



# CITY OF POMONA

## PLANNING COMMISSION REPORT

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**DATE:** December 13, 2017

**TO:** Chairman and Members of the Planning Commission

**FROM:** Planning Division

**SUBJECT:** **TENTATIVE PARCEL MAP 74582 (PARCELMAP 7099-2017) AND DEVELOPMENT PLAN REVIEW (DPR 5953-2016)**: Tentative Parcel Map 74582 (PARCELMAP 7099-2017) and Development Plan Review (DPR 5953-2016) for a proposed 506,000 square-foot residential and commercial mixed-use development under the development standards of the Pomona Corridors Specific Plan (PCSP). The project would involve demolition of the existing one-story building that covers nearly half of the project site and associated chemical storage building, and construction of two mixed-use buildings with commercial ground floor uses fronting Garey Avenue, residential uses throughout, and two wrapped parking garages with partially submerged levels. Wrapped parking structures are defined in the CSP as a partially submerged or above-ground parking structure where non-parking uses are integrated into the building along the parcel's entire street frontage(s) on all levels of the building. The parking structures would be hidden behind non-parking uses in Building A and B. The parcel would be subdivided into two numbered lots (1 and 2) and two lettered lots (A and B). Parcel 1 would be 2.69 acres and encompass building B. Parcel 2 would be 4.14 acres and encompass Building A. Parcel A would establish the private street that runs east to west and Parcel B would establish the private street that runs north to south. The City of Pomona General Plan Update (GPU) designates the project site as a "Transit Oriented District: Core" Place Type and the site is part of the North Pomona Center Transit Oriented District. The project site is zoned Corridors Specific Plan. In the CSP, the site is designated as Transit-Oriented District: North Metrolink.

### **STAFF RECOMMENDATION**

The Planning Division recommends that the Planning Commission approve Tentative Parcel Map 74582 (PARCELMAP 7099-2017) and Development Plan Review (DPR 5953-2016).

## **PROJECT/APPLICANT INFORMATION**

<b>Project Location:</b>	<b>2771 North Garey Avenue</b>
APN Information:	8711-018-001 through 8711-018-023
Applicant/Property Owner:	12131 Western, LLC, The Waterford Group
CC District:	District # 6
Historic/CBD:	Not Applicable
Specific Plan:	Pomona Corridors Specific Plan (PCSP)

## **PROJECT DESCRIPTION & BACKGROUND**

The 8.44 acre project site is located on the southwest corner of North Garey Avenue and Bonita Avenue at 2771 North Garey Avenue. The site is located in the North Garey Avenue Corridor of the Pomona Corridors Specific Plan (PCSP) Transit Oriented District, specifically in the North Pomona Center. The site is located 400 feet north of the Pomona North Metrolink Station, and can be accessed locally from either North Garey Avenue or Bonita Avenue.

Currently the subject site is occupied by a 134,000 square-foot one-story light industrial building, including an associated chemical storage building. Surface parking lots cover the remainder of the project site, which is located in an area that is fully developed. The existing building was most recently occupied by an aerospace technology company for administrative office and product development uses.

The 2771 North Garey Avenue project is a proposed 506,000 square-foot residential and commercial mixed-use development. The project proposes the removal of all existing on-site improvements and construction of two buildings (Buildings A and B) containing a total of 647 dwelling units and associated amenities and leasing facilities, as well as approximately 3,700 square feet (sf) of commercial space located on the first floor of Building A. The underlying parcels would be partitioned into two numbered lots (1 and 2) and two lettered lots (A and B). Parcel 1 would total 2.69 acres and would encompass Building B. Parcel 2 would total 4.14 acres and would encompass Building A. Parcel A would establish the private street that runs east to west (Street B) and Parcel B would establish the private street that runs north to south (Street A).

The unit mix in Building A and B would provide for 64 studio units (10 percent of total), 372 one-bedroom units (57 percent of total), and 211 two-bedroom units (33 percent of total). The residences are intended for market-rate rentals, and include studio, one-, and two-bedroom units ranging in size from 379 to 1,259 sf. The average unit would be approximately 720 sf in size, and the resulting density would be 76.7 dwelling units per acre. Table 1 details the proposed mix of residential units.

**Table 1 Proposed Mix of Residential Units**

<b>Building A Unit Mix</b>			
<b>Plan No.</b>	<b>No. of Bedrooms</b>	<b>Unit Quantity</b>	<b>Size</b>
0-1	0	35	379 square feet (sf)
1-1	1	156	695 sf
1-2	1	84	720 sf
2-1	2	78	1,017 sf
2-2	2	21	1,038 sf
2-2 alt	2	7	979 sf
2-4	2	2	1,223 sf
2-5	2	10	1,099 sf
2-6	2	5	1,184 sf
2-7	2	5	1,259 sf
2-8	2	3	1,011 sf
<b>Building B Unit Mix</b>			
<b>Plan No.</b>	<b>No. of Bedrooms</b>	<b>Unit Quantity</b>	<b>Size</b>
0-1	0	29	379 sf
1-1	1	102	695 sf
1-2	1	30	720 sf
2-1	2	35	1,017 sf
2-2	2	15	1,038 sf
2-3	2	30	1,060 sf

Building A would also contain 3,700 sf of neighborhood-serving commercial space on the ground floor, along the east edge of the project site, on North Garey Avenue. Store entrances would be oriented toward North Garey Avenue, and would allow for up to 5 tenants. Tenants have not yet been determined, although permitted retail uses could include Entertainment and Recreation, Business Services, and Personal Services.

The proposed buildings would have components of various heights, ranging from 58 feet to 75 feet, excluding rooftop architectural projections (i.e. parapets and elevator enclosures) which would extend up to approximately 85 feet. The proposed project includes construction of perimeter block walls along the west edge and northwest corner of the project site, adjacent to the existing medical and commercial uses to the west, as well as along the southern property adjacent to the existing light industrial warehouse uses. Buildings heights would be 58 feet above street level fronting North Garey Avenue and a 65 foot portion of Bonita Avenue and 67 feet above street level along the remaining Bonita Avenue frontage.

Each building would contain a wrapped parking structure with partially submerged levels. These garages would provide a total of 1,072 parking spaces for residents, guests and commercial patrons. These garages would be wholly contained within the building footprints, and are not visible from the exterior of the buildings. The garages would be accessed via Street A or Street B, the two proposed private streets that would provide internal project circulation.

### **Applicable Zoning Code Sections**

This projects falls under the development standards of the Pomona Corridors Specific Plan, Transit Oriented District segment, Section 2.1.3.

The Subdivision Map Act of the State of California and the City's Subdivision Ordinance (Pomona City Code Chapter 29) require the filing of a Tentative Parcel Map for the proposed subdivision of two numbered lots and two lettered lots.

### **Surrounding Land Use Information**

The subject site is designated as Transit Oriented Core District in the City's General Plan, as are the properties located to the south and west of the subject site. The property to the east of the subject site, across North Garey Avenue, is designated Neighborhood and Activity Center, and the residential development located to the north, across Bonita Avenue is designated as Neighborhood Edge in the City's General Plan. The site is bordered by single-family residential development to the north, a light industrial/warehouse building to the south, commercial (restaurant) and medical office uses to the east, and multi-tenant medical office and warehouse space to the west. Table 2 detailed the surrounding land uses in the vicinity of the project site.

**Table 2 Land Use Summary Table**

	<b>Existing Land Use</b>	<b>Zoning Designation</b>	<b>General Plan Designation</b>
<b>Subject Site (Existing)</b>	Multi-Tenant Office Building	PCSP – Transit-Oriented District (TOD) (T6)	TOD Core
<b>Subject Site (Proposed)</b>	Multi-Family Residential Commercial	PCSP – TOD (T6)	TOD Core
<b>North (across Bonita Avenue)</b>	Single-Family Residential	Low Density Single Family/Multiple Family PD (R-1-PD)	Neighborhood Edge
<b>South</b>	Warehouse Space	PCSP – TOD (T6)	TOD Core
<b>East (across North Garey Avenue)</b>	Commercial Medical Office	PCSP – Urban Neighborhood (T5)	Activity Center / TOD: Neighborhood
<b>West</b>	Multi-Tenant Medical Office Warehouse Space	PCSP – TOD (T6)	TOD Core

## ZONING COMPLIANCE ANALYSIS

### Site Development Standards

Based upon staff's analysis, the project meets and/or exceeds the minimum development standards of the PCSP, Pomona Zoning Ordinance (PZO), and General Plan. Compliance with the required development standards would ensure that the site is developed in a manner consistent with the purpose and intent of the PCSP. Table 3 summarizes the proposed project and its compliance with the applicable development standards.

**Table 3 Project Summary Table**

<b>Development Standards:</b>	<b>Zoning/Code Requirements</b>	<b>Proposed Project</b>	<b>Compliance Determination</b>
<b>2.1.3 Transit-Oriented District</b>			
<b>2.2 Building Use Regulations:</b>			
2.2.1 Use Types: A. Retail:	Varies pursuant to pursuant to 2.2.1 of the PCSP	Each retail tenant would be required to obtain individual business licenses through the City	Yes
2.2.2 Special Retail Configurations: Neighborhood Center	Permitted on Garey Avenue and within 500 feet (ft) of a designated transit center/strain station	The project site is located on the southwest corner of North Garey Avenue and Bonita Avenue at 2771 North Garey Avenue. The site is located 400 ft directly north of the Pomona North Metrolink Station.	Yes
2.2.3 Minimum Unit Size	Studio: n/a <sup>1</sup> 1br: 600 sf (sf) min. 2br: 800 sf min. 3br: 1000 sf min.	Studio: 379-552 sf 1br: 695-876 sf 2br: 979-1259 sf 3br: n/a	Yes <sup>1</sup>
<b>2.3 Building Scale Regulations</b>			
2.3.1 Building Height	Min: 2 stories Max: 6 stories	Max: 5 stories	Yes See discussion 2.3.2 Special Building Height Limits below
2.3.2 Special Building Height Limits	4 stories along Garey Avenue	4 stories along North Garey Avenue for the first 65 ft, pursuant to 2.3.2.A of the PCSP	Yes

<b>Development Standards:</b> <i>2.1.3 Transit-Oriented District</i>	<b>Zoning/Code Requirements</b>	<b>Proposed Project</b>	<b>Compliance Determination</b>
2.3.3 Building Length	Max: 300 ft	Total building length along Bonita: 358 ft <sup>2</sup> Total building length along Garey Frontage: 437 ft <sup>2</sup>	See discussion 2.2.3.C. Exceptions below
2.3.3.C. Exceptions: Special Building Length Limits	Building length mitigated with use of forecourts or paseos that have a min. depth of 40 ft	Paseos with a min. depth of 40 ft have been provided Max. building length along Bonita with Paseo : 269 ft Max. building length along Garey with Paseo: 215 ft	Yes <sup>2</sup>
2.3.5 Building Massing: Length(L):Height(H) (Garey)	Min: 3L:2H Max: 5L:2H	Min: 3L:2H Max: 5L:2H See "Architecture" section below	Yes
2.3.5 Building Massing: L:H (Bonita)	Min: 1L:3H Max: 3L:1H	Min: 1L:3H Max: 3L:1H See "Architecture" section below	Yes
<b>2.4 Frontage and Building Placement Regulations</b>			
2.4.2 Private Frontage Types:			
Shopfront	Max length: 50 ft per shopfront, tenant, or articulation	Total shopfront: 126 ft 10 in. Max per tenant (min. 3 spaces): 50 ft	Yes
Common Lobby	Permitted	Building A: 5 common lobbies and 3 common area courtyards accessible from Bonita and Garey Building B: 1 common lobby and 1 common area courtyard accessible from Streets A and B	Yes
Stoop	Permitted	The first level residential units include private entry stoops	Yes

<b>Development Standards:</b> <i>2.1.3 Transit-Oriented District</i>	<b>Zoning/Code Requirements</b>	<b>Proposed Project</b>	<b>Compliance Determination</b>
Setbacks:			
2.4.3 Front Yard	Min: 0 ft, Max 10 ft	Max: 10 ft	Yes
2.4.4 Side Yard	Min (w/living space): 10 ft	Min: 15 ft	Yes
2.4.5 Rear Yard	Min: 5 ft	Min: 15 ft	Yes
2.4.6 Alley	Min: 5 ft	Min: 15 ft	Yes
2.4.7 Frontage Coverage	Min: 70%	74% along Bonita Avenue 87% along North Garey Avenue	Yes Yes
2.4.8 Space Between Buildings	Min: 20 ft	86 ft	Yes
2.4.9 Build-to-Corner	Required pursuant to 2.4.9.B of the PCSP	The project utilizes the entirety of the lot frontage along Bonita and Garey, building to the corner, pursuant to 2.4.9.B of the PCSP	Yes
<b>2.5 Street Regulations</b>			
2.5.1 Improvements to Existing Streets:			
Neighborhood Streets	Required along Bonita Avenue pursuant to Section 2.5.1.K and L of the PCSP	The project has been designed and would be conditioned to meet the requirements of Section 2.5.1 K and L of the PCSP for public frontage improvement along both Bonita and North Garey Avenue for the length of lot frontage	Yes
2.5.2 Private Frontage Types:			
Block Size	Max: 2,000 ft	Street A max: 550 ft Street B max: 862 ft	Yes
Street Connectivity	Required pursuant to Section 2.5.4 of the PCSP	Two new private streets (Streets A & B) would provide access into the project from Bonita and North Garey Avenue; Street A would connect with Street B, allowing for connected circulation through the project site and back to the City streets	Yes

<b>Development Standards:</b> <i>2.1.3 Transit-Oriented District</i>	<b>Zoning/Code Requirements</b>	<b>Proposed Project</b>	<b>Compliance Determination</b>
Street Type: Neighborhood Street	Permitted	Street A has been designed and would be conditioned to meet the requirements for Neighborhood Streets pursuant to Section 2.5.7.C of the PCSP	Yes
Street Type: Alley	Permitted	Street B has been designed and would be conditioned to meet the requirements for Alleys pursuant to Section 2.5.7.E of the PCSP	Yes
<b>2.6 Open Space Regulations</b>			
2.6.1 Provision of Public Open Space	150 sf per unit for developments over 20 dwelling units; (647 units x 150 sf = 97,050 sf)	An in-lieu fee shall be paid by the Applicant pursuant to Section 2.6.2 of the PCSP <sup>3</sup>	Yes
2.6.2 Special Public Open Space	Pursuant to Section 2.6.2.A Min size: 0.5 acre Type: linear green, square, or plaza as described in Sections 2.6.4 and 2.6.8 In-lieu fee requirements can apply	An in-lieu fee shall be paid by the Applicant to contribute towards future parks project(s) <sup>3</sup>	Yes
2.6.3 Provision of Private Open Space	Min: 60 sf. per unit (647 units x 60 sf = 38,820 sf) Type: as detailed in Section 2.6.5 of the PCSP	Private open space is provided in the form of private balconies totaling approximately 36,000 sf as well as a shared courtyards, fitness rooms, bicycle storage areas, leasing offices, and an on-site dog park totaling approximately 55,000 sf	Yes
<b>2.6.6 Setback Area Landscaping Types:</b>			
Boulevard Landscaping (Garey Ave)	Required (Section 2.6.6.A.3)	Shade trees would be provided along the project frontage on Garey as well as Bonita and in individual tree wells would be spaced at approximately 30 ft	Yes



<b>Development Standards:</b> <i>2.1.3 Transit-Oriented District</i>	<b>Zoning/Code Requirements</b>	<b>Proposed Project</b>	<b>Compliance Determination</b>
Neighborhood Street Landscaping (Bonita Ave)	Permitted (Section 2.6.6.A.4)	Landscaping would be provided at project entry off Bonita, as well as along the length of Street A	Yes
Interior Block Setback Areas	Groundcover required	Groundcover, shrubs, and trees would be provided Street B and the rear setback area	Yes
2.6.7 Stormwater Management Types	Types Permitted: <ul style="list-style-type: none"> <li>• Landscaped setback areas/Open Space</li> <li>• Rain Garden</li> <li>• Landscaped tree wells</li> <li>• Gated tree wells</li> <li>• Permeable/previous paving</li> <li>• Green roof</li> <li>• Waterscape</li> <li>• Rainwater harvesting/vault</li> </ul>	The project would be conditioned to meet the requirements of Section 2.6.7 of the PCSP	Yes
<b>2.7 Parking Regulations</b>			
2.7.1 Provisions of Parking	Section 2.7.1 of the PCSP	See “Circulation, Access and Parking” section below	Yes
2.7.2 Parking Types	Permitted Structure Types: <ul style="list-style-type: none"> <li>• Wrapped all levels</li> <li>• Partially Submerged Podium</li> </ul>	Two wrapped parking structures with partially submerged levels would be constructed as part of the project; no portion of the parking structure shall be visibly from the surrounding area	Yes
2.7.3 General Parking Requirements	Section 2.7.3 of the PCSP	See “Circulation, Access and Parking” section below	Yes
<b>2.8 Architecture Regulations</b>			
2.8.1 Façade Requirements	Street façade base, top and wall composition to meet architecture regulations per Section 2.8.1 of the PCSP	See “Architecture” section below	Yes

<b>Development Standards:</b> <i>2.1.3 Transit-Oriented District</i>	<b>Zoning/Code Requirements</b>	<b>Proposed Project</b>	<b>Compliance Determination</b>
2.8.2 Architectural Guidelines	Composition, scale, full element articulation recommended, color/material selection to reflect creativity per Section 2.8.2 of the PCSP	See “Architecture” section below	Yes
2.8.3 Architectural Character	Emulate, interpret, or reference existing structures in Pomona per Section 2.8.3 of the PCSP	See “Architecture” section below	Yes
<b>2.9 Signage Regulations</b>			
Signage Requirements	Refer to 2.9 of the PCSP for Use, Distribution and Location, Size and Design types	Signage is not included as part of this project; Individual sign requests would need to obtain the proper permits and would be required to meet the requirements as set forth in Section 2.9 of the PCSP.	n/a
Notes: <sup>1</sup> No minimum lot size is specified for studio units. The proposed studio unit sizes are consistent with those found in other Transit-Oriented Developments in Southern California. <sup>2</sup> Building lengths have been reduced through the use of paseos that meet the minimum 40 ft. depth requirements. This is allowed under Section 2.6.4 of the PCSP. <sup>3</sup> Per Section 2.6.2.A.7, “The primary open space may be used to meet the City’s park land dedication or in-lieu fee requirements.”			

### **Circulation, Access & Parking**

Access to the site would be provided via two new private streets, Streets A and B. Street A would run in a north-south direction between buildings A and B, and would connect to Bonita Avenue at its northern terminus and Street B at its southern terminus. This street would provide access to the Building A parking garage, as well as to a dog park and an Emergency Vehicle Access (EVA) that would run along a portion of the site’s northern edge, adjacent to the existing medical office buildings located to the northwest of the subject site. Street B would run in an east-west direction along the property’s southern border and would connect to Garey Avenue at its eastern terminus. Street B would provide access to the Building A and B parking garages, as well as to an EVA would be provided at the western terminus of the street.

Two wrapped parking structures with partially submerged levels would be constructed as part of the project. One parking garage would be incorporated into each building, and would provide future residents, guests and commercial patrons with vehicular parking. The parking structure for Building A would be accessible from Street A or B and is setback nearly 140 feet from Bonita

Avenue and 200 feet from Garey Avenue. The parking structure for Building B would be accessible from Street B and is setback nearly 400 feet from Bonita Avenue and 600 feet from Garey Avenue. The parking structures have been designed so that no portion of either structure is visible from the surrounding area. Parking structure entrances would be enhanced with decorative paving. Residents and guests would access the residential units from the parking structure through interior building hallways. Shared parking to accommodate the retail component of the project would be provided on the first level of the parking structure in Building A. Parking counts are detailed below.

A minimum of 658 parking spaces would be provided in the Building A garage, while a minimum of 414 parking spaces would be provided in the Building B garage, for a minimum total of 1,072 parking spaces within the two parking garages. In addition, there would be 24 open parking spaces located on Street A. This brings the total number of project parking spaces to 1,096. The project would exceed the total number of required parking spaces by 99 spaces. In addition, the project would provide approximately 2,400 sf of space to accommodate on-site, secure bicycle storage for residents. Table 4 details how the project parking would meet the requirements of Section 2.7.1 of the PCSP.

**Table 4 Parking Garage Development Standards**

Table 1: Parking Garage Development Standards				
Project Details	Required Parking Ratio	Total Required Parking Spaces	Building A Provided Parking Spaces	Building B Provided Parking Spaces
Residential:				
Studio (64 units)	1/unit-15% <sup>1</sup>	55	559	362
1 Bedroom (372 units)	1.5/unit-15% <sup>1</sup>	474		
2 Bedroom (221)	2/unit-15% <sup>1</sup>	359		
Guest	1.5/10 units <sup>2</sup>	97	87	52
Commercial:				
3700 sf	3 max/1,000 sf <sup>2</sup>	12	12	0
On-Street:				
Street Parking	n/a	n/a	12 (shared)	12 (shared)
Total Vehicular Parking		997	670	426
			1096 total parking spaces	
Bicycle Parking:				
On-site storage	n/a	n/a	1,493 sf	886 sf
Notes:				
1. Minimum parking requirements may be reduced by 10% for all development located within a 3,000 foot walk from designated transit stations and an additional 5% for that development is 4 floors or taller.				
2. CSP Section 2.7.1.B.1, CSP Figure 2.7.1.B Shared Parking.				

Pedestrian access to the project site would be via the existing sidewalks on Bonita Avenue and Garey Avenue. The project site is also accessible from four Foothill Transit bus stops located near the intersection of Bonita Avenue and Garey Avenue, and the adjacent Pomona North Metrolink Station, approximately 400 feet to the south. Site plans indicate internal pedestrian walkways and adjacent sidewalks with landscaping.

## **Architecture**

The project architect has proposed an architectural style that can be described as contemporary modern. Building materials would include stucco and concrete for most of the building façade, accented with wood grain composite panels and brick for ground level units and storefronts for architectural variety at the pedestrian scale, and metal railing around each balcony outcropping. Building corners and façades along Street A would have corrugated metal siding to create visual differences and break building mass monotony. Roofs are generally flat with some tilted sections that are covered with metal siding.

Commercial entrances would be oriented towards North Garey Avenue to take advantage of pedestrian traffic, and individual residence entrances would be oriented towards the interior building courtyards. Ample windows and balconies would be located along North Garey Avenue and Bonita Avenue in order to not “close off” the building from street level activity. The buildings are designed to be “four-sided”, that is, all sides of the building are designed to be pleasing and compliant with the Specific Plan architectural requirements.

As previously mentioned, the proposed buildings would have components of various heights, ranging from 58 feet to 75 feet, excluding rooftop architectural projections (i.e. parapets and elevator enclosures that would extend up to approximately 85 feet. Buildings heights would be 58 feet above street level fronting North Garey Avenue and a 65 foot portion of Bonita Avenue and 67 feet above street level along the remaining Bonita Avenue frontage. Level 1 of Building A would range in height from 12 to 20 feet along the eastern and northern most portions of the building. Levels 2 through 5 of Building A would be approximately 9 feet and 1 inch in height. Level 1 of Building B would be 12 feet in height with the remaining levels being 9 feet, 1 inch. Both buildings have special features and articulation at major entries, including significant glazing and a softly glowing “beacon” that marks the main pedestrian entries, much like a large light fixture scaled to each building.

In portions of Building A that are five levels, the building clearly articulates a base, middle and top; albeit in a contemporary way that reflects industrial antecedents in the surrounding area. Where the building is four stories, the design features an articulated base, and a roofline that varies in parapet height, material and also includes additive roof elements which act as clerestories for top level units. Balcony rails are more than 50 percent transparent, and windows are all proportioned vertically. Additional façade articulation is achieved through additive metal canopies and ground level stoops. Although there are three major façade materials, the materials follow a logic that creates a consistent, yet articulated presence on the exterior, similar to historic buildings (though here expressed in a contemporary way).

Building B is designed architecturally to be related to, but not copy, Building A. There is a clear base, middle and top to the building (the contemporary twist on these buildings is that the middle, horizontal portion of the building is actually the smallest proportionally). This building has smaller façade lengths, so the façade articulation is utilized to create a smaller scale than Building A. Subtle, tower-like elements occur at major corners, and are marked with a material change. Balconies are more than 50 percent transparent, and the windows are vertically proportioned.

### **Open Space**

The proposed project includes private and shared open space throughout the site. Each residential unit would have its own private balcony space that is a minimum of 60 sf in size. This complies with private open space requirements for projects located in the Transit-Oriented District of the PCSP. The project would also provide 38,700 sf of ground level residential open space in courtyards. Each building includes one large courtyard with a 60-foot lap pool, spa, pool cabanas, shade umbrellas, lounge furniture, and a fire pit. Each building would also have a clubhouse, bicycle storage room, fitness room, and leasing office. Building A includes four additional smaller courtyards with chairs, fire pits, games, and bar-b-que ranges for common use by the residents and their guests. The project would provide approximately 100,000 sf of Private Open Space, as defined by Section 2.6.3 of the PCSP.

The project does not provide public open space per the requirements of Section 2.6.1, Provision of Public Open Space. The development standard requires 150 sf of public open space per unit for development projects containing over 20 units. Per the standard, the proposed project would be required to provide 97,050 sf (647 units x 150 sf) of public open space. Furthermore, PCSP Development Standards require residential projects to provide at least primary public open space of at least ½ acre in size. However, the subject site has been identified in Figure 2.6.2 of Section 2.6.2 of the PCSP as within a Special Public Open Space Area. Projects located within a Special Public Open Space Area are permitted to pay an in-lieu fee if open space development standards cannot be met, per Section 2.6.2.A.7 of the PCSP, “*The primary open space may be used to meet the City’s park land dedication or in-lieu fee requirements.*”

Therefore, the applicant would be conditioned to pay an in-lieu fee based on a ratio of three acres of park per 1,000 persons to the City’s Park and Recreation General Fund plus the 97,050 sf as required per Section 2.6.1 of the PCSP. Funds will be used to create a special public open space area, such as a plaza, linear green, or paseo in the future in the vicinity of the proposed project.

Planning Staff have evaluated the applicant’s proposal, and have found that payment of the in-lieu fee would satisfy the project public open space development standards. The applicant has agreed to contribute an in-lieu fee amount of \$1,022,056.00, that will go towards the construction of Linear Plaza: Rail Spur and Transit Plaza contemplated in Pomona North Metrolink Station Area Plan. The fee has been calculated by assigning a cost per square foot to Special Public Open Space Areas #3 and #4, as shown in Section 2.6.2, and calculating a proportional amount to the total square footage of the project at 2771 Garey.

## **Landscaping**

The project proposes to install approximately 64,370 sf of landscaping treatments across the site. Along the eastern edge adjacent to North Garey Avenue, as well as along the northern project edge adjacent to Bonita Avenue, London Plane trees would be planted and spaced approximately 30 feet on center. Southern Magnolia trees would line Street A, while Gold Medallion trees would line Street B. Clusters of Mexican Fan Palms would provide accents along Bonita Avenue, Street B and in the residential courtyards. Residential spaces, including courtyards, open spaces, and recreation areas would also be planted with a variety of trees including Strawberry, Crape Myrtle, Fruitless Olive and African Sumac trees. Shrub cover within the project would depend on the exposure for the landscaped area; for north/east exposure, shrubs generally have a medium water use. This includes Myer Asparagus, Big Blue Lily Turf and Philodendron. For south/west exposure, shrubs generally have a medium water use, and include New Zealand Flax, Blue Fescue and Senecio. Turf grass would be included in open spaces and play areas, while grasses would be included in the bioretention area.

## **ISSUES ANALYSIS**

### **Issue 1: General Plan Conformity**

Staff has evaluated the project site design and has determined that the proposed project meets the intent of the General Plan Transit Oriented District land use designation. The project is consistent with the following goal and policies of the General Plan:

*“Establish a pattern of development that takes advantage of local and regional transportation infrastructure.”*

*“Locate higher intensity transit oriented development around existing and future Metrolink, Metro Gold Line, High Speed Rail, BRT and other transit stations.”*

*“Ensure that higher intensity transit oriented development is built with the care and quality that reflects the City’s values and community pride.”*

*“Ensure that transit oriented districts are walkable, active and well integrated into surrounding City districts and neighborhoods.”*

*“Permit the highest densities and intensities within comfortable walking distance of major transit.”*

*“Strategically identify locations for activity centers that maximize both neighborhood and vehicular accessibility and visibility.”*

### **Issue 2: Zoning Ordinance Compliance**

The project site is located in the North Pomona Center Transit Oriented District of the Pomona Corridors Specific Plan. Staff has evaluated the proposed site design and has determined that the proposed development is in substantial conformance with the development standards with both

the PZO and the PCSP. The development standards are in compliance with the PCSP, PZO, and density identified within the 6B Transit Oriented Districts of the General Plan. See Table 3 for project details.

### **Issue 3: Land Use Compatibility**

The proposed multi-family residential and commercial uses would be more intense than the previous land use and surrounding medical office, warehouse and single-family residential uses in the immediate vicinity. However, the project has been designed as a higher density development (76.7 dwelling units per acre) in compliance with the goals and policies of the PCSP, specifically to take advantage of its location near the North Pomona Metrolink Station. Many properties located within Transit Oriented Districts are currently underutilized given their proximity to mass transit (typically within ¼ mile or less of a transit station), and higher density development is encouraged for these locations through both the General Plan and PCSP. The commercial component of the project is appropriately located along North Garey Avenue, which is the most visible location for the storefronts. Future commercial tenants are expected to serve the project residents as well as the surrounding neighborhoods.

### **Issue 4: Environmental Analysis**

Pursuant to the Guidelines for Implementation of the California Environmental Quality Act (CEQA) found in the California Public Resources Code, the City, evaluated the environmental impacts of the proposed project. After an initial analysis, it was determined that the project may be exempt from further analysis given the location of the proposed project, and recent updates to City planning and policy documents.

Through the direction of the Planning Division, Rincon Consultants, Inc., prepared an Exemption Checklist to evaluate the environmental impacts of the proposed project, and found that all impacts of the project have been previously addressed in the City of Pomona General Plan Update, PCSP, Active Transportation Plan, and Green Plan Environmental Impact Report (GPU EIR). California Public Resources Code section 21083.3 and CEQA Guidelines Section 15183 provide an exemption from additional environmental review for projects that are “consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified, except as might be necessary to examine whether there are project-specific significant effects that are peculiar to the project or its site.” (CEQA Guidelines, § 15183[a], also Public Resources Code, § 21083.3[b]: Exemption applies to “a development project [that] is consistent with the general plan of a local agency [if] an environmental impact report was certified with respect to that general plan.) The CEQA Guidelines further state that “if an impact is not peculiar to the parcel or the project, has been addressed as a significant effect in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, then an EIR need not be prepared for the project solely on the basis of that impact.” (CEQA Guidelines § 15183[c].)

The environmental analysis and completion of the Community Plan Exemption Checklist has determined that the proposed project would not result in: 1) a peculiar impact that was not

identified as a significant impact under the prior EIR; 2) a significant impact that was not analyzed as significant in the prior EIR; 3) a potentially significant offsite impact or cumulative impact not discussed in the prior EIR; or 4) a more severe impact due to substantial new information that was not known at the time the prior EIR. Consistent with CEQA, a Notice of Determination (Section 15094) has been prepared for the project and indicates that the project is eligible for an Exemption under CEQA Guidelines §15183.

### **Issue 5: Transportation/Traffic**

As part of the CEQA analysis, staff analyzed transportation/traffic impacts associated with the proposed project during the analysis of all potential environmental impacts. This analysis included a thorough review of the GPU EIR and a project specific Traffic Impact Analysis (TIA) prepared by Linscott, Law & Greenspan, Engineers, and dated November 7, 2017.

The GPU EIR identified a number of transportation/traffic impacts generated as a result of development facilitated by the GPU and PCSP. Two of the locations identified as cumulatively impacted intersections in the GPU EIR, White Avenue/Bonita Avenue and Garey Avenue/Foothill Boulevard, were also identified as cumulatively impacted intersections in the project specific TIA. Given that the project site is included in the area studied during the preparation of the GPU EIR, future development of the project site with high-density, transit-oriented uses was included in that analysis as well as in the mitigation measures provided in the GPU EIR. Mitigation measures previously provided in the GPU EIR ensure that transportation/traffic impacts at the White Avenue/Bonita Avenue and Garey Avenue/Foothill Boulevard remain less than significant through buildout. Therefore, staff determined that the proposed project does not result additional impacts beyond the cumulative impacts that were previously identified in the GPU EIR, and no additional mitigation is warranted at this time.

### **ENVIRONMENTAL ANALYSIS/DETERMINATION**

Pursuant to the Guidelines for Implementation of the California Environmental Quality Act (CEQA) found in the California Public Resources Code, the City has evaluated the environmental impacts of the proposed project. Consistent with CEQA, a Notice of Determination (Section 15094) has been prepared for the project and indicates that the project is eligible for an Exemption under CEQA Guidelines §15183.

### **PUBLIC COMMUNICATIONS**

The project proponent held a community meeting on August 17, 2017 to present the project to the surrounding neighborhood. Meeting notices were sent to residents and businesses located within 1,000 feet of the project site. Eleven individuals attended this meeting and signed the sign in sheet. The project proponent also initiated meetings and project discussions with representatives from the Pomona Chamber of Commerce, Casa Colina, and The Grove. A copy of the public hearing notice was published in the Inland Valley Daily Bulletin on November 20, 2017 and was sent to the owners of properties within a 1000-foot radius of the subject site on



November 20, 2017 (Attachment 7). As of the date of this staff report, staff has not received any correspondence either for or against the proposed project.

## **CONCLUSION**

The proposed project is consistent with the objectives contained in the City's General Plan and meets or exceeds the minimum development standards of the Pomona Corridors Specific Plan (PCSP), Transit Oriented District (T6) land use district. The project has been designed as a higher density mixed-use project to take advantage of an underutilized piece of property near a transit center. With the recommended conditions of approval, the proposed development would be compatible with adjacent land uses and would not result in any negative impacts to the surrounding neighborhood. Furthermore, the project has been designed in a manner that would enhance the aesthetics of the site and complement the existing character of the surrounding area.

## **RECOMMENDATION**

The Planning Division recommends that the Planning Commission adopt the attached Resolutions (Attachments 1 and 2) approving Tentative Parcel Map 74582 (PARCELMAP 7099-2017) and Development Plan Review (DPR 5953-2016), subject to conditions.

Respectfully Submitted:

Prepared by:

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Development Services Director

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Contract Planner

## **ATTACHMENTS:**

- 1) Draft PC Approval Resolution for PARCELMAP 7099-2017
- 2) Draft PC Approval Resolution for DPR 5953-2016
- 3) Location Map and Aerial Photograph
- 4) Project Plan (8-1/2" x 11') Reductions
- 5) 1000' Radius Map and Public Hearing Notice
- 6) Full Size Plans (Separate Cover)