

May 21, 2024

Dear Planning Commissioners, As a lifelong resident of Pomona and leader of Clean&Green Pomona, I have witnessed our city's vibrant history and its evolving landscape. However, I am increasingly concerned about the direction in which we are headed, particularly regarding our health and quality of life.

Today, I am writing to you with a sense of urgency and hope, advocating for Clean&Green Pomona's comprehensive agenda for the zoning code update.

1. Prioritize the voices of Pomona Residents:

Our current zoning code, unchanged since 1949, no longer serves our community's best interests. Outside industry lobbyists and lawyers, representing real estate and warehousing/logistics interests, seek exceptions to the City's General Plan, often suggesting Conditional Use Permits (CUPs) as a compromise. However, we know from experience that CUPs are not adequately enforced in Pomona. Even in cases of gross violations, they are rarely revoked. Our city received an F for air pollution from the American Lung Association, and CalEnviroScreen identifies Pomona as a hotspot for hazardous air pollution.

Heavy truck traffic, the highest rate of pedestrian deaths in La County, and frequent industrial fires further threaten our well-being.

The new zoning code must prioritize our health and quality of life, recognizing that zoning decisions are environmental justice decisions. Large warehouses and trucking hubs, predominantly owned by absentee landlords bring pollution, compromise our health and increasingly employ automated systems, providing few jobs for our residents.

2. Ban New Polluting Facilities:

It is crucial to align our zoning code with the future vision outlined in our City's General Plan by banning new polluting facilities. This does not affect current businesses, but it prevents the establishment of ones that harm our environment.

We strongly support the city staff's proposal to ban additional Trucking Facilities, Waste/ Recycling/Pallet Facilities (already banned), Auto Repair, Drive Throughs, Car Washes, Gas Stations, Outdoor Storage (with very limited exceptions), and Fulfillment Facilities (except micro-fulfillment). These facilities contribute significantly to heavy truck traffic and pollution. By designing our city to attract cleaner, more diverse businesses, we can create a healthier and more sustainable future.

3. Limit the size of New Industrial Buildings:

To support local businesses and reduce pollution, new industrial buildings should be limited to 150 feet by 150 feet (22,500 square feet). Smaller buildings are more adaptable to changing business needs and generate less diesel truck traffic. Diesel emissions are a major cause of respiratory diseases and cancer. Notably, 80% of Pomona's Industrial buildings are 20,000 square feet or smaller. Allowing larger buildings opens the door to the heavy pollution associated with warehousing and logistics operations.

4. Revoke "Use Rights" for vacant Polluting Facilities:

Implementing a policy to revoke "use rights " if a banned facility remains unoccupied for six months is essential.

This measure, already effective under our Waste and Recycling Ordinance, prevent vacant buildings from becoming blights on our community and ensure that they are replaced with better businesses.

For instance, several problematic recycling facilities were replaced by manufacturing businesses that offer more jobs and positively impact our local economy.

Pomona stands at a crossroads, and the decisions we make now will shape our city's future for generations. I urge you to adopt these critical priorities in the zoning code update to ensure a healthier, more sustainable and prosperous Pomona for all.

Sincerely

Luis Gonzalez

May 22nd, 2024

Dear Planning Commission,

My name is Jeff Johannsen, and I have been a Pomona resident for 19 years. During this time, I have seen many positive improvements within the city, and am eager to see things continue to move forward in a positive direction.

I am pro-business, but as a long-time resident of this city, not to the exclusion of the health and well-being of those who reside here. I have no issue with industrial jobs in fields such as manufacturing, that pay a decent wage, are good neighbors to those around them, and provide residents accessible employment without having to travel long distances.

Where I have concerns is with the scale and scope of future development. If we look to some of our neighboring cities to the east, we can see the effects of large-scale warehousing. Pomona is already disproportionately environmentally impacted, and large scale warehousing will exasperate this problem. Many of our roads are already in disrepair, with no timely plan to upgrade them. As the future of industry trends towards automation and robotics, how many jobs will large scale warehousing actually provide?

I urge the Planning Commission to consider limiting the size of new industrial buildings within the city. I want to see thriving, prosperous businesses within the city, providing jobs and contributing to the local economy. But please consider the scope and scale of what is permitted, and whether the consequences outweigh the benefits.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jeff Johannsen', with a stylized, cursive script.

Jeff Johannsen

May 20, 2024

Dear Planning Commissioners,

I am Adam Donner, Pastor of Pomona Presbyterian Church and resident of Pomona. I care about the future of our city, and our health and quality of life. **I urge you to adopt Clean&Green Pomona's agenda for the zoning code update:**

- 1) **Prioritize Pomona residents, over outside industry lobbyists and lawyers** (representing real estate and warehousing/logistics interests, and others who are looking for exceptions to the City's General Plan). The South Coast AQMD "found that more than 2.4 million people live within half a mile of at least one large warehouse, that those areas have higher rates of asthma, heart attacks and poverty and are disproportionately Black and Latino." (Los Angeles Times, Southern California Warehouse Boom a Huge Source of Pollution. Regulators are Fighting Back, May 5, 2021). The new zoning code must prioritize our health and quality of life. Large warehouses and trucking hubs bring pollution, damage our health, and increasingly operate with automated robots, providing few jobs.
- 2) **Ban new polluting facilities, which don't fit with our future vision in our City's General Plan. (*Banning means that current businesses can continue to operate, but no new ones of that type of facility can start*)**. I think we all agree we want businesses in Pomona. The question is what type of businesses do we want. I agree with the city staff proposal to ban additional new: Trucking Facilities, Waste/Recycling/Pallet Facilities (already banned), Auto Repair, Drive Throughs, Car Washes, Gas Stations, Outdoor Storage (except very limited accessory storage connected to businesses), Fulfillment facilities (except micro-fulfillment). Fulfillment is the aspect of the warehouses/logistics/goods movement with the heaviest truck traffic. We are not trying to ban current businesses, we want to see more business that do not negatively impact the health of our citizens
- 3) **Limit the size of new industrial buildings to 150 feet by 150 feet (22,500 square feet)**. Smaller buildings support local businesses and jobs, are more adaptable for future changing business needs, and utilize fewer large diesel trucks. 80% of Pomona's industrial building are 20,000 square feet or smaller. Allowing new buildings larger than this, contributes to heavy pollution that comes with warehouses/logistics/goods movement.
- 4) **Revoke a "use right" in 6 months, after a banned facility goes out of business, if no one buys or rents the property in that time**. Empty polluting facilities can get replaced with better businesses. For example, several polluting recycling facilities had their "use right" revoked 6 months after they went out of business, due to the Waste and Recycling Ordinance with this provision. They have been replaced by good businesses, such as manufacturing businesses with more jobs.

I urge you to adopt these important priorities in the zoning code update.

Sincerely,

Adam Donner

May 20, 2024

Dear Planning Commissioners,

My name is Judith (Jude) Tiersma Watson. I am a fairly recent Pomona resident – my husband and I moved here from central Los Angeles five years ago. We are so grateful to be here, in a city with a sense of history and significant civic engagement. The potential for a positive quality of life is high here, with more space to breathe than where we used to live, and wonderful people to share life with! However, we need policies that move us continually toward a higher quality of life. Toward that end, **I strongly encourage you to adopt Clean&Green Pomona's agenda for the zoning code update:**

- 1) **Pomona residents come first, always.** This is our city, it does not belong to outside industry lobbyists and lawyers who represent warehousing/logistics interests. As you know, our region was given an F for air pollution by the American Lung Association. We are subject to heavy truck traffic and frequent industrial fires. I am grateful that the 1949 zoning code is being updated!! This new zoning code must prioritize our health and quality of life. Large warehouses and trucking hubs, owned largely by absentee landlords, bring pollution and damage our health. They do not put Pomona residents first.
- 2) **Ban new polluting facilities, which don't fit with our future vision in our City's General Plan. (*Banning means that current businesses can continue to operate, but no new ones of that type of facility can start*).** We agree with the well-supported proposal from the city staff to ban additional new: Trucking Facilities, Waste/Recycling/Pallet Facilities, Auto Repair, Drive Throughs, Car Washes, Gas Stations, Outdoor Storage (except very limited accessory storage connected to businesses), Fulfillment facilities (except micro-fulfillment). Fulfillment is the aspect of the warehouses/logistics/goods movement with the heaviest truck traffic. Our future is brighter if we design our city for cleaner and more varied types of businesses, again, for the good of all Pomona residents.
- 3) **Limit the size of new industrial buildings to 150 feet by 150 feet (22,500 square feet).** Smaller buildings support local businesses, are more adaptable for future changing business needs, and utilize fewer large diesel trucks. Diesel emissions cause respiratory disease and cancer. 80% of Pomona's industrial building are 20,000 square feet or smaller. Allowing new buildings larger than this, opens the door in the future for the heavy pollution that comes with warehouses/logistics/goods movement.
- 4) **Revoke a "use right" in 6 months, after a banned facility goes out of business, if no one buys or rents the property in that time.** This avoids vacant buildings, and replaces polluting facilities with better businesses. For example, several terrible recycling facilities had their "use right" revoked 6 months after they went out of business, due to our Waste and Recycling Ordinance with this provision. They have been replaced by good businesses, such as manufacturing businesses with more jobs.

For the good of all Pomona residents, I urge you to adopt these urgent priorities in the zoning code update.

Sincerely, Dr. Jude Tiersma Watson
1523 N Park Ave. Pomona

5/20/2024

Dear Planning Commissioners,

My name is Judy Campbell-Smith and I am a Pomona resident and parent of two children. Living in Pomona, we have enjoyed many positive aspects of the city, including the arts culture of downtown, the wonderful public library, and the new playground at Hamilton Park near where we live. However, I have also experienced many large trucks driving on side streets releasing exhaust as they navigate narrow spaces, recycling centers near residential areas, and industrial buildings which have a noxious odor in their vicinity. Pomona's zoning code was adopted prior to the Civil Rights movement and the creation of the Environmental Protection Agency, so it is long overdue for an update. **This is why I am writing to urge you to adopt Clean&Green Pomona's agenda for the zoning code update:**

- 1) **Prioritize the voice of Pomona residents, not the voices of outside industry lobbyists and lawyers** (representing real estate and warehousing/logistics interests, and others who are looking for exceptions to the City's General Plan). The zoning code is long overdue for an update, which has not been updated since 1949. The result of this is many negative outcomes for our health. Consider that our region was given an F for air pollution by the American Lung Association, and that according to CalEnviroScreen, Pomona has hazardous air pollution. We are burdened with heavy truck traffic (the most pedestrian deaths in LA County), and frequent industrial fires. Conditional Use Permits are not a solution because as residents we know that CUPs are not adequately enforced in Pomona to protect our health, and even with gross violations, never are revoked. We need a new zoning code that will prioritize our health and quality of life. Zoning decisions are environmental justice decisions. Large warehouses and trucking hubs, owned largely by absentee landlords, bring pollution, damage our health, and increasingly operate with automated robots, providing few jobs.
 - 2) **Ban new polluting facilities, which don't fit with our future vision in our City's General Plan.** (*Banning means that current businesses can continue to operate, but no new ones of that type of facility can start*). We agree with the well-supported proposal from the city staff to ban additional new: Trucking Facilities, Waste/Recycling/Pallet Facilities (already banned), Auto Repair, Drive Throughs, Car Washes, Gas Stations, Outdoor Storage (except very limited accessory storage connected to businesses), Fulfillment facilities (except micro-fulfillment). Fulfillment is the aspect of the warehouses/logistics/goods movement with the heaviest truck traffic. Our future is brighter if we design our city for cleaner and more varied types of businesses.
 - 3) **Limit the size of new industrial buildings to 150 feet by 150 feet (22,500 square feet).** Smaller buildings support local businesses, are more adaptable for future changing business needs, and utilize fewer large diesel trucks. Diesel emissions cause respiratory disease and cancer. 80% of Pomona's industrial building are 20,000 square feet or smaller. Allowing new buildings larger than this, opens the door in the future for the heavy pollution that comes with warehouses/logistics/goods movement.
 - 4) **Revoke a "use right" in 6 months, after a banned facility goes out of business, if no one buys or rents the property in that time.** This avoids vacant buildings, and replaces polluting facilities with better businesses. For example, several terrible recycling facilities had their "use right" revoked 6 months after they went out of business, due to our Waste and Recycling Ordinance with this provision. They have been replaced by good businesses, such as manufacturing businesses with more jobs.
- I urge you to adopt these important priorities in the zoning code update.**

Sincerely,

Judy Campbell-Smith

May 21, 2024

Dear Planning Commissioners,

My name is Kaley McCluskey. I am a member of First Presbyterian Church of Pomona writing to you in hope, because the opportunity to update the 1949 zoning code represents a chance to benefit the health and quality of life of everyone in our city. **I urge you to adopt Clean&Green Pomona's agenda for the zoning code update,** which I'll summarize below:

1) **Prioritize the voice of Pomona residents, not the voices of outside industry lobbyists and lawyers.**

Any new zoning code should protect the health of Pomona residents first—physically, economically, and socially. The American Lung Association and CalEnviroScreen agree that Pomona has hazardous air pollution, and both air pollution and the diseases that come from it, including asthma and increased stroke/heart attack risk, are directly related to zoning laws that permit warehouses and heavy truck traffic. (Not to mention that Pomona has the most pedestrian deaths in LA County and frequent industrial fires—both direct results of the lax industrial zoning.)

Large warehouses and trucking hubs bring pollution, damage our health, and increasingly operate with automated robots, providing few jobs, and the truth is that we already know this. It is shown by the fact that these “valuable investments” are consistently built in areas that are predominantly poor and Black or Latino, benefiting outside operators while actively harming the local population. Zoning laws that prioritize the wellbeing of residents and open up rather than shutting down local employment opportunities will solve this. Zoning decisions are social and environmental justice decisions.

2) **Ban new polluting facilities, which don't fit with our future vision in our City's General Plan.**

(Banning means that current businesses can continue to operate, but no new ones of that type of facility can start). The city staff have already put forward a proposal to ban additional new trucking facilities, waste/recycling/pallet Facilities are banned already, auto repair, drive throughs, car washes, gas stations, outdoor storage, and fulfillment facilities (except micro-fulfillment). Fulfillment is the aspect of the warehouses/logistics/goods movement with the heaviest truck traffic. Please support the city staff's proposal! Our future is brighter, and the number and variety of jobs much larger, if we design our city for cleaner and more varied types of businesses.

3) **Limit the size of new industrial buildings to 150 feet by 150 feet (22,500 square feet).** Smaller buildings support local businesses, are more adaptable for future changing business needs, and use fewer large diesel trucks. 80% of Pomona's industrial building are 20,000 square feet or smaller already, so this codifies the *status quo* while preventing the heavy pollution that would come with the future construction of large warehouses.

4) **Revoke a “use right” 6 months after a banned facility goes out of business if no one buys or rents the property in that time.** This avoids vacant buildings and replaces polluting facilities with better businesses. For example, several terrible recycling facilities had their “use right” revoked 6 months after they went out of business, due to our Waste and Recycling Ordinance with this provision. They have been replaced by good businesses, such as manufacturing businesses with more jobs.

I urge you to adopt these important priorities in the zoning code update.

Sincerely,
Kaley McCluskey

5/22/24

Dear Planning Commission:

My name is Bridgette Ramirez. I am a member of First Presbyterian Pomona and Clean&Green Pomona. I am also a staff member at Pitzer College, whose Robert Redford Conservancy for Southern California Sustainability has widely documented the harms of warehouses on public health and environmental justice.

The Redford Conservancy recently launched the Warehouse CITY tool to map the regional footprint of warehouses in Los Angeles, Riverside, and San Bernardino Counties. This tool measures everything from acreage and square footage to diesel particulate matter and carbon emissions.

Warehouse CITY data also demonstrates a low acre-to-jobs ratio and an over-saturation of the region in a single economic sector.

In January, over sixty organizations joined the Redford Conservancy in sending an open letter to Governor Newsom to address the public health emergency in the Inland Region due to unchecked warehouse growth.

In light of these issues regarding warehousing and the logistics industry in the Inland Empire region and in Pomona, I urge you to adopt Clean&Green Pomona's agenda for the zoning code update:

- 1) Prioritize the voice of Pomona residents, not the voices of outside industry lobbyists and lawyers
- 2) Ban new polluting facilities, which don't fit with our future vision in our City's General Plan.
- 3) Limit the size of new industrial buildings to 150 feet by 150 feet (22,500 square feet).
- 4) Revoke a "use right" in 6 months, after a banned facility goes out of business, if no one buys or rents the property in that time.

I urge you to adopt these important priorities in the zoning code update.

Sincerely,

Bridgette Ramirez



State License # 272762

1374 E. Ninth Street • Pomona, California 91766 • Phone: (909) 622-6400 • Fax: (909) 622-1463

May 22, 2024

Good evening,

My name is Dave Holmes and I am the President of Commercial Door Company. I have been a Pomona businessman for more than 25 years. I am a board member of Clean&Green Pomona. As a businessman, I support Clean&Green Pomona's common-sense agenda for the zoning code update.

During my years in Pomona, the city has improved. To continue in a positive direction, Pomona needs to put a zoning code in place that is aligned with its General Plan.

First of all, the size of new industrial buildings should be limited to 150 feet x 150 feet (22,500 square feet). I own several businesses in Pomona and other cities. It has been my experience (in selling buildings) that there is more demand for buildings of this size and smaller. They are more adaptable for various business needs than larger buildings. 22,500 square feet is actually quite a large building.

Secondly, I support revoking a "use right" in 6-months after a banned facility goes out of business, if no one buys or rents the property. Until recently, my business was located next to one of the worst recycling facilities in Pomona. The dust from that facility was so bad that my employees were unable to eat their lunch outside. There were frequent fires, which threatened my business. I have had two dogs, who spent time at our property, develop large tumors and die early. We were infested with rats from that recycler, and the rats even chewed the wires on our business trucks. This recycling facility had a conditional use permit (CUP). I emailed the city and former council members about violations of that CUP daily for nearly two years, and the site was never cleaned up, nor did it have its CUP revoked. Finally, after the Waste/Recycling/Pallet ban was put in place with this provision, due to the efforts of Clean&Green and ICON, the company stopped operating and had its CUP revoked. It was replaced by a much better business. Now the rats are gone, my employees can eat lunch outside, and we no longer are endangered by fires. The 6-month "use right" revocation is a good policy.

Thirdly, Pomona should ban new polluting facilities, which don't fit with the vision of the General Plan. These include—Trucking facilities, Waste/Recycling/Pallet (already banned), Auto Repair, Drive Throughs, Car Washes, Gas Stations, Outdoor Storage (except accessory storage), Fulfillment Facilities (except micro-fulfillment). Our roads in the M-zone are already too congested and poorly maintained to add more of these uses. Our city needs to move towards more manufacturing businesses, light industrial and commercial uses, which reflect the General Plan. Without adequate enforcement, which is a problem in Pomona, uses like Outdoor Storage can easily become a nuisance. Personally, I was a leader in Clean&Green's effort to make sure auto repair businesses had their required water permits and were responsible neighbors. Working with the LA County Regional Water Quality Control Board and Cal EPA in that effort, several illegal operations were uncovered in Pomona and shut down, and many unpermitted businesses were cited for lacking the proper permits and neglecting to protect public health.

Finally, there is nothing more important than the health and well-being of the people who live and work in Pomona. I hope you will make that essential value a priority in how you make your zoning decisions.

Sincerely,

A handwritten signature in blue ink that reads "David O. Holmes".

David O. Holmes
Commercial Door Company, Inc.

May 22, 2024

Dear Esteemed Planning Commissioners,

My name is Bree Devones Hsieh. I've lived in Pomona for more than twenty years. I believe it is important for all zoning code standards to allow the best of business and mitigate the worst of it. They should be keyed to the whole city's quality of life for residents of our bustling city. Clean and Green does thorough research on their agenda. Their recommendations look out for the future good of the environment of Pomona, and their agenda does not cut off economic growth for our city. Outside industry lobbyists come to our city with their outside influence to make zoning code and policy changes for their company's and outside share-holder's interests. Their lobbyists are making a high salary to accomplish looser standards, leading to environmental loss for Pomona. They have no personal interest or role responsibility to consider the best course for Pomona as a city into the future. But you do.

So, I urge you to adopt Clean&Green Pomona's agenda for the zoning code update:

- 1) **Prioritize the voice of Pomona residents, not the voices of outside industry lobbyists and lawyers** (representing real estate and warehousing/logistics interests, and others who are looking for exceptions to the City's General Plan). Some outside interests want to keep Pomona living with elements of our current zoning code, which has not been updated since 1949. They offer Conditional Use Permits as a solution, when as residents we know that CUPs are not adequately enforced in Pomona to protect our health, and even with gross violations, never are revoked. Our region was given an F for air pollution by the American Lung Association. According to CalEnviroScreen, Pomona has hazardous air pollution. We are burdened with heavy truck traffic (the most pedestrian deaths in LA County), and frequent industrial fires. The new zoning code must prioritize our health and quality of life. Zoning decisions are environmental justice decisions. Large warehouses and trucking hubs, owned largely by absentee landlords, bring pollution, damage our health, and increasingly operate with automated robots, providing few jobs.
- 2) **Ban new polluting facilities, which don't fit with our future vision in our City's General Plan. (*Banning means that current businesses can continue to operate, but no new ones of that type of facility can start*)**. We agree with the well-supported proposal from the city staff to ban additional new: Trucking Facilities, Waste/Recycling/Pallet Facilities (already banned), Auto Repair, Drive Throughs, Car Washes, Gas Stations, Outdoor Storage (except very limited accessory storage connected to businesses), Fulfillment facilities (except micro-fulfillment). Fulfillment is the aspect of the warehouses/logistics/goods movement with the heaviest truck traffic. Our future is brighter if we design our city for cleaner and more varied types of businesses.

3) **Limit the size of new industrial buildings to 150 feet by 150 feet (22,500 square feet).**

Smaller buildings support local businesses, are more adaptable for future changing business needs, and utilize fewer large diesel trucks. Diesel emissions cause respiratory disease and cancer. 80% of Pomona's industrial buildings are 20,000 square feet or smaller. Allowing new buildings larger than this, opens the door in the future for the heavy pollution that comes with warehouses/logistics/goods movement.

4) **Revoke a "use right" in 6 months, after a banned facility goes out of business, if no one buys or rents the property in that time.** This avoids vacant buildings, and replaces polluting facilities with better businesses. For example, several terrible recycling facilities had their "use right" revoked 6 months after they went out of business, due to our Waste and Recycling Ordinance with this provision. They have been replaced by good businesses, such as manufacturing businesses with more jobs.

I urge you to adopt these important priorities in the zoning code update. Our Pomona city economy will continue to grow and thrive without giving up any of these important policies.

Sincerely,

A handwritten signature in black ink, consisting of a large, stylized 'B' followed by a horizontal line extending to the right.

Bree Devones Hsieh, Concerned Pomona Resident

Allen Matkins

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May 22, 2024

Planning Commission
City of Pomona
505 S. Garey Ave.
Pomona, CA 91766

Email: cityclerk@pomonaca.gov

**Re: Comments on Revised Draft of Pomona Zoning Ordinance
PC Agenda Item G.2**

Honorable Chairperson and Members of the Planning Commission:

This firm represents Prologis, Inc. (“**Prologis**”) in connection with several industrial properties it owns and operates in the City of Pomona (“**City**”). On behalf of Prologis, and in addition to our prior extensive correspondence and comments, we respectfully submit this comment letter in advance of the City Planning Commission’s consideration of the Draft Pomona Zoning Ordinance dated May 16, 2024 (the “**Draft Zoning Code**”) at its meeting scheduled for May 22, 2024. We respectfully request this letter be included in the administrative record for the above referenced Agenda Item G.2.

We commend staff for their ongoing engagement with the City’s business community, including Prologis, and appreciate the hard work required to integrate feedback from multiple stakeholders into this update process. We are encouraged by the changes made as they exhibit a desire on the part of the City to strike a balance between the interests of both the public and the City’s business community. That being said, the Staff Report conclusion that the numerous concerns of industrial stakeholders have been mostly addressed does not completely align with the current language in the latest iteration of the Draft Zoning Code. As described below, among other things, the City’s continued prohibition of product distribution/warehouse uses in the IX1 Zone (without an available conditional use permit or other similar entitlement process to that allowed for manufacturing uses), arbitrary cap of 22,500 square feet for microbusiness fulfillment, 150’ x 150’ maximum dimensions for industrial buildings, limitation on dock doors to 1/7,500 square feet, unreasonable amenity requirements for industrial buildings, and prohibition on all principally permitted outdoor storage all remain in the latest iteration of the Draft Zoning Code, without any concessions or reasonable revisions addressing comments made by industrial stakeholders concerning these issues.

As proposed the Draft Zoning Code continues to create uncertainty for property owners, like Prologis, that operate in the City and imposes use and development standards that fail to reflect the market realities confronting businesses operating in the City. For this reason, we respectfully request that City staff carefully consider the comments set forth in this letter and continue to fine-tune the Draft Zoning Code so as to ensure the continued operation of current and future commercial and industrial businesses throughout the City. To that end, we request that the City delay the proposed June 3, 2024, initial City Council hearing on the Draft Zoning Code for a period of at least 30 days to allow additional time for discussion between City staff and industrial and other stakeholders that will be directly and potentially irreparably impacted by the Draft Zoning Code.

I. The Draft Zoning Code Continues to Feature Use and Development Standards that Undermine the Viability of Industrial Operations in the City.

A. Product Distribution/Warehouse Uses Should be Permissible in the IX1 Zone Subject to Approval of a CUP

We urge the City to consider allowing product distribution/warehouse uses in the IX1 zone with the approval of a Conditional Use Permit (“CUP”). Under the latest Draft Zoning Code, these uses are permitted by right in the I1 to I3 zones but expressly prohibited in the IX1 zone whereas manufacturing uses (which involve many of the same and arguably worse potential adverse impacts) are permitted with approval of a CUP. There is no reasonable or rational basis for the City distinguish between these uses in the IX1 zone, particularly given that the CUP process allows the City discretion not only to approve or deny a potential project but also to impose conditions of approval specifically targeted to minimize and reduce the potential negative impacts of the use.

A blanket prohibition on product distribution/warehouse uses in the IX1 zone necessitates applicants to seek zone changes, which is a significant burden on both the City and applicants. Processing zone change applications is a time-consuming and resource-intensive process involving comprehensive reviews, multiple public hearings, and additional administrative burdens and costs. By allowing these uses through a CUP process, the City can streamline the entitlement process, thereby reducing the strain on its resources while maintaining control over land use decisions.

Implementing a CUP process for product distribution/warehouse uses in the IX1 zone offers a flexible yet controlled approach to development. As noted above, a CUP allows the City to impose specific conditions tailored to each project, ensuring alignment with community standards and minimization of potential negative impacts. Conditions may include limitations on operational hours, traffic management plans, noise mitigation measures, and aesthetic enhancements. This process ensures that product distribution/warehouse uses are compatible with surrounding uses in the IX1 zone. The City can evaluate each application on a case-by-case basis, considering the unique context and characteristics of the surrounding area. This approach allows the City to approve projects that complement existing uses and contribute positively to the community while rejecting or modifying those that may cause adverse unmitigable effects.

By permitting product distribution/warehouse uses through a CUP, the City can establish a clear and efficient entitlement pathway without requiring a full zone change. Zone changes are often lengthy and contentious, creating uncertainty and delays for developers and property owners, as well as backlogs for the City due to the need for multiple hearings, including those before the City Council. In contrast, a CUP process provides a more predictable and expedited route for obtaining necessary approvals, encouraging investment and development within the IX1 zone.

Furthermore, as part of the revisions to the prior iteration of the Draft Zoning Code staff have included language that allows manufacturing in the IX1 zone through a CUP. The IX1 zone's allowance under the Draft Zoning Code for manufacturing uses underscores a critical inconsistency. Manufacturing operations often necessitate extensive trucking and industrial infrastructure, comparable to the needs of product distribution/warehouse facilities. These manufacturing activities can also involve hazardous materials, which pose substantial health and safety concerns. By permitting these high-risk manufacturing uses, the IX1 zone sets a precedent that supports the inclusion of product distribution/warehouse uses. These warehousing operations typically present lower environmental and health risks, making them a suitable and logical addition to the permitted uses within the IX1 zone through similar treatment and eligibility for approval through a CUP.

We do **not** ask that the City Planning Commission vote to recommend allowing product distribution/warehouse uses **by right** in the IX1 zone, as is the case in the I1 to I3 zones. Instead, we seek an entitlement pathway that balances economic growth with regulatory oversight. Allowing these uses through a CUP process ensures that the City retains the ability to regulate and condition the uses to protect public health, safety, and welfare while also facilitating industrial development, which is crucial for the local economy.

B. Fulfillment-Oriented Uses in the Workplace District.

The Draft Zoning Code would allow for microbusiness fulfillment-oriented uses under 22,500 square feet (“sf”) in floor area within the City’s Workplace Districts. While this is an improvement over the previous blanket ban on such uses, the arbitrary cap of 22,500 square feet remains inconsistent with the operational needs of businesses operating as fulfillment and product transportation centers. A more flexible zoning approach that does not limit such uses to “Microbusinesses” would support a broader range of fulfillment activities and foster economic growth.

As communicated in Prologis’ previous letters concerning the City’s proposed Draft Zoning Code, the arbitrary cap of 22,500 sf is inconsistent with the operational needs of businesses operating as fulfillment and product transportation centers which necessitate the ability to scale. Furthermore, to qualify as a “Microbusiness” a tenant must be engaged in at least two of the following activities: “Production, Artisanal Manufacturing, Distribution, and Fulfilment.” Practically speaking this means that any tenant seeking to engage in microbusiness fulfillment must have some amount of qualifying production or manufacturing occurring on site. When coupled with the square footage limit

referenced above, this severely constrains the pool of available tenants and does not reflect the market reality that the majority of industrial tenants do not engage in manufacturing or production on site.

To support a broader range of fulfillment activities and foster economic growth, we advocate for a more flexible zoning approach that does not limit such uses to “Microbusinesses.” This could include a graduated scale of permitted sizes based on additional criteria such as job creation potential, traffic impact analyses, and mitigation strategies for any potential adverse effects on surrounding areas. Implementing a mechanism for allowing fulfillment uses beyond a fixed cap of 22,500 sf and not requiring some aspect of production / manufacturing in conjunction with a fulfillment use would accommodate important larger operations critical to the supply chain that rely on scale while ensuring compliance with community standards and infrastructure capacities. In addition, the City could still retain discretion to consider applications for such uses on an individual, project-by-project basis via the City’s conditional use permit regulations and thus have the ability to weigh a particular fulfillment project’s benefits (jobs, revenue, increased property taxes, etc...) against the potential impacts and, in doing so, make an informed decision as to whether approval of the project is in the best interests of the City and its residents.

C. Product Distribution in the Workplace District.

In a commendable effort by staff, the Draft Zoning Code had previously been revised to remove size limitations on distribution uses and allows for Product Distribution uses within the City’s Workplace District. However, the definition of Product Distribution continues to have the effect of impractically limiting the type of operations that may be allowed, and the form standards identified elsewhere in the Draft Zoning Code effectively impose their own independent square footage cap on the Product Distribution use. This creates internal inconsistencies within the Draft Zoning Code. We recommend reconsidering conflicting standards that would impose building dimension or other development standards that would have the effect of indirectly limiting square footage for these important industrial uses.

First, as defined, Product Distribution refers to “[t]he indoor storage of bulk goods intended for consolidation and distribution of products to manufacturers, wholesalers, or retailers ***within the supply chain (“business to business”)***, with little storage duration, high throughput of products, and high-efficiency, in either a traditional or highcube format.” This limitation to tenants engaged in “business to business” distribution constrains the use in a manner that does not reflect operational realities. Oftentimes, an operator may be engaged in both business-to-business and business-to-consumer distribution. If, as appears to be the case, the intent of the “business to business” restriction is to prevent the proliferation of last-mile e-commerce fulfillment centers in the City, such a concern can be addressed through other standards, such as imposing a cap on truck trips, a limit on the intensity of operations, or hours of operation restrictions.

Second, while the by-right allowance of product distribution uses without any size limitation in the I1 to I3 Use Modules is the right step towards supporting the City’s strategic role in the logistics

and distribution sector, other standards, including most significantly the requirement that individual buildings be limited to dimensions of a flat width and depth at 150 foot maximums, would effectively render this provision meaningless. With the limited exception of manufacturing uses featuring assembly lines, which have a permitted dimension of 300' by 300', the square footage of a Product Distribution use in the Workplace District would be limited to 22,500 sf by virtue of specific dimension and design standards included in the Form element of the Draft Zoning Code. This results in a requirement that is unworkable given the inherent development and operational requirements of industrial end users that rely on buildings exceeding 22,500 sf in area.

Furthermore, if adopted in its current form, the Draft Zoning Code would render existing buildings legal nonconforming structures based on their noncompliance with the 150' by 150' requirement applicable to in the Workplace District. Thus, any future modification to the buildings that triggers an inconsistency with proposed development standards will require a complete overhaul of the existing building/facility and compliance with the new 22,500 sf maximum cap (150' x 150') on industrial buildings. We acknowledge and appreciate that the Draft Zoning Code allows for legal nonconforming structures to be modified or rebuilt in the same or different footprint so long as they are constructed to LEED Gold standards and do not exceed the prior square footage (Draft Zoning Code, § 11100.I.c); however, this still represents an unreasonable constraint on future redevelopment of the building to meet the needs of an evolving and robust industrial market and one that could – and likely would – disincentivize property owners from upgrading and improving their facilities.

In our view, while the complete removal of a square footage limitation for distribution-oriented uses was the correct approach, we strongly recommend reconsidering conflicting standards that would impose building dimension or other development standards that would have the effect of indirectly limiting square footage for these important industrial uses.

D. Outdoor Storage Uses and Industrial Uses, Outside the Workplace Districts, Remain Broadly Prohibited.

The Draft Zoning Code continues to broadly prohibit outdoor storage uses except for equipment and machinery accessory to a Production use, ignoring that many other districts, including Transit Oriented District 4 and the Activity Center District, have historically been heavily industrial. We recommend a performance-based zoning approach that evaluates and provides guidelines for outdoor storage, including screening and landscaping, to allow a wider variety of outdoor uses while safeguarding community and environmental interests.

Although permitting limited accessory outdoor storage is a positive step, the blanket prohibition unduly restricts businesses needing incidental storage, especially for trucks, trailers, and equipment. For example, it's unclear if ancillary truck and trailer storage on a site with a primary warehouse use would be allowed. Other jurisdictions often distinguish between standalone open storage yards and those linked to industrial buildings, typically allowing the latter with conditions. Further, as evidenced by recent Planning Commission actions, the City has authority to limit both the

types of materials to be stored outdoors (either as a primary or ancillary use) and the conditions under which the materials are stored in order to limit the aesthetic and operational impacts of the use.

If adopted as proposed, the Draft Zoning Code would render many existing industrial uses nonconforming, severely hindering business operations and causing economic losses for property owners. These restrictions would limit property refinancing, sales, and maintenance, impacting countless businesses and workers. To prevent these negative outcomes, we recommend revising the Draft Zoning Code to allow greater flexibility for outdoor storage and industrial uses.

E. Building Dimensions in the Workplace District and Transit Oriented District 4.

In the Draft Zoning Code, Building Length and Depth remains set to 150' by 150' within the Workplace and Transit Oriented Districts, resulting in a total maximum building size of 22,500 sf. While this limit on building size is increased to 300' by 300' for certain production/manufacturing uses requiring assembly lines, this exemption remains too narrow in scope to have any practical effect for industrial uses. And while this 22,500 sf limit on building size may be workable for standard commercial and other uses, this certainly is not the case for industrial warehousing and logistics uses, *which are a critical part of the City's industrial community and greater regional supply chain network*, and is an entirely unsuitable manner to categorize such buildings.

Independent warehousing structures of this size are simply not practical nor reflective of market demand. No industrial developer or end user would be able to operate or tenant an industrial site developed with multiple 22,500 sf buildings, specifically in the case of large site that is best suited for a large-scale industrial warehouse-related use. Furthermore, the traffic, air quality, noise and other impacts associated with such a multi-building and multi-tenanted site would be far greater than a site developed with a typical larger industrial building (or buildings) that is both more appropriate from a site layout and logistics standpoint and more feasible from a marketing perspective.

We strongly recommend revising this dimensional requirement to align with prior statements by City staff that no square footage cap would be imposed on industrial uses.

F. Amenity Space Requirements.

The Draft Zoning Code has eliminated the 20% amenity space requirement within the Workplace District. Nevertheless, the amenity space requirement remains within other districts in the City where significant industrial development exists, including the Activity Center District and the City's Transit Oriented District 4. Additionally, in response to comments concerning the original Draft Zoning Code requirement that buildings dedicate 20% of square footage for amenities, staff have revised the Draft Zoning Code to instead require a break area room requirement some zones.

While these changes do offer increased flexibility beyond that which was originally proposed by the Draft Zoning Code, it is still overly restrictive for industrial uses which do not often entail the level and space that are required by the Draft Zoning Code for such areas. The fact remains that

inclusion of this type of space is neither practical nor reflective of market demand. And although a variance may be granted to allow for deviation from these standards, depending on the location and characteristics of a particular parcel the City may simply be unable to make the hardship findings necessary to approve a variance.

In light of the above, we request that the City modify or remove this standard. Multiple alternative options exist to incorporate open space and landscaping as part of a project's design, apart from including unneeded space that will simply not be utilized by the majority of industrial tenants.

G. Dock-High Door Standards in the Workplace District.

The Draft Zoning Code continues to impose a maximum dock-high door ratio of 1 per 7,500 sf, providing a strict cap for industrial developments. We understand that establishing a dock-high door ratio may be important for ensuring the functional efficiency of distribution and logistics facilities. However, the proposed ratio, particularly read in connection with the proposed dimension requirements of 150' x 150' (*i.e.*, 22,500 sf) on buildings within the Workplace District would effectively limit every future warehouse building to a maximum of three dock doors and immediately render all existing buildings that exceed this standard as legal nonconforming.

As is the case with many of the other development standards identified above, this standard would be unworkable in practice and hamstringing the vast majority, if not all, warehouse operations, particularly those requiring higher levels of freight activity. As set forth in our prior letters, we propose a flexible ratio system that takes into account the specific needs of different types of distribution and logistics operations, allowing for variations based on the nature of goods handled, the volume of truck traffic, screening and orientation of the dock-high doors towards roadways and away from adjacent properties, and the facility's operational model. Additionally, incorporating design standards that minimize the visual and environmental impact of dock-high doors, such as landscaping buffers and noise reduction measures, will ensure these facilities integrate well into their surroundings.

II. Conclusion.

Prologis is committed to working with the City to find mutually agreeable solutions for industrial development. We believe a balanced approach, which takes into account the interests of residents, industrial property owners, and the City, is critical. Understanding the vital role of logistics and warehousing in Pomona's economy will help achieve a balanced outcome that supports both community welfare and business success.

The concerns raised in this letter are important and should be addressed thoughtfully. With that in mind, we request that the City delay the proposed June 3, 2024, initial City Council hearing on the Draft Zoning Code for at least 30 days to allow additional time for discussion between the City and industrial and other stakeholders regarding additional revisions and refinements to the Draft Zoning Code. Given the significant interests at stake, and the City's previous July 2024 anticipated

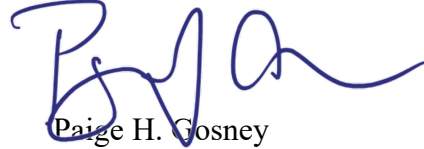
Allen Matkins Leck Gamble Mallory & Natsis LLP
Attorneys at Law

City of Pomona Planning Commission
May 22, 2024
Page 8

timeline for City Council consideration of the Draft Zoning Code, we believe that allowing additional time for discussion is both prudent and appropriate.

Please contact me if you have any questions and/or would like to discuss this letter and the comments and concerns outlined above in greater detail.

Very truly yours,



Paige H. Gosney

PHG/nc

cc: Anita Gutierrez, City Manager (via e-mail only)
Ata Khan, Deputy Director, Development Services Department (via e-mail only)
Client (via e-mail only)



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Western U

May 20, 2024

Hon. Alfredo Camacho
Chairperson, Planning Commission
City of Pomona
505 South Garey Avenue
Pomona, CA 91766

Re: 05-22-24 Public Hearing Agenda Item G2. Code Amendment (CODE-000698-2024)

Honorable Chairperson Camacho and Members of the Pomona Planning Commission,

On behalf of the Pomona Chamber of Commerce, we wish to express some concerns regarding the second draft of the Pomona Zoning and Development Code update. We fear that portions of this update could potentially have a negative impact on job creation, economic growth, and the ability of existing businesses to thrive in Pomona. We are urging the Pomona Planning Commission to reconsider approving the current form of the Zoning Code Update.

We believe the update should promote flexibility for business uses in Workplace Districts while also providing predictability for property and sales tax revenues. Our suggestions would be for the IX1 areas to allow for distribution by right as this will be low impact. Also allowing warehouses that are 22,500 to be developed back-to-back, specifically multi-tenant industrial parks should allow for more back-to-back spaces than current. We also recommend that the current CUP candidates be permitted to use their allotted uses, as recommended by city staff.

At its core, the Chamber strives to promote economic development and innovation in Pomona, while also prioritizing environmental sustainability and community well-being. The Chamber's vision for job creation and growth is in line with the City's long-term goals outlined in its 2014 General Plan. However, the current draft Zoning Code Update may be a hindrance to attracting investment and creating new local jobs.

For more than a year, the Chamber's Economic Development Committee has been actively involved in discussions about the Zoning Code Update with City Planning Division staff and Planning Commissioners. We have presented proposed amendments to city officials that aim to address the concerns of the Pomona business community. City staff has done an exceptional job in implementing many of our recommendations, however we would still like to see our suggestions mentioned in paragraph two added to the final zoning code.

We are dedicated to collaborating with City officials to bring in the necessary funding for local entrepreneurs and environmentally friendly businesses. These investments will lead to job creation, neighborhood improvement, blight reduction, and will attract more residents to live, work, and raise families in Pomona.

We believe the changes we are recommending will achieve our mutual goals of encouraging business growth, job creation and a sustainable community throughout Pomona.

Let's all work together – public officials, residents, local educational institutions, and the business community – to help make this vision a reality.

Sincerely,

Monique Robles

Monique Robles
President & CEO
Pomona Chamber of Commerce

May 22, 2024

VIA Email

City of Pomona
Planning Commissioners
City Hall
505 South Garey Avenue
Pomona, CA 91766

Re: Comments on CEQA Compliance Regarding Zoning Code Update (CODE-000698-2024)

Dear Chairperson Camacho and Members of the Planning Commission:

On behalf of NAIOP SoCal, we submit this letter regarding the Planning Commission's (the "Commission") May 22, 2024 agenda Item No. 2: Code Amendment (CODE-000698-2024). NAIOP SoCal is a member organization representing the interests of over 1,200 members, including several members with properties located and conducting business within the City of Pomona (the "City"). As such, NAIOP SoCal constitutes an interested party to the referenced land use matter. NAIOP SoCal has been an active participant in the City's zoning code update process ("Zoning Update") and intends to remain closely involved. NAIOP SoCal reserves the right to submit additional comments to City decision-makers on this matter, as appropriate. Please ensure that this letter is incorporated into the Zoning Update's administrative record.

NAIOP SoCal has reviewed the package of materials publicly released by Planning Division staff ("Staff") for this agenda item, including the Planning Division Staff Report ("Staff Report") and Draft Resolution (the "Resolution"). Staff is recommending that the Commission adopt the Resolution which recommends that the City Council (as the City's legislative body) adopt the Zoning Update. Staff anticipates that, assuming the Commission adopts the Resolution, that the matter will go before the City Council at its June 3, 2024, public hearing (with a final reading on June 17).

The first sentence of Section 2 of the Resolution reads that the "Planning Commission, exercising independent judgment, finds and determines that this ordinance is statutorily exempt from the provisions of" CEQA. (Resolution, Section 2, emphasis added). The remainder of Section 2 sets forth the City's basis for claiming that Zoning Update is "statutorily exempt." Essentially, this analysis briefly runs through the criteria set forth in Public Resources Code §21166, which controls when a CEQA lead agency must prepare a subsequent or supplemental environmental impact statement ("EIR") in the event that a

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YPG Liaison: **Ivan Kustic**, MetroGroup Realty Finance

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prior EIR has already been prepared for a project.¹ According to this analysis (as mirrored in the Staff Report), the Zoning Update requires no further CEQA evaluation because the 2014 City General Plan update, which contemplated a zoning code update to follow, was already fully evaluated in an EIR certified at the time that the General Plan was adopted (the “GP EIR”).²

NAIOP SoCal disagrees with the CEQA analysis formulated by the City, as it is cursory and incomplete. As a result, the City’s attempt to completely avoid any subsequent CEQA compliance effort for the Zoning Update is unconvincing and leaves the City vulnerable to a judicial challenge. Before the Commission takes any formal action regarding the Zoning Update, NAIOP SoCal urges it (and the City generally) to seriously consider the following points.

1. The GP EIR is a Program EIR

The GP EIR was expressly characterized as fulfilling “the requirements of a Program EIR.” Per the GP EIR, although “the legally required contents of a Program EIR are the same as those of a Project EIR, Program EIRs are typically more conceptual and may contain a more general discussion of impacts, alternatives, and mitigation measures than a Project EIR.” (GP EIR, p. 1-4.) Thus, by the City’s own admission in 2014, the GP EIR is “more conceptual” than a typical project EIR and may require subsequent additional discussion when additional elements of the program are implemented.

Further, as a Program EIR, the GP EIR is subject to CEQA Guidelines §15168.³ Section 15168 prescribes a lead agency’s procedures and obligations in the event that a “later activity” in the program occurs subsequent to the certification of the program EIR. The contemplated enactment by the City Council of the Zoning Update clearly constitutes a “later activity” within the meaning of this regulatory language.

In particular, a lead agency is required, at a minimum, to evaluate whether the preparation of an Initial Study is warranted. Guidelines, §15168 (b). In this matter, although not expressly stated in either the Staff Report or the Resolution, the City apparently believes that neither preparation of a subsequent or supplemental EIR nor even the preparation of an Initial Study is required as the environmental impacts of the Zoning Update are fully within “the scope of the of the project covered by the program EIR.” Guidelines §15168 (c)(2). NAIOP SoCal disagrees with this assessment and believes that the City’s position is untenable, as a matter of law, for reasons discussed immediately below.

2. The GP EIR’s Traffic Impact Analysis is Based on an Outdated Methodology

As noted above, CEQA requires the City, as an initial analytical threshold, to first determine if the Zoning Update may have environmental effects not examined within the scope of the GP EIR. Guidelines, §15168 (b). The City apparently believes the answer to be “no” – i.e., that the potential environmental impacts of the Zoning Update

¹ CEQA Guidelines §15162 also sets forth these same criteria, with some additional explanatory details included.

² General Plan Update, Corridors Specific Plan, Active Transportation Plan and Green Plan (State Clearinghouse No. 2012051025) EIR (prepared by Rincon, March 2014).

³ Section 15168 defines a program EIR is “an EIR which may be prepared on a series of actions that can be characterized as one large project and are related either: (1) Geographically, (2) A logical parts in the chain of contemplated actions, (3) In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or (4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways.”

have been fully examined in the GP EIR (i.e., the program EIR). However, this position is unsupportable as the GP EIR's transportation analysis was based on a completely outdated and currently legally irrelevant underlying traffic study.

The GP EIR's Transportation analysis (Sec. 4.13) was based on impacts to Level of Service (LOS), which was the standard methodology at the time of the GP EIR's preparation in 2013-2014.⁴ Since the issuance of the GP EIR, the CEQA thresholds of significance for transportation impacts have changed as a matter of regulatory law from LOS to "vehicle miles travelled" (VMT). Following July 1, 2020, all CEQA evaluation of a project's transportation impacts must be based on VMT, and a "project's effect on automobile delay shall not constitute a significant environmental impact." Guidelines, § 15604.3.

As a result of this indisputable change in applicable regulatory law, evaluation of the Zoning Update's potential traffic impacts cannot be based on the now outdated LOS-based/automobile delay analysis underlying the GP EIR's Transportation section. In particular, the 200+ page traffic impact study prepared by Fehr Peers in 2013 (GP EIR, Appendix D), which was entirely based on LOS-based/automobile delay methodology, cannot validly serve as the basis, in 2024, for the purported CEQA clearance by the City of the Zoning Update in light of this stark regulatory change.

Further, it is particularly specious for the City to claim that the GP EIR fully evaluated the traffic impacts of the 2024 Zoning Update back in 2013. In fact, this "later activity" was contemplated by the City to occur within approximately one year of the 2014 General Plan update. The GP EIR expressly stated that the zoning code must be made consistent with the updated General Plan "within a reasonable time" per Government Code § 65860(c), and that this "typically" occurs within "one year" of a general plan update. (GP EIR, p. 4.8-38). Notwithstanding the statutory requirement that the zoning code update be accomplished within a "reasonable" time frame, the City has taken more than 10 years since the 2014 General Plan update to perform this legally required activity. The City's extreme delay has resulted in the GP EIR's evaluation of the General Plan's traffic impacts becoming stale, factually outdated, and its LOS analysis no longer legally relevant.

In light of these considerations, NAIOP SoCal strongly believes that, at a minimum, the City must prepare an Initial Study, which should reasonably identify the GP EIR's traffic analysis as outdated. This will require preparation of a new traffic study based on VMT methodology, as well as (at least limited) subsequent environmental assessment.

3. The Change in CEQA Regulatory Standard from LOS to VMT Constitutes a Changed Circumstance Requiring a Subsequent/Supplemental EIR

Section 2 of the Resolution (as well as the Staff Report) concludes that the City is not required to prepare either a subsequent or supplemental EIR. In particular, the Resolution states that "No substantial changes have occurred concerning the circumstances under which the proposed project are undertaken that will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects."

⁴ Using LOS-based methodology, the GP EIR identified 2 Transportation Impacts (4.13-1 and 4.13-3), both characterized as being significant and unavoidable with multiple intersections falling below an acceptable threshold of service.

NAIOP SoCal disagrees with this conclusory statement, as it merely claims without factual support that “no substantial changes have occurred with respect to the circumstances of the project [i.e., the program].” This claim does not withstand scrutiny, particularly given the fact that more than 10 full years have lapsed since adoption of the 2014 General Plan. At a minimum, as discussed above, the pertinent regulatory thresholds of significance necessary to assess a project’s traffic impacts have dramatically changed since issuance of the GP EIR. This significant change in regulatory circumstances may, subject to detailed, updated traffic analysis conducted by a qualified technical expert, dramatically alter the environmental analysis of the Zoning Update’s traffic impacts. A VMT-based analysis may establish that this “later activity” of the underlying program will result in “new significant environmental effects or a substantial increase in the severity of previously identified significant effects.” Public Resources Code §21166 (b).

Further, despite the Resolution and Staff Report claiming that no “new information” exists that requires preparation of a subsequent or supplemental EIR, NAIOP SoCal believes that the same discussed change in regulatory law pertaining to evaluation of traffic impacts also constitutes “new information” as that term is used in Section §21166 (c). It was, of course, not possible at the time that the GP EIR was being prepared for the City to know of the future change in regulatory law. However, now that more than a decade has elapsed since preparation of the GP EIR, the applicable regulatory thresholds of significance have changed. Thus, this “new information” is now known to the City, and should, accordingly, be utilized to evaluate the environmental impacts of implementation of the underlying program’s “later activities.”

4. The GP EIR’s Failure to Analyze VMT may also Equate to a Failure to Adequately Analyze Greenhouse Gas Emissions

In addition to the concerns raised above, the GP EIR’s analysis of the General Plan’s projected Greenhouse Gas (GHG) emissions lacks any analysis within the modern VMT methodology, and raises concerns regarding the adequacy of the GHG emissions analyzed in the GP EIR. This is because the GP EIR does not account for potential GHG impacts via tailpipe emissions due to increases in VMT.

The GP EIR’s GHG analysis begins on page 4.15-1, and discusses a number of major GHG sources, including auto emissions. (4.15-2.) However, the entirety of the GP EIR’s GHG analysis and the ensuing goals and policies in the 2014 General Plan lack any analysis of potential VMT-related emissions, or measures to reduce GHG emissions via VMT reduction. (See 4.15-1 through 4.15-17.) In fact, policies noted in the PG EIR and the GP EIR can be read to be contradictory to the current VMT-based analysis as these policies focus on matters such as goals intended to “reduce travel time and relieve road congestion.” (Table 4.15-2.) Such goals can contribute further to GHG emissions by inducing demand to drive by reducing congestion on roadways, increasing the convenience of attractiveness of driving an individual automobile, and also disincentivizing the use of mass transit as a viable alternative means of transportation.

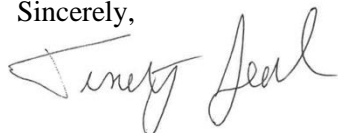
These increases to VMT can lead to significant increases to tailpipe emissions within the City and should be studied within the current legal VMT methodology, rather than the now-outdated LOS methodology that may ultimately incentivize or contribute to increased GHG emissions. Thus, failing to analyze GHG within the context of the modern VMT methodology would mean that the PG EIR failed to adequately analyze GHG emissions.

5. Conclusion

Accordingly, NAIOP SoCal believes that the City must prepare, in addition to an Initial Study, a subsequent EIR (based on a new, updated VMT-based traffic study) to evaluate traffic impacts and potential GHG impacts, based on both a clear change in circumstances and new information not known at the time of the preparation of the prior EIR. Failure to do so will frustrate the primary purpose of CEQA, which is to ensure that City decision-makers and public generally have sufficient information by which to evaluate a project's environmental impacts and make information decisions to protect both the environment and informed self-government.⁵

NAIOP SoCal appreciates the Commission's careful consideration of this letter. Please do not hesitate to contact me directly with any questions or comments.

Sincerely,



Timothy Jemal
CEO
NAIOP SoCal

CC: Honorable Tim Sandoval, Mayor of the City of Pomona
Councilmember John Nolte, District 1
Councilmember Victor Preciado, District 2
Councilmember Nora Garcia, District 3
Councilmember Elizabeth Ontiveros-Cole, District 4
Councilmember Steve Lustro, District 5
Councilmember Robert S. Torres, District 6
Anita D. Gutierrez, City Manager
Rosalia A. Butler, MMC, City Clerk
Ata Khan, Deputy Director of Development Services

⁵ See, e.g., Southwest Regional Council of Carpenters v. City of Los Angeles, (2022) 76 Cal. App. 5th 1154, 1173.



**Rexford
Industrial**

May 21, 2024

VIA E-MAIL

City Clerk
City of Pomona
505 South Garey Avenue
Pomona, CA 91766
Attn: Planning Commission
City Manager
City Attorney
Development Services Department Zoning Update Staff

Re: City of Pomona Zoning Code Update

Dear Planning Commissioners and to whom it may concern:

This letter is to formally submit Rexford Industrial's opposition to the Zoning Code Update overall approach of using strict prohibitions instead of using reasonable standards and review procedures to allow the city staff and Planning Commission to evaluate land uses and potential impacts on a case by case basis. The overly restrictive approach will stifle reinvestment in the city and will have negative consequences to property values and employment growth which will reduce city general fund tax revenues, as well as reduce development, permit, and impact fee revenue to the city that would not be generated with reduced development and building improvement and expansion construction.

We, as a business and landowner resident stakeholder in the city and Pomona Chamber of Commerce member, appreciate the Planning Commission giving us, and the many other stakeholders, the opportunity to provide critical input to the Zoning Code Update. **We respectfully request that you submit and incorporate this letter into the formal record for comments on the Zoning Code update and consider the critical recommended minor changes in your deliberation.**

We believe that the Zoning Code as currently proposed will penalize good actor businesses and land owners such as Rexford that create responsible high quality developments that increase property values and attract quality stable jobs. Rexford has a track record of investing to upgrade older properties to current building and fire safety standards as well as achieving goals for environmental sustainability with LEED certifications and electrical system upgrades that includes solar power and electrical vehicle charging. This Zoning Code would cause us to halt our active interest to further invest in the City of Pomona.

For more information on Rexford's successful environmental efforts, you may read our current ESG Report at this link: https://rexford-industrial.s3.amazonaws.com/jenkins/rexford-com/master/uploads/esg/Rexford_Industrial_2022_ESG_Report.pdf and our Green Bond Report that includes some specific examples of recently completed LEED developments at this link: https://rexford-industrial.s3.amazonaws.com/jenkins/rexford-com/master/uploads/esg/2023_Rexford_Industrial_Green_Bond_Report.pdf

11620 Wilshire Boulevard, 10th Floor
Los Angeles, California 90025
310.966.1680 | F 310.966.1690

www.rexfordindustrial.com Page 1 of 4



The Pomona General Plan includes vision, goals, and policies to address economic and fiscal wellbeing of the future of Pomona where it states: “The City will promote a strong and diversified economic base by attracting, retaining, and expanding businesses. By encouraging profitable and innovative enterprises, the City will create sustainable local jobs and generate revenue to support municipal functions.” The Zoning Code will have the opposite effect and will not result in a diversified business base and business expansions with such severe limits on uses and sizes of buildings limited to 22,500 square feet.

Below are a few excerpts from the General Plan Implementation section that are counter to a Zoning Code that is so restrictive and where there has not been any economic analyses of the likely impacts and disincentives for investment in the city as well as creating the inability for existing businesses to expand:

8 IMPLEMENTATION - GOALS & POLICIES	
7B.G5	Remove barriers to new investment.
7B.G6	Maximize property values throughout the City.
7B.G9	Embrace 21st century workplace trends, create environments that support profitable and innovative enterprises, and attract businesses that will lead to a more diversified economic base.
7B.P21	Undertake targeted economic studies to examine the highest and best use of the designated land uses as part of specific Focus Area planning processes.

Rexford has analyzed property data for Pomona with Landvision and CoStar. The analyses show that the average industrial building in Pomona was built before 1977 (47 years old). These older buildings are in need of upgrading to current building and fire codes, and also do not meet other modern standards such as clear heights. The analyses indicate the average clear height for existing industrial buildings is 18.9 feet. Current modern standards are 24 to 50 feet, so this creates a lack of demand and will not attract modern innovative and growing businesses to the City.



Rexford Industrial

Rexford has in-house construction and investment staff that have analyzed the financial feasibility of 22,500sf buildings. Our analyses show that given the current construction material and labor costs (smaller buildings have higher per square foot costs typically up to 50%), permit and regulatory compliance costs, current typical lease rates/commissions and land values in Pomona, and the smaller lot coverage you can achieve with smaller buildings, developing buildings of that size is not profitable (i.e. it produces a negative return on investment). This therefore questions the direction of the restrictive zoning regulations and shows that any investment in Pomona will be a challenge. Staff has indicated that since there are many existing smaller buildings in Pomona, then it shows this works for the city. When most of these buildings were built, costs and land values were significantly lower and less regulations were in place, so comparing existing stock to new development ignores the needs and feasibility to upgrade or expand, as well as the environmental, safety, and economic benefits that can be achieved..

For these many reasons as stated here and echoed by many of the business and employee stakeholders throughout the update process, we believe that it would be prudent of the city to find a more reasonable middle ground in the Zoning Code approach that adequately allows for flexibility for the city to review land uses and development on a case by case basis. One primary way to accomplish this with **maximum flexibility to the city** is through the Conditional Use Permit (CUP) process. This allows the city to review land uses on a case by case basis to include any conditions necessary to address impacts, and through a discretionary review process at the Planning Commission to allow for public engagement and input, analyses of cumulative impacts, and health risk assessments.

Therefore, we respectfully request that the Planning Commission consider including a CUP process to allow industrial oriented uses and developments listed in Table 520.C in the Production, Distribution, Fulfillment categories that are not already proposed to be "Permitted" by right in the code in the IX1, I1, I2, and I3 Zones and that are within the Workplace Districts General Plan designations, and any related development proposals at sites in these zoning categories that do not strictly meet the other standards within the Zoning Code (including but not limited to Form, Frontage, and Nonconforming rules) shall be allowed to be considered for approval with a CUP. Staff has stated that there are IX1 zones in the Urban Neighborhood (UN) General Plan Districts, therefore those UN districts could be excluded from these added CUP uses that may not already be allowed. The CUP process can also allow for a path to better achieve city goals and added benefits from new development with special conditions – for example to accommodate pedestrian oriented features and other community benefits such as increased landscaping, lighting, sidewalks, bike lanes, and other infrastructure improvements, to name a few, that better fits the unique site and use characteristics and size of the development.

If you have any questions, please feel free to contact me at smasura@rexfordindustrial.com.

Sincerely,

Steven Masura, Director of Entitlements
Rexford Industrial Realty, Inc.



**Rexford
Industrial**

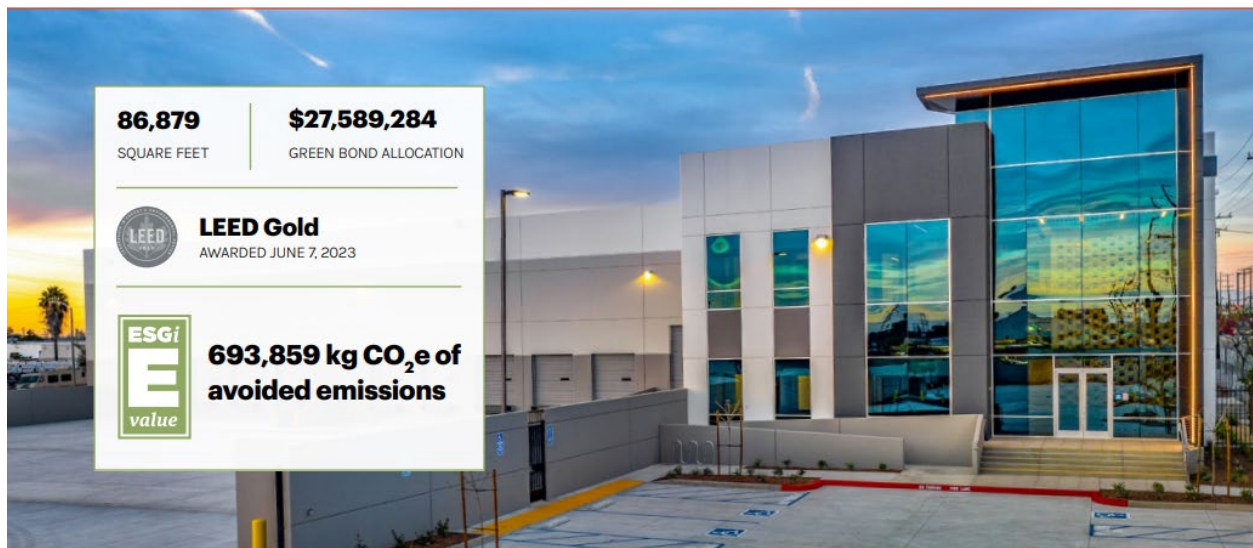
Cc: City Council
Pomona Chamber of Commerce

**EXAMPLE OF RECENTLY COMPLETED LEED GOLD BUILDING
FROM OUR GREEN BOND REPORT:**

11

REXFORD INDUSTRIAL 2023 GREEN BOND REPORT

15601 S. Avalon Blvd GARDENA, CA



46% Energy Reduction

120,445 kWh

29,152 kg CO₂e saved per year



61% Water Reduction

406,641 gallons potable water saved per year

312 kg CO₂e in equivalent energy saved per year



32% Embodied Carbon Savings

664,395 kg CO₂e of avoided emissions



Gran Covina LLC

Pomona Staff

Planning Department | Pomona, CA |

RE: Mountain View Industrial Project APN 8326-004-030, 031

Dear Pomona Staff,

I am writing to request staff to allow 530.J item #1 Microbusiness at our site, as a permitted use. Our property is designated as 510.H. Industrial-Mixed 1 (IX1) currently and Microbusinesses would not be allowed. We have built 3 successful projects with this Industrial Condo project type in some nearby locations. The addresses are listed:

1773 W. San Bernardino RD West Covina Ca 91790

1611 and 1623 W San Bernardino Rd West Covina Ca 91790

10680 Silicon Ave Montclair Ca 91763

We find that these approximately 2500 sq ft units work perfectly for small business owners. General contractors, cross fit gyms, microbrewery and the main users are online sales and fulfillment. We have many clothing companies that advertise on Instagram and then send out their clothes orders via Fed Ex by van. Here are two examples at our West Covina building

<https://tigercherry.store/>

<https://www.ootdfash.com>

There should be no semi-trucks and we have no dock high. The units mainly function as offices with some storage space. We feel that this use type would perfectly fit into the Microbusiness category and would be wildly successful at the Mountain View site.

Thank you for your consideration of this Request and all the work staff does to improve the city of Pomona.

Sincerely,

Jonathan David Cook

310 873 8083

Joncook8@gmail.com

GRAN COVINA LLC

WORTHINGTON PARTNERS

12142 CENTRAL AVENUE ~ STE 111

CHINO CA 91710

June 10, 2024

Ata Khan
Deputy Director of Community Development
City of Pomona
505 S Garey Ave.
Pomona, CA 91766

Email: Ata.Khan@pomonaca.gov

Re: Draft Pomona Zoning Ordinance

Dear Mr. Khan:

On behalf of several industrial stakeholders with properties and industrial operations located in the City of Pomona, we respectfully submit this comment letter in advance of the City Council's consideration of the Draft Pomona Zoning Ordinance (the "**Draft Zoning Code**") at the meeting of June 17, 2024. We respectfully request this letter be included in the administrative record for the Agenda Item.

We commend the City Manager, you, and the Planning Staff for your willingness to engage with us and the city's commercial and industrial business community. We appreciate your understanding of our concerns and your efforts to address them while charting a course for the future of the community. In that same spirit of cooperation, we are offering a minor adjustment to the Draft Zoning Code that we believe will improve its overall effectiveness and ensure that certain existing uses that will be rendered legal nonconforming are allowed opportunity to continue their protected legal nonconforming status.

Under the current Draft Zoning Code, nonconforming nonresidential uses in all zones throughout the city will be "deemed abandoned if the use is discontinued for a single period of 180 or more consecutive days." (Draft Zoning Code, § 11100.D(1)(b)(1)(ii).) We acknowledge and understand that the City is hesitant to extend greater protections to certain trucking-intensive industrial uses such as Product Fulfillment and Product Transportation and that they will be completely prohibited under the new Draft Zoning Code

However, other industrial uses that are permitted under the Draft in certain zoning designations, such as Product Distribution uses, will be detrimentally affected by the current proposed blanket 180-day abandonment period if they are in other zones. The six-month period is extremely short for such "purpose-built buildings" which do not lend themselves to economically viable conversion to other uses. Given the market dynamics, our proposal would afford owners a more realistic amount of time to preserve their legal nonconforming status by re-leasing the property to a new user if an existing tenant, lessee or operator vacates the premises.

Therefore, we respectfully propose that the Draft Zoning Code be revised to include an exception for existing Product Distribution uses located in the Industrial-Mixed 1 (IX1), Commercial-Mixed 4 (CX4), and Commercial-Mixed 5 (CX5) zones that expands the legal nonconforming use abandonment period an additional six-months for a total of one year (365 days).

More specifically, we respectfully request that the City Council direct Staff to modify the language of Section 11100.D(1)(b)(1)(ii) of the Draft Zoning Code as shown below in italicized font:

ii. Nonresidential Land Uses

A nonconforming nonresidential use must be deemed abandoned if the use is discontinued for a single period of 180 or more consecutive days, *except that nonconforming nonresidential Product Distribution uses located in the following Use Modules shall not be deemed abandoned unless discontinued for a single period of 365 days: Industrial-Mixed 1 (IX1), Commercial-Mixed 4 (CX4), and Commercial-Mixed 5 (CX5).*

Thank you for your consideration. Please contact me if you have any questions or if you would like to discuss this matter further.

Very truly yours,



Greg Devereaux

cc: Anita Gutierrez, City Manager (via e-mail only)

From: [Brian Fowler](#)
To: [Sandoval, Tim](#); [Nolte, John](#); [Preciado, Victor](#); [Garcia, Nora](#); [Ontiveros-Cole, Elizabeth](#); [Lustro, Steve](#); [Torres, Robert](#)
Cc: [City Clerk](#); [Gutierrez, Anita](#); [Khan, Ata](#)
Subject: Consideration on Inflexible Zoning Code Changes
Date: Saturday, June 8, 2024 2:59:24 PM

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We need revisions to the Update that will promote job creation and attract investment to support essential public services and keep our neighborhoods safe. As a resident, here are a few key points to consider:

- Retain Local Businesses and Protect Good-Paying Local Jobs: Retaining local jobs is critical so we can reduce long commutes and vehicle miles traveled. Local jobs are crucial for Pomona's residents who are struggling to devote precious time with their families and community.

- Don't Jeopardize Our Local Businesses and Homeowners: According to the city's own data, the current proposed Zoning Code Update would risk making 113 local enterprises nonconforming and force tenants to either adapt to the proposed code's limited uses or leave. We also need to prevent a decrease in residential and commercial property values by minimizing the number of properties subject to nonconformity risks. We don't need to create additional limitations on industrial uses as well as hurdles for entrepreneurs wanting to renovate or expand their businesses.

- Encourage New Investments and More Local Jobs: We need to encourage businesses to hire and invest locally, boosting our community's economic health. Revise the current draft to keep jobs local and foster growth and innovation. The current draft of the Zoning Code Update is steering us in the wrong direction – let's get back on track.

- Goods Movement is Critical to Pomona's Future: As residents and consumers, we should celebrate the essential services that goods movement operators provide our society in delivering the majority of food, medicines and essential supplies to our homes and local retail establishments. Let's not punish residents by limiting the activities of such essential industries in Pomona.

Reasonable solutions exist that benefit all stakeholders, creating jobs and supporting much-needed investment. Residents, local leaders, and businesses must collaborate to retain existing jobs, create startups and innovative enterprises, and showcase Pomona's unique advantages as a hub for manufacturing, logistics, and

distribution uses.

Let's work together to create a city where opportunities abound, and every neighborhood is a safe and thriving place to call home.

Your Neighbor, Brian T. Fowler!

Sent from my iPhone

From: [Lauren Alvarez](#)
To: [Sandoval, Tim](#); [Nolte, John](#); [Preciado, Victor](#); [Garcia, Nora](#); [Ontiveros-Cole, Elizabeth](#); [Lustro, Steve](#); [Torres, Robert](#)
Cc: [City Clerk](#); [Gutierrez, Anita](#); [Khan, Ata](#)
Subject: Consideration on Inflexible Zoning Code Changes
Date: Tuesday, June 11, 2024 7:39:07 AM

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enterprises, and showcase Pomona's unique advantages as a hub for manufacturing, logistics, and distribution uses.

I've lived in Pomona since 1987 and it that time the city has only fallen into further blight. We need to become a thriving city that people want to visit and feel safe visiting.

Let's work together to create a city where opportunities abound, and every neighborhood is a safe and thriving place to call home.

Your Neighbor,

Lauren Alvarez

(Lincoln Park)

Sent from my iPhone

From: [Rebecca Rodriguez](#)
To: [Sandoval, Tim](#); [Nolte, John](#); [Preciado, Victor](#); [Garcia, Nora](#); [Ontiveros-Cole, Elizabeth](#); [Lustro, Steve](#); [Torres, Robert](#)
Cc: [City Clerk](#); [Gutierrez, Anita](#); [Khan, Ata](#)
Subject: Consideration on Inflexible Zoning Code Changes
Date: Tuesday, June 11, 2024 3:14:15 AM

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Your Neighbor,

From: [Rachel Gayles Burr](#)
To: [Sandoval, Tim](#); [Nolte, John](#); [Preciado, Victor](#); [Garcia, Nora](#); [Ontiveros-Cole, Elizabeth](#); [Lustro, Steve](#); [Torres, Robert](#)
Cc: [City Clerk](#); [Gutierrez, Anita](#); [Khan, Ata](#)
Subject: Consideration on Inflexible Zoning Code Changes
Date: Monday, June 10, 2024 10:17:27 PM

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Your Neighbor,

From: [Ben Villarreal](#)
To: [Sandoval, Tim](#); [Nolte, John](#); [Preciado, Victor](#); [Garcia, Nora](#); [Ontiveros-Cole, Elizabeth](#); [Lustro, Steve](#); [Torres, Robert](#)
Cc: [City Clerk](#); [Gutierrez, Anita](#); [Khan, Ata](#)
Subject: Consideration on Inflexible Zoning Code Changes
Date: Monday, June 10, 2024 9:46:49 PM

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We need to fix our streets from fairplex and holt to white and holt the streets look like a third world country very bad and unsafe for cars and pedestrians please look into this matter my family and I live here in Pomona for 22 years never once these streets have been worked on thank you and have a blessed night

Sent from my iPhone

From: [Araceli Anguiano](#)
To: [Sandoval, Tim](#); [Nolte, John](#); [Preciado, Victor](#); [Garcia, Nora](#); [Ontiveros-Cole, Elizabeth](#); [Lustro, Steve](#); [Torres, Robert](#)
Cc: [City Clerk](#); [Gutierrez, Anita](#); [Khan, Ata](#)
Subject: Consideration on Inflexible Zoning Code Changes
Date: Monday, June 10, 2024 4:42:22 PM

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Your Neighbor,

Araceli Anguiano

From: [Martha Marin](#)
To: [Sandoval, Tim](#); [Nolte, John](#); [Preciado, Victor](#); [Garcia, Nora](#); [Ontiveros-Cole, Elizabeth](#); [Lustro, Steve](#); [Torres, Robert](#)
Cc: [City Clerk](#); [Gutierrez, Anita](#); [Khan, Ata](#)
Subject: Consideration on Inflexible Zoning Code Changes
Date: Monday, June 10, 2024 3:54:28 PM

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Your Neighbor,

Sent from my iPhone

From: [Stephanie Valenzuela](#)
To: [Sandoval, Tim](#); [Nolte, John](#); [Preciado, Victor](#); [Garcia, Nora](#); [Ontiveros-Cole, Elizabeth](#); [Lustro, Steve](#); [Torres, Robert](#)
Cc: [City Clerk](#); [Gutierrez, Anita](#); [Khan, Ata](#)
Subject: Consideration on Inflexible Zoning Code Changes
Date: Monday, June 10, 2024 7:24:39 AM

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Your Neighbor,

Sent from my iPhone

From: [mary.rodriguez](#)
To: [Sandoval, Tim](#); [Nolte, John](#); [Preciado, Victor](#); [Garcia, Nora](#); [Ontiveros-Cole, Elizabeth](#); [Lustro, Steve](#); [Torres, Robert](#)
Cc: [City Clerk](#); [Gutierrez, Anita](#); [Khan, Ata](#)
Subject: Consideration on Inflexible Zoning Code Changes
Date: Monday, June 10, 2024 4:07:46 AM

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Dear Mayor and Members of the Pomona City Council,

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We need revisions to the Update that will promote job creation and attract investment to support essential public services and keep our neighborhoods safe. As a resident, here are a few key points to consider:

- Retain Local Businesses and Protect Good-Paying Local Jobs: Retaining local jobs is critical so we can reduce long commutes and vehicle miles traveled. Local jobs are crucial for Pomona's residents who are struggling to devote precious time with their families and community.

- Don't Jeopardize Our Local Businesses and Homeowners: According to the city's own data, the current proposed Zoning Code Update would risk making 113 local enterprises nonconforming and force tenants to either adapt to the proposed code's limited uses or leave. We also need to prevent a decrease in residential and commercial property values by minimizing the number of properties subject to nonconformity risks. We don't need to create additional limitations on industrial uses as well as hurdles for entrepreneurs wanting to renovate or expand their businesses.

- Encourage New Investments and More Local Jobs: We need to encourage businesses to hire and invest locally, boosting our community's economic health. Revise the current draft to keep jobs local and foster growth and innovation. The current draft of the Zoning Code Update is steering us in the wrong direction - let's get back on track.

- Goods Movement is Critical to Pomona's Future: As residents and consumers, we should celebrate the essential services that goods movement operators provide our society in delivering the majority of food, medicines and essential supplies to our homes and local retail establishments. Let's not punish residents by limiting the activities of such essential industries in Pomona.

Reasonable solutions exist that benefit all stakeholders, creating jobs and supporting much-needed investment. Residents, local leaders, and businesses must collaborate to retain existing jobs, create startups and innovative enterprises, and showcase Pomona's unique advantages as a hub for manufacturing, logistics, and distribution uses.

Let's work together to create a city where opportunities abound, and every neighborhood is a safe and thriving place to call home.

Your Neighbor,
Mary L. Rodriguez

From: [Mauri Martinez](#)
To: [Sandoval, Tim](#); [Nolte, John](#); [Preciado, Victor](#); [Garcia, Nora](#); [Ontiveros-Cole, Elizabeth](#); [Lustro, Steve](#); [Torres, Robert](#)
Cc: [City Clerk](#); [Gutierrez, Anita](#); [Khan, Ata](#)
Subject: Consideration on Inflexible Zoning Code Changes
Date: Sunday, June 9, 2024 9:01:19 PM

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or on clicking links from unknown senders.

Dear Mayor and Members of the Pomona City Council,

As a concerned resident, I'm alarmed by the direction the city is headed in the proposed Zoning Code Update. The current draft of the Update will drive residents and businesses away from Pomona instead of creating a welcoming, dynamic city for all.

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Let's work together to create a city where opportunities abound, and every neighborhood is a safe and thriving place to call home.

Your Neighbor,
Mauricio martinez

From: [bebe hart](#)
To: [Sandoval, Tim](#); [Nolte, John](#); [Preciado, Victor](#); [Garcia, Nora](#); [Ontiveros-Cole, Elizabeth](#); [Lustro, Steve](#); [Torres, Robert](#)
Cc: [City Clerk](#); [Gutierrez, Anita](#); [Khan, Ata](#)
Subject: Consideration on Inflexible Zoning Code Changes
Date: Sunday, June 9, 2024 8:30:14 PM

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Dear Mayor and Members of the Pomona City Council,

FIRST... PLEASE PLEASE PLEASE!!!

Get rid of the Homeless encampment in front of of the McDonald's, UHaul and behind the Taco Bell by Arrow and Gary!!.

As a concerned resident, I'm alarmed by the direction the city is headed in Pomona. Instead of creating a welcoming, dynamic city for all, it's a cesspool!

I hope to be moving after living in Pomona for over 20 years, by the first of the coming year..."IF" someone wants to buy my house in a neighborhood with homeless all over, demanding money and building their own village.

We need revisions that will promote job creation and attract investment to support essential public services and keep our neighborhoods safe. As a resident, here are a few key points:

Open new businesses that create new jobs.

Clean and clear Homeless encampments and street sleepers.

Make Police presence more visible within neighborhoods.

Let's work together to create a city where opportunities abound, and every neighborhood is a safe and thriving place to call home.

Your Neighbor,

Beatrice

Sent from my iPhone

From: [Sharon Choi](#)
To: [Ontiveros-Cole, Elizabeth](#); [Nolte, John](#); [Garcia, Nora](#); [Torres, Robert](#); [Lustro, Steve](#); [Sandoval, Tim](#); [Preciado, Victor](#)
Cc: [Gutierrez, Anita](#); [Khan, Ata](#); [City Clerk](#)
Subject: Consideration on Inflexible Zoning Code Changes
Date: Sunday, June 9, 2024 7:25:53 PM

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Sharon Choi
sharonchoi1018@gmail.com
(626) 476-7712

From: [Vanessa Gaytan](#)
To: [Sandoval, Tim](#); [Nolte, John](#); [Preciado, Victor](#); [Garcia, Nora](#); [Ontiveros-Cole, Elizabeth](#); [Lustro, Steve](#); [Torres, Robert](#)
Cc: [City Clerk](#); [Gutierrez, Anita](#); [Khan, Ata](#)
Subject: Consideration on Inflexible Zoning Code Changes
Date: Sunday, June 9, 2024 11:38:51 AM

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enterprises, and showcase Pomona's unique advantages as a hub for manufacturing, logistics, and distribution uses.

Let's work together to create a city where opportunities abound, and every neighborhood is a safe and thriving place to call home.

Your Neighbor,

From: [Wai-Bong Pang](#)
To: [Sandoval, Tim](#); [Nolte, John](#); [Preciado, Victor](#); [Garcia, Nora](#); [Ontiveros-Cole, Elizabeth](#); [Lustro, Steve](#); [Torres, Robert](#)
Cc: [City Clerk](#); [Gutierrez, Anita](#); [Khan, Ata](#)
Subject: Consideration on Inflexible Zoning Code Changes
Date: Sunday, June 9, 2024 10:20:00 AM

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Your Neighbor,

From: [Diana Chandler](#)
To: [Sandoval, Tim](#); [Nolte, John](#); [Preciado, Victor](#); [Garcia, Nora](#); [Ontiveros-Cole, Elizabeth](#); [Lustro, Steve](#); [Torres, Robert](#)
Cc: [City Clerk](#); [Gutierrez, Anita](#); [Khan, Ata](#)
Subject: Consideration on Inflexible Zoning Code Changes
Date: Sunday, June 9, 2024 9:58:23 AM

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or on clicking links from unknown senders.

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Your Neighbor,

Sent from my iPhone

From: [Maria Vazquez](#)
To: [Sandoval, Tim](#); [Nolte, John](#); [Preciado, Victor](#); [Garcia, Nora](#); [Ontiveros-Cole, Elizabeth](#); [Lustro, Steve](#); [Torres, Robert](#)
Cc: [City Clerk](#); [Gutierrez, Anita](#); [Khan, Ata](#)
Subject: Consideration on Inflexible Zoning Code Changes
Date: Sunday, June 9, 2024 8:56:33 AM

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or on clicking links from unknown senders.

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Your Neighbor,

Sent from my iPhone

From: [Raymond Rodriguez](#)
To: [Sandoval, Tim](#); [Nolte, John](#); [Preciado, Victor](#); [Garcia, Nora](#); [Ontiveros-Cole, Elizabeth](#); [Lustro, Steve](#); [Torres, Robert](#)
Cc: [City Clerk](#); [Gutierrez, Anita](#); [Khan, Ata](#)
Subject: Consideration on Inflexible Zoning Code Changes
Date: Sunday, June 9, 2024 7:48:22 AM

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or on clicking links from unknown senders.

Dear Mayor and Members of the Pomona City Council,

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Your Neighbor,

Sent from my iPhone

From: [Vicente Ibarra](#)
To: [Sandoval, Tim](#); [Nolte, John](#); [Preciado, Victor](#); [Garcia, Nora](#); [Ontiveros-Cole, Elizabeth](#); [Lustro, Steve](#); [Torres, Robert](#)
Cc: [City Clerk](#); [Gutierrez, Anita](#); [Khan, Ata](#)
Subject: Consideration on Inflexible Zoning Code Changes
Date: Sunday, June 9, 2024 7:27:40 AM

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or on clicking links from unknown senders.

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Your Neighbor,

From: [Mark Pineda](#)
To: [Sandoval, Tim](#); [Nolte, John](#); [Preciado, Victor](#); [Garcia, Nora](#); [Ontiveros-Cole, Elizabeth](#); [Lustro, Steve](#); [Torres, Robert](#)
Cc: [City Clerk](#); [Gutierrez, Anita](#); [Khan, Ata](#)
Subject: Consideration on Inflexible Zoning Code Changes
Date: Saturday, June 8, 2024 8:43:39 PM

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or on clicking links from unknown senders.

Dear Mayor and Members of the Pomona City Council,

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Your Neighbor,
M. A. Pineda

From: [Martin Carrillo](#)
To: [Sandoval, Tim](#); [Nolte, John](#); [Preciado, Victor](#); [Garcia, Nora](#); [Ontiveros-Cole, Elizabeth](#); [Lustro, Steve](#); [Torres, Robert](#)
Cc: [City Clerk](#); [Gutierrez, Anita](#); [Khan, Ata](#)
Subject: Consideration on Inflexible Zoning Code Changes
Date: Saturday, June 8, 2024 8:20:59 PM

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Your Neighbor,

Sent from my iPhone

From: [Ruben Martinez](#)
To: [Sandoval, Tim](#); [Nolte, John](#); [Preciado, Victor](#); [Garcia, Nora](#); [Ontiveros-Cole, Elizabeth](#); [Lustro, Steve](#); [Torres, Robert](#)
Cc: [City Clerk](#); [Gutierrez, Anita](#); [Khan, Ata](#)
Subject: Consideration on Inflexible Zoning Code Changes
Date: Saturday, June 8, 2024 7:28:47 PM

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Reasonable solutions exist that benefit all stakeholders, creating jobs and supporting much-needed investment. Residents, local leaders, and businesses must collaborate to retain existing jobs, create startups and innovative

enterprises, and showcase Pomona's unique advantages as a hub for manufacturing, logistics, and distribution uses.

Let's work together to create a city where opportunities abound, and every neighborhood is a safe and thriving place to call home.

Your Neighbor,

Sent from my iPhone

From: [Eva Garcia](#)
To: [Sandoval, Tim](#); [Nolte, John](#); [Preciado, Victor](#); [Garcia, Nora](#); [Ontiveros-Cole, Elizabeth](#); [Lustro, Steve](#); [Torres, Robert](#)
Cc: [City Clerk](#); [Gutierrez, Anita](#); [Khan, Ata](#)
Subject: Consideration on Inflexible Zoning Code Changes
Date: Saturday, June 8, 2024 2:54:47 PM

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or on clicking links from unknown senders.

Dear Mayor and Members of the Pomona City Council,

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We need revisions to the Update that will promote job creation and attract investment to support essential public services and keep our neighborhoods safe. As a resident, here are a few key points to consider:

- Retain Local Businesses and Protect Good-Paying Local Jobs: Retaining local jobs is critical so we can reduce long commutes and vehicle miles traveled. Local jobs are crucial for Pomona's residents who are struggling to devote precious time with their families and community.

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Your Neighbor,

Sent from my iPhone

From: [Gerardo Girardi](#)
To: [Sandoval, Tim](#); [Nolte, John](#); [Preciado, Victor](#); [Garcia, Nora](#); [Ontiveros-Cole, Elizabeth](#); [Lustro, Steve](#); [Torres, Robert](#)
Cc: [City Clerk](#); [Gutierrez, Anita](#); [Khan, Ata](#)
Subject: Consideration on Inflexible Zoning Code Changes
Date: Saturday, June 8, 2024 9:10:50 AM

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Your Neighbor,

From: [Claudina Trujillo](#)
To: [Sandoval, Tim](#); [Nolte, John](#); [Preciado, Victor](#); [Garcia, Nora](#); [Ontiveros-Cole, Elizabeth](#); [Lustro, Steve](#); [Torres, Robert](#)
Cc: [City Clerk](#); [Gutierrez, Anita](#); [Khan, Ata](#)
Subject: Consideration on Inflexible Zoning Code Changes
Date: Saturday, June 8, 2024 8:50:17 AM

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Your Neighbor, Claudina Trujillo

Sent from my iPhone

From: [Stephany Garcia](#)
To: [Sandoval, Tim](#); [Nolte, John](#); [Preciado, Victor](#); [Garcia, Nora](#); [Ontiveros-Cole, Elizabeth](#); [Lustro, Steve](#); [Torres, Robert](#)
Cc: [City Clerk](#); [Gutierrez, Anita](#); [Khan, Ata](#)
Subject: Consideration on Inflexible Zoning Code Changes
Date: Saturday, June 8, 2024 8:50:04 AM

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Your Neighbor,

Sent from my iPhone

From: [Latiffia Williams](#)
To: [Sandoval, Tim](#); [Nolte, John](#); [Preciado, Victor](#); [Garcia, Nora](#); [Ontiveros-Cole, Elizabeth](#); [Lustro, Steve](#); [Torres, Robert](#)
Cc: [City Clerk](#); [Gutierrez, Anita](#); [Khan, Ata](#)
Subject: Consideration on Inflexible Zoning Code Changes
Date: Saturday, June 8, 2024 8:45:40 AM

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Your Neighbor,

Sent from my iPhone

Latiffia Williams

From: [Maria](#)
To: [Sandoval, Tim](#); [Nolte, John](#); [Preciado, Victor](#); [Garcia, Nora](#); [Ontiveros-Cole, Elizabeth](#); [Lustro, Steve](#); [Torres, Robert](#)
Cc: [City Clerk](#); [Gutierrez, Anita](#); [Khan, Ata](#)
Subject: Consideration on Inflexible Zoning Code Changes
Date: Saturday, June 8, 2024 7:11:51 AM

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Your Neighbor,

Sent from my iPhone

From: [Eva Garcia](#)
To: [Sandoval, Tim](#); [Nolte, John](#); [Preciado, Victor](#); [Garcia, Nora](#); [Ontiveros-Cole, Elizabeth](#); [Lustro, Steve](#); [Torres, Robert](#)
Cc: [City Clerk](#); [Gutierrez, Anita](#); [Khan, Ata](#)
Subject: Consideration on Inflexible Zoning Code Changes
Date: Saturday, June 8, 2024 6:48:20 AM

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Your Neighbor,

Sent from my iPhone

From: kat1738@gmail.com
To: [Sandoval, Tim](#); [Nolte, John](#); [Preciado, Victor](#); [Garcia, Nora](#); [Ontiveros-Cole, Elizabeth](#); [Lustro, Steve](#); [Torres, Robert](#)
Cc: [City Clerk](#); [Gutierrez, Anita](#); [Khan, Ata](#)
Subject: Consideration on Inflexible Zoning Code Changes
Date: Saturday, June 8, 2024 4:56:26 AM

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Your Neighbor,

Sent from my iPhone

From: [Victor M Romero](#)
To: [Sandoval, Tim](#); [Nolte, John](#); [Preciado, Victor](#); [Garcia, Nora](#); [Ontiveros-Cole, Elizabeth](#); [Lustro, Steve](#); [Torres, Robert](#)
Cc: [City Clerk](#); [Gutierrez, Anita](#); [Khan, Ata](#)
Subject: Consideration on Inflexible Zoning Code Changes
Date: Friday, June 7, 2024 8:25:13 PM

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Your Neighbor,

Victor Romero

From: [Mario Armenta](#)
To: [Sandoval, Tim](#); [Nolte, John](#); [Preciado, Victor](#); [Garcia, Nora](#); [Ontiveros-Cole, Elizabeth](#); [Lustro, Steve](#); [Torres, Robert](#)
Cc: [City Clerk](#); [Gutierrez, Anita](#); [Khan, Ata](#)
Subject: Consideration on Inflexible Zoning Code Changes
Date: Friday, June 7, 2024 8:06:33 PM

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Your Neighbor,

Sent from my iPhone

From: [Tony Salazar](#)
To: [Sandoval, Tim](#); [Nolte, John](#); [Preciado, Victor](#); [Garcia, Nora](#); [Ontiveros-Cole, Elizabeth](#); [Lustro, Steve](#); [Torres, Robert](#)
Cc: [City Clerk](#); [Gutierrez, Anita](#); [Khan, Ata](#)
Subject: Consideration on Inflexible Zoning Code Changes
Date: Friday, June 7, 2024 7:47:41 PM

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Your Neighbor,

Sent from my iPhone

From: [Sandra Saucedo](#)
To: [Sandoval, Tim](#); [Nolte, John](#); [Preciado, Victor](#); [Garcia, Nora](#); [Ontiveros-Cole, Elizabeth](#); [Lustro, Steve](#); [Torres, Robert](#)
Cc: [City Clerk](#); [Gutierrez, Anita](#); [Khan, Ata](#)
Subject: Consideration on Inflexible Zoning Code Changes
Date: Friday, June 7, 2024 8:49:09 AM

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Reasonable solutions exist that benefit all stakeholders, creating jobs and supporting much-needed investment. Residents, local leaders, and businesses must collaborate to retain existing jobs, create startups and innovative

enterprises, and showcase Pomona's unique advantages as a hub for manufacturing, logistics, and distribution uses.

Let's work together to create a city where opportunities abound, and every neighborhood is a safe and thriving place to call home.

Your Neighbor,

Sent from my iPhone

From: [eightythousanddollars](#)
To: [Sandoval, Tim](#); [Nolte, John](#); [Preciado, Victor](#); [Garcia, Nora](#); [Ontiveros-Cole, Elizabeth](#); [Lustro, Steve](#); [Torres, Robert](#)
Cc: [City Clerk](#); [Gutierrez, Anita](#); [Khan, Ata](#)
Subject: Consideration on Inflexible Zoning Code Changes
Date: Thursday, June 6, 2024 7:15:36 PM

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or on clicking links from unknown senders.

Dear Mayor and Members of the Pomona City Council,

As a concerned resident, I'm alarmed by the direction the city is headed in the proposed Zoning Code Update. The current draft of the Update will drive residents and businesses away from Pomona instead of creating a welcoming, dynamic city for all.

We need revisions to the Update that will promote job creation and attract investment to support essential public services and keep our neighborhoods safe. As a resident, here are a few key points to consider:

- Retain Local Businesses and Protect Good-Paying Local Jobs: Retaining local jobs is critical so we can reduce long commutes and vehicle miles traveled. Local jobs are crucial for Pomona's residents who are struggling to devote precious time with their families and community.

- Don't Jeopardize Our Local Businesses and Homeowners: According to the city's own data, the current proposed Zoning Code Update would risk making 113 local enterprises nonconforming and force tenants to either adapt to the proposed code's limited uses or leave. We also need to prevent a decrease in residential and commercial property values by minimizing the number of properties subject to nonconformity risks. We don't need to create additional limitations on industrial uses as well as hurdles for entrepreneurs wanting to renovate or expand their businesses.

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Let's work together to create a city where opportunities abound, and every neighborhood is a safe and thriving place to call home.

Your Neighbor,

Sent from my Galaxy

From: [RICHARD MUSHEGAIN](#)
To: [Sandoval, Tim](#); [Nolte, John](#); [Preciado, Victor](#); [Garcia, Nora](#); [Ontiveros-Cole, Elizabeth](#); [Lustro, Steve](#); [Torres, Robert](#)
Cc: [City Clerk](#); [Gutierrez, Anita](#); [Khan, Ata](#)
Subject: Consideration on Inflexible Zoning Code Changes
Date: Thursday, June 6, 2024 5:46:47 PM

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Let's work together to create a city where opportunities abound, and every neighborhood is a safe and thriving place to call home.

Your Neighbor,

Richard Mushegain

P.S. I own 2819 Metropolitan Pl. Pomona

Sent from my iPhone

From: [Miguel Flores](#)
To: [Sandoval, Tim](#); [Nolte, John](#); [Preciado, Victor](#); [Garcia, Nora](#); [Ontiveros-Cole, Elizabeth](#); [Lustro, Steve](#); [Torres, Robert](#)
Cc: [City Clerk](#); [Gutierrez, Anita](#); [Khan, Ata](#)
Subject: Consideration on Inflexible Zoning Code Changes
Date: Thursday, June 6, 2024 5:29:13 PM

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or on clicking links from unknown senders.

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Let's work together to create a city where opportunities abound, and every neighborhood is a safe and thriving place to call home.

Your Neighbor,

Sent from my iPhone

From: [Mark Deboe Sr](#)
To: [Sandoval, Tim](#); [Nolte, John](#); [Preciado, Victor](#); [Garcia, Nora](#); [Ontiveros-Cole, Elizabeth](#); [Lustro, Steve](#); [Torres, Robert](#)
Cc: [City Clerk](#); [Gutierrez, Anita](#); [Khan, Ata](#)
Subject: Consideration on Inflexible Zoning Code Changes
Date: Thursday, June 6, 2024 8:43:53 AM

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Your Neighbor,

Sent from my iPhone

From: [Rosa Ramirez](#)
To: [Ontiveros-Cole, Elizabeth](#); [Nolte, John](#); [Garcia, Nora](#); [Torres, Robert](#); [Lustro, Steve](#); [Sandoval, Tim](#); [Preciado, Victor](#)
Cc: [Gutierrez, Anita](#); [Khan, Ata](#); [City Clerk](#)
Subject: Consideration on Inflexible Zoning Code Changes
Date: Wednesday, June 5, 2024 9:06:10 PM

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or on clicking links from unknown senders.

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From: [Naomi Limas](#)
To: [Sandoval, Tim](#); [Nolte, John](#); [Preciado, Victor](#); [Garcia, Nora](#); [Ontiveros-Cole, Elizabeth](#); [Lustro, Steve](#); [Torres, Robert](#)
Cc: [City Clerk](#); [Gutierrez, Anita](#); [Khan, Ata](#)
Subject: Consideration on Inflexible Zoning Code Changes
Date: Wednesday, June 5, 2024 6:55:53 PM

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Your Neighbor,
Mr. Albert Limas

From: [paul duran](#)
To: [Sandoval, Tim](#); [Nolte, John](#); [Preciado, Victor](#); [Garcia, Nora](#); [Ontiveros-Cole, Elizabeth](#); [Lustro, Steve](#); [Torres, Robert](#)
Cc: [City Clerk](#); [Gutierrez, Anita](#); [Khan, Ata](#)
Subject: Consideration on Inflexible Zoning Code Changes
Date: Wednesday, June 5, 2024 5:22:35 PM

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Let's work together to create a city where opportunities abound, and every neighborhood is a safe and thriving place to call home. Remove all the hookers and mentally ill people, I'm sure the business will stay if you do that. The citizens and business of pomona are sick and tired of

the unsafe streets.

Your Neighbor,
Paul duran

Sent from my T-Mobile 4G LTE Device

From: [SHIRLEY PHELPS](#)
To: [Sandoval, Tim](#); [Nolte, John](#); [Preciado, Victor](#); [Garcia, Nora](#); [Ontiveros-Cole, Elizabeth](#); [Lustro, Steve](#); [Torres, Robert](#)
Cc: [City Clerk](#); [Gutierrez, Anita](#); [Khan, Ata](#)
Subject: Consideration on Inflexible Zoning Code Changes
Date: Wednesday, June 5, 2024 5:00:34 PM

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Your Neighbor,

Sent from my iPhone

From: [Andrea Calderon](#)
To: [Ontiveros-Cole, Elizabeth](#); [Nolte, John](#); [Garcia, Nora](#); [Torres, Robert](#); [Lustro, Steve](#); [Sandoval, Tim](#); [Preciado, Victor](#)
Cc: [Gutierrez, Anita](#); [Khan, Ata](#); [City Clerk](#)
Subject: Consideration on Inflexible Zoning Code Changes
Date: Wednesday, June 5, 2024 4:27:51 PM

CAUTION: This email originated from outside your organization. Exercise caution when opening attachments or on clicking links from unknown senders.

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Your Neighbor,
Andrea Calderon

From: [teresa mardorf](#)
To: [Sandoval, Tim](#); [Nolte, John](#); [Preciado, Victor](#); [Garcia, Nora](#); [Ontiveros-Cole, Elizabeth](#); [Lustro, Steve](#); [Torres, Robert](#)
Cc: [City Clerk](#); [Gutierrez, Anita](#); [Khan, Ata](#)
Subject: Consideration on Inflexible Zoning Code Changes
Date: Wednesday, June 5, 2024 3:26:20 PM

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Your Neighbor,

Sent from my iPhone

From: [Art Arizmendi](#)
To: [Sandoval, Tim](#); [Nolte, John](#); [Preciado, Victor](#); [Garcia, Nora](#); [Ontiveros-Cole, Elizabeth](#); [Lustro, Steve](#); [Torres, Robert](#)
Cc: [City Clerk](#); [Gutierrez, Anita](#); [Khan, Ata](#)
Subject: Consideration on Inflexible Zoning Code Changes
Date: Wednesday, June 5, 2024 3:22:11 PM

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Your Neighbor,

Art Hernandez

From: [Mark Johnson](#)
To: [Sandoval, Tim](#); [Nolte, John](#); [Preciado, Victor](#); [Garcia, Nora](#); [Ontiveros-Cole, Elizabeth](#); [Lustro, Steve](#); [Torres, Robert](#)
Cc: [City Clerk](#); [Gutierrez, Anita](#); [Khan, Ata](#)
Subject: Consideration on Inflexible Zoning Code Changes
Date: Wednesday, June 5, 2024 2:57:19 PM

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- Don't Jeopardize Our Local Businesses and Homeowners: According to the city's own data, the current proposed Zoning Code Update would risk making 113 local enterprises nonconforming and force tenants to either adapt to the proposed code's limited uses or leave. We also need to prevent a decrease in residential and commercial property values by minimizing the number of properties subject to nonconformity risks. We don't need to create additional limitations on industrial uses as well as hurdles for entrepreneurs wanting to renovate or expand their businesses.

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- Goods Movement is Critical to Pomona's Future: As residents and consumers, we should celebrate the essential services that goods movement operators provide our society in delivering the majority of food, medicines and essential supplies to our homes and local retail establishments. Let's not punish residents by limiting the activities of such essential industries in Pomona.

Reasonable solutions exist that benefit all stakeholders, creating jobs and supporting much-needed investment. Residents, local leaders, and businesses must collaborate to retain existing jobs, create startups and innovative enterprises, and showcase Pomona's unique advantages as a hub for manufacturing, logistics, and distribution uses.

Let's work together to create a city where opportunities abound, and every neighborhood is a safe and thriving place to call home.

Your Neighbor,
Mark w Johnson
2345 Kimball ave Pomona CA.

From: [sheryl blandon](#)
To: [Sandoval, Tim](#); [Nolte, John](#); [Preciado, Victor](#); [Garcia, Nora](#); [Ontiveros-Cole, Elizabeth](#); [Lustro, Steve](#); [Torres, Robert](#)
Cc: [City Clerk](#); [Gutierrez, Anita](#); [Khan, Ata](#)
Subject: Consideration on Inflexible Zoning Code Changes
Date: Tuesday, June 11, 2024 12:23:46 PM

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Dear Mayor and Members of the Pomona City Council,

As a concerned resident, I'm alarmed by the direction the city is headed in the proposed Zoning Code Update. The current draft of the Update will drive residents and businesses away from Pomona instead of creating a welcoming, dynamic city for all.

We need revisions to the Update that will promote job creation and attract investment to support essential public services and keep our neighborhoods safe. As a resident, here are a few key points to consider:

- Retain Local Businesses and Protect Good-Paying Local Jobs: Retaining local jobs is critical so we can reduce long commutes and vehicle miles traveled. Local jobs are crucial for Pomona's residents who are struggling to devote precious time with their families and community.

- Don't Jeopardize Our Local Businesses and Homeowners: According to the city's own data, the current proposed Zoning Code Update would risk making 113 local enterprises nonconforming and force tenants to either adapt to the proposed code's limited uses or leave. We also need to prevent a decrease in residential and commercial property values by minimizing the number of properties subject to nonconformity risks. We don't need to create additional limitations on industrial uses as well as hurdles for entrepreneurs wanting to renovate or expand their businesses.

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Let's work together to create a city where opportunities abound, and every neighborhood is a safe and thriving place to call home.

Your Neighbor,

Sent from my iPhone