low-rise, single-use, and single-loaded commercial buildings set back behind surface parking lots and pole-mounted signs - will gradually give way to development that retains the economic advantages conferred by the location's high visibility and accessibility, but in a pattern that is configured to make walking a viable choice, to accommodate a wider range of uses, and to provide an attractive, up-to-date boulevard image.

A greater proportion of buildings and structures will be positioned between the street and the parking facilities (or on top of some of the parking facilities), re-uniting activity-generating uses with public sidewalks. New development on properties lining Foothill Boulevard will typically feature a mixture of ground-level shops and services, with upper-level homes, offices, or lodging. An increasing number of the buildings will feature multiple levels, adding better spatial definition to the corridor and incrementally reducing its apparent width.

The transformation of this City Gateway Segment will be supported by "Regional Boulevard" streetscape improvements, featuring a formal palm tree-lined landscaped median helping to visually break up the corridor's width and providing a stronger identity to Pomona's portion of Foothill Boulevard while still permitting high retail visibility. Strategically located left-turn pockets will enhance traffic safety and maintain access to corridor businesses. With right-of-way width constraining sidewalk expansion and the north side of the street presently dominated by overhead utility wires and poles, the introduction of landscaped planter strips and canopy trees between sidewalk and back-of-curb is problematic. Instead, streetscape improvements at the sidewalk will focus on a sequence of decorative boulevard-scale streetlights to replace the existing utilitarian "cobrahead" poles, contributing to a more vivid corridor identity without restricting visibility of businesses. Modest landscaped setbacks between sidewalk and buildings will soften and add color to property frontages and improve retention of water runoff. To the extent appropriate, gateway design, streetscape design, landscaping, streetlight and street furniture selection, and signage will draw inspiration from the historic character of Route 66 and combine to emphasize the historic importance of Foothill Boulevard as a segment of that route.

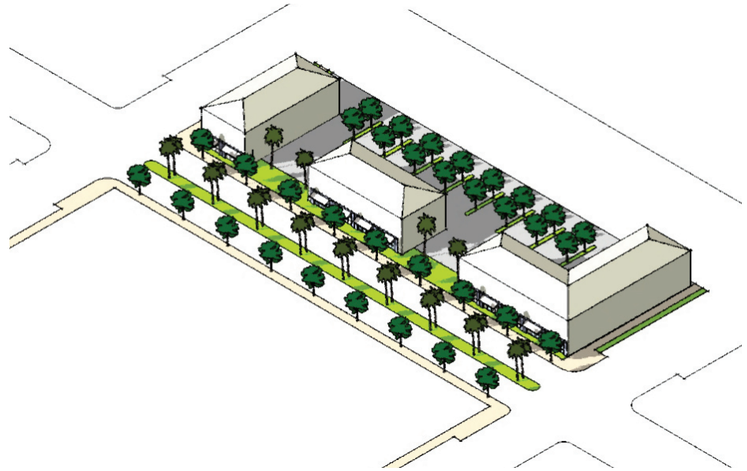


Fig.1.19 Envisioned Mixed-Use Segment Development Types

Fig 1.20 Character of Envisioned Mixed-Use Segment Development Types

6. Midtown Segments

a. Existing Conditions:

The Midtown Segments along Mission Boulevard and part of South Garey Avenue are unique among all the other segments of the Specific Plan. These segments did not completely transition from residential to commercial strip, particularly outside of Downtown. Several blocks remain entirely residential in character. These residences add value to each other in these locations. Interspersed among the predominantly residential areas is a mix of other uses, some in homes that have been converted to commercial use.

b. Planning Approach - Transition/Preservation:

Preserve and draw value from blocks with stable housing. Strengthen the neighborhood character of these segments by encouraging the gradual transition of scattered strip development and residential conversions back to housing.

c. Segment-Specific Preservation Strategy:

Infill and redevelopment in this area will draw on and strengthen the value of existing residential neighborhoods. Plan regulations will encourage development to primarily replicate and subtly improve upon the segment's existing building scale and neighborhood character, which are the best features of the existing pattern (Fig. 1.21 - Envisioned Midtown Segment Development Types).

The images to the right illustrate the types of development envisioned for Midtown Segments.

d. Envisioned Future Segments:

Gradually, disinvesting strip development, low value residential-to-commercial conversion, and vacant sites along portions of Garey Avenue and Mission Boulevard will be replaced by housing and housing compatible development that fronts onto the street. Investment in new office and workplace buildings may also be attracted to these segments, as may small-scale lodging or bed-and-breakfast venues attracted by improved streetscape settings and the relatively short drive to Downtown. New homes will create a neighborhood edge along streets lined with shade trees in curbside planting strips and decorative neighborhood-scale streetlights. In areas characterized by large scale blocks, new development will break up "superblocks" with new internally connected streets for buildings to face and for access to parking facilities. The resulting smaller blocks will add incrementally to the walkability of the neighborhoods as well as to the Citywide circulation network.

Along the Midtown Segments of Garey Avenue, the existing "Parkway" streetscape with palm-lined medians will be filled in or completed. Along Mission Boulevard, a "Boulevard" streetscape will build on the existing streetscape of canopy trees within continuous planter strips. In accordance with designated bicycle routes indicated in the General Plan, Mission Boulevard will host bicycle lanes providing a major east-west route through the City. To increase safety and reduce the perceived roadway width while maintaining existing travel lanes, bicycle lanes will be located adjacent to existing curbs with parallel street parking relocated between bicycle and vehicular lanes. Street trees will be periodically located between the parked cars, helping to reduce the perception of street width in keeping with a more residentially-supportive neighborhood character. New non-residential uses will be designed for architectural and landscape compatibility with prospective residential developments.

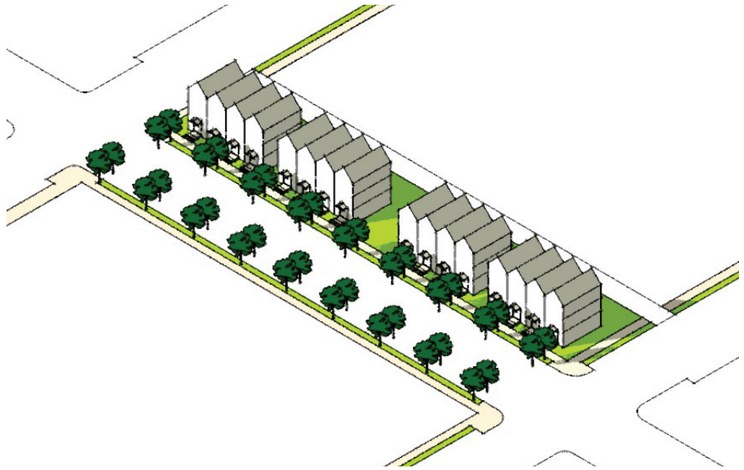


FIG.1.21 ENVISIONED MIDTOWN SEGMENT DEVELOPMENT TYPES

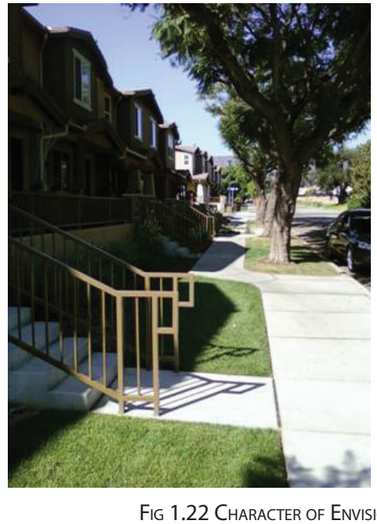


FIG 1.22 CHARACTER OF ENVISIONED MIDTOWN SEGMENT DEVELOPMENT TYPES AND ENVISIONED MIDTOWN SEGMENT PATTERN OF INFILL DEVELOPMENT (SMALL-SCALE)

Existing View of Mission Blvd.

Fig.1.23 Envisioned Midtown Segment Streetscape and Development Character

7. Neighborhood Parkway Segment

a. Existing Condition:

The Neighborhood Parkway Segment extending along South Garey Avenue from the SR-60/SR-71 interchange to Phillips Boulevard is characterized primarily by a significant amount of housing with limited aging commercial strip development and vacant land interspersed. The residential developments are generally well protected from the wide thoroughfare by wide front yard landscape buffers, decorative walls, and/or their orientation toward side streets. This segment has a "Parkway" streetscape characterized by a center median that is heavily and attractively landscaped with large canary island date palms and small trees, and sidewalks under a canopy of shade trees.

b. Planning Approach – Transition/Preservation:

Preserve and draw value from blocks with stable housing. Strengthen the neighborhood character of these segments by encouraging the gradual transition of scattered strip development and residential conversions back to housing.

c. Segment-Specific Revitalization Strategy:

The best opportunity for revitalization of this segment is to shape new public and private investment into formats that can build off the character of and draw value from the surrounding residential neighborhoods. Due to its distance from Downtown and the SR-60/SR-71 interchange, most of this segment of Garey Avenue is relatively poorly positioned to attract substantial new retail investment other than that which is supportable by nearby homes. This accounts for the relatively weak performance of existing retail, including uses located in the existing anchored neighborhood centers. Because housing will be a strong element of growth and investment in the future, this segment's best chance for revitalization is to employ capital improvements that incentivize private developments to become increasingly viewed as edges of the adjacent residential neighborhoods. In turn, this will result in an improved edge for those flanking neighborhoods.

In order to increase the likelihood of much-needed new investment in this segment, a wider range of land uses will be permitted than in the adjacent, exclusively residential neighborhoods. In addition to residential development, office, lodging and limited instances of neighborhood-serving retail will be permitted. In order to ensure that new investment continues to strengthen the image of the neighboring Midtown Segment, all development (outside of the neighborhood retail centers – see next section) must provide the front setback landscaping, as well as the streetscape improvements that are essential for a successful residential neighborhood edge.

d. Envisioned Future Segment:

Gradually, vacant land and disinvesting strip development along South Garey Avenue will be replaced primarily by residential development oriented away from the arterial and toward perpendicular side streets (Fig. 1.24 - Envisioned Neighborhood Parkway Segment Development Types). Investment in new office and workplace buildings may also be attracted to this area, as may compatible lodging and neighborhood institutional facilities. New homes will face neighborhood streets lined with shade trees in curbside planting strips and decorative neighborhood-scale streetlights. New offices or lodging uses may alternatively prefer to formally face South Garey Avenue while providing access to parking facilities from side streets. In areas characterized by large scale blocks, new development will provide new streets for buildings to face and for access to parking facilities. The resulting smaller blocks will add incrementally to the walkability of the neighborhood as well as to the Citywide circulation network.

Though the segment already has "Parkway" streetscape improvements, there are some small areas where they are lacking, either at medians or on sidewalks; these will require infilling. Over a larger area, both median and sidewalk street lighting may be upgraded to match other segments. New investment in non-residential uses will be designed with an architectural character and with features that are compatible with neighboring prospective residential developments.

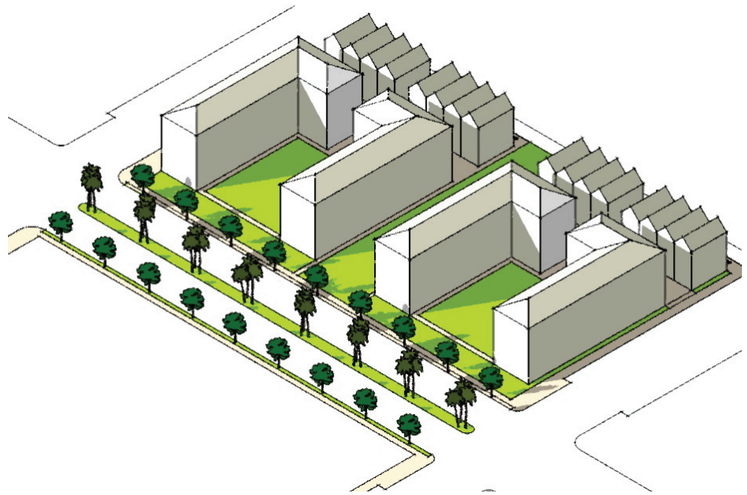


Fig.1.24 Envisioned Neighborhood Parkway Segment Development Types

Fig.1.26 Envisioned Neighborhood Parkway Sgement Pattern of Infill Development (Large-Scale)

Fig 1.25 Character of Envisioned Neighborhood Parkway Segment Development Types

8. Neighborhood Centers

a. Existing Conditions:

Clusters of conveniently located neighborhood shopping centers (some anchored but mostly unanchored) are currently distributed throughout corridor segments of nearly all the types described. These shopping centers are single-story, surface-parked, and consist of primarily commercial uses.

b. Planning Approach – Transition:

Retain Neighborhood Centers; encourage eventual *transition* of Neighborhood Center properties to greater land use efficiency and mixture of complementary uses.

c. Segment-Specific Planning Strategy:

Focus entitlements for neighborhood-serving retail and services in Neighborhood Centers; limit entitlements for highly visible anchored and clustered retail in segments between these centers. Build on existing market momentum by using existing successful neighborhood shopping centers as the basis for the future pattern of Neighborhood Centers. To encourage eventual maximum efficiency of land use and a less exclusively auto-oriented type of development, provide entitlements for intensification with a vertical or limited horizontal mix of housing, office, and/or lodging. Ensure that new development contributes to the emergence of a more attractive street environment by specifying new landscaping improvements that extend from the right-of-way line to the existing back-of-curb.

d. Envisioned Future Development:

New development on these sites may continue to be shopping centers with surface parking (Fig. 1.27 - Envisioned Neighborhood Center Development Types). New development may also feature a wider mixture of uses and structured parking. In either case, buildings will be located close to the sidewalk and ground level uses will continue to provide convenient neighborhood serving retail uses such as supermarkets and specialty grocery stores, pharmacies and banks, as well as small-scale restaurants and cafes, personal and business services. Upper level uses may include apartments, condominiums, offices, or hotel rooms.

In all Segments, the Neighborhood Centers will be distinguished from the rest of the developed areas by their enhanced visibility from the roadway. For example, the screening provided by landscaped setbacks that distinguish the Neighborhood Parkway Segments will not be a feature of the Neighborhood Centers. A portion of the new buildings will be built up to the back of the sidewalk, and the sidewalk will extend to the curb. Streetscape trees and pedestrian-scale street lights will be located along the sidewalk, with spacing of new elements adjusted as needed to ensure retail visibility.

Fig 1.28 Character of Envisioned Neighborhood Center Development Types

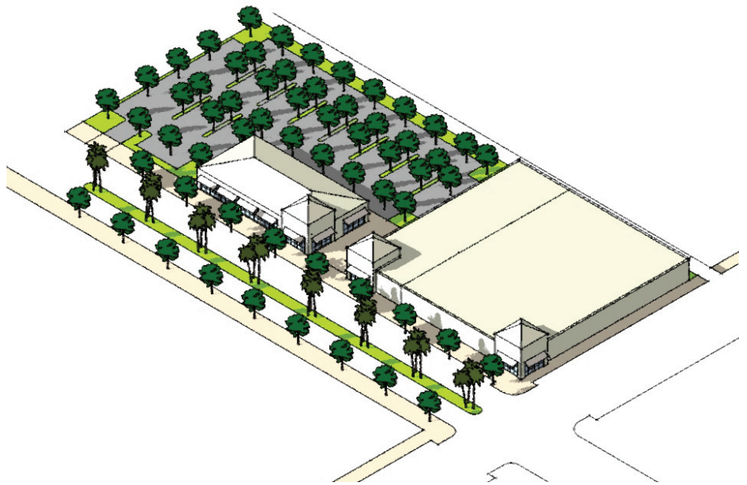


Fig.1.27 Envisioned Neighborhood Center Development Types

Fig.1.29 Envisioned Neighborhood Center Pattern of Infill Development

2.0 ORIENTATION

This Section contains the Development Code that governs all private development actions proposed for properties within the Plan Area (see Fig. 2.1. Corridor Centers and Segments Map). The Development Code is used to evaluate development projects, improvement plans, and zoning clearance applications.

2.0.1 APPLICABILITY

The policies contained within this chapter shall apply as follows:

A. New Development, Additions, Exterior Renovations, and Site Improvements

The policies contained within this Section shall apply to new construction, significant additions, exterior renovations to existing structures, and site improvements as follows:

1. All regulations shall apply to new development.
2. Significant additions shall be additions greater than 20% of the building's floor area. The percent increase that any proposed addition represents shall be calculated including the cumulative floor area of all additions made over the 5 year period prior to the application.
3. Where significant additions are made to existing buildings, requirements for renovation or enlargements shall apply only to new floor area.
4. Where exterior renovations (not additions or replacement) are made to existing buildings, architectural and sign regulations shall apply to that portion of the building being renovated. No other Specific Plan requirements shall be required.
5. Site improvements will be evaluated on a case-by-case basis to determine which 2.5 Street, 2.6 Open Space, and 2.7 Parking Regulations shall apply to the portion of the site being improved.
6. Improvements, additions, or renovations of any kind that increase nonconformities are not permitted.

B. Use Changes

All regulations shall apply to changes in Use Types within existing facilities (as defined in Section 2.2 Building Use Regulations).

C. Right of Continued Use, Ownership Changes, and Tenant Changes

1. Nothing contained in this Section shall require any change in any existing legal non-conforming building or structure, or in any proposed building or structure for which a planning or building permit application was deemed complete prior to the effective date of this Specific Plan.
2. Changes in property ownership or tenants of legally existing uses shall require no change in any legally existing building or structure.
3. With a tenant change, as permitted by Section 2.2 Building Use Regulations, minimum parking requirements for the new use shall be met as specified in Section 2.7 Parking Regulations.

D. New Signs

1. The regulations contained in Section 2.9 shall apply to all new signs.
2. Any permanent signs made non-conforming as a result of the adoption of this Development Code may be repaired, but not structurally altered or made more non-conforming in any way.

E. Historic Buildings and Signs

Historic buildings and signs shall conform with applicable federal and state historic preservation regulations in addition to the City's Historic Preservation Ordinance and applicable regulations in the Downtown Pomona Specific Plan and associated Sign Guide.

F. Phasing

Phasing plans that require exceptions to regulations but will achieve compliance within 5 years will be evaluated on a case-by-case basis.

G. Activities not Regulated by this Plan

General maintenance and repair or other minor construction activities that do not result in an intensification of the use will not be regulated by this Plan but may be subject to other City permits and approvals prior to commencement.

2.0.2 DEVELOPMENT CODE CATEGORIES

Three primary types of Development Code are contained within the policy text of Book II, as follows:

A. Development Standards.

Development standards are specifications for new development that the community considers essential to the creation and preservation of a high quality, sustainable and coherent city. Conformance with Development Standards is mandatory. Such provisions are indicated by the use of the words "shall," "must," "is required," "is/is not permitted."

B. Development Regulations

Development Regulations are the detailed municipal policies that establish the specific rules and performance measures upon which community Development Standards are based. Development Regulations do not vary from one part of the Plan Area to another.

C. Guidelines

Guidelines provide additional information to assist the designers of new development with fulfilling the intent of the Specific Plan. Guidelines pertain to issues of visual character and aesthetics. Conformance with Guidelines is recommended, especially to ensure the swiftest possible approval. Although conformance with Guidelines is recommended, developers are permitted to propose alternative design solutions if they are able to show that such design solutions meet the overall objectives of the Specific Plan. Guidelines are indicated by the use of the words "should," "may," "is/are encouraged."

2.0.3 HOW TO USE THE DEVELOPMENT CODE

Requirements for new development are contained in Section 2.1 - "Development Standards." The specific municipal Regulations governing those Development Standards are defined in detail in Sections 2.2 through 2.9.

To review requirements for new development for any given property (see Fig. 2.0.3 Example of How to Use the Development Code):

A. Locate that property on the Fig. 2.1 - Corridor Centers and Segments Map, and note which Corridor Center or Segment the property is in;

B. Turn to the appropriate sub-section of Section 2.1 – Development Standards (2.1.2 through 2.1.13) containing the Development Standards that apply to that Corridor Center or Segment area, and hence to the property in question. Review all the Development Standards for the applicable Corridor Center or Segment.

C. To understand the specific Regulations that correspond to any of the requirements in the Development Standards charts, turn to the corresponding Regulation number and name (The Regulation numbers and names are the same in the Development Standards charts as they are in the Development Regulations - Sections 2.2 through 2.9 - of Book II).

D. Review Guidelines. Guidelines common to all properties in the Plan Area can be found in most sections of the Development Regulations.

E. All development projects shall also comply with other applicable regulations including but not limited to the adopted California Fire Code, the Pomona Municipal Code and Pomona Public Works Department Standards. Where there is a conflict between these specifications and the Pomona Corridors Specific Plan, the Specific Plan shall apply as determined by the Community Development Director.

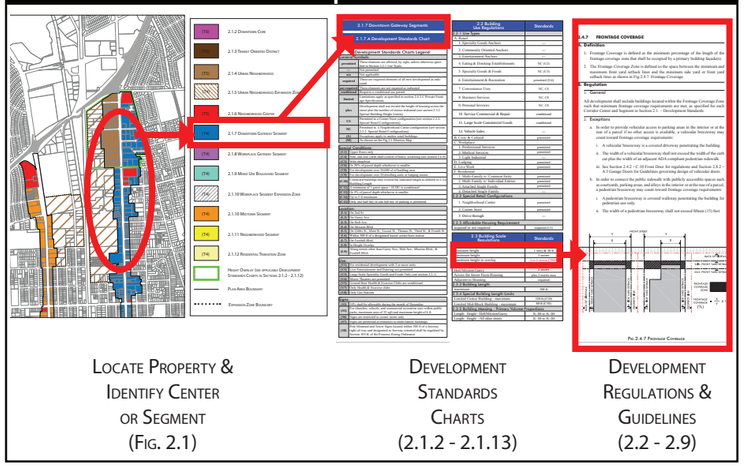
2.0.4 DEVELOPMENT CODE ORGANIZATION

The Development Code contained in Book II is organized into the sections displayed in the diagram on the following page.

2.0.5 THE APPLICATION REVIEW & APPROVAL PROCESS

The Community Development Department, Planning Division provides the coordination between all City Departments for development projects and determines if each project proposal meets the intent of the Corridors Specific Plan and is in conformance with all required Corridors Specific Plan regulations.

Fig 2.0.3 Example of How to Use the Development Code



LOCATE PROPERTY & IDENTIFY CENTER OR SEGMENT (FIG. 2.1)

DEVELOPMENT STANDARDS CHARTS (2.1.2 - 2.1.13)

DEVELOPMENT REGULATIONS & GUIDELINES (2.2 - 2.9)

A. Development Plan Review

1. Projects which shall be regulated by this plan per Section 2.0.1 Applicability shall be subject to Development Plan Review unless a conditional use permit is required pursuant to section 2.2.1.

2. Requests for Development Plan Review shall be submitted to the City on a standard City application form and include standard submittal requirements as set forth on the application form. The application shall include any request for subdivision pursuant to the Subdivision Map Act. The applications shall also include a completed environmental assessment form and mitigation monitoring matrix, showing the project's consistency with the Specific Plan Program EIR. This information will be used to determine if further environmental analysis will be required for the project.

3. The Community Development Director has the authority to approve, conditionally approve, or deny a Development Plan.

4. In order to approve a Development Plan Review application, the Community Development Director shall make the following findings:

   a. The project is consistent with the City's General Plan and all applicable requirements of the Pomona City Code; and

   b. The project will not be detrimental to the general welfare of persons working or residing in the vicinity nor detrimental to the value of the property and improvements in the neighborhood; and

   c. The project will not adversely affect the Circulation Plan of this Specific Plan; and

   d. The project complies with the applicable provisions of the Pomona Corridors Specific Plan and other applicable regulations.

5. A Development Plan Review application, tentative map and environmental assessment may also require analysis and comments from various departments of the City.

6. An approved Development Plan shall be valid for a period of one year. A maximum of two one-year time extensions may be requested. A time extension request must be made in writing by the applicant, property owner(s), and/or authorized designee, a minimum of thirty days prior to the expiration of the current approval. If construction activity does not commence within the approval or extension period, the entitlement shall be terminated.

B. Parcel Maps, Subdivision Maps, and Conditional Use Permits

1. The Planning Commission has the authority for approving parcel maps or parcel map waivers.

2. The City Council has approving authority when both a tentative and final Subdivision Map is required under the State Subdivision Map Act.

3. The Planning Commission has the authority to approve or deny a conditional use permit.

C. Development Plan Review Hearings

1. A Development Plan Review Hearing shall be required for any project within the Plan area which meets one of the following criteria:

   a. New Development which includes primary and accessory structures if the accessory structures are greater than 20% of the size of the existing primary structure.

   b. Significant Additions which are defined as additions that exceed 20% of the existing floor area.

   c. Exterior façade renovations that change the character of existing street facing facades or facades that are clearly visible from public rights of ways.

   d. Decisions on any project that does not require a Development Plan Review Hearing may be elevated to the hearing process on a case by case basis.

2. Notice of Hearing: Public notice shall be given not less than fourteen (14) days before the scheduled date of a hearing.

3. Distribution of Notice: Notice shall be mailed to owners and occupants of property located within a 1,000-foot radius of the project site boundaries and shall be posted on the project site not more than three hundred feet (300') apart along the project perimeter fronting on improved public streets. In addition to the notice required by these provisions, the City may give notice of the hearing in any other manner it deems necessary or desirable.

4. Notice content: Notice shall include the date, time, and place of hearing; the hearing body; and a general description of the matter to be considered and the real property which is the subject of the hearing

5. Supplemental Notice Requirements: In addition to standard requirements, large four-foot by eight-foot (4' x 8') sign or signs shall be required to be posted at the project site for development related projects in any one of the following circumstances: 1) The proposed development is a project with a higher intensity land use than that of the existing neighborhood; or 2) the proposed project requires an EIR; or 3) As determined to be necessary and desirable by the Community Development Director based on the nature of the proposed project. For large projects, the director may determine that more than one sign is necessary.

D. Environmental Determination

1. The Planning Manager has the authority to approve or deny a CEQA Exemption, Negative Declaration or Mitigated Negative Declaration.

2. The decision making body has the authority to certify an Environmental Impact Report.

E. Appeals

The action of Development Services Director shall be final unless appealed to the Planning Commission by the applicant or a member of the City Council within 20 calendar days of the Director' s action (approval, approval with conditions, or denial). An appeal of a conditional use permit or tentative map shall be subject to the procedures outlined in the City' s Zoning and Subdivision Ordinance. [See ORD. NO. 4238, 9/11/17]

F. Request for Deviation

1. Deviations from the Development Standards of the Specific Plan may be granted at the time of Development Plan Review for special circumstances and/or unique features when, in the opinion of the Community Development Director, significantly greater benefits from the project can be provided than would occur if all the minimum requirements were met.

2. Additional benefits that may make a project eligible for consideration include but are not limited to unique or innovative designs, more or better public open space, and the use of energy conservation or green building technology.

3. Deviation requests, up to twenty percent (20%) of any single standard, may be considered by the Community Development Director.

   a. Requests for deviations greater than twenty percent (20%) shall require a variance in accordance with Pomona Zoning Ordinance Section .560-C. (Ord. No. 3633, § 4.)

4. The Community Development Director may approve the Request for Deviation in whole or in part upon determining that the project is consistent with the intent of the Specific Plan and otherwise meets the required findings of a Development Plan Review.

Book II: Development Code Organization

- 2.0. ORIENTATION
  - 2.0.1 Applicability
  - 2.0.2 Development Code Categories
  - 2.0.3 How to Use the Development Code
  - 2.0.4 Development Code Organization
  - 2.0.5 The Application Review & Approval Process
- 2.1. DEVELOPMENT STANDARDS
  - 2.1.1 Establishment of Corridor Centers & Segments
  - 2.1.2 Downtown Core
  - 2.1.3 Transit-Oriented District
  - 2.1.4 Urban Neighborhood
  - 2.1.5 Urban Neighborhood Expansion Zone
  - 2.1.6 Neighborhood Center
  - 2.1.7 Downtown Gateway Segment
  - 2.1.8 Workplace Gateway Segment
  - 2.1.9 City Gateway Segment
  - 2.1.10 General Workplace Expansion Zone
  - 2.1.11 Midtown Segment
  - 2.1.12 Neighborhood Parkway Segment
  - 2.1.13 Residential Transition Zone
- Development Regulations
  - 2.2 BUILDING USE REGULATIONS
    - 2.2.1 Use Types
    - 2.2.2 Special Retail Configurations
  - 2.3 BUILDING SCALE REGULATIONS
    - 2.3.1 Building Height
    - 2.3.2 Special Building Height Limits
    - 2.3.3 Building Length
    - 2.3.4 Special Building Length Limits
    - 2.3.5 Building Massing
  - 2.4 FRONTAGE & BUILDING PLACEMENT REGULATIONS
    - 2.4.1 Building Orientation to Streets & Public Open Spaces
    - 2.4.2 Private Frontage Types
    - 2.4.3 Front Yard Setback
    - 2.4.4 Side Yard Setback
    - 2.4.5 Rear Yard Setback
    - 2.4.6 Alley Setback
    - 2.4.7 Frontage Coverage
    - 2.4.8 Space Between Buildings
    - 2.4.9 Build-to-Corner
  - 2.5 STREET REGULATIONS
    - 2.5.1 Improvements to Existing Streets
    - 2.5.2 Provision of New Streets
    - 2.5.3 Block Size
    - 2.5.4 Street Connectivity
    - 2.5.5 Required East-West Street Connection
    - 2.5.6 Residential Transition Boundary Street
    - 2.5.7 Street Types (New Street Design)
  - 2.6 OPEN SPACE REGULATIONS
    - 2.6.1 Provision of Public Open Space
    - 2.6.2 Special Public Open Space Requirement
    - 2.6.3 Provision of Private Open Space
    - 2.6.4 Public Open Space Types
    - 2.6.5 Private Open Space Types
    - 2.6.6 Setback Area Landscaping Types
    - 2.6.7 Stormwater Management Types
    - 2.6.8 General Open Space & Setback Area Guidelines
  - 2.7 PARKING REGULATIONS
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    - 2.9.2 Wall Sign Area Per Tenant
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    - 2.9.4 Interactivity & Animation
    - 2.9.5 Sign Type Regulations
    - 2.9.6 Sign Guidelines - All Sign Types

Fig. 2.1 Corridor Centers and Segments Map

Map updated August 5, 2019 per Ordinance No. 4267. See GIS App for updated parcels.

(T6) 2.1.2 Downtown Core

(T6) 2.1.3 Transit-Oriented District

(T5) 2.1.4 Urban Neighborhood

(T4) 2.1.5 Urban Neighborhood Expansion Zone

(T5) 2.1.6 Neighborhood Center

(T4) 2.1.7 Downtown Gateway Segment

(T4) 2.1.8 Workplace Gateway Segment

(T4) 2.1.9 City Gateway Segment

(T4) 2.1.10 East Mission Blvd. Workplace Expansion Zone

(T4) 2.1.11 Midtown Segment

(T4) 2.1.12 Neighborhood Parkway Segment

(T4) 2.1.13 Residential Transition Zone

Height Overlay (see applicable Development Standards Charts in Sections 2.1.2 - 2.1.13)

Plan Area Boundary

Expansion Zone Boundary

2.1 DEVELOPMENT STANDARDS

2.1.1 ESTABLISHMENT OF CORRIDOR CENTERS AND SEGMENTS

A. Corridor Centers and Segments Map

1. Twelve (12) Corridor *Centers* and *Segments* are established as the basic organizing principle for the Development Standards applied to all properties in the Specific Plan Area.
2. The Centers and Segments are established in the specific locations and with the specific names indicated in the Fig.2.1 Corridor Centers and Segments Map.

B. Transect Designations

1. The Transect is a system of classification for built environments established in the SmartCode ™. It uses the concept that place types range from rural (T1) to urban (T6). The character and function of a district, center, or segment is an extension of its place in the continuum of the Transect. Every element of the built environment has a place in the Transect. This Development Code uses the Transect as the underlying principle of organization for the Plan Area's Centers and Segments and the corresponding Development Standards. For reference purposes, Transect Zones that are consistent with General Plan designations have been identified for the Centers and Segments established in this plan as indicated in the Fig.2.1 Corridor Centers and Segments Map legend.

C. How Corridor Centers and Segments Apply To Parcels

Every parcel in the Plan Area shall be regulated by its location in one or more designated Corridor Centers and Segment as shown in the Fig.2.1. Corridors Centers and Segments Map. Where further clarification is necessary, boundaries shall be determined by consulting with the Community Development Director/Designee as described below for split parcels.

1. Parcels with a single Designation

All development on parcels, assembled parcels, or portions of a parcel allocated a single Corridor Centers or Segment must conform to the development standards that apply to that corridor Center or Segment.

2. Split Parcels:

a. Where Corridor Centers and Segments or Plan Area Boundaries appear to connect between parcel lines of adjacent properties as shown on the Fig.2.1. Corridors Centers and Segments Map, the boundary shall be determined by the Community Development Director/Designee as measured on a scaled version of the Corridors Centers and Segments Map.

b. Each portion of the Split Parcel shall be regulated by the applicable Corridor Centers or Segment.

Map updated August 5, 2019 per Ordinance No. 4267. See GIS App for updated parcels.

3. Urban Neighborhood / East Mission Blvd. Workplace Expansion Zones

a. A developer may submit a request for Urban Neighborhood / East Mission Blvd. Workplace Expansion Zone regulations to be applied to any property that is within the respective Expansion Zone and is contiguous with a property within the Plan Area as follows:

i. Upon approval of an Expansion Zone request, all applicable regulations within this Plan shall apply to all properties identified in the approved request and those properties shall be considered part of the Plan Area.

ii. Where the properties in an application for the Expansion Zone extend to alleys or mid-block property lines, the new boundary for the Expansion Zone / Plan Area shall be set along those alleys or mid-block property lines.

iii. Expansion Zone applications may be approved without a Plan Amendment.

D. Development Standards Charts

1. The development standards applied to each Corridor Center and Segment are contained in the Development Standards Charts contained in 2.1.2 – 2.1.12.

2. Each chart lists Regulations in the order that they appear in Section 2.2 – 2.9 in the left column of the chart.

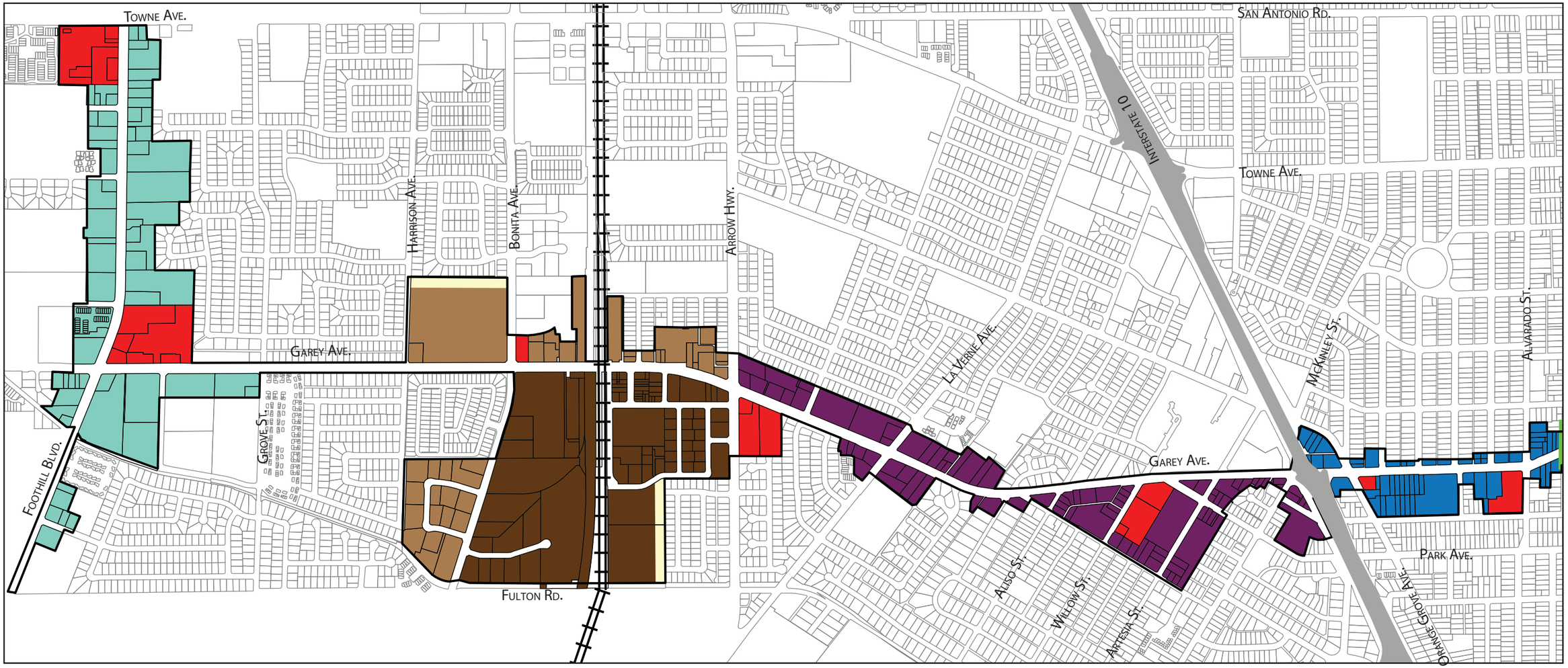
3. Each chart lists the Development Standards that apply to each Regulation in the right column of the chart.

E. Regulations and Guidelines

1. Remember to review Regulatory Definitions, General Requirements, and Guidelines common to all properties within the Plan Area contained in Sections 2.2 – 2.9 as necessary.

Fig. 2.1 Corridor Centers and Segments Map (cont.)

Map updated August 5, 2019 per Ordinance No. 4267. See GIS App for updated parcels.



(T6) 2.1.2 Downtown Core

(T6) 2.1.3 Transit-Oriented District

(T5) 2.1.4 Urban Neighborhood

(T4) 2.1.5 Urban Neighborhood Expansion Zone

(T5) 2.1.6 Neighborhood Center

(T4) 2.1.7 Downtown Gateway Segment

(T4) 2.1.8 Workplace Gateway Segment

(T4) 2.1.9 City Gateway Segment

(T4) 2.1.10 East Mission Blvd. Workplace Expansion Zone

(T4) 2.1.11 Midtown Segment

(T4) 2.1.12 Neighborhood Parkway Segment

(T4) 2.1.13 Residential Transition Zone

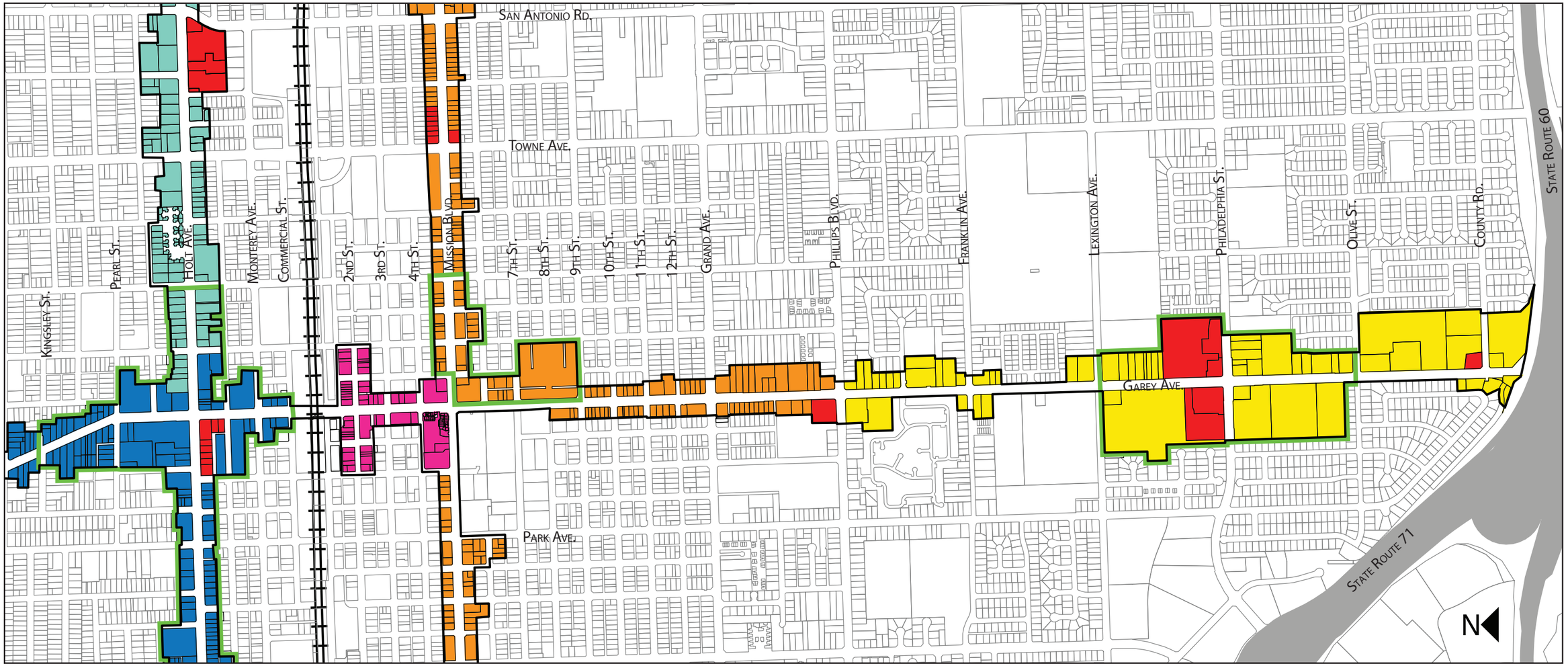
Height Overlay (see applicable Development Standards Charts in Sections 2.1.2 - 2.1.13)

Plan Area Boundary

Expansion Zone Boundary

Fig. 2.1 Corridor Centers and Segments Map

Map updated August 5, 2019 per Ordinance No. 4267. See GIS App for updated parcels.



2.1.2 Downtown Core

2.1.2.A Development Standards Chart

Development Standards Charts Legend:	
General Symbols:	
permitted	These elements are allowed, by right, unless otherwise specified in Section 2.2.1 Use Types
---	Not permitted
n/a	Not applicable
required	These are required elements of all new development as indicated
not required	These elements are not required as indicated
conditional	Requires a conditional use permit
limited	Limitations apply as specified in section 2.4.2.C Private Frontage Specifications
plus	Development shall not exceed the height of housing across the street plus the number of stories indicated (see section 2.3.2 Special Building Height Limits)
CS	Permitted in a Corner Store configuration (see section 2.2.2. Special Retail Configurations)
NC	Permitted in a Neighborhood Center configuration (see section 2.2.2. Special Retail Configurations)
(A)	Exceptions apply to anchor retail buildings
(M)	See Fig 2.6.2 Special Public Open Space Areas Map

Special Conditions:	
(C2)	Upper floors only
(C4)	Side, and rear yards shall consist of heavy screening (see section 2.6.6)
(C5)	With shopfront
(C6)	Or 20% of parcel depth whichever is smaller
(C8)	For development over 20,000 sf of building area
(C9)	For development over 20 dwelling units or lodging rooms
(C10)	Courtyard buildings may exceed the indicated length as defined in 2.3.3 Building Length
(C12)	A minimum of 1 guest space / 10 DU is conditional
(C13)	Or 5% of parcel depth whichever is smaller
(C14)	Up to 5 ft maximum
(C15)	Only one half bay or one full bay of parking is permitted

Location:	
(L1)	On 2nd St..
(L2)	On Garey Ave.
(L3)	On Holt Ave.
(L4)	On Mission Blvd..
(L5)	On Gibbs St., Main St., Locust St., Thomas St., Third St., & Fourth St.
(L6)	Within 500 ft of a designated transit center/train station
(L7)	On Foothill Blvd.
(L8)	In Height Overlay
(L9)	Along streets other than Garey Ave., Holt Ave., Mission Blvd., & Foothill Blvd.

Use:	
(U1)	For residential development with 3 or more units
(U2)	Live Entertainment and Dancing not permitted
(U3)	Large Scale Specialty Goods and Foods Only (see section 2.2.1)
(U4)	Movie Theaters not permitted
(U5)	Ground floor Health & Exercise Clubs are conditional
(U7)	Only Health & Exercise Clubs
(U8)	Only Gas Stations

Signs:	
(S3)	50% shall be allowable during the month of December
(S5)	For religious facilities, schools, and commercial recreation uses within public parks, maximum area of 32 sqft and maximum height of 6 ft
(S6)	Signs are restricted to corner stores only
(S7)	Signs are permitted at entrances to multi-family buildings
(S8)	Pole Mounted and Tower Signs located within 500 ft of a freeway right-of-way and designated as freeway-oriented shall be regulated by the Pomona Zoning Ordinance

2.2 Building Use Regulations	Standards
2.2.1 Use Types	
A. Retail	
1. Specialty Goods Anchors	---
2. Community Oriented Anchors	NC
3. Entertainment Anchors	---
4. Eating & Drinking Establishments	NC
5. Specialty Goods & Foods	NC
6. Entertainment & Recreation	(L2, L6, U7)
7. Convenience Uses	NC, CS
8. Business Services	permitted
9. Personal Services	permitted
10. Service Commercial & Repair	conditional
11. Large Scale Commercial Goods	conditional
12. Vehicle Sales	---
B. Civic & Cultural	conditional
C. Workplace	
1. Professional Services	permitted
2. Medical Services	permitted
3. Light Industrial	permitted
D. Lodging	permitted
E. Live Work	permitted
F. Residential	
1. Multi-Family w/ Common Entry	permitted
2. Multi Family w/ Individual Entries	permitted
3. Attached Single Family	permitted
4. Detached Single Family	---
2.2.2 Special Retail Configurations	
1. Neighborhood Center	n/a
2. Corner Store	n/a
3. Drive-through	---
2.2.3 Minimum Residential Unit Size	
One Bedroom Units	600 sf min
Two Bedroom Units	800 sf min
Three Bedroom Units	1,000 sf min

2.3 Building Scale Regulations	Standards
2.3.1 Building Height	
minimum height	3 stories; (A): 1 story
maximum height	12 stories
maximum height in overlay	n/a
2.3.2 Special Building Height Limits	
Holt/Mission/Garey	n/a
Across the Street from Housing	n/a
Adjacent to Housing	n/a
2.3.3 Building Length	
maximum	300 ft
2.3.4 Special Building Length Limits	
Limited Corner Building - maximum	n/a
Limited Mid-Block Building - maximum	n/a
2.3.5 Building Massing - Primary Volume Proportions	
Length : Height - Holt/Mission/Garey	1L:3H to 5L:2H
Length : Height - All other streets	1L:3H to 5L:2H

2.4 Frontage & Building Placement Regulations	Standards
2.4.1 Building Orientation to Streets & Public Open Space	
required or not required	required
2.4.2 Private Frontage Types	
C. Private Frontage Specifications	
1. Shop-Front	permitted
- Shopfront Length - maximum	50 ft
- Tenant Length - maximum	50 ft
- Articulation Length - maximum	50 ft
2. Corner Entry	permitted (C5)
3. Arcade	---
4. Grand Portico	---
5. Forecourt	permitted (C5)
6. Common Lobby Entry	limited or permitted (L4, L5)
7. Stoop	---
8. Porch	---
9. Front Door	---
10. Front Vehicular Door	---
11. Edge Treatment: Walled	---
12. Edge Treatment: Fenced	---
13. Edge Treatment: Terraced	---
14. Edge Treatment: Flush	permitted
2.4.3 Front Yard Setback	
minimum / maximum - 2nd Street	0 ft / 5 ft
minimum / maximum - Garey Ave.	0 ft / 5 ft
minimum / maximum - Holt Ave.	n/a
minimum / maximum - Mission Blvd.	0 ft / 10 ft
minimum / maximum - Foothill Blvd.	n/a
minimum / maximum - Corner Properties	0 / 5 ft
minimum / maximum - All other streets	0 ft / 5 ft
2.4.4 Side Yard Setback	
min w/ living space windows	0 ft
min w/out living space windows	0 ft
2.4.5 Rear Yard Setback	
minimum	0 ft
2.4.6 Alley Setback	
minimum	5 ft
2.4.7 Frontage Coverage	
minimum - 2nd Street	100%
minimum - Garey Ave.	100%
minimum - Holt Ave.	n/a
minimum - Mission Blvd.	90%
minimum - Foothill Blvd.	n/a
minimum - all other streets	75%
2.4.8 Space Between Buildings	
minimum	n/a
2.4.9 Build-to-Corner	
required or not required	required

2.5 Street Regulations	Standards
2.5.1 Improvements to Existing Streets	
C. Grand Boulevard	---
D. Palm Gateway	---
E. Parkway	---
F. Regional Boulevard	---
G. Grand Avenue	---
H. Midtown Boulevard	required (L4)
I. Downtown Boulevard	required (L2)
J. Second Street	required (L1)
K. Neighborhood Streets	required except (L1, L2, L4)
2.5.2 Provision of New Streets - (see section 2.5.2)	
2.5.3 Block Size	
Maximum Vehicular Block Size	1600 ft
Maximum Pedestrian Block Size	1600 ft
2.5.4 Street Connectivity	
required or not required	required
2.5.5 Required East-West Street Connection	
required or not required	n/a
2.5.6 Residential Transition-Boundary Street	
required or not required	n/a
2.5.7 Street Types (New Street Design)	
A. City Street	permitted
B Public Open Space w/ City Street	permitted
C. Neighborhood Street	---
D. Public Open Space w/ Neighborhood St.	---
E. Alley	permitted

Downtown Boulevard

Second Street

Neighborhood Street

Midtown Boulevard

2.2 Building Use Regulations updated August 5, 2019 per Ordinance No. 4267.

Typical Improvements to Existing Streets:
See Section 2.5.1 and Section 3.1.1 for configuration details and construction responsibility

2.6 Open Space Regulations	Standards
2.6.1 Provision of Public Open Space	
1. Retail	50 s.f. / 1000 s.f. (C8)
2. Civic & Cultural	n/a
3. Workplace	n/a
4. Lodging	n/a
5. Live Work	n/a
6. Residential	n/a
2.6.2 Special Public Open Space	
	n/a
2.6.3 Provision of Private Open Space	
1. Retail	n/a
2. Civic & Cultural	n/a
3. Workplace	n/a
4. Lodging	n/a
5. Live Work	n/a
6. Residential	
a. Attached & Multi-Family	60 s.f. / unit
b. Detached Single-Family Homes	n/a
2.6.4 Public Open Space Types	
1. Park	---
2. Linear Green	permitted
3. Square	permitted
4. Plaza	permitted
5. Mid-Block Green	permitted
6. Courtyard Plaza	permitted
7. Passage/Paseo	permitted
8. Pocket Park/Playground	permitted
2.6.5 Private Open Space Types	
1. Courtyard	permitted
2. Private Yard	permitted
3. Porch	---
4. Rooftop Deck or Garden	permitted
5. Balcony	permitted
2.6.6 Setback Area Landscaping Types	
A. Perimeter Block Setback Areas	
1. Sidewalk Extension	permitted
2. Parkway Landscaping	---
3. Boulevard Landscaping	---
4. Neighborhood Street Landscaping	---
B. Interior Block Setback Areas	
1. Paving	permitted
2. Groundcover	permitted
3. & 4. Moderate or Heavy Screening	---
2.6.7 Stormwater Management Types	
1. Landscaped Setback Area/Open Space	permitted
2. Detention Basin/Pond	---
3. Retention Basin/Pond	---
4. Vegetated Swale/Strip	---
5. Rain Garden	permitted
6. Landscaped Tree Well	permitted
7. Grated Tree Well	permitted
8. Permeable/Pervious Paving	permitted
9. Green Roof	permitted
10. Waterscape	permitted
11. Rainwater Harvesting/Vault	permitted
2.6.8 General Open Space & Setback Area Guidelines	
	see section 2.6.8

2.7 Parking Regulations	Standards
2.7.1 Provision of Parking	
1. Retail Anchors	
spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
2. Eating & Drinking Establishments	
spaces per 1000 s.f.	4 min / 10 max
location	on site
3. Specialty Foods / Goods	
spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
4. Entertainment & Recreation	
spaces per 1000 s.f.	6 min / 10 max
location	within 500 feet
5. Convenience Uses	
spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
6. Business & Personal Services	
spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
7. Commercial Goods, Services, Vehicle Sales	
spaces per 1000 s.f.	n/a
location	n/a
8. Civic & Cultural	
public assembly: spaces per 1000 s.f.	15 min / 30 max
other: spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
9. Workplace	
professional: spaces per 1000 s.f.	2.5 min / 3.5 max
medical: spaces per 1000 s.f.	4.5 min / 5.5 max
light industrial: spaces per 1000 s.f.	1 min / 3.5 max
location	within 200 feet
10. Lodging	
spaces per guest room	1 min / 1.2 max
location	within 200 feet
11. Live-Work	
spaces per unit	1 min / 1 max
spaces per employee	0 min / 1 max
location	within 200 feet
12. Residential Uses	
spaces per studio unit	1 min / 1 max
spaces per 1br unit	1.5 min / 1.5 max
spaces per 2br unit	2 min / 2 max
spaces per additional unit beyond 2br	.5 spaces
guest spaces per 4 units	1 min / 1.2 max (C12)
location	on site
13. Neighborhood Center Exceptions	
spaces per 1000 s.f.	0 min / 3 max
14. Corner Store Exceptions	
spaces per 1000 s.f.	0 min
location	on street only
2.7.2 Parking Types	
A. Surface Lot - Front	---
B. Surface Lot - Side	---
C. Surface Lot - Rear	permitted
D. Surface Lot - Exposed	---
E. Structure - Exposed	---
F. Structure - Wrapped: Ground Level	---
G. Structure - Wrapped: All Levels	permitted
H. Partially Submerged Podium	---
I. Structure - Underground	permitted
2.7.3 General Parking Requirements	
	see section 2.7.3

note: parking maximums apply to unstructured parking types only

2.8 Architecture Regulations	Standards
2.8.1 Facade Requirements	
required or not required	required
2.8.2 Architectural Guidelines	
	see section 2.8.2
2.8.3 Architectural Character	
	see section 2.8.3

2.9 Signage Regulations	Standards
2.9.1 Number of Signs	(see section 2.9.1)
2.9.2 Wall Sign Area Per Tenant	(see section 2.9.2)
2.9.3 Sign Setbacks	(see section 2.9.3)
2.9.4 Interactivity, and Animation	
LCD / Electronic / Interactive Signs	permitted
2.9.5 Sign Type Regulations	
Pole Mounted Sign & Tower Sign	---
maximum number of faces	n/a
maximum height	n/a
maximum area	n/a
within 500 ft of freeway	n/a
Monument Sign & Ground Sign	---
maximum number of faces	n/a
maximum height	n/a
maximum area	n/a
Grand Projecting Sign	permitted
maximum size	150 s.f.
Marquee Sign	permitted
maximum area	500 s.f.
Building Identification Sign	permitted
maximum size	(see section 2.9.4.I)
Grand Wall Sign	permitted
maximum size	(see section 2.9.4.J)
Roof Sign	Creative Sign Permit
Wall Sign	permitted (S5)
maximum size	75 s.f.
Projecting Sign	permitted
maximum area	6 s.f.
Awning Face Sign	permitted
maximum area	20% of awning face
Awning Valance Sign	permitted
lines of lettering	1
letter height	6 in
Awning Side Sign	permitted
lines of lettering	1
letter height	6 in
Canopy Fascia Sign	permitted
maximum height	80% fascia height
lines of lettering	1
Above Canopy Sign	permitted
maximum height	80% fascia height
lines of lettering	1
Recessed Entry Sign	permitted
maximum area	6 s.f.
Window Sign	permitted
letter height	12 inches
maximum area	25% of window (S3)
Café Umbrella Sign	permitted
lines of lettering	1
letter height	6 inches
logo size	1 sf
maximum area	10% of umbrella surface
Temporary Sign	Temporary Sign Permit
2.9.6 Sign Guidelines	
	see section 2.9.6

2.1.2.B Special Requirements

There are no special requirements in the Downtown Core

2.1.3 Transit Oriented-District

2.1.3.A Development Standards Chart

Development Standards Charts Legend:	
General Symbols:	
permitted	These elements are allowed, by right, unless otherwise specified in Section 2.2.1 Use Types
---	Not permitted
n/a	Not applicable
required	These are required elements of all new development as indicated
not required	These elements are not required as indicated
conditional	Requires a conditional use permit
limited	Limitations apply as specified in section 2.4.2.C Private Frontage Specifications
plus	Development shall not exceed the height of housing across the street plus the number of stories indicated (see section 2.3.2 Special Building Height Limits)
CS	Permitted in a Corner Store configuration (see section 2.2.2. Special Retail Configurations)
NC	Permitted in a Neighborhood Center configuration (see section 2.2.2. Special Retail Configurations)
(A)	Exceptions apply to anchor retail buildings
(M)	See Fig 2.6.2 Special Public Open Space Areas Map

Special Conditions:	
(C2)	Upper floors only
(C4)	Side, and rear yards shall consist of heavy screening (see section 2.6.6)
(C5)	With shopfront
(C6)	Or 20% of parcel depth whichever is smaller
(C8)	For development over 20,000 sf of building area
(C9)	For development over 20 dwelling units or lodging rooms
(C10)	Courtyard buildings may exceed the indicated length as defined in 2.3.3 Building Length
(C12)	A minimum of 1 guest space / 10 DU is conditional
(C13)	Or 5% of parcel depth whichever is smaller
(C14)	Up to 5 ft maximum
(C15)	Only one half bay or one full bay of parking is permitted

Location:	
(L1)	On 2nd St..
(L2)	On Garey Ave.
(L3)	On Holt Ave.
(L4)	On Mission Blvd..
(L5)	On Gibbs St., Main St., Locust St., Thomas St., Third St., & Fourth St.
(L6)	Within 500 ft of a designated transit center/train station
(L7)	On Foothill Blvd.
(L8)	In Height Overlay
(L9)	Along streets other than Garey Ave., Holt Ave., Mission Blvd., & Foothill Blvd.

Use:	
(U1)	For residential development with 3 or more units
(U2)	Live Entertainment and Dancing not permitted
(U3)	Large Scale Specialty Goods and Foods Only (see section 2.2.1)
(U4)	Movie Theaters not permitted
(U5)	Ground floor Health & Exercise Clubs are conditional
(U7)	Only Health & Exercise Clubs
(U8)	Only Gas Stations

Signs:	
(S3)	50% shall be allowable during the month of December
(S5)	For religious facilities, schools, and commercial recreation uses within public parks, maximum area of 32 sqft and maximum height of 6 ft
(S6)	Signs are restricted to corner stores only
(S7)	Signs are permitted at entrances to multi-family buildings
(S8)	Pole Mounted and Tower Signs located within 500 ft of a freeway right-of-way and designated as freeway-oriented shall be regulated by the Pomona Zoning Ordinance

2.2 Building Use Regulations	Standards
2.2.1 Use Types	
A. Retail	
1. Specialty Goods Anchors	---
2. Community Oriented Anchors	NC
3. Entertainment Anchors	---
4. Eating & Drinking Establishments	NC
5. Specialty Goods & Foods	NC
6. Entertainment & Recreation	permitted (L2, L6, U7)
7. Convenience Uses	NC, CS
8. Business Services	permitted
9. Personal Services	permitted
10. Service Commercial & Repair	conditional
11. Large Scale Commercial Goods	conditional
12. Vehicle Sales	---
B. Civic & Cultural	conditional
C. Workplace	
1. Professional Services	permitted
2. Medical Services	permitted
3. Light Industrial	permitted
D. Lodging	permitted
E. Live Work	permitted
F. Residential	
1. Multi-Family w/ Common Entry	permitted
2. Multi Family w/ Individual Entries	permitted
3. Attached Single Family	permitted
4. Detached Single Family	---
2.2.2 Special Retail Configurations	
1. Neighborhood Center	permitted (L2, L6) only
2. Corner Store	permitted
3. Drive-through	---
2.2.3 Minimum Residential Unit Size	
One Bedroom Units	600 sf min
Two Bedroom Units	800 sf min
Three Bedroom Units	1,000 sf min

2.3 Building Scale Regulations	Standards
2.3.1 Building Height	
minimum height	2 stories
maximum height	6 stories
maximum height in overlay	n/a
2.3.2 Special Building Height Limits	
Holt/Mission/Garey	4 stories max
Across the Street from Housing	plus 3 stories max
Adjacent to Housing	required
2.3.3 Building Length	
maximum	300 ft
2.3.4 Special Building Length Limits	
Limited Corner Building - maximum	n/a
Limited Mid-Block Building - maximum	n/a
2.3.5 Building Massing - Primary Volume Proportions	
Length : Height - Holt/Mission/Garey	3L:2H to 5L:2H
Length : Height - All other streets	1L:3H to 3L:1H

2.4 Frontage & Building Placement Regulations	Standards
2.4.1 Building Orientation to Streets & Public Open Space	
required or not required	required
2.4.2 Private Frontage Types	
C. Private Frontage Specifications	
1. Shop-Front	permitted
- Shopfront Length - maximum	50 ft
- Tenant Length - maximum	50 ft
- Articulation Length - maximum	50 ft
2. Corner Entry	permitted
3. Arcade	permitted
4. Grand Portico	permitted
5. Forecourt	permitted
6. Common Lobby Entry	permitted
7. Stoop	permitted
8. Porch	---
9. Front Door	---
10. Front Vehicular Door	limited
11. Edge Treatment: Walled	---
12. Edge Treatment: Fenced	---
13. Edge Treatment: Terraced	permitted (L2)
14. Edge Treatment: Flush	permitted
2.4.3 Front Yard Setback	
minimum / maximum - 2nd Street	n/a
minimum / maximum - Garey Ave.	0 ft / 10 ft
minimum / maximum - Holt Ave.	n/a
minimum / maximum - Mission Blvd.	n/a
minimum / maximum - Foothill Blvd.	n/a
minimum / maximum - Corner Properties	0 ft / 10 ft
minimum / maximum - All other streets	0 ft / 10 ft
2.4.4 Side Yard Setback	
min w/ living space windows	10 ft
min w/out living space windows	0 ft
2.4.5 Rear Yard Setback	
minimum	5 ft
2.4.6 Alley Setback	
minimum	5 ft
2.4.7 Frontage Coverage	
minimum - 2nd Street	n/a
minimum - Garey Ave.	70%
minimum - Holt Ave.	n/a
minimum - Mission Blvd.	n/a
minimum - Foothill Blvd.	n/a
minimum - all other streets	70%
2.4.8 Space Between Buildings	
minimum	20 ft
2.4.9 Build-to-Corner	
required or not required	required

2.5 Street Regulations	Standards
2.5.1 Improvements to Existing Streets	
C. Grand Boulevard	---
D. Palm Gateway	required (see below)
E. Parkway	required (see below)
F. Regional Boulevard	---
G. Grand Avenue	---
H. Midtown Boulevard	---
I. Downtown Boulevard	---
J. Second Street	---
K. Neighborhood Streets	required except (L2)
2.5.2 Provision of New Streets - (see section 2.5.2)	
2.5.3 Block Size	
Maximum Vehicular Block Size	2000 ft
Maximum Pedestrian Block Size	2000 ft
2.5.4 Street Connectivity	
required or not required	required
2.5.5 Required East-West Street Connection	
required or not required	required
2.5.6 Residential Transition-Boundary Street	
required or not required	required
2.5.7 Street Types (New Street Design)	
A. City Street	permitted
B Public Open Space w/ City Street	permitted
C. Neighborhood Street	permitted
D. Public Open Space w/ Neighborhood St.	permitted
E. Alley	permitted

Palm Gateway
(L2) south of
Bonita Ave.

Neighborhood Street

Parkway
(L2) north of
Bonita Ave.

Typical Improvements to Existing Streets:
See Section 2.5.1 and Section 3.1.1 for configuration details and construction responsibility

2.6 Open Space Regulations	Standards
2.6.1 Provision of Public Open Space	
1. Retail	50 s.f. / 1000 s.f. (C8)
2. Civic & Cultural	n/a
3. Workplace	100 sf / 1000 sf (C8)
4. Lodging	100 sf / room(C9)
5. Live Work	150 sf / unit (C9)
6. Residential	150 sf / unit (C9)
2.6.2 Special Public Open Space	
	required (M)
2.6.3 Provision of Private Open Space	
1. Retail	n/a
2. Civic & Cultural	n/a
3. Workplace	n/a
4. Lodging	n/a
5. Live Work	n/a
6. Residential	
a. Attached & Multi-Family	60 s.f. / unit
b. Detached Single-Family Homes	n/a
2.6.4 Public Open Space Types	
1. Park	---
2. Linear Green	permitted
3. Square	permitted
4. Plaza	permitted
5. Mid-Block Green	permitted
6. Courtyard Plaza	permitted
7. Passage/Paseo	permitted
8. Pocket Park/Playground	permitted
2.6.5 Private Open Space Types	
1. Courtyard	permitted
2. Private Yard	permitted
3. Porch	---
4. Rooftop Deck or Garden	permitted
5. Balcony	permitted
2.6.6 Setback Area Landscaping Types	
A. Perimeter Block Setback Areas	
1. Sidewalk Extension	permitted; required (C5)
2. Parkway Landscaping	---
3. Boulevard Landscaping	required (L2)
4. Neighborhood Street Landscaping	permitted
B. Interior Block Setback Areas	
1. Paving	---
2. Groundcover	required
3. & 4. Moderate or Heavy Screening	permitted
2.6.7 Stormwater Management Types	
1. Landscaped Setback Area/Open Space	permitted
2. Detention Basin/Pond	---
3. Retention Basin/Pond	---
4. Vegetated Swale/Strip	---
5. Rain Garden	permitted
6. Landscaped Tree Well	permitted
7. Grated Tree Well	permitted
8. Permeable/Pervious Paving	permitted
9. Green Roof	permitted
10. Waterscape	permitted
11. Rainwater Harvesting/Vault	permitted
2.6.8 General Open Space & Setback Area Guidelines	
	see section 2.6.8

2.7 Parking Regulations	Standards
2.7.1 Provision of Parking	
1. Retail Anchors	
spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
2. Eating & Drinking Establishments	
spaces per 1000 s.f.	4 min / 10 max
location	on site
3. Specialty Foods / Goods	
spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
4. Entertainment & Recreation	
spaces per 1000 s.f.	6 min / 10 max
location	within 500 feet
5. Convenience Uses	
spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
6. Personal & Business Services	
spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
7. Commercial Goods & Vehicle Sales	
spaces per 1000 s.f.	n/a
location	n/a
8. Civic & Cultural	
public assembly: spaces per 1000 s.f.	15 min / 30 max
other: spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
9. Workplace	
professional: spaces per 1000 s.f.	2.5 min / 3.5 max
medical: spaces per 1000 s.f.	4.5 min / 5.5 max
light industrial: spaces per 1000 s.f.	1 min / 3.5 max
location	within 200 feet
10. Lodging	
spaces per guest room	1 min / 1.2 max
location	within 200 feet
11. Live-Work	
spaces per unit	1 min / 1 max
spaces per employee	0 min / 1 max
location	within 200 feet
12. Residential Uses	
spaces per studio unit	1 min / 1 max
spaces per 1br unit	1.5 min / 1.5 max
spaces per 2br unit	2 min / 2 max
spaces per additional unit beyond 2br	.5 spaces
guest spaces per 4 units	1 min / 1.2 max (C12)
location	on site
13. Neighborhood Center Exceptions	
spaces per 1000 s.f.	0 min / 3 max
14. Corner Store Exceptions	
spaces per 1000 s.f.	0 min
location	on street only
2.7.2 Parking Types	
A. Surface Lot - Front	---
B. Surface Lot - Side	---
C. Surface Lot - Rear	permitted
D. Surface Lot - Exposed	---
E. Structure - Exposed	conditional
F. Structure - Wrapped: Ground Level	permitted
G. Structure - Wrapped: All Levels	permitted
H. Partially Submerged Podium	permitted
I. Structure - Underground	permitted
2.7.3 General Parking Requirements	
	see section 2.7.3

note: parking maximums apply to unstructured parking types only

2.8 Architecture Regulations	Standards
2.8.1 Facade Requirements	
required or not required	required
2.8.2 Architectural Guidelines	
	see section 2.8.2
2.8.3 Architectural Character	
	see section 2.8.3

2.9 Signage Regulations	Standards
2.9.1 Number of Signs	(see section 2.9.1)
2.9.2 Wall Sign Area Per Tenant	(see section 2.9.2)
2.9.3 Sign Setbacks	(see section 2.9.3)
2.9.4 Interactivity, and Animation	
LCD / Electronic / Interactive Signs	permitted
2.9.5 Sign Type Regulations	
Pole Mounted Sign & Tower Sign	---
maximum number of faces	n/a
maximum height	n/a
maximum area	n/a
within 500 ft of freeway	n/a
Monument Sign & Ground Sign	---
maximum number of faces	n/a
maximum height	n/a
maximum area	n/a
Grand Projecting Sign	---
maximum height	n/a
Marquee Sign	---
maximum area	n/a
Building Identification Sign	permitted
maximum size	(see section 2.9.4.I)
Grand Wall Sign	permitted
maximum size	(see section 2.9.4.J)
Roof Sign	Creative Sign Permit
Wall Sign	permitted (S5)
maximum size	75 s.f.
Projecting Sign	permitted
maximum area	6 s.f.
Awning Face Sign	permitted
maximum area	20% of awning face
Awning Valance Sign	permitted
lines of lettering	1
letter height	6 in
Awning Side Sign	permitted
lines of lettering	1
letter height	6 in
Canopy Fascia Sign	permitted
maximum height	80% fascia height
lines of lettering	1
Above Canopy Sign	permitted
maximum height	80% fascia height
lines of lettering	1
Recessed Entry Sign	permitted
maximum area	6 s.f.
Window Sign	permitted
letter height	12 inches
maximum area	25% of window (S3)
Café Umbrella Sign	permitted
lines of lettering	1
letter height	6 inches
logo size	1 sf
maximum area	10% of umbrella surface
Temporary Sign	Temporary Sign Permit
2.9.6 Sign Guidelines	
	see section 2.9.6

2.1.3.B Special Requirements

There are no special requirements in Transit-Oriented Districts

2.1.4 Urban Neighborhood

2.1.4.A Development Standards Chart

Development Standards Charts Legend:

General Symbols:	
permitted	These elements are allowed, by right, unless otherwise specified in Section 2.2.1 Use Types
---	Not permitted
n/a	Not applicable
required	These are required elements of all new development as indicated
not required	These elements are not required as indicated
conditional	Requires a conditional use permit
limited	Limitations apply as specified in section 2.4.2.C Private Frontage Specifications
plus	Development shall not exceed the height of housing across the street plus the number of stories indicated (see section 2.3.2 Special Building Height Limits)
CS	Permitted in a Corner Store configuration (see section 2.2.2. Special Retail Configurations)
NC	Permitted in a Neighborhood Center configuration (see section 2.2.2. Special Retail Configurations)
(A)	Exceptions apply to anchor retail buildings
(M)	See Fig 2.6.2 Special Public Open Space Areas Map

Special Conditions:	
(C2)	Upper floors only
(C4)	Side, and rear yards shall consist of heavy screening (see section 2.6.6)
(C5)	With shopfront
(C6)	Or 20% of parcel depth whichever is smaller
(C8)	For development over 20,000 sf of building area
(C9)	For development over 20 dwelling units or lodging rooms
(C10)	Courtyard buildings may exceed the indicated length as defined in 2.3.3 Building Length
(C12)	A minimum of 1 guest space / 10 DU is conditional
(C13)	Or 5% of parcel depth whichever is smaller
(C14)	Up to 5 ft maximum
(C15)	Only one half bay or one full bay of parking is permitted

Location:	
(L1)	On 2nd St..
(L2)	On Garey Ave.
(L3)	On Holt Ave.
(L4)	On Mission Blvd..
(L5)	On Gibbs St., Main St., Locust St., Thomas St., Third St., & Fourth St.
(L6)	Within 500 ft of a designated transit center/train station
(L7)	On Foothill Blvd.
(L8)	In Height Overlay
(L9)	Along streets other than Garey Ave., Holt Ave., Mission Blvd., & Foothill Blvd.

Use:	
(U1)	For residential development with 3 or more units
(U2)	Live Entertainment and Dancing not permitted
(U3)	Large Scale Specialty Goods and Foods Only (see section 2.2.1)
(U4)	Movie Theaters not permitted
(U5)	Ground floor Health & Exercise Clubs are conditional
(U7)	Only Health & Exercise Clubs
(U8)	Only Gas Stations

Signs:	
(S3)	50% shall be allowable during the month of December
(S5)	For religious facilities, schools, and commercial recreation uses within public parks, maximum area of 32 sqft and maximum height of 6 ft
(S6)	Signs are restricted to corner stores only
(S7)	Signs are permitted at entrances to multi-family buildings
(S8)	Pole Mounted and Tower Signs located within 500 ft of a freeway right-of-way and designated as freeway-oriented shall be regulated by the Pomona Zoning Ordinance

2.2 Building Use Regulations	Standards
2.2.1 Use Types	
A. Retail	
1. Specialty Goods Anchors	---
2. Community Oriented Anchors	---
3. Entertainment Anchors	---
4. Eating & Drinking Establishments	NC
5. Specialty Goods & Foods	NC
6. Entertainment & Recreation	permitted (L2, L3, U7)
7. Convenience Uses	NC, CS
8. Business Services	permitted
9. Personal Services	permitted
10. Service Commercial & Repair	conditional
11. Large Scale Commercial Goods	conditional
12. Vehicle Sales	---
B. Civic & Cultural	conditional
C. Workplace	
1. Professional Services	permitted
2. Medical Services	permitted
3. Light Industrial	conditional
D. Lodging	permitted
E. Live Work	permitted
F. Residential	
1. Multi-Family w/ Common Entry	permitted
2. Multi Family w/ Individual Entries	permitted
3. Attached Single Family	permitted
4. Detached Single Family	---
2.2.2 Special Retail Configurations	
1. Neighborhood Center	permitted (L2, L3) only
2. Corner Store	permitted
3. Drive-through	---
2.2.3 Minimum Residential Unit Size	
One Bedroom Units	600 sf min
Two Bedroom Units	800 sf min
Three Bedroom Units	1,000 sf min

2.3 Building Scale Regulations	Standards
2.3.1 Building Height	
minimum height	1 story
maximum height	4 stories
maximum height in overlay	6 stories
2.3.2 Special Building Height Limits	
Holt/Mission/Garey	2 stories or 20 ft min
Across the Street from Housing	plus 2 stories max
Adjacent to Housing	required
2.3.3 Building Length	
maximum	300 ft
2.3.4 Special Building Length Limits	
Limited Corner Building - maximum	120 ft (C10)
Limited Mid-Block Building - maximum	80 ft (C10)
2.3.5 Building Massing - Primary Volume Proportions	
Length : Height - Holt/Mission/Garey	3L:2H to 5L:2H
Length : Height - All other streets	1L:3H to 3L:1H

2.4 Frontage & Building Placement Regulations	Standards
2.4.1 Building Orientation to Streets & Public Open Space	
required or not required	required
2.4.2 Private Frontage Types	
C. Private Frontage Specifications	
1. Shop-Front	permitted
- Shopfront Length - maximum	50 ft
- Tenant Length - maximum	50 ft
- Articulation Length - maximum	50 ft
2. Corner Entry	permitted
3. Arcade	permitted
4. Grand Portico	permitted
5. Forecourt	permitted
6. Common Lobby Entry	permitted
7. Stoop	permitted
8. Porch	---
9. Front Door	---
10. Front Vehicular Door	limited
11. Edge Treatment: Walled	---
12. Edge Treatment: Fenced	---
13. Edge Treatment: Terraced	permitted
14. Edge Treatment: Flush	permitted
2.4.3 Front Yard Setback	
minimum / maximum - 2nd Street	n/a
minimum / maximum - Garey Ave.	0 ft / 10 ft
minimum / maximum - Holt Ave.	0 ft / 10 ft
minimum / maximum - Mission Blvd.	n/a
minimum / maximum - Foothill Blvd.	n/a
minimum / maximum - Corner Properties	0 ft / 15 ft
minimum / maximum - All other streets	0 ft / 15 ft
2.4.4 Side Yard Setback	
min w/ living space windows	10 ft
min w/out living space windows	0 ft
2.4.5 Rear Yard Setback	
minimum	10 ft
2.4.6 Alley Setback	
minimum	5 ft
2.4.7 Frontage Coverage	
minimum - 2nd Street	n/a
minimum - Garey Ave.	70%
minimum - Holt Ave.	70%
minimum - Mission Blvd.	n/a
minimum - Foothill Blvd.	n/a
minimum - all other streets	70%
2.4.8 Space Between Buildings	
minimum	20 ft
2.4.9 Build-to-Corner	
required or not required	required

2.5 Street Regulations	Standards
2.5.1 Improvements to Existing Streets	
C. Grand Boulevard	required (see below)
D. Palm Gateway	required (see below)
E. Parkway	required (see below)
F. Regional Boulevard	---
G. Grand Avenue	required (see below)
H. Midtown Boulevard	---
I. Downtown Boulevard	---
J. Second Street	---
K. Neighborhood Streets	required except (L2, L3)
2.5.2 Provision of New Streets - (see section 2.5.2)	
2.5.3 Block Size	
Maximum Vehicular Block Size	2000 ft
Maximum Pedestrian Block Size	2000 ft
2.5.4 Street Connectivity	
required or not required	required
2.5.5 Required East-West Street Connection	
required or not required	required
2.5.6 Residential Transition-Boundary Street	
required or not required	n/a
2.5.7 Street Types (New Street Design)	
A. City Street	permitted
B Public Open Space w/ City Street	permitted
C. Neighborhood Street	permitted
D. Public Open Space w/ Neighborhood St.	permitted
E. Alley	permitted

Grand Boulevard
(L3) west of Garey Ave.

Grand Avenue
(L3) east of Garey Ave.

Neighborhood Street

Palm Gateway
(L2) south of Bonita Ave.

Parkway
(L2) north of Bonita Ave.

Typical Improvements to Existing Streets:
See Section 2.5.1 and Section 3.1.1 for configuration details and construction responsibility

2.6 Open Space Regulations	Standards
2.6.1 Provision of Public Open Space	
1. Retail	50 s.f. / 1000 s.f. (C8)
2. Civic & Cultural	n/a
3. Workplace	100 sf / 1000 sf (C8)
4. Lodging	100 sf / room(C9)
5. Live Work	150 sf / unit (C9)
6. Residential	150 sf / unit (C9)
2.6.2 Special Public Open Space	
	required (M)
2.6.3 Provision of Private Open Space	
1. Retail	n/a
2. Civic & Cultural	n/a
3. Workplace	n/a
4. Lodging	n/a
5. Live Work	n/a
6. Residential	
a. Attached & Multi-Family	60 s.f. / unit
b. Detached Single-Family Homes	n/a
2.6.4 Public Open Space Types	
1. Park	permitted
2. Linear Green	permitted
3. Square	permitted
4. Plaza	permitted
5. Mid-Block Green	permitted
6. Courtyard Plaza	permitted
7. Passage/Paseo	permitted
8. Pocket Park/Playground	permitted
2.6.5 Private Open Space Types	
1. Courtyard	permitted
2. Private Yard	permitted
3. Porch	---
4. Rooftop Deck or Garden	permitted
5. Balcony	permitted
2.6.6 Setback Area Landscaping Types	
A. Perimeter Block Setback Areas	
1. Sidewalk Extension	permitted; required (C5, C14)
2. Parkway Landscaping	---
3. Boulevard Landscaping	required (L2 & L3)
4. Neighborhood Street Landscaping	permitted
B. Interior Block Setback Areas	
1. Paving	---
2. Groundcover	required
3. & 4. Moderate or Heavy Screening	permitted
2.6.7 Stormwater Management Types	
1. Landscaped Setback Area/Open Space	permitted
2. Detention Basin/Pond	---
3. Retention Basin/Pond	---
4. Vegetated Swale/Strip	permitted
5. Rain Garden	permitted
6. Landscaped Tree Well	permitted
7. Grated Tree Well	permitted
8. Permeable/Pervious Paving	permitted
9. Green Roof	permitted
10. Waterscape	permitted
11. Rainwater Harvesting/Vault	permitted
2.6.8 General Open Space & Setback Area Guidelines	
	see section 2.6.8

2.7 Parking Regulations	Standards
2.7.1 Provision of Parking	
1. Retail Anchors	
spaces per 1000 s.f.	n/a
location	n/a
2. Eating & Drinking Establishments	
spaces per 1000 s.f.	4 min / 10 max
location	on site
3. Specialty Foods / Goods	
spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
4. Entertainment & Recreation	
spaces per 1000 s.f.	6 min / 10 max
location	within 500 feet
5. Convenience Uses	
spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
6. Personal & Business Services	
spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
7. Commercial Goods & Vehicle Sales	
spaces per 1000 s.f.	n/a
location	n/a
8. Civic & Cultural	
public assembly: spaces per 1000 s.f.	15 min / 30 max
other: spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
9. Workplace	
professional: spaces per 1000 s.f.	2.5 min / 3.5 max
medical: spaces per 1000 s.f.	4.5 min / 5.5 max
light industrial: spaces per 1000 s.f.	1 min / 3.5 max
location	within 200 feet
10. Lodging	
spaces per guest room	1 min / 1.2 max
location	within 200 feet
11. Live-Work	
spaces per unit	1 min / 1 max
spaces per employee	0 min / 1 max
location	within 200 feet
12. Residential Uses	
spaces per studio unit	1 min / 1 max
spaces per 1br unit	1.5 min / 1.5 max
spaces per 2br unit	2 min / 2 max
spaces per additional unit beyond 2br	.5 spaces
guest spaces per 4 units	1 min / 1.2 max (C12)
location	on site
13. Neighborhood Center Exceptions	
spaces per 1000 s.f.	0 min / 3 max
14. Corner Store Exceptions	
spaces per 1000 s.f.	0 min
location	on street only
2.7.2 Parking Types	
A. Surface Lot - Front	---
B. Surface Lot - Side	---
C. Surface Lot - Rear	permitted
D. Surface Lot - Exposed	---
E. Structure - Exposed	conditional
F. Structure - Wrapped: Ground Level	conditional
G. Structure - Wrapped: All Levels	permitted
H. Partially Submerged Podium	permitted
I. Structure - Underground	permitted
2.7.3 General Parking Requirements	
	see section 2.7.3

note: parking maximums apply to unstructured parking types only

2.8 Architecture Regulations	Standards
2.8.1 Facade Requirements	
required or not required	required
2.8.2 Architectural Guidelines	
	see section 2.8.2
2.8.3 Architectural Character	
	see section 2.8.3

2.9 Signage Regulations	Standards
2.9.1 Number of Signs	(see section 2.9.1)
2.9.2 Wall Sign Area Per Tenant	(see section 2.9.2)
2.9.3 Sign Setbacks	(see section 2.9.3)
2.9.4 Interactivity, and Animation	
LCD / Electronic / Interactive Signs	conditional
2.9.5 Sign Type Regulations	
Pole Mounted Sign & Tower Sign	---
maximum number of faces	n/a
maximum height	n/a
maximum area	n/a
within 500 ft of freeway	n/a
Monument Sign & Ground Sign	permitted (S5)
maximum number of faces	2
maximum height	6
maximum area	60
Grand Projecting Sign	---
maximum height	n/a
Marquee Sign	---
maximum area	n/a
Building Identification Sign	---
maximum size	n/a
Grand Wall Sign	---
maximum size	n/a
Roof Sign	---
Wall Sign	permitted (S5)
maximum size	75 s.f.
Projecting Sign	permitted
maximum area	6 s.f.
Awning Face Sign	permitted
maximum area	20% of awning face
Awning Valance Sign	permitted
lines of lettering	1
letter height	6 in
Awning Side Sign	permitted
lines of lettering	1
letter height	6 in
Canopy Fascia Sign	permitted
maximum height	80% fascia height
lines of lettering	1
Above Canopy Sign	permitted
maximum height	80% fascia height
lines of lettering	1
Recessed Entry Sign	permitted
maximum area	6 s.f.
Window Sign	permitted
letter height	12 inches
maximum area	25% of window (S3)
Café Umbrella Sign	permitted
lines of lettering	1
letter height	6 inches
logo size	1 sf
maximum area	10% of umbrella surface
Temporary Sign	Temporary Sign Permit
2.9.6 Sign Guidelines	
	see section 2.9.6

2.1.4.B Special Requirements

There are no special requirements in Urban Neighborhoods

2.1.5 Urban Neighborhood Expansion Zone

2.1.5.A Development Standards Chart

Development Standards Charts Legend:	
General Symbols:	
permitted	These elements are allowed, by right, unless otherwise specified in Section 2.2.1 Use Types
---	Not permitted
n/a	Not applicable
required	These are required elements of all new development as indicated
not required	These elements are not required as indicated
conditional	Requires a conditional use permit
limited	Limitations apply as specified in section 2.4.2.C Private Frontage Specifications
plus	Development shall not exceed the height of housing across the street plus the number of stories indicated (see section 2.3.2 Special Building Height Limits)
CS	Permitted in a Corner Store configuration (see section 2.2.2. Special Retail Configurations)
NC	Permitted in a Neighborhood Center configuration (see section 2.2.2. Special Retail Configurations)
(A)	Exceptions apply to anchor retail buildings
(M)	See Fig 2.6.2 Special Public Open Space Areas Map

Special Conditions:	
(C2)	Upper floors only
(C4)	Side, and rear yards shall consist of heavy screening (see section 2.6.6)
(C5)	With shopfront
(C6)	Or 20% of parcel depth whichever is smaller
(C8)	For development over 20,000 sf of building area
(C9)	For development over 20 dwelling units or lodging rooms
(C10)	Courtyard buildings may exceed the indicated length as defined in 2.3.3 Building Length
(C12)	A minimum of 1 guest space / 10 DU is conditional
(C13)	Or 5% of parcel depth whichever is smaller
(C14)	Up to 5 ft maximum
(C15)	Only one half bay or one full bay of parking is permitted

Location:	
(L1)	On 2nd St..
(L2)	On Garey Ave.
(L3)	On Holt Ave.
(L4)	On Mission Blvd..
(L5)	On Gibbs St., Main St., Locust St., Thomas St., Third St., & Fourth St.
(L6)	Within 500 ft of a designated transit center/train station
(L7)	On Foothill Blvd.
(L8)	In Height Overlay
(L9)	Along streets other than Garey Ave., Holt Ave., Mission Blvd., & Foothill Blvd.

Use:	
(U1)	For residential development with 3 or more units
(U2)	Live Entertainment and Dancing not permitted
(U3)	Large Scale Specialty Goods and Foods Only (see section 2.2.1)
(U4)	Movie Theaters not permitted
(U5)	Ground floor Health & Exercise Clubs are conditional
(U7)	Only Health & Exercise Clubs
(U8)	Only Gas Stations

Signs:	
(S3)	50% shall be allowable during the month of December
(S5)	For religious facilities, schools, and commercial recreation uses within public parks, maximum area of 32 sqft and maximum height of 6 ft
(S6)	Signs are restricted to corner stores only
(S7)	Signs are permitted at entrances to multi-family buildings
(S8)	Pole Mounted and Tower Signs located within 500 ft of a freeway right-of-way and designated as freeway-oriented shall be regulated by the Pomona Zoning Ordinance

2.2 Building Use Regulations	Standards
2.2.1 Use Types	
A. Retail	
1. Specialty Goods Anchors	---
2. Community Oriented Anchors	---
3. Entertainment Anchors	---
4. Eating & Drinking Establishments	---
5. Specialty Goods & Foods	---
6. Entertainment & Recreation	---
7. Convenience Uses	CS
8. Business Services	CS
9. Personal Services	CS
10. Service Commercial & Repair	---
11. Large Scale Commercial Goods	---
12. Vehicle Sales	---
B. Civic & Cultural	conditional
C. Workplace	
1. Professional Services	permitted
2. Medical Services	permitted
3. Light Industrial	conditional
D. Lodging	permitted
E. Live Work	permitted
F. Residential	
1. Multi-Family w/ Common Entry	permitted
2. Multi Family w/ Individual Entries	permitted
3. Attached Single Family	permitted
4. Detached Single Family	---
2.2.2 Special Retail Configurations	
1. Neighborhood Center	---
2. Corner Store	permitted
3. Drive-through	---
2.2.3 Minimum Residential Unit Size	
One Bedroom Units	600 sf min
Two Bedroom Units	800 sf min
Three Bedroom Units	1,000 sf min

2.3 Building Scale Regulations	Standards
2.3.1 Building Height	
minimum height	2 story
maximum height	4 stories
maximum height in overlay	6 stories
2.3.2 Special Building Height Limits	
Holt/Mission/Garey	n/a
Across the Street from Housing	plus 2 stories max
Adjacent to Housing	required
2.3.3 Building Length	
maximum	300 ft
2.3.4 Special Building Length Limits	
Limited Corner Building - maximum	120 ft (C10)
Limited Mid-Block Building - maximum	80 ft (C10)
2.3.5 Building Massing - Primary Volume Proportions	
Length : Height - Holt/Mission/Garey	n/a
Length : Height - All other streets	2L:3H to 5L:2H

2.4 Frontage & Building Placement Regulations	Standards
2.4.1 Building Orientation to Streets & Public Open Space	
required or not required	required
2.4.2 Private Frontage Types	
C. Private Frontage Specifications	
1. Shop-Front	CS
- Shopfront Length - maximum	50 ft
- Tenant Length - maximum	50 ft
- Articulation Length - maximum	50 ft
2. Corner Entry	permitted
3. Arcade	permitted
4. Grand Portico	permitted
5. Forecourt	permitted
6. Common Lobby Entry	permitted
7. Stoop	permitted
8. Porch	permitted
9. Front Door	---
10. Front Vehicular Door	limited
11. Edge Treatment: Walled	---
12. Edge Treatment: Fenced	permitted
13. Edge Treatment: Terraced	permitted
14. Edge Treatment: Flush	permitted
2.4.3 Front Yard Setback	
minimum / maximum - 2nd Street	n/a
minimum / maximum - Garey Ave.	n/a
minimum / maximum - Holt Ave.	n/a
minimum / maximum - Mission Blvd.	n/a
minimum / maximum - Foothill Blvd.	n/a
minimum / maximum - Corner Properties	5 ft / 15 ft
minimum / maximum - All other streets	5 ft / 15 ft
2.4.4 Side Yard Setback	
min w/ living space windows	10 ft
min w/out living space windows	0 ft
2.4.5 Rear Yard Setback	
minimum	10 ft
2.4.6 Alley Setback	
minimum	5 ft
2.4.7 Frontage Coverage	
minimum - 2nd Street	n/a
minimum - Garey Ave.	n/a
minimum - Holt Ave.	n/a
minimum - Mission Blvd.	n/a
minimum - Foothill Blvd.	n/a
minimum - all other streets	70%
2.4.8 Space Between Buildings	
minimum	20 ft
2.4.9 Build-to-Corner	
required or not required	required

2.5 Street Regulations	Standards
2.5.1 Improvements to Existing Streets	
C. Grand Boulevard	---
D. Palm Gateway	---
E. Parkway	---
F. Regional Boulevard	---
G. Grand Avenue	---
H. Midtown Boulevard	---
I. Downtown Boulevard	---
J. Second Street	---
K. Neighborhood Streets	required
2.5.2 Provision of New Streets - (see section 2.5.2)	
2.5.3 Block Size	
Maximum Vehicular Block Size	2000 ft
Maximum Pedestrian Block Size	2000 ft
2.5.4 Street Connectivity	
required or not required	required
2.5.5 Required East-West Street Connection	
required or not required	required
2.5.6 Residential Transition-Boundary Street	
required or not required	n/a
2.5.7 Street Types (New Street Design)	
A. City Street	permitted
B Public Open Space w/ City Street	permitted
C. Neighborhood Street	permitted
D. Public Open Space w/ Neighborhood St.	permitted
E. Alley	permitted

Neighborhood Street

Typical Improvements to Existing Streets:
See Section 2.5.1 and Section 3.1.1 for configuration details and construction responsibility

2.6 Open Space Regulations	Standards
2.6.1 Provision of Public Open Space	
1. Retail	50 s.f. / 1000 s.f. (C8)
2. Civic & Cultural	n/a
3. Workplace	100 sf / 1000 sf (C8)
4. Lodging	100 sf / room(C9)
5. Live Work	150 sf / unit (C9)
6. Residential	150 sf / unit (C9)
2.6.2 Special Public Open Space	
	required (M)
2.6.3 Provision of Private Open Space	
1. Retail	n/a
2. Civic & Cultural	n/a
3. Workplace	n/a
4. Lodging	n/a
5. Live Work	n/a
6. Residential	
a. Attached & Multi-Family	60 s.f. / unit
b. Detached Single-Family Homes	n/a
2.6.4 Public Open Space Types	
1. Park	permitted
2. Linear Green	permitted
3. Square	permitted
4. Plaza	permitted
5. Mid-Block Green	permitted
6. Courtyard Plaza	permitted
7. Passage/Paseo	permitted
8. Pocket Park/Playground	permitted
2.6.5 Private Open Space Types	
1. Courtyard	permitted
2. Private Yard	permitted
3. Porch	permitted
4. Rooftop Deck or Garden	permitted
5. Balcony	permitted
2.6.6 Setback Area Landscaping Types	
A. Perimeter Block Setback Areas	
1. Sidewalk Extension	required (C5, C14)
2. Parkway Landscaping	---
3. Boulevard Landscaping	---
4. Neighborhood Street Landscaping	permitted
B. Interior Block Setback Areas	
1. Paving	---
2. Groundcover	required
3. & 4. Moderate or Heavy Screening	required
2.6.7 Stormwater Management Types	
1. Landscaped Setback Area/Open Space	permitted
2. Detention Basin/Pond	---
3. Retention Basin/Pond	---
4. Vegetated Swale/Strip	permitted
5. Rain Garden	permitted
6. Landscaped Tree Well	permitted
7. Grated Tree Well	permitted
8. Permeable/Pervious Paving	permitted
9. Green Roof	permitted
10. Waterscape	permitted
11. Rainwater Harvesting/Vault	permitted
2.6.8 General Open Space & Setback Area Guidelines	
	see section 2.6.8

2.7 Parking Regulations	Standards
2.7.1 Provision of Parking	
1. Retail Anchors	
spaces per 1000 s.f.	n/a
location	n/a
2. Eating & Drinking Establishments	
spaces per 1000 s.f.	4 min / 10 max
location	on site
3. Specialty Foods / Goods	
spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
4. Entertainment & Recreation	
spaces per 1000 s.f.	n/a
location	n/a
5. Convenience Uses	
spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
6. Personal & Business Services	
spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
7. Commercial Goods & Vehicle Sales	
spaces per 1000 s.f.	n/a
location	n/a
8. Civic & Cultural	
public assembly: spaces per 1000 s.f.	15 min / 30 max
other: spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
9. Workplace	
professional: spaces per 1000 s.f.	2.5 min / 3.5 max
medical: spaces per 1000 s.f.	4.5 min / 5.5 max
light industrial: spaces per 1000 s.f.	1 min / 3.5 max
location	within 200 feet
10. Lodging	
spaces per guest room	1 min / 1.2 max
location	within 200 feet
11. Live-Work	
spaces per unit	1 min / 1 max
spaces per employee	0 min / 1 max
location	within 200 feet
12. Residential Uses	
spaces per studio unit	1 min / 1 max
spaces per 1br unit	1.5 min / 1.5 max
spaces per 2br unit	2 min / 2 max
spaces per additional unit beyond 2br	.5 spaces
guest spaces per 4 units	1 min / 1.2 max (C12)
location	on site
13. Neighborhood Center Exceptions	
spaces per 1000 s.f.	0 min / 3 max
14. Corner Store Exceptions	
spaces per 1000 s.f.	0 min
location	on street only
2.7.2 Parking Types	
A. Surface Lot - Front	---
B. Surface Lot - Side	---
C. Surface Lot - Rear	permitted
D. Surface Lot - Exposed	---
E. Structure - Exposed	conditional
F. Structure - Wrapped: Ground Level	conditional
G. Structure - Wrapped: All Levels	permitted
H. Partially Submerged Podium	permitted
I. Structure - Underground	permitted
2.7.3 General Parking Requirements	
	see section 2.7.3

note: parking maximums apply to unstructured parking types only

2.8 Architecture Regulations	Standards
2.8.1 Facade Requirements	
required or not required	required
2.8.2 Architectural Guidelines	
	see section 2.8.2
2.8.3 Architectural Character	
	see section 2.8.3

2.9 Signage Regulations	Standards
2.9.1 Number of Signs	(see section 2.9.1)
2.9.2 Wall Sign Area Per Tenant	(see section 2.9.2)
2.9.3 Sign Setbacks	(see section 2.9.3)
2.9.4 Interactivity, and Animation	
LCD / Electronic / Interactive Signs	---
2.9.5 Sign Type Regulations	
Pole Mounted Sign & Tower Sign	---
maximum number of faces	n/a
maximum height	n/a
maximum area	n/a
within 500 ft of freeway	n/a
Monument Sign & Ground Sign	permitted (S5)
maximum number of faces	2
maximum height	6
maximum area	60
Grand Projecting Sign	---
maximum height	n/a
Marquee Sign	---
maximum area	n/a
Building Identification Sign	---
maximum size	n/a
Grand Wall Sign	---
maximum size	n/a
Roof Sign	---
Wall Sign	permitted (S5)
maximum size	50 s.f.
Projecting Sign	permitted
maximum area	6 s.f.
Awning Face Sign	permitted
maximum area	20% of awning face
Awning Valance Sign	permitted
lines of lettering	1
letter height	6 in
Awning Side Sign	permitted
lines of lettering	1
letter height	6 in
Canopy Fascia Sign	permitted
maximum height	80% fascia height
lines of lettering	1
Above Canopy Sign	permitted
maximum height	80% fascia height
lines of lettering	1
Recessed Entry Sign	permitted
maximum area	6 s.f.
Window Sign	permitted
letter height	12 inches
maximum area	25% of window (S3)
Café Umbrella Sign	permitted
lines of lettering	1
letter height	6 inches
logo size	1 sf
maximum area	10% of umbrella surface
Temporary Sign	---
2.9.6 Sign Guidelines	
	see section 2.9.6

2.1.4.B Special Requirements

There are no special requirements in the Urban Neighborhood Expansion Zone

2.1.6 Neighborhood Center

2.1.6.A Development Standards Chart

Development Standards Charts Legend:	
General Symbols:	
permitted	These elements are allowed, by right, unless otherwise specified in Section 2.2.1 Use Types
---	Not permitted
n/a	Not applicable
required	These are required elements of all new development as indicated
not required	These elements are not required as indicated
conditional	Requires a conditional use permit
limited	Limitations apply as specified in section 2.4.2.C Private Frontage Specifications
plus	Development shall not exceed the height of housing across the street plus the number of stories indicated (see section 2.3.2 Special Building Height Limits)
CS	Permitted in a Corner Store configuration (see section 2.2.2. Special Retail Configurations)
NC	Permitted in a Neighborhood Center configuration (see section 2.2.2. Special Retail Configurations)
(A)	Exceptions apply to anchor retail buildings
(M)	See Fig 2.6.2 Special Public Open Space Areas Map

Special Conditions:	
(C2)	Upper floors only
(C4)	Side, and rear yards shall consist of heavy screening (see section 2.6.6)
(C5)	With shopfront
(C6)	Or 20% of parcel depth whichever is smaller
(C8)	For development over 20,000 sf of building area
(C9)	For development over 20 dwelling units or lodging rooms
(C10)	Courtyard buildings may exceed the indicated length as defined in 2.3.3 Building Length
(C12)	A minimum of 1 guest space / 10 DU is conditional
(C13)	Or 5% of parcel depth whichever is smaller
(C14)	Up to 5 ft maximum
(C15)	Only one half bay or one full bay of parking is permitted

Location:	
(L1)	On 2nd St..
(L2)	On Garey Ave.
(L3)	On Holt Ave.
(L4)	On Mission Blvd..
(L5)	On Gibbs St., Main St., Locust St., Thomas St., Third St., & Fourth St.
(L6)	Within 500 ft of a designated transit center/train station
(L7)	On Foothill Blvd.
(L8)	In Height Overlay
(L9)	Along streets other than Garey Ave., Holt Ave., Mission Blvd., & Foothill Blvd.

Use:	
(U1)	For residential development with 3 or more units
(U2)	Live Entertainment and Dancing not permitted
(U3)	Large Scale Specialty Goods and Foods Only (see section 2.2.1)
(U4)	Movie Theaters not permitted
(U5)	Ground floor Health & Exercise Clubs are conditional
(U7)	Only Health & Exercise Clubs
(U8)	Only Gas Stations

Signs:	
(S3)	50% shall be allowable during the month of December
(S5)	For religious facilities, schools, and commercial recreation uses within public parks, maximum area of 32 sqft and maximum height of 6 ft
(S6)	Signs are restricted to corner stores only
(S7)	Signs are permitted at entrances to multi-family buildings
(S8)	Pole Mounted and Tower Signs located within 500 ft of a freeway right-of-way and designated as freeway-oriented shall be regulated by the Pomona Zoning Ordinance

2.2 Building Use Regulations	Standards
2.2.1 Use Types	
A. Retail	
1. Specialty Goods Anchors	---
2. Community Oriented Anchors	NC
3. Entertainment Anchors	---
4. Eating & Drinking Establishments	NC
5. Specialty Goods & Foods	NC (U3)
6. Entertainment & Recreation	permitted (U4)
7. Convenience Uses	NC
8. Business Services	NC
9. Personal Services	NC
10. Service Commercial & Repair	permitted (U8)
11. Large Scale Commercial Goods	---
12. Vehicle Sales	---
B. Civic & Cultural	conditional (C2, or L9)
C. Workplace	
1. Professional Services	permitted (C2, or L9)
2. Medical Services	permitted (C2, or L9)
3. Light Industrial	---
D. Lodging	permitted (C2, or L9)
E. Live Work	permitted (C2, or L9)
F. Residential	
1. Multi-Family w/ Common Entry	permitted (C2, or L9)
2. Multi Family w/ Individual Entries	permitted (C2, or L9)
3. Attached Single Family	---
4. Detached Single Family	---
2.2.2 Special Retail Configurations	
1. Neighborhood Center	required (L2, L3, L4, L7)
2. Corner Store	n/a
3. Drive-through	conditional
2.2.3 Minimum Residential Unit Size	
One Bedroom Units	600 sf min
Two Bedroom Units	800 sf min
Three Bedroom Units	1,000 sf min

2.3 Building Scale Regulations	Standards
2.3.1 Building Height	
minimum height	1 story & 20 ft
maximum height	6 stories
maximum height in overlay	6 stories
2.3.2 Special Building Height Limits	
Holt/Mission/Garey	4 stories max
Across the Street from Housing	plus 2 stories max
Adjacent to Housing	required
2.3.3 Building Length	
maximum	300 ft
2.3.4 Special Building Length Limits	
Limited Corner Building - maximum	120 ft (C10)
Limited Mid-Block Building - maximum	80 ft (C10)
2.3.5 Building Massing - Primary Volume Proportions	
Length : Height - Holt/Mission/Garey	3L:2H to 3L:1H
Length : Height - All other streets	2L:3H to 5L:2H

2.4 Frontage & Building Placement Regulations	Standards
2.4.1 Building Orientation to Streets & Public Open Space	
required or not required	required (A)
2.4.2 Private Frontage Types	
C. Private Frontage Specifications	
1. Shop-Front	permitted
- Shopfront Length - maximum	n/a
- Tenant Length - maximum	n/a
- Articulation Length - maximum	50 ft
2. Corner Entry	permitted
3. Arcade	permitted
4. Grand Portico	permitted
5. Forecourt	permitted
6. Common Lobby Entry	permitted
7. Stoop	permitted (L9)
8. Porch	---
9. Front Door	---
10. Front Vehicular Door	conditional
11. Edge Treatment: Walled	---
12. Edge Treatment: Fenced	permitted (L9)
13. Edge Treatment: Terraced	permitted (L9)
14. Edge Treatment: Flush	permitted
2.4.3 Front Yard Setback	
minimum / maximum - 2nd Street	n/a
minimum / maximum - Garey Ave.	0 ft / 10 ft
minimum / maximum - Holt Ave.	0 ft / 10 ft
minimum / maximum - Mission Blvd.	0 ft / 10 ft
minimum / maximum - Foothill Blvd.	0 ft / 10 ft
minimum / maximum - Corner Properties	5 ft / 15 ft (A)
minimum / maximum - All other streets	5 ft / 15 ft (A)
2.4.4 Side Yard Setback	
min w/ living space windows	10 ft
min w/out living space windows	0 ft
2.4.5 Rear Yard Setback	
minimum	10 ft
2.4.6 Alley Setback	
minimum	5 ft
2.4.7 Frontage Coverage	
minimum - 2nd Street	n/a
minimum - Garey Ave.	50%
minimum - Holt Ave.	50%
minimum - Mission Blvd.	50%
minimum - Foothill Blvd.	50%
minimum - all other streets	50% (A)
2.4.8 Space Between Buildings	
minimum	20 ft
2.4.9 Build-to-Corner	
required or not required	required

2.5 Street Regulations	Standards
2.5.1 Improvements to Existing Streets	
C. Grand Boulevard	required (see below)
D. Palm Gateway	required (see below)
E. Parkway	required (see below)
F. Regional Boulevard	required (L7)
G. Grand Avenue	required (see below)
H. Midtown Boulevard	required (L4)
I. Downtown Boulevard	---
J. Second Street	---
K. Neighborhood Streets	required except (L2-L7)
2.5.2 Provision of New Streets - (see section 2.5.2)	
2.5.3 Block Size	
Maximum Vehicular Block Size	3000 ft
Maximum Pedestrian Block Size	2000 ft
2.5.4 Street Connectivity	
required or not required	required
2.5.5 Required East-West Street Connection	
required or not required	n/a
2.5.6 Residential Transition-Boundary Street	
required or not required	required
2.5.7 Street Types (New Street Design)	
A. City Street	permitted
B Public Open Space w/ City Street	permitted
C. Neighborhood Street	---
D. Public Open Space w/ Neighborhood St.	---
E. Alley	permitted

Grand Boulevard
(L3) west of Garey Ave.
(L2) b/w I-10 & Holt Ave.

Grand Avenue
(L3) east of Garey Ave.

Neighborhood Street

Midtown Boulevard

Regional Boulevard

Palm Gateway
(L2) b/w I-10 & Bonita Ave.

Parkway
(L2) north of Bonita Ave. & south of Mission Blvd.

Typical Improvements to Existing Streets:
See Section 2.5.1 and Section 3.1.1 for configuration details and construction responsibility

2.6 Open Space Regulations	Standards
2.6.1 Provision of Public Open Space	
1. Retail	50 s.f. / 1000 s.f. (C8)
2. Civic & Cultural	n/a
3. Workplace	100 sf / 1000 sf (C8)
4. Lodging	100 sf / room(C9)
5. Live Work	150 sf / unit (C9)
6. Residential	150 sf / unit (C9)
2.6.2 Special Public Open Space	
	required (M)
2.6.3 Provision of Private Open Space	
1. Retail	n/a
2. Civic & Cultural	n/a
3. Workplace	n/a
4. Lodging	n/a
5. Live Work	n/a
6. Residential	
a. Attached & Multi-Family	60 s.f. / unit
b. Detached Single-Family Homes	n/a
2.6.4 Public Open Space Types	
1. Park	---
2. Linear Green	permitted
3. Square	permitted
4. Plaza	permitted
5. Mid-Block Green	permitted
6. Courtyard Plaza	permitted
7. Passage/Paseo	permitted
8. Pocket Park/Playground	permitted
2.6.5 Private Open Space Types	
1. Courtyard	permitted
2. Private Yard	permitted
3. Porch	---
4. Rooftop Deck or Garden	permitted
5. Balcony	permitted
2.6.6 Setback Area Landscaping Types	
A. Perimeter Block Setback Areas	
1. Sidewalk Extension	required (C5, C14)
2. Parkway Landscaping	---
3. Boulevard Landscaping	---
4. Neighborhood Street Landscaping	permitted
B. Interior Block Setback Areas	
1. Paving	---
2. Groundcover	required
3. & 4. Moderate or Heavy Screening	required
2.6.7 Stormwater Management Types	
1. Landscaped Setback Area/Open Space	permitted
2. Detention Basin/Pond	---
3. Retention Basin/Pond	---
4. Vegetated Swale/Strip	permitted (L9)
5. Rain Garden	permitted
6. Landscaped Tree Well	permitted
7. Grated Tree Well	permitted
8. Permeable/Pervious Paving	permitted
9. Green Roof	permitted
10. Waterscape	permitted
11. Rainwater Harvesting/Vault	permitted
2.6.8 General Open Space & Setback Area Guidelines	
	see section 2.6.8

2.7 Parking Regulations	Standards
2.7.1 Provision of Parking	
1. Retail Anchors	
spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
2. Eating & Drinking Establishments	
spaces per 1000 s.f.	4 min / 10 max
location	on site
3. Specialty Foods / Goods	
spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
4. Entertainment & Recreation	
spaces per 1000 s.f.	6 min / 10 max
location	within 500 feet
5. Convenience Uses	
spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
6. Personal & Business Services	
spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
7. Commercial Goods & Vehicle Sales	
spaces per 1000 s.f.	n/a
location	n/a
8. Civic & Cultural	
public assembly: spaces per 1000 s.f.	15 min / 30 max
other: spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
9. Workplace	
professional: spaces per 1000 s.f.	2.5 min / 3.5 max
medical: spaces per 1000 s.f.	4.5 min / 5.5 max
light industrial: spaces per 1000 s.f.	1 min / 3.5 max
location	within 200 feet
10. Lodging	
spaces per guest room	1 min / 1.2 max
location	within 200 feet
11. Live-Work	
spaces per unit	1 min / 1 max
spaces per employee	0 min / 1 max
location	within 200 feet
12. Residential Uses	
spaces per studio unit	1 min / 1 max
spaces per 1br unit	1.5 min / 1.5 max
spaces per 2br unit	2 min / 2 max
spaces per additional unit beyond 2br	.5 spaces
guest spaces per 4 units	1 min / 1.2 max (C12)
location	on site
13. Neighborhood Center Exceptions	
spaces per 1000 s.f.	0 min / 3 max
14. Corner Store Exceptions	
spaces per 1000 s.f.	0 min
location	on street only
2.7.2 Parking Types	
A. Surface Lot - Front	---
B. Surface Lot - Side	---
C. Surface Lot - Rear	permitted
D. Surface Lot - Exposed	--- (A)
E. Structure - Exposed	conditional (A)
F. Structure - Wrapped: Ground Level	conditional (A)
G. Structure - Wrapped: All Levels	permitted
H. Partially Submerged Podium	permitted
I. Structure - Underground	permitted
2.7.3 General Parking Requirements	
	see section 2.7.3

note: parking maximums apply to unstructured parking types only

2.8 Architecture Regulations	Standards
2.8.1 Facade Requirements	
required or not required	required
2.8.2 Architectural Guidelines	
	see section 2.8.2
2.8.3 Architectural Character	
	see section 2.8.3

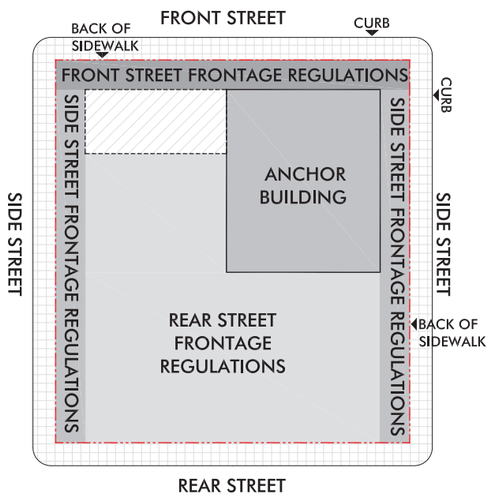
2.9 Signage Regulations	Standards
2.9.1 Number of Signs	(see section 2.9.1)
2.9.2 Wall Sign Area Per Tenant	(see section 2.9.2)
2.9.3 Sign Setbacks	(see section 2.9.3)
2.9.4 Interactivity, and Animation	
LCD / Electronic / Interactive Signs	permitted
2.9.5 Sign Type Regulations	
Pole Mounted Sign & Tower Sign	permitted
maximum number of faces	2
maximum height	20
maximum area	100
within 500 ft of freeway	(S8)
Monument Sign & Ground Sign	permitted (S5)
maximum number of faces	2
maximum height	6
maximum area	60
Grand Projecting Sign	---
maximum height	n/a
Marquee Sign	---
maximum area	n/a
Building Identification Sign	---
maximum size	n/a
Grand Wall Sign	---
maximum size	n/a
Roof Sign	---
Wall Sign	permitted (S5)
maximum size	250 s.f.
Projecting Sign	permitted
maximum area	6 s.f.
Awning Face Sign	---
maximum area	n/a
Awning Valance Sign	permitted
lines of lettering	1
letter height	6 in
Awning Side Sign	permitted
lines of lettering	1
letter height	6 in
Canopy Fascia Sign	permitted
maximum height	80% fascia height
lines of lettering	1
Above Canopy Sign	permitted
maximum height	80% fascia height
lines of lettering	1
Recessed Entry Sign	permitted
maximum area	6 s.f.
Window Sign	permitted
letter height	12 inches
maximum area	25% of window (S3)
Café Umbrella Sign	permitted
lines of lettering	1
letter height	6 inches
logo size	1 sf
maximum area	10% of umbrella surface
Temporary Sign	Temporary Sign Permit
2.9.6 Sign Guidelines	
	see section 2.9.6

2.1.6.B Special Requirements

1. Anchor Retail Building Exceptions:

Regulations listed in the Anchor Exceptions chart below may be applied to retail anchors exceeding 30,000 square feet as exceptions to regulations indicated with an (A) in the Development Standards Charts. Anchor buildings shall have at least one "Front Street" that shall establish how these exceptions apply.

Garey Ave., Holt Ave., Mission Blvd., and Foothill Blvd. shall always be Front Streets. If an anchor development has frontage along two of these streets or does not have frontage along any of these streets, the Front Street shall be designated by the Planning Manager/Designee. All streets that are not Front Streets are either Side Streets or Rear Streets as indicated in the diagram below.



Regulations	Front Street	Side Street	Rear Street
2.4.1 Building Orientation			
required or not required	required	not required	not required
2.4.4 Front Yard Setback			
maximum	no deviation	no maximum	no maximum
2.4.8 Frontage Coverage			
minimum	no deviation	20%	0%
2.7.2 Parking Types			
Surface Lot - Exposed	no deviation	permitted	permitted
Structure - Wrapped on Ground Level	permitted	permitted	permitted
Structure - Exposed	no deviation	permitted	permitted
2.8.2 Architectural Element Regulations			
Façade Composition	no deviation	No minimum glazing requirement along two selected street frontages	

2.1.7 Downtown Gateway Segment

2.1.7.A Development Standards Chart

Development Standards Charts Legend:	
General Symbols:	
permitted	These elements are allowed, by right, unless otherwise specified in Section 2.2.1 Use Types
---	Not permitted
n/a	Not applicable
required	These are required elements of all new development as indicated
not required	These elements are not required as indicated
conditional	Requires a conditional use permit
limited	Limitations apply as specified in section 2.4.2.C Private Frontage Specifications
plus	Development shall not exceed the height of housing across the street plus the number of stories indicated (see section 2.3.2 Special Building Height Limits)
CS	Permitted in a Corner Store configuration (see section 2.2.2. Special Retail Configurations)
NC	Permitted in a Neighborhood Center configuration (see section 2.2.2. Special Retail Configurations)
(A)	Exceptions apply to anchor retail buildings
(M)	See Fig 2.6.2 Special Public Open Space Areas Map

Special Conditions:	
(C2)	Upper floors only
(C4)	Side, and rear yards shall consist of heavy screening (see section 2.6.6)
(C5)	With shopfront
(C6)	Or 20% of parcel depth whichever is smaller
(C8)	For development over 20,000 sf of building area
(C9)	For development over 20 dwelling units or lodging rooms
(C10)	Courtyard buildings may exceed the indicated length as defined in 2.3.3 Building Length
(C12)	A minimum of 1 guest space / 10 DU is conditional
(C13)	Or 5% of parcel depth whichever is smaller
(C14)	Up to 5 ft maximum
(C15)	Only one half bay or one full bay of parking is permitted

Location:	
(L1)	On 2nd St..
(L2)	On Garey Ave.
(L3)	On Holt Ave.
(L4)	On Mission Blvd..
(L5)	On Gibbs St., Main St., Locust St., Thomas St., Third St., & Fourth St.
(L6)	Within 500 ft of a designated transit center/train station
(L7)	On Foothill Blvd.
(L8)	In Height Overlay
(L9)	Along streets other than Garey Ave., Holt Ave., Mission Blvd., & Foothill Blvd.

Use:	
(U1)	For residential development with 3 or more units
(U2)	Live Entertainment and Dancing not permitted
(U3)	Large Scale Specialty Goods and Foods Only (see section 2.2.1)
(U4)	Movie Theaters not permitted
(U5)	Ground floor Health & Exercise Clubs are conditional
(U7)	Only Health & Exercise Clubs
(U8)	Only Gas Stations

Signs:	
(S3)	50% shall be allowable during the month of December
(S5)	For religious facilities, schools, and commercial recreation uses within public parks, maximum area of 32 sqft and maximum height of 6 ft
(S6)	Signs are restricted to corner stores only
(S7)	Signs are permitted at entrances to multi-family buildings
(S8)	Pole Mounted and Tower Signs located within 500 ft of a freeway right-of-way and designated as freeway-oriented shall be regulated by the Pomona Zoning Ordinance

2.2 Building Use Regulations	Standards
2.2.1 Use Types	
A. Retail	
1. Specialty Goods Anchors	---
2. Community Oriented Anchors	---
3. Entertainment Anchors	---
4. Eating & Drinking Establishments	NC (U2)
5. Specialty Goods & Foods	NC (U3)
6. Entertainment & Recreation	permitted (U4)
7. Convenience Uses	NC, CS
8. Business Services	NC, CS
9. Personal Services	NC, CS
10. Service Commercial & Repair	conditional
11. Large Scale Commercial Goods	conditional
12. Vehicle Sales	---
B. Civic & Cultural	conditional
C. Workplace	
1. Professional Services	permitted
2. Medical Services	permitted
3. Light Industrial	---
D. Lodging	permitted
E. Live Work	permitted
F. Residential	
1. Multi-Family w/ Common Entry	permitted
2. Multi Family w/ Individual Entries	permitted
3. Attached Single Family	permitted
4. Detached Single Family	---
2.2.2 Special Retail Configurations	
1. Neighborhood Center	permitted
2. Corner Store	permitted
3. Drive-through	---
2.2.3 Minimum Residential Unit Size	
One Bedroom Units	600 sf min
Two Bedroom Units	800 sf min
Three Bedroom Units	1,000 sf min

2.3 Building Scale Regulations	Standards
2.3.1 Building Height	
minimum height	1 story & 20 ft
maximum height	3 stories
maximum height in overlay	6 stories
2.3.2 Special Building Height Limits	
Holt/Mission/Garey	4 stories
Across the Street from Housing	plus 2 stories max
Adjacent to Housing	required
2.3.3 Building Length	
maximum	300 ft
2.3.4 Special Building Length Limits	
Limited Corner Building - maximum	120 ft (C10)
Limited Mid-Block Building - maximum	80 ft (C10)
2.3.5 Building Massing - Primary Volume Proportions	
Length : Height - Holt/Mission/Garey	3L:2H to 5L:2H
Length : Height - All other streets	2L:3H to 5L:2H

2.4 Frontage & Building Placement Regulations	Standards
2.4.1 Building Orientation to Streets & Public Open Space	
required or not required	required
2.4.2 Private Frontage Types	
C. Private Frontage Specifications	
1. Shop-Front	permitted
- Shopfront Length - maximum	n/a
- Tenant Length - maximum	n/a
- Articulation Length - maximum	50 ft
2. Corner Entry	permitted
3. Arcade	permitted
4. Grand Portico	permitted
5. Forecourt	permitted
6. Common Lobby Entry	permitted
7. Stoop	permitted
8. Porch	---
9. Front Door	---
10. Front Vehicular Door	limited
11. Edge Treatment: Walled	permitted (max 3 ft tall)
12. Edge Treatment: Fenced	permitted
13. Edge Treatment: Terraced	permitted
14. Edge Treatment: Flush	permitted
2.4.3 Front Yard Setback	
minimum / maximum - 2nd Street	n/a
minimum / maximum - Garey Ave.	5 ft / 15 ft
minimum / maximum - Holt Ave.	12 ft / 20 ft; (C13) 5 ft / 15 ft (L8)
minimum / maximum - Mission Blvd.	n/a
minimum / maximum - Foothill Blvd.	n/a
minimum / maximum - Corner Properties	5 ft / 15 ft
minimum / maximum - All other streets	5 ft / 15 ft
2.4.4 Side Yard Setback	
min w/ living space windows	10 ft
min w/out living space windows	0 ft
2.4.5 Rear Yard Setback	
minimum	10 ft
2.4.6 Alley Setback	
minimum	5 ft
2.4.7 Frontage Coverage	
minimum - 2nd Street	n/a
minimum - Garey Ave.	70%
minimum - Holt Ave.	70%
minimum - Mission Blvd.	n/a
minimum - Foothill Blvd.	n/a
minimum - all other streets	70%
2.4.8 Space Between Buildings	
minimum	20 ft
2.4.9 Build-to-Corner	
required or not required	required

2.5 Street Regulations	Standards
2.5.1 Improvements to Existing Streets	
C. Grand Boulevard	required (L2, L3)
D. Palm Gateway	---
E. Parkway	---
F. Regional Boulevard	---
G. Grand Avenue	---
H. Midtown Boulevard	---
I. Downtown Boulevard	---
J. Second Street	---
K. Neighborhood Streets	required except (L2, L3)
2.5.2 Provision of New Streets - (see section 2.5.2)	
2.5.3 Block Size	
Maximum Vehicular Block Size	2000 ft
Maximum Pedestrian Block Size	2000 ft
2.5.4 Street Connectivity	
required or not required	required
2.5.5 Required East-West Street Connection	
required or not required	n/a
2.5.6 Residential Transition-Boundary Street	
required or not required	not required
2.5.7 Street Types (New Street Design)	
A. City Street	permitted
B Public Open Space w/ City Street	permitted
C. Neighborhood Street	permitted
D. Public Open Space w/ Neighborhood St.	permitted
E. Alley	permitted

Downtown Boulevard

Neighborhood Street

Grand Boulevard

Typical Improvements to Existing Streets:
See Section 2.5.1 and Section 3.1.1 for configuration details and construction responsibility

2.6 Open Space Regulations	Standards
2.6.1 Provision of Public Open Space	
1. Retail	50 s.f. / 1000 s.f. (C8)
2. Civic & Cultural	n/a
3. Workplace	100 sf / 1000 sf (C8)
4. Lodging	100 sf / room(C9)
5. Live Work	150 sf / unit (C9)
6. Residential	150 sf / unit (C9)
2.6.2 Special Public Open Space	
	n/a
2.6.3 Provision of Private Open Space	
1. Retail	n/a
2. Civic & Cultural	n/a
3. Workplace	n/a
4. Lodging	n/a
5. Live Work	n/a
6. Residential	
a. Attached & Multi-Family	60 s.f. / unit
b. Detached Single-Family Homes	n/a
2.6.4 Public Open Space Types	
1. Park	permitted
2. Linear Green	permitted
3. Square	permitted
4. Plaza	permitted
5. Mid-Block Green	permitted
6. Courtyard Plaza	permitted
7. Passage/Paseo	permitted
8. Pocket Park/Playground	permitted
2.6.5 Private Open Space Types	
1. Courtyard	permitted
2. Private Yard	permitted
3. Porch	---
4. Rooftop Deck or Garden	permitted
5. Balcony	permitted
2.6.6 Setback Area Landscaping Types	
A. Perimeter Block Setback Areas	
1. Sidewalk Extension	permitted (C5, C14) only
2. Parkway Landscaping	---
3. Boulevard Landscaping	required (L2, L3)
4. Neighborhood Street Landscaping	permitted
B. Interior Block Setback Areas	
1. Paving	---
2. Groundcover	required
3. & 4. Moderate or Heavy Screening	required
2.6.7 Stormwater Management Types	
1. Landscaped Setback Area/Open Space	permitted
2. Detention Basin/Pond	---
3. Retention Basin/Pond	---
4. Vegetated Swale/Strip	permitted
5. Rain Garden	permitted
6. Landscaped Tree Well	permitted
7. Grated Tree Well	permitted
8. Permeable/Pervious Paving	permitted
9. Green Roof	permitted
10. Waterscape	permitted
11. Rainwater Harvesting/Vault	permitted
2.6.8 General Open Space & Setback Area Guidelines	
	see section 2.6.8

2.7 Parking Regulations	Standards
2.7.1 Provision of Parking	
1. Retail Anchors	
spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
2. Eating & Drinking Establishments	
spaces per 1000 s.f.	4 min / 10 max
location	on site
3. Specialty Foods / Goods	
spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
4. Entertainment & Recreation	
spaces per 1000 s.f.	6 min / 10 max
location	within 500 feet
5. Convenience Uses	
spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
6. Personal & Business Services	
spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
7. Commercial Goods & Vehicle Sales	
spaces per 1000 s.f.	n/a
location	n/a
8. Civic & Cultural	
public assembly: spaces per 1000 s.f.	15 min / 30 max
other: spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
9. Workplace	
professional: spaces per 1000 s.f.	2.5 min / 3.5 max
medical: spaces per 1000 s.f.	4.5 min / 5.5 max
light industrial: spaces per 1000 s.f.	1 min / 3.5 max
location	within 200 feet
10. Lodging	
spaces per guest room	1 min / 1.2 max
location	within 200 feet
11. Live-Work	
spaces per unit	1 min / 1 max
spaces per employee	0 min / 1 max
location	within 200 feet
12. Residential Uses	
spaces per studio unit	1 min / 1 max
spaces per 1br unit	1.5 min / 1.5 max
spaces per 2br unit	2 min / 2 max
spaces per additional unit beyond 2br	.5 spaces
guest spaces per 4 units	1 min / 1.2 max (C12)
location	on site
13. Neighborhood Center Exceptions	
spaces per 1000 s.f.	0 min / 3 max
14. Corner Store Exceptions	
spaces per 1000 s.f.	0 min
location	on street only
2.7.2 Parking Types	
A. Surface Lot - Front	---
B. Surface Lot - Side	---
C. Surface Lot - Rear	permitted
D. Surface Lot - Exposed	---
E. Structure - Exposed	conditional
F. Structure - Wrapped: Ground Level	conditional
G. Structure - Wrapped: All Levels	permitted
H. Partially Submerged Podium	permitted
I. Structure - Underground	permitted
2.7.3 General Parking Requirements	
	see section 2.7.3

note: parking maximums apply to unstructured parking types only

2.8 Architecture Regulations	Standards
2.8.1 Facade Requirements	
required or not required	required
2.8.2 Architectural Guidelines	
	see section 2.8.2
2.8.3 Architectural Character	
	see section 2.8.3

2.9 Signage Regulations	Standards
2.9.1 Number of Signs	(see section 2.9.1)
2.9.2 Wall Sign Area Per Tenant	(see section 2.9.2)
2.9.3 Sign Setbacks	(see section 2.9.3)
2.9.4 Interactivity, and Animation	
LCD / Electronic / Interactive Signs	conditional
2.9.5 Sign Type Regulations	
Pole Mounted Sign & Tower Sign	permitted except (L8)
maximum number of faces	2
maximum height	10
maximum area	60
within 500 ft of freeway	(S8)
Monument Sign & Ground Sign	permitted (S5)
maximum number of faces	2
maximum height	6
maximum area	60
Grand Projecting Sign	---
maximum height	n/a
Marquee Sign	---
maximum area	n/a
Building Identification Sign	permitted (L8)
maximum size	(see section 2.9.4.I)
Grand Wall Sign	---
maximum size	n/a
Roof Sign	---
Wall Sign	permitted (S5)
maximum size	150 s.f.
Projecting Sign	permitted
maximum area	6 s.f.
Awning Face Sign	permitted
maximum area	20% of awning face
Awning Valance Sign	permitted
lines of lettering	1
letter height	6 in
Awning Side Sign	permitted
lines of lettering	1
letter height	6 in
Canopy Fascia Sign	permitted
maximum height	80% fascia height
lines of lettering	1
Above Canopy Sign	permitted
maximum height	80% fascia height
lines of lettering	1
Recessed Entry Sign	permitted
maximum area	6 s.f.
Window Sign	permitted
letter height	12 inches
maximum area	25% of window (S3)
Café Umbrella Sign	permitted
lines of lettering	1
letter height	6 inches
logo size	1 sf
maximum area	10% of umbrella surface
Temporary Sign	Temporary Sign Permit
2.9.6 Sign Guidelines	
	see section 2.9.6

2.1.7.B Special Requirements

There are no special requirements in Downtown Gateway Segments

2.1.8 Workplace Gateway Segment

2.1.8.A Development Standards Chart

Development Standards Charts Legend:	
General Symbols:	
permitted	These elements are allowed, by right, unless otherwise specified in Section 2.2.1 Use Types
---	Not permitted
n/a	Not applicable
required	These are required elements of all new development as indicated
not required	These elements are not required as indicated
conditional	Requires a conditional use permit
limited	Limitations apply as specified in section 2.4.2.C Private Frontage Specifications
plus	Development shall not exceed the height of housing across the street plus the number of stories indicated (see section 2.3.2 Special Building Height Limits)
CS	Permitted in a Corner Store configuration (see section 2.2.2. Special Retail Configurations)
NC	Permitted in a Neighborhood Center configuration (see section 2.2.2. Special Retail Configurations)
(A)	Exceptions apply to anchor retail buildings
(M)	See Fig 2.6.2 Special Public Open Space Areas Map

Special Conditions:	
(C2)	Upper floors only
(C4)	Side, and rear yards shall consist of heavy screening (see section 2.6.6)
(C5)	With shopfront
(C6)	Or 20% of parcel depth whichever is smaller
(C8)	For development over 20,000 sf of building area
(C9)	For development over 20 dwelling units or lodging rooms
(C10)	Courtyard buildings may exceed the indicated length as defined in 2.3.3 Building Length
(C12)	A minimum of 1 guest space / 10 DU is conditional
(C13)	Or 5% of parcel depth whichever is smaller
(C14)	Up to 5 ft maximum
(C15)	Only one half bay or one full bay of parking is permitted

Location:	
(L1)	On 2nd St..
(L2)	On Garey Ave.
(L3)	On Holt Ave.
(L4)	On Mission Blvd..
(L5)	On Gibbs St., Main St., Locust St., Thomas St., Third St., & Fourth St.
(L6)	Within 500 ft of a designated transit center/train station
(L7)	On Foothill Blvd.
(L8)	In Height Overlay
(L9)	Along streets other than Garey Ave., Holt Ave., Mission Blvd., & Foothill Blvd.

Use:	
(U1)	For residential development with 3 or more units
(U2)	Live Entertainment and Dancing not permitted
(U3)	Large Scale Specialty Goods and Foods Only (see section 2.2.1)
(U4)	Movie Theaters not permitted
(U5)	Ground floor Health & Exercise Clubs are conditional
(U7)	Only Health & Exercise Clubs
(U8)	Only Gas Stations

Signs:	
(S3)	50% shall be allowable during the month of December
(S5)	For religious facilities, schools, and commercial recreation uses within public parks, maximum area of 32 sqft and maximum height of 6 ft
(S6)	Signs are restricted to corner stores only
(S7)	Signs are permitted at entrances to multi-family buildings
(S8)	Pole Mounted and Tower Signs located within 500 ft of a freeway right-of-way and designated as freeway-oriented shall be regulated by the Pomona Zoning Ordinance

2.2 Building Use Regulations	Standards
2.2.1 Use Types	
A. Retail	
1. Specialty Goods Anchors	---
2. Community Oriented Anchors	---
3. Entertainment Anchors	---
4. Eating & Drinking Establishments	NC (U2)
5. Specialty Goods & Foods	NC (U3)
6. Entertainment & Recreation	permitted (U4)
7. Convenience Uses	NC, CS
8. Business Services	permitted
9. Personal Services	NC, CS
10. Service Commercial & Repair	permitted
11. Large Scale Commercial Goods	permitted
12. Vehicle Sales	---
B. Civic & Cultural	conditional
C. Workplace	
1. Professional Services	permitted
2. Medical Services	permitted
3. Light Industrial	conditional
D. Lodging	permitted
E. Live Work	permitted
F. Residential	
1. Multi-Family w/ Common Entry	permitted
2. Multi Family w/ Individual Entries	permitted
3. Attached Single Family	permitted
4. Detached Single Family	see section 2.1.8.B
2.2.2 Special Retail Configurations	
1. Neighborhood Center	permitted (L2)
2. Corner Store	permitted
3. Drive-through	---
2.2.3 Minimum Residential Unit Size	
One Bedroom Units	600 sf min
Two Bedroom Units	800 sf min
Three Bedroom Units	1,000 sf min

2.3 Building Scale Regulations	Standards
2.3.1 Building Height	
minimum height	1 story & 20 ft
maximum height	3 stories
maximum height in overlay	n/a
2.3.2 Special Building Height Limits	
Holt/Mission/Garey	n/a
Across the Street from Housing	plus 2 stories max
Adjacent to Housing	required
2.3.3 Building Length	
maximum	300 ft
2.3.4 Special Building Length Limits	
Limited Corner Building - maximum	120 ft (C10)
Limited Mid-Block Building - maximum	80 ft (C10)
2.3.5 Building Massing - Primary Volume Proportions	
Length : Height - Holt/Mission/Garey	3L:2H to 5L:2H
Length : Height - All other streets	2L:3H to 5L:2H

2.4 Frontage & Building Placement Regulations	Standards
2.4.1 Building Orientation to Streets & Public Open Space	
required or not required	required
2.4.2 Private Frontage Types	
C. Private Frontage Specifications	
1. Shop-Front	permitted
- Shopfront Length - maximum	n/a
- Tenant Length - maximum	n/a
- Articulation Length - maximum	50 ft
2. Corner Entry	permitted
3. Arcade	permitted
4. Grand Portico	permitted
5. Forecourt	permitted
6. Common Lobby Entry	permitted
7. Stoop	permitted
8. Porch	---
9. Front Door	---
10. Front Vehicular Door	limited
11. Edge Treatment: Walled	conditional (max 3 ft tall)
12. Edge Treatment: Fenced	permitted
13. Edge Treatment: Terraced	permitted
14. Edge Treatment: Flush	permitted
2.4.3 Front Yard Setback	
minimum / maximum - 2nd Street	n/a
minimum / maximum - Garey Ave.	12 ft / 25 ft
minimum / maximum - Holt Ave.	n/a
minimum / maximum - Mission Blvd.	n/a
minimum / maximum - Foothill Blvd.	n/a
minimum / maximum - Corner Properties	5 ft / 15 ft
minimum / maximum - All other streets	5 ft / 15 ft
2.4.4 Side Yard Setback	
min w/ living space windows	10 ft
min w/out living space windows	0 ft
2.4.5 Rear Yard Setback	
minimum	10 ft
2.4.6 Alley Setback	
minimum	5 ft
2.4.7 Frontage Coverage	
minimum - 2nd Street	n/a
minimum - Garey Ave.	50%
minimum - Holt Ave.	n/a
minimum - Mission Blvd.	n/a
minimum - Foothill Blvd.	n/a
minimum - all other streets	50%
2.4.8 Space Between Buildings	
minimum	20 ft
2.4.9 Build-to-Corner	
required or not required	required

2.5 Street Regulations	Standards
2.5.1 Improvements to Existing Streets	
C. Grand Boulevard	---
D. Palm Gateway	required (L2)
E. Parkway	---
F. Regional Boulevard	---
G. Grand Avenue	---
H. Midtown Boulevard	---
I. Downtown Boulevard	---
J. Second Street	---
K. Neighborhood Streets	required except (L2)
2.5.2 Provision of New Streets - (see section 2.5.2)	
2.5.3 Block Size	
Maximum Vehicular Block Size	3000 ft
Maximum Pedestrian Block Size	2000 ft
2.5.4 Street Connectivity	
required or not required	required
2.5.5 Required East-West Street Connection	
required or not required	n/a
2.5.6 Residential Transition-Boundary Street	
required or not required	not required
2.5.7 Street Types (New Street Design)	
A. City Street	permitted
B Public Open Space w/ City Street	permitted
C. Neighborhood Street	permitted
D. Public Open Space w/ Neighborhood St.	permitted
E. Alley	permitted

Neighborhood Street

Palm Gateway

Typical Improvements to Existing Streets:
See Section 2.5.1 and Section 3.1.1 for configuration details and construction responsibility

2.6 Open Space Regulations	Standards
2.6.1 Provision of Public Open Space	
1. Retail	50 s.f. / 1000 s.f. (C8)
2. Civic & Cultural	n/a
3. Workplace	100 sf / 1000 sf (C8)
4. Lodging	100 sf / room(C9)
5. Live Work	150 sf / unit (C9)
6. Residential	150 sf / unit (C9)
2.6.2 Special Public Open Space	
	n/a
2.6.3 Provision of Private Open Space	
1. Retail	n/a
2. Civic & Cultural	n/a
3. Workplace	n/a
4. Lodging	n/a
5. Live Work	n/a
6. Residential	
a. Attached & Multi-Family	60 s.f. / unit
b. Detached Single-Family Homes	n/a
2.6.4 Public Open Space Types	
1. Park	permitted
2. Linear Green	permitted
3. Square	permitted
4. Plaza	permitted
5. Mid-Block Green	permitted
6. Courtyard Plaza	permitted
7. Passage/Paseo	permitted
8. Pocket Park/Playground	permitted
2.6.5 Private Open Space Types	
1. Courtyard	permitted
2. Private Yard	permitted
3. Porch	---
4. Rooftop Deck or Garden	permitted
5. Balcony	permitted
2.6.6 Setback Area Landscaping Types	
A. Perimeter Block Setback Areas	
1. Sidewalk Extension	---
2. Parkway Landscaping	---
3. Boulevard Landscaping	required (L2)
4. Neighborhood Street Landscaping	permitted
B. Interior Block Setback Areas	
1. Paving	---
2. Groundcover	required
3. & 4. Moderate or Heavy Screening	required
2.6.7 Stormwater Management Types	
1. Landscaped Setback Area/Open Space	permitted
2. Detention Basin/Pond	---
3. Retention Basin/Pond	---
4. Vegetated Swale/Strip	permitted
5. Rain Garden	permitted
6. Landscaped Tree Well	permitted
7. Grated Tree Well	permitted
8. Permeable/Pervious Paving	permitted
9. Green Roof	permitted
10. Waterscape	permitted
11. Rainwater Harvesting/Vault	permitted
2.6.8 General Open Space & Setback Area Guidelines	
	see section 2.6.8

2.7 Parking Regulations	Standards
2.7.1 Provision of Parking	
1. Retail Anchors	
spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
2. Eating & Drinking Establishments	
spaces per 1000 s.f.	4 min / 10 max
location	on site
3. Specialty Foods / Goods	
spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
4. Entertainment & Recreation	
spaces per 1000 s.f.	6 min / 10 max
location	within 500 feet
5. Convenience Uses	
spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
6. Personal & Business Services	
spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
7. Commercial Goods & Vehicle Sales	
spaces per 1000 s.f.	n/a
location	n/a
8. Civic & Cultural	
public assembly: spaces per 1000 s.f.	15 min / 30 max
other: spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
9. Workplace	
professional: spaces per 1000 s.f.	2.5 min / 3.5 max
medical: spaces per 1000 s.f.	4.5 min / 5.5 max
light industrial: spaces per 1000 s.f.	1 min / 3.5 max
location	within 200 feet
10. Lodging	
spaces per guest room	1 min / 1.2 max
location	within 200 feet
11. Live-Work	
spaces per unit	1 min / 1 max
spaces per employee	0 min / 1 max
location	within 200 feet
12. Residential Uses	
spaces per studio unit	1 min / 1 max
spaces per 1br unit	1.5 min / 1.5 max
spaces per 2br unit	2 min / 2 max
spaces per additional unit beyond 2br	.5 spaces
guest spaces per 4 units	1 min / 1.2 max (C12)
location	on site
13. Neighborhood Center Exceptions	
spaces per 1000 s.f.	0 min / 3 max
14. Corner Store Exceptions	
spaces per 1000 s.f.	0 min
location	on street only
2.7.2 Parking Types	
A. Surface Lot - Front	---
B. Surface Lot - Side	---
C. Surface Lot - Rear	permitted
D. Surface Lot - Exposed	---
E. Structure - Exposed	conditional
F. Structure - Wrapped: Ground Level	conditional
G. Structure - Wrapped: All Levels	permitted
H. Partially Submerged Podium	permitted
I. Structure - Underground	permitted
2.7.3 General Parking Requirements	
	see section 2.7.3

note: parking maximums apply to unstructured parking types only

2.8 Architecture Regulations	Standards
2.8.1 Facade Requirements	
required or not required	required
2.8.2 Architectural Guidelines	
	see section 2.8.2
2.8.3 Architectural Character	
	see section 2.8.3

2.9 Signage Regulations	Standards
2.9.1 Number of Signs	(see section 2.9.1)
2.9.2 Wall Sign Area Per Tenant	(see section 2.9.2)
2.9.3 Sign Setbacks	(see section 2.9.3)
2.9.4 Interactivity, and Animation	
LCD / Electronic / Interactive Signs	conditional
2.9.5 Sign Type Regulations	
Pole Mounted Sign & Tower Sign	permitted
maximum number of faces	2
maximum height	20
maximum area	100
within 500 ft of freeway	n/a
Monument Sign & Ground Sign	permitted (S5)
maximum number of faces	2
maximum height	6
maximum area	60
Grand Projecting Sign	---
maximum height	n/a
Marquee Sign	---
maximum area	n/a
Building Identification Sign	permitted
maximum size	(see section 2.9.4.I)
Grand Wall Sign	---
maximum size	n/a
Roof Sign	---
Wall Sign	permitted (S5)
maximum size	150 s.f.
Projecting Sign	permitted
maximum area	6 s.f.
Awning Face Sign	permitted
maximum area	20% of awning face
Awning Valance Sign	permitted
lines of lettering	1
letter height	6 in
Awning Side Sign	permitted
lines of lettering	1
letter height	6 in
Canopy Fascia Sign	permitted
maximum height	80% fascia height
lines of lettering	1
Above Canopy Sign	permitted
maximum height	80% fascia height
lines of lettering	1
Recessed Entry Sign	permitted
maximum area	6 s.f.
Window Sign	permitted
letter height	12 inches
maximum area	25% of window (S3)
Café Umbrella Sign	permitted
lines of lettering	1
letter height	6 inches
logo size	1 sf
maximum area	10% of umbrella surface
Temporary Sign	Temporary Sign Permit
2.9.6 Sign Guidelines	
	see section 2.9.6

2.1.8.B Special Requirements

1. Detached Single Family Homes are permitted when the proposed development includes attached units on portions of the project site that directly abut the corridor frontage. Detached Single Family Homes are conditional if this requirement is not met.

2.1.9 City Gateway Segment

2.1.9.A Development Standards Chart

Development Standards Charts Legend:	
General Symbols:	
permitted	These elements are allowed, by right, unless otherwise specified in Section 2.2.1 Use Types
---	Not permitted
n/a	Not applicable
required	These are required elements of all new development as indicated
not required	These elements are not required as indicated
conditional	Requires a conditional use permit
limited	Limitations apply as specified in section 2.4.2.C Private Frontage Specifications
plus	Development shall not exceed the height of housing across the street plus the number of stories indicated (see section 2.3.2 Special Building Height Limits)
CS	Permitted in a Corner Store configuration (see section 2.2.2. Special Retail Configurations)
NC	Permitted in a Neighborhood Center configuration (see section 2.2.2. Special Retail Configurations)
(A)	Exceptions apply to anchor retail buildings
(M)	See Fig 2.6.2 Special Public Open Space Areas Map

Special Conditions:	
(C2)	Upper floors only
(C4)	Side, and rear yards shall consist of heavy screening (see section 2.6.6)
(C5)	With shopfront
(C6)	Or 20% of parcel depth whichever is smaller
(C8)	For development over 20,000 sf of building area
(C9)	For development over 20 dwelling units or lodging rooms
(C10)	Courtyard buildings may exceed the indicated length as defined in 2.3.3 Building Length
(C12)	A minimum of 1 guest space / 10 DU is conditional
(C13)	Or 5% of parcel depth whichever is smaller
(C14)	Up to 5 ft maximum
(C15)	Only one half bay or one full bay of parking is permitted

Location:	
(L1)	On 2nd St..
(L2)	On Garey Ave.
(L3)	On Holt Ave.
(L4)	On Mission Blvd..
(L5)	On Gibbs St., Main St., Locust St., Thomas St., Third St., & Fourth St.
(L6)	Within 500 ft of a designated transit center/train station
(L7)	On Foothill Blvd.
(L8)	In Height Overlay
(L9)	Along streets other than Garey Ave., Holt Ave., Mission Blvd., & Foothill Blvd.

Use:	
(U1)	For residential development with 3 or more units
(U2)	Live Entertainment and Dancing not permitted
(U3)	Large Scale Specialty Goods and Foods Only (see section 2.2.1)
(U4)	Movie Theaters not permitted
(U5)	Ground floor Health & Exercise Clubs are conditional
(U7)	Only Health & Exercise Clubs
(U8)	Only Gas Stations

Signs:	
(S3)	50% shall be allowable during the month of December
(S5)	For religious facilities, schools, and commercial recreation uses within public parks, maximum area of 32 sqft and maximum height of 6 ft
(S6)	Signs are restricted to corner stores only
(S7)	Signs are permitted at entrances to multi-family buildings
(S8)	Pole Mounted and Tower Signs located within 500 ft of a freeway right-of-way and designated as freeway-oriented shall be regulated by the Pomona Zoning Ordinance

2.2 Building Use Regulations	Standards
2.2.1 Use Types	
A. Retail	
1. Specialty Goods Anchors	permitted
2. Community Oriented Anchors	permitted
3. Entertainment Anchors	---
4. Eating & Drinking Establishments	permitted
5. Specialty Goods & Foods	permitted
6. Entertainment & Recreation	permitted (U4)
7. Convenience Uses	permitted
8. Business Services	permitted
9. Personal Services	permitted
10. Service Commercial & Repair	permitted
11. Large Scale Commercial Goods	permitted
12. Vehicle Sales	permitted
B. Civic & Cultural	conditional
C. Workplace	
1. Professional Services	permitted
2. Medical Services	permitted
3. Light Industrial	---
D. Lodging	permitted
E. Live Work	permitted
F. Residential	
1. Multi-Family w/ Common Entry	permitted
2. Multi Family w/ Individual Entries	permitted
3. Attached Single Family	permitted
4. Detached Single Family	---
2.2.2 Special Retail Configurations	
1. Neighborhood Center	permitted (L2 & L3) only
2. Corner Store	permitted
3. Drive-through	permitted (L2 & L3) only
2.2.3 Minimum Residential Unit Size	
One Bedroom Units	600 sf min
Two Bedroom Units	800 sf min
Three Bedroom Units	1,000 sf min

2.3 Building Scale Regulations	Standards
2.3.1 Building Height	
minimum height	1 story & 20 ft
maximum height	3 stories
maximum height in overlay	4 stories
2.3.2 Special Building Height Limits	
Holt/Mission/Garey	n/a
Across the Street from Housing	plus 2 stories max
Adjacent to Housing	required
2.3.3 Building Length	
maximum	300 ft
2.3.4 Special Building Length Limits	
Limited Corner Building - maximum	120 ft (C10)
Limited Mid-Block Building - maximum	80 ft (C10)
2.3.5 Building Massing - Primary Volume Proportions	
Length : Height - Holt/Mission/Garey	3L:2H to 5L:2H
Length : Height - All other streets	2L:3H to 5L:2H

2.4 Frontage & Building Placement Regulations	Standards
2.4.1 Building Orientation to Streets & Public Open Space	
required or not required	required
2.4.2 Private Frontage Types	
C. Private Frontage Specifications	
1. Shop-Front	permitted
- Shopfront Length - maximum	n/a
- Tenant Length - maximum	n/a
- Articulation Length - maximum	50 ft
2. Corner Entry	permitted
3. Arcade	permitted
4. Grand Portico	permitted
5. Forecourt	permitted
6. Common Lobby Entry	permitted
7. Stoop	permitted
8. Porch	---
9. Front Door	---
10. Front Vehicular Door	limited
11. Edge Treatment: Walled	---
12. Edge Treatment: Fenced	permitted
13. Edge Treatment: Terraced	permitted
14. Edge Treatment: Flush	permitted
2.4.3 Front Yard Setback	
minimum / maximum - 2nd Street	n/a
minimum / maximum - Garey Ave.	n/a
minimum / maximum - Holt Ave.	0 ft / 10 ft
minimum / maximum - Mission Blvd.	n/a
minimum / maximum - Foothill Blvd.	12 ft / 25 ft
minimum / maximum - Corner Properties	5 ft / 15 ft
minimum / maximum - All other streets	5 ft / 15 ft
2.4.4 Side Yard Setback	
min w/ living space windows	10 ft
min w/out living space windows	0 ft
2.4.5 Rear Yard Setback	
minimum	10 ft
2.4.6 Alley Setback	
minimum	5 ft
2.4.7 Frontage Coverage	
minimum - 2nd Street	n/a
minimum - Garey Ave.	n/a
minimum - Holt Ave.	70%
minimum - Mission Blvd.	n/a
minimum - Foothill Blvd.	50%
minimum - all other streets	50%
2.4.8 Space Between Buildings	
minimum	20 ft
2.4.9 Build-to-Corner	
required or not required	required

2.5 Street Regulations	Standards
2.5.1 Improvements to Existing Streets	
C. Grand Boulevard	---
D. Palm Gateway	---
E. Parkway	required (L2)
F. Regional Boulevard	required (L7)
G. Grand Avenue	required (L3)
H. Midtown Boulevard	---
I. Downtown Boulevard	---
J. Second Street	---
K. Neighborhood Streets	required except (L2, L3, L7)
2.5.2 Provision of New Streets - (see section 2.5.2)	
2.5.3 Block Size	
Maximum Vehicular Block Size	2000 ft
Maximum Pedestrian Block Size	2000 ft
2.5.4 Street Connectivity	
required or not required	required
2.5.5 Required East-West Street Connection	
required or not required	n/a
2.5.6 Residential Transition-Boundary Street	
required or not required	not required
2.5.7 Street Types (New Street Design)	
A. City Street	permitted
B Public Open Space w/ City Street	permitted
C. Neighborhood Street	permitted
D. Public Open Space w/ Neighborhood St.	permitted
E. Alley	permitted

Regional Boulevard

Grand Avenue

Neighborhood Street

Parkway

Typical Improvements to Existing Streets:
See Section 2.5.1 and Section 3.1.1 for configuration details and construction responsibility

2.6 Open Space Regulations	Standards
2.6.1 Provision of Public Open Space	
1. Retail	50 s.f. / 1000 s.f. (C8)
2. Civic & Cultural	n/a
3. Workplace	100 sf / 1000 sf (C8)
4. Lodging	100 sf / room(C9)
5. Live Work	150 sf / unit (C9)
6. Residential	150 sf / unit (C9)
2.6.2 Special Public Open Space	
	n/a
2.6.3 Provision of Private Open Space	
1. Retail	n/a
2. Civic & Cultural	n/a
3. Workplace	n/a
4. Lodging	n/a
5. Live Work	n/a
6. Residential	
a. Attached & Multi-Family	60 s.f. / unit
b. Detached Single-Family Homes	n/a
2.6.4 Public Open Space Types	
1. Park	permitted
2. Linear Green	permitted
3. Square	permitted
4. Plaza	permitted
5. Mid-Block Green	permitted
6. Courtyard Plaza	permitted
7. Passage/Paseo	permitted
8. Pocket Park/Playground	permitted
2.6.5 Private Open Space Types	
1. Courtyard	permitted
2. Private Yard	permitted
3. Porch	---
4. Rooftop Deck or Garden	permitted
5. Balcony	permitted
2.6.6 Setback Area Landscaping Types	
A. Perimeter Block Setback Areas	
1. Sidewalk Extension	permitted (C14)
2. Parkway Landscaping	---
3. Boulevard Landscaping	required (L3, L7)
4. Neighborhood Street Landscaping	permitted
B. Interior Block Setback Areas	
1. Paving	---
2. Groundcover	required
3. & 4. Moderate or Heavy Screening	required
2.6.7 Stormwater Management Types	
1. Landscaped Setback Area/Open Space	permitted
2. Detention Basin/Pond	---
3. Retention Basin/Pond	---
4. Vegetated Swale/Strip	permitted
5. Rain Garden	permitted
6. Landscaped Tree Well	permitted
7. Grated Tree Well	permitted
8. Permeable/Pervious Paving	permitted
9. Green Roof	permitted
10. Waterscape	permitted
11. Rainwater Harvesting/Vault	permitted
2.6.8 General Open Space & Setback Area Guidelines	
	see section 2.6.8

2.7 Parking Regulations	Standards
2.7.1 Provision of Parking	
1. Retail Anchors	
spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
2. Eating & Drinking Establishments	
spaces per 1000 s.f.	4 min / 10 max
location	on site
3. Specialty Foods / Goods	
spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
4. Entertainment & Recreation	
spaces per 1000 s.f.	6 min / 10 max
location	within 500 feet
5. Convenience Uses	
spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
6. Personal & Business Services	
spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
7. Commercial Goods & Vehicle Sales	
spaces per 1000 s.f.	n/a
location	n/a
8. Civic & Cultural	
public assembly: spaces per 1000 s.f.	15 min / 30 max
other: spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
9. Workplace	
professional: spaces per 1000 s.f.	2.5 min / 3.5 max
medical: spaces per 1000 s.f.	4.5 min / 5.5 max
light industrial: spaces per 1000 s.f.	1 min / 3.5 max
location	within 200 feet
10. Lodging	
spaces per guest room	1 min / 1.2 max
location	within 200 feet
11. Live-Work	
spaces per unit	1 min / 1 max
spaces per employee	0 min / 1 max
location	within 200 feet
12. Residential Uses	
spaces per studio unit	1 min / 1 max
spaces per 1br unit	1.5 min / 1.5 max
spaces per 2br unit	2 min / 2 max
spaces per additional unit beyond 2br	.5 spaces
guest spaces per 4 units	1 min / 1.2 max (C12)
location	on site
13. Neighborhood Center Exceptions	
spaces per 1000 s.f.	0 min / 3 max
14. Corner Store Exceptions	
spaces per 1000 s.f.	0 min
location	on street only
2.7.2 Parking Types	
A. Surface Lot - Front	---
B. Surface Lot - Side	permitted
C. Surface Lot - Rear	permitted
D. Surface Lot - Exposed	---
E. Structure - Exposed	conditional
F. Structure - Wrapped: Ground Level	conditional
G. Structure - Wrapped: All Levels	permitted
H. Partially Submerged Podium	permitted
I. Structure - Underground	permitted
2.7.3 General Parking Requirements	
	see section 2.7.3

note: parking maximums apply to unstructured parking types only

2.8 Architecture Regulations	Standards
2.8.1 Facade Requirements	
required or not required	required
2.8.2 Architectural Guidelines	
	see section 2.8.2
2.8.3 Architectural Character	
	see section 2.8.3

2.9 Signage Regulations	Standards
2.9.1 Number of Signs	(see section 2.9.1)
2.9.2 Wall Sign Area Per Tenant	(see section 2.9.2)
2.9.3 Sign Setbacks	(see section 2.9.3)
2.9.4 Interactivity, and Animation	
LCD / Electronic / Interactive Signs	permitted
2.9.5 Sign Type Regulations	
Pole Mounted Sign & Tower Sign	permitted
maximum number of faces	2
maximum height	20
maximum area	100
within 500 ft of freeway	n/a
Monument Sign & Ground Sign	permitted (S5)
maximum number of faces	2
maximum height	6
maximum area	60
Grand Projecting Sign	---
maximum height	n/a
Marquee Sign	---
maximum area	n/a
Building Identification Sign	---
maximum size	n/a
Grand Wall Sign	---
maximum size	n/a
Roof Sign	---
Wall Sign	permitted (S5)
maximum size	150 s.f.
Projecting Sign	permitted
maximum area	6 s.f.
Awning Face Sign	permitted
maximum area	20% of awning face
Awning Valance Sign	permitted
lines of lettering	1
letter height	6 in
Awning Side Sign	permitted
lines of lettering	1
letter height	6 in
Canopy Fascia Sign	permitted
maximum height	80% fascia height
lines of lettering	1
Above Canopy Sign	permitted
maximum height	80% fascia height
lines of lettering	1
Recessed Entry Sign	permitted
maximum area	6 s.f.
Window Sign	permitted
letter height	12 inches
maximum area	25% of window (S3)
Café Umbrella Sign	permitted
lines of lettering	1
letter height	6 inches
logo size	1 sf
maximum area	10% of umbrella surface
Temporary Sign	Temporary Sign Permit
2.9.6 Sign Guidelines	
	see section 2.9.6

2.1.9.B Special Requirements

There are no special requirements in City Gateway Segments

2.1.10 East Mission Blvd. Workplace Expansion Zone

2.1.10.A Development Standards Chart

Development Standards Charts Legend:	
General Symbols:	
permitted	These elements are allowed, by right, unless otherwise specified in Section 2.2.1 Use Types
---	Not permitted
n/a	Not applicable
required	These are required elements of all new development as indicated
not required	These elements are not required as indicated
conditional	Requires a conditional use permit
limited	Limitations apply as specified in section 2.4.2.C Private Frontage Specifications
plus	Development shall not exceed the height of housing across the street plus the number of stories indicated (see section 2.3.2 Special Building Height Limits)
CS	Permitted in a Corner Store configuration (see section 2.2.2. Special Retail Configurations)
NC	Permitted in a Neighborhood Center configuration (see section 2.2.2. Special Retail Configurations)
(A)	Exceptions apply to anchor retail buildings
(M)	See Fig 2.6.2 Special Public Open Space Areas Map

Special Conditions:	
(C2)	Upper floors only
(C4)	Side, and rear yards shall consist of heavy screening (see section 2.6.6)
(C5)	With shopfront
(C6)	Or 20% of parcel depth whichever is smaller
(C8)	For development over 20,000 sf of building area
(C9)	For development over 20 dwelling units or lodging rooms
(C10)	Courtyard buildings may exceed the indicated length as defined in 2.3.3 Building Length
(C12)	A minimum of 1 guest space / 10 DU is conditional
(C13)	Or 5% of parcel depth whichever is smaller
(C14)	Up to 5 ft maximum
(C15)	Only one half bay or one full bay of parking is permitted

Location:	
(L1)	On 2nd St..
(L2)	On Garey Ave.
(L3)	On Holt Ave.
(L4)	On Mission Blvd..
(L5)	On Gibbs St., Main St., Locust St., Thomas St., Third St., & Fourth St.
(L6)	Within 500 ft of a designated transit center/train station
(L7)	On Foothill Blvd.
(L8)	In Height Overlay
(L9)	Along streets other than Garey Ave., Holt Ave., Mission Blvd., & Foothill Blvd.

(L10) In the Emergency Shelter Overlay Zone [See ORD NO. 4224, 5/16/16]

Use:	
(U1)	For residential development with 3 or more units
(U2)	Live Entertainment and Dancing not permitted
(U3)	Large Scale Specialty Goods and Foods Only (see section 2.2.1)
(U4)	Movie Theaters not permitted
(U5)	Ground floor Health & Exercise Clubs are conditional
(U7)	Only Health & Exercise Clubs
(U8)	Only Gas Stations

Signs:	
(S3)	50% shall be allowable during the month of December
(S5)	For religious facilities, schools, and commercial recreation uses within public parks, maximum area of 32 sqft and maximum height of 6 ft
(S6)	Signs are restricted to corner stores only
(S7)	Signs are permitted at entrances to multi-family buildings
(S8)	Pole Mounted and Tower Signs located within 500 ft of a freeway right-of-way and designated as freeway-oriented shall be regulated by the Pomona Zoning Ordinance

2.2 Building Use Regulations	Standards
2.2.1 Use Types	
A. Retail	
1. Specialty Goods Anchors	---
2. Community Oriented Anchors	---
3. Entertainment Anchors	---
4. Eating & Drinking Establishments	NC (L4, U2)
5. Specialty Goods & Foods	---
6. Entertainment & Recreation	conditional
7. Convenience Uses	NC (L4), CS
8. Business Services	permitted
9. Personal Services	NC (L4)
10. Service Commercial & Repair	permitted
11. Large Scale Commercial Goods	permitted
12. Vehicle Sales	permitted
B. Civic & Cultural	conditional
C. Workplace	
1. Professional Services	permitted
2. Medical Services	permitted
3. Light Industrial	permitted
D. Lodging	permitted
E. Live Work	permitted
F. Residential	
1. Multi-Family w/ Common Entry	---
2. Multi Family w/ Individual Entries	---
3. Attached Single Family	---
4. Detached Single Family	---
2.2.2 Special Retail Configurations	
1. Neighborhood Center	permitted
2. Corner Store	permitted
3. Drive-through	permitted
2.2.3 Minimum Residential Unit Size	
One Bedroom Units	n/a
Two Bedroom Units	n/a
Three Bedroom Units	n/a

2.3 Building Scale Regulations	Standards
2.3.1 Building Height	
minimum height	1 story
maximum height	100 ft
maximum height in overlay	n/a
2.3.2 Special Building Height Limits	
Holt/Mission/Garey	4 stories max
Across the Street from Housing	plus 2 stories max
Adjacent to Housing	required
2.3.3 Building Length	
maximum	300 ft
2.3.4 Special Building Length Limits	
Limited Corner Building - maximum	not required
Limited Mid-Block Building - maximum	not required
2.3.5 Building Massing - Primary Volume Proportions	
Length : Height - Holt/Mission/Garey	n/a
Length : Height - All other streets	n/a

2.4 Frontage & Building Placement Regulations	Standards
2.4.1 Building Orientation to Streets & Public Open Space	
required or not required	not required
2.4.2 Private Frontage Types	
C. Private Frontage Specifications	
1. Shop-Front	permitted
- Shopfront Length - maximum	n/a
- Tenant Length - maximum	n/a
- Articulation Length - maximum	50 ft
2. Corner Entry	permitted
3. Arcade	permitted
4. Grand Portico	permitted
5. Forecourt	permitted
6. Common Lobby Entry	permitted
7. Stoop	---
8. Porch	---
9. Front Door	---
10. Front Vehicular Door	permitted
11. Edge Treatment: Walled	---
12. Edge Treatment: Fenced	permitted
13. Edge Treatment: Terraced	permitted
14. Edge Treatment: Flush	permitted
2.4.3 Front Yard Setback	
minimum / maximum - 2nd Street	n/a
minimum / maximum - Garey Ave.	n/a
minimum / maximum - Holt Ave.	n/a
minimum / maximum - Mission Blvd.	12 ft / 25 ft
minimum / maximum - Foothill Blvd.	n/a
minimum / maximum - Corner Properties	5 ft / 15 ft
minimum / maximum - All other streets	5 ft / 15 ft
2.4.4 Side Yard Setback	
min w/ living space windows	10 ft
min w/out living space windows	10 ft
2.4.5 Rear Yard Setback	
minimum	10 ft
2.4.6 Alley Setback	
minimum	5 ft
2.4.7 Frontage Coverage	
minimum - 2nd Street	n/a
minimum - Garey Ave.	n/a
minimum - Holt Ave.	n/a
minimum - Mission Blvd.	n/a
minimum - Foothill Blvd.	n/a
minimum - all other streets	no minimum
2.4.8 Space Between Buildings	
minimum	20 ft
2.4.9 Build-to-Corner	
required or not required	required

2.5 Street Regulations	Standards
2.5.1 Improvements to Existing Streets	
C. Grand Boulevard	---
D. Palm Gateway	---
E. Parkway	---
F. Regional Boulevard	---
G. Grand Avenue	---
H. Midtown Boulevard	required (L4)
I. Downtown Boulevard	---
J. Second Street	---
K. Neighborhood Streets	required except (L4)
2.5.2 Provision of New Streets - (see section 2.5.2)	
2.5.3 Block Size	
Maximum Vehicular Block Size	3000 ft
Maximum Pedestrian Block Size	2000 ft
2.5.4 Street Connectivity	
required or not required	required
2.5.5 Required East-West Street Connection	
required or not required	n/a
2.5.6 Residential Transition-Boundary Street	
required or not required	not required
2.5.7 Street Types (New Street Design)	
A. City Street	permitted
B Public Open Space w/ City Street	permitted
C. Neighborhood Street	permitted
D. Public Open Space w/ Neighborhood St.	permitted
E. Alley	permitted

Neighborhood Street

Midtown Boulevard

Typical Improvements to Existing Streets:
See Section 2.5.1 and Section 3.1.1 for configuration details and construction responsibility

2.6 Open Space Regulations	Standards
2.6.1 Provision of Public Open Space	
1. Retail	50 s.f. / 1000 s.f. (C8)
2. Civic & Cultural	n/a
3. Workplace	100 sf / 1000 sf (C8)
4. Lodging	100 sf / room(C9)
5. Live Work	150 sf / unit (C9)
6. Residential	n/a
2.6.2 Special Public Open Space	
	n/a
2.6.3 Provision of Private Open Space	
1. Retail	n/a
2. Civic & Cultural	n/a
3. Workplace	n/a
4. Lodging	n/a
5. Live Work	n/a
6. Residential	
a. Attached & Multi-Family	n/a
b. Detached Single-Family Homes	n/a
2.6.4 Public Open Space Types	
1. Park	permitted
2. Linear Green	permitted
3. Square	permitted
4. Plaza	permitted
5. Mid-Block Green	permitted
6. Courtyard Plaza	permitted
7. Passage/Paseo	permitted
8. Pocket Park/Playground	permitted
2.6.5 Private Open Space Types	
1. Courtyard	n/a
2. Private Yard	n/a
3. Porch	n/a
4. Rooftop Deck or Garden	n/a
5. Balcony	n/a
2.6.6 Setback Area Landscaping Types	
A. Perimeter Block Setback Areas	
1. Sidewalk Extension	---
2. Parkway Landscaping	required (L4)
3. Boulevard Landscaping	---
4. Neighborhood Street Landscaping	permitted
B. Interior Block Setback Areas	
1. Paving	---
2. Groundcover	required
3. & 4. Moderate or Heavy Screening	required
2.6.7 Stormwater Management Types	
1. Landscaped Setback Area/Open Space	permitted
2. Detention Basin/Pond	---
3. Retention Basin/Pond	---
4. Vegetated Swale/Strip	permitted
5. Rain Garden	permitted
6. Landscaped Tree Well	permitted
7. Grated Tree Well	permitted
8. Permeable/Pervious Paving	permitted
9. Green Roof	permitted
10. Waterscape	permitted
11. Rainwater Harvesting/Vault	permitted
2.6.8 General Open Space & Setback Area Guidelines	
	see section 2.6.8

2.7 Parking Regulations	Standards
2.7.1 Provision of Parking	
1. Retail Anchors	
spaces per 1000 s.f.	n/a
location	n/a
2. Eating & Drinking Establishments	
spaces per 1000 s.f.	4 min / 10 max
location	on site
3. Specialty Foods / Goods	
spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
4. Entertainment & Recreation	
spaces per 1000 s.f.	6 min / 10 max
location	within 500 feet
5. Convenience Uses	
spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
6. Personal & Business Services	
spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
7. Commercial Goods & Vehicle Sales	
spaces per 1000 s.f.	3 min / 5 max
location	within 500 feet
8. Civic & Cultural	
public assembly: spaces per 1000 s.f.	15 min / 30 max
other: spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
9. Workplace	
professional: spaces per 1000 s.f.	2.5 min / 3.5 max
medical: spaces per 1000 s.f.	4.5 min / 5.5 max
light industrial: spaces per 1000 s.f.	1 min / 3.5 max
location	within 200 feet
10. Lodging	
spaces per guest room	1 min / 1.2 max
location	within 200 feet
11. Live-Work	
spaces per unit	n/a
spaces per employee	n/a
location	n/a
12. Residential Uses	
spaces per studio unit	1 min / 1 max
spaces per 1br unit	1.5 min / 1.5 max
spaces per 2br unit	2 min / 2 max
spaces per additional unit beyond 2br	.5 spaces
guest spaces per 4 units	1 min / 1.2 max (C12)
location	on site
13. Neighborhood Center Exceptions	
spaces per 1000 s.f.	0 min / 3 max
14. Corner Store Exceptions	
spaces per 1000 s.f.	0 min
location	on street only
2.7.2 Parking Types	
A. Surface Lot - Front	permitted (C15)
B. Surface Lot - Side	permitted
C. Surface Lot - Rear	permitted
D. Surface Lot - Exposed	---
E. Structure - Exposed	conditional
F. Structure - Wrapped: Ground Level	conditional
G. Structure - Wrapped: All Levels	permitted
H. Partially Submerged Podium	permitted
I. Structure - Underground	permitted
2.7.3 General Parking Requirements	
	see section 2.7.3

note: parking maximums apply to unstructured parking types only

2.8 Architecture Regulations	Standards
2.8.1 Facade Requirements	
required or not required	required
2.8.2 Architectural Guidelines	
	see section 2.8.2
2.8.3 Architectural Character	
	see section 2.8.3

2.9 Signage Regulations	Standards
2.9.1 Number of Signs	(see section 2.9.1)
2.9.2 Wall Sign Area Per Tenant	(see section 2.9.2)
2.9.3 Sign Setbacks	(see section 2.9.3)
2.9.4 Interactivity, and Animation	
LCD / Electronic / Interactive Signs	---
2.9.5 Sign Type Regulations	
Pole Mounted Sign & Tower Sign	permitted
maximum number of faces	2
maximum height	20
maximum area	100
within 500 ft of freeway	n/a
Monument Sign & Ground Sign	permitted (S5)
maximum number of faces	2
maximum height	6
maximum area	60
Grand Projecting Sign	---
maximum height	n/a
Marquee Sign	---
maximum area	n/a
Building Identification Sign	---
maximum size	n/a
Grand Wall Sign	---
maximum size	n/a
Roof Sign	---
Wall Sign	permitted (S5)
maximum size	150 s.f.
Projecting Sign	permitted
maximum area	6 s.f.
Awning Face Sign	permitted
maximum area	20% of awning face
Awning Valance Sign	permitted
lines of lettering	1
letter height	6 in
Awning Side Sign	permitted
lines of lettering	1
letter height	6 in
Canopy Fascia Sign	permitted
maximum height	80% fascia height
lines of lettering	1
Above Canopy Sign	permitted
maximum height	80% fascia height
lines of lettering	1
Recessed Entry Sign	permitted
maximum area	6 s.f.
Window Sign	permitted
letter height	12 inches
maximum area	25% of window (S3)
Café Umbrella Sign	permitted
lines of lettering	1
letter height	6 inches
logo size	1 sf
maximum area	10% of umbrella surface
Temporary Sign	Temporary Sign Permit
2.9.6 Sign Guidelines	
	see section 2.9.6

2.1.10.B Special Requirements

There are no special requirements in the East Mission Blvd. Workplace Expansion Zone

2.1.11 Midtown Segment

2.1.11.A Development Standards Chart

Development Standards Charts Legend:	
General Symbols:	
permitted	These elements are allowed, by right, unless otherwise specified in Section 2.2.1 Use Types
---	Not permitted
n/a	Not applicable
required	These are required elements of all new development as indicated
not required	These elements are not required as indicated
conditional	Requires a conditional use permit
limited	Limitations apply as specified in section 2.4.2.C Private Frontage Specifications
plus	Development shall not exceed the height of housing across the street plus the number of stories indicated (see section 2.3.2 Special Building Height Limits)
CS	Permitted in a Corner Store configuration (see section 2.2.2. Special Retail Configurations)
NC	Permitted in a Neighborhood Center configuration (see section 2.2.2. Special Retail Configurations)
(A)	Exceptions apply to anchor retail buildings
(M)	See Fig 2.6.2 Special Public Open Space Areas Map

Special Conditions:	
(C2)	Upper floors only
(C4)	Side, and rear yards shall consist of heavy screening (see section 2.6.6)
(C5)	With shopfront
(C6)	Or 20% of parcel depth whichever is smaller
(C8)	For development over 20,000 sf of building area
(C9)	For development over 20 dwelling units or lodging rooms
(C10)	Courtyard buildings may exceed the indicated length as defined in 2.3.3 Building Length
(C12)	A minimum of 1 guest space / 10 DU is conditional
(C13)	Or 5% of parcel depth whichever is smaller
(C14)	Up to 5 ft maximum
(C15)	Only one half bay or one full bay of parking is permitted

Location:	
(L1)	On 2nd St..
(L2)	On Garey Ave.
(L3)	On Holt Ave.
(L4)	On Mission Blvd..
(L5)	On Gibbs St., Main St., Locust St., Thomas St., Third St., & Fourth St.
(L6)	Within 500 ft of a designated transit center/train station
(L7)	On Foothill Blvd.
(L8)	In Height Overlay
(L9)	Along streets other than Garey Ave., Holt Ave., Mission Blvd., & Foothill Blvd.

Use:	
(U1)	For residential development with 3 or more units
(U2)	Live Entertainment and Dancing not permitted
(U3)	Large Scale Specialty Goods and Foods Only (see section 2.2.1)
(U4)	Movie Theaters not permitted
(U5)	Ground floor Health & Exercise Clubs are conditional
(U7)	Only Health & Exercise Clubs
(U8)	Only Gas Stations

Signs:	
(S3)	50% shall be allowable during the month of December
(S5)	For religious facilities, schools, and commercial recreation uses within public parks, maximum area of 32 sqft and maximum height of 6 ft
(S6)	Signs are restricted to corner stores only
(S7)	Signs are permitted at entrances to multi-family buildings
(S8)	Pole Mounted and Tower Signs located within 500 ft of a freeway right-of-way and designated as freeway-oriented shall be regulated by the Pomona Zoning Ordinance

2.2 Building Use Regulations	Standards
2.2.1 Use Types	
A. Retail	
1. Specialty Goods Anchors	---
2. Community Oriented Anchors	permitted (L2)
3. Entertainment Anchors	---
4. Eating & Drinking Establishments	NC (U2)
5. Specialty Goods & Foods	NC (U3)
6. Entertainment & Recreation	---
7. Convenience Uses	NC, CS
8. Business Services	NC, CS
9. Personal Services	NC, CS
10. Service Commercial & Repair	---
11. Large Scale Commercial Goods	---
12. Vehicle Sales	---
B. Civic & Cultural	conditional
C. Workplace	
1. Professional Services	permitted
2. Medical Services	permitted
3. Light Industrial	conditional
D. Lodging	permitted
E. Live Work	permitted
F. Residential	
1. Multi-Family w/ Common Entry	permitted
2. Multi Family w/ Individual Entries	permitted
3. Attached Single Family	permitted
4. Detached Single Family	---
2.2.2 Special Retail Configurations	
1. Neighborhood Center	permitted (L2, L4, C4)
2. Corner Store	permitted
3. Drive-through	---
2.2.3 Minimum Residential Unit Size	
One Bedroom Units	600 sf min
Two Bedroom Units	800 sf min
Three Bedroom Units	1,000 sf min

2.3 Building Scale Regulations	Standards
2.3.1 Building Height	
minimum height	1 story
maximum height	3 stories
maximum height in overlay	6 stories
2.3.2 Special Building Height Limits	
Holt/Mission/Garey	4 stories
Across the Street from Housing	plus 2 stories max
Adjacent to Housing	required
2.3.3 Building Length	
maximum	180 ft (C10)
2.3.4 Special Building Length Limits	
Limited Corner Building - maximum	120 ft (C10)
Limited Mid-Block Building - maximum	80 ft (C10)
2.3.5 Building Massing - Primary Volume Proportions	
Length : Height - Holt/Mission/Garey	3L:2H to 5L:2H
Length : Height - All other streets	2L:3H to 5L:2H

2.4 Frontage & Building Placement Regulations	Standards
2.4.1 Building Orientation to Streets & Public Open Space	
required or not required	required
2.4.2 Private Frontage Types	
C. Private Frontage Specifications	
1. Shop-Front	permitted
- Shopfront Length - maximum	n/a
- Tenant Length - maximum	n/a
- Articulation Length - maximum	50 ft
2. Corner Entry	permitted
3. Arcade	permitted
4. Grand Portico	permitted
5. Forecourt	permitted
6. Common Lobby Entry	permitted
7. Stoop	permitted
8. Porch	---
9. Front Door	---
10. Front Vehicular Door	limited
11. Edge Treatment: Walled	permitted (max 3 ft tall)
12. Edge Treatment: Fenced	permitted
13. Edge Treatment: Terraced	permitted
14. Edge Treatment: Flush	permitted
2.4.3 Front Yard Setback	
minimum / maximum - 2nd Street	n/a
minimum / maximum - Garey Ave.	0 ft / 15 ft
minimum / maximum - Holt Ave.	n/a
minimum / maximum - Mission Blvd.	5 ft / 20 ft
minimum / maximum - Foothill Blvd.	n/a
minimum / maximum - Corner Properties	5 ft / 15 ft
minimum / maximum - All other streets	5 ft / 15 ft
2.4.4 Side Yard Setback	
min w/ living space windows	10 ft
min w/out living space windows	5 ft
2.4.5 Rear Yard Setback	
minimum	10 ft
2.4.6 Alley Setback	
minimum	5 ft
2.4.7 Frontage Coverage	
minimum - 2nd Street	n/a
minimum - Garey Ave.	70%
minimum - Holt Ave.	n/a
minimum - Mission Blvd.	70%
minimum - Foothill Blvd.	n/a
minimum - all other streets	60%
2.4.8 Space Between Buildings	
minimum	20 ft
2.4.9 Build-to-Corner	
required or not required	required

2.5 Street Regulations	Standards
2.5.1 Improvements to Existing Streets	
C. Grand Boulevard	---
D. Palm Gateway	---
E. Parkway	required (L2)
F. Regional Boulevard	---
G. Grand Avenue	---
H. Midtown Boulevard	required (L4)
I. Downtown Boulevard	---
J. Second Street	---
K. Neighborhood Streets	required except (L2, L4)
2.5.2 Provision of New Streets - (see section 2.5.2)	
2.5.3 Block Size	
Maximum Vehicular Block Size	2000 ft
Maximum Pedestrian Block Size	1600 ft
2.5.4 Street Connectivity	
required or not required	required
2.5.5 Required East-West Street Connection	
required or not required	n/a
2.5.6 Residential Transition-Boundary Street	
required or not required	not required
2.5.7 Street Types (New Street Design)	
A. City Street	permitted
B Public Open Space w/ City Street	permitted
C. Neighborhood Street	permitted
D. Public Open Space w/ Neighborhood St.	permitted
E. Alley	permitted

Midtown Boulevard

2.2 Building Use Regulations updated August 5, 2019 per Ordinance No. 4267.

Neighborhood Street

Parkway

Typical Improvements to Existing Streets:
See Section 2.5.1 and Section 3.1.1 for configuration details and construction responsibility

2.6 Open Space Regulations	Standards
2.6.1 Provision of Public Open Space	
1. Retail	50 s.f. / 1000 s.f. (C8)
2. Civic & Cultural	n/a
3. Workplace	100 sf / 1000 sf (C8)
4. Lodging	100 sf / room(C9)
5. Live Work	150 sf / unit (C9)
6. Residential	150 sf / unit (C9)
2.6.2 Special Public Open Space	
	n/a
2.6.3 Provision of Private Open Space	
1. Retail	n/a
2. Civic & Cultural	n/a
3. Workplace	n/a
4. Lodging	n/a
5. Live Work	n/a
6. Residential	
a. Attached & Multi-Family	60 s.f. / unit
b. Detached Single-Family Homes	n/a
2.6.4 Public Open Space Types	
1. Park	permitted
2. Linear Green	permitted
3. Square	permitted
4. Plaza	permitted
5. Mid-Block Green	permitted
6. Courtyard Plaza	permitted
7. Passage/Paseo	permitted
8. Pocket Park/Playground	permitted
2.6.5 Private Open Space Types	
1. Courtyard	permitted
2. Private Yard	permitted
3. Porch	---
4. Rooftop Deck or Garden	permitted
5. Balcony	permitted
2.6.6 Setback Area Landscaping Types	
A. Perimeter Block Setback Areas	
1. Sidewalk Extension	permitted (C14)
2. Parkway Landscaping	---
3. Boulevard Landscaping	required (L2, L4)
4. Neighborhood Street Landscaping	permitted
B. Interior Block Setback Areas	
1. Paving	---
2. Groundcover	required
3. & 4. Moderate or Heavy Screening	required
2.6.7 Stormwater Management Types	
1. Landscaped Setback Area/Open Space	permitted
2. Detention Basin/Pond	---
3. Retention Basin/Pond	---
4. Vegetated Swale/Strip	permitted
5. Rain Garden	permitted
6. Landscaped Tree Well	permitted
7. Grated Tree Well	permitted
8. Permeable/Pervious Paving	permitted
9. Green Roof	permitted
10. Waterscape	permitted
11. Rainwater Harvesting/Vault	permitted
2.6.8 General Open Space & Setback Area Guidelines	
	see section 2.6.8

2.7 Parking Regulations	Standards
2.7.1 Provision of Parking	
1. Retail Anchors	
spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
2. Eating & Drinking Establishments	
spaces per 1000 s.f.	4 min / 10 max
location	on site
3. Specialty Foods / Goods	
spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
4. Entertainment & Recreation	
spaces per 1000 s.f.	6 min / 10 max
location	within 500 feet
5. Convenience Uses	
spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
6. Personal & Business Services	
spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
7. Commercial Goods & Vehicle Sales	
spaces per 1000 s.f.	n/a
location	n/a
8. Civic & Cultural	
public assembly: spaces per 1000 s.f.	15 min / 30 max
other: spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
9. Workplace	
professional: spaces per 1000 s.f.	2.5 min / 3.5 max
medical: spaces per 1000 s.f.	4.5 min / 5.5 max
light industrial: spaces per 1000 s.f.	1 min / 3.5 max
location	within 200 feet
10. Lodging	
spaces per guest room	1 min / 1.2 max
location	within 200 feet
11. Live-Work	
spaces per unit	1 min / 1 max
spaces per employee	0 min / 1 max
location	within 200 feet
12. Residential Uses	
spaces per studio unit	1 min / 1 max
spaces per 1br unit	1.5 min / 1.5 max
spaces per 2br unit	2 min / 2 max
spaces per additional unit beyond 2br	.5 spaces
guest spaces per 4 units	1 min / 1.2 max (C12)
location	on site
13. Neighborhood Center Exceptions	
spaces per 1000 s.f.	0 min / 3 max
14. Corner Store Exceptions	
spaces per 1000 s.f.	0 min
location	on street only
2.7.2 Parking Types	
A. Surface Lot - Front	---
B. Surface Lot - Side	permitted
C. Surface Lot - Rear	permitted
D. Surface Lot - Exposed	---
E. Structure - Exposed	conditional (L8)
F. Structure - Wrapped: Ground Level	conditional (L8)
G. Structure - Wrapped: All Levels	permitted
H. Partially Submerged Podium	permitted
I. Structure - Underground	permitted
2.7.3 General Parking Requirements	
	see section 2.7.3

note: parking maximums apply to unstructured parking types only

2.8 Architecture Regulations	Standards
2.8.1 Facade Requirements	
required or not required	required
2.8.2 Architectural Guidelines	
	see section 2.8.2
2.8.3 Architectural Character	
	see section 2.8.3

2.9 Signage Regulations	Standards
2.9.1 Number of Signs	(see section 2.9.1)
2.9.2 Wall Sign Area Per Tenant	(see section 2.9.2)
2.9.3 Sign Setbacks	(see section 2.9.3)
2.9.4 Interactivity, and Animation	
LCD / Electronic / Interactive Signs	---
2.9.5 Sign Type Regulations	
Pole Mounted Sign & Tower Sign	permitted except (L8)
maximum number of faces	2
maximum height	10
maximum area	60
within 500 ft of freeway	n/a
Monument Sign & Ground Sign	permitted (S5)
maximum number of faces	2
maximum height	6
maximum area	60
Grand Projecting Sign	---
maximum height	n/a
Marquee Sign	---
maximum area	n/a
Building Identification Sign	permitted (L8)
maximum size	(see section 2.9.4.I)
Grand Wall Sign	---
maximum size	n/a
Roof Sign	---
Wall Sign	permitted (S5)
maximum size	75 s.f.
Projecting Sign	permitted
maximum area	6 s.f.
Awning Face Sign	permitted
maximum area	20% of awning face
Awning Valance Sign	permitted
lines of lettering	1
letter height	6 in
Awning Side Sign	permitted
lines of lettering	1
letter height	6 in
Canopy Fascia Sign	permitted
maximum height	80% fascia height
lines of lettering	1
Above Canopy Sign	permitted
maximum height	80% fascia height
lines of lettering	1
Recessed Entry Sign	permitted
maximum area	6 s.f.
Window Sign	permitted
letter height	12 inches
maximum area	25% of window (S3)
Café Umbrella Sign	permitted
lines of lettering	1
letter height	6 inches
logo size	1 sf
maximum area	10% of umbrella surface
Temporary Sign	Temporary Sign Permit
2.9.6 Sign Guidelines	
	see section 2.9.6

2.1.11.B Special Requirements

There are no special requirements in Midtown Segments

2.1.12 Neighborhood Parkway Segment

2.1.12.A Development Standards Chart

Development Standards Charts Legend:	
General Symbols:	
permitted	These elements are allowed, by right, unless otherwise specified in Section 2.2.1 Use Types
---	Not permitted
n/a	Not applicable
required	These are required elements of all new development as indicated
not required	These elements are not required as indicated
conditional	Requires a conditional use permit
limited	Limitations apply as specified in section 2.4.2.C Private Frontage Specifications
plus	Development shall not exceed the height of housing across the street plus the number of stories indicated (see section 2.3.2 Special Building Height Limits)
CS	Permitted in a Corner Store configuration (see section 2.2.2. Special Retail Configurations)
NC	Permitted in a Neighborhood Center configuration (see section 2.2.2. Special Retail Configurations)
(A)	Exceptions apply to anchor retail buildings
(M)	See Fig 2.6.2 Special Public Open Space Areas Map

Special Conditions:	
(C2)	Upper floors only
(C4)	Side, and rear yards shall consist of heavy screening (see section 2.6.6)
(C5)	With shopfront
(C6)	Or 20% of parcel depth whichever is smaller
(C8)	For development over 20,000 sf of building area
(C9)	For development over 20 dwelling units or lodging rooms
(C10)	Courtyard buildings may exceed the indicated length as defined in 2.3.3 Building Length
(C12)	A minimum of 1 guest space / 10 DU is conditional
(C13)	Or 5% of parcel depth whichever is smaller
(C14)	Up to 5 ft maximum
(C15)	Only one half bay or one full bay of parking is permitted

Location:	
(L1)	On 2nd St..
(L2)	On Garey Ave.
(L3)	On Holt Ave.
(L4)	On Mission Blvd..
(L5)	On Gibbs St., Main St., Locust St., Thomas St., Third St., & Fourth St.
(L6)	Within 500 ft of a designated transit center/train station
(L7)	On Foothill Blvd.
(L8)	In Height Overlay
(L9)	Along streets other than Garey Ave., Holt Ave., Mission Blvd., & Foothill Blvd.

Use:	
(U1)	For residential development with 3 or more units
(U2)	Live Entertainment and Dancing not permitted
(U3)	Large Scale Specialty Goods and Foods Only (see section 2.2.1)
(U4)	Movie Theaters not permitted
(U5)	Ground floor Health & Exercise Clubs are conditional
(U7)	Only Health & Exercise Clubs
(U8)	Only Gas Stations

Signs:	
(S3)	50% shall be allowable during the month of December
(S5)	For religious facilities, schools, and commercial recreation uses within public parks, maximum area of 32 sqft and maximum height of 6 ft
(S6)	Signs are restricted to corner stores only
(S7)	Signs are permitted at entrances to multi-family buildings
(S8)	Pole Mounted and Tower Signs located within 500 ft of a freeway right-of-way and designated as freeway-oriented shall be regulated by the Pomona Zoning Ordinance

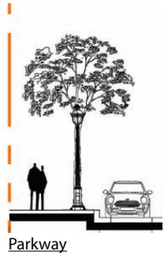
2.2 Building Use Regulations	Standards
2.2.1 Use Types	
A. Retail	
1. Specialty Goods Anchors	---
2. Community Oriented Anchors	---
3. Entertainment Anchors	---
4. Eating & Drinking Establishments	NC (U2)
5. Specialty Goods & Foods	NC (U3)
6. Entertainment & Recreation	---
7. Convenience Uses	NC, CS
8. Business Services	NC, CS
9. Personal Services	NC, CS
10. Service Commercial & Repair	---
11. Large Scale Commercial Goods	---
12. Vehicle Sales	---
B. Civic & Cultural	conditional
C. Workplace	
1. Professional Services	permitted
2. Medical Services	permitted
3. Light Industrial	---
D. Lodging	permitted
E. Live Work	permitted
F. Residential	
1. Multi-Family w/ Common Entry	permitted
2. Multi Family w/ Individual Entries	permitted
3. Attached Single Family	permitted
4. Detached Single Family	permitted
2.2.2 Special Retail Configurations	
1. Neighborhood Center	conditional (L2 & C4)
2. Corner Store	permitted
3. Drive-through	---
2.2.3 Minimum Residential Unit Size	
One Bedroom Units	600 sf min
Two Bedroom Units	800 sf min
Three Bedroom Units	1,000 sf min

2.3 Building Scale Regulations	Standards
2.3.1 Building Height	
minimum height	n/a
maximum height	3 stories
maximum height in overlay	4 stories
2.3.2 Special Building Height Limits	
Holt/Mission/Garey	n/a
Across the Street from Housing	plus 2 stories max
Adjacent to Housing	required
2.3.3 Building Length	
maximum	180 ft (C10)
2.3.4 Special Building Length Limits	
Limited Corner Building - maximum	120 ft (C10)
Limited Mid-Block Building - maximum	80 ft (C10)
2.3.5 Building Massing - Primary Volume Proportions	
Length : Height - Holt/Mission/Garey	3L:2H to 5L:2H
Length : Height - All other streets	2L:3H to 5L:2H

2.4 Frontage & Building Placement Regulations	Standards
2.4.1 Building Orientation to Streets & Public Open Space	
required or not required	required except (L2)
2.4.2 Private Frontage Types	
C. Private Frontage Specifications	
1. Shop-Front	permitted
- Shopfront Length - maximum	n/a
- Tenant Length - maximum	n/a
- Articulation Length - maximum	50 ft
2. Corner Entry	permitted
3. Arcade	---
4. Grand Portico	permitted
5. Forecourt	permitted
6. Common Lobby Entry	limited
7. Stoop	permitted
8. Porch	permitted
9. Front Door	permitted
10. Front Vehicular Door	limited
11. Edge Treatment: Walled	permitted (max 8 ft tall)
12. Edge Treatment: Fenced	permitted
13. Edge Treatment: Terraced	permitted
14. Edge Treatment: Flush	permitted
2.4.3 Front Yard Setback	
minimum / maximum - 2nd Street	n/a
minimum / maximum - Garey Ave.	20 ft (C6) / no max
minimum / maximum - Holt Ave.	n/a
minimum / maximum - Mission Blvd.	n/a
minimum / maximum - Foothill Blvd.	n/a
minimum / maximum - Corner Properties	5 ft / 15 ft
minimum / maximum - All other streets	10 ft / 20 ft
2.4.4 Side Yard Setback	
min w/ living space windows	10 ft
min w/out living space windows	5 ft
2.4.5 Rear Yard Setback	
minimum	20 ft
2.4.6 Alley Setback	
minimum	5 ft
2.4.7 Frontage Coverage	
minimum - 2nd Street	n/a
minimum - Garey Ave.	no minimum
minimum - Holt Ave.	n/a
minimum - Mission Blvd.	n/a
minimum - Foothill Blvd.	n/a
minimum - all other streets	60%
2.4.8 Space Between Buildings	
minimum	20 ft
2.4.9 Build-to-Corner	
required or not required	no required

2.5 Street Regulations	Standards
2.5.1 Improvements to Existing Streets	
C. Grand Boulevard	---
D. Palm Gateway	---
E. Parkway	required (L2)
F. Regional Boulevard	---
G. Grand Avenue	---
H. Midtown Boulevard	---
I. Downtown Boulevard	---
J. Second Street	---
K. Neighborhood Streets	required except (L2)
2.5.2 Provision of New Streets - (see section 2.5.2)	
2.5.3 Block Size	
Maximum Vehicular Block Size	2000 ft
Maximum Pedestrian Block Size	1600 ft
2.5.4 Street Connectivity	
required or not required	required
2.5.5 Required East-West Street Connection	
required or not required	n/a
2.5.6 Residential Transition-Boundary Street	
required or not required	not required
2.5.7 Street Types (New Street Design)	
A. City Street	---
B Public Open Space w/ City Street	---
C. Neighborhood Street	permitted
D. Public Open Space w/ Neighborhood St.	permitted
E. Alley	permitted

Neighborhood Street



Parkway

Typical Improvements to Existing Streets:
See Section 2.5.1 and Section 3.1.1 for configuration details and construction responsibility

2.6 Open Space Regulations	Standards
2.6.1 Provision of Public Open Space	
1. Retail	50 s.f. / 1000 s.f. (C8)
2. Civic & Cultural	n/a
3. Workplace	100 sf / 1000 sf (C8)
4. Lodging	100 sf / room(C9)
5. Live Work	150 sf / unit (C9)
6. Residential	200 sf / unit (C9)
2.6.2 Special Public Open Space	
	n/a
2.6.3 Provision of Private Open Space	
1. Retail	n/a
2. Civic & Cultural	n/a
3. Workplace	n/a
4. Lodging	n/a
5. Live Work	n/a
6. Residential	
a. Attached & Multi-Family	60 s.f. / unit
b. Detached Single-Family Homes	200 s.f. / unit
2.6.4 Public Open Space Types	
1. Park	permitted
2. Linear Green	permitted
3. Square	permitted
4. Plaza	permitted
5. Mid-Block Green	permitted
6. Courtyard Plaza	permitted
7. Passage/Paseo	permitted
8. Pocket Park/Playground	permitted
2.6.5 Private Open Space Types	
1. Courtyard	permitted
2. Private Yard	permitted
3. Porch	permitted
4. Rooftop Deck or Garden	permitted
5. Balcony	permitted
2.6.6 Setback Area Landscaping Types	
A. Perimeter Block Setback Areas	
1. Sidewalk Extension	---
2. Parkway Landscaping	required (L2)
3. Boulevard Landscaping	---
4. Neighborhood Street Landscaping	permitted
B. Interior Block Setback Areas	
1. Paving	---
2. Groundcover	required
3. & 4. Moderate or Heavy Screening	required
2.6.7 Stormwater Management Types	
1. Landscaped Setback Area/Open Space	permitted
2. Detention Basin/Pond	---
3. Retention Basin/Pond	---
4. Vegetated Swale/Strip	permitted
5. Rain Garden	permitted
6. Landscaped Tree Well	permitted
7. Grated Tree Well	permitted
8. Permeable/Pervious Paving	permitted
9. Green Roof	permitted
10. Waterscape	permitted
11. Rainwater Harvesting/Vault	permitted
2.6.8 General Open Space & Setback Area Guidelines	
	see section 2.6.8

2.7 Parking Regulations	Standards
2.7.1 Provision of Parking	
1. Retail Anchors	
spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
2. Eating & Drinking Establishments	
spaces per 1000 s.f.	4 min / 10 max
location	on site
3. Specialty Foods / Goods	
spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
4. Entertainment & Recreation	
spaces per 1000 s.f.	6 min / 10 max
location	within 500 feet
5. Convenience Uses	
spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
6. Personal & Business Services	
spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
7. Commercial Goods & Vehicle Sales	
spaces per 1000 s.f.	n/a
location	n/a
8. Civic & Cultural	
public assembly: spaces per 1000 s.f.	15 min / 30 max
other: spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
9. Workplace	
professional: spaces per 1000 s.f.	2.5 min / 3.5 max
medical: spaces per 1000 s.f.	4.5 min / 5.5 max
light industrial: spaces per 1000 s.f.	1 min / 3.5 max
location	within 200 feet
10. Lodging	
spaces per guest room	1 min / 1.2 max
location	within 200 feet
11. Live-Work	
spaces per unit	1 min / 1 max
spaces per employee	0 min / 1 max
location	within 200 feet
12. Residential Uses	
spaces per studio unit	1 min / 1 max
spaces per 1br unit	1.5 min / 1.5 max
spaces per 2br unit	2 min / 2 max
spaces per additional unit beyond 2br	.5 spaces
guest spaces per 4 units	1 min / 1.2 max (C12)
location	on site
13. Neighborhood Center Exceptions	
spaces per 1000 s.f.	0 min / 3 max
14. Corner Store Exceptions	
spaces per 1000 s.f.	0 min
location	on street only
2.7.2 Parking Types	
A. Surface Lot - Front	---
B. Surface Lot - Side	permitted
C. Surface Lot - Rear	permitted
D. Surface Lot - Exposed	---
E. Structure - Exposed	---
F. Structure - Wrapped: Ground Level	---
G. Structure - Wrapped: All Levels	permitted
H. Partially Submerged Podium	permitted
I. Structure - Underground	permitted
2.7.3 General Parking Requirements	
	see section 2.7.3

note: parking maximums apply to unstructured parking types only

2.8 Architecture Regulations	Standards
2.8.1 Facade Requirements	
required or not required	required
2.8.2 Architectural Guidelines	
	see section 2.8.2
2.8.3 Architectural Character	
	see section 2.8.3

2.9 Signage Regulations	Standards
2.9.1 Number of Signs	(see section 2.9.1)
2.9.2 Wall Sign Area Per Tenant	(see section 2.9.2)
2.9.3 Sign Setbacks	(see section 2.9.3)
2.9.4 Interactivity, and Animation	
LCD / Electronic / Interactive Signs	---
2.9.5 Sign Type Regulations	
Pole Mounted Sign & Tower Sign	permitted
maximum number of faces	2
maximum height	10
maximum area	60
within 500 ft of freeway	n/a
Monument Sign & Ground Sign	permitted (S5)
maximum number of faces	2
maximum height	6
maximum area	60
Grand Projecting Sign	---
maximum height	n/a
Marquee Sign	---
maximum area	n/a
Building Identification Sign	---
maximum size	n/a
Grand Wall Sign	---
maximum size	n/a
Roof Sign	---
Wall Sign	permitted (S5)
maximum size	75 s.f.
Projecting Sign	permitted
maximum area	6 s.f.
Awning Face Sign	permitted
maximum area	20% of awning face
Awning Valance Sign	permitted
lines of lettering	1
letter height	6 in
Awning Side Sign	permitted
lines of lettering	1
letter height	6 in
Canopy Fascia Sign	permitted
maximum height	80% fascia height
lines of lettering	1
Above Canopy Sign	permitted
maximum height	80% fascia height
lines of lettering	1
Recessed Entry Sign	permitted
maximum area	6 s.f.
Window Sign	permitted
letter height	12 inches
maximum area	25% of window (S3)
Café Umbrella Sign	permitted
lines of lettering	1
letter height	6 inches
logo size	1 sf
maximum area	10% of umbrella surface
Temporary Sign	Temporary Sign Permit
2.9.6 Sign Guidelines	
	see section 2.9.6

2.1.12.B Special Requirements

There are no special requirements in Neighborhood Parkway Segments

2.1.13 Residential Transition Zone

2.1.13.A Development Standards Chart

Development Standards Charts Legend:	
General Symbols:	
permitted	These elements are allowed, by right, unless otherwise specified in Section 2.2.1 Use Types
---	Not permitted
n/a	Not applicable
required	These are required elements of all new development as indicated
not required	These elements are not required as indicated
conditional	Requires a conditional use permit
limited	Limitations apply as specified in section 2.4.2.C Private Frontage Specifications
plus	Development shall not exceed the height of housing across the street plus the number of stories indicated (see section 2.3.2 Special Building Height Limits)
CS	Permitted in a Corner Store configuration (see section 2.2.2. Special Retail Configurations)
NC	Permitted in a Neighborhood Center configuration (see section 2.2.2. Special Retail Configurations)
(A)	Exceptions apply to anchor retail buildings
(M)	See Fig 2.6.2 Special Public Open Space Areas Map

Special Conditions:	
(C2)	Upper floors only
(C4)	Side, and rear yards shall consist of heavy screening (see section 2.6.6)
(C5)	With shopfront
(C6)	Or 20% of parcel depth whichever is smaller
(C8)	For development over 20,000 sf of building area
(C9)	For development over 20 dwelling units or lodging rooms
(C10)	Courtyard buildings may exceed the indicated length as defined in 2.3.3 Building Length
(C12)	A minimum of 1 guest space / 10 DU is conditional
(C13)	Or 5% of parcel depth whichever is smaller
(C14)	Up to 5 ft maximum
(C15)	Only one half bay or one full bay of parking is permitted

Location:	
(L1)	On 2nd St..
(L2)	On Garey Ave.
(L3)	On Holt Ave.
(L4)	On Mission Blvd..
(L5)	On Gibbs St., Main St., Locust St., Thomas St., Third St., & Fourth St.
(L6)	Within 500 ft of a designated transit center/train station
(L7)	On Foothill Blvd.
(L8)	In Height Overlay
(L9)	Along streets other than Garey Ave., Holt Ave., Mission Blvd., & Foothill Blvd.

Use:	
(U1)	For residential development with 3 or more units
(U2)	Live Entertainment and Dancing not permitted
(U3)	Large Scale Specialty Goods and Foods Only (see section 2.2.1)
(U4)	Movie Theaters not permitted
(U5)	Ground floor Health & Exercise Clubs are conditional
(U7)	Only Health & Exercise Clubs
(U8)	Only Gas Stations

Signs:	
(S3)	50% shall be allowable during the month of December
(S5)	For religious facilities, schools, and commercial recreation uses within public parks, maximum area of 32 sqft and maximum height of 6 ft
(S6)	Signs are restricted to corner stores only
(S7)	Signs are permitted at entrances to multi-family buildings
(S8)	Pole Mounted and Tower Signs located within 500 ft of a freeway right-of-way and designated as freeway-oriented shall be regulated by the Pomona Zoning Ordinance

2.2 Building Use Regulations	Standards
2.2.1 Use Types	
A. Retail	
1. Specialty Goods Anchors	---
2. Community Oriented Anchors	---
3. Entertainment Anchors	---
4. Eating & Drinking Establishments	---
5. Specialty Goods & Foods	---
6. Entertainment & Recreation	---
7. Convenience Uses	CS
8. Business Services	CS
9. Personal Services	CS
10. Service Commercial & Repair	---
11. Large Scale Commercial Goods	---
12. Vehicle Sales	---
B. Civic & Cultural	---
C. Workplace	
1. Professional Services	---
2. Medical Services	---
3. Light Industrial	---
D. Lodging	---
E. Live Work	---
F. Residential	
1. Multi-Family w/ Common Entry	---
2. Multi Family w/ Individual Entries	permitted
3. Attached Single Family	permitted
4. Detached Single Family	permitted
2.2.2 Special Retail Configurations	
1. Neighborhood Center	---
2. Corner Store	permitted
3. Drive-through	---
2.2.3 Minimum Residential Unit Size	
One Bedroom Units	600 sf min
Two Bedroom Units	800 sf min
Three Bedroom Units	1,000 sf min

2.3 Building Scale Regulations	Standards
2.3.1 Building Height	
minimum height	n/a
maximum height	3 stories
maximum height in overlay	n/a
2.3.2 Special Building Height Limits	
Holt/Mission/Garey	n/a
Across the Street from Housing	n/a
Adjacent to Housing	n/a
2.3.3 Building Length	
maximum	60 ft
2.3.4 Special Building Length Limits	
Limited Corner Building - maximum	n/a
Limited Mid-Block Building - maximum	n/a
2.3.5 Building Massing - Primary Volume Proportions	
Length : Height - Holt/Mission/Garey	n/a
Length : Height - All other streets	n/a

2.4 Frontage & Building Placement Regulations	Standards
2.4.1 Building Orientation to Streets & Public Open Space	
required or not required	required
2.4.2 Private Frontage Types	
C. Private Frontage Specifications	
1. Shop-Front	permitted
- Shopfront Length - maximum	30 ft
- Tenant Length - maximum	30 ft
- Articulation Length - maximum	30 ft
2. Corner Entry	permitted
3. Arcade	---
4. Grand Portico	---
5. Forecourt	---
6. Common Lobby Entry	---
7. Stoop	permitted
8. Porch	permitted
9. Front Door	permitted
10. Front Vehicular Door	limited
11. Edge Treatment: Walled	---
12. Edge Treatment: Fenced	permitted
13. Edge Treatment: Terraced	permitted
14. Edge Treatment: Flush	permitted
2.4.3 Front Yard Setback	
minimum / maximum - 2nd Street	n/a
minimum / maximum - Garey Ave.	n/a
minimum / maximum - Holt Ave.	n/a
minimum / maximum - Mission Blvd.	n/a
minimum / maximum - Foothill Blvd.	n/a
minimum / maximum - Corner Properties	5 ft / 20 ft
minimum / maximum - All other streets	10 ft / 20 ft
2.4.4 Side Yard Setback	
min w/ living space windows	15 ft
min w/out living space windows	5 ft
2.4.5 Rear Yard Setback	
minimum	20 ft
2.4.6 Alley Setback	
minimum	5 ft
2.4.7 Frontage Coverage	
minimum - 2nd Street	n/a
minimum - Garey Ave.	n/a
minimum - Holt Ave.	n/a
minimum - Mission Blvd.	n/a
minimum - Foothill Blvd.	n/a
minimum - all other streets	60%
2.4.8 Space Between Buildings	
minimum	20 ft
2.4.9 Build-to-Corner	
required or not required	no required

2.5 Street Regulations	Standards
2.5.1 Improvements to Existing Streets	
C. Grand Boulevard	---
D. Palm Gateway	---
E. Parkway	---
F. Regional Boulevard	---
G. Grand Avenue	---
H. Midtown Boulevard	---
I. Downtown Boulevard	---
J. Second Street	---
K. Neighborhood Streets	required
2.5.2 Provision of New Streets - (see section 2.5.2)	
2.5.3 Block Size	
Maximum Vehicular Block Size	2000 ft
Maximum Pedestrian Block Size	1600 ft
2.5.4 Street Connectivity	
required or not required	required
2.5.5 Required East-West Street Connection	
required or not required	n/a
2.5.6 Residential Transition-Boundary Street	
required or not required	required
2.5.7 Street Types (New Street Design)	
A. City Street	---
B Public Open Space w/ City Street	---
C. Neighborhood Street	permitted
D. Public Open Space w/ Neighborhood St.	permitted
E. Alley	permitted

Neighborhood Street

Typical Improvements to Existing Streets:
See Section 2.5.1 and Section 3.1.1 for configuration details and construction responsibility

2.6 Open Space Regulations	Standards
2.6.1 Provision of Public Open Space	
1. Retail	n/a
2. Civic & Cultural	n/a
3. Workplace	n/a
4. Lodging	n/a
5. Live Work	n/a
6. Residential	200 sf / unit (C9)
2.6.2 Special Public Open Space	
	n/a
2.6.3 Provision of Private Open Space	
1. Retail	n/a
2. Civic & Cultural	n/a
3. Workplace	n/a
4. Lodging	n/a
5. Live Work	n/a
6. Residential	
a. Attached & Multi-Family	60 s.f. / unit
b. Detached Single-Family Homes	200 s.f. / unit
2.6.4 Public Open Space Types	
1. Park	permitted
2. Linear Green	permitted
3. Square	permitted
4. Plaza	---
5. Mid-Block Green	permitted
6. Courtyard Plaza	permitted
7. Passage/Paseo	permitted
8. Pocket Park/Playground	permitted
2.6.5 Private Open Space Types	
1. Courtyard	permitted
2. Private Yard	permitted
3. Porch	permitted
4. Rooftop Deck or Garden	permitted
5. Balcony	permitted
2.6.6 Setback Area Landscaping Types	
A. Perimeter Block Setback Areas	
1. Sidewalk Extension	---
2. Parkway Landscaping	---
3. Boulevard Landscaping	---
4. Neighborhood Street Landscaping	permitted
B. Interior Block Setback Areas	
1. Paving	---
2. Groundcover	required
3. & 4. Moderate or Heavy Screening	permitted
2.6.7 Stormwater Management Types	
1. Landscaped Setback Area/Open Space	permitted
2. Detention Basin/Pond	---
3. Retention Basin/Pond	---
4. Vegetated Swale/Strip	permitted
5. Rain Garden	permitted
6. Landscaped Tree Well	permitted
7. Grated Tree Well	permitted
8. Permeable/Pervious Paving	permitted
9. Green Roof	permitted
10. Waterscape	permitted
11. Rainwater Harvesting/Vault	permitted
2.6.8 General Open Space & Setback Area Guidelines	
	see section 2.6.8

2.7 Parking Regulations	Standards
2.7.1 Provision of Parking	
1. Retail Anchors	
spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
2. Eating & Drinking Establishments	
spaces per 1000 s.f.	4 min / 10 max
location	on site
3. Specialty Foods / Goods	
spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
4. Entertainment & Recreation	
spaces per 1000 s.f.	6 min / 10 max
location	within 500 feet
5. Convenience Uses	
spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
6. Personal & Business Services	
spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
7. Commercial Goods & Vehicle Sales	
spaces per 1000 s.f.	n/a
location	n/a
8. Civic & Cultural	
public assembly: spaces per 1000 s.f.	15 min / 30 max
other: spaces per 1000 s.f.	3 min / 4 max
location	within 500 feet
9. Workplace	
professional: spaces per 1000 s.f.	2.5 min / 3.5 max
medical: spaces per 1000 s.f.	4.5 min / 5.5 max
light industrial: spaces per 1000 s.f.	1 min / 3.5 max
location	within 200 feet
10. Lodging	
spaces per guest room	1 min / 1.2 max
location	within 200 feet
11. Live-Work	
spaces per unit	1 min / 1 max
spaces per employee	0 min / 1 max
location	within 200 feet
12. Residential Uses	
spaces per studio unit	1 min / 1 max
spaces per 1br unit	1.5 min / 1.5 max
spaces per 2br unit	2 min / 2 max
spaces per additional unit beyond 2br	.5 spaces
guest spaces per 4 units	1 min / 1.2 max (C12)
location	on site
13. Neighborhood Center Exceptions	
spaces per 1000 s.f.	0 min / 3 max
14. Corner Store Exceptions	
spaces per 1000 s.f.	0 min
location	on street only
2.7.2 Parking Types	
A. Surface Lot - Front	---
B. Surface Lot - Side	---
C. Surface Lot - Rear	permitted
D. Surface Lot - Exposed	---
E. Structure - Exposed	res garage / driveway
F. Structure - Wrapped: Ground Level	---
G. Structure - Wrapped: All Levels	permitted
H. Partially Submerged Podium	permitted
I. Structure - Underground	permitted
2.7.3 General Parking Requirements	
	see section 2.7.3

note: parking maximums apply to unstructured parking types only

2.8 Architecture Regulations	Standards
2.8.1 Facade Requirements	
required or not required	required
2.8.2 Architectural Guidelines	
	see section 2.8.2
2.8.3 Architectural Character	
	see section 2.8.3

2.9 Signage Regulations	Standards
2.9.1 Number of Signs	(see section 2.9.1)
2.9.2 Wall Sign Area Per Tenant	(see section 2.9.2)
2.9.3 Sign Setbacks	(see section 2.9.3)
2.9.4 Interactivity, and Animation	
LCD / Electronic / Interactive Signs	---
2.9.5 Sign Type Regulations	
Pole Mounted Sign & Tower Sign	---
maximum number of faces	n/a
maximum height	n/a
maximum area	n/a
within 500 ft of freeway	n/a
Monument Sign & Ground Sign	permitted (S5)
maximum number of faces	2
maximum height	6
maximum area	60
Grand Projecting Sign	---
maximum height	n/a
Marquee Sign	---
maximum area	n/a
Building Identification Sign	---
maximum size	n/a
Grand Wall Sign	---
maximum size	n/a
Roof Sign	---
Wall Sign	permitted (S6 or S7)
maximum size	45 s.f.
Projecting Sign	permitted (S6)
maximum area	6 s.f.
Awning Face Sign	permitted (S6 or S7)
maximum area	20% of awning face
Awning Valance Sign	permitted (S6 or S7)
lines of lettering	1
letter height	6 in
Awning Side Sign	permitted (S6 or S7)
lines of lettering	1
letter height	6 in
Canopy Fascia Sign	permitted (S6 or S7)
maximum height	80% fascia height
lines of lettering	1
Above Canopy Sign	permitted (S6 or S7)
maximum height	80% fascia height
lines of lettering	1
Recessed Entry Sign	permitted (S6 or S7)
maximum area	6 s.f.
Window Sign	permitted (S6 or S7)
letter height	12 inches
maximum area	25% of window (S3)
Café Umbrella Sign	permitted (S6 or S7)
lines of lettering	1
letter height	6 inches
logo size	1 sf
maximum area	10% of umbrella surface
Temporary Sign	Temporary Sign Permit
2.9.6 Sign Guidelines	
	see section 2.9.6

2.1.13.B Special Requirements

There are no special requirements in the Residential Transition Zone

2.2 BUILDING USE REGULATIONS

For the purposes of this Plan, all permitted and conditionally permitted building uses have been classified into six Use Types: Retail, Civic & Cultural, Workplace, Lodging, Live-Work, and Residential. Each Use Type is defined in the text below, may contain sub-categories, and includes uses such as those listed in the accompanying Use Charts. The Use Charts include specific permitted, conditional, and prohibited uses for each Use Type.

2.2.1 USE TYPES

Use Types listed as *"permitted"* in the Development Standards Charts are further regulated herein and are defined as uses permitted by right subject to approval of a Development Plan Review. Uses Types listed as *conditional* in this Section are defined as those which require special consideration either of their impacts on the neighborhood and land uses in the vicinity and/or of their physical organization and design. A conditional use shall be considered for approval if the proposed use conforms with all requirements specified in the conditional use policy, and if it conforms with the goals and vision of the Plan.

All permitted uses for a single Center or Segment are allowed either alone or in combination with any other permitted uses within a single parcel. Proposed uses that are not explicitly listed in the Use Charts may be permitted if the Community Development Director determines that they meet the purpose and intent of the Plan.

Changes between uses within one of the six Use Types shall be considered a tenant change. Changes from one Use Type to another Use Type shall be considered a change in use.

Legend:

--	Not Permitted
●	Permitted Use: these uses and similar uses are allowed by right, subject to Site Plan Review.
c	Conditional Use: these uses require a conditional use permit. They are allowed if they are deemed by the approving body to meet the purpose and intent of the Plan.

A. Retail

General Retail Requirements:

i. Section 2.3.1 Building Height addresses minimum interior height requirements for ground level retail of all types.

ii. Any permitted uses featuring outdoor sales not clearly ancillary to use shall require a conditional use permit.

iii. Any use with off-sale alcohol shall require a conditional use permit.

1. Specialty Goods Anchors

Definition: A "regional destination" non-food retail store that is at least 30,000 square feet in size and is a proven generator of significant pedestrian traffic and sales such as those listed.

Department stores	●	Book superstores	●
General merchandise stores	●	Electronics superstores	●
Quality home department superstores	●		

2. Community Oriented Anchors

Definition: A "local destination" convenience store that is at least 15,000 square feet in size and is a proven generator of pedestrian traffic and sales such as those listed

Supermarkets	●	Specialty food markets	●
Specialty food markets	●	Community oriented anchors over 65,000 s.f.	c

3. Entertainment Anchors

Definition: An establishment providing resources or activities for exercise, relaxation, or enjoyment that is at least 15,000 square feet in size and is a proven generator of significant pedestrian traffic and sales such as those listed.

Movie Theaters	●	Performing Arts Theaters	●
Concert Halls	●	Sports Venues	c

4. Eating & Drinking Establishments

Definition: Restaurants, bars, clubs, or other drinking/entertainment establishments such as those listed.

Special Conditions:

i. Vendor carts, spaces, or stands within the public right-of-way shall require a conditional use permit.

ii. Chairs and tables for outdoor dining shall be permitted on sidewalks within the setback zone or within the public right-of-way provided that:

(A) The use maintains a minimum five-foot wide unobstructed portion of sidewalk corridor which is clear and unimpeded for pedestrian traffic.

(B) The use keeps the full width of the building entrance clear and unimpeded for building access.

Full service	●	Vendor carts, spaces, or stands	●
w/ Outdoor dining	●	w/ Dancing	c
w/ Live entertainment	c	w/ Alcohol	c

5. Specialty Goods & Foods

Definition: General retail establishments selling quality/specialty goods such as those listed.

Large Scale Goods: Goods that, due to their size, may require close access by cars and trucks such as appliances, electronics, sporting goods, furniture, and home furnishings

Apparel & accessory stores	●	Book stores	●
Second hand / antique stores	●	Open air markets	●
Sporting goods stores	●	Appliance & electronics stores	●
Furniture & home furnishings	●	Retail Tobacco Stores	c

6. Entertainment & Recreation

Definition: Establishments providing resources or activities for exercise, relaxation, or enjoyment such as those listed.

Special Conditions:

i. See City of Pomona Ordinance No.3873 for citywaide regulations pertaining to adult entertainment uses.

Small scale movie theaters	●	Health & exercise clubs	●
Bowling centers & billiard parlors	●	Amusement arcades	●
Adult entertainment	---		

7. Convenience Uses

Definition: Small buisnesses selling food and goods, or providing convenience services, to serve nearby residential neighborhoods such as those listed.

Small scale pharmacies	●	Video rentals	●
Small scale grocery or food sales	●	Delicatessens, cafes, bakeries	●
Convenience stores	●	Florists	●
Hardware stores / lock & key shops	●	Eating & drinking establishments w/ less than 12 seats	●
Small collection/recycling facilities	c		

8. Business Services

Definition: Small to medium sized businesses providing services to local businesses and residents such as those listed.

Special Conditions:

i. Financial services shall be permitted in this category provided that they offer services that cater to and generate pedestrian traffic. Other financial service uses are to be considered under "C. Workplace," in this Section.

Banks	●	Photo copying & printing	●
Mail / shipping services	●	Office supply	●
Financial services	c		

9. Personal Services

Definition: Small to medium sized businesses providing services to local households such as those listed.

Barber shops / hair & nail salons	●	Dry cleaning establishments	●
Tanning salons & spas	●	Self service laundromats	●
Yoga & karate studios	●	Body Art/Tattoo	c

10. Service Commercial & Repair

Definition: Businesses providing services to industry, services that are industrial in nature, or services that are best suited to an auto-oriented environment such as those listed

Plumbing services	●	Gas stations	c
Vacum cleaner, sewing, and appliance repair	●		

11. Large Scale Commercial Goods

Definition: Businesses whose primary activity is the sale or repair of large scale / commercial goods that are not particularly well suited to pedestrian districts and that require close access by cars and trucks such as those listed

Warehouse retail	●	Restaurant supply	●
Equipment retail	●	Auto supply stores	●
Construction supply	●		

12. Vehicle Sales

Definition: Businesses that sell any kind of motorized vehicle such as those listed.

Automobile sales	●	New/used vehicle sales	●
Motorcycle/powersports sales	●		

B. Civic and Cultural

Definition: Services (including education and utilities), cultural institutions, and recreational facilities made available to the general public for free or at a reasonable cost such as those listed.

Public assembly uses as defined in PZO section .062 including: Art Gallery Auditoriums Civic & private clubs Museams Religious facilities Libraries Educational facilities Exhibition or conference centers	●	Police stations & fire stations	●
		City halls or courthouses	●
		Performing arts facilities	●
		Post offices	●
		Swimming pools	●
		Transit facilities or stations	●
		Hospitals	●
		Banquet Halls or Convention Centers	●
		Stadiums, not including stadiums for professional sports teams	●
		Indoor or outdoor public recreation facilities	●

C. Workplace

1. Professional Services

Definition: Workplace uses including professional, administrative, research and development, financial, and educational activities for businesses, individuals, and non-profit organizations such as those listed.

Research & development offices	●	Educational & institutional offices	●
Print & electronic media offices (newspaper, magazine, radio, TV)	●	Data or telecommunications offices	●
Any other professional, executive, or administrative office use	●		

2. Medical Services

Definition: Medical workplace uses and establishments with employees who typically hold medical licenses such as those listed.

Special Conditions:
See City of Pomona Ordinance No. 4096 for citywide regulaitons pertaining to medical marijuana dispensaries

Medical, dental, or psychiatric offices or facilities	●	Acupuncture, physical therapy, chiropractic	●
Counseling	●	Mortuary services	●
Indoor veterinary clinics	c	Medical marijuana dispensaries	---

3. Light Industrial

Definition: Workplace uses whose primary activity involves or is directly related to the manufacturing, fabrication, processing, or assembly of products, food, or other goods.

Product manufacturing, fabrication, processing, or assembly use	●	Small collection/recycling facilities	c
Research and development labs or other facilities	●	Uses with more than 350 sf of building space per employee	c
Heavy industry such as manufacturing or processes that involve hazerdous materials or waste	c	Indoor or outdoor storage or warehousing	--

D. Lodging

Definition: Short-term commercial lodging facilities such as those listed

Hotels & motels	●	Bed & breakfast guest houses	●
Hostels	●		

E. Live-Work

Definition: A dwelling unit in which the occupant conducts a home-based business or enterprise

Special Conditions:

i. Work activities that require hazardous assembly, including fabrication, manufacturing, repair; or processing operations such as welding and wood-working shall require a conditional use permit

ii. The maximum number of employees not including the owner/occupant is limited to two per unit.

iii. Once established, Live-Work may not be converted to a solely commercial or business use. However, Live-Work units may revert to solely residential use.

Live-work units	●		

F. Residential

Definition: All owner- and renter-occupied dwelling units, including attached and detached houses, multi-unit buildings, and manufactured housing.

Special Conditions:

i. Home occupations in any residential unit requires a home occupation permit (see Pomona Zoning Ordinance)

1. Multi-family with Common Lobby Entry

Definition: Buildings designed as a residence for multiple households where some dwelling units are accessed from a common lobby entry or shared hallway

Dwelling units, primary, two or more households per structure	●	Dwelling units, accessory	●

2. Multi-family with Individual Entry

Definition: Buildings designed as a residence for multiple households where all dwelling units have a dedicated entrance accessed directly from a public sidewalk.

Dwelling units, primary, two or more households per structure	●	Dwelling units, accessory	●

3. Attached Single-Family Homes

Definition: Attached homes on separate parcels sharing common walls with each home featuring an entrance accessed directly from a public sidewalk

Dwelling units, primary, one household per structure	●	Dwelling units, accessory	●

4. Detached Single-Family Homes

Definition: A detached building designed as a residence for one household.

Dwelling units, primary, one household per structure	●	Dwelling units, accessory	●

7. Emergency Shelters: See ORD. NO. 4238, 9/11/17

2.2.2 SPECIAL RETAIL CONFIGURATIONS

A. Definition

Special Retail Configurations limit the size of individual tenants and the total amount of retail permitted for Neighborhood Center and Corner Store retail "clusters" as well as the provision of drive-through services.

B. Regulation

Where retail is permitted as part of a Neighborhood Center, Corner Store, or drive-through it shall conform to the following size and location requirements.

1. Neighborhood Center

Definition: A retail cluster (two or more abutting retail establishments) consisting of (permitted) convenience uses, small-scale shopping, and personal services that provide goods and services amenities to nearby residential neighborhoods.

a. Special Conditions for Neighborhood Serving Retail

i. Limited to a maximum of two community oriented anchors.

ii. Limited to a maximum of 25,000 square feet of non-anchor retail.

iii. Limited to a maximum size of 5,000 square feet per Eating and Drinking establishments.

iv. Conditional Use Permit: Development including non-anchored retail uses exceeding a total of 25,000 square feet

2. Corner Store

Definition: A small store or cluster of stores integrated into a larger building on the corner of a city block. Corner Stores consist of (permitted) convenience uses, small-scale shopping, and personal services that serve homes or businesses located within easy walking distance.

a. Special Conditions for Corner Store Retail

i. A maximum size of 2,500 square feet per use.

ii. A maximum size of 5,000 square feet total per cluster.

iii. Conditional Use Permit: Individual uses larger than 2,500 square feet. provided that the use is unique and not already provided within one (1) mile trade area.

iv. Corner Store Retail must be located on the corner of a block, and the entrance must face a public street, square, or plaza space.

b. Parking spaces intended for Corner Store Uses must be located on streets. Off-street parking is discouraged for corner store and shall require a conditional use permit.

3. Drive-Through

Definition: Service from a building to persons in vehicles through an outdoor service window.

2.2.3 MINIMUM RESIDENTIAL UNIT SIZE

A. Regulation

The minimum size for residential units shall be as specified in Section 2.1 – Development Standards.

MEMORANDUM

Date: December 10, 2018

To: Mario Suarez, Development Services Director

From: Anita Gutierrez, Planning Manager

Subject: Request to operate a towing service and vehicle impound yard within the Downtown Gateway Segment of the Pomona Corridors Specific Plan at a property located at 954 West Holt Avenue.

Staff received an inquiry about whether a "towing service and vehicle impound yard" would be a permitted use at a property located at 954 West Holt Avenue which is located within the Downtown Gateway Segment of the Pomona Corridors Specific Plan.

That the Pomona Corridors Specific Plan does not explicitly list a tow truck service as a use type; however, Section 2.2.1 specifies *"Proposed uses that are not explicitly listed in the Use charts may be permitted if the Community Development Director determines that they meet the purpose and intent of the Plan."*

Through a Determination of Similarity process, staff has determined that a towing service and vehicle impound yard is similar to the uses permitted under the M1 – Light Industrial Zone. As light industrial uses are prohibited in the Downtown Gateway Segment, staff recommends that a towing service and vehicle impound yard is not a permitted use in the zone.

M E M O R A N D U M

Date: September 3, 2019

To: Planning Division Staff

From: Anita D. Gutierrez, AICP, Development Services Director

Subject: **Director's Interpretation – Window Tinting in the PCSP**

Intent

This memorandum is intended to clarify which Building Use type of the Pomona Corridor's Specific Plan does window tinting qualify to be under.

Question

Is window tinting considered to be a similar use as Service Commercial & Repair?

Answer

Yes. Per the determination of the Development Services Director, window tinting can be classified as service commercial and repair which defines it as: "Businesses providing services to industry, services that are industrial in nature, or services that are best suited for an auto-oriented environment such as those listed: Plumbing services; gas stations (CUP); vacuum cleaners, sewing and appliance repair." The PCSP does not list window tinting as a specific use in any of the building use types; however, due to the nature of use, which include minor auto-oriented services, the use is most similar to Service Commercial & Repair.

Example Scenario

An applicant is applying for a business license for a window tinting shop at 2727 E. Holt Avenue which is located within the City Gateway Segment of the PCSP. The City Gateway Segment permits Service Commercial & Repair; and therefore is allowed at this location.

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2.3 BUILDING SCALE REGULATIONS

2.3.1 BUILDING HEIGHT

A. Definition

Building height is defined as the vertical extent of a structure as measured from finished grade to the top of cornice, parapet, or eave line of a peaked roof. Height for buildings with mansard roofs shall be measured from finished grade to the top of the mansard roof ridge line.

B. Regulation

1. General

a. Height for buildings is regulated by the number of stories permitted. New structures must conform to the minimum and maximum number of stories as specified in Section 2.1 – Development Standards.

b. The number of stories that count toward a building's height shall include:

i. All stories located entirely above the finished grade

ii. Partially submerged basements/parking podiums that extend more than five (5) feet above finished grade

iii. Each above ground level within exposed parking podiums

iv. Habitable floor area located in attics

c. Story Heights – Vertical Dimensions:

i. Story heights shall be measured from interior finished floor to finished ceiling.

ii. Story heights that exceed twelve (12) feet shall be counted as multiple stories counted in twelve (12) foot increments (1 story ≤ 12ft < 2 stories ≤ 24ft < 3 stories ≤ 36ft, etc.) except as follows:

(A) Ground floor retail shall be a minimum of fourteen (14) feet from floor to ceiling (use conversions in existing buildings may not be required to meet this requirement).

(B) Ground floor retail, office, hotel or residential lobbies that exceed sixteen (16) feet from floor to ceiling shall be counted as multiple stories counted in twelve (12) foot increments (1 story < 16ft ≤ 24ft < 3 stories ≤ 36ft, etc.).

(C) Single story light industrial uses shall have a minimum of twenty-four (24) feet from floor to ceiling to enable potential future conversion to two stories (use conversions in existing buildings may not be required to meet this requirement).

2. Special Conditions

a. Exceeding the number of stories permitted:

i. Portions of buildings above wrapped parking podiums may exceed the number of stories permitted but not the equivalent maximum height permitted for inhabited structures as shown in Fig 2.3.1 Building Height

ii. Freestanding parking structures may exceed the number of stories permitted but shall not exceed:

(A) The equivalent maximum height permitted for inhabited structures, or

(B) The height of the tallest building on the site, or

(C) Where exposed structures are not permitted, the height of the building located between the parking structure and the street.

b. Portions of the building that extend above the primary building mass, such as:

i. Towers and other prominent special architectural features shall not exceed the permitted maximum height by more than twenty (20) feet.

ii. Dormers, roof-top cupolas, elevator and mechanical equipment enclosures, roof deck trellises, gazebos, and other special features, shall not exceed the maximum height limit by more than ten (10) feet.

c. Portions of a building that are not part of the primary building mass, such as entrance porticos, bays and stoops, are not required to meet minimum height requirements.

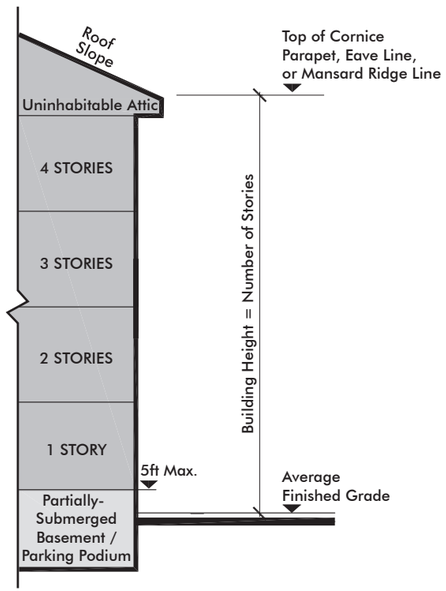
d. Rooftop equipment must be set back a minimum of ten (10) feet from building walls, be screened on all sides, and be integrated into the overall building design.

e. Accessory buildings – including both accessory units and non-dwelling structures such as freestanding garages for individual residences, service structures, and tool sheds – shall not exceed:

i. Two (2) stories when located along an alley.

ii. One and one-half stories or fourteen (14) feet when not located along an alley.

BUILDING HEIGHT: TYPICAL



BUILDING HEIGHT: WITH EXPOSED PARKING PODIUMS

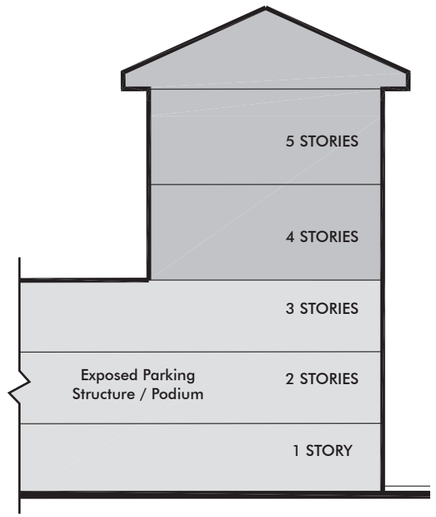
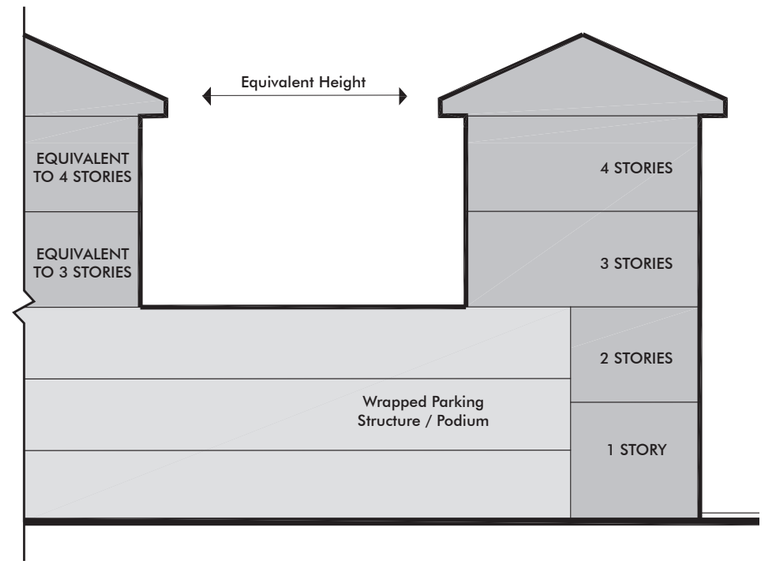


FIG.2.3.1 BUILDINGS HEIGHT



2.3.1.B.2.A HEIGHT OF BUILDINGS ABOVE WRAPPED PARKING PODIUMS

2.3.2 SPECIAL BUILDING HEIGHT LIMITS

A. Along Holt Ave. / Mission Blvd. / Garey Ave.

The height of development along Holt Ave., Mission Blvd., and Garey Ave. shall be limited for a distance of sixty-five (65) feet measured from the back-of-sidewalk as shown in Fig. "2.3.2. Special Building Height Limits – A. Holt Ave. /Mission Blvd./ Garey Ave." (To locate back-of-sidewalk see Section 2.5.1.B).

B. Across the Street From Housing

The height of new development (excluding Holt Ave., Mission Blvd., Garey Ave., and Foothill Blvd. block faces) across the street from existing, approved, or zoned residential buildings three (3) floors tall or less shall not exceed the height of the lowest building along the block face by the number of stories specified in Section 2.1 – Development Standards within sixty-five (65) feet of the back-of-sidewalk as shown in Fig.2.3.2 "Special Building Height Limits – B. Across the Street From Housing" (To locate back-of-sidewalk see Section 2.5.1.B).

C. Adjacent to Housing

1. The height of new development on a parcel abutting a parcel with existing, approved, or zoned residential buildings three (3) floors tall or less shall be limited as follows and shown in Fig. 2.3.2. Special Building Height Limits – C. Adjacent to Housing:
2. The height of new development shall not exceed a line
   a. Originating at a height of one (1) floor above the height of the adjacent building's eave line
   b. Extending through a point located along the new development's side façade.
   c. With a forty-five (45) degree slope (creating a one (1) to one (1) height to stepback relationship).

2.3.3 BUILDING LENGTH

A. Definition

Building length is defined as the total length of a primary building mass lining a street or open space as shown in Fig.2.3.3 Building Length.

B. Regulation

1. New buildings shall not exceed the specified maximum length as specified for each Corridor Center and Segment in Section 2.1. – Development Standards.
2. A developer may build multiple buildings, each with an individual length that does not exceed the maximum building length.

C. Exceptions

1. Where specified in Section 2.1. – Development Standards, building volumes shall be measured as separate buildings as shown in Fig.2.3.3. Building Length if they are separated by:
   a. A paseo (see Section 2.6.4 – Open Space Types for the definition of a paseo).
   b. A forecourt with a minimum depth of forty (40) feet.

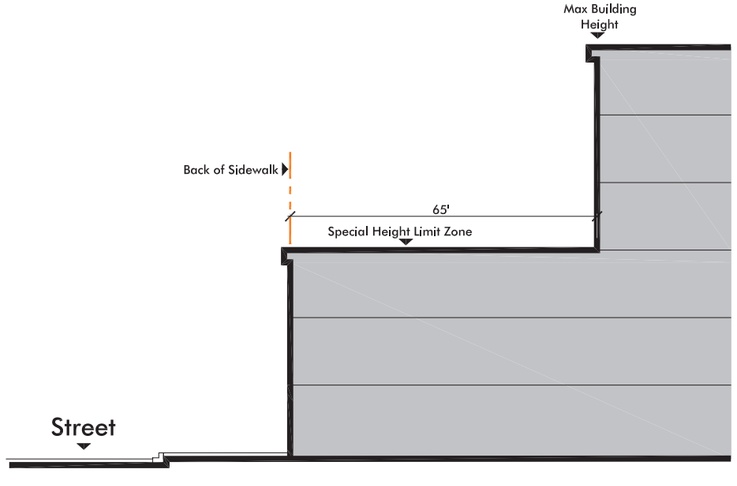


FIG.2.3.2 SPECIAL BUILDING HEIGHT LIMITS -
A. HOLT AVE. / MISSION BLVD. / GAREY AVE. &
B. ACROSS THE STREET FROM HOUSING

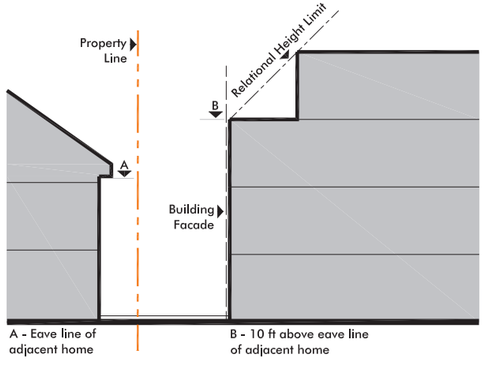


FIG.2.3.2 SPECIAL BUILDING HEIGHT LIMITS -
C. ADJACENT TO HOUSING

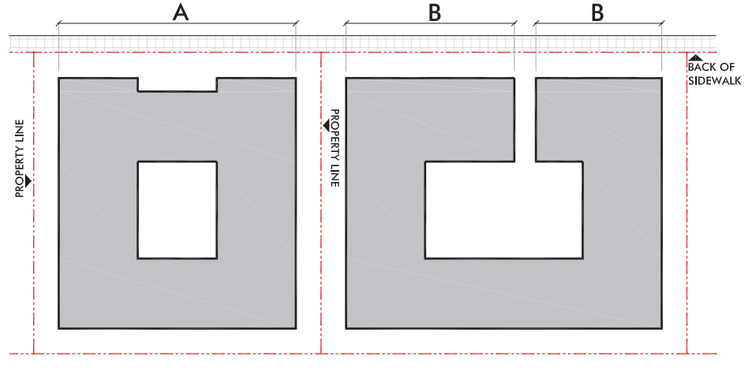


FIG.2.3.3 BUILDING LENGTH

2.3.4 SPECIAL BUILDING LENGTH LIMITS

A. Definition

Special building length limits apply to new development along any block face (excluding Holt Ave., Gary Ave., and Foothill Blvd. block faces) where there are existing or proposed residential buildings with front facades shorter than sixty (60) feet as shown in Fig.2.3.4 Special Building Length Limits.

B. Limited Corner Buildings

The maximum length of buildings that extend to the corner of the block shall be as specified for each Corridor Center and Segment in Section 2.1. – Development Standards.

C. Limited Mid-Block Buildings

The maximum length of limited mid-block buildings that do not extend to the corner of the block shall be as specified for each Corridor Center and Segment in Section 2.1. – Development Standards.

A - Residential building with a front facade shorter than 60 feet
B - Limited Corner building
C - Limited Mid-Block Building
D - Public Open Space
X - Special Building Length Limits Do Not Apply

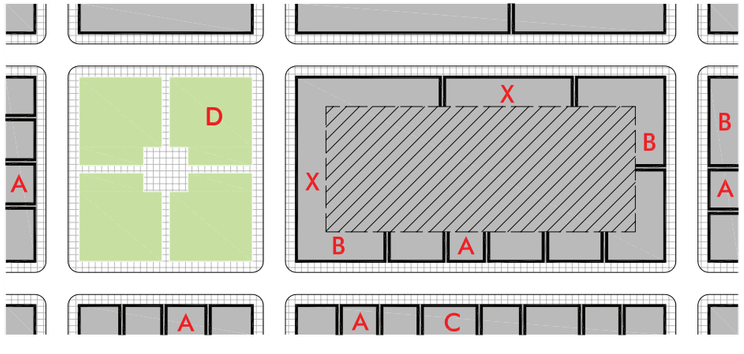


FIG.2.3.4 SPECIAL BUILDING LENGTH LIMITS

2.3.5 BUILDING MASSING

A. Definition

1. A building's visual or apparent mass consists of one or more individual 3-dimensional volumes.
2. A primary volume is a 3-dimensional volume that extends the entire height of a building (it does not include porches, bay windows, or other sub-volumes).
3. A primary volume's proportions are the ratio of the length of the volume relative to its height as shown in Fig.2.3.5 Building Mass Proportions.

B. Regulation

1. Buildings shall be composed of at least one primary volume that conforms to building massing regulations. The primary volume must be the longest volume on the building.
2. The range of proportions permitted for primary volumes shall be as specified for each Corridor Center and Segment in Section 2.1. – Development Standards.
3. See Section 2.8. – Architecture Regulations for additional façade articulation requirements and regulations related to architectural elements.

C. Building Massing Elements

Primary volumes shall be defined with the following elements:

1. Major Façade Offset

a. A major façade offset is a substantial vertical plane break in a façade.

b. The depth of a major façade offset shall be a minimum of five (5) percent of the width of the largest adjacent horizontal façade segment.

2. Notch

a. A notch is a substantial recess in a façade.

b. The width of a façade notch shall be a minimum of five (5) feet. The depth of the notch shall be a minimum of three (3) feet.

3. Façade Composition Change

a. A façade composition change is a substantial change in architectural elements on adjacent segments of an otherwise flat façade. The result is the impression of separate volumes.

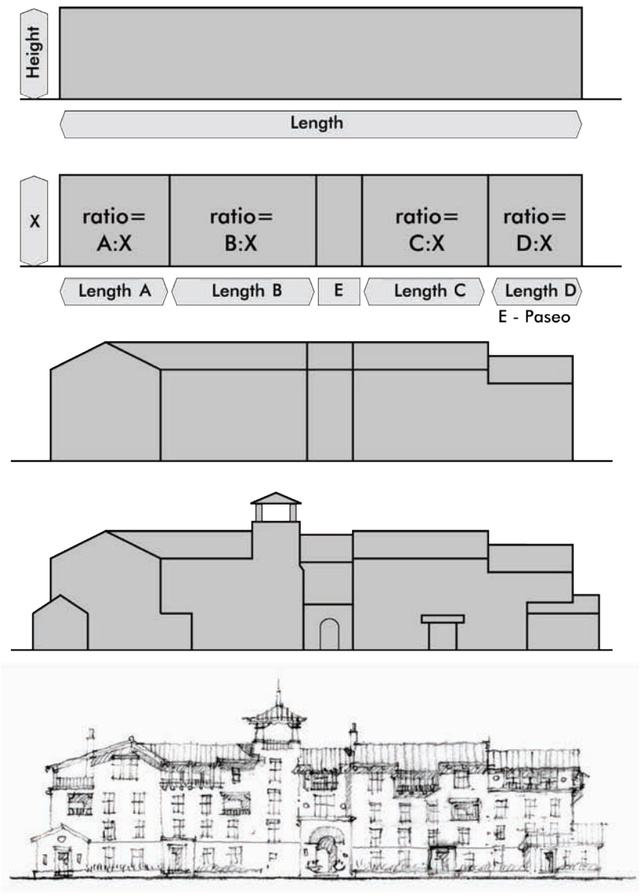
b. To qualify as a façade composition change, adjacent volumes shall feature a changed roof form and/or height variation in addition to one of the following:

i. Incorporate a prominent central feature or sub-volume such as a balcony, bay window, porch, or portico.

ii. Feature changed wall cladding materials/colors

iii. Feature changed window pattern/form

c. Utilizing a vertical expression line such as a pier, molding, downspout, minor façade offset, or butt joint simulating a party wall between adjacent volumes is recommended.



• Building Envelope

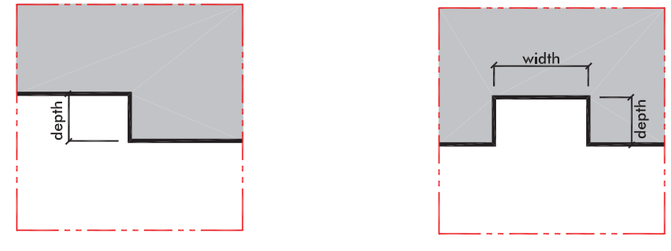
• Primary Volumes

• Introduce Roofs

• Introduce Porches and other sub volumes

• Resulting Building Elevations

FIG.2.3.5 BUILDING MASSING PROPORTIONS



1. MAJOR FACADE OFFSET - PLAN VIEW

2. NOTCH - PLAN VIEW

FIG.2.3.5.C. BUILDING MASSING ELEMENTS

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2.4 FRONTAGE & BUILDING PLACEMENT REGULATIONS

2.4.1 BUILDING ORIENTATION TO STREETS AND PUBLIC OPEN SPACES

A. Definition

A building is oriented to a street or public open space if it has a building entrance configured as a private frontage type that faces that street or open space, as shown in Fig.2.4.1 Building Orientation to Streets and Public Open Spaces.

B. Regulation

1. General

a. Where building orientation to streets and public open spaces is required, all buildings shall have primary entrances that face and open directly on to publicly accessible streets or public open spaces (see section 2.6.4 for a list of public open space types).

b. In instances where a choice must be made between orientation toward a primary public street or a public open space, the primary public street should be given precedence.

c. Parking structures, garages, carriage houses, and accessory buildings are permitted but should be located along alleys and not along streets or public open spaces (see also Section 2.7.3 General Parking & Loading Requirements).

2. Corner Parcels

Buildings on Corner Parcels shall have an entrance(s) oriented towards at least one street or incorporated into a Corner Entry Private Frontage Type (see Section 2.4.2 - C.2 Corner Entry).

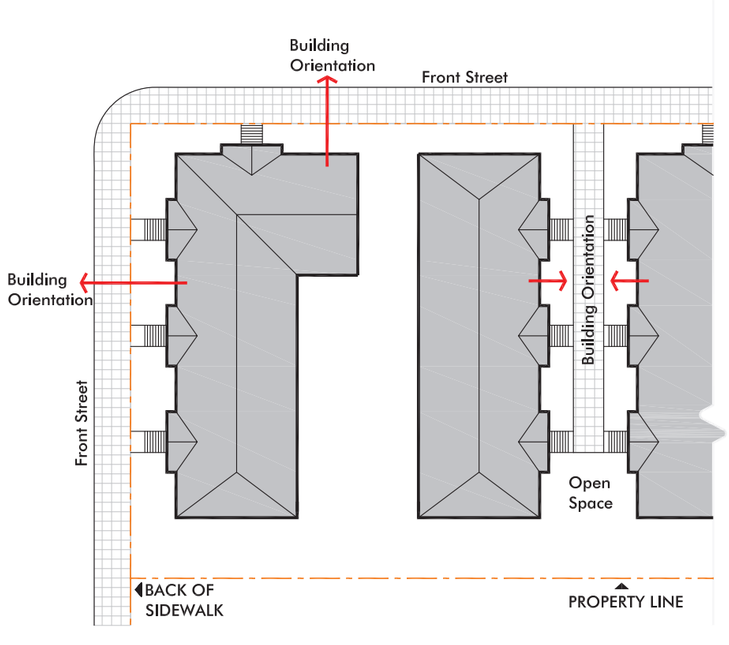


FIG.2.4.1 BUILDING ORIENTATION TO STREETS AND PUBLIC OPEN SPACES

2.4.2 PRIVATE FRONTAGE TYPES

A. Definition

1. Portions of a property between the back-of-sidewalk line and the primary building façade along any Street.

2. Portions of all primary building facades up to the top of the first or second floor, including building entrances located along and oriented toward streets as shown in Fig.2.4.2.Private Frontage Types – A. Definition.

B. Regulation

1. General

a. Private frontage types regulate the configuration of a building's primary entrance, the treatment of its front and side setback zones, as well as the type of features permitted to encroach into the required setback zones.

b. All buildings shall be designed to incorporate a private frontage type configured in compliance with the regulations is contained in this section.

c. Every primary building volume (see Section 2.3.5 – Building Massing) shall have at least one private frontage type.

d. A property's permitted and/or required private frontage types shall be limited to those frontage types specified for each Corridor Center and Segment in Section 2.1. – Development Standards.

e. All permitted frontage types are allowed either alone or in combination with any other permitted frontage type within a single building.

f. The disposition of the front yard setback zone is further illustrated in Section 2.4.3.

g. Private frontage regulations apply along the full length of the property frontage, even where there is no building façade.

h. Where building orientation toward public streets/public open spaces is not required, buildings must still satisfy private frontage and edge treatment requirements but are not required to locate an entrance that opens directly on to a street or public open space.

i. Reminder: Private frontage types that incorporate stairs must also refer to access and visibility requirements of the Americans with Disabilities Act by means of providing alternative entrance(s) with level or ramped connections to the sidewalk, or by incorporating an ADA-compliant ramp additively to the design of the required private frontage type.

2. Corner Parcels

On corner parcels, frontage treatments shall extend along the entire length of the back-of-sidewalk line for both street frontages as shown in Fig.2.4.2. Private Frontage Types – B.2 Corner Parcels.

3. Edge Treatments

a. Walled edge, fenced edge, terraced edge, and flush edge are edge treatments that are combined with other private frontage types and establish a desirable relationship between front setback areas and the public sidewalk.

b. When landscaping grand portico, forecourt, grand entry, common lobby entry, stoop, porch, and front door setback areas, an edge treatment must be selected from those permitted for the given Corridor Center and Segment and applied to the setback area in accordance with the specified edge treatment's regulations.

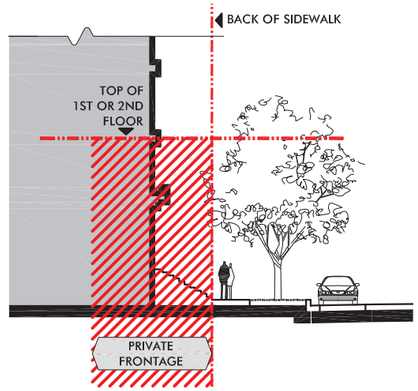


FIG.2.4.2 PRIVATE FRONTAGE TYPES - A. DEFINITION

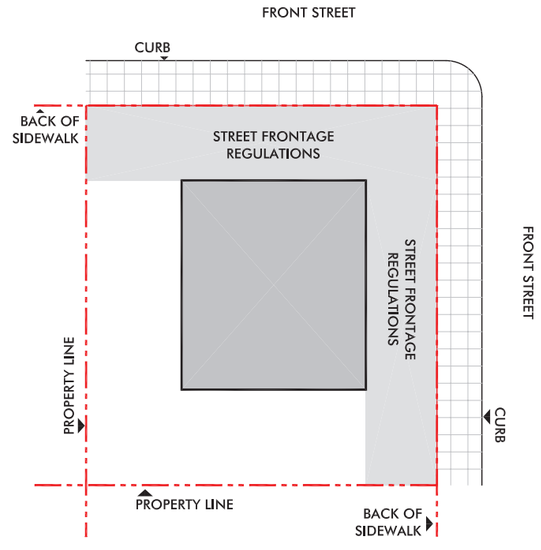


FIG.2.4.2 PRIVATE FRONTAGE TYPES - B.2 CORNER PARCELS

C. Private Frontage Specifications

1. Shopfront

a. Definition

A frontage type featuring a multiplicity of welcoming entrances and display windows built at the edge of and opening directly out onto the public sidewalk.

b. Application

i. Shopfronts are the appropriate treatment for ground-level retail and service uses oriented to display and access directly from public sidewalks.

c. Façade & Entrance Treatment

i. Each shopfront shall contain the following (where there is no maximum shopfront length, these requirements shall apply to at least one of the shopfront's articulation length increments):

(A) At least one prominent building entrance that is always unlocked during regular business hours.

(B) A minimum of 70% of the storefront façade must feature clear-glass display windows framed within storefront pilasters and a base.

(C) A minimum three (3) foot zone behind the window glazing that provides an unobstructed view of the establishment's goods & services, either via display oriented to the sidewalk, or via a direct view into the store.

ii. Recessed entrances are permitted up to a maximum width of fifteen (15) feet.

iii. Restaurant shopfronts that are not located on street corners may have a portion of the shopfront façade set back to create an outdoor dining alcove that is a maximum of twelve (12) feet deep.

iv. Shopfront and awning design should vary from shopfront to shopfront.

v. Close proximity to high volumes of pedestrian traffic make attention to craft and visual interest within the Shopfront façade important.

vi. Shopfront composition should include well-designed projecting signs, window signs, and/or awning signs (see Section 2.9.5 Sign Types).

d. Shopfront Length

i. Along key pedestrian streets, shopfront and tenant length is strictly limited to ensure that a variety of entrances occur at ground level. Shopfronts shall not exceed the lengths shown in Section 2.1 – Development Standards Charts.

(A) A larger retail space may be provided if it is set behind a row of smaller shopfront spaces; this technique is often referred to as "liner retail."

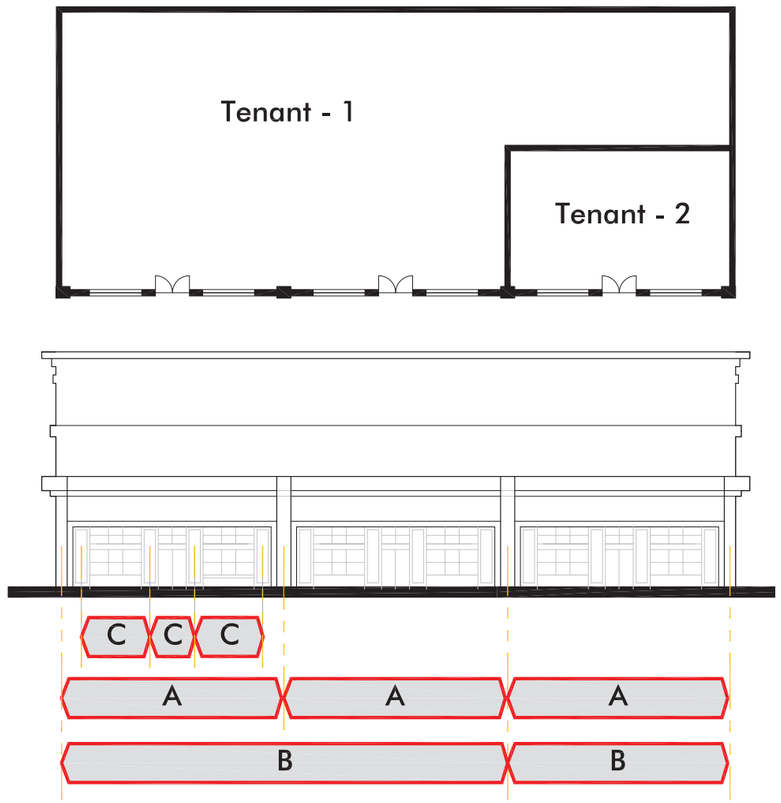
ii. Shopfront lengths are defined using pilasters/piers.

(A) The width of a protruding pilaster or pier shall be a minimum of five (5) percent of the width of the largest adjacent horizontal façade segment. The adjacent wall surface shall be set back from the face of the pilaster or pier a minimum of twenty (20) percent of the pier width. Pilasters/piers shall not protrude into the public right-of-way.

e. Setback Area Treatment

i. Shopfronts shall be built up to the back of the public sidewalk at sidewalk grade.

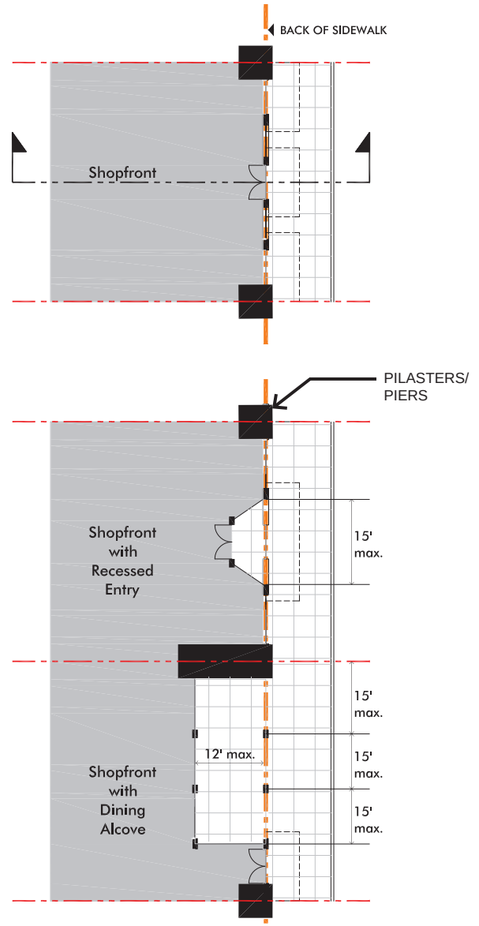
ii. Setback areas shall be treated as a sidewalk extension per Section 2.6.6.

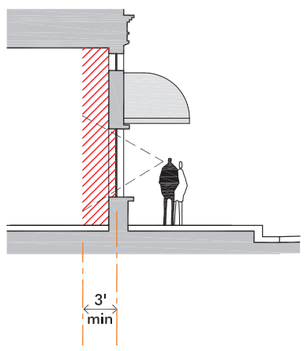


A - Shopfront length is the length of each shopfront frontage type segment as measured from the centerline of the articulation elements at either edge of the shopfront.

B - Tenant length is the length of each tenant frontage that faces directly onto a street.

C- Articulation length is the length between each articulation element of a shopfront as measured from centerline to centerline of permitted shopfront length articulation elements.





Unobstructed View Required

2. Corner Entry

a. Definition

A frontage type featuring a building entrance incorporated into or in combination with an architectural treatment that visually emphasizes the corner of a building.

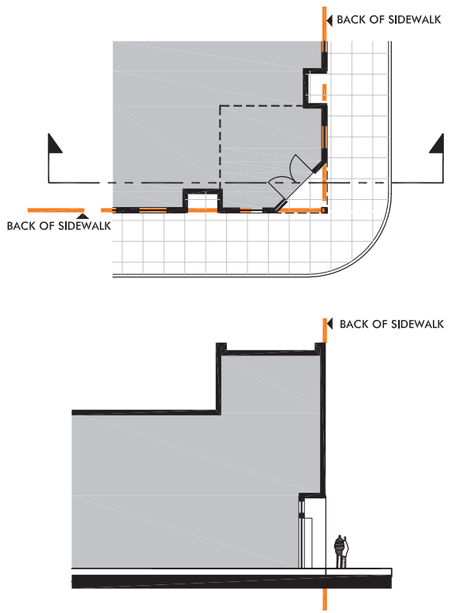
b. Façade & Entrance Treatment

i. A corner entry draws prominent visual attention to the corner of the building primarily through vertical massing and articulation with elements such as a corner tower and by “flatiron” shapes.

c. Setback Area Treatment

i. Setback areas shall be treated as a sidewalk extension per Section 2.6.6.

ii. A corner entry mass may encroach into the required setback areas but may not encroach into the public right-of-way.



3. Arcade

a. Definition

A frontage type featuring a colonnaded space at the base of a building created by setting back the ground-floor further than the upper floors, and resulting in a covered sidewalk space.

b. Application

i. When applied to buildings featuring ground level shopfronts, the arcades should overlap the sidewalk within 2 ½ feet of the curb face.

ii. Arcades are not appropriate for buildings with ground-level residential units.

c. Façade & Entrance Treatment

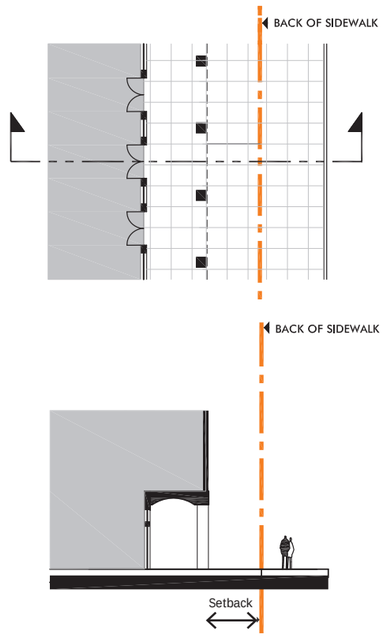
i. Arcade columns should be attractively proportioned and detailed.

ii. Ceiling beams and light fixtures that align with or emphasize the column spacing geometry greatly enhance the quality of the arcaded space and are recommended.

d. Setback Area Treatment

i. Setback areas for arcades built to the back of sidewalk shall be treated as a sidewalk extension per Section 2.6.6.

ii. Setback areas for arcades that are not built to the back of sidewalk shall be landscaped per Section 2.6.6.



4. Grand Portico

a. Definition

A portico is a frontage treatment featuring a roofed entrance supported by columns appended to the primary plane of the building’s front façade. A “grand portico” is a portico expressed at a civic scale, meant to project the image of an important community building.

b. Application

i. A grand portico is an appropriate frontage for civic buildings such as city halls, libraries, and post offices, as well as for quasi-civic buildings such as hotels with ground level convention facilities, or movie theaters.

ii. This frontage type is not conventional for residential buildings.

c. Façade & Entrance Treatment

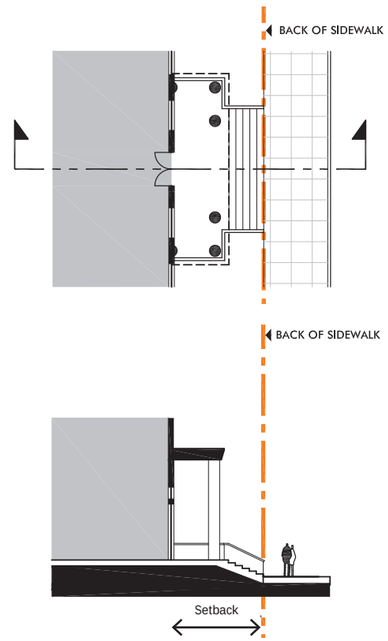
i. A "grand stair" makes an excellent appendage to a grand portico frontage.

d. Setback Area Treatment

i. The portico and stair may encroach into the front setback area.

ii. Setback areas shall be landscaped per Section 2.6.6.

iii. Only setback areas for commercial buildings may be treated as a sidewalk extension per Section 2.6.6.



5. Forecourt

a. Definition

A frontage type featuring a courtyard forming an entrance and pedestrian space for a single building or several buildings in a group, and opening onto the public sidewalk. The forecourt is the result of setting back a portion of the primary building wall.

b. Application

i. A forecourt can be applied appropriately to any use. It is not recommended in instances where there is insufficient street wall definition.

ii. Forecourt frontage treatments must be combined with stoops, common lobby entries, or shopfront frontage types.

c. Façade & Entrance Treatment

i. The courtyard must be enclosed on three sides by building masses on the same property, and therefore cannot be built on corners, or adjacent to a building already set back from the sidewalk.

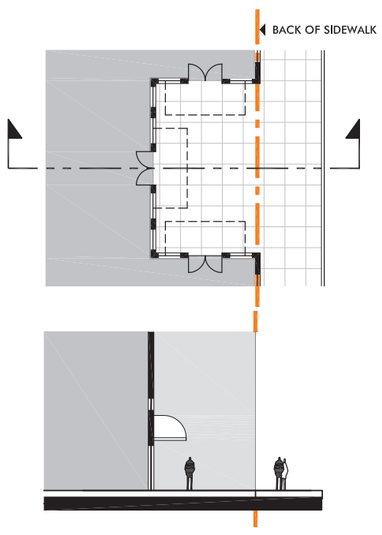
ii. The forecourt opening shall be a maximum of 30 feet wide.

iii. When combined with stoops, the courtyard may be slightly raised from sidewalk grade and landscaped or paved, with a low decorative wall along the sidewalk edge.

iv. When combined with retail, restaurant and service uses, all three sides of the courtyard must feature shopfront entrances and display windows and the forecourt must be treated as an extension of the sidewalk space.

d. Setback Area Treatment

i. Any setback area treatment is determined by the development's primary frontage type.



6. Common Lobby Entry

a. Definition

A frontage type featuring a building entrance that provides access to multiple private residential units, office spaces, hotel rooms, or large footprint workplace spaces via a semi-public building lobby space. The private spaces are typically accessible only from the lobby and not directly from a public outdoor space.

b. Application

i. This frontage type is appropriate for workplace, multi-family residential, or lodging uses located on upper floors or where entrances that orient to and activate streets or public spaces are not a priority.

ii. Where common lobby entry is specified in Section 2.1 – Development Standards as "limited," this private frontage type may only interrupt continuous ground level shopfronts or stoops in up to two locations per block face, and may not be applied to building facades as the sole private frontage treatment along any façade elevation.

c. Façade & Entrance Treatment

i. A common lobby entry should be visually prominent and easy to identify.

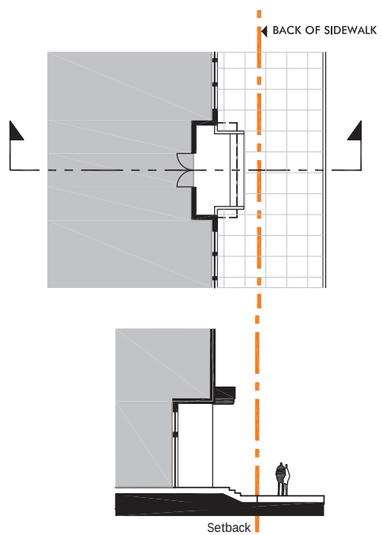
ii. Multi-family residential buildings featuring common lobby entry treatments shall have a common lobby entry at least every 100 feet.

iii. Entrances may be inset up to 5 feet from the primary building wall and are typically raised above the sidewalk.

d. Setback Area Treatment

i. Setback areas shall be landscaped per Section 2.6.6.

ii. Where specified in Section 2.1 – Development Standards as "limited," the setback areas shall be treated as a sidewalk extension per Section 2.6.6.



7. Stoop

a. Definition

A frontage treatment featuring an entrance stairway to a residence typically constructed close to the sidewalk.

b. Application

i. This frontage type is suitable only for residential use.

c. Façade & Entrance Treatment

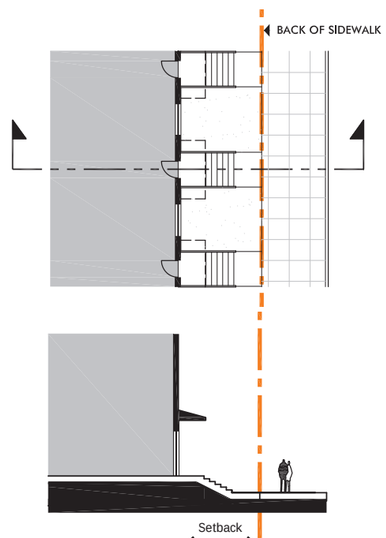
i. Stoops may feature a portico entrance at the top of the stair, and may encroach into the front setback area.

ii. Stoops may serve multiple entrances.

iii. Multiple stoops may be combined to increase the scale of the entrance.

d. Setback Area Treatment

i. Setback areas shall be landscaped per Section 2.6.6.



8. Porch

a. Definition

A frontage type featuring is a roofed space, open along two or more sides and adjunct to a building, commonly serving to shelter an entrance and provide a private outdoor space appended to a residence.

b. Application

i. This frontage type is appropriate for residential use only.

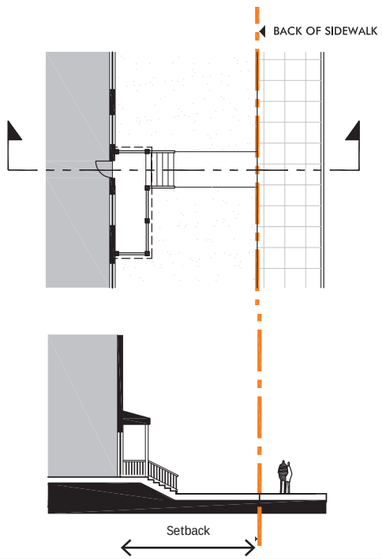
c. Façade & Entrance Treatment

i. Porches may serve multiple entrances.

d. Setback Area Treatment

i. When expressed as a separate mass appended to the primary front building plane, the porch may encroach into the front setback zone.

ii. Setback areas shall be landscaped per Section 2.6.6.



9. Front Door

a. Definition

A frontage type featuring the main entrance to a residence, in combination with a deep landscaped setback.

b. Application

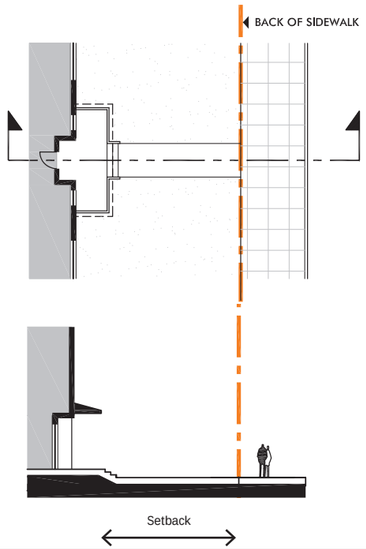
i. This frontage type is appropriate for residential use only.

c. Façade & Entrance Treatment

i. Front doors may feature a covered entrance or entrance platform that may encroach into the front setback area.

d. Setback Area Treatment

i. Setback areas shall be landscaped per Section 2.6.6.



10. Front Vehicular Door

a. Definition

A frontage type consisting of a street-facing vehicular entrance door set within a street-facing façade (for regulations governing the location of parking and loading facilities, see Section 2.7 Parking Regulations).

b. Application

i. A front vehicular door is the appropriate treatment for vehicular breezeway, garage, loading, or parking structure entrances located on a street-facing facade of a building, whether built to the back of sidewalk, within a recessed alcove in the façade, or within a setback.

ii. Where a front vehicular door is specified in Section 2.1 – Development Standards as "limited," only two single-width or one double-width vehicular door(s) is permitted per single building on each street façade.

c. Façade & Entrance Treatment

i. Commercial, mixed-use and multifamily residential uses: The width of the door shall not exceed the permitted width of the curb cut (see Section 2.7.3 General Parking & Loading Regulations) plus the width of an ADA compliant pedestrian sidewalk.

ii. Single family residential uses: The width of the door shall not exceed 18 feet clear.

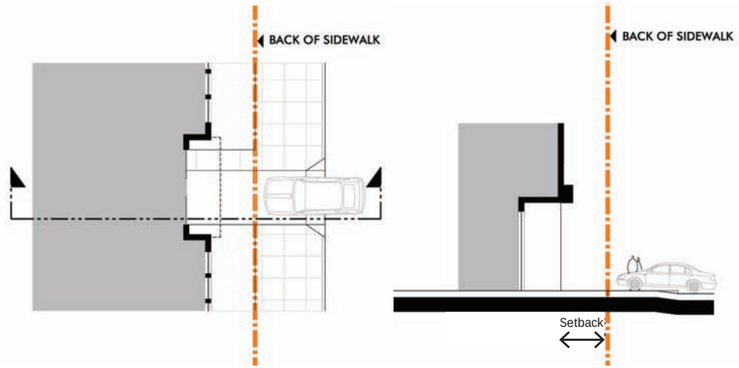
iii. When recessed within an alcove, the alcove shall be no more than 4 feet wider than the door width.

iv. The design treatment of front vehicular doors, frames, and detailing should be to the same level of articulation and visual quality as adjacent private frontage types on the building.

d. Setback Area Treatment

i. Access to a pedestrian entrance adjacent to a vehicular door shall not be solely provided by a driveway. A separate paved pedestrian walking path or additional driveway width with contrasting paving meeting ADA requirements shall be provided.

ii. Any setback area treatment is determined by the development's primary frontage type.



11. Edge Treatment: Walled

a. Definition

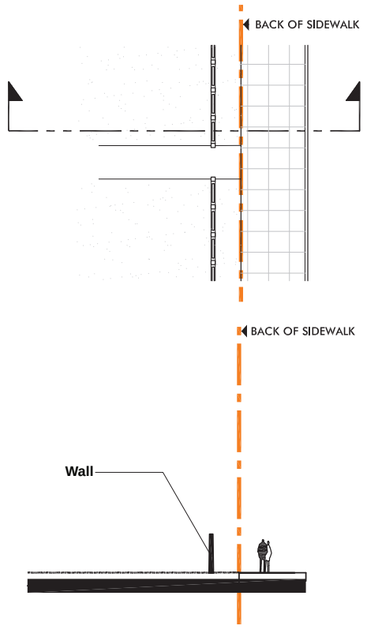
An edge treatment characterized by a screening wall constructed within the front yard setback area.

b. Setback Area Treatment

i. The wall shall set back at least 5 feet from the public sidewalk, leaving an area for landscaping.

ii. The maximum height of the wall shall be as specified in Section 2.1 Development standards.

iii. Any setback area treatment is determined by the development's primary frontage type.



12. Edge Treatment: Fenced

a. Definition

An edge treatment characterized by a low decorative fence constructed at or very close to the edge of the public sidewalk.

b. Design Treatment

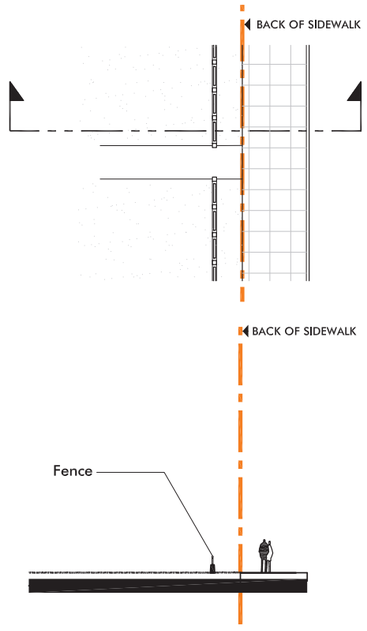
i. A low masonry base makes an excellent addition to the decorative fence.

ii. Chain link fencing, barbed wire, razor wire, and corrugated metal fencing is not permitted.

c. Setback Area Treatment

i. The fence may be located along the public sidewalk or setback as shown.

ii. Any setback area treatment is determined by the development's primary frontage type.



13. Edge Treatment: Terraced

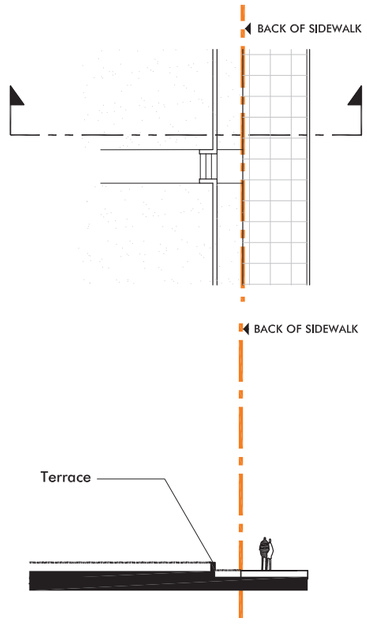
a. Definition

An edge treatment characterized by a raised planted front yard and decorative low retaining wall at or very close to the edge of the public sidewalk.

b. Setback Area Treatment

i. The retaining wall may be located along the public sidewalk or setback as shown.

ii. Any setback area treatment is determined by the development's primary frontage type.



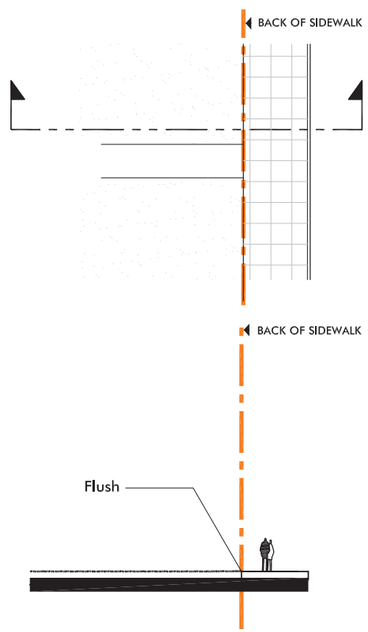
14. Edge Treatment: Flush

a. Definition

An edge treatment built at sidewalk grade and that extends to the edge of the public sidewalk.

b. Setback Area Treatment

i. Any setback area treatment is determined by the development's primary frontage type.



2.4.3 FRONT YARD SETBACK

A. Definition

Front yard setback is defined as the required minimum or permitted maximum distance from the back-of-sidewalk line to the primary building façade as shown in Fig.2.4.3 Front Yard Setback (See Section 2.5.1 Improvements to Existing Streets for the width of the required public frontage improvements which establish the location of the back-of-sidewalk).

B. Regulation

1. General

a. All buildings must be located to conform to the minimum and maximum front yard setback standards specified for each Corridor Center and Segment in Section 2.1. – Development Standards.

b. The front yard setback for each private frontage type shall be located as depicted throughout Section 2.4.2.C Private Frontage Specifications.

2. Additional Requirements

a. At required setback areas, arcades, awnings, entrance porticos, porches, stoops, stairs, balconies, bay windows, eaves, covered and entrance overhangs, are permitted to encroach up to six (6) feet into the required front yard setback area as shown throughout Section 2.4.2.C Private Frontage Specifications.

b. At zero-setback areas, building overhangs such as trellises, canopies, and awnings may extend horizontally beyond the back-of-sidewalk, but may not under any circumstances encroach closer than three (3) feet from the face-of-curb.

i. Hotel canopies may extend up to ten (10) feet into the public frontage area.

ii. All other encroachments may extend up to a maximum of six (6) feet into the public frontage area.

iii. These overhangs must provide a minimum of eight (8) feet clear height above sidewalk grade.

c. Screening and security walls/fences shall not separate adjacent front yard setback areas where walled edge or fenced edge treatments (per section 2.4.2.C) are not permitted.

d. The front yard setback area must be landscaped per Section 2.6.6 – Setback Area Landscaping Types.

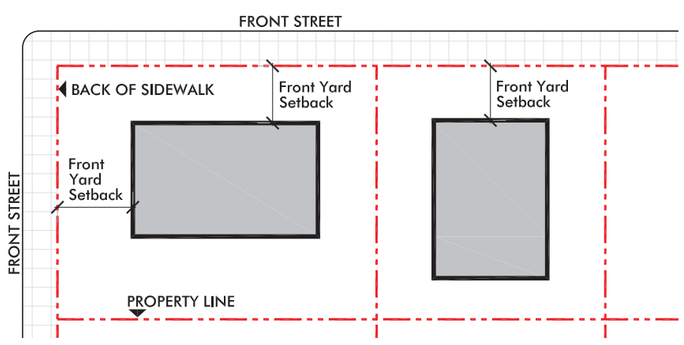


Fig.2.4.3 Front Yard Setback

2.4.4 SIDE YARD SETBACK

A. Definition

Side yard setback is defined as the required distance from the side property line to any building as shown in Fig.2.4.4. Side Yard Setback.

B. Regulation

1. General

a. All buildings must be located to conform to the minimum side yard setback standards as specified for each Corridor Center and Segment in Section 2.1. – Development Standards.

b. The depth of the required side yard setback (As specified for each Corridor Center and Segment in Section 2.1. – Development Standards) shall depend upon whether or not the side facade has windows into active living spaces.

c. The side yard setback area must be landscaped per Section 2.6.6 – Setback Area Landscaping Types.

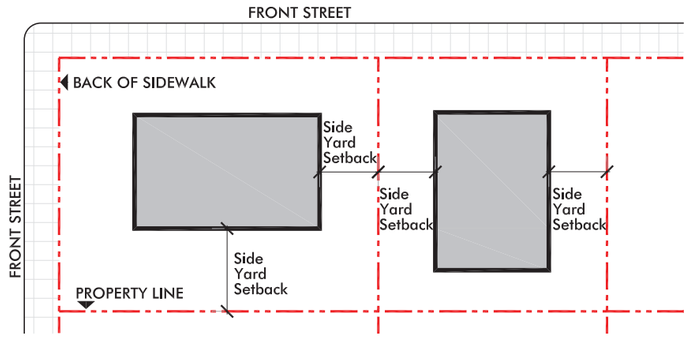


Fig.2.4.4 Side Yard Setback

2.4.5 REAR YARD SETBACK

A. Definition

Rear yard setback is defined as the required distance from the rear property line to any building as shown in Fig.2.4.5. Rear Yard Setback.

B. Regulation

1. General

a. All buildings must be located to conform to the minimum Rear Yard Setback standards as specified for each Corridor Center and Segment in Section 2.1. – Development Standards.

b. The rear yard setback area must be landscaped per Section 2.6.6 – Setback Area Landscaping Types.

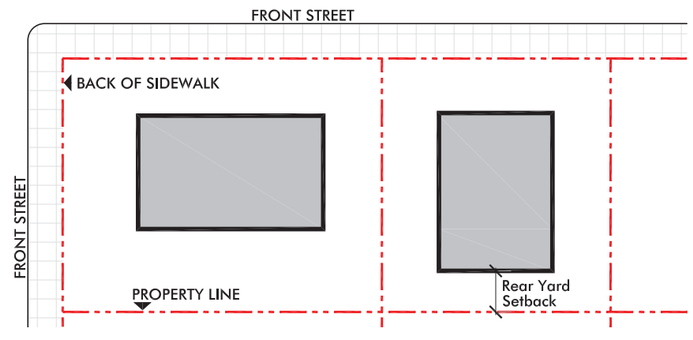


Fig.2.4.5 Rear Yard Setback

2.4.6 ALLEY SETBACK

A. Definition

Alley setback is defined as the distance from an alley right-of-way to any building as shown in Fig.2.4.6. Alley Setback.

B. Regulation

1. General

a. All buildings shall be sited to conform to the minimum alley setback dimensions as specified for each Corridor Center and Segment in Section 2.1. – Development Standards.

b. The alley setback area must be landscaped per Section 2.6.6 – Setback Area Landscaping Types.

2.4.7 FRONTAGE COVERAGE

A. Definition

1. Frontage coverage is defined as the minimum percentage of the length of the frontage coverage zone that shall be occupied by a primary building façade(s).

2. The frontage coverage zone is defined as the space between the minimum and maximum front yard setback lines and the minimum side yard or front yard setback lines as shown in Fig.2.4.7. Frontage Coverage.

B. Regulation

1. General

All development shall include buildings located within the frontage coverage zone such that minimum frontage coverage requirements are met, as specified for each Corridor Center and Segment in Section 2.1. – Development Standards.

2. Exceptions

a. In order to provide vehicular access to parking areas in the interior or at the rear of a parcel if no other access is available, a vehicular breezeway may count toward frontage coverage requirements:

   i. A vehicular breezeway is a covered driveway penetrating the building.

   ii. The width of a vehicular breezeway shall not exceed the width of the curb cut plus the width of an adjacent ADA compliant pedestrian sidewalk.

   iii. See Section 2.4.2.C.10 Front Vehicular Door for regulations and Section 2.8.2.A.7 Garage Doors for regulations and guidelines governing design of vehicular doors.

b. In order to connect the public sidewalk with publicly accessible spaces such as courtyards, parking areas, and alleys in the interior or at the rear of a parcel, a pedestrian breezeway may count toward frontage coverage requirements:

   i. A pedestrian breezeway is a covered walkway penetrating the building for pedestrian use only.

   ii. The width of a pedestrian breezeway shall not exceed fifteen (15) feet.

2.4.8 SPACE BETWEEN BUILDINGS

A. Definition

Space between buildings is defined as the distance measured between the primary building mass of two adjacent buildings on a single property as shown in Fig.2.4.8 Space Between Buildings.

B. Regulation

If a developer is constructing multiple buildings on a single property, the required minimum space between buildings shall be as specified for each Corridor Center and Segment in Section 2.1. – Development Standards.

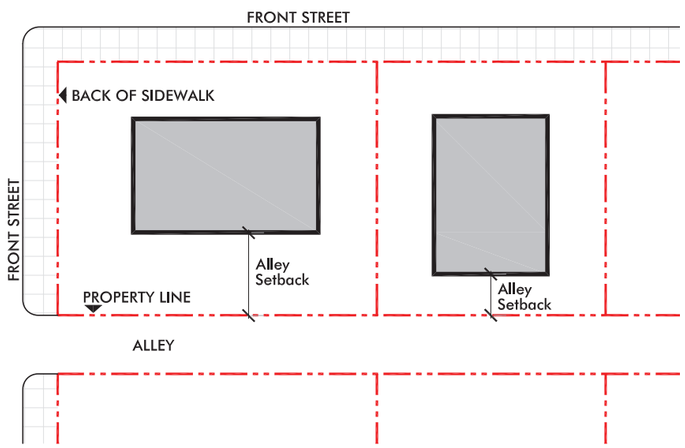


FIG.2.4.6 ALLEY SETBACK

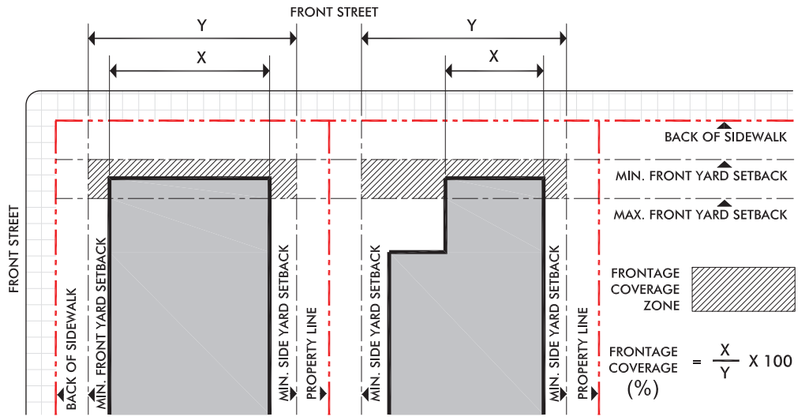


FIG.2.4.7 FRONTAGE COVERAGE

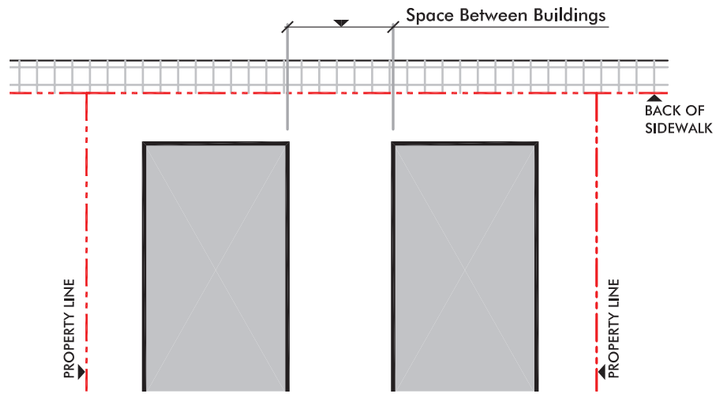


FIG.2.4.8 SPACE BETWEEN BUILDINGS

2.4.9 BUILD-TO-CORNER

A. Definition

1. Build-to-corner is defined as a portion of a building that occupies the build-to-corner zone at the intersection of two streets.
2. The build-to-corner zone is defined as the space between the required minimum and maximum front yard setback lines for each intersecting street as shown in Fig.2.4.9 Build-To-Corner.

B. Regulation

All development shall include buildings sited within the build-to-corner zone such that minimum build-to-corner requirements are met as specified for each Corridor Center and Segment in Section 2.1. – Development Standards.

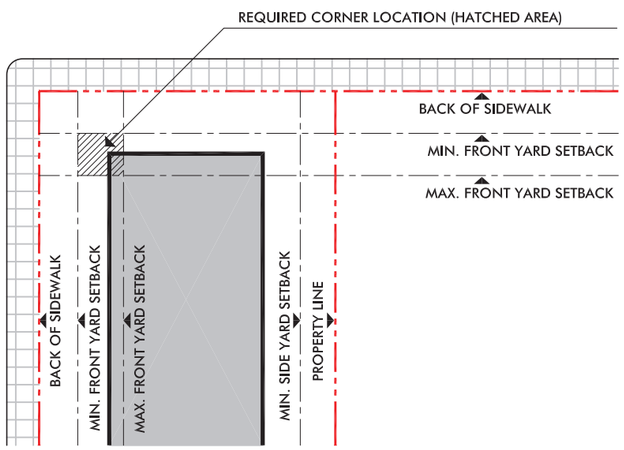


FIG.2.4.9 BUILD-TO-CORNER

M E M O R A N D U M

Date: February 3, 2020

To: Planning Division Staff

From: Anita D. Gutierrez, AICP, Development Services Director

Subject: **Director's Interpretation – Fencing in the Pomona Corridors Specific Plan (PCSP)**

Intent

This memorandum is intended to clarify the application of fencing standards and guidelines for all parcels within the Pomona Corridors Specific Plan (PCSP).

Question

Which standards are applicable for any proposed fences, walls, or hedges for parcels located within the PCSP?

Answer

Fences, Hedges and Walls are regulated by Section .503-I of the Pomona Zoning Ordinance (PZO). This code section states that *"provisions shall also apply to all Specific Plan areas where the Specific Plan is silent regarding these regulations."*

Section 2.4—Frontage and Building Placement Regulations of the PCSP sets forth regulations on "edge treatments" for any proposed development. These edge treatments include walls, fences, terraces, and flush edges. Therefore, any proposed fencing on parcels within the PCSP that are to be located along the parcel's frontage to a public street or public alley is subject to these edge treatment regulations, rather than Section .503-I of the PZO. All other proposed fencing located away from the parcel's frontage to a public street or public alley are subject only to the regulations of Section .503-I of the PZO.

The PCSP provides numerical height standards in certain instances. Where numerical height standards are not provided, the Community Development Director, or designee, will determine the height requirement on a case-by-case basis and take into consideration the relationship to the public right-of-way, scale and private frontage type of the building, and setback area treatment.

Relief

Relief from *Section 2.4* may be granted according to *Section 2.0.3F—Request for Deviation* of the PCSP. The Community Development Director, or designee, may only grant such relief from the numerical standards of the PCSP as part of the *Minor Deviation Variance* process, which allows up to 20 percent deviation. Height requirements determined by the Community Development Director, or designee, may not be granted a minor deviation for relief under *Section 2.0.3F—Request for Deviation*.

Example Scenario: Downtown Gateway Segment

An applicant proposes a six-foot wrought iron fence along the front of a property facing Holt Boulevard located within the *Downtown Gateway Segment* of the PCSP. Strictly applying the PZO, the applicant may construct a four-foot fence on the property line within the required front yard setback of 12 feet. However, as the proposed fence will be located along the parcel's frontage to a public street, *Section 2.4 "Edge Treatments"* applies instead. This section requires a "low" decorative fence. The definition of "low", including height, will be determined on a case-by-case basis and take into consideration the relationship to the public right-of-way, scale and private frontage type of the building, and setback area treatment. The Community Development Director, or designee, would not be authorized to grant a minor deviation in this case.

Example Scenario: City Gateway Segment

An applicant proposes a six-foot concrete masonry wall along the front of a property located within the *City Gateway Segment* of the PCSP. Strictly applying the PZO, the applicant may construct a six-foot concrete masonry wall along the property line as the front yard setback is zero feet. However, as the proposed wall will be located along the parcel's frontage to a public street, *Section 2.4 "Edge Treatments"* applies instead. This section expressly prohibits any walled edge treatments. Therefore, a concrete masonry wall would not be permitted on this part of the property, and the applicant instead may explore a fenced, terraced, or flushed treatment instead.

Example Scenario: Neighborhood Parkway Segment

An applicant proposes an eight-foot concrete masonry wall along the front of a property located within the *Neighborhood Parkway Segment* of the PCSP. Strictly applying the PZO, the applicant may construct a three-foot concrete masonry wall on the property line within the required front yard setback of 20 feet. However, as the proposed wall will be located along the parcel's frontage to a public street, *Section 2.4 "Edge Treatments"* applies instead. This section allows edge wall treatments of up to eight-feet. Therefore, the proposed eight-foot concrete masonry wall may be permitted.

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2.5 STREET REGULATIONS

This section contains regulations and guidelines for the improvement, provision, configuration, and design of streets. Implementation of improvements required along *existing streets* is also addressed in Book III Public Improvements.

Street regulations are set forth to ensure that streets and blocks throughout the Plan Area are upgraded or built with the quality and care necessary to enhance the connectivity of streets, to create safe and attractive streetscape environments, to encourage walking throughout the Plan Area as development within it intensifies, and to provide supportive settings for upkeep and investment in street-fronting sites and buildings.

The *street* is defined as the area between back-of-sidewalk lines. It includes the moving lanes, parking lanes and medians as well as the sidewalk and any sidewalk landscaped areas (see Fig. 2.5 Corridor Definition of Terms).

Streets can be publicly or privately owned and maintained. All new streets within the Plan Area, both public and private, shall be designed and configured according to the following regulations.

2.5.1 IMPROVEMENTS TO EXISTING STREETS

Streetscape improvements to existing streets are required to promote the type of change envisioned by the community by providing attractive and compatible environments for the desired types of new development, as well as for highly valued existing development.

The design of specific streetscape improvements is integrated with the configuration of Centers and Segments established in Fig. 2.1. Corridor Centers and Segments Map. This coordination results in the organization of streetscape improvements into nine primary segment improvement types:

1. "Grand Boulevard" improvements along West Holt Avenue from SR-71 to Garey Avenue, and North Garey Avenue from I-10 to Holt Avenue.
2. "Palm Gateway" improvements along North Garey Avenue between I-10 and the North Metrolink railroad tracks.
3. "Parkway" improvements along North Garey Avenue between I-10 and the North Metrolink railroad tracks, and along South Garey Avenue between SR-60 and Mission Boulevard.
4. "Regional Boulevard" treatments along the length of Foothill Boulevard.
5. "Grand Avenue" improvements along East Holt Avenue from the City's eastern border to Garey Avenue.
6. "Midtown Boulevard" improvements along Mission Boulevard between SR 71 and the City's eastern border.
7. "Downtown Boulevard" improvements along Garey Avenue between Holt Avenue and Mission Boulevard.
8. "Second Street Renewal" improvements to the portion of Second Street between South Main and Gibbs Streets.
9. "Neighborhood Street" improvements to all other streets in the Plan Area.

This section addresses public frontage improvements along existing streets. Further detail on improvements to thoroughfares and the overall extent and implementation of streetscape improvements can be found in Book III.

A. Definition

i. The thoroughfare is the area between a street's curbs. It includes the moving lanes, parking lanes, and central medians (see Fig.2.5 Corridor Definition of Terms).

ii. Public frontage is the area between the thoroughfare curb face and the back-of-sidewalk line, including the sidewalk and any sidewalk landscaped areas (see Fig.2.5 Corridor Definition of Terms).

iii. The back-of-sidewalk is the edge of the sidewalk that is further from the curb.

iv. The face-of-curb is the edge of the curb that is closest to the thoroughfare.

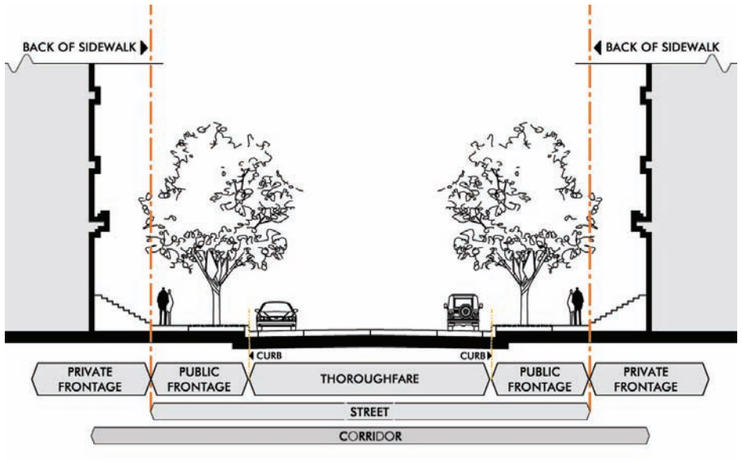

FIG.2.5 CORRIDOR DEFINITIONS OF TERMS

B. Regulation

1. General

i. Improvements to existing streets are required for each Corridor Center and Segment as specified in Section 2.1. – Development Standards along all street frontages.

ii. Improvements to existing streets include both thoroughfare improvements and public frontage improvements.

iii. Thoroughfare and public frontage improvements along Garey Avenue, Foothill Boulevard, Holt Avenue, Mission Boulevard, Second Street, and all other existing streets within the Plan Area shall be designed and constructed as described and illustrated in this section.

iv. In locations where existing streets already contain public frontage or thoroughfare features that are sufficiently similar to those required in the Plan and depending on the condition of those features, all or part of the required street improvements may be waived by the Public Works Director.

v. In instances where the City of Pomona has preceded the proposed new development with the installation of the required thoroughfare or public frontage improvements, the property owner shall reimburse the City for the costs of that portion of the installation along the length of the private property. Funding mechanisms such as a reimbursement agreement, community facilities district, or other mechanism may be considered.

vi. In instances where new streets must be constructed – that is, in instances where there are no existing public frontage or thoroughfare conditions – the public frontage and thoroughfare will be installed as part of the required new street standards specified in Section 2.5.2. Street Types (New Street Design). The developer will be responsible for the design and construction of the public frontage and the thoroughfare along these streets.

2. Thoroughfare Improvements

i. Responsibility for and timing of the installation of thoroughfare improvements shall be determined by the Public Works Director.

ii. Thoroughfare improvements along existing streets from the face of curb to the thoroughfare centerline shall be paid for by the Developer.

3. Public Frontage Improvements

i. The installation of new public frontage improvements (from the back-of-sidewalk to the face of curb) is required as development occurs.

ii. Public Frontage improvements shall be paid for by the developer.

iii. In instances where installation of required public frontage improvements as part of on-site construction are found to be impractical - for example in instances where the private frontage is particularly narrow or fragmented, the property owner/developer may request that the City accept an in-lieu fee for the required public frontage improvements which can be combined with fees collected in association with development on adjacent properties or as part of a City-sponsored street improvement program. If the City agrees, a cost estimate shall be submitted to the City by the developer for review and acceptance.

4. Maintenance Responsibility

i. Following installation of thoroughfare improvements and public frontage improvements, landscaping shall be maintained by the Developer as directed by the Public Works Director.

5. Locating Back- of-Sidewalk

i. The location of the back-of-sidewalk is measured from the face-of-curb based on the dimensions of the required public frontage improvement specifications that apply to the property in question.

ii. Dimensions for public frontage improvements shall be measured from the anticipated location of the face of the curb that shall result from the construction of required street improvements.

(A) In cases where curbs will be relocated as part of thoroughfare or public frontage improvements, the back of sidewalk shall be measured from the future face-of-curb.

(B) In cases where curbs will not be relocated as part of thoroughfare or public frontage improvements, the back of sidewalk shall be measured from the existing face-of-curb.

iii. In cases where the exiting public frontage is configured as required by this section, then the edge of the existing sidewalk shall be the back-of-sidewalk.

iv. In cases where public frontage improvements are required to meet the requirements of this section, then the edge of the newly installed sidewalk shall be the back-of-sidewalk.

C. Grand Boulevard Public Frontage Improvement Specifications

Grand Boulevard public frontage improvements shall include the following specifications (see diagrams). Separate requirements for the thoroughfare are addressed in Book III - City Actions.

1. Typical Configuration:

   a. <u>Sidewalk and Sidewalk Buffer:</u> Where existing sidewalks are missing or in need of replacement, infill sidewalk and planter strip improvements shall match and extend existing adjacent sidewalk and planter strip widths. They shall provide a minimum six (6) foot sidewalk separated from the back-of-curb by a minimum six (6) foot wide continuous planter strip. Where improvements connect with differing width existing sidewalks and planter strips at either side, the largest width existing planter strip shall be extended while maintaining the minimum sidewalk width until transition is necessary, except as noted under special conditions.

   b. <u>Sidewalk Street Tree Selection:</u> Platanus x Acerifolia "Columbia"(London Plane Tree, Columbia cultivar) The tree canopy shall be pruned to maintain an open habit.

   c. <u>Sidewalk Tree Locations and Extents:</u>

   i. At existing sidewalk planting strips, trees shall be infilled where gaps exist in the existing canopy to achieve a typical 35-40 foot on-center spacing. Infilled street trees shall be located in the same centerline with existing street trees.

   ii. At narrow existing sidewalks that do not allow for a 6' wide planter strip, street trees will be located in a narrower continuous planter strip (no less than 4 feet wide) or in tree wells. Typical tree well size should be 5 feet x 5 feet, except where 4 foot width rectangular wells may be necessary to achieve ADA clearance.

   d. <u>Street Lighting:</u> Twin head/twin arm post-top intermediate-scale decorative street lighting centered within the width of the sidewalk planter strip. Typical linear spacing between poles should be approximately eighty (80) feet on-center. Light sources should be located 16-18 feet above finished grade.

2. Special Condition - North Garey Avenue

   a. Streetlight poles in this segment shall contain banner arms with wind relief mounting devices.

3. Special Condition - Holt Avenue Downtown Segment (White Avenue to Garey Avenue)

   a. Streetlight poles in this segment shall contain banner arms with wind relief mounting devices.

   b. Sidewalk trees will be located in tree wells within the sidewalk, instead of planter strips. Typical tree well size should be 5 feet x 5 feet, except where 4 foot width rectangular wells may be necessary to achieve ADA sidewalk clearance.

4. Special Condition - Neighborhood Centers

   a. Streetlight poles in this segment shall contain banner arms with wind relief mounting devices.

   b. Sidewalk trees will be located in tree wells within the sidewalk, instead of planter strips. Typical tree well size should be 5 feet x 5 feet, except where 4 foot width rectangular wells may be necessary to achieve ADA sidewalk clearance.

D. Palm Gateway Public Frontage Improvement Specifications

Palm Gateway public frontage improvements shall include the following specifications (see diagram). Separate requirements for the thoroughfare are addressed in Book III - City Actions.

1. Typical Configuration:

   a. <u>Sidewalk and Sidewalk Buffer:</u> Street improvements feature the existing 8'-9' width sidewalk with no planter strip, and street trees planted in individual tree wells. Typical tree well size will be 5 feet x 5 feet, except where 4 foot width rectangular wells may be necessary to achieve ADA sidewalk clearance.

   b. <u>Sidewalk Street Tree Selection:</u> Syagrus romanzoffiana (Queen Palm).

   c. <u>Sidewalk Tree Locations and Extents:</u> At sidewalk tree wells, palm trees shall be regularly spaced at approximately 30 feet on center. Typical tree well size will be 5 feet x 5 feet, except where 4 foot or narrower width rectangular wells may be necessary to achieve ADA clearance.

   d. <u>Street Lighting:</u>

   i. Post-top pedestrian-scale street lighting located between and in line with trees and with a spacing of approximately 90 feet on-center, centered between street trees to the degree possible. Light source should be located 12-14 feet above finished grade.

   ii. Where needed to supplement intersection lighting, single-arm pendant boulevard-scale streetlighting may be located at a sidewalk corner, or atop a traffic signal pole. Where appropriate, the pole shall contain banner arms with wind relief mounting devices. Light source should be located 25-30 feet above finished grade.

2. Special Condition – North Metrolink Train Tracks

   a. Streetscape plantings will be set back from the track crossing as required for safety and visibility.

Fig.2.5.1.C. Grand Boulevard Public Frontage

Fig.2.5.1.D. Palm Gateway Public Frontage

E. Parkway Public Frontage Improvement Specifications

Parkway public frontage improvements shall include the following specifications (see diagram). Separate requirements for the thoroughfare are addressed in Book III - City Actions.

1. Typical Configuration

a. Sidewalk and Sidewalk Buffer: Street improvements will be applied to the approximately 8' to 9' foot wide existing sidewalks with no existing planter strip or with an existing narrow planter strip. Infill street trees are planted in individual tree wells except where existing planter strips are adequate for tree planting. Typical tree well size should be 4 feet x 6 feet, except where 3 foot width rectangular wells may be necessary to achieve ADA sidewalk clearance. Tree wells may be "notched" to widen existing narrow planter strips where appropriate.

b. Sidewalk Street Tree Selection: Crape Myrtle

c. Sidewalk Tree Locations and Extents: At tree wells that are in the sidewalk or are "notched" to widen existing narrow continuous planting strips, trees shall be infilled to achieve a regularly spacing of approximately 30 feet on center.

d. Street Lighting:

i. Post-top pedestrian-scale street lighting located within the sidewalk planter strip, or on the sidewalk between and in line with street trees, with a spacing of approximately 90 feet on-center. Light source should be located 12-14 feet above finished grade.

ii. Where needed to supplement intersection lighting, single-arm pendant boulevard-scale streetlighting may be located within the planter strip or sidewalk, at a sidewalk corner, or atop a traffic signal pole. Light source should be located 25-30 feet above finished grade.

2. Special Condition – Casa Colina Frontage

a. Existing medians and palm trees are to remain.

3. Special Condition – Neighborhood Centers

a. Sidewalk trees will be located in tree wells, instead of planter strips. Typical tree well size should be 5 feet x 5 feet, except where as small as 3 foot width rectangular wells may be necessary to achieve ADA sidewalk clearance.

b. Streetlight poles in this segment shall contain banner arms with wind relief mounting devices.

F. Regional Boulevard Public Frontage Improvement Specifications

Regional Boulevard public frontage improvements shall include the following specifications (see diagram). Separate requirements for the thoroughfare are addressed in Book III - City Actions.

1. Typical Configuration

a. Sidewalk and Sidewalk Buffer: The existing sidewalk is approximately 9 feet wide with no planter strip.

b. Sidewalk Street Tree Selection: No sidewalk street tree is required, due to existing sidewalk width constraints.

c. Street Lighting:

i. Single head/arm pendant boulevard-scale street lighting will be located on the sidewalk with a spacing of approximately 120 feet on-center. The roadway light source should be located 25-30 feet above finished grade. Each pole will also have an attached luminaire mounted at pedestrian height on the sidewalk side on a short decorative arm. The light source for this pedestrian-height luminaire should be located 12-14 feet above finished grade.

ii. Streetlight poles in this segment shall contain pairs of banner arms with wind relief mounting devices.

iii. Where needed to supplement intersection lighting, single-arm pendant boulevard-scale streetlighting may be located at a sidewalk corner or atop a traffic signal pole. Light source should be located 25-30 feet above finished grade.

Fig.2.5.1.E. Parkway Public Frontage

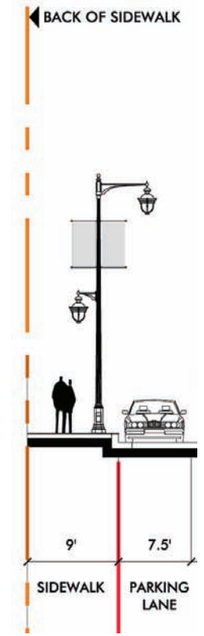

Fig.2.5.1.F. Regional Boulevard Public Frontage

G. Grand Avenue Public Frontage Improvement Specifications

Grand Avenue public frontage improvements shall include the following specifications (see diagram). Separate requirements for the thoroughfare are addressed in Book III - City Actions.

1. Typical Configuration:

a. Sidewalk and Sidewalk Buffer: Existing sidewalks with planter strips or tree wells featuring existing mature street tree canopies shall be retained. Infill street improvements will maintain an approximately 7' to 16' foot wide existing sidewalk with no planter strip, and infill street trees are to be planted in individual tree wells or existing planting strips. Typical tree well size should be 5 feet x 5 feet, except where as small as 3 foot width rectangular wells may be necessary to achieve ADA sidewalk clearance. Tree wells may be "notched" to widen existing narrow planter strips where appropriate.

b. Sidewalk Street Tree Selection: Platanus x Acerifolia "Columbia"(London Plane Tree, Columbia cultivar)

c. Sidewalk Tree Locations and Extents: At sidewalk planting strips or tree wells, trees shall be infilled where gaps exist in the existing canopy to achieve a typical spacing of 35-40 feet on-center; infilled street trees shall be located in-line with existing street trees.

d. Street Lighting:

i. Single head post-top pedestrian-scale street lighting located between and in line with trees and with a spacing of approximately 80 feet on-center. Light source should be located 12-14 feet above finished grade.

ii. Where needed to supplement intersection lighting, single-arm pendant boulevard-scale streetlighting may be located within the planter strip or sidewalk, at a sidewalk corner, or atop a traffic signal pole. Light source should be located 25-30 feet above finished grade.

2. Special Condition – East Holt Avenue - Downtown Segment

a. Streetlight poles in this segment shall contain banner arms with wind relief mounting devices.

3. Special Condition – Neighborhood Centers

a. Sidewalk trees will be located in tree wells, instead of planter strips. Typical tree well size should be 5 feet x 5 feet, except where as small as 3 foot width rectangular wells may be necessary to achieve ADA sidewalk clearance.

b. Streetlight poles in this segment shall contain banner arms with wind relief mounting devices.

H. Midtown Boulevard Public Frontage Improvement Specifications

Midtown Boulevard public frontage improvements shall include the following specifications (see diagram). Separate requirements for the thoroughfare are addressed in Book III - City Actions.

1. Typical Configuration:

a. Sidewalk and Sidewalk Buffer: Infill street improvements will match existing sidewalk and planter strip widths, or may utilize wider sidewalks with a minimum six (6) foot width planter strip at the back of curb. For exceptions, see special conditions below.

b. Sidewalk Street Tree Selection: Ulmus parvifolia (Chinese Elm)

c. Sidewalk Tree Locations and Extents: In sidewalk planting strips at approximately 28 feet on-center, alternately aligned with parking lane tree (see plan illustrations).

d. Street Lighting:

i. Single head/arm pendant boulevard-scale street lighting located within the sidewalk planter strip with a spacing of approximately 112 feet on-center at a staggered cross-street alignment and centered between parking lane trees. The light source should be located 25-30 feet above finished grade.

ii. Single post-top pedestrian-scale street lighting located within the sidewalk planter strip aligned with the parking lane tree and in between the boulevard-scale poles, with a spacing of approximately 56 feet on-center. Light source should be located 12-14 feet above finished grade.

iii. Where needed to supplement intersection lighting, single-arm pendant boulevard-scale streetlighting may be located within the planter strip or sidewalk, at a sidewalk corner, or atop a traffic signal pole. Light source should be located 25-30 feet above finished grade.

2. Special Condition – Transit Stops

a. Specific configuration of the streetscape at transit stops will require coordination with bus transit agencies for concept and final design. In the event of transit stops on the near side of intersections, street tree placement should allow cyclists in bicycle lanes to clearly see transit riders at the stop who may be walking across the bicycle lane for boarding or alighting and should allow them sufficient distance to slow their speed or stop as needed.

3. Special Condition – Downtown Segment from Park Avenue to Palomares Street

a. Single post top pedestrian-height streetlights will be positioned on curbed islands with the parking lane (instead of trees) in this segment only, except along frontages of right turn lanes and transit stops.

b. Boulevard streetlight poles in this segment shall contain banner arms with wind relief mounting devices.

c. Where sidewalk trees are infilled, they will be located in tree wells instead of planter strips.

4. Special Condition – East and West Mission Gateway Segments

a. From SR-71 to Dudley Street and from San Antonio Avenue to the eastern City border, existing lanes, sidewalk widths, curbs, medians, sidewalk trees, and median trees will be retained

b. Single arm pendant boulevard-scale street lighting will replace existing cobrahead poles at the same spacing. The light source should be located 25-30 feet above finished grade.

c. Streetlight poles in this segment shall contain banner arms with wind relief mounting devices.

d. The "frontage road" segment of Brea Canyon Road along the south side of West Mission Boulevard between South Dudley Street and Curran Place (and extending one half block further west) is an opportunity to create a one-sided "multiway boulevard" frontage that can support a slow-speed, pedestrian-friendly street environment with the higher visibility of West Mission Boulevard's arterial road segment near the SR 71 interchange. Streetscape treatments with street trees, single post top pedestrian-scale streetlight poles at the sidewalk, and furnishings are recommended.

5. Special Condition – Neighborhood Centers

a. Sidewalk trees will be located in tree wells, instead of planter strips. Typical tree well size should be 5 feet x 5 feet, except where as small as 3 foot width rectangular wells may be necessary to achieve ADA sidewalk clearance.

b. Streetlight poles in this segment shall contain banner arms with wind relief mounting devices.

Fig.2.5.1.G. Grand Avenue Public Frontage

Fig.2.5.1.H. Midtown Boulevard Public Frontage

I. Downtown Boulevard Public Frontage Improvement Specifications

Downtown Boulevard public frontage improvements shall include the following specifications (see diagram). Separate requirements for the thoroughfare are addressed in Book III - City Actions.

1. Typical Configuration:

a. Sidewalk and Sidewalk Buffer: The schematic design includes the relocation of curbs and widening of existing sidewalks to approximately 19.5 feet in width, with street drainage reconfigured as required (see also special conditions). The location of the new face of curb shall be determined by the Public Works Director. New or infilled street trees shall be planted in individual tree wells within the sidewalk.

b. Sidewalk Street Tree Selection: Pistacia chinensis (Chinese Pistache)

c. Sidewalk Tree Locations and Extents: At sidewalk tree wells, trees shall be planted 28 feet on-center.

d. Street Lighting:

i. Double-head/arm pendant boulevard-scale street lighting with double-head/arm post-top pedestrian-scale luminaires located at sidewalks, with a spacing of approximately 56 feet on-center, centered between street trees. The boulevard-scale light source should be located 25-30 feet above finished grade, with double-arms perpendicular to the street centerline; the pedestrian-height luminaires shall be mounted on double-arms parallel to the street centerline, located 12 to 14 feet above finished grade, with double-arms parallel to the street centerline.

ii. Streetlight poles in this segment shall contain pairs of banner arms with wind relief mounting devices.

iii. Where needed to supplement intersection lighting, single-arm pendant boulevard-scale streetlighting may be located at a sidewalk corner or atop a traffic signal pole. Light source should be located 25-30 feet above finished grade.

2. Special Condition – Transit Stops

a. Specific configuration of the streetscape at transit stops will require coordination with bus transit agencies for concept and final design.

3. Special Condition – North Garey Avenue – Monterey Avenue to Holt Avenue

a. Existing through and turn lanes, curbs, and sidewalk widths will be maintained, and no trees within curbed islands will be added to parking lanes; all other Downtown Boulevard streetscape features will be applicable.

4. Special Condition – South Garey Avenue – 4th Street to Mission Boulevard

i. The schematic design for this block assumes the widening of existing sidewalks to approximately 14.5 feet, with street drainage reconfigured as required.

J. Second Street Renewal Public Frontage Improvement Specifications

Second Street Renewal public frontage improvements shall include the following specifications (see diagram). Separate requirements for the thoroughfare are addressed in Book III - City Actions.

1. Typical Configuration:

a. Sidewalk and Sidewalk Buffer:

i. At sidewalks and parking areas, patch or replace surfaces in disrepair with the same materials to match existing.

ii. At existing exposed vertical planter walls and fountain walls – repair and refurbish cracked, chipped or worn materials and surfaces.

b. Sidewalk Street Tree Selection: Where existing street trees within raised planters are damaged or missing, infill with replacement trees of the original species at the largest practical size. Amend or repair planting pits, tree supports, soil media, and irrigation function as required.

c. Street Lighting:

i. 3-head, post-top pedestrian-scale decorative street lighting assemblies with luminaires, arms, and accessories to match boulevard fixtures, to replace existing 3-head decorative luminaires and arms at existing poles – or to also replace existing poles if required, at present locations. Selected model/design featured in photograph labeled "Boulevard Street Light." The luminaire shall be of a cutoff type with opaque cap, shall have a large prismatic globe lens to diffuse and mitigate glare, and feature capability for interchangeable conventional or LED light sources. Paint color applied to metal finishes to match existing streetlight paint color.

ii. Streetlight poles in this segment shall contain pairs of banner arms with wind relief mounting devices.

iii. Where needed to supplement intersection lighting, single-head/arm pendant boulevard-scale streetlighting located at a sidewalk corner or atop a traffic signal pole. Light source should be located 25-30 feet above finished grade.

iv. Existing street trees within existing (historic) raised concrete planters within parking lane are each to be uplit by uplight fixtures from within the planters at both front and rear, on timers to shut off after a late night hour designated by the City.

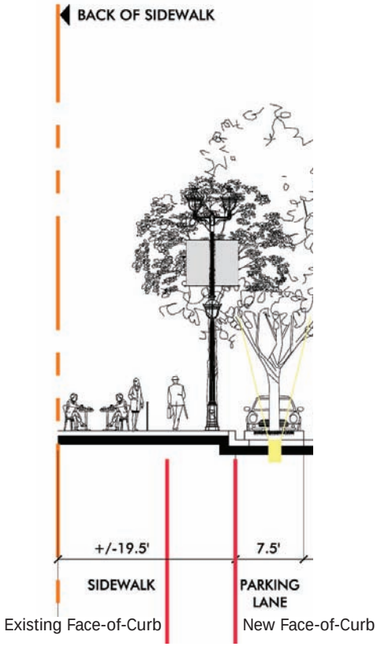

Fig.2.5.1.I. Downtown Boulevard Public Frontage

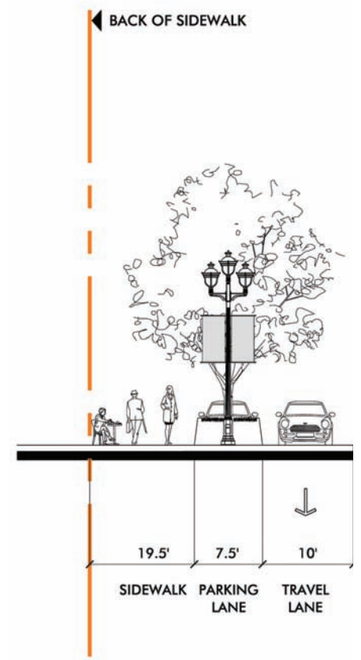

Fig.2.5.1.J. Second Street Public Frontage

K. Neighborhood Streets Public Frontage Improvement Specifications

Neighborhood Street improvements must include the following specification (see diagrams):

1. Pedestrian Zone

a. A minimum six (6) foot wide sidewalk with a minimum six (6) foot wide continuous planting strip or twelve (12) foot wide sidewalk without continuous planting strip.

b. Streets with five (5) lanes or more shall provide pedestrian-scale/ boulevard-scale decorative street lighting at a maximum spacing of ninety (90) feet on-center. Pedestrian-scale light source should be located twelve to fourteen (12-14) feet above finished grade and boulevard-scale light sources should be located eighteen to twenty-five (18-25) feet above finished grade.

c. Streets with four (4) lanes or less shall provide pedestrian-scale decorative street lighting at a maximum spacing of ninety (90) feet on-center. Light source should be located twelve to fourteen (12-14) feet above finished grade.

d. Light standard selection to be specified by Community Development Director/Designee.

e. Each block shall have a single species of moderately large shade tree with a maximum spacing of thirty (30) feet on-center. Palm trees can be used as accents. Special sub-surface construction is required to allow for proper tree growth and health. Tree species to be specified by Community Development Director/Designee.

f. Where no on street parking is present, trees must be located in continuous planting strips located along the back of curb (to buffer pedestrians from the adjacent roadway).

g. Where parallel parking is present, trees may be located in planting wells (with flush mounted tree grates as an option), or in continuous planting strips located along the back of curb.

h. Where angled parking is present, trees shall be located in planting wells (with flush mounted tree grates as an option) at the back of curb.

i. Native/ water efficient, low groundcovers and shrubs, which require minimal irrigation and a low level of maintenance, must be located within planting strips.

2. Landing Zone

a. The planting strip shall include a one (1) foot wide, paved auto passenger landing located along the back of curb.

L. Public Frontage Improvement Specifications Typical to all Corridor Segment Streetscape Types

All public frontage improvements (from back of sidewalk to face of curb) must include the following specifications.

1. Curbs:

a. Except where otherwise noted, all streetscape types assume the continued use of existing curb locations and associated drainage. Wherever possible, modification of curbs to add curb openings in tandem with installation of rain garden drainage detention and percolation swales within planter strips should be considered.

2. Corner Bulb-Outs:

a. Where curbside parking extends to street intersections with crosswalks, corner bulb-out extensions will be added where appropriate to reduce multi-lane street width crossing distance and enhance pedestrian safety and comfort. Bulb-out extensions should also be considered for side streets exceeding two lanes in width. A covered drainage channel routed through the bulb-out may be necessary to maintain street drainage flow. Bulb-outs will be configured to accommodate bike lanes where they occur (standard bulb-outs cannot be used on crossings of Mission where the Midtown Boulevard cross-section with bike lanes is implemented).

3. Street Lighting:

a. Corridor street lights will use an iconic boulevard type of configuration (to be determined by the Public Works Director/Designee), whose elements consist of decorative luminaire(s) configurable either as post-top or pendant mount (twin or single arms where needed), decorative pole, and decorative base in a hybrid modern and traditional aesthetic. An example configuration of the selected model/design is featured in Section 3.1.1.K. The luminaire shall be of a cutoff type with an opaque cap to restrict skyward light emission, have a large prismatic globe lens to diffuse and mitigate glare, and feature weather-sealed optics and capability for interchangeable high-intensity discharge (HID), LED, or other energy-efficient light sources. Paint color applied to metal finishes to be gloss black with decorative copper accents.

b. Supplementary intersection lighting may be provided as needed in the form of added "safety" luminaires and arms in the same styles as decorative street lighting, attached to traffic signal poles.

4. Street Furnishings:

a. Benches with metal frames and slats and metal trash receptacles with a hybrid modern and traditional aesthetic.

b. Bicycle racks: Circular galvanized steel bicycle racks with square tube sections.

c. All metalwork except bicycle racks to be painted to match street lighting finishes.

d. Selected models/designs are featured in Section 3.1.1.K.

5. Street Trees

a. Along the length of a block, the last tree of any row of sidewalk or median street trees is to be planted as close to the corner curb-return as possible.

b. Where large overhanging canopies of existing trees at the back of sidewalk limit installation of sidewalk trees and/or vegetation within the public right-of-way, a closer look at this condition will be required to determine if the existing tree canopies should be pruned to allow for the new streetscape treatment, or if the existing canopy should be maintained and installation of low-medium height groundcover and streetlights is more appropriate.

6. Other Planting

a. Sidewalk planting strips shall be planted with low maintenance, drought-tolerant, low height groundcover with foliage of varied color and texture, with native plants used where possible. Examples include Phormium plants, sedge grasses, etc. Where rain garden drainage detention and percolation swales within planter strips are utilized, specialized plant selections and subsoil design will be required.

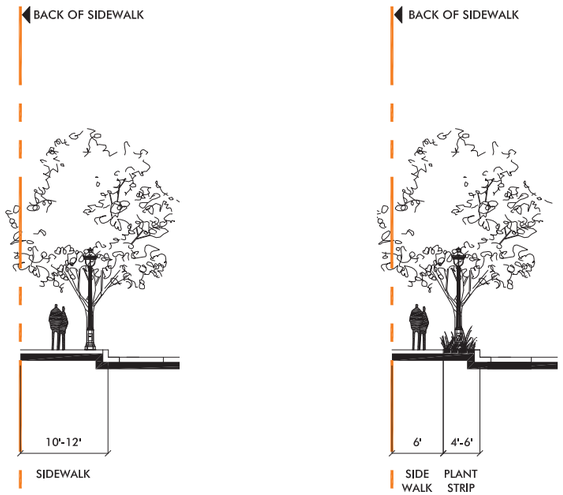

FIG.2.5.1.K. NEIGHBORHOOD STREETS PUBLIC FRONTAGE

2.5.2 PROVISION OF NEW STREETS

A. Regulation

1. The construction of new publicly accessible streets is required in instances where:
   a. The acreage of land to be developed exceeds the maximum block size development standard.
   b. Conformance with east-west street connection regulations will result in the required construction of a new street.
   c. Conformance with residential transition boundary street regulations will result in the required construction of a new street.
   d. Conformance with building orientation to streets and public open spaces regulations will result in the required construction of a new street.
2. A single new street may satisfy multiple new street requirements if the street conforms to all regulations for each requirement.
3. New streets intended for public access may also be constructed voluntarily and are encouraged to fulfill the design and development objectives of the private property owner.
4. The provision, location, design and configuration of new streets shall conform to the regulations specified in the following sections.

2.5.3 BLOCK SIZE

A. Definition

1. A block is an area that is completely bounded by publicly accessible streets.
2. Block size is the length of the perimeter of a block as measured along all the property lines which define the edge of each of a block's faces.

B. Regulation

1. The maximum block size regulation specifies the maximum total linear perimeter of contiguous property lines that form an individual city block.
2. Maximum block size regulations result in limitations on the amount of contiguous property that may be developed within the boundaries of publicly accessible streets, passages, or paseos.
3. Single properties or assemblages of contiguous properties - that exceed the specified maximum block size standard must as part of new development, construct new publicly accessible streets, passages, and/or paseos in locations that result in the creation of city blocks that do not exceed the maximum block size.
4. New streets must be designed, configured, and located in accordance with the standards specified in the following sections.
5. The maximum block size shall be as specified for each Corridor Center and Segment in Section 2.1. – Development Standards.
6. Passages / paseos (see Section 2.6.4.G Passage/Paseo) may only be used to determine pedestrian block size and shall not qualify as defining the edges of a vehicular block.
7. In no case do alleys qualify as defining edges of a pedestrian or vehicular block. For the purposes of determining block size, alleys must always be considered as part of the interior of a block.

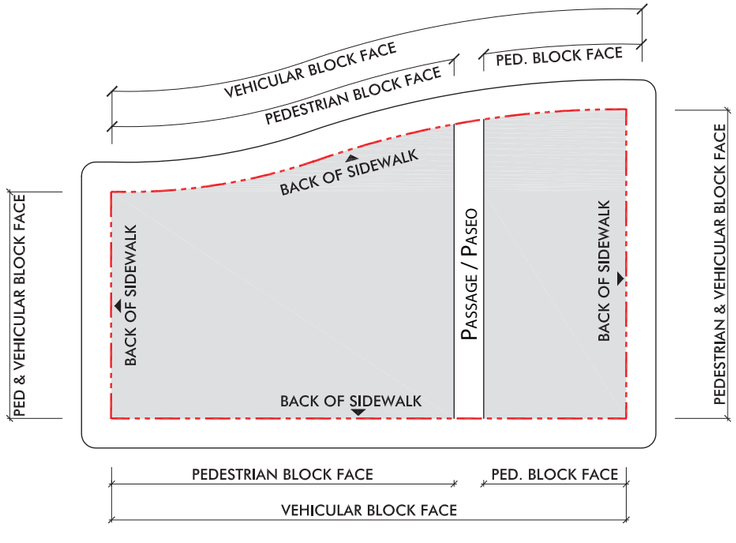

FIG.2.5.3 BLOCK SIZE

2.5.4 STREET CONNECTIVITY

A. Regulation

1. All new streets shall connect with existing streets and be configured to allow for future extension whenever possible.
2. The location and design of new streets shall be coordinated with existing streets. Abrupt changes in street design and configuration, either across an intersection or within a block, shall be avoided.
3. Dead end streets and new gated internal streets shall not be permitted.
4. In order to maintain the accessibility provided by the block structure of the corridor, existing public streets or alleys may not be closed permanently unless the closure is part of the provision of a network of new streets that provide equivalent mobility and satisfy all street regulations.

2.5.5 REQUIRED EAST-WEST STREET CONNECTION

A. Regulation

1. All properties with a side or rear property line along the Plan Area boundaries and indicated in the map below shall contribute to a connected vehicular through street parallel to Holt Avenue.
2. Newly constructed segments of this street shall establish vehicular connections with segments previously constructed on adjacent properties where applicable and other existing streets where possible.
3. Street segments shall be configured to allow for future extension whenever possible.

FIG.2.5.5 REQUIRED EAST WEST STREET CONNECTION

2.5.6 RESIDENTIAL TRANSITION BOUNDARY STREET

A. Regulation

1. A new street shall be located within the Plan Area between the Residential Transition Zone and the adjacent Corridor Center or Segment designated in Fig. 2.1 Corridor Centers and Segments Map (see Fig.2.5.6 Residential Transition Boundary Street).

2. The exact location and configuration of the new street is flexible but shall be located to create properties of sufficient size to accommodate new development within the Residential Transition Zone.

3. Newly constructed segments of this street shall establish vehicular connections with segments previously constructed on adjacent properties where applicable and other existing streets where possible.

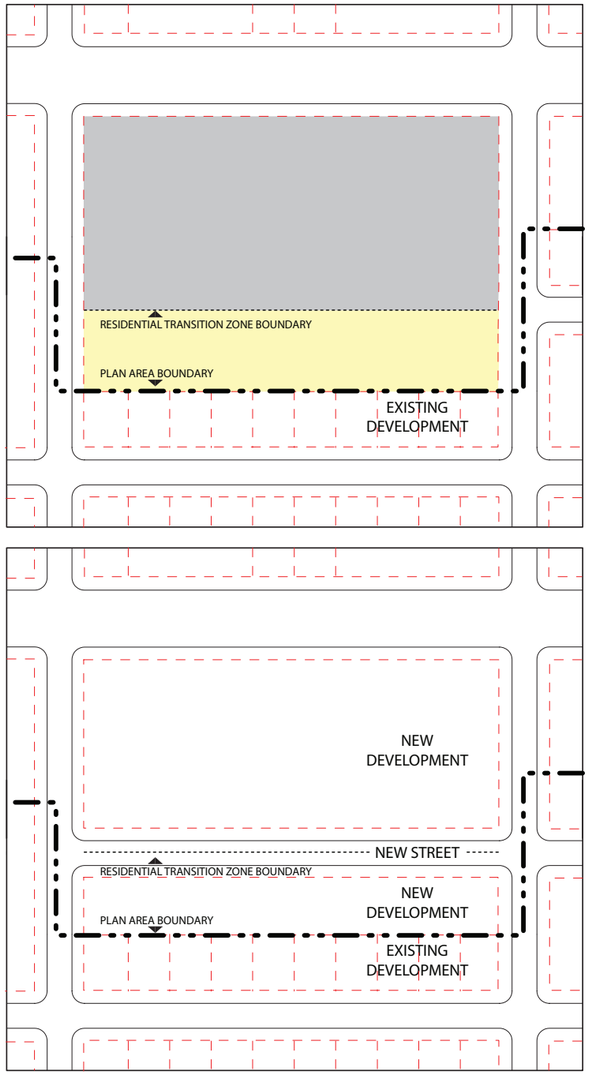

FIG.2.5.6 RESIDENTIAL TRANSITION BOUNDARY STREET

2.5.7 STREET TYPES (NEW STREET DESIGN)

In instances where *new streets* are required (e.g., to satisfy the maximum block size regulations) as well as in instances where new streets are voluntarily provided by property developers, such new streets shall be designed in accordance with the regulations provided in this Section.

The configuration and design of new streets is regulated by specifying a range of permitted street types that fit contextually within each Corridor Center and Segment. Any of the permitted street types may be selected for application on a property within a single Corridor Center and Segment, provided that 1) a single street type is employed continuously for the entire block; 2) streets being installed to satisfy maximum block size requirements may not be alleys or passages; and 3) abrupt changes in street design and configuration, either across an intersection or within a block shall avoided.

The range of street types permitted within each Corridor Center and Segment is specified in Section 2.1. - Development Standards. The design standards specified for each permitted street type are detailed in the text and illustrations set forth for each Street Type in the sections below.

A. City Street - Illustrated in Figure 2.5.7.A

1. Purpose:

Organize the primary public realm to create an environment suitable for shopping and strolling along active retail, eating, and entertainment uses. City street sidewalks should be wide and unobstructed to provide ample room for pedestrians to walk, and to encourage activities including outdoor dining, locations for kiosks, food carts, and flower stalls.

2. Pedestrian Zone

a. Each block shall have a single species of moderately large, open-habit deciduous trees.

   i. Trees shall be located in planting wells with flush mounted tree grates at the back of curb with a maximum spacing of forty (40) feet on-center or in the parking zone. Special sub-surface construction is required to allow for proper tree growth and health

   ii. Trees shall be selected and maintained in a way that provides unobstructed views to showroom windows and building signage.

b. Decorative pedestrian-scale street lighting shall be provided along the sidewalk with a maximum spacing of 80 feet on-center. Light source should be located twelve to fourteen (12-14) feet above finished grade.

3. Parking Zone

a. On-street parking oriented parallel or at a forty-five (45) degree angle to the curb.

b. Each block shall have a single species of moderately large, open-habit deciduous tree.

   i. Trees shall be located in curbed planting wells or flush tree grates every two (2) parking spaces at forty-eight (48) feet on-center.

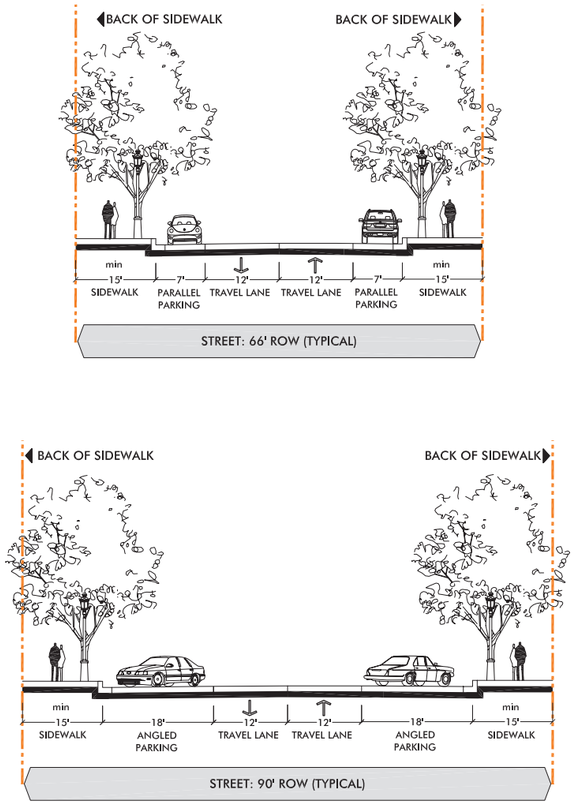

FIG.2.5.7.A. CITY STREET

B. Public Open Space with City Street – Illustrated in Figure 2.5.7.B

1. Purpose:

Physically define the edges of linear greens, squares, or plazas with a streetscape environment that enhances the value of its surroundings.

2. Pedestrian Zone

a. Each block shall have a single species of moderately large, open-habit deciduous trees.

i. Trees shall be located in planting wells with flush mounted tree grates at the back of curb with a maximum spacing of forty (40) feet on-center. Special sub-surface construction is required to allow for proper tree growth and health.

ii. Trees shall be maintained in a way that provides unobstructed views to showroom windows and building signage.

b. Decorative pedestrian-scale street lighting shall be provided along the sidewalk with a maximum spacing of 80 feet on-center. Light source should be located twelve to fourteen (12-14) feet above finished grade.

3. Parking Zone

a. The street shall include on-street parking oriented parallel to the curb.

4. Landing Zone

a. Where open space is along a travel lane, a one (1) foot wide, paved safety stepping area along the curb shall be included.

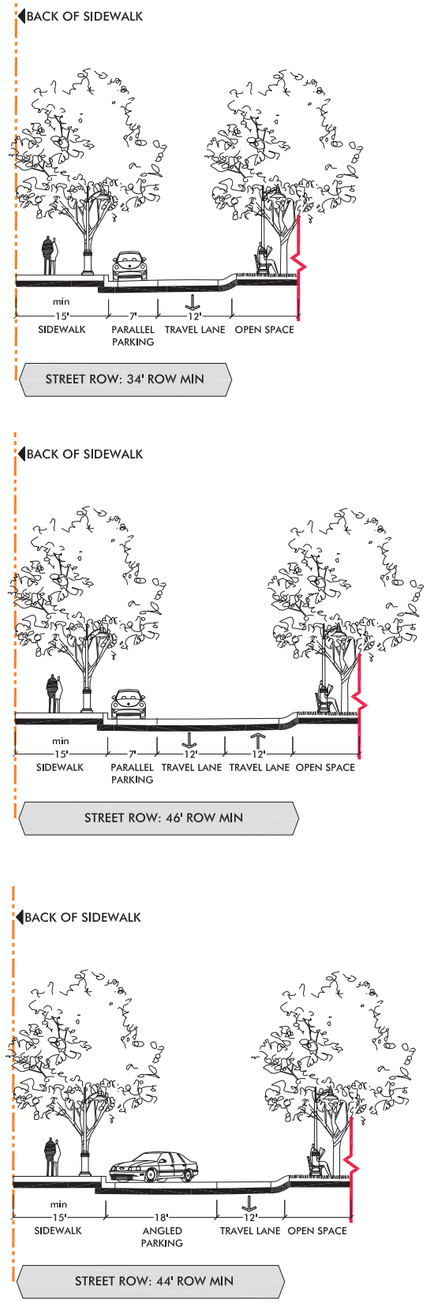

Fig.2.5.7.B. Public Open Space with City Street

C. Neighborhood Street – Illustrated in Figure 2.5.7.C

1. Purpose:

Provide an intimate and attractive neighborhood street that is intended as a narrow street to ensure slow moving vehicular traffic and create a livable environment.

2. Pedestrian Zone

a. Each block shall have a single species of moderately large shade trees with maximum spacing of thirty (30) feet on-center.

i. Trees may be located in planting wells (with or without flush mounted tree grates) at the back of curb, in continuous planting strips a maximum of eight (8)feet wide located along the back of curb, and/or in the parking zone. In all instances special sub-surface construction is required to allow for proper tree growth and health.

b. Native/ water efficient, low groundcovers and shrubs, which require minimal irrigation and a low level of maintenance, must be located within planting strips.

c. Decorative pedestrian-scale street lighting shall be provided along the sidewalk at a maximum spacing of ninety (90) feet on-center and staggered in relation to the street lights on the sidewalk across the street. Light source should be located twelve to fourteen (12-14) feet above finished grade.

3. Parking Zone

a. The street shall include on-street parking oriented parallel to the curb.

b. Each block shall have a single species of moderately large, open-habit deciduous trees.

i. Trees shall be located in curbed planting wells or flush tree grates every two (2) parking spaces at forty-eight (48) feet on-center. Special sub-surface construction is required to allow for proper tree growth and health.

ii. Where trees are located in the parking zone, trees in the pedestrian zone are encouraged to be staggered between the trees in parking lanes and evenly spaced for the length of the street.

4. Landing Zone

a. The planting strip shall include a one (1) foot wide, paved auto passenger landing located along the back of curb.

b. The median shall include a one (1) foot wide, paved safety stepping area along the curbs on both sides.

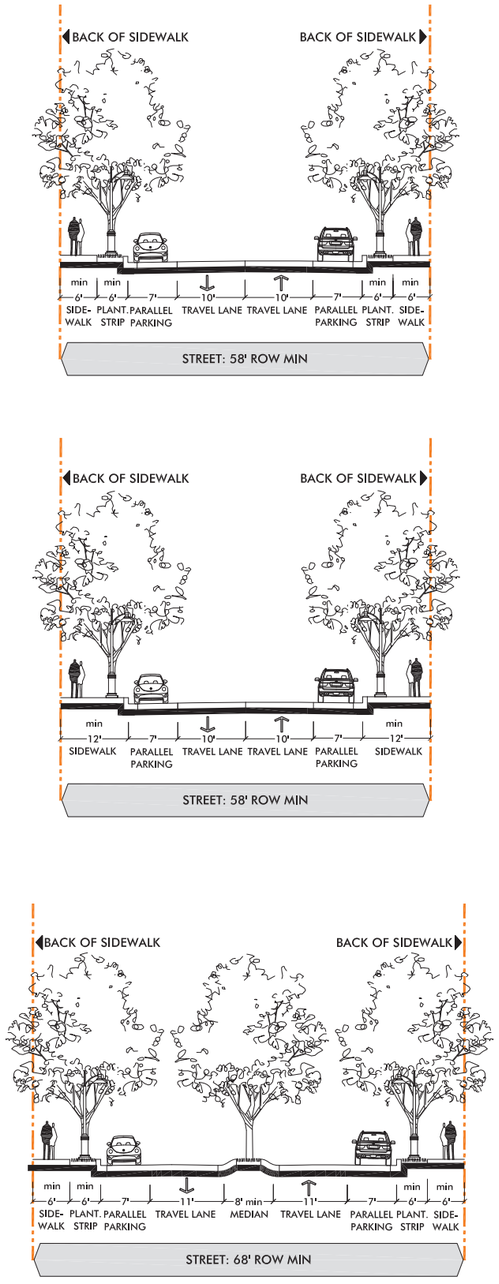

Fig.2.5.7.C. Neighborhood Street

D. Public Open Space with Neighborhood Street – Illustrated in Figure 2.5.7.D

1. Purpose:

Physically define the edges of linear greens or squares with a streetscape environment that enhances the value of its surroundings.

2. Pedestrian Zone

a. Each block shall have a single species of moderately large shade trees with maximum spacing of thirty (30) feet on-center.

i. Trees may be located in planting wells (with or without flush mounted tree grates) at the back of curb or in continuous planting strips a maximum of eight (8) feet wide located along the back of curb. In both instances special sub-surface construction is required to allow for proper tree growth and health.

b. Native/ water efficient, low groundcovers and shrubs, which require minimal irrigation and a low level of maintenance, must be located within planting strips.

c. Decorative pedestrian-scale street lighting shall be provided along the sidewalk at a maximum spacing of ninety (90) feet on-center and staggered in relation to the street lights on the sidewalk across the street. Light source should be located twelve to fourteen (12-14) feet above finished grade.

3. Parking Zone

a. The street shall include on-street parking oriented parallel to the curb.

4. Landing Zone

a. The planting strip shall include a one (1) foot wide, paved auto passenger landing located along the back of curb.

b. Where open space is along a travel lane, a one (1) foot wide, paved safety stepping area along the curb shall be included.

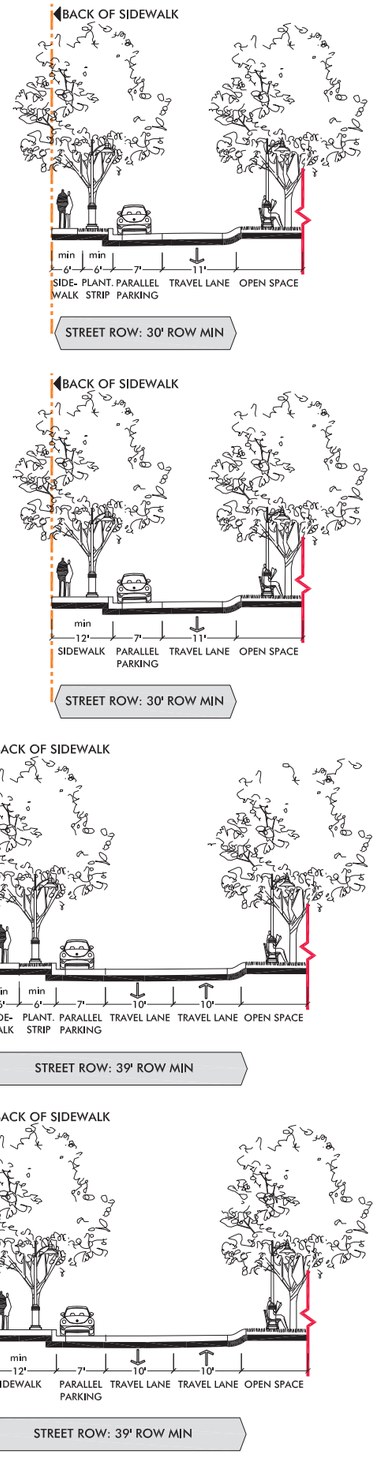

FIG.2.5.7.D. PUBLIC OPEN SPACE WITH NEIGHBORHOOD STREET

E. Alley – Illustrated in Figure 2.5.7.E

1. Purpose:

New alleys may be constructed to provide vehicular and pedestrian access to rear yard garages, carriage homes and service areas.

2. Components

a. Alley right-of-way shall be a minimum of twenty (20) feet.

b. Alleys must be entirely paved (permeable/pervious paving materials are highly recommended for alley paving).

c. Street lights compatible with those required on neighborhood streets shall be provided at a minimum spacing of one hundred (100) feet. Lighting fixtures may be freestanding in alley setback areas, or may be attached to garage structures.

d. When used to provide pedestrian access, state and federal ADA requirements shall be met.

e. At curb cuts which provide access to alleys, speed tables are recommended to maintain a level sidewalk and slow vehicular traffic entering or exiting the alley.

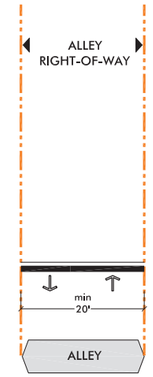

FIG.2.5.7.E. ALLEY

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2.6 OPEN SPACE REGULATIONS

This section contains regulations and guidelines for the provision and design of open spaces and landscaping elements other than new streets which are covered in Section 2.5. They are designed to ensure that publicly accessible open spaces are provided and built with the quality and care necessary to ensure the development of a varied network of well used, inter-connected public spaces that enhance the livability of the Plan Area.

2.6.1 PROVISION OF PUBLIC OPEN SPACE

A. Definition

1. Public open spaces are public or semi-public outdoor spaces designed to facilitate community formation, interaction, relaxation, and contemplation through public gathering, activity, recreation, and/or leisure.
2. Public open spaces may or may not have areas which are sheltered from the elements.
3. Public open spaces can be publicly or privately owned and maintained. Maintenance responsibility shall be determined on a case-by-case basis. However, in all cases, control over the use and activities permitted within open space that is privately owned shall be held by private property owner, and the private property owner shall assume all responsibility of maintaining such open space.

B. Regulation

1. The amount of public open space required for new development shall be as specified for each Corridor Center and Segment in Section 2.1. – Development Standards.
2. Public open spaces shall be designed as one of the public open space types defined in Section 2.6.4.
3. Public open spaces shall include amenities such as seating, lighting and landscaping.
4. Public open spaces shall be built within the development area by developers as development occurs.
5. In instances where small or awkwardly shaped properties make the provision of on-site public open space impractical, the Community Development Director may permit the in-lieu payment of the cost to construct the required amount of usable open space off site.
6. At the discretion of the Community Development Director, required open space may be constructed off site and/or as part of a larger public open space that will be provided by the City or other private developments.
7. Except properties with a Special public open space requirement pursuant to Section 2.6.2, on-site public open space shall not be used to satisfy compliance with the City's park land dedication or in-lieu fee requirements.

C. General Requirements

1. All public open spaces shall abut public rights-of-way or be otherwise connected to public sidewalks and shall be open to the public twenty-four (24) hours a day. At the discretion of the Public Works Director/Designee, public access to a public open space may be restricted after dark.
2. Unless otherwise specified in 2.6.4. Public Open Space Types, the minimum width of a public open space shall be twenty (20) feet.
3. All public open spaces shall be visible from surrounding streets and avoid masses of shrubs around edges.

2.6.2 SPECIAL PUBLIC OPEN SPACE REQUIREMENT

The following special requirement applies to development within each of the six areas shown in Fig.2.6.2 Special Public Open Space Areas Map.

A. Primary Open Space

1. At least one primary public open space larger than a ½ acre shall be provided within each area.
2. The primary open space shall count toward all affected developments' provision of public open space requirements proportional to property size.
3. All affected properties shall contribute to the construction cost of the primary open space.
4. The primary open space shall be centrally located within each area (The exact location of the primary open space may be coordinated and determined by developers/property owners but must be determined before any development which could accommodate a ½ acre open space occurs).
5. The primary open space shall be a linear green, square, or plaza (see Section 2.6.4 – Public Open Space Types).
6. The primary open space shall abut public streets, alleys or passages or abut a public easement for vehicular/pedestrian access on at least three sides.
7. The primary open space may be used to meet the City's park land dedication or in-lieu fee requirements.

2.6.3 PROVISION OF PRIVATE OPEN SPACE

A. Definition

1. Private open spaces are private or common outdoor spaces designed for contemplation and relaxation through private gathering, recreation, and/or leisure.
2. Private open spaces are privately or commonly controlled outdoor spaces that are extensions of private or semi-private indoor space.
3. Private open spaces are privately or commonly owned and maintained.

B. Regulation

1. The amount of private open space required for new development shall be as specified for each Corridor Center and Segment in Section 2.1. – Development Standards.
2. Private open spaces shall be designed as one of the private open space types defined in Section 2.6.5 – Private Open Space Types.
3. Private open space shall be built by developers as development occurs.
4. Required maximum setback areas shall not be counted towards provision of private open space requirements.
5. Private open space shall not be exposed to utility, service, or loading areas.

FIG.2.6.2 SPECIAL PUBLIC OPEN SPACE AREAS MAP

2.6.4 PUBLIC OPEN SPACE TYPES

Public open spaces within the Plan Area shall be designed as one of the public open space types defined in this section. Guidelines for design are provided in Section 2.6.8.

A. Park

1. Definition: An open space available for community recreation and respite from the city.
2. A park may be independent of surrounding building frontages.
3. Landscaping shall consist of naturalistic / informal paths and trails, meadows, water-bodies, woodland and open shelters.
4. Parks shall be larger than the maximum block size. They typically separate districts; large parks are districts in their own right.
5. Parks shall be adjacent to a public street or an easement for vehicular/pedestrian access.

B. Linear Green

1. Definition: A long, narrow open space available for community recreation and civic purposes.
2. A linear green shall be surrounded by streets on all sides.
3. Landscaping shall consist of lawns or ornamental grasses and shrubs, paths, and trees.
4. Linear greens shall not exceed the maximum block size.
5. A linear green must be at least fifteen (15) feet wider than either of its flanking streets. In shopping districts linear greens should not exceed 100 feet in width.

C. Square

1. Definition: An open space available for community recreation and civic purposes.
2. A square is a free standing city block; it shall be spatially defined by building frontages and streets on all sides.
3. Landscaping shall consist of paths, lawns or ornamental grasses and trees.
4. Squares shall be located at the intersection of important streets.
5. Squares shall not exceed the maximum block size.

D. Plaza

1. Definition: An open space available for community recreation, civic purposes, and commercial activities.
2. A plaza shall be open to a public street on at least one side.
3. Plazas should be located at the intersection of primary pedestrian routes, near transit stations, in commercial/workplace districts and other locations with high volumes of pedestrian traffic.
4. Landscaping shall primarily consist of enhanced/enriched hardscape.
5. Plazas shall not exceed one (1) acre.
6. The ground level frontage(s) not separated from the plaza by public streets shall be primarily lined with shopfronts.

E. Mid-Block Green

1. Definition: A square located in the "middle" of a block for community recreation.
2. A mid-block green shall be spatially defined by building frontages on all sides.
3. Landscaping shall consist of paths, lawns or ornamental grasses, and trees.
4. Mid-block greens shall connect to a public right of way through a network of passages/paseos and/or stairways and shall be ADA accessible.
5. Mid-block greens shall be a minimum of thirty (30) feet along the east-west axis and twenty (20) feet along the north-south axis.
6. Mid-block greens shall not exceed the maximum block size.

F. Courtyard Plaza

1. Definition: A plaza located in the "middle" of a block for community recreation and commercial activities
2. A courtyard plaza shall be spatially defined by buildings on at least three (3) sides.
3. Landscaping shall primarily consist of enhanced/enriched hardscape.
4. Courtyard plazas shall connect to a public right of way through a network of passages/paseos and/or stairways and shall be ADA accessible.
5. Courtyard plazas shall be a minimum of thirty (30) feet along the East-West axis and twenty (20) feet along the North-South axis.
6. Courtyard plazas shall not exceed a size of one fifth (1/5) acre.

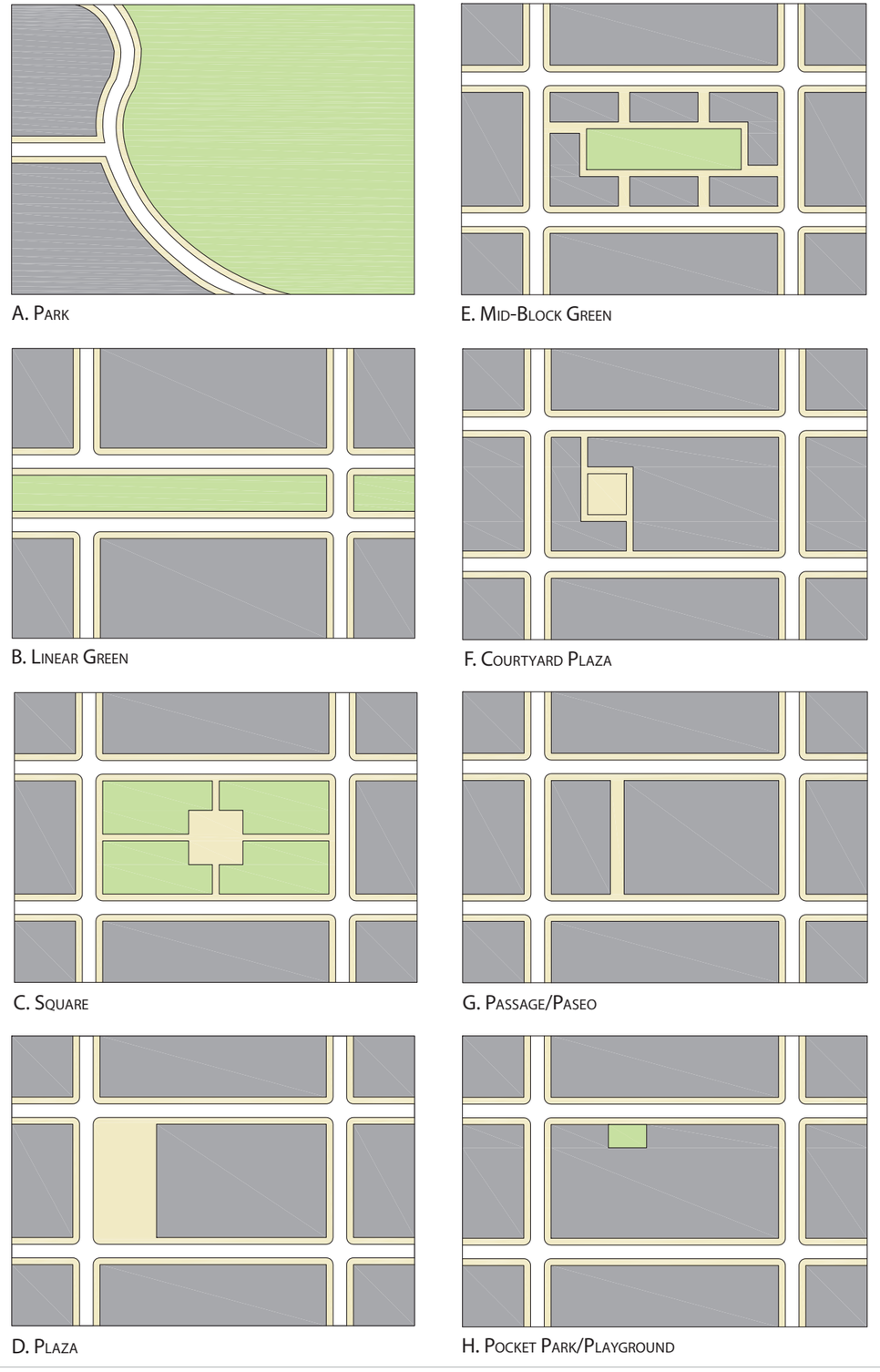
G. Passage/Paseo

1. Definition: A pedestrian only connector passing between buildings to provide shortcuts through long blocks and access to rear parking areas or courtyards.
2. Passages/Paseos shall link two or more streets or public spaces.
3. Passages/Paseos shall be a minimum of ten (10) feet and a maximum of twenty (30) feet in width.
4. Walking surface shall consist primarily of enriched/enhanced hardscape

H. Pocket Park/Playground

1. Definition: A pocket park is a small open space designed for recreation of nearby residents; a playground is a small open space equipped for children to play in while being supervised by adults.
2. A pocket park/playground shall be a minimum of thirty (30) feet along the east-west axis and twenty (20) feet along the north-south axis.
3. A pocket park/playground shall not be located on the corner of a block where build-to-corner is required (see Section 2.4.9)
4. A pocket park should be primarily paved with enriched/enhanced hardscape or landscaped; a playground should have the character of a small park.

FIG.2.6.4 PUBLIC OPEN SPACE TYPES



2.6.5 PRIVATE OPEN SPACE TYPES

Private open spaces shall be designed as one of the private open space types defined in this section.

A. Courtyard

1. Definition: A private or privately shared internal open space enclosed by buildings on at least 2 sides, and by buildings or walls on at least three (3) sides.
2. Courtyards shall be a minimum of thirty (30) feet along the east-west axis and twenty (20) feet along the north-south axis.
3. Landscaping should consist of enriched/enhanced hardscape and/or planted areas including water efficient lawns, trees, plants in pots, fountains, etc.
4. Courtyards located over parking podiums shall be designed to avoid the sensation of forced podium hardscape through the use of ample landscaping and enriched paving with planters.
5. Courtyard spaces may include edge walls or fences, provided that their inclusion does not violate building orientation or private frontage treatment requirements.

B. Private Yard

1. Definition: A side yard or rear yard (excluding required setback areas) which is accessed by secondary unit entrance(s).
2. The primary access to a private yard shall be from the dwelling(s) served.
3. The minimum dimensions for a private yard in any single direction shall be eight (8) feet.
4. Landscaping shall consist primarily of planted areas including water efficient plantings of lawns, trees, plants in pots, etc. and may be combined with a porch.
5. Private yard spaces may include edge walls or fences, provided that their inclusion does not violate building orientation or private frontage treatment requirements.

C. Porch

1. Definition: A patio, porch, terrace, or other platform extending from or adjacent to a building at the ground floor which is accessed by secondary unit entrance(s).
2. The primary access to a porch shall be from the dwelling(s) served.
3. The minimum dimensions for a porch in any single direction shall be eight (8) feet.

D. Rooftop Deck or Garden

1. Definition: A private or privately shared deck or yard on the roof of a building.
2. The minimum dimensions for a rooftop deck or garden in any single direction shall be eight (8) feet.
3. Gardens and green roofs are encouraged to help minimize heat sinks and to pre-treat water from storms prior to its entering the storm drain system

E. Balcony

1. Definition: An outdoor space extending from a private upper floor of a building, which is accessed directly from a secondary unit entrance.
2. Access to a balcony shall be limited to the dwelling served.
3. The minimum dimensions for a balcony in any single direction shall be four (4) feet.

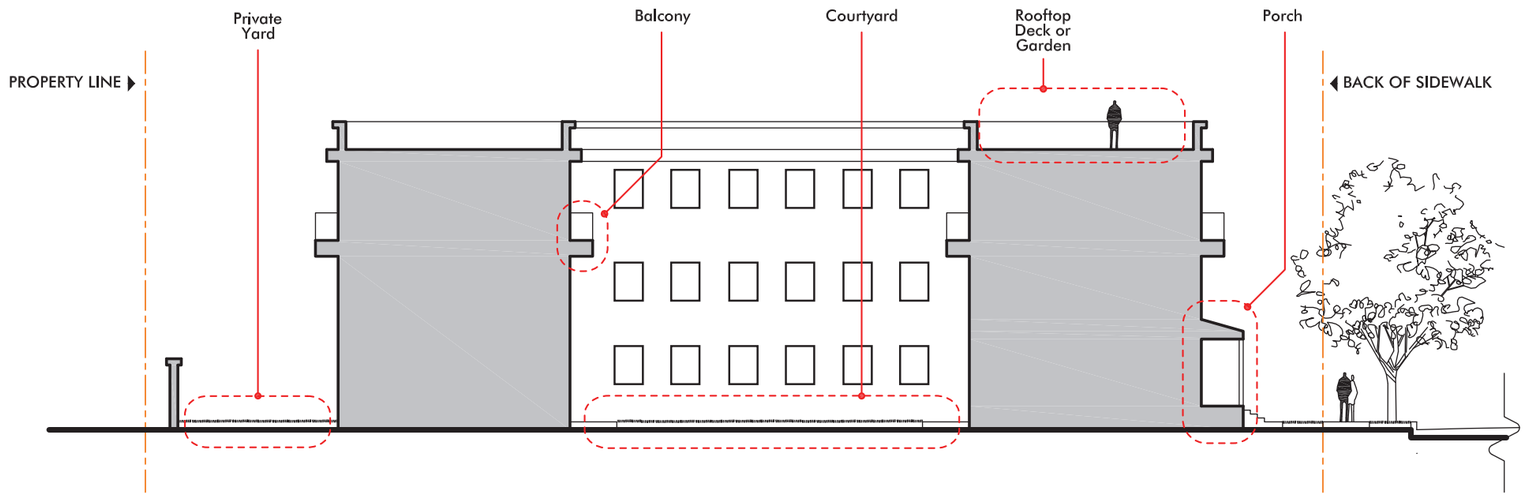


FIG.2.6.5 PRIVATE OPEN SPACE TYPES

2.6.6 SETBACK AREA LANDSCAPING TYPES

Setback areas shall be landscaped as one of the following setback area landscaping types and in accordance with the following regulations. The disposition of the front setback zone is further illustrated and addressed in Section 2.4.2 Private Frontage Types and 2.4.3 Front Yard Setback.

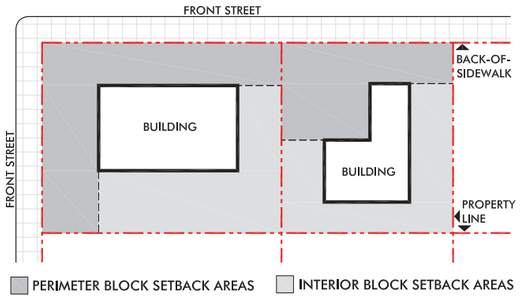


FIG.2.6.6 SETBACK AREA TYPES

A. Perimeter Block Setback Areas

Definition: Perimeter block setback areas are front and side yard setback areas located between buildings and public streets other than alleys as shown in Fig. 2.6.6 Setback Area Types.

The following setback area treatments are permitted or required as specified for each Corridor Center and Segment in Section 2.1 Development Standards for front and side yard setback areas located between buildings and public streets other than alleys.

1. Sidewalk Extension

a. Where minimum sidewalk widths (as established in 2.5.1 Improvements to Existing Streets) result in the extension of the sidewalk width on to private property, such sidewalk extensions must be at the same grade and provide no obstructions, edges, or barriers to access between portions of the public and private property. A public access easement shall be provided for the sidewalk extension and must be granted to the City.

b. Construction staging should be organized to allow the construction of the sidewalk on both the public and private sides of the right-of-way line at the same time.

c. Paving material and design should be the same as or sufficiently similar to the portion within the public right-of-way to create the effect of a single pedestrian walkway.

d. No trees are required in the setback zone (other than those back-of-curb, as specified in 2.5.1 Improvements to Existing Streets). Those tress within the public right-of-way may require sub surface construction to facilitate growth and minimize hardscape damage.

2. Parkway Landscaping

a. Intent: Parkway landscaping applies where engagement between buildings and the corridor is being de-emphasized. Buildings often orient away from the street (to the side or rear), frontage coverage is lower, building setbacks are deeper, and landscaping is dense and robust within the thoroughfare (within planted medians), the public frontage (within sidewalk planter strips or sidewalk tree wells) and most noticeably within the front yard setback. The cumulative effect is for buildings to recede and landscape to be the predominant visual character.

b. Coordinated Frontage: The treatment of the public frontage and private frontage should be coordinated to provide a cohesive and unified landscape treatment. That is, the sidewalk should run between parkway strip landscaping (a portion of the public frontage), and setback area landscaping (all or primarily within the private frontage area) that are easily identifiable as a single, cohesive design (Public easements may be required).

c. Screening: Landscaping or a combination of landscaping and decorative walls or fences should substantially screen the view of buildings and interior spaces from the main thoroughfare.

d. Green landscape: Living groundcover, trees, and shrubs must cover all setback areas other than those covered by the public sidewalk, pedestrian walkways connecting to building entrances, or permitted access ways (pedestrian and/or vehicular) to parking facilities. Notwithstanding the presence of decorative screening walls, landscaping should include a minimum average of three (3) trees that reach at least twenty-five (25) feet in canopy height at maturity, for every thirty (30) feet of linear frontage – the trees may be distributed irregularly over the frontage area.

e. Multiple species in naturalistic pattern: Trees and shrubs of varied species and heights should be planted in informal clusters and naturalistic patterns, evoking a park-like setting when viewed from the primary thoroughfare.

3. Boulevard Landscaping

a. Intent: Boulevard landscaping applies where buildings that activate the street are important. Building fronts and entrances orient toward the street, frontage coverage is higher, and building setbacks are shallow. The cumulative effect is that buildings define the street corridor and/or form a consistent "street wall," accented by streetscape and frontage landscaping.

b. Coordinated Frontage: The treatment of the public frontage and private frontage should be coordinated to provide a unified landscape treatment.

c. Visual Accent to Boulevard-Oriented Development: Landscaping or a combination of landscaping and decorative low walls or metal rail fencing should provide visual accenting and a softening effect between the sidewalk and buildings (and in particular where residential windows face the corridor street), but should not be so dense as to fully obscure the visibility of buildings and entrances from the primary thoroughfare.

d. Complete Coverage of Setback Zone: Living groundcover or decorative paving materials accented by trees and shrubs must cover all setback areas other than those covered by the public sidewalk, walkways connecting to building entrances, or permitted access ways (pedestrian or vehicular) to parking facilities. Landscaping should include a minimum average of one (1) tree that reaches at least twenty-five (25) feet in canopy height at maturity, for every forty (40) feet of linear frontage. Where palm trees are located in the public right-of-way or where higher building and business visibility is desired (such as in Neighborhood Centers), they should also be included within setback areas.

e. Limited Number of Species in a Regular Pattern: Within a single development, trees and shrubs should be of a single species or at most two species, with one preferably the same as that used in the public median. Trees and shrubs should be planted in regular or formal patterns or equally spaced clusters to emphasize the civic character of the boulevard.

4. Neighborhood Street Landscaping

a. Visual Continuity along Blockfront: Setback areas along a development should provide a visually coherent and continuous green landscape design. Adjacent developments should strive to create strong visual relationships for an entire block frontage.

b. Green Setback Area: Living groundcover accented by trees and shrubs must cover all setback areas other than those covered by the public sidewalk, walkways connecting to building entrances, or permitted access ways (pedestrian or vehicular) to parking facilities. Turf areas should be avoided due to their high irrigation demands; instead, drought-tolerant and native plants and groundcover should be used. Landscaping should include a minimum average of one (1) deciduous or broadleaf evergreen tree that reaches at least twenty-five (25) feet in canopy height at maturity, for every residential unit fronting the sidewalk, or for every thirty (30) feet of linear frontage, whichever is greater.

B. Interior Block Setback Areas

Definition: Interior block setback areas are all rear yard setback areas, alley setback areas, and side yard setback areas that are not located between buildings and public streets as shown in Fig. 2.6.5 Setback Area Types.

The following setback area treatments are permitted or required for interior block setback areas that are not covered by pedestrian or vehicular passages/breezeways, or parking as specified for each Corridor Center and Segment in Section 2.1 – Development Standards.

1. Paving

Paved side and rear yard areas that may be accented by landscaping.

2. Groundcover

Cover side and rear yard areas with landscaping, pervious surfaces consisting of:

a. Living groundcover or other pervious surfaces such as decomposed granite, mulch, rocks, and boulders accented by shrubs

3. Moderate Screening

Provide light visual separation along property lines consisting of:

a. Landscaping that screens parking/service areas and blank side and rear building facades.

b. Landscaping that maintains views to building entrances and signage

c. One (1) tree per thirty (30) linear feet of property line (excluding curb cuts) spaced regularly along the applicable property line

d. One (1) shrub per five (5) linear feet of frontage (excluding curb cuts)

e. Living groundcover or other pervious surfaces such as decomposed granite, mulch, rocks, and boulders accented by shrubs

4. Heavy Screening

Provide heavy visual separation along property lines of retail anchor, entertainment / recreation, commercial services, commercial goods, and vehicle sales uses consisting of:

a. Landscaping that screens parking/service areas and blank side and rear building facades

b. One (1) small tree or palm per twenty (20) linear feet of property line (excluding curb cuts) spaced regularly along the applicable property line

c. Solid screening at least six (6) feet high utilizing hedges, screening walls or fences

d. Living groundcover or other pervious surfaces such as decomposed granite, mulch, rocks, and boulders accented by shrubs

2.6.7 STORMWATER MANAGEMENT TYPES

A. Definition

Stormwater best management practices (BMPs) are methods minimizing the effect of urbanization on site hydrology, urban runoff flow rates, or velocities, and pollutant loads.

Projects are encouraged, but not required to incorporate stormwater management facilities that are designed as one of the following stormwater management types in order to minimize the effect of urbanization on site hydrology, urban runoff flow rates, or velocities, and pollutant loads. Short and long-term impacts on receiving water quality are reduced to the maximum extent practicable by limiting the amount of stormwater runoff leaving a site and preventing harmful pollutants from being washed by that stormwater runoff into the storm drain system.

Additional information on the design, construction, and functionality of stormwater management facilities can be found in the California Stormwater Quality Association's "Stormwater Best Management Practice Handbook."

B. Source Control Management

1. Prevent discharge of contaminated runoff to the storm drain system or receiving waters by reducing the presence of on site pollutant sources thereby minimizing and/or preventing potential pollutants from contacting rainwater or stormwater runoff.
2. Source control management includes:
   a. Educating the public on proper disposal of hazardous or toxic wastes, regulatory approaches, street sweeping and facility maintenance, and detection and elimination of illicit connections and illegal dumping.
   b. Preventing potential pollutants from contacting rainwater or stormwater runoff or preventing discharge of contaminated runoff to the storm drain system or receiving waters.
   c. Reducing the creation or severity of potential pollutant sources or reducing the alteration of the project site's natural flow regime.

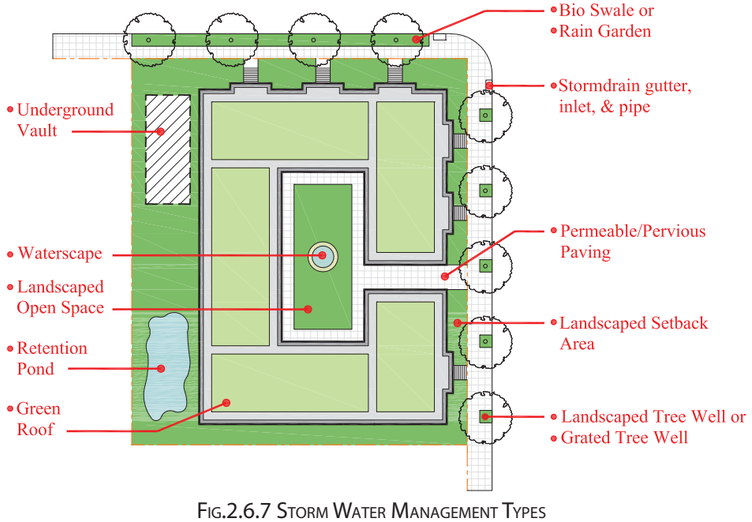


FIG.2.6.7 STORM WATER MANAGEMENT TYPES

C. Site Design & Treatment Control Types

Coordinate site design and building systems to remove pollutants from stormwater runoff prior to discharge to the storm drain system or receiving waters by creating a project that attempts to mimic a natural hydrologic regime through the use of site design and treatment control types including, but not limited to:

1. Landscaped Setback Area/Open Space

Front yard, side yard, or rear yard setback areas and public or private open spaces designed and maintained to receive runoff from adjacent impervious areas and slowly infiltrate the water into the ground (see Section 2.6.3, 2.6.4, and 2.6.5 for open space and landscaped setback area types).

2. Detention Basin/Pond

An open system that captures stormwater temporarily. Water received by the system is slowly released at pre-development rates. Permanent pools of water are not held between storm events.

3. Retention Basin/Pond

An open system with a permanent pool of water that captures stormwater and retains it between storms. Excess water received by the system is slowly released at pre-development rates.

4. Vegetated Swale/Strip

A vegetated channel designed and maintained to transport shallow depths of runoff slowly over vegetation. In most soils, a vegetated swale also allows stormwater infiltration.

5. Rain Garden

A vegetated depression designed and maintained to receive runoff from adjacent impervious areas and slowly infiltrate the water into the ground.

6. Landscaped Tree Well

A landscaped area which can accommodate a tree in an otherwise paved area. The landscaped area is constructed to allow stormwater to slowly infiltrate into the ground as soil infiltration rates permit.

7. Grated Tree Well

A hole that is covered by a grate which can accommodate a tree in an otherwise paved area. The hole is constructed to allow stormwater to slowly infiltrate into the ground as soil infiltration rates permit.

8. Permeable/Pervious Paving

Paving materials that allow some stormwater to infiltrate through the paving and into the ground. Types of paving include pervious asphalt, pervious concrete, and permeable unit pavers used in driveways, walkways, parking lots, etc.

9. Green Roof

A roof of a building that is partially or completely covered with vegetation and soil. The soil reduces run-off rates and the vegetation reduces runoff volume. The roof includes a waterproofing membrane and may also include additional layers such as a root barrier and drainage and irrigation systems.

10. Waterscape

a. An open and sculpted pool, fountain or other permanent civic water feature that can capture stormwater and retain it between storms.

b. Excess water captured by the system during storms can be used for irrigation, treated for other potable water uses, or slowly released at pre-development rates.

11. Rainwater Harvesting / Vault

a. A vault, tank, or other structure that captures stormwater. The structure can be underground, above ground, or incorporated into a building

b. Water captured by the system can be used for irrigation, treated for other potable water uses, or slowly released at pre-development rates.

c. This management type is useful when there is insufficient space on the site to infiltrate the runoff or build a surface facility.

2.6.8 GENERAL OPEN SPACE AND SETBACK AREA GUIDELINES

A. Public Spaces

1. Public spaces should provide a variety of seating options, areas of sun and shade for year-round climatic comfort, shelter, and night lighting to encourage public activity and ensure safety.

2. Public spaces should be visible from public streets and sidewalks.

B. Paved Areas

1. The grading of all paved areas and adjacent non-paved areas, the selection of paving materials, and the design of drainage facilities should maximize paving permeability and be configured to allow water run-off to percolate back into native soil as much as possible.

2. Paved areas should incorporate best management practices to control stormwater as outlined in the National Pollution Discharge Elimination System (NPDES) Guidelines – for more information refer to http://epa.gov/npdes/

C. Planted Areas

1. Plant Materials

a. Plant materials should always be incorporated into new development site design.

b. Mature, existing trees should be preserved whenever possible.

c. Tree sizes should be suitable to the proximity to utility lines and the planting areas provided.

d. The use of CU Structural Soil, Silva Cells, or other similar sub-surface construction elements for street trees within paved areas, planter islands, and medians is strongly encouraged.

e. Plant and landscape materials should be selected from native species as well as non-native/non-invasive species that are well adapted to the local climatic conditions. They should be resistant to local parasites and plant diseases.

f. In general, deciduous trees with open branching structures are recommended in shopping areas to ensure visibility of shopfronts. More substantial shade trees are recommended in front of private residences. Tree selection should be made based upon the volume of root space provided and the size of the root flair at maturity.

g. Evergreen shrubs and trees should be used for screening along rear property lines, around trash/recycling areas and mechanical equipment, and to obscure grillwork and fencing associated with subsurface parking garages. However, screening should also be designed to maintain clear views of street corssings and sidewalks for safety.

2. Sustainability

a. To conserve water, drought tolerant landscaping is highly recommended and turf is highly discouraged.

b. To conserve energy, large deciduous trees should be located:

i. Where they can shade east-facing and west-facing windows/facades to prevent heat gain when the sun is low in the morning and afternoon (lower branches can be pruned to preserve views).

ii. Where they can shade air conditioning units and hardscape patios or driveways.

3. Stormwater Management

All landscaped areas including those constructed as part of street or sidewalk improvements should be designed to allow aquifer filtration and minimize stormwater run-off utilizing stormwater management types (see Section 2.6.7).

D. Walls and Fences

1. Decorative Frontage Walls and Fences

a. Fences along front yards and along side yards lining public sidewalks should employ a combination of thick and thin structural elements with thicker elements for supports and/or panel divisions. Fence posts and/or support columns should be defined using additional trim, caps, finials, and/or moldings.

b. All walls should have a cap and base treatment.

c. Frontage walls include garden walls, planter walls, seat walls, and low retaining walls.

d. Entrances and pedestrian "gateways" should be announced by posts or pilasters, and may be combined with trellises, special landscaping, decorative lighting, public art or other special features.

2. Screening/ Wing Walls and Fences

a. Side yards - defined as the portion of side setback areas behind the front setback area - and rear yards may contain landscape features that protect the privacy of the property's occupants such as landscaping, trees and screening/ wing walls.

b. Screening/wing walls should be constructed of materials that are compatible with the architecture and character of the site. Natural colors, a cap or top articulation, and related dimensional post spacing increments should be used at screening fences to enhance compatibility.

c. Design elements should be used to break up long expanses of uninterrupted walls, both horizontally and vertically. Walls should include design elements such as textured concrete block, interlocking "diamond" blocks, formed concrete with reveals, or similar materials. Landscape materials should also be used to provide surface relief.

d. Electric boxes and trees should not be placed next to walls. These can be used to climb over the wall quickly and unnoticed

3. Security Fences

a. Use of security fences should be minimized, and limited to special locations where additional security is necessary, such as adjacent to the railroad tracks. Such security fences should not exceed eight (8) feet in height.

b. Security fences should be designed to maintain a visually open character to the extent possible. This may be accomplished by using metal picket or open grille fencing or by mounting metal picket or open grille fencing on top of a low masonry wall.

4. Seating Walls

a. Seat walls with straight edges of more than six (6) feet in length should use detailing to prevent damage from skateboarding.

5. Materials and Colors

a. All fences and walls should be built with attractive, durable materials that are compatible with Pomona's character (see Section 2.8.3 Architectural Character).

b. Appropriate fence materials include masonry and metal.

i. Wood picket fences are only recommended along residential streets. For wood picket fences, a paint finish or vinyl coating should be applied.

ii. Recommended metal fence materials include wrought iron, cast iron, welded steel, tubular steel, anodized aluminum or aluminum. Metal fences should be mounted on a low masonry wall, and/or between masonry piers.

c. Appropriate wall materials include stone, brick, precast concrete, textured concrete block, or formed concrete with reveals.

i. A stucco finish may be used over a masonry core.

ii. Exposed block walls should be constructed with a combination of varied height block courses and/or varied block face colors and textures (e.g. a combination of split-face and precision-face blocks). Plain gray precision-face concrete block walls are not recommended. Design treatments and finishes previously described should be applied to these walls for improved visual compatibility with building architecture.

d. Piers and posts should be constructed of the same or a compatible material as the principal building(s).

E. Lighting

1. Design

a. Lighting fixtures should generally be directed downward from the horizontal plane of the light source to preserve a dark sky and prevent light trespass onto upper story windows and ambient light pollution. Exceptions may be made for uplit trees and architectural lighting.

b. Pedestrian-oriented areas, including walkways and paths, plazas, walkable driveways, parking lots, and parking structures should be illuminated to increase safety and provide clear views both to and within the site.

c. All on-site and building-mounted lighting fixtures should be architecturally compatible with building design and the character of the corridor.

d. Unnecessary glare from unshielded or undiffused light sources should be avoided. Commercial buildings and landscaping can be illuminated indirectly by concealing light features within buildings and landscaping to highlight attractive features and avoid intrusion into neighboring properties.

e. Lighting and planting plans for public and private frontage areas should be visually and aesthetically coordinated.

2. Height

a. For building-mounted lights, maximum mounting height should be approximately twelve (12) feet above finished grade.

b. For pole-mounted lighting at pedestrian plazas, walkways, and entry areas, a pedestrian-height fixture ten to fourteen (10 to 14) feet in height from grade to light source should be used. Taller, grand-scale lighting may be used to accent gateways or as supplementary lighting.

c. Bollard mounted lighting and stair lighting are also recommended for low-level illumination of walkways and landscaped areas.

d. Bollard illumination should be shielded or kept at a sufficiently low level to prevent glare impacts for passing motorists.

e. In general, light sources should be located low enough to maintain pedestrian scale and prevent spill light from impacting adjacent properties.

3. Material and Color

a. Color and finish of lighting metalwork should match that of other site furnishings, and/or of the building's metalwork or trim work.

b. For powdercoated finishes, a chemically compatible ultraviolet protectant clear coating is recommended to prevent color fading.

c. Color of lighting source types: in pedestrian-intensive areas, warm white, energy efficient source types (with color temperatures specified as 2700 degrees Kelvin to 3200 degrees Kelvin) such as metal halide, induction lighting, compact fluorescent, and light-emitting diode (LED) are strongly encouraged.

4. Luminaire Types

a. New area lighting fixtures should be of the cutoff type to prevent light from being emitted above a horizontal line relative to the point of light source.

b. New fixtures should use a reflector and/or a refractor system for efficient distribution of light and reduction of glare.

c. New fixtures should not cause glare or transmit it to upper stories of buildings. House-side shields and internal reflectors should be used to block light from illuminating residential windows.

d. Small decorative "glow" elements within a luminaire are permitted to emit a low amount of light above the horizontal.

5. Uplighting

a. Building facade uplighting, roof "wash" lighting, and landscape uplighting should be operated on timers that turn off illumination entirely after midnight nightly.

b. Shielding and careful placement should be used to prevent spill light from being visible to pedestrians, motorists, and nearby residential dwelling windows.

c. Adjacent to single family homes, a combination of lower mounting height and luminaire shields should be used to protect residences from spill-light and glare.

d. Illumination levels of facade uplighting, roof wash lighting and landscape uplighting should use lower brightness levels where the illuminated facades, roofs or landscaping face residential buildings, except across wider streets or boulevards with landscaped medians and street trees.

F. Other Site Furnishings

1. Selection and Design

a. Public gathering places and other publicly accessible areas should be detailed with decorative, pedestrian-scaled site furnishings and equipment.

b. Seating, freestanding planters, ornamental trash and recycling receptacles, bike racks, drinking fountains, pergolas, trellises, heaters, umbrellas, wind screening, and decorative bollards are recommended.

c. Landscape structures and sculptural objects should reference the human scale in their overall massing and detailing.

2. Materials and Colors

a. Components should be made of durable high quality materials such as painted fabricated steel, painted cast iron, painted cast aluminum, and integrally colored precast concrete.

i. Bollards should be cast iron, cast aluminum, cast anodized aluminum, and precast concrete.

ii. Recycled materials should be used so long as the finish or look of the material is consistent with or similar to the finishes prescribed above.

b. Colors and finishes of mechanical enclosures and equipment should be coordinated with colors and finishes of streetlights, fencing and other painted metal surfaces to be used on site, or with the associated building's material and color scheme.

c. Masonry surfaces should be treated with an anti-graffiti coating.

d. Metal surfaces should be powdercoated or painted with Waterborne Acrylic Polyurethane.

e. For powdercoated finishes, a chemically compatible ultraviolet protectant clear coating is recommended to prevent color fading.

G. Utility and Service Area Siting and Screening

1. Transformers, heat and ventilating equipment, backflow devices, etc. within front yard setback areas should be screened by landscaping or architectural enclosures.

2. Utility, trash, recycling, food waste and service equipment, including satellite receiving dishes, transformers, and backflow devices, should be enclosed or screened from view by landscaping, fencing or other architectural means. Backflow devices should be built to the City's latest standards

3. Trash facilities and recycling containers should be within structural enclosures.

4. For safety, screening devices should be designed to maintain visibility of movement behind the screen.

H. Media & Interactivity

1. Digital screens or art installations which include interactive elements are encouraged where significant activity is anticipated such as in plazas, courtyard plazas, and passages/paseos or on buildings facing these types of public open spaces. Potential interactive activities include:

a. Social networking or other electronic/media sharing which can be accessed by mobile electronic devices

b. Sensors or other physical/electronic interfaces which control video, images, sounds, or lights

c. The ability to change the distribution or shape of physical objects such as art or site furnishings within a public open space

2. Including wireless internet access into interactive installations to promote participation and generally attract people to the open space is encouraged.

2.7 PARKING REGULATIONS

This section contains standards and guidelines to ensure that parking throughout the Plan Area is convenient and accessible, accommodates all land uses, and reinforces the desired character of each Corridor Center and Segment.

2.7.1 PROVISION OF PARKING

A. Regulation

1. The minimum and maximum number of parking spaces required for all new development shall be as specified for each Corridor Center and Segment in Section 2.1. – Development Standards.
2. Parking requirements shall be calculated for each use on a site.
3. Parking requirements shall apply to gross leaseable floor area.
4. The maximum number of parking spaces permitted only applies to parking spaces that are provided in surface parking lots. Parking above the maximum may be provided in parking structures.
5. Net new on-street parking spaces provided along new streets (see Section 2.5.1 – Provision of New Streets) or service lanes may be counted toward the minimum parking requirement for commercial development on that property.
6. Development utilizing off-site parking facilities must have clearly visible signage indicating where that parking is located.
7. Parking related to a particular use shall be located on site or within the minimum distance specified in the Section 2.1 Development Standards (with exceptions for shared parking established in Fig. 2.7.1.B Shared Parking).

B. Shared Parking

1. Shared parking is the use of a parking space to serve two or more individual land uses without conflict. In addition to or in-lieu of dedicated on-site parking facilities and where permitted, developments may satisfy all or part of the minimum parking requirement with on-site or off-site shared parking.
2. Shared parking spaces may only be counted toward the minimum parking requirement for multiple uses under all of the following conditions:
   a. The development is located within a 3,000 foot walk from a designated transit station.
   b. The peak parking period for each use does not overlap (see Fig. 2.7.1B Shared Parking).
   c. The shared parking facilities are not located within 500 feet of a neighborhood with predominantly single-family residential zoning.
   d. For off-site shared parking, a legal agreement to share the applicable parking facilities must be made. The agreement must be approved by the Community Development Director/Designee.
   e. At the discretion of the Community Development Director/Designee, the applicant may be required to prepare a study using the Urban Land Institute shared parking methodology to demonstrate that the proposed sharing of parking is feasible.
3. Shared parking facility utilization must be monitored. Should parking demand exceed original expectations over time, parking mitigation measures may be required at the discretion of the Community Development Director/Designee including, but not limited to, requiring additional shared parking agreements, at greater distances than indicated in Section 2.1 Development Standards if necessary.

C. Minimum Parking Requirement Reductions

1. Minimum parking requirements may be reduced by 10% for all development located within a 3,000 foot walk from designated transit stations and an additional 5% if that development is 4 floors or taller.
2. Minimum parking requirements may be reduced where parking is shared as indicated in Fig. 2.7.1.B Shared Parking.
3. Minimum parking requirements may be reduced in developments where it can be demonstrated that the parking demand for the proposed use will be less than the requirement.
4. For physically constrained properties, the number of parking spaces required may be reduced by the amount of public open space provided for the development over and above the required minimum at 200 square feet per space with a maximum reduction for non-residential development of ten (10) parking spaces and a maximum reduction for residential development of five (5) parking spaces. Applications to provide public open space in lieu of parking spaces on site will be reviewed by the Community Development Director.
5. Requests for a reduction in minimum parking requirements may require a transportation demand management plan or other adequate survey data as requested by the City and will be evaluated on a case-by-case basis by the Community Development Director/Designee.

Fig. 2.7.1.B Shared Parking

Applicable Use Types	Peak Parking Periods	Minimum Parking When Sharing	
Retail Anchors	Day, Weekend	spaces per 1000 s.f.	No relaxation
Eating and Drinking Establishments	Evening, Late Night, Weekend	spaces per 1000 s.f.	3 min
		location	Contiguous property
Specialty Foods/Goods	Day	spaces per 1000 s.f.	2.5 min
Entertainment and Recreation	Evening, Late Night, Weekend	spaces per 1000 s.f.	5 min
Convenience Uses	Day, Evening, Weekend	spaces per 1000 s.f.	No relaxation
Business and Personal Services	Day	spaces per 1000 s.f.	2.5 min
Commercial Goods, Services, Vehicle Sales	Day, Weekend	spaces per 1000 s.f.	Not a permitted use
Civic and Cultural	Day, evening if a performing arts/special events facility	spaces per 1000 s.f.	No relaxation
Office – Professional	Day	spaces per 1000 s.f.	2 min
Office – Medical	Day	spaces per 1000 s.f.	3 min
Office – Light Industrial	Day	spaces per 1000 s.f.	Not a permitted use
Lodging	Evening, Late Night, Weekend	spaces per guest room	No relaxation
Live-Work	Day, Evening, Late Night	spaces per 1000 unit	No relaxation
		spaces per employee	No relaxation
Residential Uses	Evening, Late Night, Weekend	spaces per unit	No relaxation
		Guest spaces per 10 units	1.5 min
		location	Within 200 feet (guest pass or other identification required)

Peak Parking Period Definitions: Day - conventional business hours on a non-holiday weekday **Evening** - generally between 5 pm and 10 pm on any night of the week. **Late Night** - or any time between 10 pm and 4 am on any night of the week. **Weekend** - the day time during which businesses are open on Saturdays and Sundays.

2.7.2 PARKING TYPES

A property's permitted parking types are determined by Corridor Center or Segment. For all parking types, parking shall be connected with the street by a driveway (as stated in Section 2.7.3.A Curb Cuts & Driveways).

For detached single-family homes, only garages, carports, and driveways shall be permitted.

A. Surface Parking Lot - Front

A parking lot that is located between a building and the street.

B. Surface Parking Lot - Side

A parking lot that is located in part or entirely along the side of a building, in a side yard, and fully or partially extends toward, but does not intrude into, the front yard setback area.

C. Surface Parking Lot - Rear

A parking lot where a building(s) is located between the parking lot and the street. A rear parking lot does not extend beyond the rear wall of the primary building into any side yard setback and, except where driveway access is provided. Rear parking lots should be screened from the street.

D. Parking Structure - Exposed

An above-ground parking structure that is fully or partially exposed to the street on the ground level.

E. Parking Structure – Wrapped: Ground Level

A partially submerged or above-ground parking structure where non-parking uses are integrated into the ground level of the building along the parcel's entire street frontage(s).

The parking structure may be exposed to the street on upper levels.

F. Parking Structure – Wrapped: All Levels

A partially submerged or above-ground parking structure where non-parking uses are integrated into the building along the parcel's entire street frontage(s) on all levels of the building. The parking structure is totally hidden behind non-parking uses.

G. Parking Structure – Partially Submerged Podium

A parking structure built below the main building and partially submerged underground where above ground portions of the structure are exposed to the street.

The parking podium may project above the sidewalk or average finished grade by a maximum of five (5) feet.

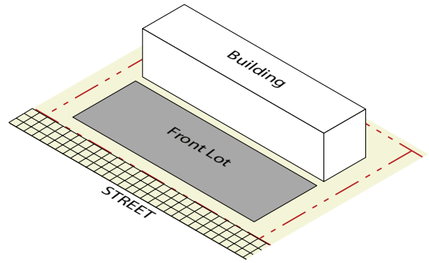
H. Parking Structure – Underground

A parking structure that is fully submerged underground and is not visible from the street.

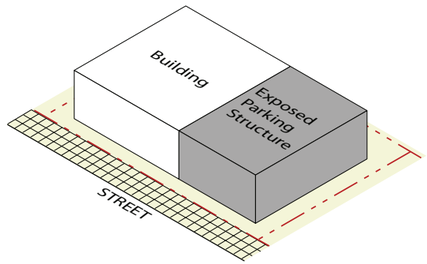
I. Surface Parking Lot - Exposed

A parking lot that is located fully or partially behind a building facing a front street and is exposed to a street on 2 or more sides.

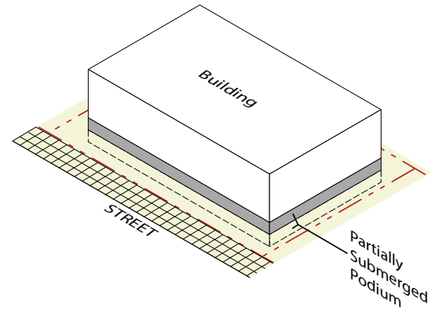
FIG.2.7.2 PARKING TYPES



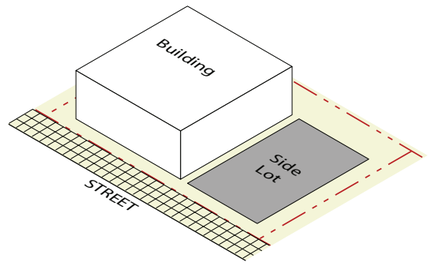
A. SURFACE PARKING LOT - FRONT



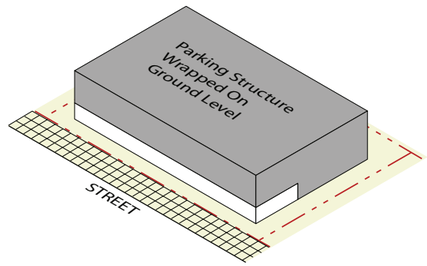
D. PARKING STRUCTURE - EXPOSED



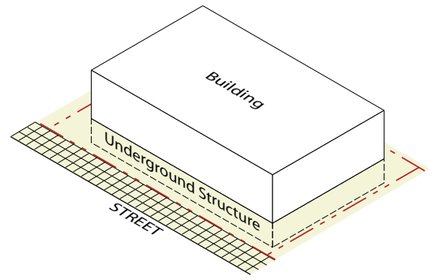
G. PARKING STRUCTURE - WRAPPED: PARTIALLY SUBMERGED PODIUM



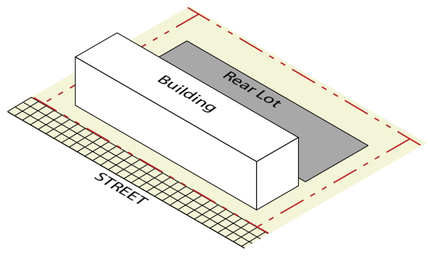
B. SURFACE PARKING LOT - SIDE



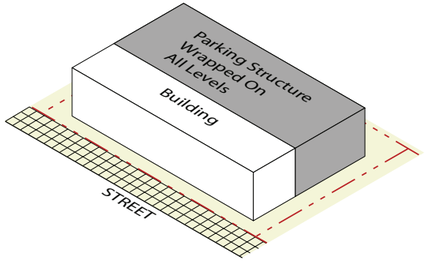
E PARKING STRUCTURE - WRAPPED: GROUND LEVEL



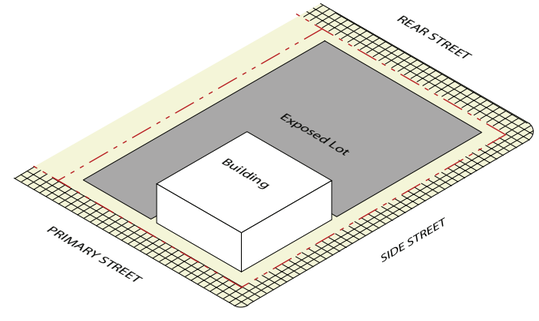
H. PARKING STRUCTURE - UNDERGROUND



C. SURFACE PARKING LOT - REAR



F. PARKING STRUCTURE - WRAPPED: ALL LEVELS



I. SURFACE PARKING LOT - EXPOSED

2.7.3 GENERAL PARKING & LOADING REQUIREMENTS

A. Curb Cuts & Driveways

1. Location

a. Access to parking facilities and loading zones shall be provided:

i. First - from alleys or adjacent parking lots where possible;

ii. Second - from local streets wherever side streets are available. When a lot abuts an arterial and a local street, access to on-site parking shall be from the local street.

iii. Third - along other streets as approved by the Public Works Director/ Designee.

b. Driveways shall be set back a minimum of five (5) feet from adjoining properties, a minimum of (3) three feet from adjacent buildings, and a minimum of twenty (20) feet from the end of intersection corner radii.

2. Number

a. The maximum number of driveways/curb cuts associated with a single building along all streets shall be one (1) two-lane curb cut or two (2) one-lane curb cuts.

i. An additional one-lane curb cut that only provides access to loading/ service areas from local streets is conditional.

b. There is no maximum number of curb cuts along alleys.

3. Size

a. The maximum width of driveways/curb cuts along all streets is twelve (12) feet for a one-lane and twenty-four (24) feet for a two-lane driveway.

b. The total width of parking access openings on the ground level of structured parking may not exceed thirty (30) feet along each street frontage.

B. Truck Loading Zones

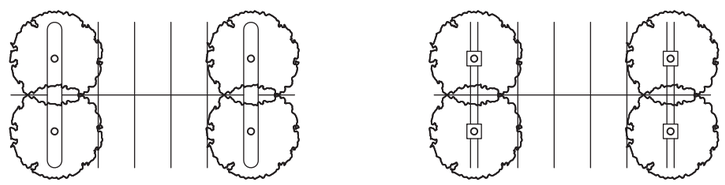
1. Truck loading zones are permitted within on-street parking lanes, along alleys, and on-site within off-street parking facilities.

2. Vehicular parking should be permitted within on-street loading zones during non-loading hours.

C. Vehicular Doors

1. Street facing garage, parking structure, and loading doors (Front Vehicular Doors as defined in Section 2.4.2.C.10) shall only be permitted as established in section 2.1 Development Standards.

2. Loading bays, docks, or platforms are permitted along any alley, side, rear, or parking lot façade.



Curbed Landscape Islands | Flush Tree Grates

Fig.2.7.3.D.2 Parking Lot Landscaping

D. Parking Lots

1. Location

a. Parking lots shall be set back a minimum of five feet from the back-of-sidewalk along streets.

2. Landscaping

a. Parking lots shall be buffered from adjacent development with moderate screening (see Section 2.6.8).

b. In order to provide shade and add trees to the City, continuous rows of parking stalls shall be subdivided by trees planted at a minimum spacing of one tree every five spaces.

i. Trees shall be located between the sides of parking stalls. Trees planted between two abutting head-to-head parking stalls do not satisfy the requirement.

ii. Trees shall be planted in curbed landscape islands, or in flush tree wells with tree grates and frames rated for vehicular load and tree guards.

c. Wheel stops or curbing shall be used adjacent to tree and landscape planter areas to protect landscaping from car overhangs.

3. Pedestrian Circulation

a. Parking lots shall be designed with convenient, safe, and efficient pedestrian circulation routes to buildings main building entrances and sidewalks. These routes shall be designed to include sidewalks and walkways with a minimum five foot width.

4. Lighting

a. Parking lots shall be illuminated to increase safety and provide clear views both to and within the site. Lighting and planting plans shall be coordinated to avoid light pole and tree conflicts.

E. Parking Stall Design and Striping Detail

See the City of Pomona Zoning Ordinance for parking stall design and striping details.

2.7.4 PARKING GUIDELINES

A. Access

1. Exterior driveway surfaces should be paved with non-slip, attractive surfaces such as interlocking unit pavers or scored and colored concrete.

2. Residential parking should be secure and separate from commercial uses.

3. Driveways should utilize pavement treatments that help motorists and pedestrians identify the driveway.

B. Parking Lots

1. Trees in parking areas should be large and have a high-branching, broad-headed form to create maximum shade.

2. Sub-surface construction is recommended to provide adequate root space to allow trees to grow for an extended period of time without hardscape damage as well as to assist with stormwater management.

3. Curbed planting areas should be provided at the end of each parking aisle to protect parked vehicles from turning movements of other vehicles.

4. Landscaping in parking lot interiors and at entries should not obstruct a driver's clear sight lines to oncoming traffic.

5. The main pedestrian route from a parking lot to a building entrance should be easily recognizable, accessible, and demarcated by special paving, landscaping, and/or sheltering features. Appropriate elements include: a) a tree-lined walkway with unit paving b) colored concrete, or other paving change c) a continuous canopy or trellis d) a line of pedestrian-height streetlights e) ornamental landscaping. Points where the pedestrian path crosses a drive aisle or other vehicle circulation path should feature clearly visible crosswalk markings on the paved surface and stop-sign traffic control if warranted by expected pedestrian activity.

C. Parking Structures

1. Parking structure vehicular and pedestrian entrances should be positioned and treated to be architecturally prominent, highly visible and easily located. Treatments should include one or more of the following:

a. Marking of entrances by a taller façade or building mass element, such as a tower, or a volume that protrudes from the façade.

b. At stair and/or elevator towers, special roof forms are recommended, such as sloped or curved roofs.

c. Highlighting of entrances by additive architectural elements such as flanking columns, overhanging roof, canopy, trellis, and/or awnings.

d. Provision of ornamental vehicular door grillwork, decorative lighting, and architectural signage, consistent with the style of the parking structure and adjacent buildings.

D. Sustainability

1. Parking lots should utilize permeable paving systems and bio-filtration swales wherever possible, unless constrained by Fire Department restrictions or inappropriate due to soil conditions.

2. The size of surface parking lot paving areas should be minimized to reduce surface water runoff and minimize heat island effects.

3. Rooftop gardens or other rainwater capture and recycling systems are encouraged on flat portions of parking structure roofs in order to facilitate storm-water management, as well as add visual interest to the structure.

E. Security

1. Police and Fire Department emergency radios may not be able to receive or transmit in subterranean garages. Effective repeaters/radio equipment should be installed so that emergency personnel can receive/transmit in parking structures.

2. Parking structure and parking lot lighting should illuminate directly between parking stalls as well as in the center of parking aisles, as much crime in parking structures and lots occurs between parked vehicles.

3. The interior of parking structures should be painted light colors such as white to reflect light and add up to 20% more light to interior the of the structure.

4. Parking structure stairwells, elevators, and waiting areas should be designed to allow pedestrians to be seen from the outside of these structures and for pedestrians to see out.

5. Surveillance cameras should be installed in parking lots and structures, and should cover as much area as possible. In structures, they should be placed at entrances and exits as well as interior areas, especially at elevator waiting areas and stairwells. Cameras should record 24 hours a day and 7 days a week with clear signs indicating these operations.

2.8 ARCHITECTURE REGULATIONS

Section 2.3 Building Scale Regulations and Section 2.4 Frontage and Building Placement Regulations regulate the general placement and overall scale of buildings relative to public streets, spaces, and adjacent developments. The regulations in this section further define the vertical character of buildings and address more detailed aspects of facade and roof design. Together, these regulations are intended to ensure that new buildings and renovations contribute high quality development, support district character, maintain the desired human scale, and promote stability, value, and investment.

2.8.1 FAÇADE REQUIREMENTS

A. Definition

1. Façade Articulation

a. Facade Base: The horizontal articulation of the building's lower façade that visually connects the building to the ground and establishes the building's human scale as experienced by pedestrians and motorists.

b. Façade Top: The architectural treatment of the façade's top or cap. Well-designed top treatments of a building facade contribute to district character and a distinctive skyline on the corridors, whether seen from the adjacent street or property or from a distance in the neighborhood.

c. Street Façade: The building façade that fronts upon a street or public space, extending from the ground up to the roof eave line or parapet.

d. Side Façade: The building façade that fronts upon a side yard or side property line, extending from the ground up to the roof eave line or parapet.

e. Rear Façade: The building façade that fronts upon a rear yard, rear property line, or alley, extending from the ground up to the roof eave line or parapet.

f. Façade Articulation Elements: Additive elements or architectural treatments to building facades that create significant articulation.

2. Roof Articulation

a. Roof types: The basic type of the building's primary roof(s) as defined by slope, such as flat, sloping or curved, and by architectural form, such as gable, shed, gambrel, dome, barrel-vaulted, butterfly, etc.

b. Roof Articulation Elements: Additive features to roofs, such as large assemblies (towers, steeples, dormers), ornamental elements (cupolas, finials), and functional elements (chimneys, skylights, mechanical equipment); these categories may overlap.

B. Regulation

1. General

a. Façade Articulation is required as specified for each Corridor Center and Segment in Section 2.1 Development Standards.

b. The permitted encroachment (overhang) of façade articulation elements into the public right-of-way or a setback is established in Section 2.4.3 Front Yard Setback.

c. Fabric awnings do not count towards provision of a required building base or top treatments.

d. See also Section 2.8.2.A Façade Guidelines for additional detail addressing Façade Composition, Street Façade Base design, Top design, and Roof design.

2. Street Facade Base

a. A substantial horizontal articulation at the base of street and public space façades shall be applied to form a Base treatment on buildings:

i. 5 Floors or more: between finished grade and the top of the second floor.

ii. 4 Floors or less: between finished grade and the top of the first floor.

b. Bases located lower on the façade of taller buildings shall be significantly massive to match the overall scale of the building.

3. Street Facade Top

a. A substantial horizontal articulation of street and public space façades shall be applied at the top of the uppermost floor of the façade to form a facade Top treatment on buildings.

4. Street Façade Wall Composition

a. At street-facing façades, the proportion of window openings shall be a minimum of twenty (20) percent of the vertical wall area between the ground (finished grade) and the top of the uppermost floor (the percentage does not include parapet height).

b. Side and Rear walls do not have a minimum façade window opening area requirement.

c. Balcony railings and/or porch walls shall not be made of a solid uninterrupted vertical plane of material. They shall have a minimum of twenty (20) percent transparency distributed evenly throughout the railing.

5. Side and Rear Façade Base and Top

a. Full Requirements

i. Requirements for Side and Rear Façades are the same as those for Street Façades in the following cases:

(A) Where building wall to building wall clearance is more than ten (10) feet.

(B) Where a side or rear yard of greater than (5) five feet exists and the adjacent property has no building volume providing horizontal obstruction.

(C) Where the side or rear facade faces upon a public open space such as a plaza or courtyard.

b. Flush Treatments Permitted

i. The minimum requirement for Base and Top articulation may alternatively be satisfied with flush treatments in the following cases:

(A) Where building wall to building wall clearance is less than ten (10) feet.

(B) Where a rear yard between five (5) and ten (10) feet exists but the adjacent property has a building volume providing horizontal obstruction.

ii. Flush treatments (for Façade Base, Façade Top, and other articulations) shall consist of one or more of the following elements which match vertical increments used on the street façade(s) of the building:

(A) Integral color and/or material change between increment of base and portion of wall above, and/or between increment of top element and portion of wall below.

(B) Horizontal score lines or bands matching top, bottom, and/or other lines of street façade horizontal articulation.

(C) Horizontal façade recess(es) matching top, bottom, and/or other lines of street façade massing elements.

c. No Requirements

i. No Side or Rear Façade Articulation is required where building wall to building wall clearance is five (5) feet or less.

6. Roof

a. Rooftop equipment such as mechanical equipment or large receiving dishes shall be set back a minimum of ten (10) feet from building façade walls, screened on all sides, and integrated into the overall building design.

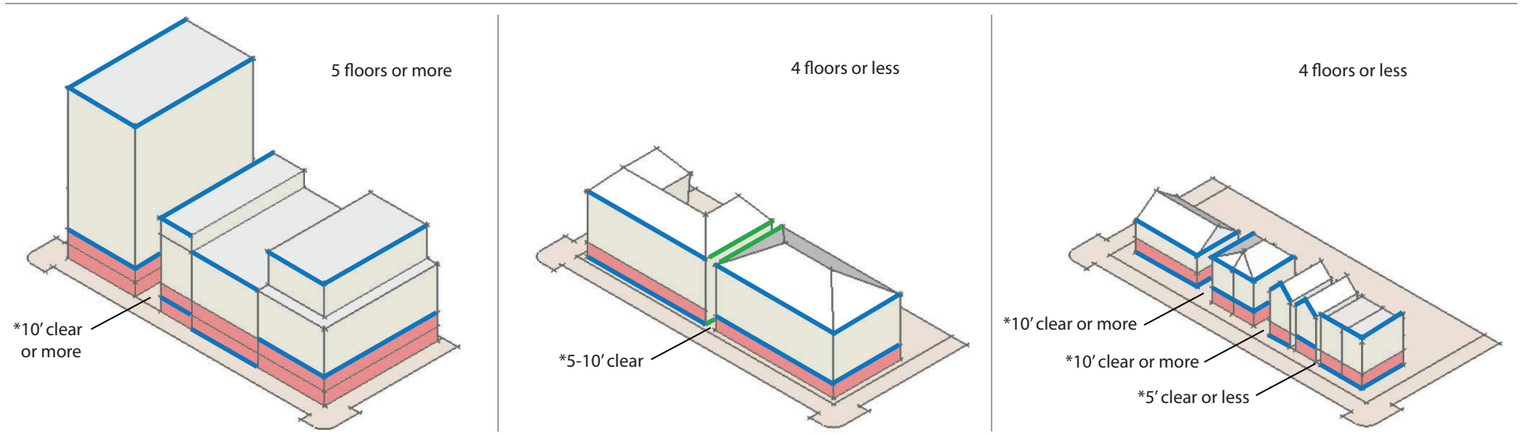


FIG.2.8.1.B. STREET FACADE BASE AND TOP REGULATION

7. Façade Articulation Elements

a. The architectural treatment of Faced Base and Top elements may vary on a building and be interrupted occasionally but shall otherwise extend the entire length of the façade.

b. Articulation elements that may be used to satisfy Façade Base and/or Façade Top requirements include (but are not limited to) the following (see Figure 2.8.1.B.7):

i. Cornice: A decorative linear horizontal protrusion at the top or at one or more intermediate locations on the façade. Locations may include the top of a building base, at the top of a ground floor storefront but below residential windows above it, or to mark the change in floors.

ii. Canopy: A decorative and functional horizontal protrusion at a building's façade providing shade or shelter for pedestrian activities. A Canopy creates a strong subdivision of the façade's height. It can be one continuous horizontal element across the entire facade, a series of repeated elements (typically above shopfront windows), or a single feature element occurring at a structure's main or secondary entrance.

iii. Articulated Roof Eave: An extended portion of the building's sloping or flat roof that overhangs a façade, with an exposed edge. It serves as a building top element when articulated with architectural treatments.

iv. Mansard Roof: A decorative segment of sloping roof attached at or near the top of the façade.

v. Parapet: A freestanding upper extension of the building's façade which extends above the building's roof behind it.

vi. Glazed Penthouse: At a 4 story or taller building, application of a predominantly glazed façade at the uppermost story (penthouse) façade, in contrast to lower floors with less façade glazing, to "lighten" the upper mass and appearance of the building as part of a façade top treatment.

vii. Façade Offset: A setback of the uppermost portion of the building façade, typically at the top floor, to form a façade top treatment that reduces the impression of the building's height and mass.

c. See Section 2.8.2.A.3 for façade articulation element design guidelines.

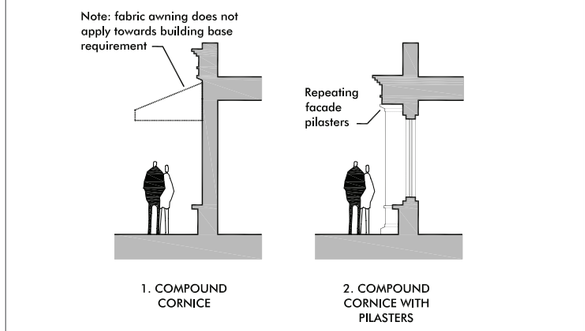


FIG.2.8.1.B.7 FACADE ARTICULATION ELEMENTS

2.8.2 ARCHITECTURAL GUIDELINES

This Section provides guidance for well designed façade and roof articulation on new or renovated buildings (including freestanding parking structures) in the Plan Area. They are established to encourage buildings that strengthen the quality and character of Pomona's corridors while providing ample opportunities for creativity and choice.

A. Façade Guidelines

1. General Façade Composition

a. Façades and their elements should be composed according to the building's architectural style and respond to conditions of the site.

b. Buildings should be "four-sided," meaning that all façades including side and rear façades should be considered visible and treated with an equivalent quality of articulation and materials.

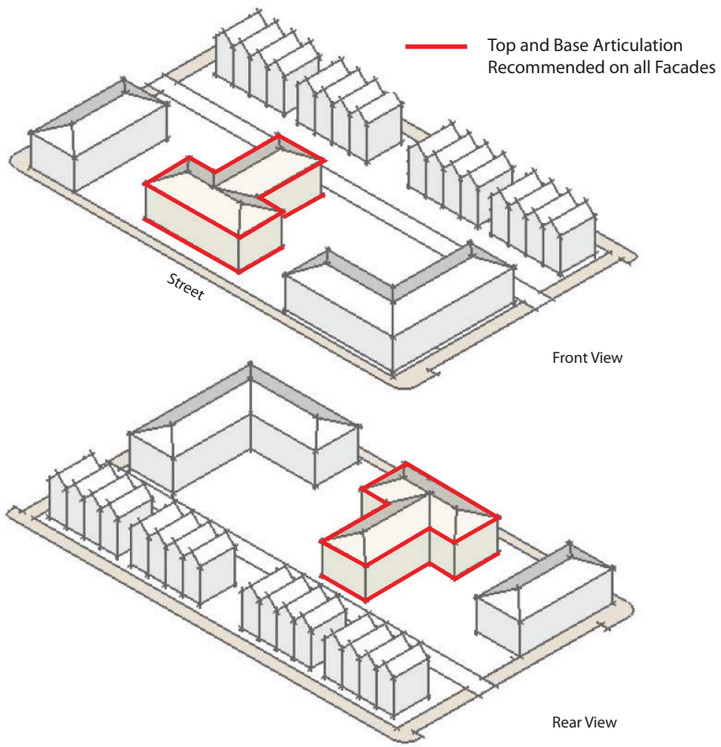


FIG.2.8.2.A.1.B. "FOURISEDED" FACADE COMPOSITION

c. Distinctive building elements, such as a corner or entrance tower, are encouraged to accent terminating views within the Plan Area (see figure 2.8.2.A.1.c).

d. The compositional arrangement and positioning of entrances, doors, and window openings on the façade should be designed in accordance with the building's and district's architectural style(s), and to support the building's relationship to pedestrian scale.

e. Unifying architectural approaches should be used to lay out window and door patterns across façades, such as aligning windows by using common sill or header lines.

i. At attached residential dwellings, façades of attached residences within the same project may be distinct and different, but also should maintain unifying compositional elements such as a common window header or sill line, and/or aligned vertical centerlines of windows and doors between upper and lower floors.

ii. At larger buildings or complexes, horizontal ornament such as awnings or cornice lines should be carried across adjacent façades to unify different building facades and masses.

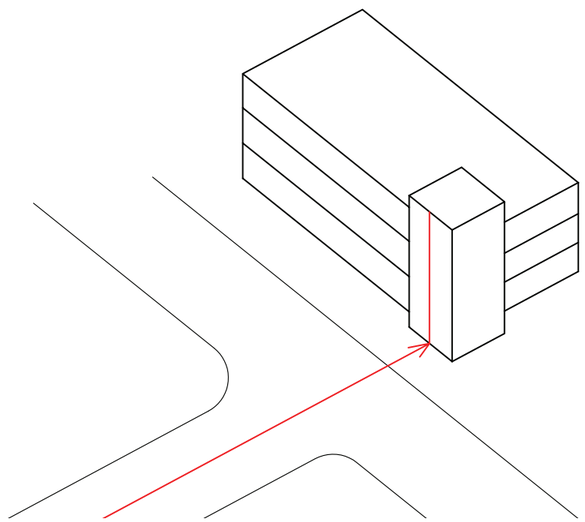


FIG.2.8.2.A.1.C. CORNER TOWER LOCATED TO ACCENT TERMINATING VIEW

2. Façade Base & Top

a. Base and Top treatments on additions and accessory buildings should be carried over from the primary building.

b. At buildings above two stories in height, in addition to the required base at the building-wide scale (see Section 2.8.1.B) a secondary lower base treatment should be provided at the pedestrian scale - within the height of the ground floor, relating to the height of the human body. (see Figure 2.8.2.A.2.b)

i. The building-scale base and pedestrian-scale base may coincide, where one treatment serves both scales.

ii. The pedestrian scale base is recommended to be created by one or more of the following treatments:

(A) An exterior wainscot – i.e, a horizontal projection or visible thickening of the lowest portion of wall surface.

(1) This type of base treatment is generally heavier in character than the portion of façade above (for example, a "rustication") and may employ changes of material and/or color.

(B) An architectural cornice or canopy at or below the top of the base.

(1) Examples include a belt course or a secondary cornice (related to or repeating the pattern of an upper cornice) separating the first two floors.

(C) A ground level arcade or a canopy with columns.

(1) Column spacing is recommended to be regular and related to the structural bay of the building.

c. Parking Podiums: Where a parking podium forms the visible ground floor or floors of a building or complex, it should be designed as the façade's base or part of the façade's base. Parking podium massing, dimensional modules, wall textures, and colors should be architecturally composed with the façades of the building above.

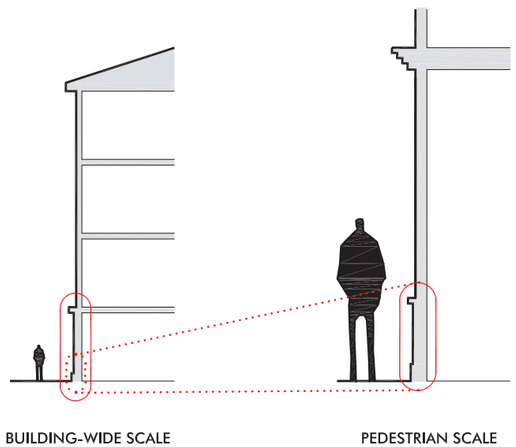


FIG.2.8.2.A.2.B. EXAMPLES OF EXTERIOR WAINSCOT FACADE BASE TREATMENT AT PEDESTRIAN SCALE AND BUILDING-WIDE SCALE

3. Facade Articulation Elements

The following are design recommendations for the façade articulation elements shown in Figure 2.8.1.B.7:

a. Cornice:

i. The cornice provides a significant opportunity for shadow lines and visual emphasis and a minimum of three different “steps” or layers should be used within its vertical profile.

ii. Cornice designs are typically expressive of architectural style and should be integrated with the selected architectural style of the facade.

b. Canopy:

i. Canopies and their related building components should be constructed of an accent building material (such as metal or tempered glass, or a roof material used elsewhere on building) that is compatible with the primary façade material.

c. Articulated Roof Eave – An exposed roof eave edge should be treated as follows:

i. A decorative vertical fascia should be applied to an exposed roof eave edge, such as profiled or shaped barge boards or fascia boards.

ii. Where a gutter is located at an exposed roof eave edge:

(A) The gutter should have an architectural profile and ornamental supports.

(B) Alternatively, the gutter should be enclosed by decorative vertical fascia coordinated with other roof eave edges.

iii. Where a vertical fascia is over eighteen inches in height, it is recommended to be subdivided or accented by additional horizontal layers, stepbacks, trim, and other detailing.

iv. Use of expressive structural supports for an overhanging roof eave, such as brackets or corbels.

v. Decorative treatment of the underside of overhanging roof eaves such as soffit panels, framing trim, and lighting fixtures.

d. Mansard Roof: Due to their visual prominence along corridors, recommended guidelines for Mansard Roofs include:

i. The maximum mansard roof slope should not be steeper than three feet of rise for every two feet of run (3:2). (see figure 2.8.2.A.3.D.i)

ii. The minimum height of mansard roofs (from eave to roof peak) should be one typical building story height or thirty (30) per cent of the building façade height as measured to the eave, whichever is smaller. (see figure 2.8.2.A.3.D.ii)

iii. Mansard roofs should fully enclose the perimeter of a building, except where interrupted by a tower or taller building volume, or where building wall clearance to an adjacent building is limited. (see figure 2.8.2.A.3.D.iii)

iv. Mansard roofs should use permanent roofing materials such as tile and metal. Lightweight residential materials such as asphalt or wood shingles and shakes should not be used.

e. Parapet:

i. At a street façade, a Parapet is typically shaped with recognizable and usually symmetrical decorative front profile. Many historical styles apply a shaped parapet at commercial and civic buildings.

ii. A cornice or cornice-like top is recommended at the top of a parapet.

iii. A parapet should generally be made of the same elements and materials as the primary façade from which it extends.

iv. At Parking Structures, cornices, shading elements, and/or trellises are encouraged at the top of parapet walls to provide additional visual interest. The height of parapet walls may be varied in coordination with the overall façade composition and as permitted by building code, but should be tall enough to conceal vehicles.

v. Where a sheet metal parapet cap is used:

(A) A heavy gage sheet metal thickness should be selected to avoid “oilcanning” distortion. Single layer, flush sheet metal parapet caps should not be used.

(B) Sheet metal parapet caps or coping should utilize a formed (folded) edge.

(C) The finish treatment of galvanized sheet metal parapet caps should be painted to match adjacent cornice or wall surfaces.

f. Glazed Penthouse:

i. A Glazed Penthouse should not be used as a Façade Top at buildings less than 4 stories in height. If used in such instances, other Façade Top treatments should be applied.

g. Façade Offset:

i. The Façade Offset should apply a Cornice, Canopy, or Parapet at the edge of the offset to cap the façade below and add visual interest.

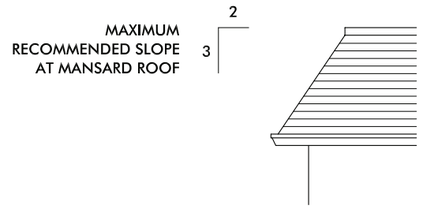


Fig.2.8.2.A.3.d.i. Maximum Mansard Roof Slope

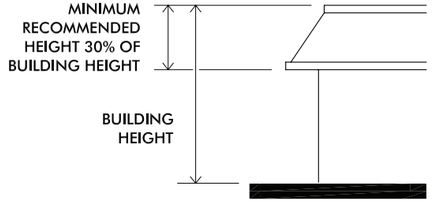


Fig.2.8.2.A.3.d.ii. Minimum Mansard Roof Height

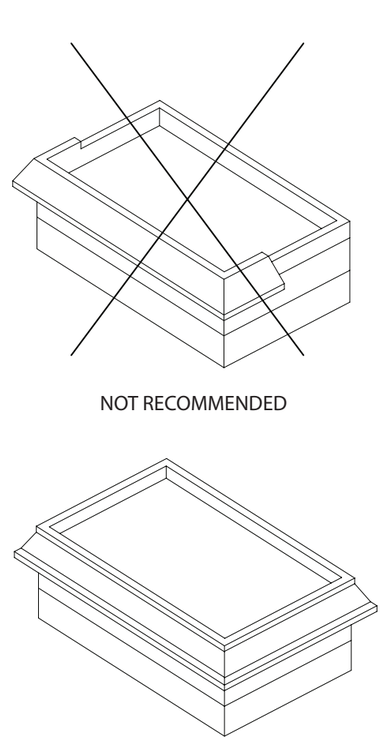


Fig.2.8.2.A.3.d.iii. Mansard Roof - Fully Enclose Building

4. Windows

a. Window Form:

i. Windows throughout a building's façades should be related in design, operating type, proportions, and trim.

ii. Where windows are individual "punched" openings in façade walls, recessing of window glazing from the wall surface is strongly recommended to create surface relief, and visual interest. A minimum of three (3) inches of recess is recommended. (see figure 2.8.2.A.4.a.ii)

iii. At additions and accessory buildings, windows should be of the same or related architectural style as the main building, including opening mechanisms and trim.

iv. Where greater privacy is desired for ground floor restaurants or professional services, large storefront windows should be divided into smaller units or panes. An "industrial sash" type of multi-pane window may be used where appropriate with the building's architectural style.

v. Commercial clerestory windows are a recommended feature in storefront glazing to provide natural light in conjunction with the required height for shopfront type. (see figure 2.8.2.A.4.a.v)

vi. Upper floor windows should generally be smaller in size than storefront or first floor windows, and should encompass a smaller proportion of the façade surface area. Exception: use of large window openings as "penthouse" glazing.

vii. At parking structures, long-span façade openings with height to width ratios greater than 1:3 should be avoided. Vertically proportioned window-like openings (3:2 to 2:1 ratio) are encouraged. Alternatively, fenestration or decorative grillwork with vertical proportions may be added to large horizontal façade openings to modify their scale and proportions. (see figure 2.8.2.A.4.a.vii)

viii. At corridor-facing locations and where they face or abut residential buildings, curtain-wall window walls building systems should be used with discretion. Recommended design measures include:

(A) To support pedestrian-compatible scale, window panes and mullions should be composed to subdivide the curtain wall façade pattern into smaller typical window size increments.

(B) Floor levels should be clearly expressed on the façade.

(C) A mix of clear vision panels and opaque spandrel panels should be used to provide visual and scale variety.

(D) A mix of recessed and non-recessed panels and shade devices should be used to provide visual and scale variety.

b. Window Components and Materials:

i. Window trim: Expressed window frames, sills, and lintels should be used to enhance openings and provide additional relief. They should be proportional to the glass area framed (for example, a larger window should have wider framing members). Upper story windows and parking structure "window" openings should utilize architectural elements such as projecting frames, "lug" sills, and/or lintels.

(A) Aluminum sliding windows: If horizontal or vertical aluminum sliding windows are used, assemblies with more robust extrusions and frame members of minimum one and one-half inches (1-½") exterior width dimension are strongly recommended to avoid an insubstantial appearance common to aluminum sliding windows.

(B) "Lug sills" (protruding window sills – see glossary) should be constructed with a permanent material such as painted wood, painted FRP, metal, precast concrete, GFRC, terra cotta, or stone. They should not be formed of rigid foam or other substrates sprayed with stucco or other wall finish material. (see figure 2.8.2.A.4.b.i)

(C) Where multi-pane windows are utilized, "true divided light" windows or sectional windows should be used. "Snap-in" muntins (i.e. detachable vertical or horizontal glass plane dividers or glass pane dividers) should not be used.

ii. Glazing

(A) Clear glass should be used and reflective glass should not be used at vision panels. If tinted glazing is used, light tints and green, gray or blue hues should be used.

(B) If solar glare or heat control is desired, reflective glazing and/or reflective adhesive films should be not be used and nonreflective types of glazing or films should be selected instead. Low emissivity glass, recessing of windows, and external and internal shade devices are other options that should be used as well.

iii. Window accessories such as window boxes for plants, fabric awnings, etc. should be considered for adding of visual interest, in coordination with the architectural style.

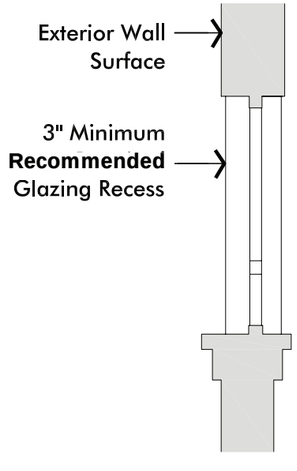


Fig.2.8.2.A.4.a.ii Glazing Recess

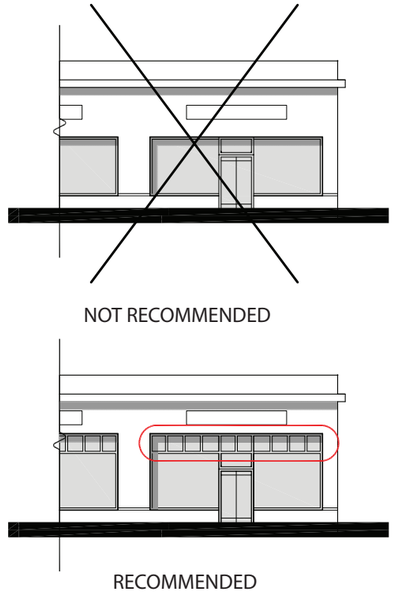


Fig.2.8.2.A.4.a.v Commercial Clerestory Windows in Storefront Glazing (Elevation)

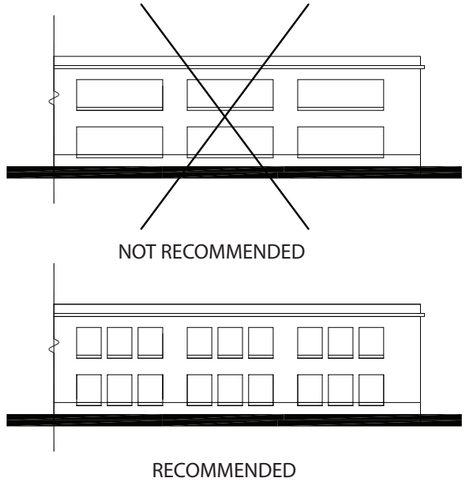


Fig.2.8.2.A.4.a.vii Parking Structure Window Form (Elevation)

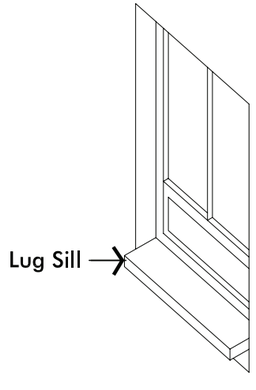


Fig.2.8.2.A.4.b.i Lug Sills

5. Entrances

a. Main Pedestrian Entrances

i. Main pedestrian entrances should be positioned and treated to be architecturally prominent, highly visible and easily located, particularly as viewed and accessed from streets, public spaces, and major pedestrian ways.

ii. A Main entrance should provide the primary entrance to the building from the public street.

(A) Where a Main Entrance is located to serve a parking lot at the side of the building, the entrance should be positioned at or near the building corner so that it equally serves the public street and the parking lot.

iii. Main Pedestrian Entrances should incorporate one or more of the following treatments:

(A) Marked by a taller façade element or building mass element, such as a tower or a volume that protrudes from the facade.

(B) Sheltered by additive façade elements such as columns, an overhanging roof, canopy, and/or awnings.

(C) In conjunction with other treatments, indicated by a recessed entry or a recessed bay in the façade.

(D) Accented by clerestory windows, flanking sidelight windows, symmetrical composition and ornamental lighting fixtures, and identified by decorative signage and/or address numbering.

iv. Main Entrances to upper-story uses (Common Lobby Entries) that are located on the primary elevation should typically be:

(A) Located in the center of the façade or façade segment between storefronts, as part of a symmetrical composition.

(B) Aligned with prominent façade elements of upper stories, such as an expressed or embedded entrance tower.

b. Secondary Pedestrian Entrances

i. Secondary Entrances should be positioned and architecturally treated to be visible and easily located, particularly as accessed from public parking lots.

ii. Secondary Entrances should not be more visually prominent than the Main Entrance.

iii. The design of a Secondary Entrance should be architecturally related to the Main Entrance, such as in use of materials and proportions.

iv. Secondary Entrances should be enhanced with detailing, trim and finish consistent with the character of the building.

c. Door Treatments

i. Entrance Doors are the one part of the building façade that patrons and visitors will inevitably see and touch, and should be made of durable high quality materials such as crafted wood, stainless steel, bronze, and other ornamental metals.

ii. Carved woodwork, metal trim, and/or applied ornament should be used to create noticeable detail for pedestrians and drivers. Doors may be flanked by columns, decorative fixtures or other details.

iii. Doors at commercial establishments should include windows of substantial size that permit views into the interior. Exceptions include restaurants, bars, and clubs.

iv. Doors at residential mixed-use buildings set amongst shopfronts should match or complement the materials, design and character of the primary building (upper story façade), as well as convey the residential character of the building.

6. Security Doors

a. Roll-up security doors for windows, doors, and loading docks:

i. To the degree possible, a roll-up security door should be recessed behind the building façade wall surface.

ii. Roll-up security doors should be detailed to recess or conceal door housings and tracks and provide an attractive and finished appearance for all exposed components.

iii. Where recessing is not possible, roll-up door housings and tracks should avoid protruding more than six (6) inches from the building façade wall surface.

b. Horizontal sliding security grills should be architecturally concealed when in a fully opened position.

7. Garage Doors

a. Single-width vehicular doors are strongly recommended for all garage entrances.

b. Where double- width doors are used, a door width of twenty (20) feet should not be exceeded at commercial, mixed-use, and multifamily residential buildings, and eighteen (18) feet at single-family residential buildings.

c. Scale-reducing design treatments are recommended at doors facing streets, public spaces, alleys, or directly upon residential buildings:

i. Window openings or open grillwork should be applied on the upper portion of the vehicular door.

ii. Door design treatments such as use of panels and trim detail should be used to visually subdivide it in accordance with the selected architectural style.

iii. Framing elements such as trellises or canopies above door openings and architectural trim around the edges of openings should be used.

d. At live-work façades, garage or studio doors should be compatible with a residential character. Multi-panel doors and door glazing should be used to impart a residential scale.

8. Wall Cladding and Materials

   i. Wall cladding materials on additions and accessory buildings should be carried over from the primary building where possible.

   ii. If the building massing and pattern of windows and doors is complex, a simple palette of wall materials, textures and/or colors should be used. If the building volume and the pattern of wall openings are simple, additional wall materials, textures and articulation may be utilized.

   iii. At all buildings facades located at or near the edge of walkways and driveways, and at portions of buildings exposed to pedestrian traffic such as lobby entrances and ground floor retail storefronts, durable, washable materials such as tile, brick, stone, and metal should be used for wall cladding to avoid damage from impacts, wear, and graffiti. Softer materials such as exposed stucco or EIFS finishes should not be used.

   iv. Grout and sealant colors should be coordinated with colors of abutting materials as well as other building colors.

   v. An anti-graffiti coating should be applied at the ground floor level and wherever exposed façade surfaces may be accessible from upper floors through wall openings. A clear matte finish is generally recommended for such coatings.

   vi. See figure 2.8.2.A.8 for descriptions and usage recommendations of specific materials.

9. Mechanical Equipment and Screening

   a. Where mounted on street facades, mechanical equipment such as heating and ventilation equipment, ducting, utility meters, conduit, and large receiving dishes should be relocated where possible to alternate locations away from street view.

   b. Where wall-mounted equipment cannot be relocated, it should not appear to be a "stuck on" afterthought – instead, the equipment should be:

      i. Concealed within walls.

      ii. Architecturally recessed or incorporated into the building façade design using louvers, architectural trim, etc. to minimize its visibility.

      iii. Mounted within additive architectural enclosures using treatments, materials, and colors from the building façade.

   c. If located on facades, photovoltaic panels should be architecturally integrated into the façade. Integration into canopies, window awnings and other integrated treatments is recommended.

   d. Downspouts:

      i. Where possible, downspouts should be concealed within walls.

      ii. Where downspouts are exposed, the location, spacing, materials, and colors of downspouts, gutters, scuppers, conductor heads and other visible roof drainage components should be incorporated into the architectural composition of the façade. Haphazard placement should be avoided. Materials and attachment hardware should be non-corroding.

Fig.2.8.2.A.8 Wall Cladding and Materials

	Material	Description	Usage Recommendations
Primary Cladding	Brick	Full size brick units Thin brick veneer units	Full size brick units are preferable to thin veneer brick units. When used, thin brick veneer should have mortared joints to give the appearance of full size, full-depth brick. Detailing should avoid the exposure of the thin sides of veneer tiles; wrap-around corner and bullnose pieces should be used to further minimize the appearance of veneer. Tan and yellow brick colors should be considered as well as red brick. Brick accent and trim elements from the same manufacturer should be used, such as for wall bases and cornices; window and door headers, frames, and sills; and other architectural trim. These may be of the same or complementary color. Alternatively, accent and trim elements may be made of complementary light-colored (white, off-white, light gray) masonry materials such as stone (limestone, granite), unglazed or glazed terra cotta, precast concrete, and/or glass fiber reinforced concrete (GFRC).
	Concrete Block	Hollow concrete masonry units	Creativity should be used in selecting and composing unit dimensions, stacking and bonding patterns, surface textures, and unit and grout colors. In the case of a building base, concrete block design composition should be coordinated with the architecture of primary building walls above. To avoid a "project" or "prison"-like appearance, a plain stack-bond block pattern of standard size blocks should be avoided. Decorative treatments such as alternating block courses of differing heights, varied but repeating block widths, contrasting grout colors, alternating surface textures (e.g. precision face and split face) and/or compositions of colored blocks should be considered, along with matching cap and trim pieces.
	Site-Cast Concrete	Concrete walls that are formed on site, including poured-in-place and tilt-up concrete.	To avoid long surfaces of uninterrupted flat concrete walls, textured form liners, pigments, stains, and/or special aggregates should be used to create visually interesting surfaces. At a minimum, the location and spacing of formwork tie-holes, expansion joints and control joints should be incorporated into the façade composition. To the degree possible, formwork should shape architectural profiles of walls that create bases, cornices, pilasters, panel frames, and other elements contributing to façade composition and human scale. Concrete walls may also be clad with other finish materials such as stucco and patterned to match other building walls. Additive ornament such as sills, door and window frames, wainscot trim, etc. made of precast concrete, GFRC, and other materials should be utilized.
	Fiber-Cement or Cementitious Siding	A cured cement composition exterior siding product available in planks, panels and shingles.	Fiber-cement or cementitious siding may be an appropriate substitute for wood siding. Edges of siding should be provided with architectural trim. Extra care and training must be taken to ensure proper installation and that non-staining hardware is used for fastening.
	Metal Siding	Profile, Corrugated, and Other Sheet, Rolled and Extruded Metal wall cladding	Metal siding should be detailed with adequate metal thickness to resist dents and impacts. Trim elements should be provided to protect edges. A high quality, durable, fade-resistant coating system or paint such as Kynar, Tnemec, etc. is recommended. Natural metal colors are recommended.
	Stucco & EIFS (Exterior Insulating and Finish Systems)	Stucco (also called Cement Plaster) is a non-insulating wall cladding material, trowel-applied or or sprayed on. EIFS wall cladding shares a similar appearance to stucco but has insulating properties.	At street exposures of commercial buildings above the ground floor and at side and rear exposures at all levels, stucco and EIFS finishes may be appropirate wall finishes. Stucco and EIFS should only be used at ground floor exposures where protection of "touchable" surfaces and exposed wall bases, corners, edges, and openings is provided by the use of more durable cladding and trim materials. An anti-graffiti coating should be provided at reachable exposed stucco and EIFS surfaces. For EIFS, a high-density version should be specified at the ground floor level to resist impacts and wear. Very stylized or highly textured stucco surface textures should not be used. Joint patterns should be architecturally coordinated with overall façade composition. Ground floor level window trim and door trim elements such as frames and sills should be made of precast concrete, GFRC, metal, wood, or other contrasting durable materials.
	Wood	Horizontal wood siding such as clapboard and tongue-in-groove; vertical siding such as board and batten; and other horizontal sidings such as smaller wood shingles.	Trim elements should be used for all wood siding types. "T1-11" plywood panel siding should not be used, unless added vertical trim is applied to emulate a board and batten appearance and a smooth finish grade is utilized.
Secondary Cladding	Ceramic Tile	Glazed and unglazed tile cladding made of fired clay.	Ceramic tile is most appropriate as a ground floor facade cladding and/or a decorative wall accent material. Simple color palettes and design motifs should be used.
	Fiber-reinforced plastics (FRP) & Glass Fiber Reinforced Concrete (GFRC)	Fiber-reinforced concrete (GFRC) or plastic (FRP) cladding and decorative elements.	GFRC and FRP are used to provide lightweight cladding, cornices, and other decorative wall trim elements. They may simulate materials such as stone, wood or metal. and are frequently used in restoration of historic architecture. Joints should be integrated into the design to ensure a complete and finished appearance.
	Precast Concrete	Concrete walls, veneers and elements that are cast off-site in facilities with a high level of precision.	The location and spacing of panel and expansion joints should be incorporated into the façade composition. Castings should be shaped to form architectural profiles that create bases, cornices, pilasters, panel frames, and other elements contributing to façade composition and human scale. Cement type, mineral pigments, special aggregates and surface textures may be exploited in precast concrete to achieve architectural texture and variety.
	Stone	Stone (including river stone), stone veneers, cast stone, or terra cotta.	These materials should be used as a wall base or wainscot materials and for copings, trim, and special decorative elements. Improperly simulated or contradictory finishes (i.e. use of panelized concrete to simulate a stone wall appearance with visible straight-line joints cutting across individual stones) should not be used.

10. Additive Façade Composition Elements.

a. At facades, covered outdoor spaces such as arcades and galleries are encouraged to protect pedestrians from summer sun and winter rain.

b. Storefront and Window Awnings:

i. To provide shade and visual definition, colored fabric awnings supported by a metal structural frame are recommended.

ii. The awning form should not dominate or obscure the storefront or façade. A straight sloping profile is recommended

iii. Internally illuminated fabric awnings should not be used.

iv. For a sequence of repeating storefronts or windows, a sequence of discrete awnings for each storefront or building bay should be used, instead of one continuous run-on awning. (see figure 2.8.2.A.10.b)

v. Awnings should not cover up intermediate piers, pilasters, or other vertical architectural features

vi. See Section 2.9 Signage Regulations regarding permitted sign and graphic treatment of awnings.

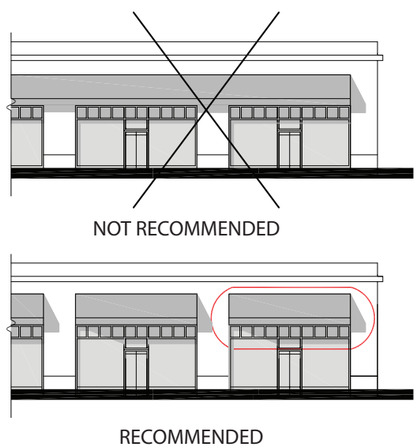


Fig.2.8.2.A.10.b. Treatment of Awnings

c. Trellises, Marquees, and Architectural Canopies:

i. Materials, colors, and form should be derived from the building architecture, e.g. a trellis painted the same color as a building's trim scheme is appropriate.

ii. At non-residential buildings, architectural canopies and mansard roofs incorporating a sloping roof should use permanent roofing materials such as tile and metal. Lightweight residential materials such as asphalt or wood shingles and shakes should not be used.

iii. Trellises, Marquees and Architectural Canopies that are added onto existing buildings should not abruptly "cut off" prominent vertical façade elements such as piers and pilasters.

iv. See regulations for signs (Section 2.9) regarding permitted sign and graphic treatment of trellises, marquees and architectural canopies.

d. Balconies are encouraged at upper stories to create visual interest, support a regional architectural context, and to provide outdoor spaces for upper story tenants.

i. In conjunction with upper story balconies, recessed alcoves are recommended to increase the depth and usability of the balcony space and add visual interest to the façade composition. (see figure 2.8.2.A.10.d.i)

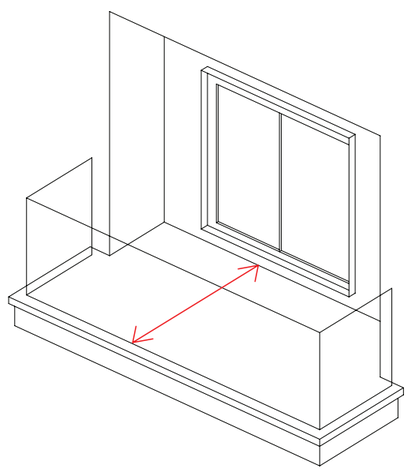


Fig.2.8.2.A.10.d.i Recessed Alcove to Increase Usable Balcony Depth

ii. Barrier railings of balconies that project from the wall surface of the building should use a visually open design made of pickets or bars rather than solid wall panels. For multi-tenant residential developments, tenant regulations are strongly recommended to prevent balconies from becoming storage spaces for large visible belongings. (see figure 2.8.2.A.10.d.ii)

e. Balconies and porches should be constructed of materials and proportions related to the overall façade composition.

f. Ornamental wall-mounted outdoor lighting may be used to accent entries or mark a sequence of repeating pilasters or façade panels. Fixture style and materials should be consistent with the architectural expression of the building.

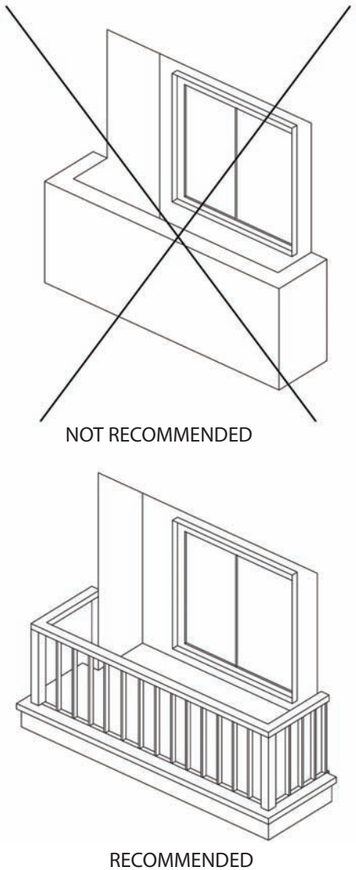


Fig.2.8.2.A.10.d.ii Treatment of Barrier Railings

B. Roof Guidelines

1. Roof Design

a. To strengthen corridor character, all pitched and continuous sloping roof forms (i.e. without flat horizontal portions) are encouraged. These include gable, hip, and pyramidal roofs. For buildings with a larger depth increment extending away from the street, application of sloping roofs to smaller building volumes at street-facing facades is recommended.

b. Roofs on additions and accessory buildings are encouraged to match the roof of the original or primary building in terms of materials, slope, detailing and style, to the degree possible.

c. Variations of the roof and/or eave line should be used:

i. To highlight major building entrances.

ii. To differentiate between individual units within attached residential buildings.

2. Roof Cladding and Materials

a. Roof materials should match or complement the existing context of the project area and be designed in relation to the building's architectural style and façade expression.

b. Roof materials that should not be used include:

i. Stamped sheet metal used to simulate Mediterranean or Spanish roof tiles.

ii. Corrugated sheet metal, unless used as an accent roofing material or at historically restored or preserved buildings.

iii. Lightweight asphalt shingles.

iv. Wood shakes or shingles, except at historically restored or preserved buildings.

c. See figure 2.8.2.B.2 for descriptions and usage recommendations of specific roof cladding materials.

3. Mechanical Equipment and Screening

a. Façade colors and materials, dimensional increments, stylistic treatment, and other elements from the façade composition should be used to integrate additive rooftop structures with the primary building's architecture. Unrelated fencing should not be used.

i. At sloping roofs, equipment should be enclosed within sloping roof volumes or contained within additive rooftop structures such as roof dormers, towers, or architectural screening enclosures.

ii. At flat roofs, equipment should be located behind parapets and contained within structures such as towers or architectural screening enclosures. Where roofs are light colored (including "cool roofs"), their configurations should be designed and oriented to minimize glare visible from public streets, parks, and adjacent buildings; screening should also be provided by parapet walls and other architectural means.

b. Photovoltaic or solar water heating panels should be architecturally integrated into the roof and/or screened from public view to the degree possible.

i. At sloping roofs, panels should attempt to match and conform to existing roof slopes. Solar roof tiles or solar panels that can be laid flat within or on top of existing sloping roofing are recommended.

ii. At flat roofs, parapets should provide visual screening of solar panels to the degree possible. Multiple smaller panels of lower height and more consistent roof coverage are preferable to fewer but taller panels.

Fig.2.8.2.B.2 Roof Cladding and Materials

Material	Description	Usage Recommendations
Metal Seam Roofing	Metal seam roofing formed from continuous rolls or pans, with folded seams or battens and made of exposable metals such as copper, zinc, and others; or non-exposable metals such as aluminum and galvanized steel.	Exposable metal roofs should be natural or oxidized. Non-exposable metal roof finishes should be factory coated with highly durable paint or architectural finishes.
Metal Shingles	Metal shingles with exposable metals such as copper, zinc, and others; non-exposable metals such as aluminum and galvanized steel.	Exposable metal roofs should be natural or oxidized. Non-exposable metal roof finishes should be factory coated with highly durable paint or architectural coating finishes.
Solar (Photovoltaic) Shingles	Roof shingles containing photovoltaic cells, sized to match with non-solar shingles to enable a unified mixed installation.	Where solar and non-solar shingles are combined in the same roof plane, shingles should be configured to match the visible dimensional size and layout of solar and non-solar roof shingles for an unobtrusive appearance.
Terra Cotta Tile	Roof tiles made of fired terra cotta clay in glazed or unglazed finish. Semicircular barrel tiles are traditional forms for Spanish and Mediterranean architectural styles.	Natural clay color is recommended. Recommended edge treatments for traditional barrel tiles include doubling the tiles at the roof edges.
Concrete Tile	Roof tiles made of precast concrete.	
Slate and Other Natural Stone Tile	Roof tiles made of natural stone such as slate.	
Tar and Gravel, Composition or Elastomeric	Continuous membrane roofs installed in place and intended for flat or very shallow pitched roofs.	Should be used only at flat or very shallow pitched roof locations. Where not surrounded with parapet walls, edges of roofs with these materials should be provided with trim elements such as barge boards or decorative gutters at exposed edges. Light colors are recommended to minimize heat gain within the buildings. Roof surfaces utilizing light colored materials should be screened from view from adjacent buildings and sites by parapet walls.
Asphalt Shingles	Composition shingles made of asphalt, fabric, and crushed stone	Buildings using asphalt shingles should utilize the highest quality commercial grade materials, and be provided with trim elements at exposed edges.
Wood Shakes or Shingles		Should not be used, except at an accent roofing material or at historically preserved or restored buildings.
Corrugated Sheet Metal	Galvanized corrugated sheet roofing	Should not be used, except as an accent roofing material or at historically preserved or restored buildings.
Simulated Tile Stamped Sheet Metal	Metal seam or metal shingle roofing that simulates Mediterranean or Spanish terra cotta roof tiles.	Should not be used.

C. Green Building Design Guidelines

This is a partial listing of "green building" design guidelines related to façade and roof design. In addition to these guidelines, application of "green building" techniques such as those found in 1) the Leadership in Energy and Environmental Design (LEED) Green Building Rating System™ (http://www.usgbc.org) 2) the National Association of Homebuilders Model Green Home Building Guidelines (http://www.nahbrc.org/greenguidelines) and 3) future "green building" ordinances and guidelines as they become available are strongly encouraged.

1. Solar Access, Daylighting, Passive Solar Heating & Cooling

a. Where not in conflict with building scale and frontage & building placement regulations, the massing and orientation of new buildings should optimize solar and wind exposure for heating, cooling, daylighting, and management of glare.

b. For energy savings and thermal comfort, the location and design of shading structures and devices, window orientation, and window size should minimize solar heat gain and maximize cooling during warm weather and promote solar heat gain during cold weather. These elements include (but are not limited to): roof overhangs, canopies, "brise-soleil" shading elements, latticework, and trellises.

c. Shading devices, window orientation, window opening sizes, and glazing selections should be designed to promote daylighting of interior spaces, minimize the need for artificial lighting, and control glare. The use of skylights and "light shelves" (façade-mounted horizontal surfaces beneath windows to diffuse sunlight deeply into interior spaces) is also encouraged for this purpose.

d. Building massing, roof forms, shading devices, and façade cladding systems should be designed and oriented to direct airflow that facilitates natural ventilation.

e. Exterior building wall design may incorporate hollow cavities that help to insulate the building. These hollow cavities can also be designed to direct airflow that supports natural ventilation.

f. Recommended rooftop green building features include:

   i. Photovoltaic panels – with appropriate screening measures.

   ii. "Cool roofs" (white or light colored), to reduce solar heat gain – with proper orientation and screening measures to prevent glare effects on adjacent buildings, public streets, and public spaces.

   iii. Green roofs with living materials and soil, as appropriate to local climate and water conditions.

   iv. Skylights to provide interior daylighting.

   v. Rainwater collection systems.

g. See Section 2.6.8. Planted Areas for additional guidelines on strategically locating deciduous trees to reduce energy consumption by shading buildings during warm summer months.

2. Construction Materials

a. To reduce resource consumption in manufacture and transport, locally produced and recycled building construction materials should be used whenever possible.

D. Color Guidelines

1. General Guidelines

a. Fluorescent colors should not be used as primary wall colors or accent colors.

b. Colors that relate to the building's existing district character should be used. Colors of adjacent buildings should be taken into consideration. Light colors such as different shades of whites and pastels are appropriate. Extremely bright colors should not be used as primary wall colors.

c. Secondary colors should complement the primary building color. They should be lighter or darker values than the body color, or use more saturated hues of the body color. Secondary colors can be used to give additional emphasis to architectural features such as building bases or wainscots, columns, brackets, cornices, capitals, and bands; or used as trim on doorframes, storefront elements, windows and window frames, railing, shutters, ornament, fences, and similar features.

d. Accent colors may be more saturated in color, or brighter in tone. They should be used to highlight special features such as doors, shutters, gates, ornamentation, or storefront elements. Bright colors should be limited to retail establishments, and used sparingly for fabric awnings, banners, window frames, or special architectural details. A restrained use of bright colors allows signage and merchandise to catch the eye and stand out in the visual field.

2.8.3 ARCHITECTURAL CHARACTER

This section contains an overview of the predominant architectural styles in Pomona that have defined and will continue to define the character and identity of its districts. A small number of buildings designed in other styles or displaying a degree of stylistic influence from other styles may be found throughout the City, but detailed descriptions of those styles have not been included here. Reference books such as What Style is It? A Guide to American Architecture by John C. Poppeliers & S. Allen Chambers (Hoboken, NJ: John Wiley & Sons, Inc., 2003) may be consulted for further detail on these and other architectural styles. Within individual style descriptions below, the dates shown indicate the historic period of initial popularity of the style.

As stated previously in this document, Pomona is a largely built-out city, and much of new construction will be infill development and renovations and additions to existing buildings. The architectural character descriptions in this section are presented to provide a basis for extending the City's heritage via the design of new buildings and sites in the Plan Area. The goal is to strengthen Pomona's "sense of place" and build up its physical community character over time. This can be accomplished through the full emulation or interpretation of the following styles, or through inspiration from and reference to these styles.

This information is intended to provide guidance for property owners, investors, developers and designers to make sensitive reference to, incorporate, and/or harmonize with characteristics of predominant architectural styles such as (but not limited to) massing, horizontal and vertical scale increments, façade composition, roof form, architectural elements, materials, and colors.

Fig. 2.8.3 Pomona's Existing Design Context contains a selection of examples of existing architecture throughout the City of Pomona. Appendix D contains additional information about the community's vision of the character of building materials and colors, buildings and architecture, and landscape and landscape elements in Pomona.

Fig.2.8.3 Pomona's Existing Design Context

A. Neoclassical Revival Styles (1895 – 1935)

1. Features of the Neoclassical styles:

a. Neoclassical styles (including Beaux-Arts) are monumental and civic. They were revivals of Greek, Roman and Renaissance classical architecture inspired by influences such as the Chicago World's Fair of 1892 and earlier Classical Revival Styles in the United States.

b. The style(s) were applied primarily to offices, banks, and civic buildings – often with the intent of conveying a sense of permanence, solidity, and civic importance. Colonial revival styles in residential architecture served a similar function.

c. Building massing is typically composed of one or a series of simple rectangular volumes; where applied, additions are also of simple volumes. The style is easily adapted to unusual sites.

d. Symmetrical treatment is typically applied to both building mass and front facade composition. The roof type is often secondary to the presence of a strong horizontal cornice capping the public facades.

e. Proportions of façade segments and of individual features (windows, doors, etc.) are more vertical than horizontal, with a sense of classical proportion.

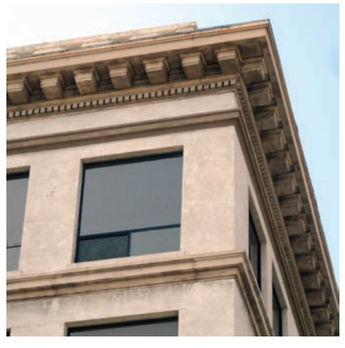
f. Window and door openings are generally composed to align both horizontally and vertically on facades; symmetrical façade arrangements are common.

g. The front entrance is centered or has a prominent place on the front façade, and organizes the facade. A columned portico is typically used to give emphasis to the front entry.

h. Window and door shapes are simple and rectangular. The forms, proportions, and ornamentation of window and door frames, columns, pilasters, capitals, and cornices are taken from the Doric, Ionic or Corinthian orders.

i. Wall cladding is light-colored stone (limestone, granite) or stucco with classical trim; in contemporary construction, precast concrete and glass fiber reinforced concrete (GFRC) cladding are used as well.

For additional information, see:
Summerson, John, The Classical Language of Architecture. Cambridge, MA: The MIT Press, 1963



B. Early 20th Century Commercial Style (1900 - 1930)

1. Features of the Early 20th Century Commercial Style:

The Early 20th Century Commercial Style was a simple, economical and adaptable style that arose in reaction to the perception of overly ornate Victorian and Neoclassical styles. It incorporated classical principles of base, shaft and capital organization of massing and façade composition but without the classical orders, using simplified elements instead.

a. The style was applied to all types of commercial and mixed-use buildings.

b. Building massing is typically composed of one simple volume; where applied, additions are also of simple volumes. The style is easily adapted to unusual sites.

c. Roofs are flat, hipped, or gabled. A shaped parapet ("false front") commonly hides the roof profile at the storefront façade.

d. Front facades are flat, commonly with a shaped parapet at the roofline, occasionally with a projecting cornice instead or as well. The parapet is well-detailed with a continuous parapet cap or a built-up cornice.

e. Wall materials of the primary building are generally patterned masonry wall surfaces (brick, tile, etc.). Stucco (above the ground floor) and painted horizontal wood siding are also used with strong trim elements.

f. All buildings and all storefronts have a façade base.

g. Ground floor storefronts are contained within a large opening in the primary wall material. They may continue to use that material, or in many cases the storefront has its own architecture and materials distinct from the building yet complementary to it.

h. Storefront glazing is composed of large panes of shop windows, with a continuous horizontal band of commercial clerestory windows above shop windows and the entrance door.

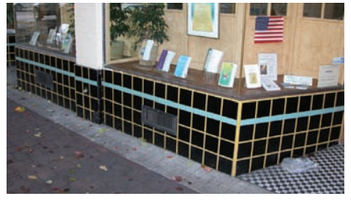
i. Fabric awnings are often used at or above commercial clerestory windows, divided into segments to match window divisions rather than a single continuous awning.

j. Façade windows above or outside the storefront are typically symmetrically composed in relation to the storefront, sometimes in groups.

k. The front entrance to upper story uses is distinct from the storefronts, and is attractively detailed to be recognizable as not a storefront component.

l. Window and door shapes are simple and rectangular.

m. High quality materials such as glazed ceramic tile, painted carved wood, bronze door hardware, etc. are located at the ground level where customers and tenants come in contact with the building.



C. Craftsman / California Bungalow (1905 – 1925)

1. Features of Craftsman and Bungalow Styles:

a. The Craftsman and California Bungalow styles emerged after the turn of the century to satisfy tastes for greater simplicity and natural forms. Influences from other styles typically used for larger homes can be seen applied to Bungalow styles, including Shingle Style and Colonial Revival homes of the east, and the Arts and Crafts movement and its related informal lifestyle. Many fine examples of this style can be found in Pomona's historic neighborhoods.

b. These styles were applied primarily to residential buildings. They are also used for commercial and civic buildings in or adjacent to residential settings.

c. Building massing is typically composed of one low simple gable-roofed rectangular volume; where applied, additions are also of simple volumes.

d. Front facades typically have a central shallow-pitched gable roof perpendicular to the street. A sub-gable may be offset from the main gable to create a front entry or porch.

e. Proportions of both the overall building mass and of individual features (window clusters, porches, etc.) are typically horizontal, though with vertical trim and sub-elements.

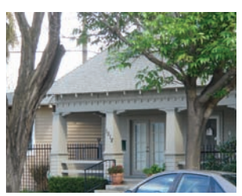
f. Window and door openings are generally composed to align both horizontally and vertically on facades; symmetrical façade arrangements are common.

g. "Elephant" columns (relatively stout-proportioned, tapered columns) and double columns at entry porches are a common feature; other decorative elements include ornamental brackets to support roof overhangs.

h. Various types of articulated overhanging eave treatments are characteristic of the long roof overhangs common to Bungalow styles, such as decorative barge boards, exposed roof brackets, exposed and articulated rafter tails, and soffit treatments.

i. Craftsman Bungalows are typically clad with wood shingles or siding, while California Bungalows are typically surfaced with light-colored stucco. In both cases, trim is painted wood of a contrasting light or dark color.

For further information, see:
Winter, Robert, The California Bungalow. Santa Monica: Hennessey & Ingalls, Inc., 1980.



D. Spanish Mission Revival / Mediterranean Style (1915 – 1935)

1. Features of Spanish Mission Revival and Mediterranean Styles:

a. Spanish Mission Revival and Mediterranean styles (and their sub-styles such as Spanish Colonial Revival) were period revivals that became popular in California beginning in the 1920s. The historic heritage of the California Missions and previous Spanish presence, the exotic imagery of Spain and Mexico in movies, and California's climate being likened to that of the Mediterranean were sources of inspiration.

b. These styles were applied widely to commercial, civic, mixed-use, and residential buildings.

c. Building masses are composed of simple rectangular stucco-clad volumes or combinations of simple volumes, punched by deeply recessed openings for windows and doors, many of them arched.

d. A variety of proportions of overall building masses and individual features (window clusters, porches, etc.) are used.

e. Roofs are typically finished in fired clay red "barrel" tile, sometimes mixed in with flat roofs with parapet walls with a shaped top profile. Roof domes with colorful fired ceramic tile are used at towers and important features of civic and religious buildings.

f. Both formal and informal arrangements of window and door openings are used; arched openings are used individually and in sequence as arcades.

g. Storefront designs similar to those used within the Early 20th Century Commercial Style can occur within storefront openings on facades. Storefront materials and colors such as ceramic tile, dark painted woods, and dark metals are selected in coordination with overall building colors.

h. Wall colors are white or light earth tones (cream, ochre, tan, etc.)

i. Dark painted or stained wood and dark metal (wrought ironwork) are used as trim and ornamental elements in Mission and Spanish styles, while light or colored trim may also be used in Mediterranean styles.

For further information, see:
Gellner, Arrol, Red Tile Style: America's Spanish Revival Architecture. NewYork: Viking Studio, 2002;
Newcomb, Rexford, Spanish Colonial Architecture in the United States. New York: Dover Publications, 1990;
Weitze, Karen J., California's Mission Revival. Santa Monica: Hennessey & Ingalls, Inc., 1984.

E. Art Deco & "Exotic" Revival Decorative Styles (1925 – 1950)

1. Features of Art Deco and Exotic Revival Styles:

a. Art Deco and its related styles (Streamline Moderne, WPA Moderne, etc.) and related exotic decorative styles (Gothic, etc.) emerged as shifts in architectural and commercial fashion in between the First and Second World Wars. They were inspired by changes in machine technology and popular taste.

b. These styles were applied widely to commercial, civic, mixed-use, and residential buildings – sometimes as a "modernization" of an older building with an earlier style.

c. Building masses are composed of simple rectangular volumes or combinations of simple volumes, with flat roofs.

d. Wall planes are smooth with banded windows and "extruded" cornices and overhangs, angled or faceted piers, and ornamental shapes at entrances, rooflines, and around windows.

e. Horizontal proportions are often emphasized, with slender verticals as periodic accents, or major vertical towers. Edges are sometimes rounded for a streamline effect.

f. Other ornamental motifs of Art Deco include fan-like shapes, zigzag elements, chevrons, stepped arches, and stylized foliage; these are often applied to decorative panels.

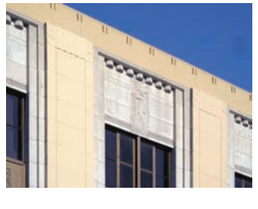
g. The exotic decorative styles used references to Gothic and other ornament solely to decorate conventional commercial building masses and facades.

h. Storefront designs similar to those used within the Early 20th Century Commercial Style typically occur within storefront openings on Deco and Revival facades.

i. Wall colors are white, tan, or light pastel colors.

j. Polished metal, glass block, and other industrial elements are used as trim and ornamental elements in Art Deco and related styles; more traditional contrasting color trim may also be used in both Deco and Revival styles.

For further information, see:
McMillan, Elizabeth, Deco and Streamline Architecture in L.A. Atglen, PA: Schiffer Publishing, Ltd., 2004;
Breeze, Carla, American Art Deco: Architecture and Regionalism. New York: W. W. Norton & Co., 2003



F. Styles of the Strip & Historic Route 66 (1930s – 50s)

The period from the 1930's to the 1950's introduced architectural styles that responded to the increased predominance of the automobile. The car dominated culture in this era included cruising as a common social activity that provided many of the memorable images of the corridor. The 1930's introduced several examples of the Streamlined Moderne style that emphasized movement and displayed the spare detailing and ornamentation of the Depression era. These drew inspiration from the hard edges of new, modern locomotives and ships.

During the 1940's and 50's a new style of architecture grew out of the Streamline Moderne forms but added cues from Futurism and space exploration and interpreted them in whimsical geometric expressions with outsized neon signage reaching out to customers in their cars driving by at high speed. The style known as "Googie," originated in Southern California in the late 1940's and was common in small single-use buildings such as cafés, drive-throughs, and motels. These neon signs were a central feature of the corridor's character.

This character is particularly relevant along the Foothill Boulevard segment of historic Route 66. Stretching 2,400 miles across two-thirds of the continent Route 66 was the way most people got to California for much of the early twentieth century. It embodies a complex, rich history that holds a special place in American consciousness and is strongly associated with the historic strip character.

The Streamlined Moderne and "Googie" styles' applicability to new buildings is limited due to the inconsistency with envisioned building types and the uses of new development. However, consideration should be given to the preservation and restoration of buildings and signs where appropriate. In addition, it is appropriate for new contemporary buildings to draw inspiration from these styles especially where they are located near historic buildings in these styles or where there is a desire to preserve or emphasize the character of this heritage, such as along historic Route 66.

1. Features of Streamlined Moderne:

a. Simple volumes with flat roofs typically with smooth stucco cladding

b. Nautical design details such as port hole windows and railings along the roof edge

c. Rounded corners and windows at intersections

d. Often punctuated with a single vertical building volume or signage

e. Glass block is common

2. Features of the Googie style:

a. Whimsical, geometric, angular forms

b. Large signage that is often more prominent than the building itself

c. Bright, colorful color schemes

d. Futuristic, space age imagery

e. Floor to ceiling display windows

G. Contemporary Styles (1950s – present)

1. Features of Contemporary Styles:

a. For the purposes of this Plan, Contemporary Styles comprise those architectural styles that draw on Modernism, Post-Modernism, and other current styles in practice today. Most Contemporary Styles have drawn upon contemporary building materials and modern construction methods to create a visual identity that is distinct from historic architectural styles.

b. Building massing and form of Contemporary Styles typically feature simple volumes, often using geometric forms. They may be asymmetrical or symmetrical in organization. They do not necessarily follow strict proportional guidelines.

c. Building elements such as walls, windows, and roofs are often expressed as individual planes or forms. Windows can often be expressed as "voids" between walls, or act as entire wall planes (such as curtain walls). Where they are expressed as openings in walls, they are typically composed as a series of rhythmically or strategically placed "punched openings" for compositional reasons.

d. Flat roofs are frequently used, but roofs or portions are often treated as geometric forms that may stand out. Examples include barrel vaults, angled or curved planes, and extended overhangs. These may be accented with special materials.

e. Contemporary Styles employ a wide palette of building materials. Metal cladding, concrete, glass, and tile as well as natural materials may be used. Materials as well as colors are often used to define building volumes or functions.

f. Building colors may be composed of contrasting hues and tones, with individual building elements or forms emphasized through use of an accent color. Strong, saturated hues are often used to play off of neutral hues.

2.9 SIGNAGE REGULATIONS

This Section contains standards and guidelines for signage to ensure that signs installed in the Plan Area are consistent with the overall quality and character of new development anticipated for the corridors. Regulations include permitted sign types as well as sign size, number, location, materials, illumination, color, and design.

2.9.1 NUMBER OF SIGNS

A. Definition

1. Number of signs is how many signs are permitted for each property, building, and/or business establishment/tenant.
2. Street Frontage is the length of the back-of-sidewalk line along a street. (see figure 2.9.1 Street Frontage)

B. Regulation

The number of each sign type permitted shall be as follows:

1. Auto Oriented Signs
   a. One (1) Pole or Pylon Sign along each street frontage of at least three hundred (300) feet or two (2) Pole or Pylon Signs along each street frontage of at least six hundred (600) feet located a minimum of two hundred (200) feet apart.
   b. One (1) Monument or Ground Sign along each street frontage of at least two hundred (200) feet or two (2) Monument or Ground Signs along each street frontage of at least six hundred (600) feet located a minimum of one hundred (100) feet apart.
   c. Exceptions
      i. Assembly and their accessory uses: Only one (1) Monument, Ground, or Wall Sign per assembly use.
      ii. Fast Food locations: One (1) Monument, Ground, or Wall Sign per drive-thru lane as a menu board sign in addition to the Monument or Ground Sign per above.
2. Special Signs
   a. One (1) Grand Projecting or Marquee Sign per establishment.
   b. Two (2) Building Identification Signs on buildings at least three (3) stories tall.
   c. Number of Grand Wall Signs permitted shall be determined by the Community Development Director on a case by case basis.
3. Pedestrian Oriented Signs
   a. Two (2) Projecting Signs, Canopy Fascia Signs, or Above Canopy Signs per business entity.
   b. One (1) Awning Valence Sign per awning on a street facing panel and/or at each of the two side panels of the awning (side panel lettering shall be in the same line, at the same height, and of the same or smaller letter size as the front panel).
   c. One (1) Recessed Entry Sign per business entity at its recessed entry.
4. Directory Signs
   a. Each property may designate one (1) of its permitted signs as a directory sign to display more than three (3) tenant names in addition to the name of the center or development.
5. Wall Signs
   a. There are no limits on the number of Wall Signs permitted, see Section 2.9.2 Wall Sign Area Per Tenant.

2.9.2 WALL SIGN AREA PER TENANT

A. Definition

1. Wall Sign Area Per Tenant is the combined sign area of all wall signs on a façade for each business establishment/tenant.
2. Tenant Frontage is the length of a tenant along a building façade (see figure 2.9.2 Tenant Frontage)

B. Regulation

1. Wall Signs are permitted for any establishment/tenant with a dedicated ground floor (or second floor) entrance.
2. The total wall sign area permitted on each façade for each tenant shall not exceed one and one-half (1 ½) square feet for each foot of tenant frontage.
3. Each tenant and façade shall be calculated individually and permitted sign area for one establishment or façade shall not be placed on another establishment or facade.
4. A tenant's total sign area on all side and/or rear facades shall not exceed its total sign area on all street facing facades.
5. All wall signs shall count toward the total wall sign area permitted except as noted below.
6. Exceptions
   a. Assembly and their accessory uses: For each site, one (1) square feet of total sign area shall be allowed for each lineal foot of street frontage of the building, up to a maximum of thirty-two (32) square feet.
   b. Wall-mounted Directory Signs do not count toward Total Sign Area.
   c. Menu, Menu Case, and Drive Through Menu Board Wall Signs do not count toward Total Sign Area.

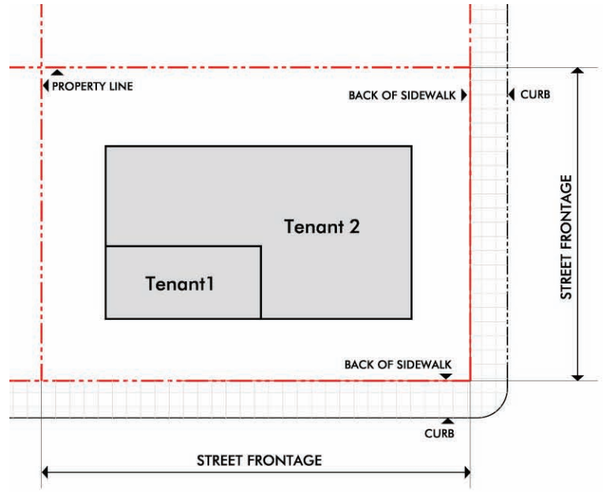


Fig.2.9.1 Street Frontage

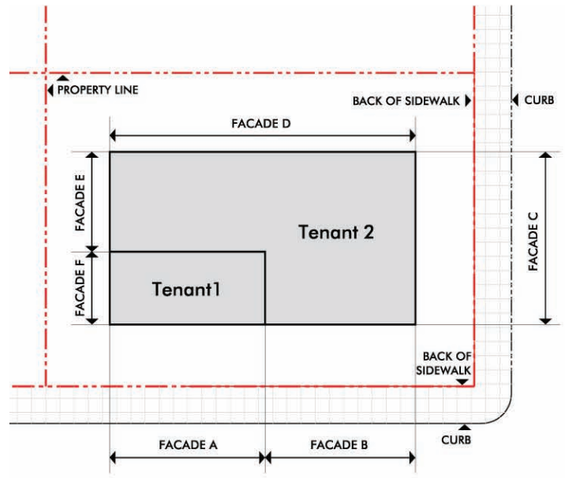


Fig.2.9.2 Tenant Frontage

2.9.3 SIGN SETBACKS

A. Definition

Sign Setback is defined as the distance from a side property line, driveway, street intersection, or curb face to any portion of a sign.

B. Regulation

1. Back of Sidewalk

a. Pole Signs, Pylon Signs, Monument Signs, Ground Signs, and Grand Projecting Signs shall set back five (5) feet from the back of sidewalk as shown in Fig. 2.9.3 Sign Setbacks.

2. Side & Rear Property Lines

a. Pole Signs, Pylon Signs, Monument Signs, Ground Signs, and Grand Projecting Signs shall set back ten (10) feet from side and rear property lines as shown in Fig. 2.9.3 Freestanding Sign Setbacks.

i. Exception for Assembly and their accessory uses: a Monument or Ground Sign shall be set back a minimum of five (5) feet from any common lot line and shall be located within a landscaped area or planter.

3. Driveways

Freestanding signs shall not be located within ten (10) feet of adjacent driveways as shown in Fig. 2.9.3 Sign Setbacks.

4. Street Intersections

Freestanding signs shall not be located within a fifteen (15) foot by fifteen (15) foot triangle defined by the backs of sidewalk at a street intersection as shown in Fig. 2.9.3 Sign Setbacks.

5. Encroachments

a. No portion of a freestanding sign shall encroach within the public right-of-way.

b. No portion of any sign shall encroach within a horizontal distance of three (3) feet from the face of curb.

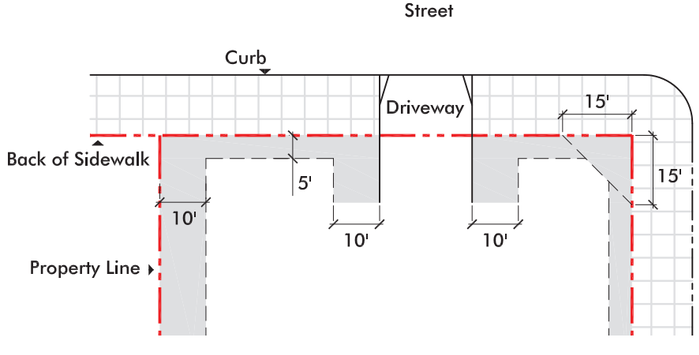


FIG.2.9.3 SIGN SETBACKS

2.9.4 INTERACTIVITY & ANIMATION

A. Regulation

LCD Screen signs, electronic readerboard signs, or other signs that display animation and/or include interactive media such as social network information or interactive art shall be permitted as specified in the Section 2.1 development Standards Charts and are specifically encouraged as part of Plazas, Courtyard Plazas, and Passages/Paseos (see section 2.6.4 Public Open space Types), and with a conditional use permit at assembly spaced and schools.

Such signs (e.g., LCD screens and electronic readerboards) may be incorporated into the design of various Sign Types including pole signs, pylon signs and monument signs, subject to the regulations applicable to each sign type, but shall be prohibited from providing any off-site advertising, as defined in the city's Sign Ordinance, pertaining to any entity or activity not available on the property upon which the sign is located.

2.9.5 SIGN TYPE REGULATIONS

A. Definition

1. A Sign Type is a specific configuration of sign elements (such as placement, orientation, and size) that result in a unique type.

2. The physical configuration of each Sign Type is established by the text, and illustrations in this Section.

B. Regulation

1. General

a. Sign types not listed in this Section are not permitted.

b. A property's permitted sign types shall be as specified in the Section 2.1 Development Standards Charts.

c. In the event that a sign falls under more than one sign definition found within this Section, the more restrictive sign regulations shall apply.

2. Messages

a. Commercial messages which identify, advertise, or attract attention to a business, product, service, event, or activity sold, existing, or offered elsewhere than upon the same property (or in a public open space adjacent to the property) where the sign is displayed are expressly prohibited unless otherwise noted.

b. Signs which display civic or cultural messages are permitted and specifically encouraged as part of Plazas, Courtyard Plazas, and Passages/Paseos (see section 2.6.4 Public Open Space Types).

3. Illumination

a. Internally illuminated cabinet signs consisting of opaque rectangular enclosures with large translucent plastic sign faces shall not be used. Acceptable forms of cabinet or "can" signs include:

i. Signs fabricated in the shape of individual letters, characters, or a logo.

ii. Signs composed of an opaque surface with shapes cut out so that letters, or other character shapes and outlines, are illuminated from within through transparent surfaces.

b. Sign illumination shall be aimed and shielded to avoid casting excessive glare and "overspill" lighting towards public right-of-ways, adjacent properties, the night sky, and upper floor residential units.

4. Sign Size / Area

a. Sign Area is the area included within the outer dimensions of a single sign (excluding structural supports).

i. Sign area shall be calculated on one (1) face of the sign; or

ii. A double-sided sign shall be counted as a single-sided sign where parallel faces are not separated by more than twelve (12) inches at any point, or are angled at no more than 30 degrees apart.

iii. For signs applied to a surface such as wall, awning, or canopy and where sign copy is calculated by area, the area shall be calculated by enclosing the sign copy and logos only within parallel lines. If a pictorial graphic background to the sign copy is used, the area calculated shall apply to the entirety of the graphic area.

iv. For signs without a border or frame (such as channel or skeleton letters), the area shall be calculated by enclosing the sign copy only (including logos) within parallel lines.

b. The maximum size for each Sign Type shall be as specified in the Section 2.1 Development Standards Charts unless otherwise specified in this Section.

C. Pole Signs &

D. Pylon Signs

Pole Signs are permanent freestanding signs not attached to a building, in which signs are constructed on or are affixed to the ground by one or more exposed columns, poles, or similar structural components.

Pylon Signs are freestanding signs that are taller than they are wide. They are similar to monument signs in that support poles or structures are concealed within an architectural enclosure of relatively constant width from bottom to top.

1. Use

a. Pole and Pylon Signs shall only be permitted for non-residential uses with a dedicated ground floor entrance.

2. Distribution and Location

a. Pole and Pylon Signs shall not be located along a local street.

3. Size

a. The maximum size of Pole and Pylon Signs shall be as established in Section 2.1 Development Standards.

4. Design

a. All pole signs shall have a minimum vertical clearance of fourteen (14) feet over parking lots or driveways, and eight (8) feet over pedestrian walkways.

b. Pole or Pylon Signs over fifty (60) square feet in size:

i. Shall have an opaque or dark translucent background, where only items of information may be internally illuminated; or,

ii. Shall be of channel letter design.

c. No more than sixty percent (60%) of a Pylon Sign's face shall be utilized for the sign message.

d. Where street addresses are included on Pole Signs, numerals should be a minimum of six (6) inch.

5. Guidelines

a. Pole and Pylon Signs should have an articulated architectural character and well–crafted details.

i. A single unornamented pole support design topped by a can sign, typical of a commercial strip, should not be used.

ii. Design treatment or ornamentation of structural supports as a decorative composition (for example, featuring columns, struts, braces, fittings, caps, decorative frames, bases, etc.) together with decoratively framed sign panels is strongly recommended.

b. The architecture and composition of the sign should provide visual interest and detail at both automotive and pedestrian-scale speed and perception.

c. Exposed materials used in Pylon Signs should be metal, stone, brick, concrete (including precast and GFRC), and/or paint.

d. Pole and Pylon Signs should be illuminated by external, halo, exposed neon tube, or exposed LED illumination.

E. Monument Sign &

F. Ground Sign

Monument Signs are freestanding signs that are wider than they are tall. They are mounted on the ground and are flush or have a clearance from the ground of not more than two (2) feet, and supported by a solid or enclosed base, one or more uprights, braces, columns poles, or similar structural components.

Ground Signs are signs or sign panels with their backs mounted on mounded earth, or consist of individual vertical letters mounted on the ground.

1. Use

a. Monument or Ground Signs shall only be permitted for non-residential uses with a dedicated ground floor entrance or to mark the entrance into a neighborhood, district, or multi-building complex.

2. Distribution and Location

a. No Monument or Ground Sign shall be located along a local street.

3. Size

a. The maximum size of Monument and Ground Signs shall be as established in Section 2.1 Development Standards.

4. Design

a. Monument or Ground Signs shall be located in a landscaped planter a minimum of two (2) feet wider than the sign itself.

b. No more than sixty percent (60%) of the sign face on each side shall be utilized for the sign message which shall be contained within a maximum of three (3) lines.

c. Monument or Ground Signs over thirty-two (32) square feet in size:

i. Shall have an opaque or dark translucent background, where only items of information may be internally illuminated; or,

ii. Shall be of channel letter design.

d. Where street addresses are included on Monument or Ground Signs, numerals should be a minimum of six (6) inches.

5. Drive-Through Menu Sign:

a. Maximum area of thirty-six (36) square feet; maximum height of six (6) feet.

b. Shall only provide on-site menu information to drive-through customers in conjunction with intercom service and shall not be located to additionally advertise to street or sidewalk traffic

6. Guidelines

a. External, edge-lit or halo illumination is recommended.

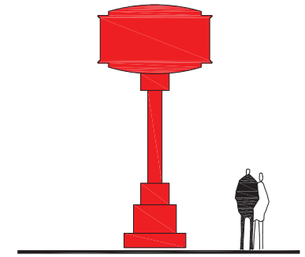


FIG.2.9.4.C. POLE SIGN

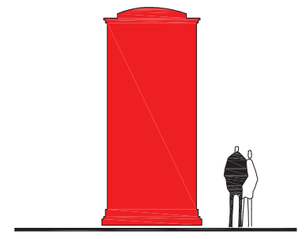


FIG.2.9.4.D. PYLON SIGN

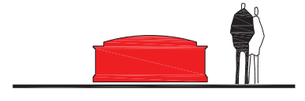


FIG.2.9.4.E. MONUMENT SIGN

FIG.2.9.4.F. GROUND SIGN

G. Grand Projecting Sign

Grand Projecting Signs are tall, vertically oriented signs which project from the building perpendicular to the façade and which are structurally integrated into the building.

1. Use

i. Grand Projecting Signs shall only be permitted for non-residential uses with a dedicated ground floor entrance.

2. Distribution and Location

a. A Grand Projecting Sign shall only be permitted at the front façade facing onto a primary corridor.

3. Size

a. Grand Projecting Signs shall project no more than six (6) feet from the façade of the building.

b. Grand Projecting Signs shall be no more than thirty (30) feet tall

c. No portion of a Grand Projecting Sign shall be lower than twelve (12) feet above the finished grade over which it projects.

d. No portion of a Grand Projecting Sign shall extend more than ten (10) feet above the roofline.

4. Design

a. Letter width shall not exceed two-thirds (2/3) of the sign width.

b. Only night clubs, movie theaters, and live performance theaters with a capacity of 200 persons or greater may have animated Grand Projecting Signs.

c. When used, animation shall consist of flashing or chase lights only; light sources shall be of incandescent, neon, or LED type only. Flashing xenon strobe lights and rotating lights shall not be permitted.

d. Time and Temperature Signs are permitted.

5. Guidelines

a. As prominent landmark features, the position of Grand Projecting Signs should be architecturally composed relative to important features of the building's façade design – for example, located symmetrically within the façade, or aligned with the primary entrance.

b. Exposed materials used in Grand Projecting Signs should be metal and paint only.

H. Marquee Sign

Marquee Signs are large, canopy-like structures mounted over the entrance to a theater that include one or more readerboards.

1. Use

a. Marquee Signs shall be permitted only at movie theatres, live performance theatres, or night clubs - with a capacity of 200 persons or greater

2. Distribution and Location

a. A Marquee Sign shall have no more than three (3) faces or facets.

b. A Marquee Sign shall be located directly above the venue's primary public entrance facing a primary corridor or a secondary arterial or collector street.

c. The area of a Marquee Sign shall not count towards the area of permitted wall signs based on the Linear Building Frontage Ratio.

3. Size

a. The maximum size of Marquee Signs shall be as established in Section 2.1 Development Standards.

b. Marquee Signs shall project no more than twelve (12) feet from the façade of the building.

c. No portion of a Marquee Sign shall be lower than eight (8) feet above the level of the sidewalk or other public right-of-way over which it projects.

4. Design

a. Marquee Signs may use animation of sign lighting. When used, animation shall consist of flashing or chase lights only; light sources shall be of incandescent, neon, or LED type only. Flashing xenon "strobe" lights and rotating lights shall not be permitted.

5. Guidelines

a. Exposed materials used in Marquee Signs should be metal and paint only, with the exception that plastic may be used for readerboards.

b. Marquee Signs should be illuminated by exposed neon tube illumination, exposed incandescent bulb illumination, and/or LED illumination only.

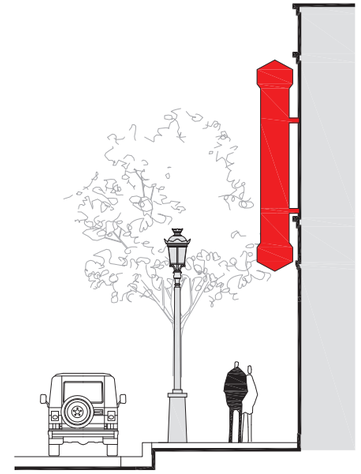


FIG.2.9.4.G. GRAND PROJECTING SIGN

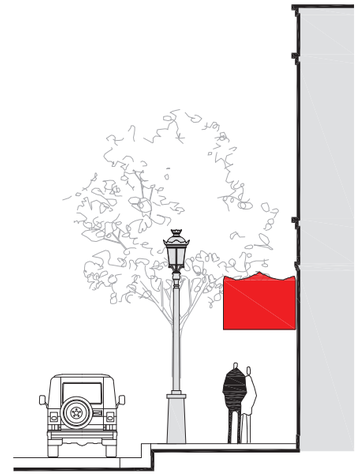


FIG.2.9.4.H. MARQUEE SIGN

I. Building Identification Sign

1. Use

a. Building Identification Signs shall only be permitted to identify a building or non-residential tenant which occupies over 50% of the building.

2. Distribution and Location

a. The location of such signs shall be at the uppermost story, at the front façade elevation facing the primary corridor, and additionally or alternatively at a side elevation.

3. Size

a. The total size of such signs shall not exceed an area of one (1) square feet per lineal foot of building frontage where signs are attached.

b. Minimum depth of three-dimensional letters shall be two (2) inches.

4. Design

a. Building Identification Signs shall only be formed of individual three-dimensional letters.

b. Whether made of solid materials or a hollow assembly, the sign's letters shall be made of permanent materials.

c. "Plastic trim caps" (an assembly where plastic trim is overlap mounted atop a letter can by gluing the trim to the outer edge of a letter face) shall not be used.

d. When illuminated, illumination shall be internal or halo illumination.

e. Each sign copy shall be limited to one (1) line.

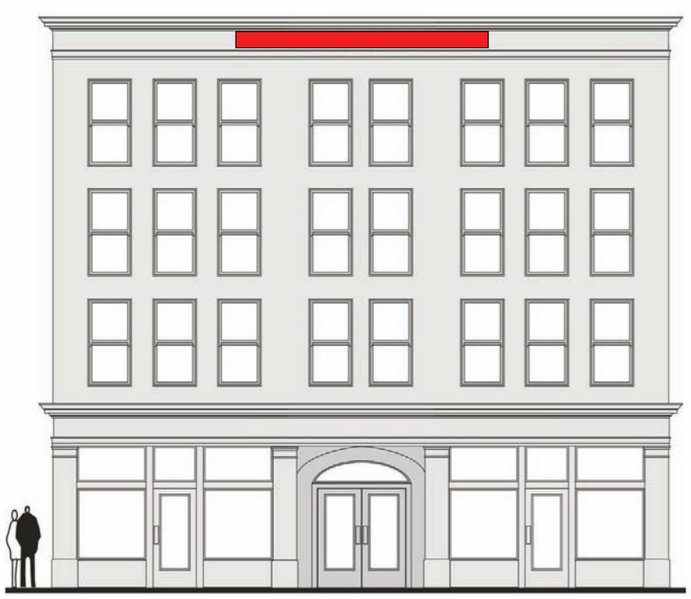


Fig.2.9.4.I. Building Identification Sign

J. Grand Wall Sign

Grand Wall Signs are large signs located on, and parallel to, large unfenestrated building wall areas.

1. Use

i. Grand Wall Signs shall only be permitted for non-residential uses.

ii. Grand Wall Signs shall not be used to advertise off-site products, services, events, or activities.

2. Distribution and Location

a. Grand Wall Signs shall only be located on unfenestrated wall areas of two thousand (2,000) square feet in size or greater.

b. Grand Wall Signs shall project no more than one (1) foot from the façade of the building.

3. Size

a. The total area of a Grand Wall Sign shall not exceed one thousand (1,000) square feet or twenty-five percent (25%) of the total wall area, whichever is less.

4. Design

a. Materials used in Grand Wall Signs should be wood, ceramic, metal, or paint only.

b. Grand Wall Signs should be illuminated by external illumination only.

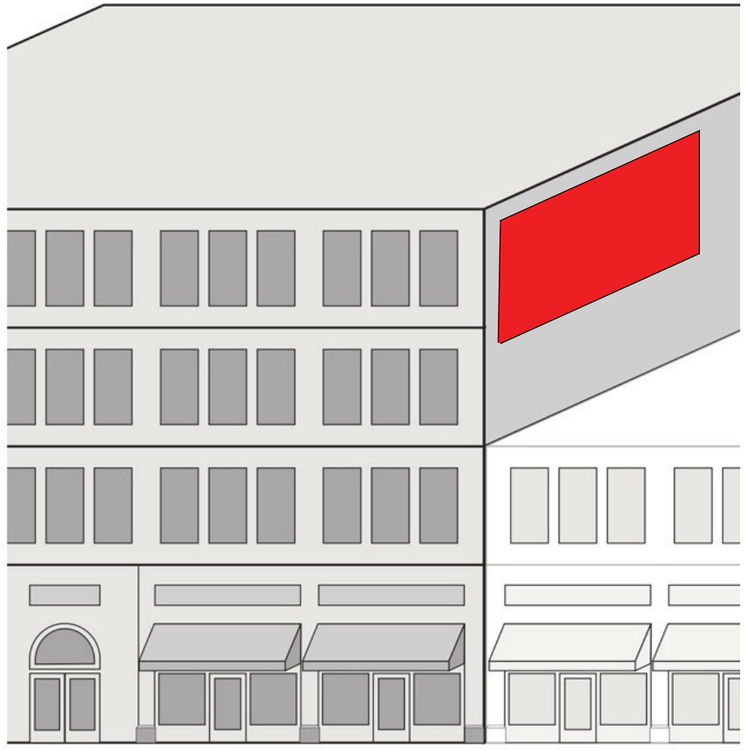


Fig.2.9.4.J. Grand Wall Sign

K. Roof Sign

Roof Signs are large signs located above the top a of cornice, parapet, or eave line of a peaked roof.

1. Use

a. Roof Signs shall only be permitted to identify a building or non-residential tenant which occupies over 50% of the building.

2. Distribution and Location

a. Roof Signs shall only be located on buildings six (6) floors in height or taller.

3. Design

i. Roof Sign design shall be regulated by the creative sign permit process per the Pomona Sign Ordinance.

L. Wall Sign

Wall Signs are signs which are located on, and parallel to, a building wall.

1. Use

a. Wall Signs shall be permitted for non-residential and multifamily residential uses with a dedicated ground floor entrance.

2. Distribution and Location

a. Primary and secondary building frontages shall be designated by the property owner or the applicant/tenant.

b. Wall signs shall only be mounted on a wall area at the ground floor or second floor level.

3. Size

a. The maximum size of Wall Signs shall be as established in Section 2.1 Development Standards.

b. Wall Signs shall project no more than one (1) foot from the façade of the building.

c. Wall signs shall extend no higher than the second floor level or the roof eave or parapet line, whichever is lowest.

4. Design

a. Sign copy shall be limited to the business name and product or service offered, and logo.

b. All sign copy on both the ground floor and the second floor shall be contained within two (2) lines.

c. Raceways shall only be permitted when electrical components cannot physically be placed within or behind the wall or parapet.

d. Wall signs may be painted directly on to the building façade only if professionally executed by a licensed commercial sign painter.

5. Wall-Mounted Directory Sign:

a. Use and Distribution

i. Wall-Mounted Directory Signs shall only be permitted for non-residential uses with a dedicated ground floor entrance.

b. Distribution and Location

i. A Wall-Mounted Directory Sign shall not be located along a local street, or on any residentially-zoned lot that has less than one hundred (100) feet of street frontage, with the exception of an Assembly Wall-Mounted Directory Sign.

ii. No portion of a Wall-Mounted Directory sign shall encroach within ten (10) feet of a common lot line.

c. Size

i. The area of any individual Wall-Mounted Directory Sign face shall not exceed fifty (50) square feet in area.

ii. Exception: For Assembly and their accessory uses, a Wall-Mounted Directory Sign shall not exceed twenty-four (24) square feet in area.

iii. Wall-Mounted Directory Signs shall extend no higher than the second floor level or the roof eave or parapet line, whichever is lowest.

iv. Exception: For Assembly and their accessory uses, no portion of a Wall-Mounted Directory sign shall exceed ten (10) feet in height above finished grade.

d. Design

i. A Wall–Mounted Directory Sign shall not have more than one (1) face.

ii. No more than sixty percent (60%) of a sign face shall be utilized for the sign message, including text and logos.

iii. Street addresses shall be included on all Wall-Mounted Directory Signs with minimum six (6) inch numerals.

e. Guidelines

i. The architectural character, materials, and colors of a Wall-Mounted Directory Sign should be an extension of, or complementary to those from the primary building(s).

6. Drive-Through Menu Board Wall Sign:

a. Menu Board Wall Signs at drive-thru locations:

i. Maximum area of thirty-six (36) square feet; maximum height of six (6) feet.

ii. Shall only provide on-site menu information to drive-through customers in conjunction with intercom service, and shall not be located to additionally advertise to street or sidewalk traffic.

7. Menu or Menu Case Wall Signs:

a. Menu or Menu Case Wall Signs (non-drive-through locations) are discrete wall-mounted signs, or may be a freestanding sign case containing a restaurant menu:

i. Shall be mounted at the ground floor façade adjacent to the entrance of a restaurant or café.

ii. Shall be limited to the size of up to four pages of the menu utilized by the restaurant plus the frame. Freestanding Menu Case Signs shall be limited to the size of up to two pages of the menu utilized by the restaurant plus the frame.

iii. Shall not protrude more than three (3) inches from the façade. Lettering shall not exceed one (1) inch in height.

iv. Shall not exceed one sign or sign case per façade.

v. Shall not be an internally illuminated "can" sign with light colored translucent menu panels. Menu pages shall be illuminated by low brightness, indirect illumination only.

vi. A freestanding menu sign or sign case shall only be permitted in association with adjacent outdoor seating during outdoor seating service, and must be removed at other times.

Fig.2.9.4.K. Wall Sign

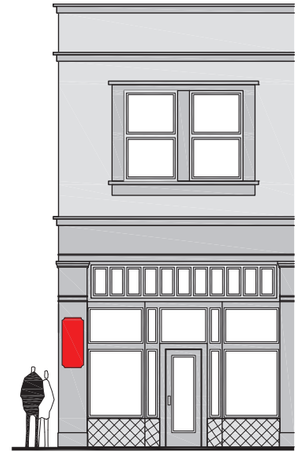


Fig.2.9.4.K. Wall Sign

M. Projecting Signs

Projecting Signs are signs which are oriented perpendicularly to the building façade, are mounted directly to the building façade or suspended under a bracket, armature, or other mounting device attached to the façade, and project more the eighteen (18) inches from the wall.

1. Use

a. Projecting Signs shall only be permitted for non-residential uses with a dedicated ground floor entrance.

2. Distribution and Location

a. Projecting Signs shall only be mounted on the wall area within a ground floor façade or shopfront (typically centered above the building entrance, store entrance, or lease length, or mounted above or below an awning or canopy).

3. Size

a. The maximum size of Projecting Signs shall be as established in Section 2.1 Development Standards.

b. Projecting Signs shall project no more than four (4) feet from the façade of the building.

c. No portion of a Projecting Sign shall be lower than eight (8) feet above the level of the sidewalk or other walkway over which it projects.

4. Design

a. Projecting Signs shall be limited to two (2) sign copy faces with each face having a maximum of two (2) lines.

b. Projecting Signs shall be illuminated by external illumination only.

5. Guidelines

a. Projecting Signs incorporating a distinctive shape relating to the business are recommended, as well as signs utilizing three-dimensional and well-crafted designs.

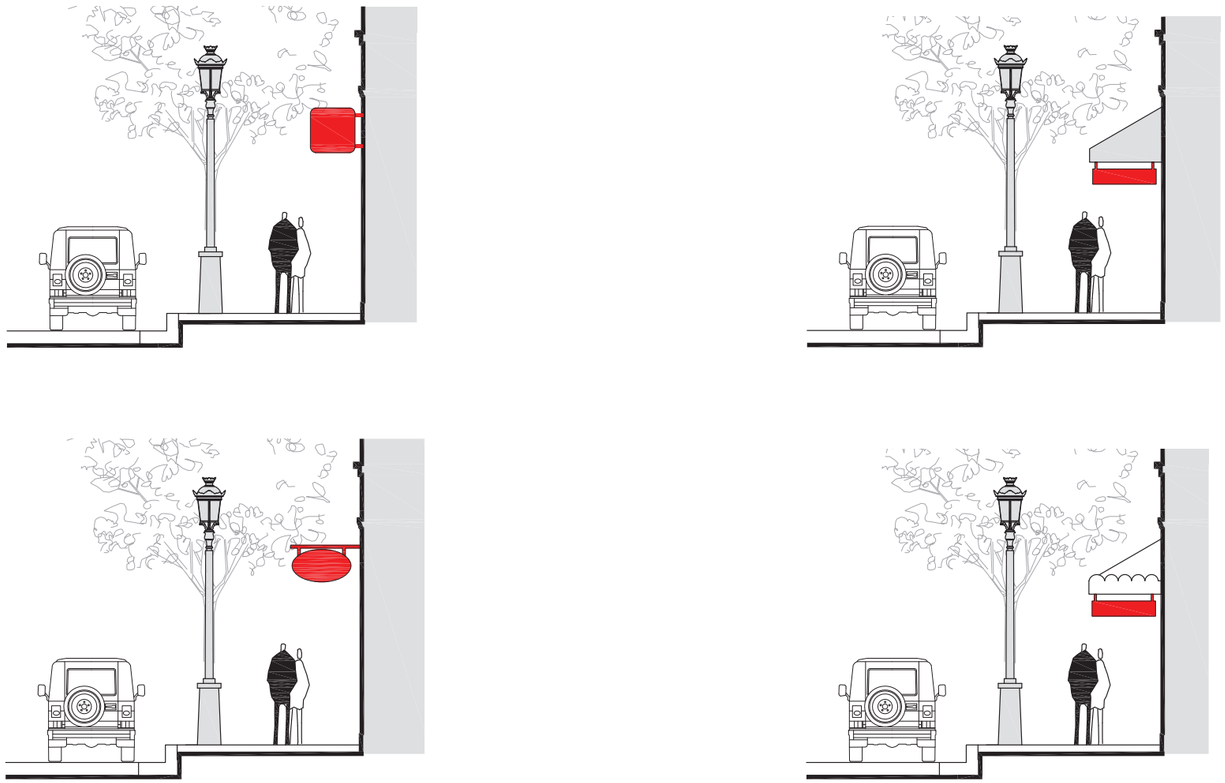


Fig.2.9.4.L. Projecting Sign Sign

N. Awning Face Signs

Awning Face Signs are signs applied to the primary face of an awning, including sloped awning faces and vertical box awning faces.

1. Use

a. Awning Face Signs shall only be permitted for non-residential uses with a dedicated ground floor entrance.

2. Distribution and Location

a. Awning Face Signs shall only be permitted at awnings relating to a shopfront or a primary building entrance.

3. Size

a. The maximum size of Awning Face Signs shall be as established in Section 2.1 Development Standards.

4. Design

a. Awning Face Signs shall not be internally illuminated.

5. Guidelines

a. Awning Face Signs should consist of vinyl or paint applied directly to the awning, or as printed or woven directly into the awning fabric.

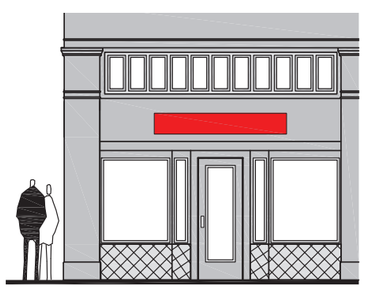


Fig.2.9.4.M. Awning Face Sign

O. Awning Side Signs &

P. Awning Valance Signs

Awning Side Signs are applied to either or both of the two sides of the awning where they exist, in addition to or instead of the Awning Valence Sign.

Awning Valance Signs are signs applied to the awning valence – the narrow vertical trim portion hanging beneath the sloping portion of an awning at its front.

1. Use

a. Awning Valance Signs and Awning Side Signs shall only be permitted for non-residential uses with a dedicated ground floor entrance, and multi-family buildings with a common lobby entry.

2. Distribution and Location

a. Awning Valance Signs and Awning Side Signs shall only be permitted at awnings relating to a shopfront or a primary building entrance.

3. Size

a. The maximum size of Awning Side and Valance Signs shall be as established in Section 2.1 Development Standards.

4. Design

a. Awning Valance Signs and Awning Side Signs shall not be internally illuminated.

5. Guidelines

a. Awning Valance Signs and Awning Side Signs should consist of vinyl or paint applied directly to the awning, or as printed or woven directly into the awning fabric.

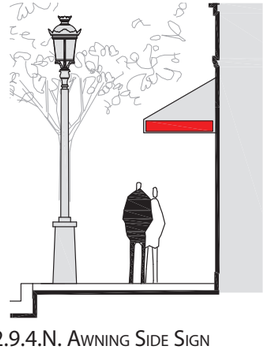


Fig.2.9.4.N. Awning Side Sign

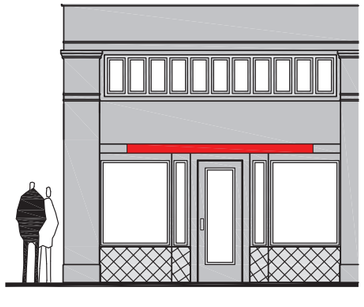


Fig.2.9.4.O. Awning Valance Sign

Q. Above Canopy Sign &

R. Canopy Fascia Sign

Above Canopy Signs are mounted immediately above the front and/or side fascia of an architectural canopy structure and are oriented parallel to the adjacent fascia surface.

Canopy Fascia Signs are mounted to the front and/or side fascia of an architectural canopy structure, are contained completely within that fascia, and oriented parallel to the fascia surface.

1. Use

a. Canopy Fascia Signs OR Above Canopy Signs shall only be permitted at a non-residential use with a dedicated ground floor entrance, or a multi-family buildings with a common lobby entry.

2. Distribution and Location

a. A Canopy Fascia Sign or an Above Canopy Sign shall not project farther from the architectural canopy than its associated fascia.

3. Size

a. The maximum size of Above Canopy and Canopy Facia Signs shall be as established in Section 2.1 Development Standards.

4. Guidelines

a. Canopy Fascia Signs should be illuminated by external, edge-lit, halo, exposed LED, or exposed neon tube illumination only.

b. Above Canopy Signs should be illuminated by external or halo illumination. They may also be translucent letters that are edge-lit by an internal source.

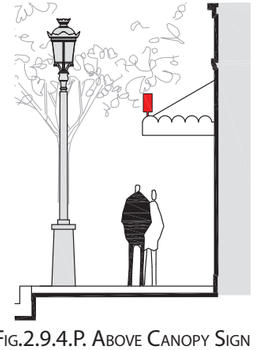


Fig.2.9.4.P. Above Canopy Sign

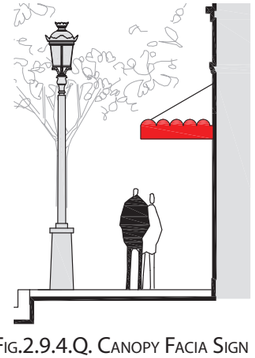


Fig.2.9.4.Q. Canopy Facia Sign

S. Recessed Entry Signs

Recessed Entry Signs are signs which are oriented parallel to the building façade and which are suspended within a recessed entry.

1. Use

a. Recessed Entry Signs shall only be permitted for non-residential uses with a dedicated ground floor entrance and multi-family buildings with a common lobby entry.

2. Size

a. The maximum size of Recessed Entry Signs shall be as established in Section 2.1 Development Standards.

b. Recessed Entry Signs shall not project beyond the façade of the building.

c. No portion of a Recessed Entry Sign shall be lower than eight (8) feet above the level of the sidewalk.

3. Design

a. Recessed Entry Signs shall not be internally illuminated.

4. Guidelines

a. Exposed materials used in Recessed Entry Signs should be wood, glass, metal, and/or paint.

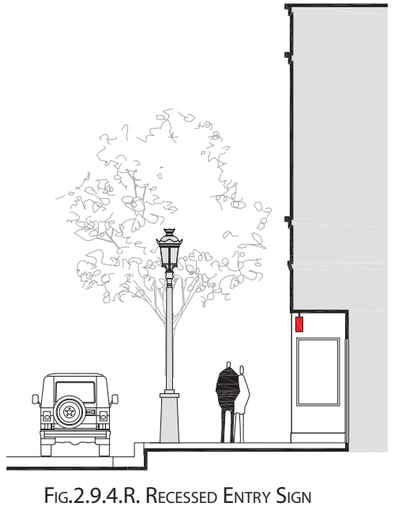


Fig.2.9.4.R. Recessed Entry Sign

T. Window Signs

Window Signs are signs which are applied directly to a window or mounted or suspended directly behind a window.

1. Use

a. Window Signs shall only be permitted for non-residential uses with a dedicated ground floor entrance.

2. Distribution and Location

a. Window Signs shall be permitted on windows below the third floor level only.

3. Size and Design

a. The maximum size of Window Signs shall be as established in Section 2.1 Development Standards.

b. Window Signs shall be no more than twelve (12) inches behind the glass window.

4. Guidelines

a. Ground floor Window Signs should consist of gold or silver leaf, vinyl, or paint applied to the glass, neon mounted or suspended behind the glass, or framed and mounted paper signs. For metallic leaf or vinyl signs, a drop shadow behind letters is recommended to increase visibility.

b. If illuminated, Ground floor Window Signs should be illuminated by exposed neon tube or LED illumination only.

FIG.2.9.4.S. WINDOW SIGN

U. Café Umbrella Signs

1. Use

a. Café Umbrella Signs shall only be permitted for non-residential uses at outdoor seating areas.

2. Size

a. The maximum size of Café Umbrella Signs shall be as established in Section 2.1 Development Standards.

3. Design

a. Café Umbrella Signs shall only be permitted to display the name and/or a business logo of the business, up to a maximum of four (4) repetitions per umbrella. Generic advertising such as a product name shall not be permitted.

b. Café Umbrella Signs shall not be illuminated, except as by outdoor area lighting.

4. Guidelines

a. The color combination of signs and umbrella fabric should be simple and contrasting for legibility and avoidance of visual clutter.

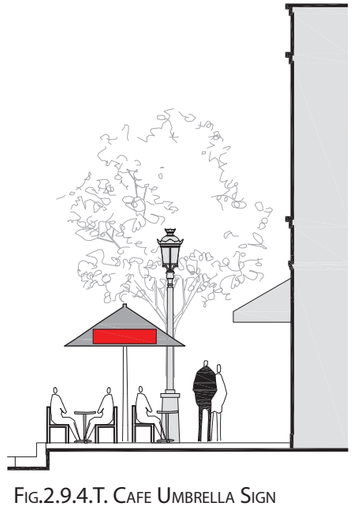


FIG.2.9.4.T. CAFE UMBRELLA SIGN

V. Temporary Signs

Temporary signs are designed, constructed, and intended for display on a private property for a limited periods of time to advertise temporary events such as “special sales,” or “grand openings.”.

1. Use & Design

i. Temporary Signs shall only be permitted for non-residential uses with a dedicated ground floor entrance for a maximum of 90 days per calendar year per tenant.

ii. Temporary Signs shall be regulated by the Temporary Sign Permit process (Pomona Zoning Ordinance #) or an applicable Specific Plan, Area Plan, or other governing policy standards.

2.9.6 SIGN GUIDELINES – ALL SIGN TYPES

A. Design Character

1. The architectural character, materials, and colors of any sign are strongly recommended to be an extension of or complementary to those of their primary building(s).
2. The location of all permanent building-mounted signs should be incorporated into the architectural design and composition of the building. Placement of signs should be considered an integral part of the overall facade design. Locations should be carefully composed and align with major architectural features.
3. Prominent façade elements such as windows, cornices, framed panels, pilasters, and columns should not be haphazardly overlapped by building-mounted signs.
4. Sign design, including color, should be appropriate to the establishment, conveying a sense of what type of business is being advertised.
5. Storefront signage should help create architectural variety from establishment to establishment. In multi-tenant buildings, signage should be used to create interest and variety.
6. Channel letters or individual cut or molded letters are strongly recommended wherever possible.

B. Graphics

1. For legibility, the color of letters and their backgrounds should be selected for high contrast.
2. Colors or color combinations that interfere with the legibility of the sign copy should be avoided. Too many colors may weaken the legibility of the sign.
3. Fluorescent paint or material colors should not be used as predominant colors in permanent signs or on their structural supports (except as required for municipal traffic and public safety signs). When fluorescent colors are used as part of temporary signage, they should be limited to ten (10) square feet of sign area per façade per establishment.
4. For vertical format sign copy, letters should be oriented right-side-up and stacked in a single upright row with the first letter being at the top of the sign and the last letter being at the bottom.

C. Illumination

1. Signs with large backlit panels should have an opaque or dark translucent background, where only items of information are internally illuminated in order to avoid creating glare and light pollution.
2. Where low-brightness lamps are exposed to view as part of a sign's illumination design, recommended types include incandescent, halogen, neon, warm-white encapsulated compact fluorescent, warm-white encapsulated induction lamps, and LED light sources.
3. Spiral-tube compact fluorescent, fluorescent tube, metal halide, and cold-cathode light sources should only be used for indirect illumination, i.e. where light sources are shielded from view.

D. Execution

1. All signs (including temporary signs) should present a level, neat and aligned appearance.
2. All signs (including temporary signs) should be constructed and installed utilizing the services of a professional sign fabricator and installer.

E. Foothill Boulevard – Historic route 66

1. For signs intended to draw on or emphasize the character of historic Route 66 along Foothill Blvd., see section 2.8.3.F Styles of the Strip & Historic Route 66.

3.0 INTRODUCTION

The revitalization and ongoing development of Pomona's Corridors will be supported by a program of community actions and investment. Given the substantial length of the corridors and the multiplicity of needs represented, this program will be implemented in phases in accordance with the availability of City resources or concurrent with private development and supported by private investment. The prioritization of public improvements will be guided by the goals and strategies of this Specific Plan. Complementing the regulations in Book II: Development Code, the strategic investment of community resources planned in this section is intended to accelerate the revitalization process and to add to the appeal and success of the corridors as the central spines of the City. As opportunities arise that were unknown at the time of the Plan's adoption, the City may consider alternative investment strategies to more effectively realize the community's vision for the corridors.

3.1 CAPITAL IMPROVEMENTS

To support and instigate the envisioned growth and change in the Specific Plan Area, the City intends to invest capital improvement resources strategically. This section describes the primary features of those anticipated investments.

3.1.1 STREETSCAPE IMPROVEMENTS

The City plans to implement phased streetscape improvements that will contribute significantly to the enhancement of the visual appeal and identity of the corridors. Streetscape improvements have been designed to promote the type of change envisioned by the community by providing attractive and compatible environments for the desired types of new development, as well as for highly valued existing development.

A. Implementation

Streetscape improvements will be installed and paid for by a combination of public and private investment. New private development along the corridors will include the installation of (or in-lieu payment for the future installation of) sidewalk and landscaping improvements between property line and curb. Private investors in corridor properties will also provide payment for the costs of installing public improvements to the street centerline, as specified in the Development Code portion of this Specific Plan (See Section 2.5 - Street Regulations). Improvements in the public right-of-way required in the Development Code match the improvements contained in this section.

Public implementation of streetscape improvements will be staged over time, and as financial resources allow. Public implementation of streetscape improvements in various segments of the corridors will provide improvements between curbs as well as improvements along public frontage areas of properties that have not yet been improved per the standards of this portion of the Specific Plan.

The Foothill Boulevard right-of-way is owned by the State of California. Intended design improvements will need to be coordinated with Caltrans as part of the design development process.

B. Design

The design of specific streetscape improvements is integrated with the pattern of Centers and Segments that is the fundamental organizing principle of this Specific Plan. The integration of street design with building disposition and site improvements will result in the emergence of increasingly cohesive and iconic corridors.

The coordination of street design with development design results in the organization of streetscape improvements into eight discrete streetscape improvement types, with minor variations ("Special Conditions") as noted:

1. "Grand Boulevard" improvements along West Holt Avenue from SR-71 to Garey Avenue, and North Garey Avenue from I-10 to Holt Avenue.
2. "Palm Gateway" improvements along North Garey Avenue between I-10 and Bonita Avenue.
3. "Parkway" improvements along North Garey Avenue between Foothill Boulevard and Bonita Avenue, and along South Garey Avenue between SR-60 and Mission Boulevard.
4. "Regional Boulevard" treatments along the Foothill Boulevard.
5. "Grand Avenue" improvements along East Holt Avenue from the City's eastern border to Garey Avenue.
6. "Midtown Boulevard" improvements along Mission Boulevard between SR 71 and the City's eastern border.
7. "Downtown Boulevard" improvements along Garey Avenue between Holt Avenue and Mission Boulevard.
8. "Second Street Renewal" improvements to the portion of Second Street between South Main and Gibbs Streets.

Conceptual design details intended for each of these corridor segments are provided in the following sections. These sections are followed by a list of improvements that are typical among all Corridor segment streetscape types. Implementation of construction projects will require verification of field conditions with the preliminary selections of lighting, trees, and other elements by project designers and engineers.

Garey Ave. and Second Street Public Improvements now regulated under Downtown Pomona Specific Plan Per Ordinance No. 4267 approved August 5, 2019

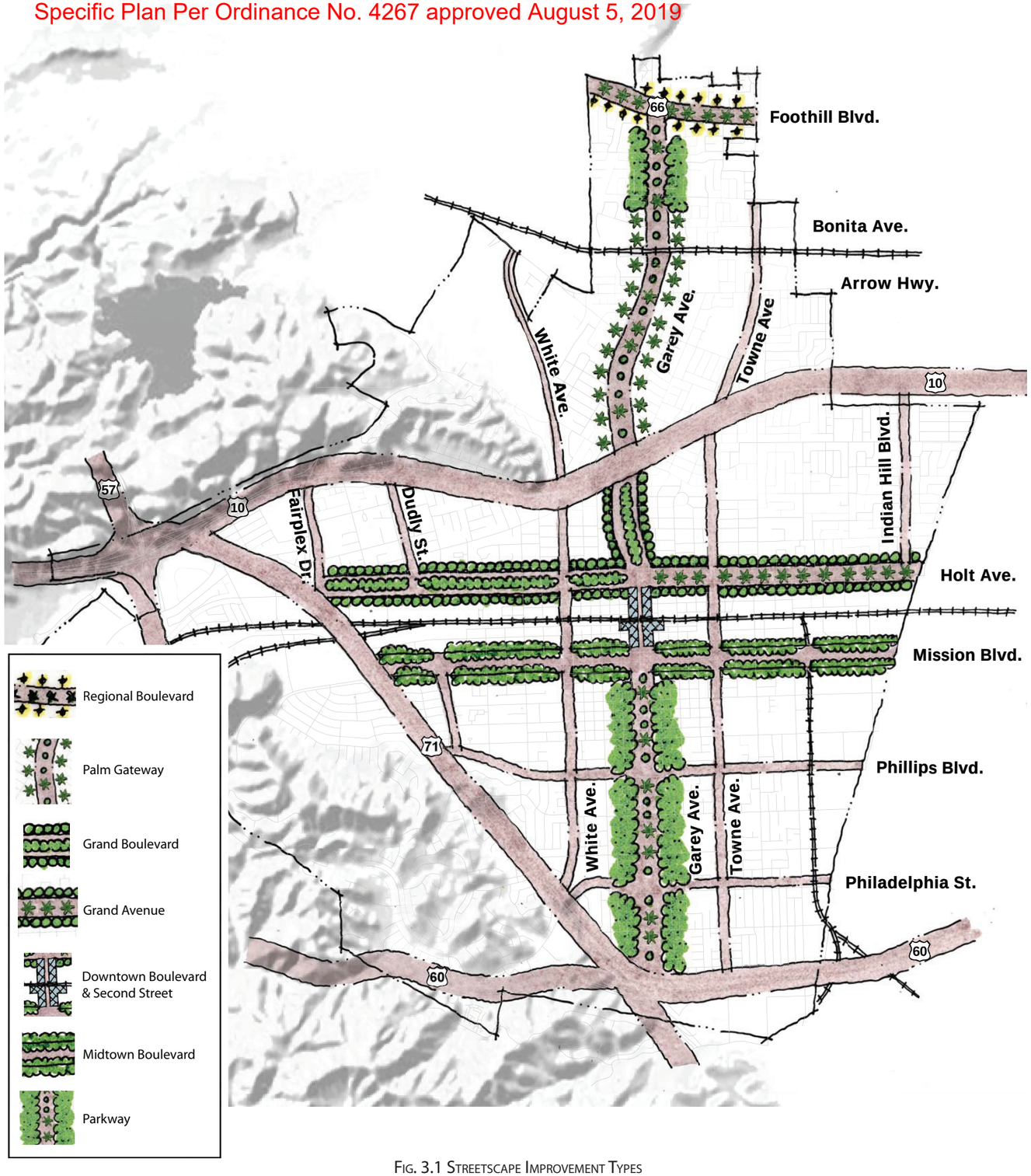


FIG. 3.1 STREETSCAPE IMPROVEMENT TYPES

C. Grand Boulevard Improvements

1. Location (see also Special Conditions):

   a. West Holt Avenue from SR 71 to North Garey Avenue

   b. North Garey Avenue from I-10 to Holt Avenue

2. Thoroughfare Configuration:

   a. As illustrated in the cross-section diagram to the right, Grand Boulevard improvements retain the two (2) existing through-lanes in each direction along Holt Avenue and Garey Avenue. The continuous center turn lane is converted to a landscaped median with turn pockets at select intersections. In some locations, space for on street parking is reallocated to increase the width of the center median.

3. Streetscape Elements:

   a. Sidewalks and Crosswalks

      i. Existing sidewalks with planter strips featuring existing mature street trees at approximately 35 to 50 feet on center spacing are retained.

      ii. Where existing sidewalks are missing or in need of replacement, infill sidewalk and planter strip improvements shall match and extend existing adjacent sidewalk and planter strip widths. They shall provide a minimum six (6) foot sidewalk separated from the back-of-curb by a minimum six (6) foot wide continuous planter strip. Where improvements are to connect with differing width existing sidewalks and planter strips at either side, the largest width existing planter strip shall be extended while maintaining the minimum sidewalk width until transition is necessary, except at noted Special Conditions.

   b. Street Lighting

      i. Twin head/arm post-top intermediate-scale street lighting located within the sidewalk planter strip with a spacing of approximately 80 feet on-center. Light sources should be located 16-18 feet above finished grade.

      ii. Center median trees are each uplit from both front and rear, on timers to shut off after a late night hour designated by the City.

      iii. To supplement intersection lighting, twin head/arm post-top intermediate-scale street lighting poles are located at the ends of center planted medians. The street light pole will be the first vertical element at the ends of the median and the light source should be located 16-18 feet above finished grade.

   c. Street Trees

      i. Street Tree Selection:

         (A) At sidewalks: Platanus x Acerifolia “Columbia”(London Plane Tree, Columbia cultivar)

         (B) At medians: Jacaranda mimosifolia (Blue Jacaranda)

      ii. Tree Locations and Extents:

         (A) At existing sidewalk planting strips, trees are infilled where gaps exist in the existing canopy to achieve typical 35-40 feet on-center spacing. Infilled street trees are located in the same centerline with existing street trees.

         (B) Within the center median as regularly spaced, aligned pairs at approximately 30 feet on-center, to form a continuous double row.

4. Special Conditions:

There are special conditions along the length of a Grand Boulevard segment that will require the streetscape treatment to be tailored for these areas. These special conditions include:

   a. North Garey Avenue

      i. Streetlight poles in this segment shall contain banner arms with wind relief mounting devices.

   b. Holt Avenue - Downtown segment (White Avenue to Garey Avenue)

      i. From Hamilton Avenue to Garey Avenue, parallel curbside parking is maintained, the central median is narrower in width (in comparison with the typical Grand Boulevard median) and supports a single row of trees or other vertical elements (consistent with median treatment from Towne Avenue to Garey Avenue on the east side).

      ii. Grand Boulevard median landscaping and lighting materials and patterns will be continued to the degree possible.

      iii. Streetlight poles in this segment shall contain banner arms with wind relief mounting devices.

      iv. Sidewalk trees will be located in tree wells within the sidewalk, instead of planter strips. Typical tree well size should be 5 feet x 5 feet, except where 4 foot wide rectangular wells may be necessary to achieve ADA sidewalk clearance.

   c. Holt Avenue - Neighborhood Center

      i. Streetlight poles in this segment shall contain banner arms with wind relief mounting devices.

      ii. Sidewalk trees will be located in tree wells within the sidewalk, instead of planter strips. Typical tree well size should be 5 feet x 5 feet, except where 4 foot wide rectangular wells may be necessary to achieve ADA sidewalk clearance.

   d. At narrow existing sidewalks that do not allow for a 6’ wide planter strip:

      i. Trees will be located in a narrower continuous planter strip (no less than 4 feet wide) or in tree grates. Typical tree well size should be 5 feet x 5 feet, except where 4 foot wide rectangular wells may be necessary to achieve ADA clearance.

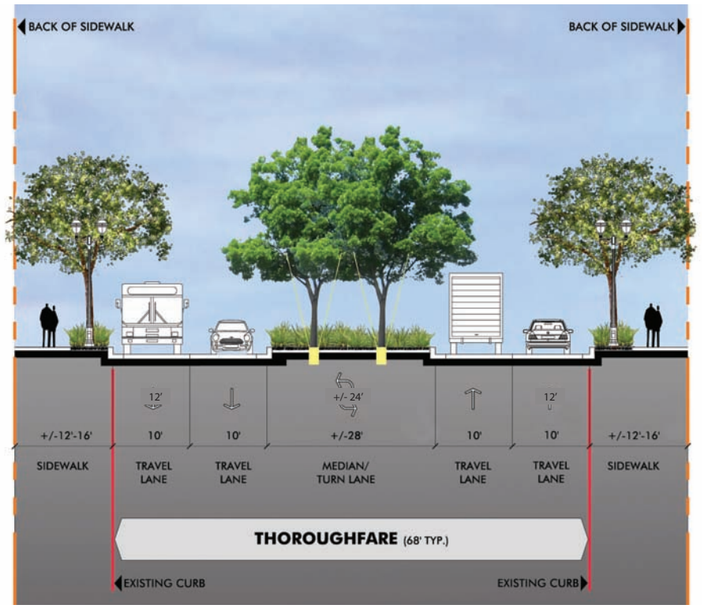


Fig. 3.2 Typical Grand Boulevard Configuration

Fig. 3.3 Platanus x Acerifolia - London Plane Tree

Fig. 3.4 Jacaranda Mimosifolia - Blue Jacaranda

D. Palm Gateway Improvements

1. Location (see also Special Conditions):

   a. North Garey Avenue from I-10 to Bonita Avenue

2. Thoroughfare Configuration:

   a. As illustrated in the cross-section diagram to the right, Palm Gateway improvements retain the existing two (2) through-lanes in each direction and two (2) existing curbside parking lanes. The continuous center turn lane is converted to a landscaped median with turn pockets at select intersections.

3. Streetscape Elements:

   a. Sidewalks and Crosswalks:

      i. Street improvements feature the existing 8'-9' wide sidewalk with no planter strip, and street trees planted in individual tree wells. Typical tree well size will be 5 feet x 5 feet, except where 4 foot wide rectangular wells may be necessary to achieve ADA sidewalk clearance.

   b. Street Lighting:

      i. Twin head/arm pendant boulevard-scale street lighting located within the center planted median with a spacing of approximately 120 - 150 feet on-center. The pole shall contain twin banner arms with wind relief mounting devices. The street lighting will be the first vertical element at the ends of the median and the light source should be located 25-30 feet above finished grade.

      ii. Post-top pedestrian-scale street lighting located on the sidewalk, aligned with street trees, and spaced approximately 90 feet on-center. Light source should be located 12-14 feet above finished grade.

      iii. Where needed to supplement intersection lighting, single-arm pendant boulevard-scale streetlighting located at a sidewalk corner, or atop a traffic signal pole. Where appropriate, the pole shall contain banner arms with wind relief mounting devices. Light source should be located 25-30 feet above finished grade.

   c. Street Trees

      i. At Sidewalk Tree Wells: Regularly spaced palm trees at approximately 30 feet on center.

      ii. Sidewalk Palm Tree Species Selection: *Syagrus romanzoffiana* (Queen Palm)

      iii. At Center Medians: Informal mix and spacing of palm trees and flowering deciduous trees (maximum spacing of 30 feet), accented by large palm trees (maximum spacing 200 feet between large palm trees).

      iv. Center Median Tree Species Selection:

         (A) Typical Palm Tree Species Selection: Syagrus romanzoffiana (Queen Palm)

         (B) Deciduous Flowering Tree Species Selection: Chorisia Speciosa (Silk Floss Tree)

         (C) Accent Large Palm Tree Species Selection: Phoenix canariensis (Canary Island Date Palm, to match those on South Garey Avenue)

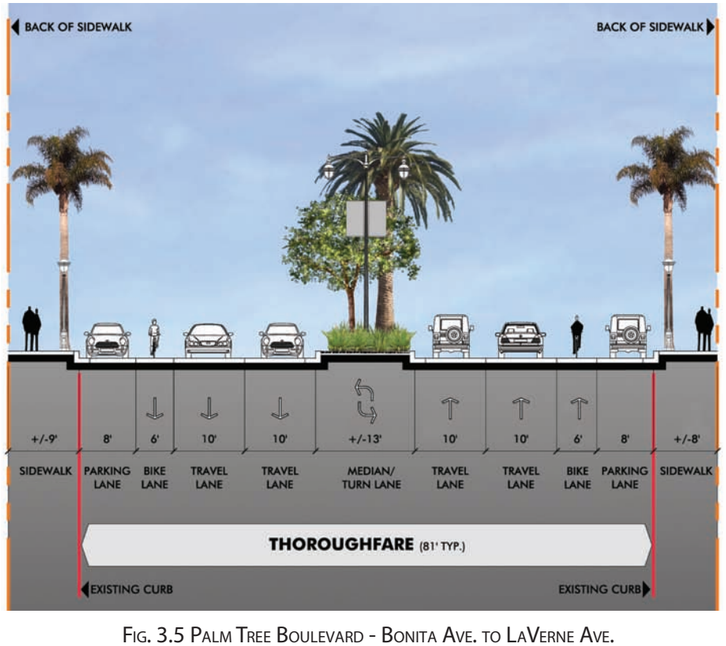


Fig. 3.5 Palm Tree Boulevard - Bonita Ave. to LaVerne Ave.

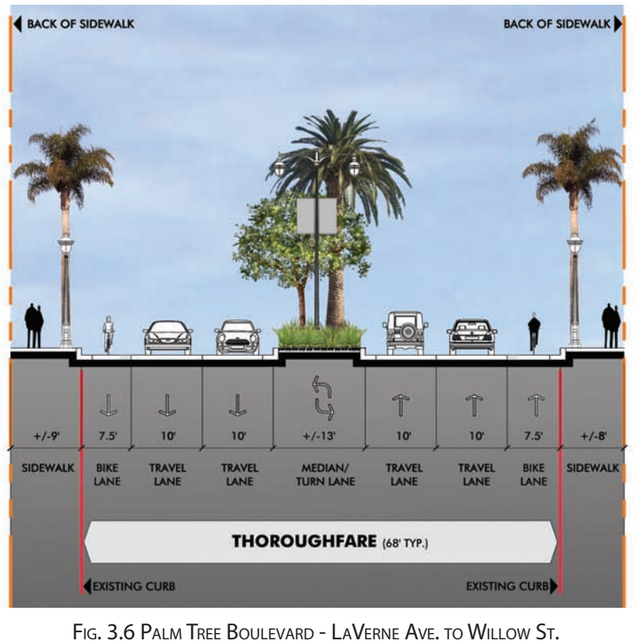


Fig. 3.6 Palm Tree Boulevard - LaVerne Ave. to Willow St.

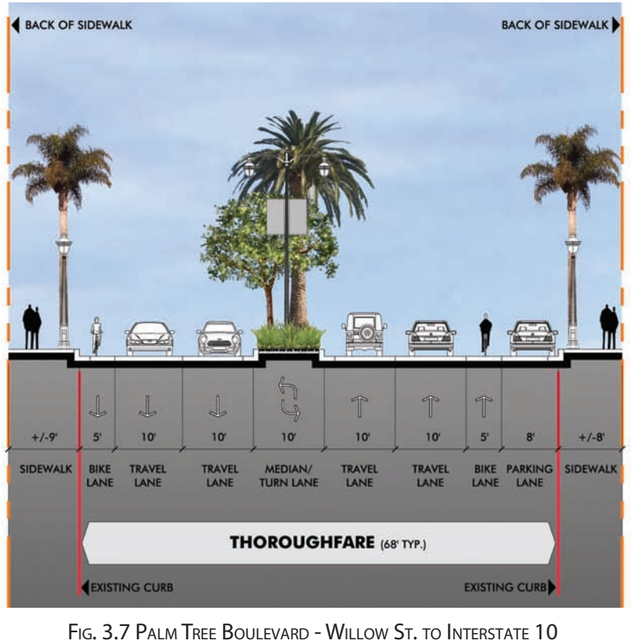


Fig. 3.7 Palm Tree Boulevard - Willow St. to Interstate 10

4. Special Conditions:

There are special conditions along the length of the Palm Gateway Improvement segment that will require the streetscape treatment to be tailored for these areas. These special conditions include:

a. North Metrolink Train Tracks: Medians and streetscape plantings will be set back from the track crossing as required for safety and visibility.

b. Large canopies of existing trees at back of sidewalk that limit installation of sidewalk planter strip trees and/or vegetation: A closer look at this condition will be required to determine if the existing tree canopies should be pruned to allow for the new streetscape treatment, or if the installation of low-medium height groundcover and streetlights is more appropriate.

c. Narrow existing sidewalks that do not allow for typical tree wells: Trees will be located in a narrower tree well.

FIG 3.8 SYAGRUS ROMANZOFFIANA - QUEEN PALM

E. Parkway Improvements

1. Location (see also Special Conditions):

   a. North Garey Avenue from Bonita Avenue to Foothill Boulevard

   b. South Garey Avenue from SR 60 to Mission Boulevard (Palm Boulevard Improvements already exist for the majority of the length of this segment, with potential opportunities for infill at "gap" locations.)

2. Thoroughfare Configuration:

   a. As illustrated in the cross-section diagram to the right, Parkway improvements retain the existing two (2) through-lanes in each direction and two (2) existing curbside parking lanes. Continuous center turn lanes are converted to a landscaped median with turn pockets at select intersections to match the existing medians with mature trees that will be retained.

3. Streetscape Elements:

   a. Sidewalks and Crosswalks:

      i. Street improvements are applied to approximately 8' to 9' foot wide existing sidewalks with no existing planter strip or with an existing narrow planter strip. Infill street trees are planted in individual tree wells except where existing planter strips are adequate for tree planting. Typical tree well size should be 4 feet x 6 feet, except where 3 foot width rectangular wells may be necessary to achieve ADA sidewalk clearance.

   b. Street Lighting:

      i. Twin head/arm pendant boulevard-scale street lighting located within the center planted median with a spacing of approximately 120 - 150 feet on-center. The street lighting will be the first vertical element at the ends of the median and the light source should be located 25-30 feet above finished grade.

      ii. Post-top pedestrian-scale street lighting located within existing sidewalk planter strips, or on the sidewalk between and in line with street trees, with a spacing of approximately 90 feet on-center. Light source should be located 12-14 feet above finished grade.

      iii. Where needed to supplement intersection lighting, single-arm pendant boulevard-scale street lighting at a sidewalk corner or atop a traffic signal pole. Light source should be located 25-30 feet above finished grade.

   c. Street Trees

      i. At Sidewalks:

         (A) At new sidewalk tree wells, or infilled within new wells that are "notched" into existing narrow continuous planting strips: Regularly spaced deciduous trees at approximately 30 feet on center.

         (B) Sidewalk Deciduous Tree Species Selection: Crape Myrtle

      ii. At Center Medians:

         (A) New and Infill Locations: Informal mix and spacing of palm trees and flowering deciduous trees (maximum spacing of 30 feet), accented by large palm trees (maximum spacing 200 feet between large palm trees).

         (B) Existing Locations: Maintain existing tree and planting configurations.

         (C) Center Median Tree Species Selection:

            (1) Typical Palm Tree Species Selection: Syagrus romanzoffiana (Queen Palm)

            (2) Deciduous Flowering Tree Species Selection: Chorisia speciosa (Silk Floss Tree)

            (3) Large Accent Palm Tree Species Selection: Phoenix canariensis (Canary Island Date Palm, to match those on South Garey Avenue)

4. Special Conditions:

There are special conditions along the length of the Palm Boulevard Improvement segment that will require the streetscape treatment to be tailored for these areas. These special conditions include:

   a. Existing median, palm trees, and improvements along Casa Colina frontage

      i. Existing medians and palm trees are to remain.

   b. Neighborhood Centers

      i. Sidewalk trees will be located in tree wells, instead of planter strips. Typical tree well size should be 5 feet x 5 feet, except where a minimum 3 foot wide rectangular wells may be necessary to achieve ADA sidewalk clearance.

      ii. Streetlight poles in this segment shall contain banner arms with wind relief mounting devices.

   c. Large canopies of existing trees at back of sidewalk that limit installation of sidewalk planter strip trees and/or vegetation.

      i. A closer look at this condition will be required to determine if the existing tree canopies should be pruned to allow for the new streetscape treatment, or if the installation of low-medium height groundcover and streetlights is more appropriate.

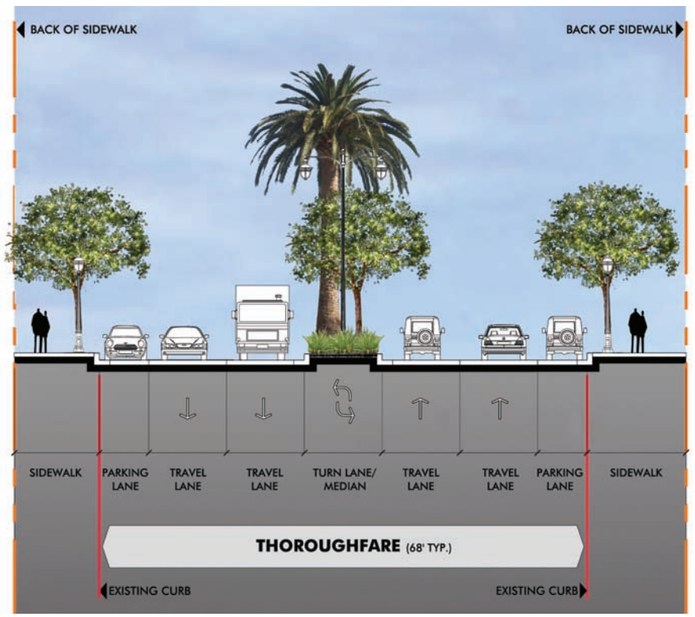


Fig. 3.9 Typical Parkway Configuration

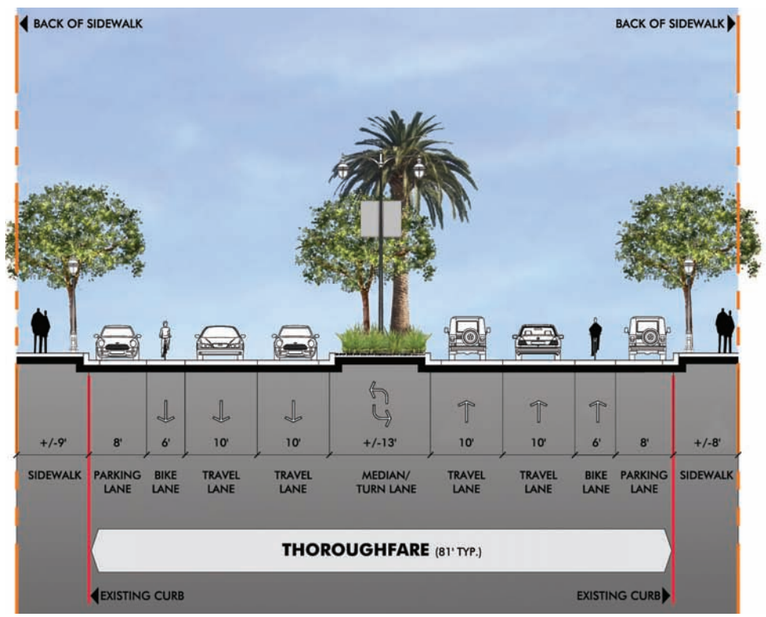


Fig. 3.10 Parkway Configuration - Bonita Ave. to Foothill Blvd.

Fig. 3.11 Phoenix Canariensis - Canary Island Date Palm (Photo of South Garey Ave. in Pomona)

F. Grand Avenue Improvements

1. Location (see also Special Conditions):

   a. East Holt Avenue from North Garey Avenue to the eastern City border

2. Thoroughfare Configuration:

   a. As illustrated in the cross-section diagram to the right, Grand Avenue improvements retain the existing two (2) through-lanes in each direction and two (2) existing curbside parking lanes. Continuous center turn lanes are converted to a landscaped median with turn pockets at select intersections. Space from narrowing of existing lanes is re-allocated to the landscaped center median.

   b. Existing sidewalks with planter strips or tree wells featuring existing mature street tree canopies are retained.

3. Streetscape Elements:

   a. Sidewalks and Crosswalks:

      i. Street improvements feature an approximately 7' to 16' foot wide existing sidewalk with no planter strip, and infill street trees are planted in individual tree wells.

   b. Street Lighting:

      i. Twin head/arm pendant boulevard-scale street lighting located within the center planted median with a spacing of approximately 160 feet on-center. The street lighting will be the first vertical element at the ends of the median and the light source should be located 25-30 feet above finished grade.

      ii. Single head post-top pedestrian-scale street lighting located on the sidewalk, aligned with street trees, and spaced approximately 80 feet on-center. The light source should be located 12-14 feet above finished grade.

      iii. Where needed to supplement intersection lighting, single-head/arm pendant boulevard-scale street lighting located at a sidewalk corner or atop a traffic signal pole. Light source should be located 25-30 feet above finished grade.

   c. Street Trees: Formal, regularly-spaced planting arrangement with street trees located in lines (allées).

      i. Street Tree Selection:

         (A) At sidewalks: Platanus x Acerifolia "Columbia"(London Plane Tree, Columbia cultivar)

         (B) At medians: Washingtonia robusta (Mexican Fan Palm)

      ii. Tree Locations and Extents:

         (A) At sidewalk planting strips or tree wells, trees are infilled where gaps exist in the existing canopy to achieve a typical spacing of 35-40 feet on-center; infilled street trees are located in-line with existing street trees.

         (B) Within the center median as two rows of alternating, stagger-spaced trees, at approximately 20-25 feet linear spacing (40-50 feet between trees in the same row). Where a narrower median width permits only a single row of palm trees, maintain a 40 foot center-to-center spacing.

4. Special Conditions:

There are special conditions along the Grand Avenue Improvement segment that will require the streetscape treatment to be tailored for these areas. These special conditions include:

   a. East Holt Avenue - Downtown Segment

      i. From Towne Avenue to Garey Avenue, lanes of parallel curbside parking are maintained, the central median is reduced in width and the double row of median trees is replaced by a single row of trees or other vertical elements (consistent with median treatment from Towne Avenue to Garey Avenue on the east side).

      ii. Grand Avenue median landscaping and lighting materials and patterns will be continued to the degree possible.

      iii. Streetlight poles in this segment shall contain banner arms with wind relief mounting devices.

   b. Neighborhood Center

      i. Grand Avenue median landscaping and lighting materials and patterns will be continued to the degree possible.

      ii. Streetlight poles in this segment shall contain banner arms with wind relief mounting devices.

   c. At narrow existing sidewalks that do not allow for a 5' x 5' tree well

      i. At narrow sidewalk conditions where a 5' x 5' tree well is not possible, tree wells should be s wide as possible with a minimum 3 foot wide rectangular well as necessary to achieve ADA clearance.

   d. Large canopies of existing trees at back of sidewalk that limit installation of sidewalk planter strip trees and/or vegetation.

      i. A closer look at this condition will be required to determine if the existing tree canopies should be pruned to allow for the new streetscape treatment, or if the installation of low-medium height groundcover and streetlights is more appropriate.

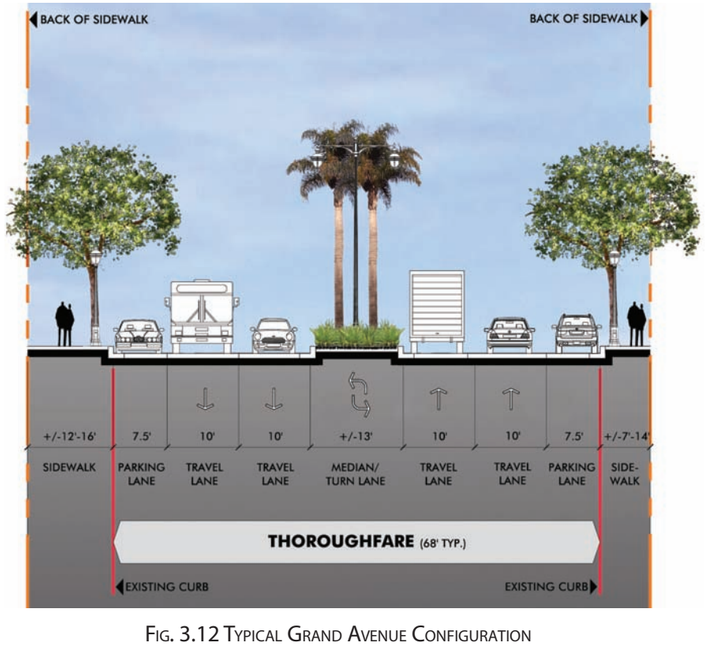


Fig. 3.12 Typical Grand Avenue Configuration

Fig. 3.13 Washingtonia Robusta - Mexican Fan Palm
(Photo of San Francisco Ave. in Pomona)

G. Midtown Boulevard Improvements

1. Location (see also Special Conditions):

   a. Mission Boulevard from SR 71 to the eastern City border (see also Special Conditions)

2. Thoroughfare Configuration:

   a. As illustrated in the plan and cross-section diagrams to the right, Midtown Boulevard improvements retain two (2) existing through-lanes in each direction along Mission Boulevard. Space from the continuous center turn lane is re-allocated to two new bicycle lanes with colored paving adjacent to existing curbs. On-street parking lanes are shifted towards the street center, outside of the bicycle lanes. Street trees in curbed islands within the parking lanes form a line of trees, in addition to the line of trees on the sidewalk. The resulting boulevard streetscape creates four rows of street trees to strengthen a mixed use, residentially compatible setting. Left turn pockets are retained at select intersections by eliminating on-street parking on the approach to those intersections where turn pockets are determined to be necessary; parking is to be eliminated only for the distance required for turning vehicle storage and to accommodate a horizontal lane shift that is appropriate to the street's design speed.

3. Streetscape Elements:

   a. Bicycle Lanes

      i. A seven (7) foot wide bicycle lane will be provided adjacent to the existing curb, which includes a two (2) foot wide door swing clearance zone adjacent to the parking lane. The bicycle lane is demarcated by a green pavement topping color consistent with the specifications given interim approval by the Federal Highway Administration's Committee for Uniform Traffic Control Devices, and the door swing clearance zone is indicated by a diagonal striping pattern.

   b. Sidewalks and Crosswalks

      i. Infill street improvements will match existing sidewalk and planter strip widths, or may utilize wider sidewalks with a minimum six (6) foot wide planter strip at the back of curb. For exceptions, see Special Conditions below.

      ii. At ends of blocks where the bicycle and parking lanes intersect the cross street, a small curbed island in line with the parking lane will protect the crosswalk from oncoming or turning traffic and mark the extents of the boulevard's central travel lanes.

   c. Street Lighting

      i. Single head/arm pendant boulevard-scale street lighting located within the sidewalk planter strip with a spacing of approximately 112 feet on-center at a staggered cross-street alignment and centered between parking lane trees. The light source should be located 25-30 feet above finished grade.

      ii. Single post-top pedestrian-scale street lighting located within the sidewalk planter strip in between the boulevard-scale poles, and aligned with the parking lane tree and with a spacing of approximately 56 feet on-center. Light source should be located 12-14 feet above finished grade.

      iii. Where needed to supplement intersection lighting, single-arm pendant boulevard-scale streetlighting located within the planter strip, at a sidewalk corner, or atop a traffic signal pole. Light source should be located 25-30 feet above finished grade.

   d. Street Trees: Formal, regularly-spaced planting arrangement with street trees located in lines (allées).

      i. Street Tree Selection:

         (A) At Sidewalks: Ulmus parvifolia (Chinese Elm)

         (B) At curbed islands between parked cars, within the parking lane: Ulmus parvifolia (Chinese Elm)

      ii. Tree Locations and Extents:

         (A) In sidewalk planting strips at approximately 28 feet on-center, alternately aligned with parking lane trees (see plan illustration).

         (B) At curbed islands between every two parking stalls, within the parking lane at approximately 56 feet on center. Curbed tree islands are 7.5' wide (to match the parking lane width) by 8 feet long. Street tree trunks are asymmetrically positioned within the 8 foot length to allow for dissimilar front and rear parked vehicle overhang, with the tree trunk centerline set back 3.5 feet at the vehicle front overhang and 4.5 feet at the vehicle rear overhang.

         (C) Parking lane trees align across the street as much as possible.

4. Special Conditions:

There are special conditions along the length of a Midtown Boulevard segment that will require the streetscape treatment to be tailored for these areas. These special conditions include:

   a. Transit Stops:

      i. Specific configuration of transit stops relative to bicycle lanes will require coordination with bus transit agencies for concept and final design. For transit stops located on the near side of intersections, street tree placement should allow cyclists in bicycle lanes to clearly see transit riders at the stop who may be walking across the bicycle lane for boarding or alighting.

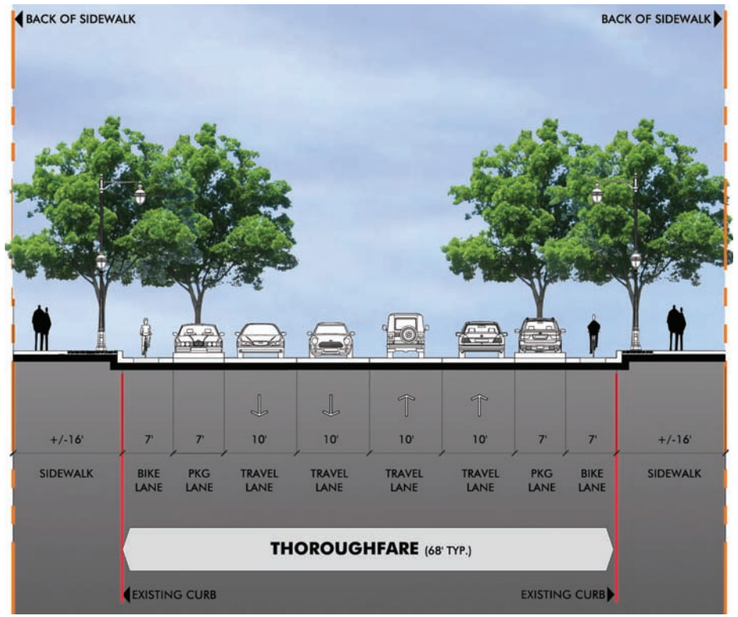


Fig. 3.14 Typical Midtown Boulevard Configuration

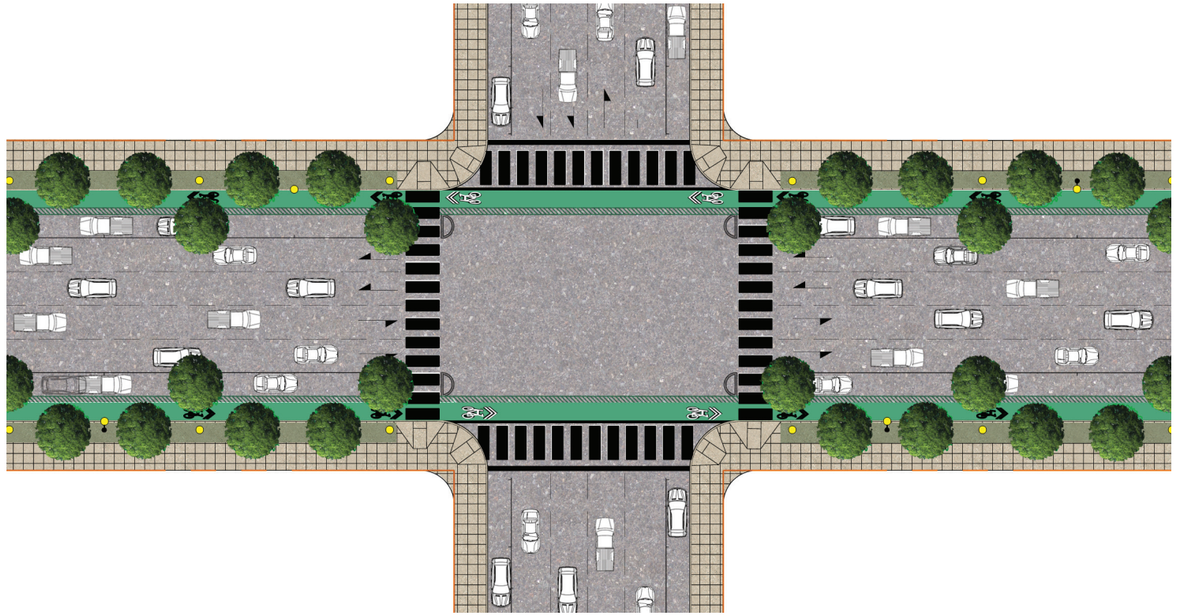


Fig. 3.15 Typical Grand Boulevard Plan Layout

b. Downtown Segment - from Park Avenue to Palomares Street:

i. Single post top pedestrian-height streetlights will be positioned on curbed islands with the parking lane (instead of trees) in this segment only, except along frontages of right turn lanes and transit stops.

ii. Boulevard streetlight poles in this segment shall contain banner arms with wind relief mounting devices.

iii. Where sidewalk trees are infilled, they will be located in tree wells instead of planter strips.

c. East and West Mission Gateway segments:

i. From SR-71 to Dudley Street and from San Antonio Avenue to the eastern City border, existing lanes, sidewalk widths, curbs, medians, sidewalk trees, and median trees will be retained

ii. Single arm pendant boulevard-scale street lighting will replace existing cobrahead poles at the same spacing. The light source should be located 25-30 feet above finished grade.

iii. Streetlight poles in this segment shall contain banner arms with wind relief mounting devices.

iv. The "frontage road" segment of Brea Canyon Road along the south side of West Mission Boulevard between South Dudley Street and Curran Place (and extending one half block further west) is an opportunity to create a one-sided "multiway boulevard" frontage that can support a slow-speed, pedestrian-friendly street environment with the higher visibility of West Mission Boulevard's arterial road segment near the SR 71 interchange. Streetscape treatments with street trees, single post top pedestrian-scale streetlight poles at the sidewalk, and furnishings are recommended. Bicycle lanes should be retained in the main traveled way and not relocated on this side of the street into the potential boulevard access frontage.

H. Regional Boulevard Improvements

1. Location:

a. Foothill Boulevard extending between the boundaries of the City of Pomona

2. Thoroughfare Configuration:

a. As illustrated in the cross-section diagram to the right, Foothill Boulevard improvements retain the existing two (2) through-lanes in each direction and two (2) existing curbside parking lanes. Continuous center turn lanes are converted to a landscaped median with turn pockets at select intersections.

3. Streetscape Elements:

a. Sidewalks and Crosswalks:

i. The existing sidewalk is approximately 9 feet wide with no planter strip.

b. Street Lighting:

i. Single head/arm pendant boulevard-scale street lighting will be located on the sidewalk with a spacing of approximately 120 feet on-center. The roadway light source should be located 25-30 feet above finished grade. Each pole will also have an attached luminaire mounted at pedestrian height on the sidewalk side on a short decorative arm. The light source for this pedestrian-height luminaire should be located 12-14 feet above finished grade.

ii. Where needed to supplement intersection lighting, single- or double-arm pendant boulevard-scale streetlighting may be located at the end of a median, or added atop a traffic signal pole. The light source should be located 25-30 feet above finished grade.

iii. Streetlight poles in this segment shall contain pairs of banner arms with wind relief mounting devices.

iv. Center median trees are each uplit from both front and rear, on timers to shut off after a late night hour designated by the City.

c. Street Trees: Formal, regularly-spaced planting arrangement with street trees located in lines (allées).

i. Street Tree Selection:

(A) At Sidewalks: no sidewalk street tree is required, due to existing sidewalk width constraints.

(B) At Medians: Washingtonia robusta (Mexican Fan Palm)

ii. Tree Locations and Extents:

(A) Within the center median, planted as two paired rows of palm trees, at approximately 40 foot linear spacing. Where a narrower median width permits only a single row of palm trees, maintain 40 foot spacing.

4. Historic Route 66 Character

a. As a segment of historic Route 66, the city will consider the use of special streetlights, street furniture, and gateway signage for the Regional boulevard streetscape improvements along Foothill Boulevard. The city will consider streetlight, street furniture, and gateway signage designs that draw inspiration from historic styles of the strip (see Section 2.8.3.F). The City will also consider coordinating with design cues and signage used as part of historic preservation programs along other segments of Route 66 outside the City that emphasize both the importance of the route as a whole and of the segment within Pomona.

Fig 3.16 Ulmus parvifolia - Chinese Elm
(Photo of San Felipe Street in Pomona)

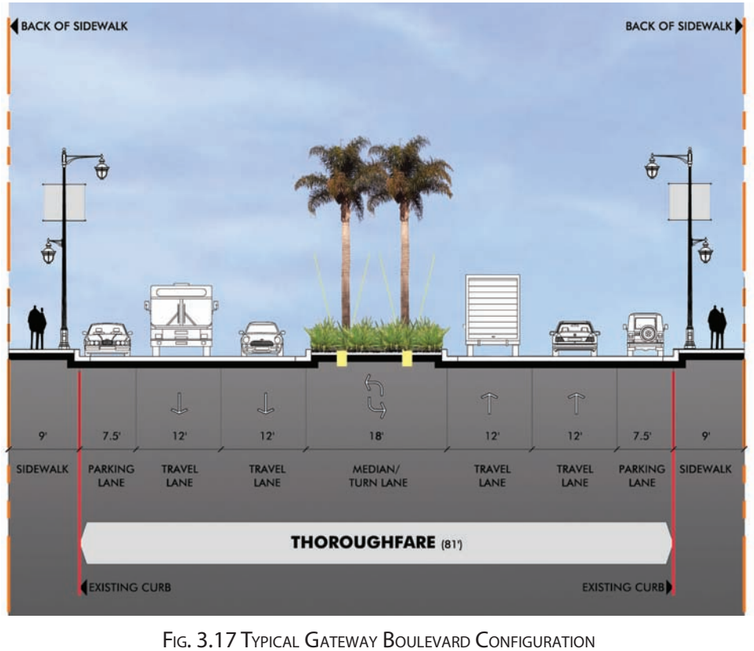


Fig. 3.17 Typical Gateway Boulevard Configuration

Fig. 3.18 Washingtonia Robusta - Mexican Fan Palm
(Photo of San Francisco Ave. in Pomona)

Garey Ave. and Second Street Public Improvements now regulated under Downtown Pomona Specific Plan Per Ordinance No. 4267 approved August 5, 2019

I. Downtown Boulevard Improvements

1. Location (see also Special Conditions):

a. North and South Garey Avenue from Mission Boulevard to Holt Avenue (see also Special Conditions), except at the downtown railroad underpass.

2. Thoroughfare Configuration:

a. As illustrated in the plan and cross-section diagrams to the right, Downtown Boulevard improvements retain the existing two (2) through-lanes in each direction and two (2) existing curbside parking lanes.

b. Space from the center turn lane is re-allocated evenly to both sides of the street and curbs are relocated to create a wider sidewalk. Street drainage will be reconfigured as required (see also Special Conditions).

3. Streetscape Elements:

a. Sidewalks and Crosswalks:

i. Street improvements will feature an approximately 19.5 foot wide widened sidewalk with no planter strip. Infill street trees are planted in individual tree wells (see also Special Conditions).

b. Street Lighting:

i. Double-head/arm pendant boulevard-scale street lighting with double-head/arm post-top pedestrian-scale luminaires located at sidewalks, with a spacing of approximately 56 feet on-center, centered between street trees. The boulevard-scale light source should be located 25-30 feet above finished grade, with double-arms perpendicular to the street centerline; the pedestrian-height luminaires are mounted on double-arms parallel to the street centerline, located 12 to 14 feet above finished grade, with double-arms parallel to the street centerline.

ii. Streetlight poles in this segment shall contain pairs of banner arms with wind relief mounting devices.

iii. Where needed to supplement intersection lighting, single-arm pendant boulevard-scale streetlighting located within the planter strip, at a sidewalk corner, or atop a traffic signal pole. Light source should be located 25-30 feet above finished grade.

iv. Trees within parking lanes on curbed islands are each uplit from both front and rear with in-grade fixtures, on times to shut off after a late night hour designated by the City.

c. Street Trees: Formal, regularly-spaced planting arrangement with street trees located in lines (allées).

i. Street Tree Selection:

(A) At Sidewalks: Pistacia chinensis (Chinese Pistache)

(B) At parking lane trees in curbed planters: Jacaranda mimosifolia (Blue Jacaranda)

ii. Tree Locations and Extents:

(A) At sidewalk tree wells, trees are planted 28 feet on-center.

(B) Parking lane trees are planted in curbed islands between every two parking stalls, within the parking lane at approximately 56 feet on center. Curbed islands are 6.5' wide by 8 feet long, offset from the existing face of curb by 12" to enable passage of existing drainage. Street tree trunks are asymmetrically positioned within the 8 foot length to allow for dissimilar front and rear parked vehicle overhangs, with the tree trunk centerline set back from face of curb by 3.5 feet at the vehicle front overhang and by 4.5 feet at the vehicle rear overhang.

4. Special Conditions:

There are special conditions along the length of the Downtown Boulevard Improvement segment that will require the streetscape treatment to be tailored for these areas. These special conditions include:

a. Transit Stops: specific configuration of the streetscape at transit stops will require coordination with bus transit agencies for concept and final design.

b. North Garey Avenue – Monterey Avenue to Holt Avenue

i. Existing through and turn lanes, curbs, and sidewalk widths will be maintained, and no trees within curbed islands will be added to parking lanes; all other Downtown Boulevard streetscape features will be applicable.

c. South Garey Avenue – 4th Street to Mission Boulevard

i. The schematic design for this block includes the widening of existing sidewalks to approximately 14.5 feet, with street drainage reconfigured as required.

ii. A center left turn lane for southbound traffic from Mission Boulevard will be retained.

iii. A dedicated southbound right turn will not be included and west side sidewalk and parking lane improvements will extend to the northwest corner of South Garey Avenue and Mission Boulevard.

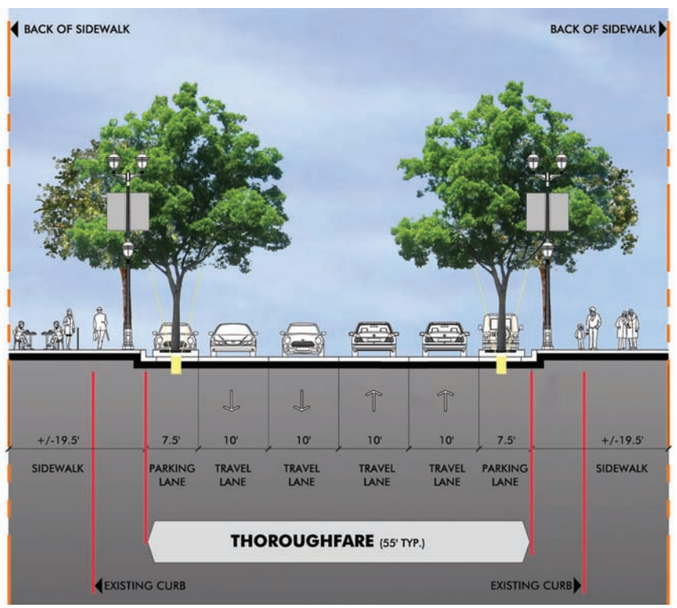


Fig. 3.19 Typical Downtown Boulevard Configuration

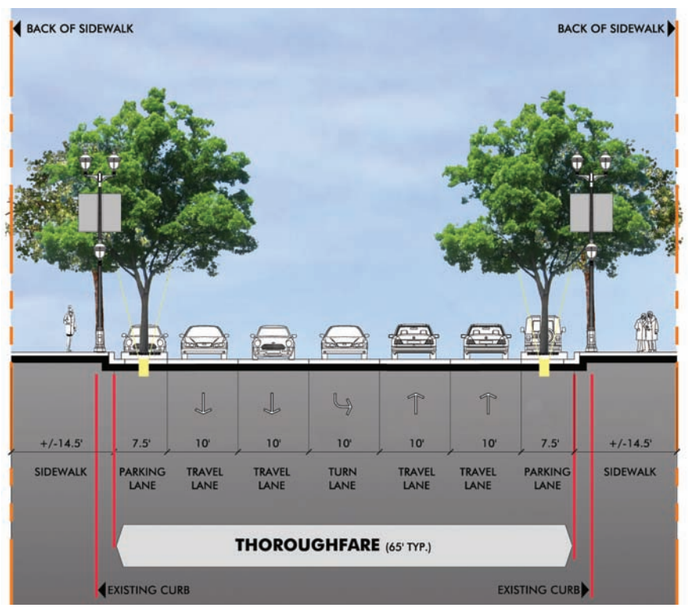


Fig. 3.20 Downtown Boulevard Configuration with Turn Lane

Fig 3.21 Pistacia Chinensis - Chinese Pistache

Fig. 3.22 Jacaranda mimosifolia - Blue Jacaranda

Fig. 3.23 Blue Jacaranda - Photo of Second Street in Downtown Pomona

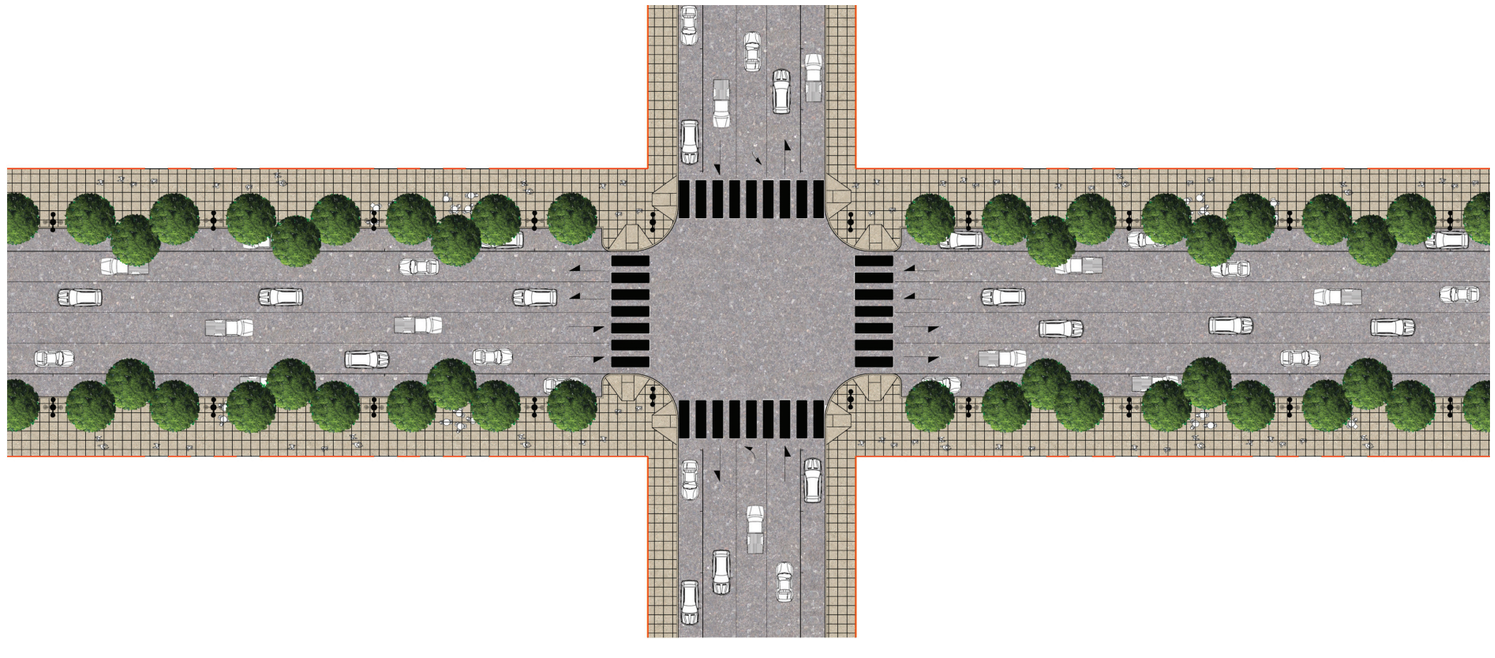


Fig. 3.24 Typical Downtown Boulevard Plan Layout

Garey Ave. and Second Street Public Improvements now regulated under Downtown Pomona Specific Plan Per Ordinance No. 4267 approved August 5, 2019

J. Second Street Renewal Improvements

Improvements are intended only to renew the appearance and physical integrity of the current streetscape and are limited to refurbishment of existing street lighting, tree uplighting, and ornamental street signs; addition of benches; infill of damaged or missing street trees and associated irrigation and planting beds; and rehabilitation of worn, exposed paving or planter wall surfaces.

1. Location:

   a. Second Street from South Main to South Gibbs Street

   Note: these four core blocks represent less than half the length of the original 9 blocks of the historic 1962 pedestrian mall streetscape improvements. They represent only an initial phase associated with recommended corridor improvement in conjunction with the Downtown Boulevard improvements to Garey Boulevard within downtown.

2. Configuration:

   a. The configuration of existing lanes, parking, paving and drainage will remain unchanged.

3. Streetscape Elements:

   a. Street Lighting:

      i. 3-head, post-top pedestrian-scale decorative street lighting assemblies with luminaires, arms, and accessories to match boulevard fixtures, to replace existing 3-head decorative luminaires and arms at existing poles – or to also replace existing poles if required, at present locations. Selected model/design featured in photograph labeled "Boulevard Street Light." The luminaire shall be of a cutoff type with opaque cap, shall have a large prismatic globe lens to diffuse and mitigate glare, and feature capability for interchangeable conventional or LED light sources. Paint color applied to metal finishes to match existing streetlight paint color.

      ii. Where needed to supplement intersection lighting, single-head/arm pendant boulevard-scale streetlighting located at a sidewalk corner or atop a traffic signal pole. Light source should be located 25-30 feet above finished grade.

      iii. Existing street trees within existing raised concrete planters (historic) within parking lane are each uplit by uplight fixtures from within the planters at both front and rear, on timers to shut off after a late night hour designated by the City.

   b. Other Furnishings:

      i. Benches with arms may be mounted on the sidewalk-facing side of existing concrete tree planters.

      ii. Refurbish and repaint existing decorative street name signs within existing raised concrete planters.

   c. Pavement Surfaces and Planter Wall Surfaces:

      i. At sidewalk, parking, and travel lane surfaces – replace existing surfaces in disrepair with same materials, or as closely matched as is feasible.

      ii. Existing exposed vertical planter walls and fountain walls – repair and refurbish cracked, chipped or worn materials and surfaces.

   d. Street Trees:

      i. Repair and replace: Where existing street trees within raised planters are damaged or missing, infill with replacement trees of the original species at the largest practical size. Amend or repair planting pits, tree supports, soil media, and irrigation function as required.

Fig. 3.25 Historic Second Street Streetscape

K. Improvements that are Typical for all Corridor Segment Streetscape Types:

1. Curbs:

   a. Except where otherwise noted, all streetscape types assume the maintenance of existing curb locations and associated drainage. Wherever possible, modification of curbs to add curb openings in tandem with installation of rain garden drainage detention and percolation swales within planter strips will be considered.

2. Curbside Parking:

   a. Parallel curbside parking stalls are 7.5 feet wide and 22 feet long, with an additional 2 foot long "buffer" space inserted wherever a parking stall abuts a vertical curb at a corner bulb-out or a curbed tree planter occurs within the parking lane.

   b. At the edge of a corridor curbside parking lane, a continuous 9" wide painted white strip will be applied to visually warn of and emphasize the edge of the line of parking stalls, as seen from moving vehicles in the adjacent travel lane.

3. Crosswalks & Corner Bulb-Outs

   a. High-visibility crosswalk markings: For boulevard crosswalks, high visibility crosswalk markings will be used, such as a perpendicular "piano key" striping, or a combination of a flush colored imprint pattern framed by parallel crosswalk paint stripes.

   b. Where curbside parking extends to street intersections with crosswalks, corner bulb-out extensions will be added where appropriate to reduce multi-lane street width crossing distance and enhance pedestrian safety and comfort. Bulb-out extensions should also be considered for side streets exceeding two lanes in width. A covered drainage channel routed through the bulb-out may be necessary to maintain street drainage flow. Bulb-outs will be configured to accommodate bike lanes where they occur (standard bulb-outs cannot be used on crossings of Mission where the Midtown Boulevard cross-section with bike lanes is implemented).

4. Street lighting

   a. Corridor street lights will use an iconic Boulevard type of configuration, whose elements consist of decorative luminaire(s) configurable either as post-top or pendant mount (twin or single arms where needed), decorative pole, and decorative base in a hybrid modern and traditional aesthetic. An example configuration of the selected model/design is featured in photograph to the left labeled "Boulevard Street Light." The luminaire shall be of a cutoff type with an opaque cap to restrict skyward light emission, have a large prismatic globe lens to diffuse and mitigate glare, and feature weather-sealed optics and capability for interchangeable high-intensity discharge (HID), LED, or other energy-efficient light sources. Paint color applied to metal finishes to be gloss black with decorative copper accents.

   b. Supplementary intersection lighting may be provided as needed in the form of added "safety" luminaires and arms in the same styles as decorative street lighting, attached to traffic signal poles.

5. Street Furnishings

   a. Benches with metal frames and slats and metal trash receptacles with a hybrid modern and traditional aesthetic.

   b. Bicycle Racks: Circular galvanized steel bicycle racks with square tube sections.

   c. All metalwork except bicycle racks to be painted to match street lighting finishes.

   d. Selected models/designs are featured in images to the left labeled "Boulevard Bench and Trash Receptacle" and "Bicycle Rack"

6. Street Trees

   a. Extents: along the length of a block, the last tree of any row of sidewalk or median street trees is to be planted as close to the corner curb-return as possible. Special consideration may need to be given to street trees in the Midtown Boulevard cross-section of Mission Avenue to permit appropriate sight distances for mutual visibility between cyclists and motorists.

7. Other Planting

   a. Center medians and planting strips are planted with low maintenance, drought-tolerant, low height groundcover with foliage of varied color and texture, with native plants used where possible. Examples include Phormium plants, sedge grasses, etc. Where rain garden drainage detention and percolation swales within planter strips are utilized, specialized plant selections and subsoil design will be required.

Fig. 3.26 Furnishings: Bench, Trash Receptacle & Bicycle Rack

Fig. 3.27 Boulevard Streetlight

L. Gateways

High-visibility locations such as at freeway off-ramps, primary corridor entry points to the City, and locations that are en route to a strategic destination such as Downtown, the Fairplex, Cal Poly are important gateways. The City will emphasize these locations with a combination of landmark structures, landscaping, lighting, medians, and other streetscape as appropriate to enhance the experience of these Gateways and strengthen City identity.

1. Landmark Structures

a. Installation of the City's large gateway landmark structure will be considered during the concept design phase of streetscape improvement projects for primary corridors.

b. A prototype boulevard-scale gateway landmark structure has been previously designed and installed in the landscaped median at North White Avenue just north of the I-10 overpass, for visitors arriving from the freeway and destined for the Fairplex (see Fig. 3.28). As a prototype, it replaces the existing small concrete pylon gateway markers which lack the scale and visibility to be effective in the context of very wide primary corridor street spaces (see Fig. 3.29).

c. Optimal locations for additional installations of these gateway landmark structures are within the center landscaped median as the first visible object seen by motorists entering the corridor segment when available. Where there is no median, they may be paired at locations flanking either side of the primary corridor street, where available. Alternatively, the design may be modified for a sidewalk location and positioned at one or more intersection corner open spaces at a strategic intersection, potentially in conjunction with a corner bulb-out extension.

2. Freeway Overpasses

a. Freeway interchanges serve high volumes of traffic and are often entry points for visitors into and out of the City. To enhance these gateways, the City will work with Caltrans as necessary and consider:

i. Enhancing the experience under overpasses through improved lighting, murals, and/or painting the space under the overpass in light colors, especially along sidewalks that extend under the overpass;

ii. Enhancing the visual character of overpasses as gateway features seen from surrounding streets by installing signs, murals, tiles, painting, or otherwise beautifying the overpass;

iii. Installing trees and improved landscaping around interchanges;

iv. Upgrading or removing old chain link fencing around interchanges where appropriate.

Fig. 3.28 Large Scale Gateway Landmark Structure at North White Avenue

Fig. 3.29 Older Small Concrete Pylon Gateway Markers

3.1.2 TRAFFIC / STREET NETWORK IMPROVEMENTS

To accommodate ongoing growth and investment along the Corridors, the City intends to place the highest priority on the implementation of improvements that increase the variety of mobility options available to travel within and through the City.

A. Traffic Signal Timing Modifications

1. Generally

The City will consider the use of shorter traffic signal timing cycles in implementation of the Specific Plan. This could include upgrades to signal equipment to allow a greater range of phasing options, such as combined protected-permissive left turning and lead-lag phasing for intersections with a heavy left turn volume from one approach. Many intersections in the City currently feature left-turn signal control that only allows turns during a protected phase, which tends to increase overall phase length and impair the efficiency of a signalized intersection.

In conjunction with the use of shorter cycle lengths, the City will enhance signals as resources allow to include modern pedestrian control infrastructure, such as pedestrian countdown signals equipped with sound to increase intersection accessibility. When feasible, pedestrian signals should display walk signals for crossings concurrent with adjacent vehicle travel green signal phases without requiring push-button activation of the pedestrian signal.

2. Intersections Comprising the Garey/I-10 Interchange

The intersections most prone to experiencing significant reductions in level of service due to new development within the Plan Area are those comprising the Garey/I-10 interchange complex in its present design.

The City should begin to plan for this growth by working with CalTrans to explore alternative traffic signal configurations, including signal hardware for turn movements that allows permissive left turning during general green phases. In addition, cycle lengths should be modified to minimize delay. Detailed descriptions of forecasted traffic and suggested mitigation measures for traffic congestion at these intersections can be found in Appendix C.

3. Mission Avenue Intersections

Due to the lack of dedicated left-turn storage in the Midtown Boulevard typical cross-section, signal timing and phasing should be implemented based on traffic volumes and patterns current at the time of the street's implementation. This is likely to include, among other approaches, the addition of traffic signal hardware that permits protected phases for left turns when one direction has a significantly higher left turn volume than the other direction but that also allows permissive left turns during Mission Avenue's general green phases.

As detailed traffic studies identify the need for left turn storage pockets on Mission Avenue intersection approaches, traffic signal hardware should be updated to allow combined protected-permissive left turning from Mission. Timing plans should evaluate the need for the appropriate length of traffic signal phases.

4. Holt/Fairplex

Forecasted traffic increases at this intersection result in an increased amount of traffic congestion and vehicle delay, especially in the afternoon peak hour. The City should work with CalTrans to explore alternative signal timing plans that reduce delay along Holt while continuing to allow for acceptable traffic operations on the access ramps to and from Highway 71.

B. Other Intersection Improvements

1. Holt/Reservoir

Traffic analysis of the impacts of added traffic assumed the current configuration of this intersection, where only one northbound turn lane is provided for each direction. This allows for generally acceptable levels of service, with overall intersection delay similar to current conditions at the time of the Specific Plan's adoption.

In implementing the Specific Plan, the City should reconstruct the Reservoir Street intersection approach to lessen the existing constraints on sidewalk width on this extent of Reservoir and to enhance pedestrian safety in crossing the intersection.

2. Left Turn Lanes at Mission Avenue Intersections

The four-lane undivided typical section of Mission Avenue generally does not include space for left-turn storage. However, as established in Section 3.1.1(H) left turn lanes will be considered at key intersections where traffic patterns suggest that it is necessary. The intersections identified in preliminary analysis of the Centers and Segments Growth Framework are as follows:

a. Mission and Reservoir

b. Mission and Garey

The City will continue to monitor traffic patterns and consider directing impact studies developed for development applications to examine the impacts of left turns on intersection performance. The City will add left turns at other intersections as future development deems necessary.

3.1.3 IMPROVEMENTS SUPPORTING FUTURE TRANSIT SERVICES

Planning for future transit services along the Corridors requires an understanding of existing services, those that are planned, and those that could be developed, and integrating those services with the anticipated land use pattern changes. The primary role of the Specific Plan is to establish the planned land use/development pattern in support of existing and future transit services. As transit service planning and implementation is ultimately the responsibility of transit agencies and other regional planning organizations, a detailed transit plan is beyond the scope of this plan. However, identifying appropriate goals and strategies for encouraging transit use and mandating the considering or inclusion of significant elements is appropriate for the Specific Plan and can help regional service providers maximize service potential within the corridors.

One of the key transportation benefits of mixed use development with increased residential density is the decrease in the propensity of residents to be reliant upon the automobile for daily activities. In addition to walking to area businesses and services, a higher percentage of residents of this type of development are interested in using public transportation. The increased density also makes service options with fewer stops more viable.

The following sections provide guidance in developing services that integrate existing and new transit services with redevelopment of the corridors. The sections are intended to be guides that allow for substantial flexibility in implementation in order to adapt to changes in potential services and development scenarios.

Goal:

Provide greater opportunity and convenience for residents and visitors to the corridor to use public transit options by incorporating appropriate infrastructure in development plans to support transit as well as amenities to make these options appealing to users.

A. Downtown (Metrolink Station)

The development standards for areas in and around Downtown encourage greater residential and mixed use densities that present opportunities for increased transit service options. Transit stops and amenities should be incorporated into the public frontage areas along primary corridors, within developments and along secondary arterials such as White and Towne Avenues. Certain transit services, such as bus rapid transit or express service may necessitate including a very limited number of stops within the mainline section of Holt or Garey Avenue to meet performance specifications for the individual service. Transit service within this district will also take full advantage of the existing transit service point at the Downtown Metrolink station and transit center. Expansion of this transit center to adjacent properties may need to be evaluated should increased service require it and especially when considering the potential for High Speed Rail.

B. North Metrolink Station & Future Gold Line Service

Like Downtown, the development standards for areas in and around the North Metrolink Station encourage greater densities and mix of uses that present opportunities for increased transit service options. The creation of smaller blocks as part of new development will provide many options for servicing transit in the area and improving access to the existing Metrolink Station. Transit stops and amenities should be incorporated into the public frontage areas, within developments and along secondary arterials such as Bonita Avenue and Arrow Highway. Transit service within this district will also take full advantage of the existing transit service point at the North Metrolink station. Expansion of this transit center to adjacent properties may need to be evaluated should increased service require it and especially when considering the future Gold Line extension. In addition, the City will consider the possibility of relocating the North Metrolink station closer to N. Garey Ave. Potential benefits include improved access to and visibility of the station and better alignment with the Metro Gold Line extension station.

C. Garey Avenue

1. Metrolink Connections

The City will coordinate with local transit agencies to maintain a high level of bus (or equivalent) service running along Garey Ave. and connecting the North Metrolink station and the Downtown Pomona Transit Center.

2. Pomona Valley Hospital Medical Center (PVHMC) and Casa Colina

Streetscape improvements between the PVHMC and Casa Colina will put a priority on maintaining a safe and comfortable pedestrian environment for patients and visitors taking advantage of the cluster of medical services along this stretch of Garey Ave.

The City will also work with these medical services anchors to accommodate shuttle services or other Workplace Gateway segment transit circulators that will improve connectivity between and access to medical related services along this stretch of Garey Ave.

3. Residential Parkway Segments

Very few changes are expected to occur within Residential Parkway Segment that would necessitate significant changes in transit service needs. There may be limited opportunities to integrate expanded amenities for future transit services that might include local circulator services within the segment. Based on current projections for street capacity, it would appear that sufficient right-of-way is available throughout this segment to meet future transit amenity needs. As future service programs develop, additional facilities may be required and should be reviewed as new development occurs.

Anticipated land use scenarios within this segment are generally characterized as being lower in density with most commercial development serving local needs. As such, the need for expanded local transit service alternatives along Beach Boulevard may require the development of special facilities to expedite transit vehicle flow and service. Areas near major intersections could provide opportunities for transit bypass lanes/queue jumping facilities and modification of traffic signal operations to facilitate transit flow. The most likely areas within this segment where this approach could be used are at Adams, Garfield and Ellis. Detailed evaluation of development proposals on approaches to these intersections should be undertaken in the context of developing new transit services to ensure that appropriate public infrastructure can be provided to support the service.

As with the Neighborhood Parkway Segment, development within the Neighborhood Boulevard Segment is generally lower in density with a few possible pockets of higher density development. Expanding local transit service in this area is expected to be confined to facilitating express regional services and incorporating local circulator options into development. Expanding local transit service in this area is expected to be confined to facilitating express regional services and incorporating local circulator options into development. Development of new transit service alternatives along Beach Boulevard may require the development of special facilities to expedite transit vehicle flow and service. Areas near major intersections could provide opportunities for transit bypass lanes/queue jumping facilities and modification of traffic signal operations to facilitate transit flow. The most likely areas within this segment where this approach could be used are at each of the major intersections of Ellis, Talbert, Slater and Warner. Detailed evaluation of development proposals on approaches to these intersections should be undertaken in the context of developing new transit service to ensure that appropriate public infrastructure can be provided to support the service. The areas near Warner Avenue and Ellis/Main present the greatest potential for higher density development and inclusion of transit facilities with new development. Special attention should be given to enhancing transit services at these key nodes.

D. Holt Avenue

1. Bus Rapid Transit (BRT)

Various planning efforts and discussions have explored the concept of bus rapid transit (BRT) along Holt Avenue, connecting communities in eastern Los Angeles and western San Bernardino Counties. This concept has not yet advanced to detailed levels of planning or engineering, but the City nonetheless recognizes the long-term potential for premium transit along this corridor. The City intends to implement this Plan in a way that does not preclude a feasible design for future BRT. To this end, the Holt corridor streetscape design maintains curb to curb dimensions that can be configured to accommodate a travel lane in each direction that is sufficient for transit (typically 12 feet). Given right-of-way constraints, BRT along Holt Ave. will most likely operate in the traveled way's curb lanes in mixed traffic because running BRT in a center median guideway would require significant reconfiguration of the Holt Ave. street section to accommodate at least 24 feet for guideway width and an additional 8 to 10 feet for the width of a station platform. Pedestrian access to stations is a critical link to highly functional and desirable transit service and special attention will be given to the design and safety of pedestrian crossings immediately near stations.

These considerations will be a higher priority along portions of Holt Ave. with Neighborhood Center or Urban Neighborhood frontage and near Downtown as these will be the most feasible and desirable station locations for any new premium transit built along the Holt Corridor.

E. Mission Boulevard

As a major east west connection within Pomona, Mission Boulevard currently accommodates a number of bus routes. With the envisioned streetscape improvements (above), Mission Boulevard has the potential to function as a true complete street and transit corridor connection to Downtown. This may be accomplished by integrating expanded amenities for future transit services including local circulator services within the segment. Based on current projections for street capacity, it would appear that sufficient right-of-way is available throughout this segment to meet future transit amenity needs. Additional facilities may be required and should be reviewed in conjunction with the potential for a large activity center at the Mission/71 interchange as new development occurs.

F. Foothill Boulevard

Foothill Boulevard is a major east-west regional arterial. Due to the short length of this segment within the City of Pomona, it will primarily serve as a means of connecting Pomona with any regional transit service along this Corridor. Because the segment is expected to include greater concentrations of commercial development, transit needs within this segment will be greatly dependent on the type of development that occurs.

G. Neighborhood Centers

Neighborhood Centers may be prime areas for providing future local transit services. Depending on the types of services available, on-site and on-street infrastructure may be needed to maximize the effectiveness of the services. Incorporating on-site transit stops in new development plans should be considered for local circulator services. Roadside bust stops and turnouts should be considered to facilitate regional transit services.

3.2 UTILITIES & INFRASTRUCTURE

The utilities and infrastructure plan identifies proposed infrastructure, wastewater, water and storm drain facility improvements to serve development within the Specific Plan Area. An analysis of infrastructure requirements can be found in the Environmental Impact Report, a program level environmental analysis for the Corridors Specific Plan.

A summary of the status of and planned improvements to wastewater, domestic water, storm drain, and other facilities within the Plan area will be written incorporating content from the Environmental Impact Report analysis and will be incorporated into the final version of this Plan upon adoption.

3.3 PUBLIC OPEN SPACE NETWORK

The General Plan sets a standard of three acres of park space per 1,000 residents.

The projected development within the Specific Plan Area is estimated to require up to 60 acres of additional park space within the City. Due to the linear and built-out nature of the majority of the Specific Plan Area, it is not expected that all of the park space would be located within its boundaries. Figure 3.30 depicts the locations of existing open space and target areas for new open space within the City. It is expected that Specific Plan residents will utilize these facilities as well as others that may be developed. In addition, the Specific Plan requires that projects provide on-site public and private open space and specifically calls for a half-acre public open space area on the existing Levitz site, north of Edinger Ave.

The following areas have been identified as options for expanding the City's park inventory.

The City's regulations provide that non-subdivided residential development pay a park-in lieu fee. Projects with subdivisions, e.g. condominiums, may either dedicate land or pay an in-lieu fee. It is expected that much of the development that occurs in the Specific Plan Area will pay in-lieu fees. These monies can be used to implement the parks projects identified that are not already approved.

Payment of the in-lieu fee may also be used to improve existing unimproved park space as follows:

Except properties with a Special Public Open Space Requirement pursuant to Section 2.6.2, on-site public open space shall not be used to satisfy compliance with park dedication or park in-lieu fee requirements pursuant to the Pomona Zoning Ordinance.

3.4 INFRASTRUCTURE AND PUBLIC FACILITIES RESPONSIBILITIES

In order to provide for public facilities improvements necessary to serve all future development within the Specific Plan Area, developers will have a fair-share responsibility for either

1) constructing the necessary improvements required as described in the Specific Plan Environmental Impact Report or other subsequent project-level environmental documents concurrent with project development,

or

2) funding such necessary improvements if constructed by other developers.

The City will determine and administer the fair-share responsibility for the public facilities improvements, including sewer, water, drainage, roads and traffic controls as described in the Specific Plan. If a developer provides the necessary facilities beyond their fair-share responsibility, that developer shall be reimbursed for costs beyond their fair-share contribution from funds collected from other developers that use said facilities. If that developer is required to pay fees, those fees will be based on a development's proportional use of the public facilities improvements necessary to serve the development utilizing assessment on a dwelling unit, acreage, building square footage or front footage basis.

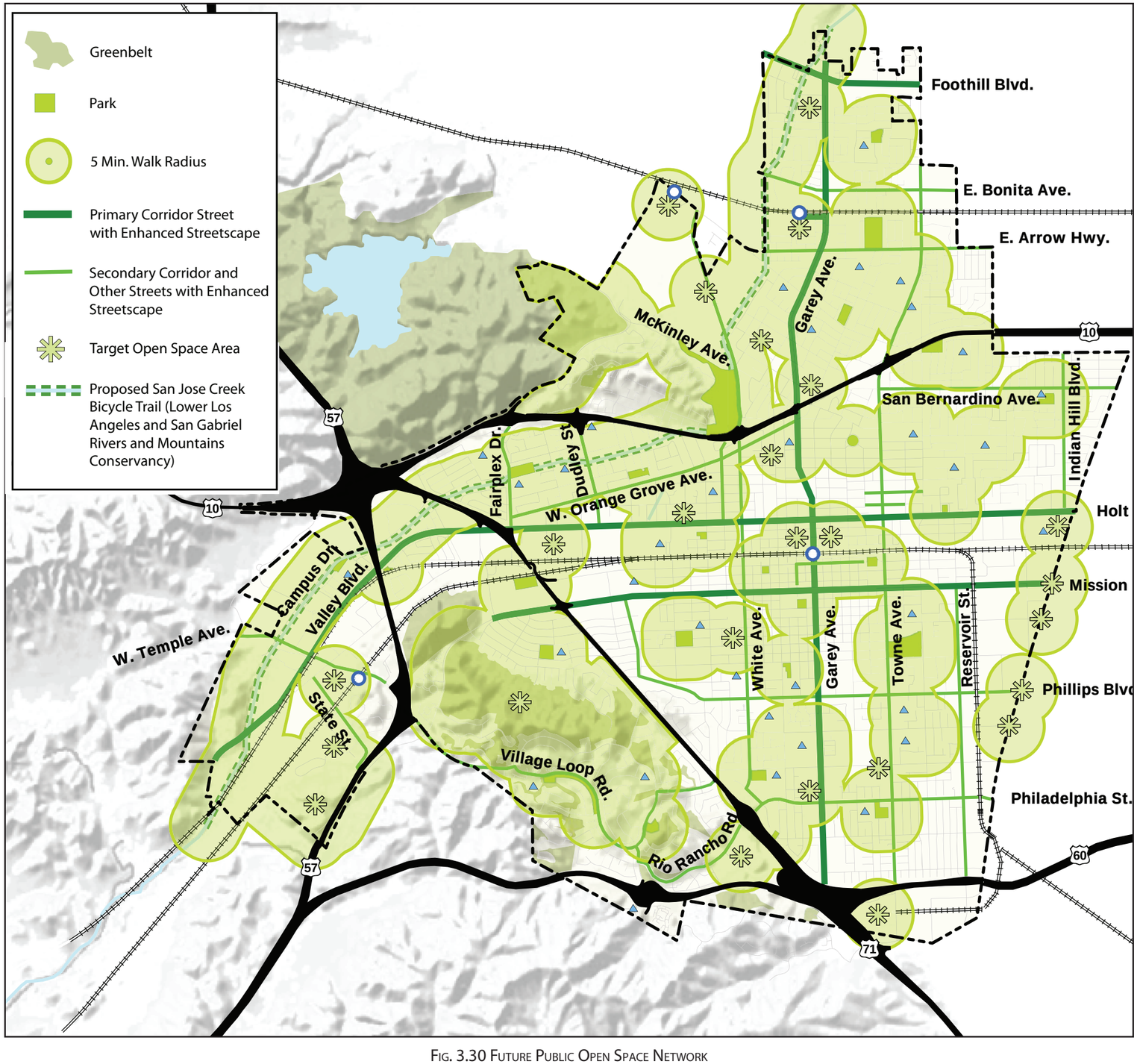


FIG. 3.30 FUTURE PUBLIC OPEN SPACE NETWORK