



CITY OF POMONA

PLANNING COMMISSION REPORT

DATE: September 12, 2018

TO: Chairperson and Members of the Planning Commission

FROM: Development Services Department - Planning Division

SUBJECT: **CONDITIONAL USE PERMIT (CUP 7353-2017) AND TENTATIVE PARCEL MAP 82035 (PM 7354-2017):**

A request for a Conditional Use Permit to allow the development of approximately 16,954 sq. ft. of retail space consisting of two new buildings and modifications to an existing building on a 1.45 acre lot; and a Tentative Parcel Map No. 82035 to combine ten lots into three parcels located at 888 W. Mission Boulevard

STAFF RECOMMENDATION

The Planning Division recommends that the Planning Commission adopt the attached Resolutions (Attachments 1-2) approving Conditional Use Permit (CUP 7353-2017) and Tentative Parcel Map No. 82035 (PM 7354-2017), subject to findings and conditions.

PROJECT/APPLICANT INFORMATION

Project Location: 888 W. Mission Boulevard
APN Information: 834-201-3020 & 834-201-3021
Project Applicant: ATC Design Group
Property Owners: Mission White, LLC
CC District: District # 2
Historic: Not Designated
Specific Plan: Pomona Corridors & Downtown Pomona Specific Plans
General Plan: Neighborhood Edge

PREVIOUS ENTITLEMENTS/PERMIT HISTORY:

February 8, 1961 Building Permit to install a wall under a canopy and add to existing neon sign.

September 19, 1961 Building Permit to add second story/attic storage to existing building.

November 15, 1962 Building Permit to add 14'6" by 39' addition to rear of building.

November 15, 1962 Building Permit to add dining room wing.

December 19, 1973 Building Permit to relocate existing structure on same lot and construct new addition to existing restaurant.

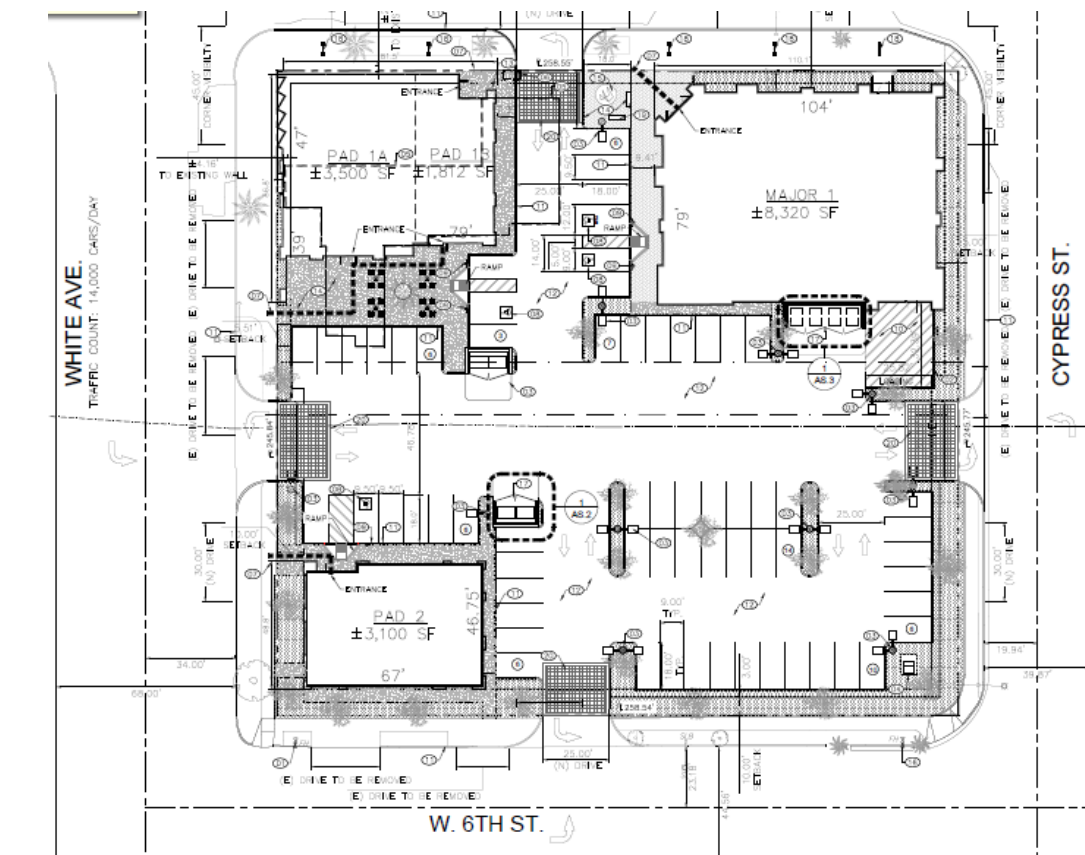
PROJECT DESCRIPTION

The applicant, ATC Design Group, is requesting a Conditional Use Permit (CUP 7353-2017) to allow the development of approximately 16,732 square feet (SF) of new retail space in two new buildings and one existing building (that will be expanded and reconfigured) on a 1.45 gross acre lot; and a Tentative Parcel Map No. 82035 (PM 7354-2017) to combine ten lots into three parcels.

The proposed project consists of three one-story retail buildings – Site Plan Below:

Building/Unit	Square Footage	Specific Plan	Proposed use
Major 1	8,320 SF	PCSP	Family Dollar
Pad 1A	3,500 SF	PCSP	7-11 convenience store
Pad 1B	1,812 SF	PCSP	Restaurant space

Mission Blvd



The Pad 1A and 1B building would include a total of 5,312 SF for a 7-11 convenience store (3,500 SF) located at the southeast corner of Mission Boulevard and White Avenue and a restaurant space (1,812 SF) on the eastern portion. (The CUP for alcohol will be processed under a separate application) The existing structure located at the corner of Mission Boulevard and White Avenue is a 1957 “Googie style” restaurant that was nominated, but not designated, as a landmark in 2013. (See Attachment 6 for a copy of the City Council Report and minutes.) The property was identified as a potential historic resource per CEQA in the General Plan Environmental Impact Report. The applicant was required to pay for an *Architectural History Evaluation* that was managed by staff. The evaluation was conducted to “*assess eligibility of the building for listing in the California Register of Historical Resources (CRHR), National Register of Historic Places (NRHP), and City of Pomona Historic Preservation Landmark list.*” (See Attachment 7)

The current proposal is for most of the original portions of the street-facing façades to remain and the south and east façades will be modified and reconfigured. The existing entrance would be retained on the north side facing Mission Boulevard; and entrances would be provided on the south side of the building. Entrances are placed to be visible and accessible to both pedestrians and drivers to the site.

North Elevation below will face Mission Boulevard and West Elevation faces White Avenue



The Pad 2 building would be a new laundromat located at the northeast corner of White Avenue and W. 6th Street. The entrances to the building would be provided on the north elevation, close to and visible from the street. (Attachment 4)

The project site bounded by city streets and includes six existing driveways. The proposed project would remove two driveways and reconfigure four driveways around the perimeter of the site.

Vehicular access to the site would be provided from all four perimeter streets. Both driveways (on White and Mission) will remain in place, but will be restricted to right-in and right-out movements (meaning no left turns in or out) as identified in the traffic study. Decorative paving would be provided at each entrance. The project would include approximately 6,511 SF of landscaping, or 10.3% of the parking lot area. A total of 64 parking spaces, including 60 standard spaces and 5 accessible stalls, would also be provided onsite.

All buildings, including the expansion to building Pad 1, would be built to a similar architectural style that is intended to preserve and be compatible with the existing Pad 1 building. This would include a brick base, with middle and upper portions of the buildings clad in cement plaster. The color tones would be neutral, with the roof fascia, foam trims and foam cornice mouldings in complementary colors. Metal canopies would be located over windows and doors near the entrances to provide shade. Windows would be in a storefront glazing system. Articulation would be provided through varying roof planes and wall segments. Trees would be provided in the notches of buildings to add interest and color to building walls.

Landscaping onsite would consist of a combination of trees, shrubs, vines and groundcover within setback areas and in the parking lot planters. All proposed landscaping materials are drought tolerant.

Although currently under the same ownership, a property owner's association will be established for the purpose of maintaining all driveways, common areas, private utilities and joint use of parking and access for the benefit of all individual lots.

Applicable Code Sections

The project has been reviewed utilizing the requirements of both the PCSP and the DPSP, as demonstrated in the Zoning Compliance Analysis below. The PCSP provides the standards for the Midtown Segment in Section 2.1.11, which includes regulations for building use, building scale, frontage and building placement, street improvements, parking, architectural treatments, and signage. The DPSP provides the standards for the MU-AR zone in Section 6, which includes regulations for building use, building height, minimum setbacks, and parking.

Surrounding Land Use Information

Land Use Summary Table

	Existing Land Use	Zoning Designation	General Plan Designation
Subject Site	Commercial (vacant)	Midtown Segment – PCSP and MU-AR (Mixed-Use Arterial Retail) – DPSP	Neighborhood Edge

	Existing Land Use	Zoning Designation	General Plan Designation
East	Single-Family Residential	Midtown Segment – PCSP and MU-AR (Mixed-Use Arterial Retail) – DPSP	Residential Neighborhood
North	Commercial	Midtown Segment – PCSP	Urban Neighborhood
South	Single-Family Residential	R-3 Medium- Density Multi- Family Residential	Residential Neighborhood
West	Commercial	Midtown Segment – PCSP and C-4 Highway Commercial	Neighborhood Edge

ZONING COMPLIANCE ANALYSIS

Site Development Standards

As specified above, the project has two zoning designations. The portion of the site between Mission Boulevard and the centerline of the existing alley is within the Midtown Segment of the PCSP. This includes the Pad 1A, Pad 1B, and Major 1 buildings and associated parking, landscaping. Table 1 below details the development standards of the PCSP's Midtown Segment and the project's compliance with the standards.

Table 1: Project Summary Table for PCSP

Section	Development Standard	PCSP Requirements	Proposed Project	Compliance Determination
2.2.1	Use Type: Retail	Permitted Use	Retail	Yes
2.3.1	Building Height	Min: 1 story Max: 3 stories Ground floor retail: 14'	One story; 14' for ground floor (floor-ceiling)	Yes
2.3.3	Building Length	Max: 180' Limited Corner Building (Major 1): 120'	Pad 1A: 79' max Pad 1B: 48' max Major 1: 104' max	Yes

Section	Development Standard	PCSP Requirements	Proposed Project	Compliance Determination
2.3.5	Building Massing	3L:2H to 5L:2H – Mission 2L:3H to 5L:2H– other streets Major 1 on Mission: H: 25' allowed L= 37.5-62.5' Major 1 on Cypress: H: 23' allowed L = 15-57.5' Pad 1A on Mission: H: 20' Allowed L = 30-50' Pad 1A/1B on White: H: 15' allowed L = 10-37.5' *Only one primary volume (the longest) must comply.	Major 1: L on Mission: 50.9' L on Cypress: 33.25' Pad 1A/1B L on Mission: N/A - Existing L on White: 35'-10.5"	Yes
2.4.1	Building Orientation to Street	Required	Generally Proposed	Yes
2.4.3	Corner Setback	5' min; 15' max	5-10'	Yes
2.4.7	Frontage Coverage	70% Mission = 181' White: 87'	Mission: 183' White: 127'	Yes
2.4.8	Minimum Space Between Buildings	20'	Pad 1/Mission: 60' Pad 1/Pad 2:114'	Yes
2.4.9	Build to Corner	Required	Proposed	Yes

Section	Development Standard	PCSP Requirements	Proposed Project	Compliance Determination
2.5.1	Improvements to Existing Streets	Meet all Midtown Blvd. requirements (Pg. 75, 2.5H)	No improvements proposed at this stage	Condition has been added to require applicant to meet streetscape improvements per Public Works standards.
2.5.3	Block Size	Max Vehicle Size: 2000' Max Pedestrian Size: 1600'	1,008.5'	Yes
2.6.1	Provision of public open space	N/A Building square footage total is less than 20,000 SF	1,047 SF	N/A
2.6.6	Setback Area Landscaping Types	A. Interior Block—Groundcover, moderate or heavy screening required (see pg. 87 – 2.6.6	Boulevard landscaping, groundcover, and screening.	Yes
2.7.1	Parking	Restaurant 4/1,000 Min = 8 spaces 10/1,000 Max = 19 spaces Retail 3/1,000 Min = 36 spaces 4/1,000 Max = 48 space	64 spaces provided for total project: 60 standard, 5 accessible (57 required for total project)	Yes
2.7.2	Parking Types	Rear and Side Surface Parking Permitted	Rear and Side Surface Parking	Yes
2.8.1-2.8.3	Architectural Regulations	See Section 2.8.2 for architectural guidelines	Architectural style is compatible with existing building.	Yes
2.9	Signage	Building signage shall be consistent with the types and regulations found on pg. 51 and Section 2.9 of the PCSP.	Nothing proposed at this stage.	Condition added that a Master Sign Program shall be required.

The portion of the property between 6th Street and the centerline of the existing alley is within the MU-AR district of the DPSP. This includes Pad 2 and associated parking and landscaping. The MU-AR district is intended to accommodate offices, restaurants and general retail uses, such as grocery stores, electronics stores, appliance stores, convenience stores and

neighborhood/personal services. The table below details the development standards of the DPSP's MU-AR district and the project's compliance with the standards.

Table 2: Project Summary Table for DPSP

Section	Development Standard	DPSP Requirements	Proposed Project	Compliance Determination
6.A	Use Type: Retail	Permitted Use	Retail	Yes
6.B	Building Height	Min: 25 feet or 2 story Max: 45 feet or 3 story	20'	No
6.B	Min Building Setbacks	Front: 0' Side: 0'	Front: 10' Side: 10'	Yes
.503-H	Parking	4 per 1,000 3,100 SF = 13 spaces	64 spaces provided for total project: 60 standard, 5 accessible (57 required for total project)	Yes

As shown in Table 1 above, the proposed project is largely compliant with the development standards of the PCSP. As shown in Table 2 above, the proposed project is compliant with the development standards of the DPSP, with the exception of the minimum height for the Pad 2 building, which specifies 25 feet or 2 stories. The proposed building height of Pad 2 is 20 feet, falling short of the required height minimum by 5 feet or 20%. While the PCSP contains a provision whereby the Development Services Director may approve a deviation, up to 20% of any single standard, the same exception is not granted in the DPSP. The DPSP incorporates the provisions of the City's Zoning Ordinance, which would allow the deviation with approval of a Minor Deviation Variance (MDV). Therefore, staff added a condition that the applicant shall apply for an MDV. Due to the proposed 1-story retail building, in staff's opinion a 20-foot building is appropriate and compatible with other onsite development and would support approval of the MDV.

Several conditions have been recommended to ensure that streetscape improvements are made pursuant to Public Works requirements, that a Master Sign Permit is obtained, and that one tree is planted along Mission Boulevard per 40 feet of street frontage, in addition to the existing palm trees; this is required to unify the landscaping palette and provide shade over the public right of way.

ISSUES ANALYSIS

Issue 1: General Plan/Land Use

The General Plan land use map designates the subject project as Neighborhood Edge. "Neighborhood Edge" is defined as edge properties that are adjacent to City neighborhoods that will accommodate larger scale development that is more suitable for wider, more heavily

trafficked roadways and will function as buffers for residential neighborhoods behind them. These areas anticipate a reasonable amount of infill development emphasizing streetscape improvements to add visual appeal and value, develop continuity along the street edge, and provide buffering and compatibility with adjacent development.

The retail development project is consistent with the City's General Plan because it would stabilize and strengthen the neighborhood character of the surrounding area with an infill project that is compatible with existing surrounding commercial and residential uses. The proposed project would improve the currently underutilized site with new commercial buildings, adding services within walking distance to nearby businesses and residents. Furthermore, the project is consistent with the following goals and policies of the General Plan:

"Improve the physical character, economic vitality, and mobility function of the City's most visible and well-traveled corridors" (Goal 6D.G1)

"Ensure that new development helps establish an appropriate edge to protect and buffer adjacent stable residential neighborhoods" (Goal GD.D5)

"Promote the economic vitality and pedestrian-oriented design of commercial development." (Goal GD.G7)

"Encourage development with parking located to the side or rear of buildings, in shared parking facilities, and in parking structures" (Policy GD.P14)

"Encourage rehabilitation and façade improvements of existing commercial centers along corridors." (Policy GD.P8)

The proposed project fulfills the intent of the General Plan in that it would improve the physical character and economic vitality of an existing underutilized property, including improving the façade of an existing vacant building onsite. The landscaped setbacks and one-story buildings would provide an appropriate edge to protect adjacent residential uses. The landscaping and entrances oriented towards the street would also create a pedestrian-friendly environment. Parking would largely be located internally behind and to the side of buildings.

The Mission Boulevard corridor is also identified in the General Plan as a Priority 5-Corridors Strategic Action Area (SAA). The proposed retail project is consistent with the following planning approach of the Corridors SAA:

"Establish segments in between centers, where each segment has its own distinct character and clear market focus."

"Make sure that new commercial investment between centers is consistent and compatible with each segment's market focus."

“Ensure that new development helps establish an appropriate edge to adjacent stable neighborhoods.”

The proposed retail uses would create a clear retail market focus and establish an appropriate edge to adjacent neighborhoods. Therefore, the proposed project would be consistent with the General Plan.

Issue 2: Zoning Ordinance Compliance

Staff has evaluated the proposed project, as provided above in the Zoning Compliance Analysis above, and has determined that the proposed use is in compliance with the PCSP Midtown Segment and DPSP MU-AR district, as conditioned. As a result, the granting of this Conditional Use Permit, subject to conditions, would not adversely affect the Zoning Ordinance.

ENVIRONMENTAL ANALYSIS/DETERMINATION

Upon submittal of the project, staff reviewed the proposed project in accordance with the California Environmental Quality Act (CEQA) guidelines. Additional technical studies on the potential historic resource and the potential traffic impacts were required to confirm the applicability of a categorical exemption. After examining the proposed project and required documentation (see discussion below), staff determined that the proposed project meets the criteria for a Class 32 Categorical Exemption pursuant to Section 15332, (In-Fill Development Projects) of CEQA. The proposed project is consistent with the City’s General Plan and Zoning Ordinance; the proposed project site is less than five acres; the project site has no value as habitat for endangered, rare or threatened species; the proposed project will not have any significant effects upon the environment; and the site can adequately be served by all required utilities and public services.

Historic Resources

According to the *Architectural Historic Evaluation*, “Despite the building having been listed by ARG as a potential historical resource through reconnaissance survey for the Pomona Corridors Specific Plan; Section 5.3 of the Appendix C: Historic Resources Technical Report prepared for the Specific Plan states: “Note that CHRSCs assigned through this reconnaissance survey process indicate potential eligibility for designation, but are not equivalent to official designation or listing on any historic lists or registers. Further research is required to substantiate any formal listing on the California or Pomona Registers.” Therefore, though 888 West Mission Boulevard is identified in a historical resources survey, it was not identified as a significant historical resource.”

In regard to the local standards, the City’s General Plan policy, and Section 5809-13 of the Municipal Code, place the responsibility for determining historic status with the City Council. On October 21, 2013, the City Council considered, and took no action, on a request to make the building a historic landmark.

As shown above, and in Attachment 7 to this Staff Report, the property is not an historic resource and therefore qualifies for an exemption from CEQA.

Traffic Impact Study

Staff required that the applicant verify that the proposed project would have no significant traffic impacts through the preparation of a Traffic Impact Study (TIS), which is included as Attachment 5. The TIS was developed based on requirements established in the *City of Pomona Traffic Impact Study Guidelines* (City of Pomona, February 2012) and revised August 28, 2018. The TIS determined that the addition of estimated project traffic does not exceed the City's thresholds of significance for signalized and unsignalized intersections. Net new project trips would add an overall 249 AM and 238 PM peak hour trips. The distribution of trips on the roadway network would not exceed the thresholds of significance in accordance with the City of Pomona Traffic Impact Study Guidelines; therefore, there are no changes to the existing baseline conditions that would require mitigation.

Based on the above findings, staff is recommending that the Planning Commission adopt a Categorical Exemption for the proposed project.

PUBLIC COMMUNICATIONS

A copy of the public hearing notice was published on September 1, 2018 in the Inland Valley Daily Bulletin and was sent to the owners and occupants of properties within a 1,000-foot radius of the subject site on August 29, 2018 (Attachment 8). The applicant also posted a public hearing notice for the proposed project on the subject site. As of the date of this staff report, staff has not received any correspondence either supporting or opposing the proposed project.

On September 5, 2018, at the Historic Preservation Commission meeting, the Chairperson and members of the Commission, communicated to the Development Services Director during "Commission Communications" support of the project with preservation of the Googie style, Mid-Century Modern architecture of the former coffee shop.

CONCLUSION

The proposal is consistent with the allowed uses and development standards of the PCSP and DPSP, as conditioned. In addition, the applicant has made efforts in preservation of the existing Googie style architecture of the former coffee shop. Based on staff's analysis, the proposed project would be compatible with adjacent land uses, considerably improve an existing underutilized site, and would not result in any adverse impacts to the surrounding area.

Prepared and Respectfully Submitted By:

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ATTACHMENTS:

- 1) Draft PC Resolution CUP 7353-2017
- 2) Draft PC Resolution PARCELMAP 7354-2017
- 3) Location Map & Aerial Photograph
- 4) Project Plans Reductions
- 5) Traffic Impact Study, with revisions
- 6) City Council Staff Report and Minutes
- 7) 1,000-foot Radius Map & Public Hearing Notice
- 8) Full Size Project Plans (Separate Cover)