



Development Services Director

Planning Division Staff Report

DATE: June 2, 2022
TO: Development Services Director
FROM: Planning Division
REQUEST: **Development Plan Review (DPR 15833-2021):**
Request to develop a 1.45 acre site with a 4-story, 75-unit residential structure including 15 live/work units and associated on-site improvements including a surface parking lot, public green, community room, and private amenity courtyard. The site is located at 501 E. Mission Boulevard and is within the Midtown Segment of the Pomona Corridors Specific Plan.

EXECUTIVE SUMMARY

The applicant, National Community Renaissance “National CORE,” is proposing to develop the subject property with a 4-story, 75-unit residential structure including 15 live/work units. All residential units will be deed-restricted to be 100% affordable (with exception to the manager’s units) and restricted to very low, lower and moderate income residents (with a maximum of 20% moderate). Based on staff’s analysis of the project and the recommended conditions of approval, the proposed development will be compatible with adjacent land uses and will not result in any negative impacts to the surrounding neighborhoods. The proposed improvements are consistent with City’s General Plan goals and policies. Further, the project has been designed in a manner that will enhance and complement the existing character of the surrounding area.

STAFF RECOMMENDATION

Staff recommends that the Director of Development Services adopt the attached Attachment DPR Resolution No. 22-001 approving Development Plan Review (DPR 15833-2021) (Attachment 1), subject to conditions.

PROPERTY DETAILS

Address	501 East Mission Boulevard
Assessor’s Parcel Number (APN)	8335-014-915, 8335-014-916, 8335-014-907, 8335-014-910, 8335-014-919, 8335-014-920, 8335-014-921
Lot Size	63,162 SF (1.45 acres)
General Plan Place Type	Transit Oriented District: Neighborhood
General Plan Transect Zone	T5 (80 units per acre)
Zoning District	N/A
Historic District	N/A
Specific Plan	Pomona Corridors Specific Plan, Midtown Segment

Development Services Director’s Hearing

June 2, 2022

City Council District	2
Applicant	National Community Renaissance “National CORE”
Property Owner	City of Pomona

RELATED ACTIONS

Historic Preservation	N/A
Code Enforcement	N/A
Building & Safety	N/A
Planning	PC Resolution No. 21-034 - Planning Commission approval of General Plan Conformity (GPC 17348-2021) for an alley vacation located between Palomares Street and Linden Street. Approved December 8, 2022.
City Council	CC Resolution No. 2022-19 - City Council approval for the vacation of a public alley located north of Mission Boulevard, between Linden Street and Palomares Street, Vacation No. V-318. Approved February 7, 2022.

LOCATION OF REQUEST

A. General Location

The location is a single block of approximately 1.45 acres (outlined in yellow) located along East Mission Boulevard, with frontages along South Palomares Street, Fourth Street, Linden Street and Mission Boulevard. It is located east of Garey Avenue and south of Third Street and lies southeast of the Downtown Pomona area.

Fig. 1. Aerial Map



B. Adjacent Land Uses & Current Zoning

The parcel is located within the Midtown Segment of the Pomona Corridors Specific Plan (identified in orange), and adjacent to a combination of residential and commercial use. To the east, west, and south lies the Midtown Segment of the Pomona Corridors Specific Plan with a mix of uses, with commercial uses along Mission Boulevard and residential uses along FourthStreet. To the north lies the Mixed-Use Institutional District of the Downtown Pomona Specific Plan currently developed with surface parking for a residential development.

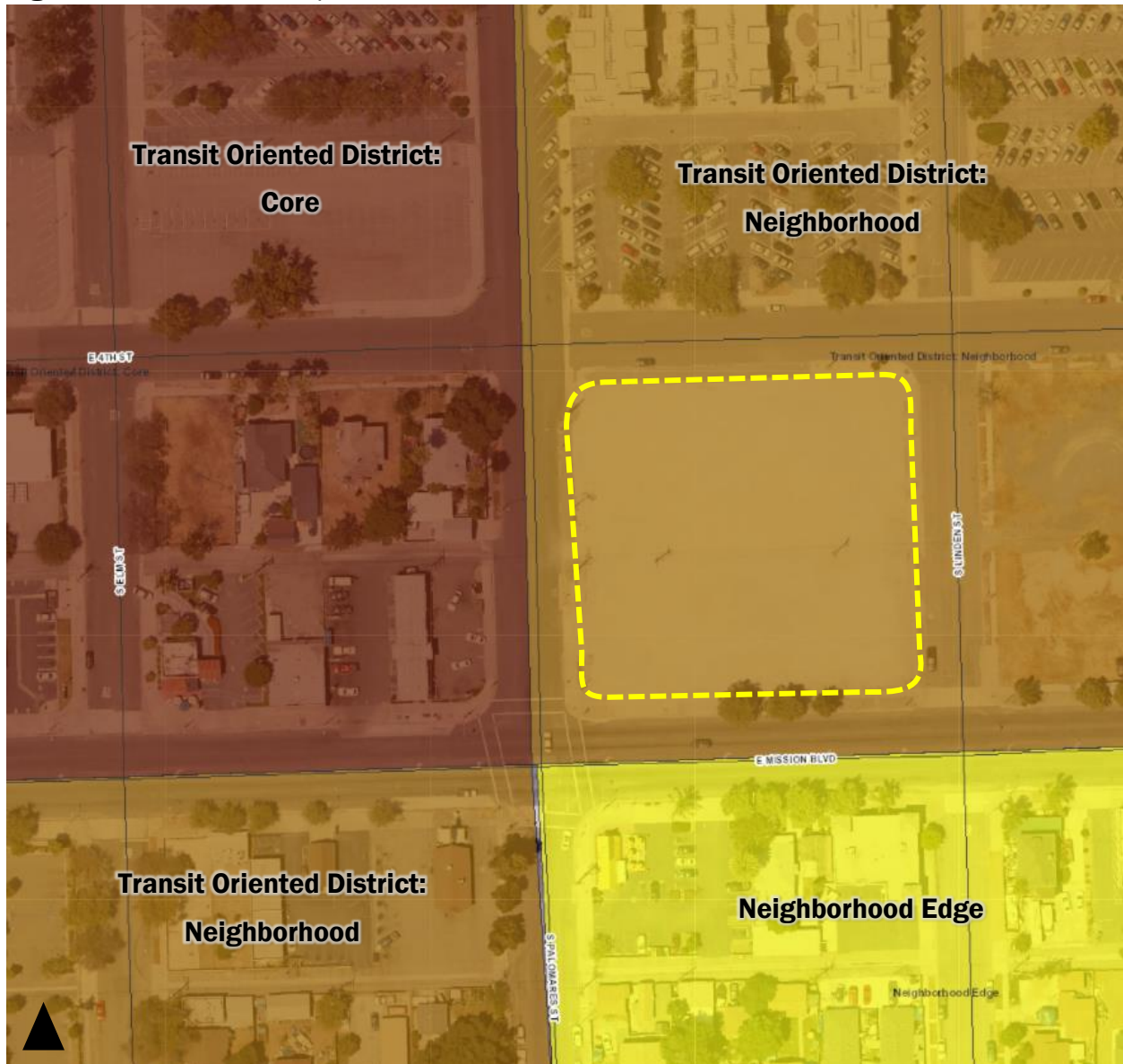
Fig. 1.2. Zoning Map



C. General Plan Land Use

The Pomona General Plan identifies the location as part of a “Transit Oriented District: Neighborhood” (identified in brown) which is intended to be the most active and walkable districts in the city and feature development types of greater intensity and feature a wide range of uses with a focus on housing.

Fig. 1.3. General Plan Map

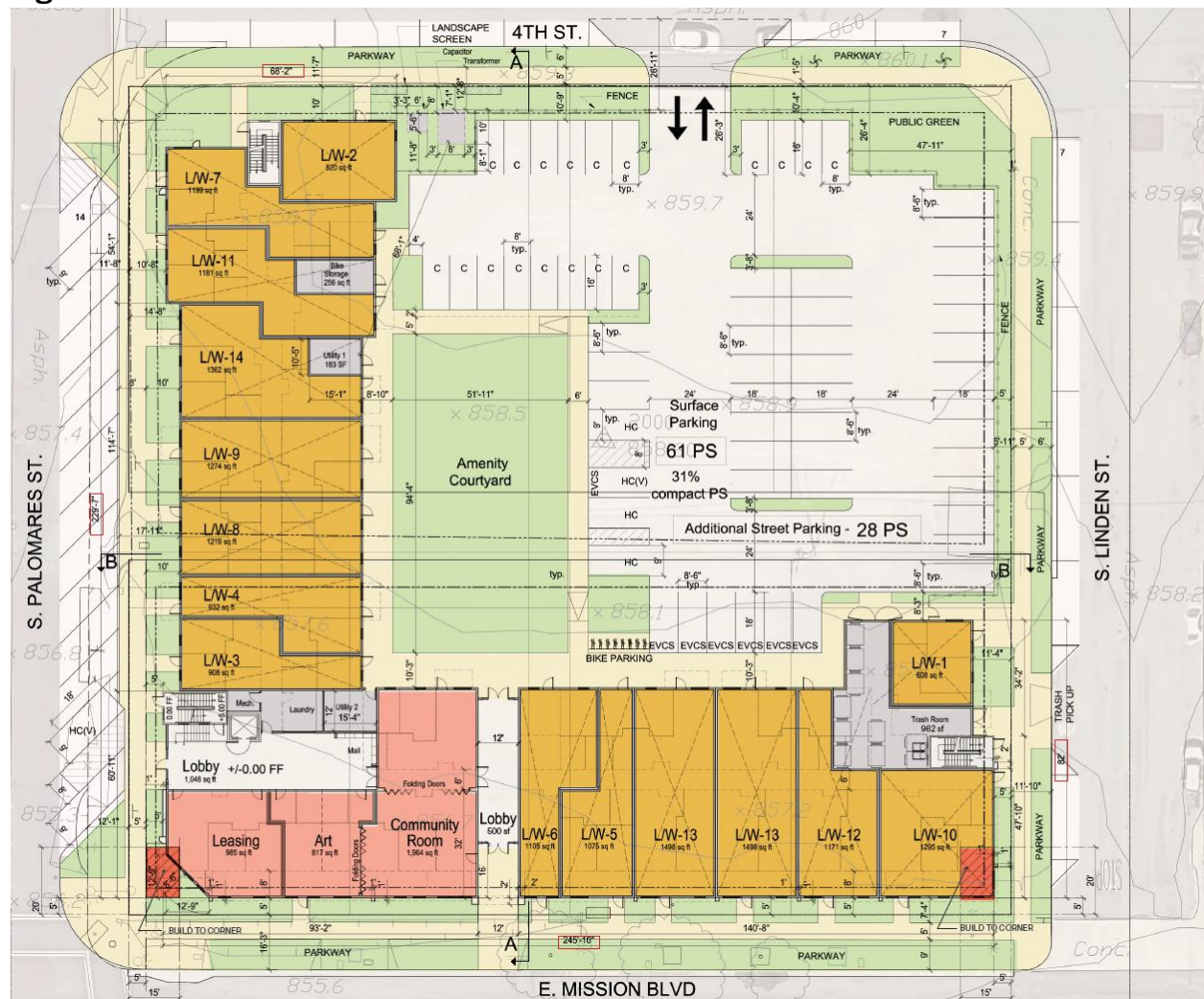


REQUEST

The applicant is proposing to develop the subject 1.45 acre site with a 4-story, 75-unit residential structure including 15 ground floor live/work units (Attachment 2). The proposed housing development will consist of a single L-shape structure located at the corner of South Palomares Street and Mission Boulevard. The development will feature a variety of private amenities for residents including a community room, art space, indoor bicycle storage, as well as a lounge and laundry facilities on each floor of the 4-story structure.

The on-site improvements will include a surface parking lot, public green, and private amenity courtyard. The off-site improvements will include 14 new angled parking spaces along Palomares Street, seven parallel parking spaces on Fourth Street, and seven parallel parking spaces on Linden Street.

Fig. 2. Site Plan



DPR-15833-2021

501 E Mission Blvd

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The bedrooms-per-unit mix is as follows:

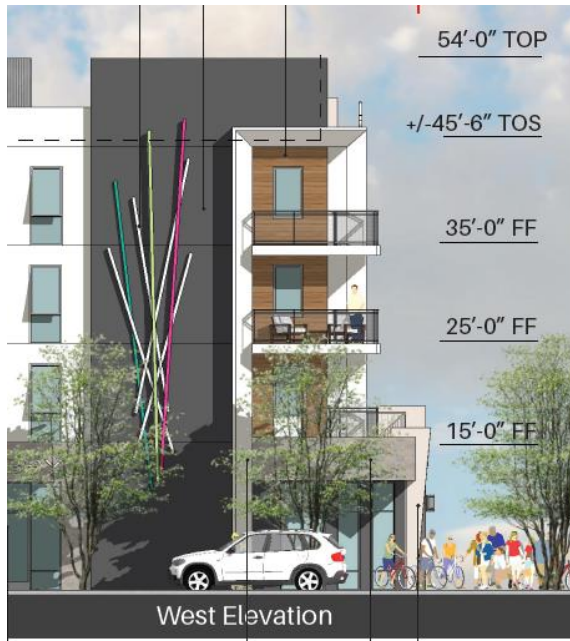
Number of Bedrooms	Square Footage	Unit Count
One-Bedroom	608 sf	12
Two-Bedroom	811 sf	27
Three-Bedroom	1,095 sf	21
Live/Work	642 sf - 1,498 sf	15
	Total:	75

Fig. 2.1. West and South Elevation (Palomares St & Mission Blvd. Intersection)



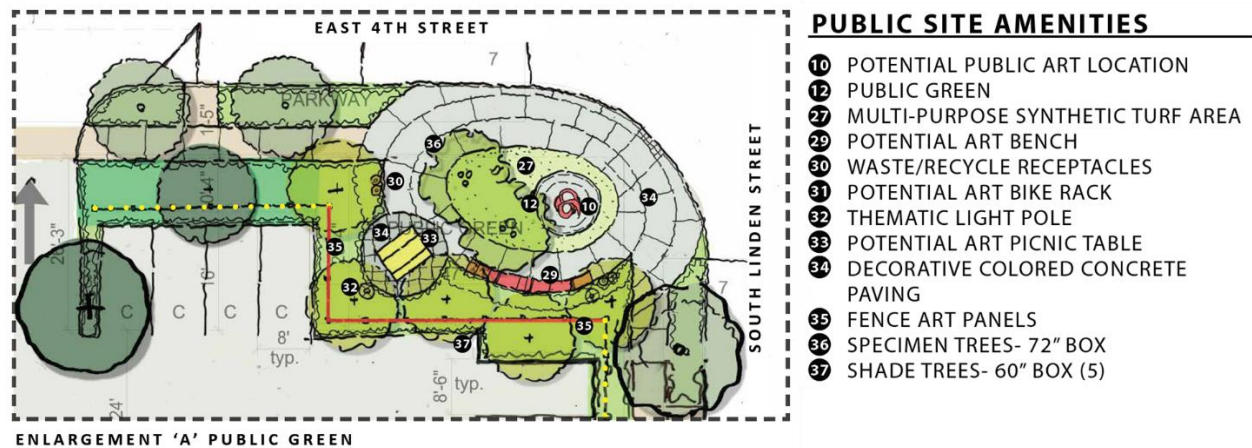
The housing development reflects a contemporary architectural design with varying exterior colors and finishes. The ground floor design includes street access from the corner common lobby entry and the 15 live/work units. Each live/work unit contains a store-front glass door activating frontage along Palomares Street and Mission Boulevard and maximizing the ability of residents within the live/work units to operate a business. Each elevation contains varying depth, window size & type, and alcove corner balconies. Design materials include wood-like & gunmetal cement fiber siding, and plaster finish painted in five complementary shades.

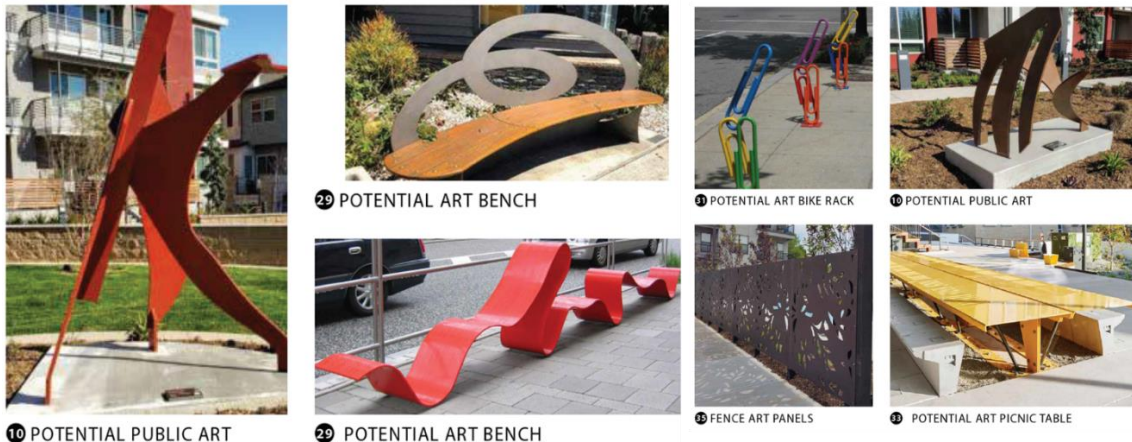
Fig. 2.2. Proposed Public Art Location



The proposed project qualifies as a contributing project under the City’s Art in Public Places (AIPP) Ordinance, which requires the provision of on-site art or the payment of a fee into a public art fund in the total of one percent of building valuation. The applicant is proposing the placement of on-site public art and intends on integrating the artwork into the site’s corner lobby entryway along Palomares Street (West Elevation) as depicted as well as the public green area on the corner of 4th Street and Linden Street. The depicted works of art currently serve as a placeholder as the applicant has not yet finalized any proposed artwork. All pieces of Public Art placed on-site require final approval by the Cultural Arts Commission by public hearing prior to installation.

Fig. 2.3. Public Green & Potential Public Art (4th St & Linden Street Intersection)





STATE DENSITY BONUS (GOVERNMENT CODE SEC. 65915-65918)

The proposed project is proposing to utilize California’s Density Bonus law which mandates that any development that meets the requirements of the law is entitled to receive a density bonus and other benefits (incentives or concessions and waivers) a matter of right.

The proposed development is proposing to provide 100% of the housing units (other than the manager’s units) to very low, lower and moderate income residents (with a maximum of 20% moderate).

Though the project is proposing to develop the site at 52 dwelling units per acre (less than the permitted 80 dwelling units per acre), California Density Bonus Law dictates that any development that meets the requirements of the law and is not required to execute density bonus unit in order to receive the benefits affordable housing projects are entitled to.

A. Incentives/Concessions and Waivers

California State Density Bonus law requires that a City shall grant one or more incentives or concessions to each project which qualifies for density bonus. The number of required incentives or concessions is based on the percentage of affordable units in the project. Based on the level of affordability offered by the applicant, the proposed project is eligible to receive four incentives. In addition, The City is not permitted to apply any development standards which physically precludes the construction of the project at its permitted density and with the granted incentives/concessions. As such, a qualifying development may also receive a waiver or reduction to any number of development standards.

As an eligible project, the applicant has requested the following incentives/concessions, and waivers for the proposed project (Attachment 3):

Requested Incentives/Concessions			
Development Standards:	Zoning/Code Requirements	Proposed Project	Compliance Determination
2.3 Building Scale Regulations			

2.3.1 Building Height	Min: 1 stories Max: 3 stories	4 stories	Concession Requested
2.3.3 Building Length	Max: 180 ft	140 ft along Mission Blvd 222 ft along Palomares St	Concession Requested
2.4.7 Frontage Coverage	Min along Mission: 70% Min along other: 60%	Mission Blvd: 98%, Palomares St: >100%, 4 th St: 27%, Linden St: 36%	Concession Requested
2.4.9 Build-to-Corner	Required pursuant to 2.4.9.B of the PCSP	Provided: Mission Blvd & Palomares St Mission Blvd & Linden St Not Provided along: 4 th St & Palomares St 4 th St & Linden St	Concession Requested

Requested Waiver			
Development Standards:	Zoning/Code Requirements	Proposed Project	Compliance Determination
2.7.2 Parking Types	Permitted Structure Types: <ul style="list-style-type: none"> • Surface Lot, Rear/Side • Structure-Wrapped All Levels 	Surface Lot: Front	Waiver Requested

	<ul style="list-style-type: none">• Partially Submerged Podium• Structure-Underground		
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B. Parking

By State Density Bonus law, a City shall not impose a vehicular parking ratio, inclusive of handicapped and guest parking, that exceeds 0.5 spaces per bedroom for a project that provides at least 11% very low income or 20% lower income units and is within a half mile of a Major Transit Stop.

The proposed project is allocating 100% of the housing units (with exception to the manager’s units) to very low, lower and moderate income residents (with a maximum of 20% moderate) and is within a half mile of the Downtown Pomona Metrolink Station, thus qualifying for a parking reduction. As an eligible project, the applicant has requested the following reduced parking standard:

REDUCED PARKING			
Development Standards:	Zoning/Code Requirements	Proposed Project	Compliance Determination
2.7.1 Provisions of Parking	Affordable Housing/ ½ Mile Major Transit; Parking Ratios: .5 per unit x 75: Spaces Required: 37.5 spaces	61 Spaces	Compliant upon Applying Request for Reduced Parking Standard

STAFF ANALYSIS

A. Applicable Code Sections

Pursuant to Section 2.0.5 of the PCSP, a Development Plan Review hearing is required for new development within the plan area. A Compliance Summary with a detailed analysis of the project’s compliance with the applicable standards of the Midtown Segment of the PCSP has been provided below.

B. Code Compliance

The proposed project is the development of a vacant site, as such, all applicable development standards pertaining to building use, building scale, frontage & building placement, streets, open space, and parking have been analyzed in the following tables for compliance noting in red all requested incentives/concessions and waivers by the applicant.

1. Building Use

The applicant is proposed one market-rate manager’s unit, 59 affordable residential units, and 15 affordable live/work units. There are no exclusively commercial uses proposed as part of this request.

BUILDING USE			
Development Standards:	Zoning/Code Requirements	Proposed Project	Compliance Determination
2.2 Building Use Regulations:			
2.2.1 Use Types	Types Permitted: Professional Services Medical Services Lodging Live Work Multi-Family Attached Single Family	Multi-Family Live Work	Compliant
2.2.3 Minimum Unit Size	Studio: n/a ¹ 1br: 600 sf min. 2br: 800 sf min. 3br: 1000 sf min.	1 br: 608+ sf 2 br: 811 sf 3 br: 1,095 sf	Compliant

2. Building Scale

BUILDING SCALE			
Development Standards:	Zoning/Code Requirements	Proposed Project	Compliance Determination
2.3 Building Scale Regulations			
2.3.1 Building Height	Min: 1 stories Max: 3 stories	4 stories	Concession Requested
2.3.2 Special Building Height Limits	Not Applicable	Not Applicable	Not Applicable

2.3.3 Building Length	Max: 180 ft	140 ft along Mission Blvd 222 ft along Palomares St	Concession Requested
2.3.5 Building Massing: Length(L):Height(H)	Along Mission Blvd: Min: 3L:2H Max: 5L:2H Along Palomares St: Min: 2L:3H Max: 5L:2H	Along Mission Blvd: 5L:2H Along Palomares St: 4.6L:2H	Compliant

3. Frontage & Building Placement

All 15 live/work units are proposed on the ground floor of the development with direct street access along Palomares Street and Mission Boulevard and comply with the Front Door private frontage type as outlined in the Pomona Corridors Specific Plan.

FRONTAGE & BUILDING PLACEMENT			
Development Standards:	Zoning/Code Requirements	Proposed Project	Compliance Determination
2.4 Frontage and Building Placement Regulations			
2.4.1 Building Orientation to Streets & Public Open Space	Required	Compliant	Compliant
2.4.2 Private Frontage Types	Types Permitted: Shop-Front Corner Entry Arcade Grand Portico Forecourt Common Lobby Entry	Front Door	Compliant

	Stoop Edge Treatment: Wall Edge Treatment: Terraced Edge Treatment: Flush		
Setbacks:			Compliant
2.4.3 Front Yard	5 ft	5'-0"+ft	
2.4.4 Side Yard	w/windows: 10 ft w/out windows: 0 ft	Not Applicable	
2.4.5 Rear Yard	10 ft	Not Applicable	
2.4.6 Alley	5 ft	Not Applicable	
2.4.7 Frontage Coverage	Min along Mission: 70% Min along other: 60%	Mission Blvd: 98%, Palomares St: >100%, 4 th St: 27%, Linden St: 36%	Concession Requested
2.4.8 Space Between Buildings	Min: 20 ft	Not Applicable	Not Applicable
2.4.9 Build-to-Corner	Required pursuant to 2.4.9.B of the PCSP	Provided: Mission Blvd & Palomares St Mission Blvd & Linden St Not Provided along: 4 th St & Palomares St 4 th St & Linden St	Concession Requested

4. Street

The 1.45 acre subject site is an entire city block and is encompassed by Mission Boulevard, Palomares Street, 4th Street, and Linden Street. The applicant is proposing to improve all four street frontages per the required development standards. In addition, the applicant is proposing the creation of angled street parking along Palomares Street frontage.

STREET

Development Standards:	Zoning/Code Requirements	Proposed Project	Compliance Determination
2.5 Street Regulations			
2.5.1 Improvements to Existing Streets:			
Midtown Boulevard	Along Mission Blvd	See sheet L25	Compliant
Neighborhood Streets	Along all other Streets	See sheet L25	Compliant

5. Open Space

Section 2.6.1 of the PCSP requires a private property owner to provide publicly accessible open space if developing more than 20 residential units. The Development Services Director has determined that this provision's intent was to capture development impacts for parks and recreation purposes, as the fee schedule associated with such impacts had not been updated. In 2021, the City Council updated development impact fees for parks and recreation purposes. Therefore, the Development Services Director has determined that requiring publicly accessible open space, or an in-lieu fee instead, is not required or enforceable if the applicant is separately paying new development impact fees for parks and recreation. The applicant intends to pay development impact fees for parks and recreation, on a deferral basis as is consistent for 100-percent affordable housing projects. Therefore, this provision of Section 2.6.1 does not apply to the project. It is important to note that this section also notes that such requirements do not replace requirements from the Quimby Act, which would still apply if a proposed project involves subdivision of residential units.

OPEN SPACE			
Development Standards:	Zoning/Code Requirements	Proposed Project	Compliance Determination
2.6 Open Space Regulations			
2.6.1 Provision of Public Open Space	Not applicable.	Not Applicable	Not Applicable
2.6.2 Special Public Open Space	Not Applicable	Not Applicable	Not Applicable
2.6.3 Provision of Private Open Space	Min: 60 sf. per residential unit (non live/work)(60 x 60 sf = 3,600 f)	Balconies: 3,711 sf Courtyard: 9,466 sf	Compliant

	Permitted Types: Courtyard Private Yard Rooftop Deck or Garden Balcony		
2.6.6 Setback Area Landscaping Types:			
Boulevard Landscaping (Mission Blvd)	Required (Section 2.6.6.A.3)	<i>See Preliminary Landscape Plan</i>	Compliant
Neighborhood Street Landscaping	Permitted (Section 2.6.6.A.4)	<i>See Preliminary Landscape Plan</i>	Compliant
Interior Block Setback Areas	Groundcover required	<i>See Preliminary Landscape Plan</i>	Compliant
2.6.7 Stormwater Management Types	Types Permitted: <ul style="list-style-type: none"> • Landscaped setback areas/Open Space • Vegetated Swale/Strip • Rain Garden • Landscaped tree wells • Gated tree wells • Permeable/previous paving • Green roof • Waterscape • Rainwater harvesting/vault 	<i>See Preliminary Landscape Plan</i>	Compliant

6. Parking

The Applicant is seeking relief on the number of parking spaces through the California State Density Bonus law and parking stall width through the request for deviation in accordance with Section 2.05.F of the PCSP. The parking is provided through uncovered parking spaces on the northeast portion of the site. The site is an approximate .46 mile pedestrian walk to the existing Downtown Pomona Metrolink Station. This proximity to public transit reduces the parking demand for residents and guests, and enables a 10 percent reduction in parking requirements in addition to the reduced parking ratio required by California State Density Bonus law.

In addition, the applicant is requesting a waiver for the parking type permitted, citing that surface parking is the only financially feasible parking type that balances maximizing the number of affordable units developed with the provision of amenities onsite and required onsite parking.

PARKING			
Development Standards:	Zoning/Code Requirements	Proposed Project	Compliance Determination
2.7 Parking Regulations			
2.7.1 Provisions of Parking	Unit Count: 75 Affordable Housing/ ½ Mile Major Transit; Parking Ratios: .5 per unit x 75: Spaces Required: 37.5 spaces (inclusive of guest parking/handicapped parking)	61 Spaces	Compliant
2.7.2 Parking Types	Permitted Structure Types: <ul style="list-style-type: none">• Surface Lot, Rear/Side• Structure-Wrapped All Levels	Surface Lot: Front	Concession Requested

	<ul style="list-style-type: none"> • Partially Submerged Podium • Structure-Underground 		
2.7.3 General Parking Requirements	Section 2.7.3 of the PCSP	Not Applicable	Not Applicable

C. General Plan Conformance

The request represents 52 units per acre at 4 floors in height, which is consistent with the Pomona General Plan Transect designation for the subject property which allows a maximum 80 units per acre and 6 floor height limit. The project is consistent with the following General Plan Place Type of Transit Oriented District Neighborhood and promotes the following goals:

HE Policy 2.4: Encourage cooperative and alternative housing models rooted in community equity sharing, partner with local community based organizations, and explore innovative re-use of public assembly land and City-owned land for affordable housing.

Goals 6B.G1: Establish a pattern of development that takes advantage of local and regional transportation infrastructure.

Goals 6B.G2: Locate higher intensity transit oriented development around existing and future Metrolink, Metro Gold Line, High Speed Rail, BRT, and other transit stations.

Goals 6B.G4: Ensure that transit oriented districts are walkable, active, and well integrated into surrounding City districts and neighborhoods

The project is consistent with the Pomona General Plan and all applicable requirements of the Pomona Corridors Specific Plan. The project site General Plan Place Type, Transit Oriented District: Neighborhood, is intended for development types of greater intensity than surrounding areas taking advantage of transit service and encourage connectivity. The proposed project will intensify the Mission Boulevard corridor located within one-half mile of the Downtown Pomona Metrolink Station by developing a parking lot/vacant parcel with an affordable housing development providing the City with needed housing opportunities.

D. Environmental Review

The California Environmental Quality Act (CEQA) requires analysis of agency approvals of discretionary “projects.” A “project,” under CEQA, is defined as “the whole of an action, which

has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment” (State CEQA Guidelines Section 15378). The proposed project is considered a “project” under CEQA.

The City of Pomona, as lead agency, has conducted an environmental review on the proposed project per the California Environmental Quality Act (CEQA). Pursuant to the provisions of CEQA (Public Resources Code, Section 21084 et. seq.), the guidelines include a list of classes of projects which have been determined not to have a significant effect on the environments and which shall, therefore, be exempt from the provisions of CEQA.

Pursuant to State CEQA Guidelines Section 15182 (Projects Pursuant to a Specific Plan), where a public agency has prepared an EIR on a specific plan after January 1, 1980, a residential project undertaken pursuant to and in conformity to that specific plan is exempt from CEQA if the project meets the requirements of State CEQA Guidelines Section 15182(c). Residential projects covered by this section include but are not limited to land subdivisions, zoning changes, and residential planned unit developments. The proposed Development Plan Review for the development of residential units on the subject site meets these criteria.

The Director may find that the project is exempt from further environmental review pursuant to State CEQA Guidelines, Section 15182 based on the following findings of fact:

- A.** On March 3, 2014 the City Council approved the 2014 General Plan Update as well as the Pomona Corridors Specific Plan (PCSP) and certified the Environmental Impact Report (EIR) for the General Plan Update, Pomona Corridors Specific Plan, Active Transportation Plan and Green Plan (State Clearinghouse No. 2012051025).
- B.** At the time the certified EIR was adopted, transportation impacts were analyzed utilizing the Level of Service (LOS) metric. Since that time, transportation impacts analyzed pursuant to CEQA are now required to be analyzed utilizing the Vehicle Miles Traveled (VMT) metric in compliance with SB 743. In October of 2020, the City adopted VMT thresholds for use in reviewing projects that may have potential to increase the baseline VMT per service population for the City. Subsequently, in May 2021 the city adopted, a Substantial Evidence Memorandum for Vehicle Miles Traveled Screening Criteria Analysis (VMT Memo) which established screening criteria for Residential and Nonresidential uses. Per the VMT Memo, multi-family residential projects of 200 dwelling units or less would screen out as they are determined to have a less than significant transportation impact. The proposed project consists of 75 dwelling units and therefore would not require a project level VMT assessment.
- C.** Pursuant to State CEQA Guidelines Section 15182 (Projects Pursuant to a Specific Plan), where a public agency has prepared an EIR on a specific plan after January 1, 1980, a residential project undertaken pursuant to and in conformity to that specific plan is exempt from CEQA if the project meets the requirements of State CEQA Guidelines Section 15182(c). Residential projects covered by this section include but are not limited to land subdivisions, zoning changes, and residential planned

unit developments. The proposed residential development shall be undertaken pursuant and in conformity with the PCSP through a Development Plan Review application.

- D.** Furthermore, if, after the adoption of the applicable specific plan, an event described in State CEQA Guidelines Section 15162 occurs, the exemption set forth in State CEQA Guidelines Section 15182(c) shall not apply until the city which adopted the specific plan completes a subsequent EIR or a supplement to an EIR on the specific plan. These events, and their inapplicability to the proposed project, are outlined as follows:

- 1.** *“Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.”*

The density, design, and infrastructure plan of the proposed development are consistent with the adopted Specific Plan in that the level and intensity of the proposed development are consistent with the PCSP as well as the General Plan. Therefore, this event is not applicable to the proposed project.

- 2.** *“Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.”*

There are no new significant environmental effects, or a substantial increase in the severity of previously identified significant effects, for all environmental impact categories identified in the Certified Final EIR.

- 3.** *“New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following: (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration; (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR; (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.”*

No special circumstances or potential new impacts related to the Project have

been identified that would necessitate further environmental review beyond the impacts and issues already disclosed and analyzed under the certified EIR.

PUBLIC COMMUNICATION

On October 26, 2021, Planning Division staff and the applicant held a community meeting and provided a presentation on the proposed project (Attachment 4). This presentation provided residents with information regarding public amenities, renderings of the proposed development, and estimates of resident affordability levels.

A copy of the public hearing notice was sent to the owners and occupants of properties within a 1,000-foot radius of the subject site on May 19, 2022 (Attachment 5). A four-foot by eight-foot sign was posted at the subject property indicating an upcoming hearing for a Development Plan Review associated with the project along Mission Boulevard. As of the date of this staff report, staff has not received correspondence regarding the proposed project.

Attachments

1. Draft Attachment 1 - DPR Resolution No. 22-001
2. Project Plans & Site Photographs
3. Applicant Request for Incentives, Concessions, & Waivers
4. Community Presentation
5. Proof of On-Site Posting & Mailing

Submitted by:



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Planning Manager

Prepared by:



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