



Together, we transform lives and communities

Date September 23, 2021

To Alina Barron, Assistant Planner

From Sarah Walker, Senior Project Manager

Subject Prisma Artist Lofts – 501 E Mission

On April 7, 2021, National Community Renaissance (National CORE), submitted to the City of Pomona Planning Division an application for a proposed development at 501 East Mission Boulevard at that time the application was deemed complete by Planning Division staff. The proposed development includes 60 residential units, 15 live work units, courtyard, and is proposing to utilize State waivers and four concessions awarded to projects dedicating units to affordable housing. The following is a summary response to the letter issued by City Staff on June 7 and outlines the concessions requested by the applicant (shown in red) in order to provide the public benefit of affordable housing and a new pocket park within Downtown Pomona.

2.3 BUILDING SCALE REGULATIONS

2.3.1 Building Height

Per Table 2.3.1 of Pomona Corridors Specific Plan (PCSP) (see page 50), building heights are limited to 3 stories maximum and up to 6 stories within a Height Overlay. Table 2.3.2 further indicates that the building heights on Mission Boulevard can be four (4) stories, with no reference to the overlay being required. It was the design team's interpretation that Mission Blvd allows for the development of buildings up to 4 stories as it is a major corridor in the City, however Staff's interpretation is that development up to 4 stories is only allowed within the Special Height District. We are requesting a concession to allow for increased height up to 4 stories. The project site is adjacent to the Special Height District and would mirror the development to the north (Helix at University Village) that is also 4 stories in height.

2.3.3 Building Length

Per Table 2.3.3. the maximum permitted building length is 180 feet. The project is proposing 230 feet on Palomares Street and 245 on Mission Boulevard. The project is requesting a concession to allow for building lengths that exceed the maximum along Palomares Street and Mission Boulevard. Allowing the building to extend the length of the frontages, creates efficiencies in the architecture and utilities and reduces cost by limiting the number of breaks in the buildings. Alternative configurations were studied, including a U-shaped building, with shorter building lengths and reduced parking, however this plan was determined to be financially infeasible and drew concerns from the City Traffic Engineer regarding the number of parking spots proposed.





Together, we transform lives and communities

2.3.5 Building Massing

Along Mission the development is providing a 5L to 2H ratio and along Palomares the project is proposing a 4.6L to 2H ratio. No concession is required.

2.4.2 Private Frontage Types

The project is unique with live/work units for artists on the ground floor and a prominent architectural feature at the intersection of Mission and Palomares. It currently complies with the Corner Entry frontage type, which is permitted in the Midtown Segment, per Table 2.4.2. No concession is required.

2.4.7 Frontage Coverage

Per Table 2.4.7 the frontage coverages for the development are required to be 70% for Mission Boulevard and 60% for all other streets. Per the proposed site plan the proposed frontage coverages are as follows: Mission: 98%, Palomares:100%, 4th: 27%, Linden: 36%. As discussed previously, configuring the building in an L-shape, was the only financially feasible plan, that provided the most parking to support the project. Alternative configurations were studied, including a U-shaped building, with shorter building lengths and reduced parking, however this plan was determined to be financially infeasible and drew concerns from the City Traffic Engineer regarding the number of parking spots proposed. The project is requesting a concession to allow reduced frontage coverage on 4th Street and Linden Street.

2.4.9 Build-to-Corner

When the site plan was originally designed in 2018, the back half of the project site was not within the Specific Plan area. In 2018, the Midtown Segment of the Corridors Specific Plan only covered the southern half of this full city square block. Consequently, the proposed building was designed to cover the entire front of the block, with a surface lot placed behind it, on property that was not a part of the Corridors Specific Plan. As such, the build to corner requirement would not have applied to the northeast corner where Linden meets 4th Street.

As we now know, the Specific Plan was amended in summer 2019, to include the entire project site, including the northern portion, meaning that the build to corner regulation applies to the northeast corner. A concession is requested for this regulation. To activate the corner in line with the New Urbanism approach outlined in the Corridors Specific Plan, the applicant is providing a landscaped parkway with urban greening elements, shade canopy and a pocket park at the corner of Linden and 4th Streets to activate the corner and provide pedestrians with relief from the buildings on adjacent corners. The project is requesting a waiver from this requirement.





Together, we transform lives and communities

2.6 OPEN SPACE REGULATIONS

2.6.1 Provision of Public Open Space

The applicant proposes to provide roughly 11,700 square feet of public open space through a pocket park at the corner of Linden and 4th Streets and through landscaped parkways with urban greening features. The applicant will pay an in lieu fee for the difference between the amount of public open space required and what is provided in the plan, if necessary, to ensure compliance with this regulation. No concession is needed.

2.6.3 Provision of Private Open Space

Plan is compliant. The Site Plan provides balconies as well as an amenity courtyard for residents. No concession is needed.

2.7 PARKING REGULATIONS

2.7.1 Provision of Parking

Staff has deemed the Site Plan compliant with the parking requirements for Affordable Housing within ½ Mile of a Major Transit. The reduced parking ratio for affordable housing that meets this geographical requirement is being requested.

2.7.2 Parking Types

When the site plan was original designed in 2018, the back half of the project site was not within the Specific Plan area. In 2018, the Midtown Segment of the Corridors Specific Plan only covered the southern half of this full city square block. Consequently, the proposed building was designed to cover the entire front of the block, with a surface lot placed behind it, on property that was not a part of the Corridors Specific Plan. Based on this, Surface Lot, Rear/Side would have been permitted.

We now understand that in summer 2019, the Specific Plan was amended to include the entire project site, including the northern portion, where the surface parking lot is located. We are requesting a waiver/concession from this regulation as surface parking is the only financially feasible option that balances maximizing the number of affordable units developed with the provision of amenities onsite with the provision of onsite parking as requested by the City of Pomona Traffic Engineer. The project will provide a landscaped parkway with urban greening elements, shade canopy and dog park at the corner of Linden and 4th Streets to activate the corner and provide pedestrians with relief from the buildings on adjacent corners. The project is requesting a waiver from this requirement.

