

MONTCLAIR PLACE DISTRICT SPECIFIC PLAN

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CITY OF MONTCLAIR

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for
City of Montclair

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The Montclair Place Specific Plan provides the framework for creating a pedestrian-oriented, multi-modal, mixed-use downtown district within walking and biking distance of the Montclair Transcenter. This downtown environment will be built on an interconnected network of tree-lined streets that link inviting parks, greens, and plazas. Its buildings, which can accommodate a wide range of uses, will be built close to and accessed directly from the sidewalk with parking located behind buildings or subterranean.

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This chapter describes the vision for the overall Plan Area and each of its four sub-areas: the Rambla, Neighborhood West, The Core, and the Southeast District. It is illustrated with plans, perspective renderings, and precedent images.

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This chapter describes recommended transportation improvements to the Plan Area and its vicinity. It includes a street network plan and associated cross sections; the parking approach – including on-street and in park-once structures – and parking management strategies; descriptions of the bicycle network and bicycle and scooter amenities and parking; and the approach for providing the necessary water, wastewater, stormwater, and dry utilities to support the projected development within the Plan Area.

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This chapter is a form-based code that enables a varied mix of uses, provides development standards (building height, setbacks, frontage requirements, on-site open space, parking placement and standards), and building design standards (massing, articulation, materials, openings, landscape, screening, signage, etc.). This chapter also provided subdivision and block size requirements and standards for streetscape, landscape, hardscape, and public art that occurs within the Plan Area's public streets and publicly accessible parks, plazas, and greens. The Development Code will replace the underlying zoning with four new zones: District Corridor, District Place, District Commons, and District Center.

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Appendix 1 : Additional Parking Management Strategies pg A:1

Appendix 1 describes additional parking management strategies that could be used to encourage use of transit and bicycles and ensure that parking is used and expended efficiently as the Plan Area develops. Topics discussed include unbundled parking (leasing/selling parking spaces separately from apartments, condos, and office space) and Transportation Demand Measures (TDM), such as parking cash out (compensating employees for not driving their automobile to work), transit pass offerings, and car sharing.

Appendix 2 : Conformance Matrix pg A:2 - A:7

A conformance matrix is provided to help potential applicants confirm their proposed development conforms with the standards and guidelines of this Specific Plan.

1.1. Project Location

The City of Montclair is located within the western end of San Bernardino County (See Figure 1-1, Regional Map), and approximately 36 miles east of downtown Los Angeles. Montclair is bordered by the cities of Pomona and Claremont to the west, Upland to the north, Upland and Ontario to the east, and Chino to the south. The San Gabriel Mountains are located to the north, the Jurupa Mountains are located to the southeast, the Chino Hills and Santa Ana Mountains are located to the southwest, and the San Jose Hills are located to the west.

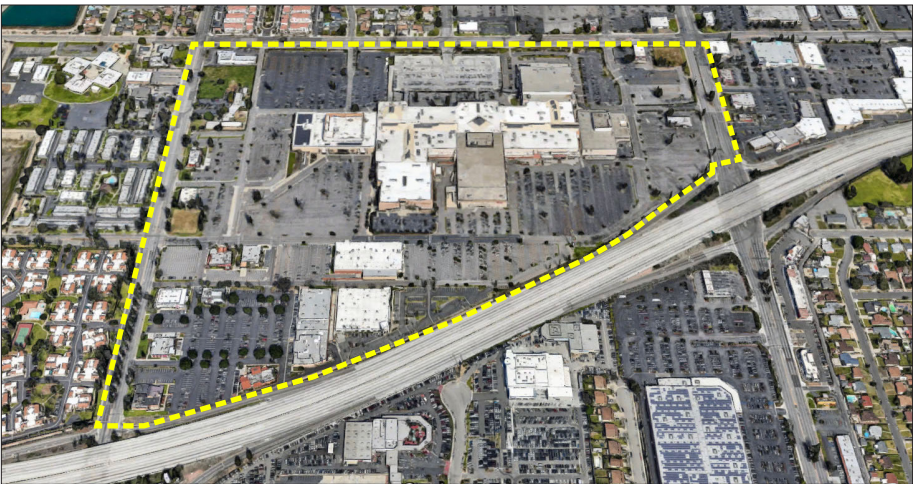
Direct regional access to Montclair is provided by the Interstate 10 (I-10) freeway, an eight-lane grade-separated facility that is the most significant regional transportation highway serving the area. The City is within ten miles of various regional destinations and transportation links, such as Ontario Airport, Cable Airport, and the Interstate 15 (I-15) and Interstate 210 (I-210) freeways.

The City of Montclair is planned as the eastern terminus of the Foothill Gold Line Extension to the Montclair Transcenter, which will link Montclair with the foothill communities of the San Gabriel Valley and the City of Los Angeles. The construction of the Foothill Gold Line Extension is subject to the jurisdiction of the Metro Gold Line Foothill Extension Construction Authority. Upon completion, the lines will be operated by, and will be under the jurisdiction of the Los Angeles Metropolitan Transportation Authority. Construction of the Foothill Gold Line Extension to Claremont has begun and service could begin as early as 2021; funding for the extension of the Gold Line to Montclair is still pending.

The Montclair Transcenter is a multimodal transit center located between Central and Monte Vista Avenues on Richton Street. Omnitrans, Foothill Transit and the Riverside Transit Agency (RTA) all provide bus service from the Transcenter, with Foothill Transit and RTA providing express service and Foothill Transit and Omnitrans providing local service. Commuters also use the Montclair Transcenter as a park and ride facility. The station serves as the dividing line between Foothill Transit's service area and Omnitrans' service area. Omnitrans buses run to the east, while Foothill Transit buses run to the west. The Montclair Transcenter is also a station on the Metrolink San Bernardino Line. The Montclair Transcenter is the largest such facility between Union Station in the City of Los Angeles and San Bernardino Station in the City of San Bernardino.

1.2. Planning Background.

- A. General Plan.** [CITY TO PROVIDE TEXT]
- B. 1998 North Montclair Specific Plan.** The City of Montclair adopted the North Montclair Specific Plan in 1998 to provide a detailed planning approach for the 640-acre portion of the City located between the Interstate 10 (I-10) freeway and the northern City boundary. The North Montclair Specific Plan addressed issues associated with economic vitality, design, redevelopment, compatibility, transportation, and pedestrian access. Although the North Montclair Specific Plan provided new design concepts for the area, including pedestrian-oriented design, the City had mixed success implementing the Plan.
- C. North Montclair Downtown Specific Plan (NMDSP).** Adopted in 2006 and amended in 2017, the NMDSP sets forth transit-oriented development land use regulations for the areas immediately surrounding the Montclair Transcenter, which is currently a stop on the Metrolink San Bernardino Line and is a planned future stop for the Metro Gold Line light rail line.
- D. Specific Plan for Development No. 81-2.** The Specific for Development No. 81-2 applies to the residential neighborhood within the area bounded by Olive Street, Fremont Avenue, and Moreno Street.



Birds-eye view of the Plan Area looking from the south.



Parking lot and garage along north side of Mall.



Strip Center at Moreno/Monte Vista.



New Montclair Plaza freeway signs.



Vacant parcel along Monte Vista Avenue.



Monte Vista Avenue looking north.

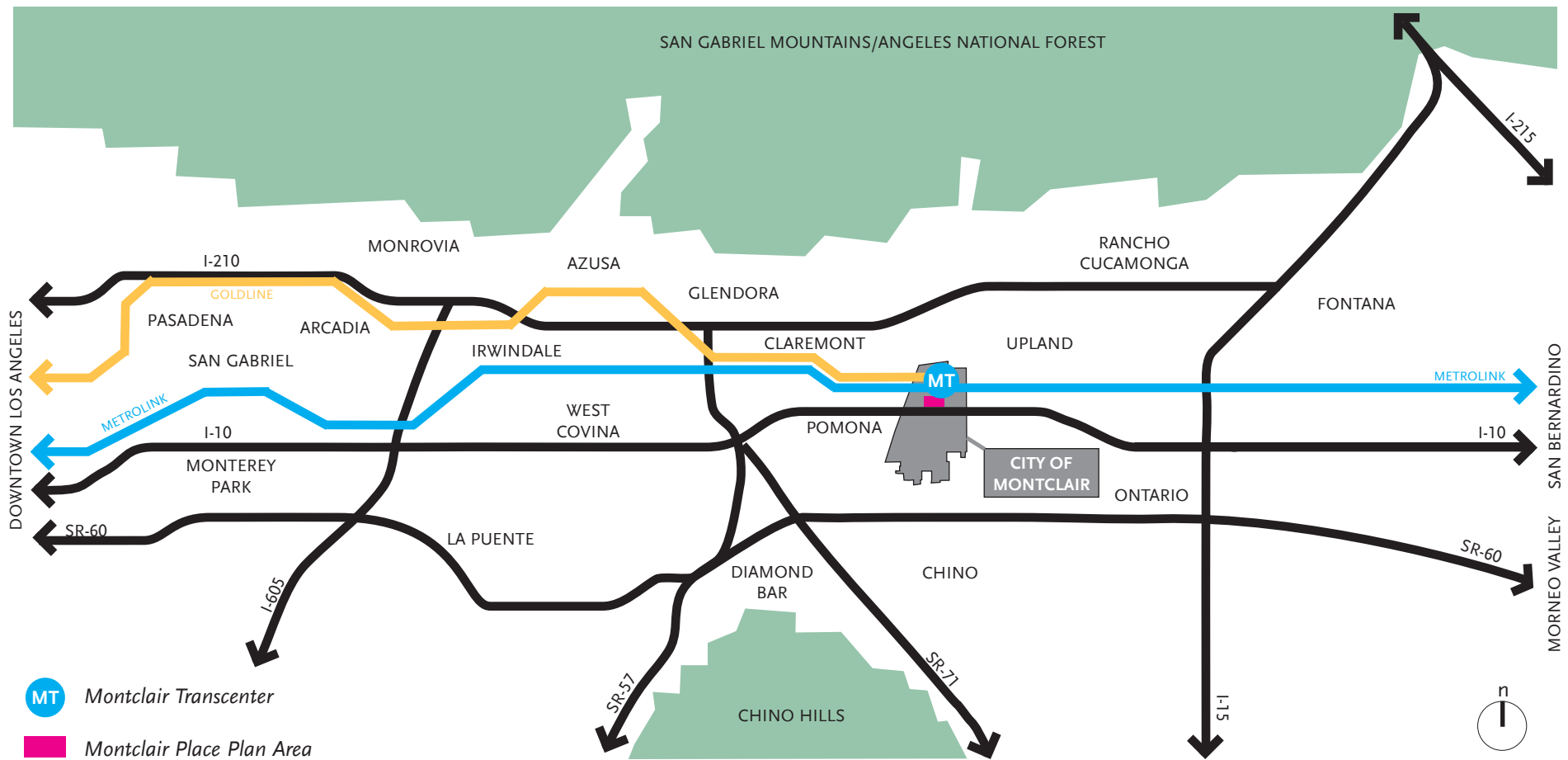


Figure 1-1: Regional Map

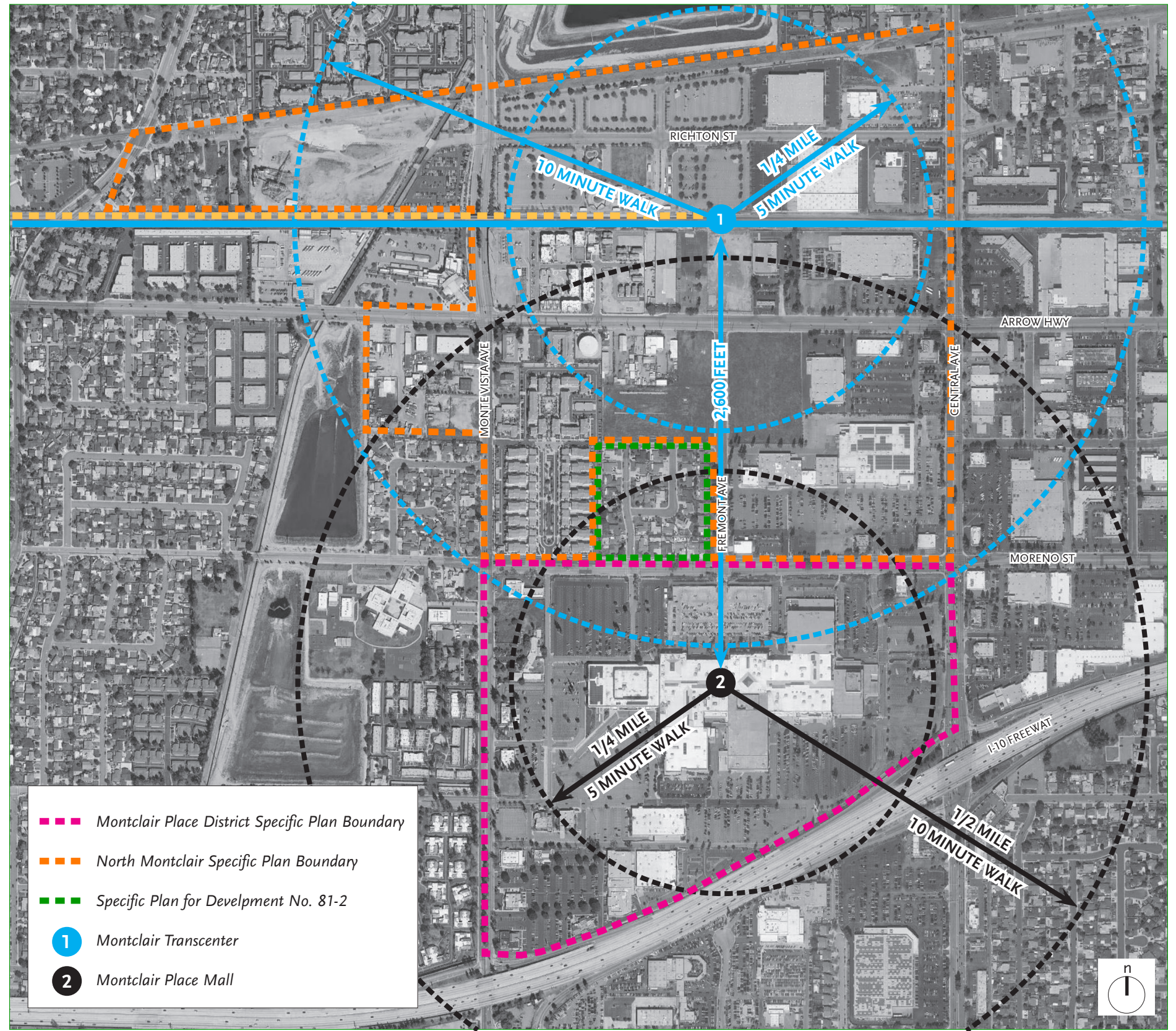


Figure 1-2: Plan Area.

1.3. Existing Conditions

The 104.35 acre Plan Area is bounded by and includes the right-of-ways of Monte Vista Avenue on the west and Central Avenue on the east (see Figure 1-2, Plan Area). The southern boundary of the Plan Area is the I-10 Freeway and the northern boundary is the southern edges of the North Montclair Downtown Specific Plan (NMDSP) and the Specific Plan for Development No. 81-2 (located at the northwest corner of Moreno Street and Fremont Avenue), which occur generally along the existing center line of Moreno Street.

The area surrounding the Plan Area is characterized as urban and is largely built out with a mix of commercial, retail, and residential uses. To the east, across Central Avenue, are a number of commercial establishments in a strip mall configuration: a Chase Bank, a McDonald’s restaurant, and the Montclair East Shopping Center, which includes retail stores such as Petco, Harbor Freight Tools, Chipotle Mexican Grill, and Ross Dress for Less. To the north across Moreno Street, land uses consist of retail and service, including Target and Gold’s Gym, single-family, and multi-family residential properties. To the west, across Monte Vista Avenue, land uses include single-family and multi-family residential properties, an assisted living facility, a dialysis center, an adult development center, and the Moreno Elementary School. To the south, the Plan Area is bordered by the I-10 freeway.

Typical residential development in the area ranges from one to three stories in height. Most of the surrounding commercial structures are one story in height. Existing buildings within the Plan Area range in height between approximately 30 and 75 feet. Vegetation within the Plan Area is limited to ornamental landscape associated with the existing development and several ornamental trees that currently buffer the Plan Area from adjacent residential uses to the west.

The Plan Area is composed of various sized individual parcels, as shown in Figure 1-3. The northern two-thirds of the Plan Area is occupied primarily by the Montclair Place Mall. This portion, in turn, is divided between the department store parcels (which as of 2019 are individually owned by the parent companies of Sears, Macy’s, and Nordstrom) and the standalone stores, food court, and proposed movie theater, which are currently owned by the mall owner. At the northwest corner of the Plan area are three additional separate ownerships: a strip mall at the corner of Monte Vista Avenue and Moreno Street, a vacant parcel immediately to the south, and the Unitarian Universalist Congregation Church to the south of that. The southern one-third of the Plan area is occupied by a variety of separate ownerships and their commercial buildings.

The Plan Area provides a total of approximately 6,565 parking spaces. The Mall property currently provides 5,788 parking spaces (4,802 spaces in the surface parking lots surrounding the Mall and 986 spaces in the two-level parking structure fronting Moreno Street). The mini-mall property at the southeast corner of Monte Vista Avenue and Moreno Street provides approximately 38 parking spaces, the Monte Vista Unitarian Universalist Congregation Church property provides approximately 44 parking spaces, and the group of properties to the south of the Mall property provide approximately 695 parking spaces.

The Plan Area is served by multiple public transit operators (see Figure 1-4), including Metrolink (commuter rail), Foothill Transit (eastern Los Angeles County buses), Omnitrans (western San Bernardino County buses) and the Riverside Transit Agency or RTA (western Riverside County buses). Foothill Transit and Omnitrans routes make stops on Moreno Street and Monte Vista Avenue adjacent to the Montclair Place Plan Area. Routes from all four agencies serve the Montclair Transcenter and Metrolink station.

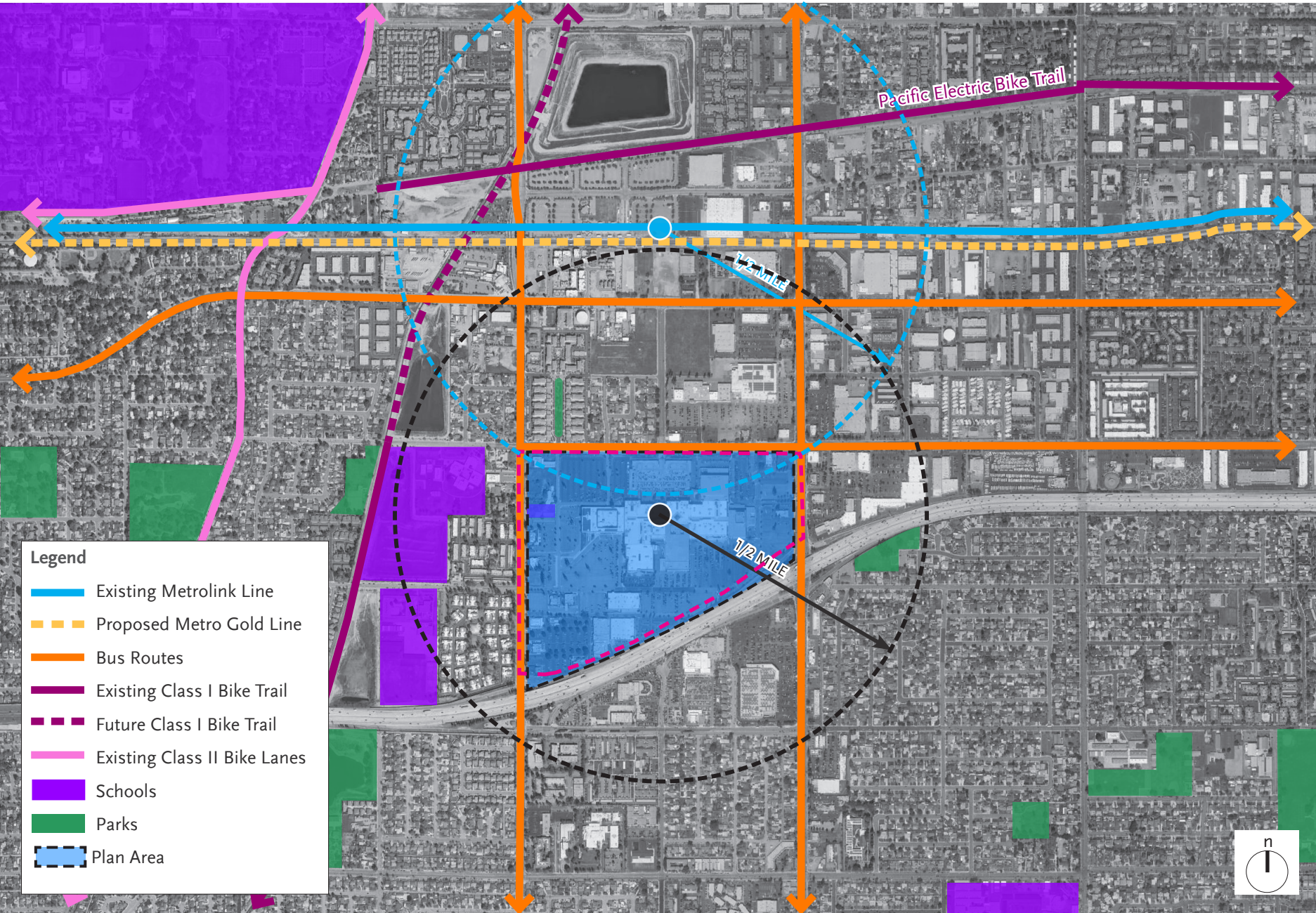
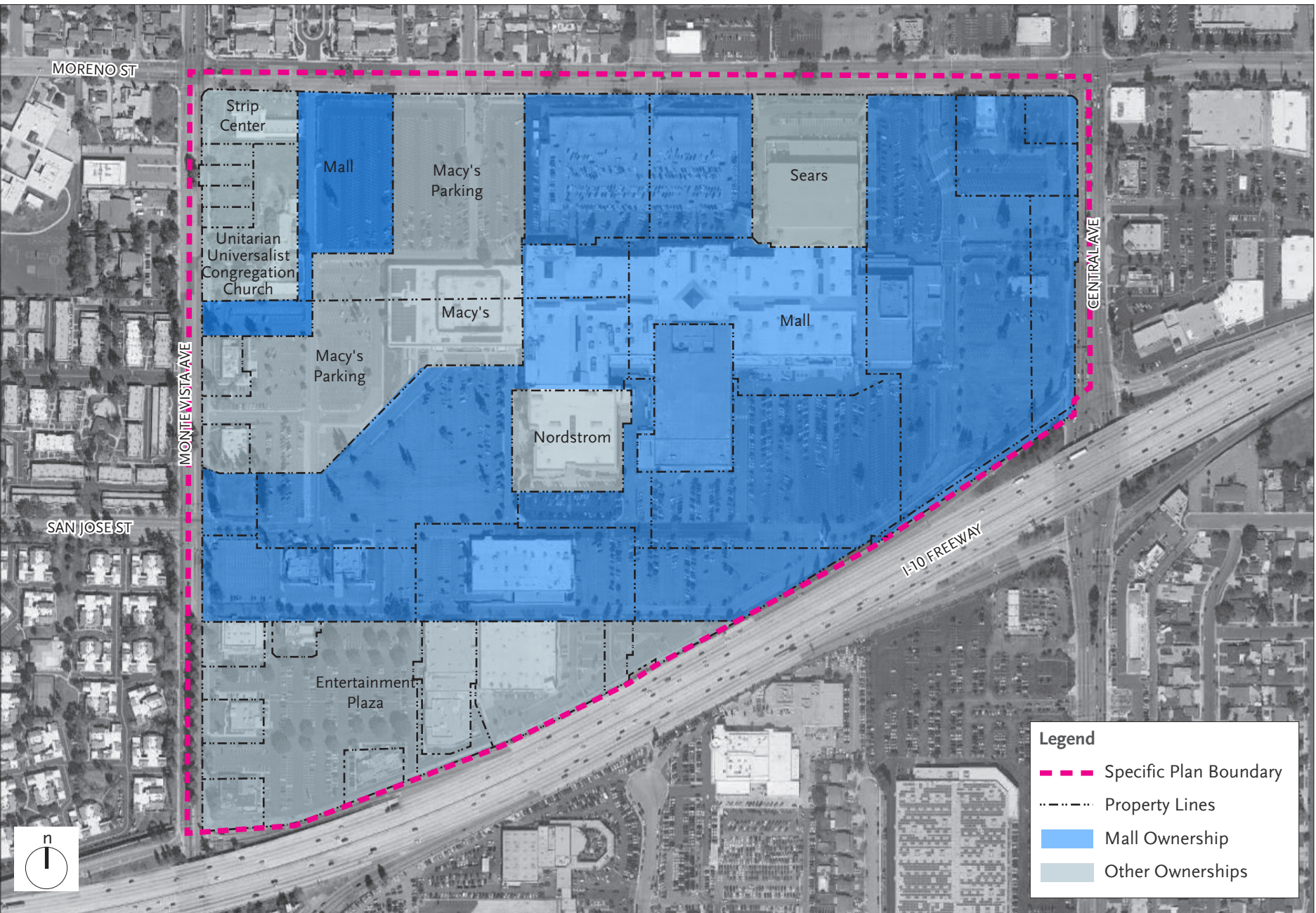
There is currently no direct connection to the Transcenter via Fremont Avenue, as that street terminates at Arrow Highway. However, the North Montclair Downtown Specific Plan (NMDSP) requires a pedestrian pathway to be provided between Arrow Highway near Fremont Avenue and the Transcenter.

An extension of the Los Angeles County Metropolitan Transportation Authority (Metro) Rail Gold Line to the Montclair Transcenter is under construction and scheduled to be operational in early 2027. The Gold Line is a light rail transit (LRT) line that currently extends from East Los Angeles to Azusa, via Downtown Los Angeles and Pasadena. Montclair is the planned terminus of phase 2B of the extension and construction of the segment between Claremont and Montclair is funded by Measure M, Measure R, and the State of California’s Intercity Rail Capital Program.

Other than the Pacific Electric Trail, a regional path running east-west about a half-mile north of the MPDSP Plan Area, there are currently no dedicated facilities for cyclists in the area of Montclair Place.

1.4. Opportunities and Constraints

- A. Opportunities.
- The Plan Area, located adjacent to the I-10 Freeway and less than half a mile from the Montclair Transcenter, is very accessible by both auto and transit. Monte Vista Avenue on its west side and Central Avenue on its east side are arterials that provide freeway on- and off-ramps to the I-10. Currently, the Transcenter can also be accessed via Monte Vista Avenue and Central Avenue, although once the property at the northern terminus of Fremont Avenue is developed, the Transcenter will also be accessible from the south via the pedestrian tunnel that crosses beneath the railroad tracks. In addition, both Foothill Transit and Omnitrans bus lines provide stops along Monte Vista Avenue and Moreno Street.
 - The Plan Area is highly accessible from Monte Vista Avenue and Central Avenue, and the traffic generated by new development will be internally absorbed by the proposed interconnected street network, and amply distributed to these adjacent arterials.
 - The majority of the Plan Area is covered by surface parking lots, providing ample land for infill, mixed-use development, and the introduction of an interconnected street network.
 - The Plan Area provides ample surface parking enabling new infill buildings in the early phases of development to occur without the need to build new parking for existing and proposed retail or entertainment uses. New residential parking, due to market demand, will more than likely be built on each individual development site, and according to reduced minimum parking standards due to the proximity of multiple transit modes.
 - Moreno Street’s elevation of up to 18 feet above the adjacent land to the south enables podium parking to be built next to Moreno Street, but hidden from the view of the street. Ground floors of buildings atop the podiums would be at Moreno Street’s sidewalk level.
 - The configuration of the Mall building and its construction type (steel moment frame) enable portions of the building to be removed in phases over time to enable the incremental development of the mixed-use, compact, diverse downtown district envisioned by this Plan.
- B. Constraints.
- The portion of the Plan Area surrounding the Mall is divided up into several ownership parcels, most with their own parking allocation. Without consolidation of some of these properties, the potential locations for development, particularly during the initial phases, will be limited. Accordingly, development in the first phases is anticipated to occur on development sites located along the south side of Moreno Street.
 - The Entertainment Plaza parcels located at the southern portion of Plan Area is divided into multiple ownerships, including five restaurants, LA Fitness, and an Ashley Furniture store.
 - The Mall building, approximately a quarter mile in length in the east-west direction, forms a barrier between any development that occurs south of the Mall building.
 - Monte Vista Avenue, Moreno Street, and Central Avenue are designed primarily for automobiles to the exclusion of other travel modes. Providing multiple vehicular lanes with speed limits upwards of 40 to 45 mph, these streets are not conducive to the creation of an urban, pedestrian-friendly environment.
 - The existing General Commercial (C-3) and North Montclair Specific Plan zoning discouraged the development of a pedestrian-oriented, mixed-use environment. Residential uses and park/playground uses are not permitted. In addition, the existing C-3 and North Montclair Specific Plan permit uses, by-right, that are inconsistent with the pedestrian-oriented, mixed-use vision for the Montclair Plan District Specific Plan (MPDSP) plan area. Examples of some of these incompatible uses include: auto parts sales (with installation); automobile body and fender repair shops; refrigerated lockers; and used car sales areas.
 - The C-3 development standards are not conducive to generating a pedestrian-oriented, mixed-use setting. For example, required front setbacks are 35 feet; parking is permitted between buildings and the sidewalk/street; and the maximum lot coverage is only 50 percent (50%).



1.5. Downtown Design Principles

With the rise of online shopping and changing consumer preferences, many first-generation American suburban Shopping Malls have fallen out of fashion. The seemingly endless choices offered to consumers by on-line retailers, coupled with the lower costs of storing merchandise in vast, off-site warehouses rather than in more expensive brick and mortar stores, has made it difficult for many of these stores to compete with online retail businesses. While many such stores have been put out of business, others have adapted to the online competition by locating in vital Downtowns, selling online, shrinking store footprints, storing some or most merchandise in off-site warehouses, and offering quick delivery directly to stores or to consumers’ homes.

In addition, no longer looking just to shop, consumers are looking for experiences that go beyond traditional shopping. This is why so many people enjoy visiting, living, and working in and near revived, mixed-use Southern California Downtowns such as Old Pasadena, Old Town Monrovia, and Claremont Village, and patronizing new places that reflect the form of traditional Downtown settings, such as The Grove, the Americana at Brand, and Victoria Gardens.

These two trends are having a direct impact on the economic performance and place character of many malls across the United States, hastening their slow but certain transformation into mixed-use Town Centers. Since Montclair is a city without a Downtown, introducing the genuine urban environment that a Town Center offers to the MPDSP Plan Area, will attract consumers, residents, and employees to retail offerings and entertainment experiences that can never be satisfied online. In addition, the creation of a successful, mixed-use Downtown demands a significant residential population. This population is not only necessary to animate streets with pedestrians, but to also provide a market for local-serving retail. In the North Montclair area there are currently relatively few residences. The creation of a resident population is critical to creating such a successful new Downtown.

Principles for generating a downtown setting and that guide this Specific Plan are discussed on this and the following pages.



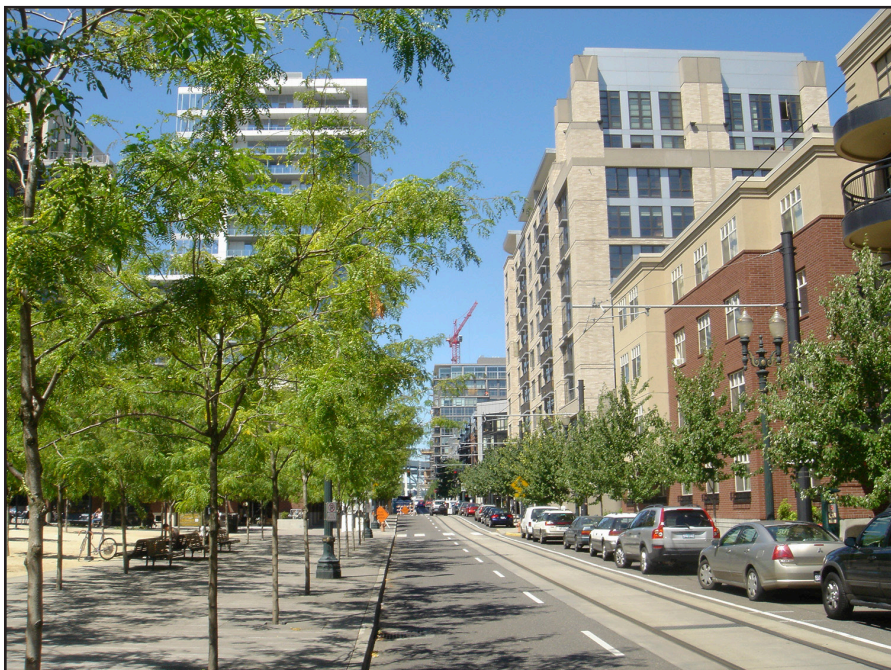
Make Great Public Places. The center of a Downtown is the locus of its public life. Its shops and workplaces provide convenient access to goods and services without need for a car trip. Its streets and public spaces generate a unique and supportive public realm that provides places for social interaction. Its civic buildings enhance community identity and foster civic pride. Access to transit and regional freeways makes such a place accessible to a wide array of families, from those living there, to those driving by car or arriving by train.



Make Great Streets. Downtowns are structured on individual blocks and a network of thoroughfares that provide a comfortable environment for pedestrians, while accommodating automobiles, bicycles, and other emerging modes of transportation. This interconnected block and thoroughfare pattern provides multiple routes that diffuse vehicular traffic, while providing more options for emergency personnel to reach a distressed location. Street intersections have minimal curb radii to slow turning cars and reduce the crossing distance of pedestrians. Streets are two-way, improving pedestrian crossing safety, reducing automobile speeds, and facilitating navigation. On larger streets, landscaped center medians reduce apparent street width, while intersection bulb-outs reduce pedestrian crossing distance and time, and also provide space for streetscape and street furniture. Finally, streets accommodate on-street parking to provide convenient parking in front of stores or guest parking in front of residences, while providing a buffer between moving traffic and pedestrians on the sidewalk.



Live Above and Next to Stores and Businesses. The quality and amount of housing in a Downtown determines its particular character. In the case of mixed-use environments, one of their most appealing characteristics is the opportunity for people to live above or near stores, providing residents the ability to walk or bike to various businesses, while reducing their reliance on a car. Such dwellings allow for a variety of families to live near diverse services, while providing a constant 24/7 rhythm of life.



Build a Variety of Buildings. Downtowns include a variety of building types, including mixed-use commercial blocks, rowhouses, condominiums, and apartment buildings. Varying the size and massing of these buildings and carefully considering their placement, attracts a variety of residents, enhances the pedestrian friendliness of the streets and open spaces they face, and insures that new buildings are compatible with those in adjacent nearby neighborhoods.



Get the Retail Right. The mix of retail offerings responds to the housing, restaurant, entertainment, and education needs of the community. In addition, the design of the physical form of particular shopping districts reflects the climate of each locale. The retail industry has discovered that outdoor, Main Street-type retail better fits the lifestyle of busy consumers, often yielding more regular trips and higher sales volumes than standard shopping centers. Under this model, retail is concentrated to encourage and facilitate pedestrian storefront shopping. Buildings face streets that accommodate cars and on-street parking. Long-term parking is located in shared "park once" lots or structures, convenient to and compatible with the Main Street concept.



Provide a Variety of Housing Choices. A mature Downtown setting provides diverse housing choices that attract a varied and prosperous resident population. It is not unusual to encounter lofts, live/work units, row houses, and apartments in such a downtown environment. These dwelling types accommodate and attract a range of households (singles, newlyweds, families with children, elderly), income levels (students, teachers, professionals, the retired), and employment arrangements (live/work and home occupation) producing a diverse and well-rounded resident population. All of these dwelling types may be provided in both rental or ownership configurations.

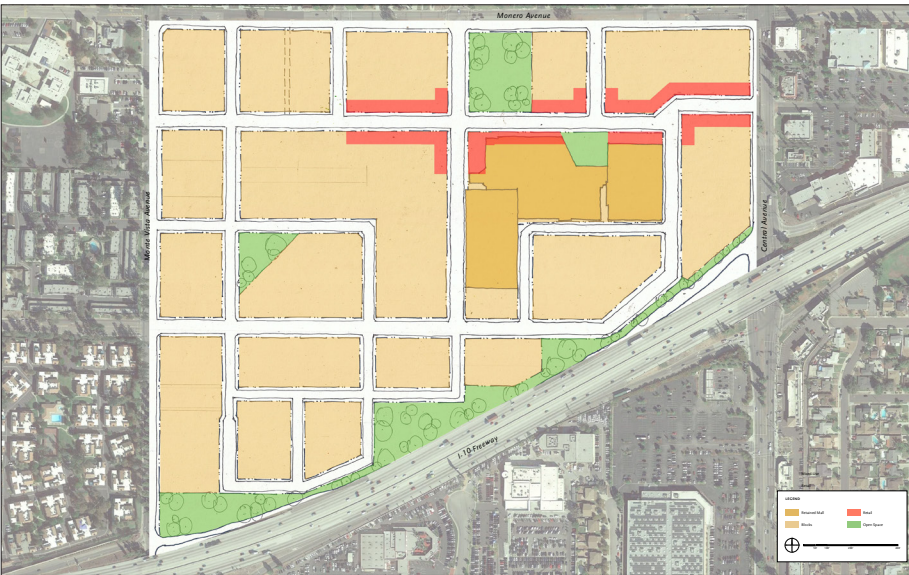


Get the Parking Right. The typical suburban, sequential pattern of "shop and park" requires two movements and a parking space to be dedicated for each visit to a shop, office, or civic institution. For three tasks, this requires six movements and three parking spaces. By contrast, the compactness and mixed-use nature and walkability of Downtowns lend themselves to parking just once, moving twice, and completing multiple daily tasks on foot. This pattern of movement reduces traffic and limits the amount of parking that needs to be built. The subsequent transformation of drivers into walkers is the immediate generator of pedestrian life: crowds of people that animate public life in the streets and generate the patrons of street-friendly retail businesses. It is this "scene," created by pedestrians in appropriate numbers, that provides the energy and attraction to sustain a thriving Downtown environment.

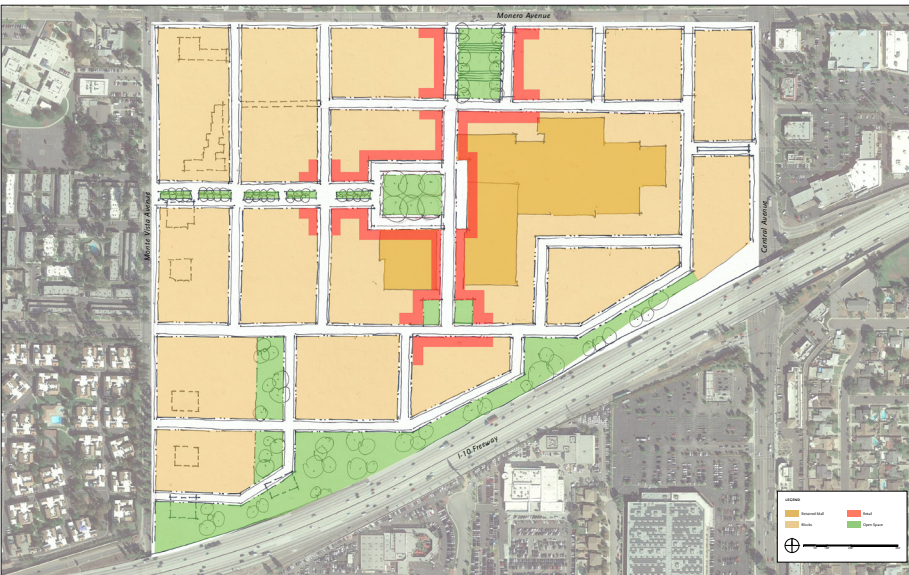
1.6. The Plan Concept

The Montclair Place District Specific Plan proposes to:

- Enable phased redevelopment over the next 20 years of the existing Montclair Place Mall and adjacent properties.
- Create an urban design strategy that transforms the Plan Area from a suburban, auto-oriented retail environment into a pedestrian-oriented, multi-modal, mixed-use downtown district within walking and biking distance of the Montclair Transcenter and the anticipated extension of the Foothill Gold Line light rail to Montclair. This Downtown environment will be built on an interconnected network of tree-lined streets and blocks that include inviting parks, greens, and plazas. Its buildings, in a variety of types, will be built close to and directly accessible from the sidewalk with parking located behind buildings or subterranean.
- Replace the existing C-3 zoning with a new form-based development code that is flexible and responsive to changing market demands; introduces new zones that permit residential uses in appropriate, transit-oriented intensities in both standalone and mixed-use configurations; and provides massing and architectural standards to ensure that new buildings contribute to a vibrant, pedestrian-friendly environment.
- Allow a range of approximately 5,496 to 6,321 residential dwelling units and up to approximately 512,600 square feet of additional commercial square footage for a total of approximately 2,058,900 square feet of commercial area. See Section 6.4 (Unit Transfers) for residential unit range and distribution throughout the Plan Area.
- Reduce automobile trips and parking loads by creating a mixed-use, pedestrian-oriented, multi-modal, park-once environment with access to alternative modes of transportation, including walking, biking, existing Metrolink commuter rail, future Gold Line light rail, and curb space for transit network companies such as Uber and Lyft.



***Initial Scenario 1** introduces a rectilinear street and block network with Fremont Avenue extending straight south into the Plan Area. Retail is located north of the foreshortened Mall along an east-west running street accessed from Central Avenue. Open space consists of a large plaza or green located between the Mall and Moreno Street just west of Fremont Avenue, a neighborhood green in the western portion of the Plan Area, and a plaza that is notched into the north side of the Mall.*



***Initial Scenario 3** is organized around three plazas or greens situated along both sides of the Fremont Avenue extension into the Plan Area. The first green/plaza is placed between Moreno Street and the foreshortened Mall, the second in front of the Mall's west entrance, and the third just south of the Mall on both sides of Fremont Avenue. An east west boulevard with a median down its center connects Monte Vista Avenue to the Mall. Retail is located around the three greens/plazas, along the Fremont Avenue extension, and along the eastern portion of the east-west boulevard.*

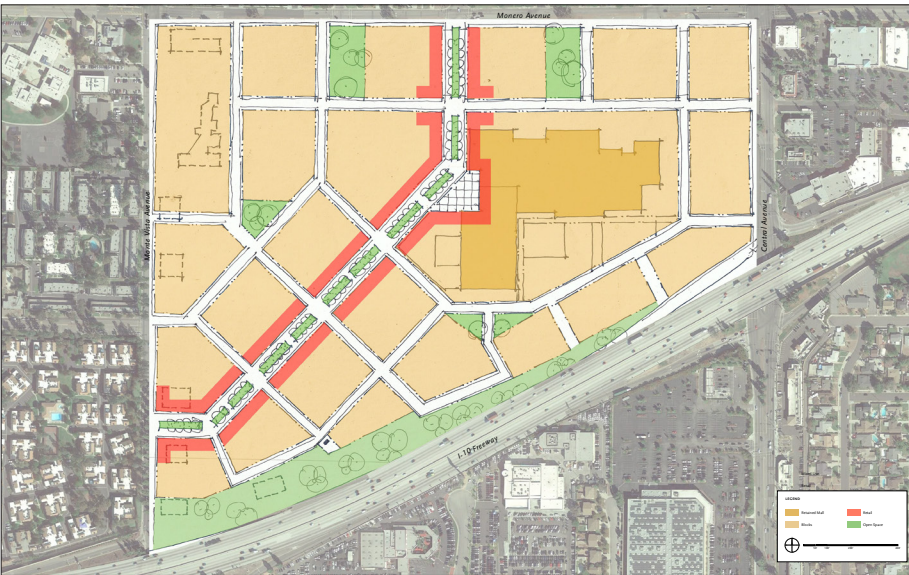
1.7. Process

The vision described in this MPDSP is the result of an intensive design process that began with an existing conditions analysis that identified key opportunities and constraints. This was followed by an intensive design session held at the offices of Studio One Eleven that brought representatives from the mall owner and the consultant team together for two days on March 6 and 7, 2018 to develop preliminary street and block network plans for the study area. Starting with four initial street and block scenarios (see below), the scenarios were combined and further developed into two refined scenarios (see following page).

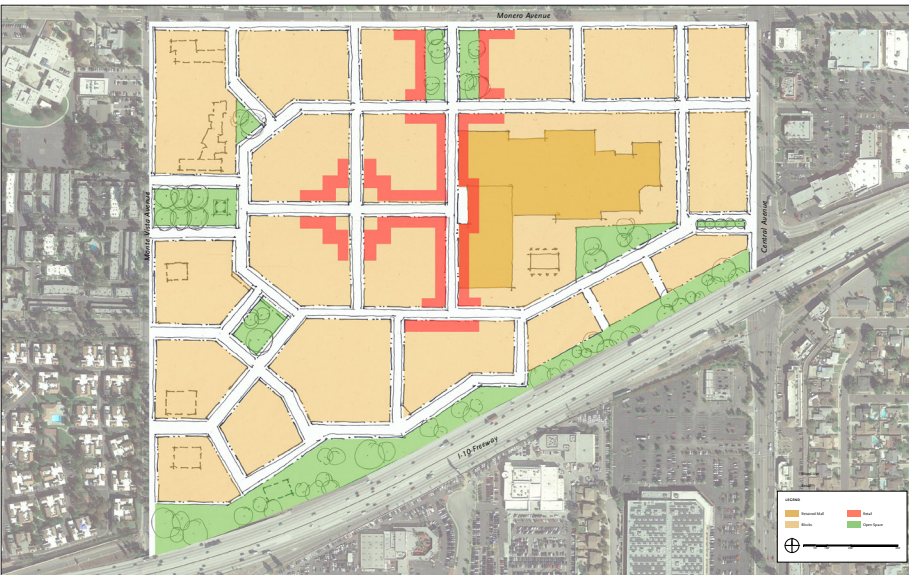
The four initial scenarios studied alternative ways of distributing streets and open spaces throughout the Plan Area, different ways of extending Fremont Avenue into the Plan Area, and various approaches to distributing retail along these streets. All four scenarios assumed the eastern half of the Mall would be retained and that a landscaped greenway would be built along the freeway edge.

The two refined scenarios studied how the geometry of the proposed street and block network could respect the integrity of the existing Macy's, Nordstrom, and Sears ownership parcels and buildings. **The scenarios also considered a range of possible redevelopment scenarios, including leaving the Mall in its current configuration, to replacing it incrementally and in an indeterminate pattern, to replacing it in its entirety.**

The process continued with a three-day design session at the offices of Studio 111 between April 23 and 25, 2018, to further develop the street and block network, narrowing the two refined scenarios into a preferred alternative scheme; to generate street design standards for Monte Vista Avenue, Central Avenue, Moreno Street, and the internal streets within the Plan Area; to introduce applicable building types and their associated development potential; and to identify a potential phasing scenario for the Plan Area. The drawings generated during this design process are the ones included throughout this Specific Plan document.



***Initial Scenario 2** is organized around a grand boulevard that connects Fremont Avenue and Monte Vista Avenue diagonally through the Plan Area. Accommodating a wide, landscaped median down its center, the boulevard is also the main retail street. The rest of the street network is oriented in relation to the boulevard (southwest portion of Plan Area), the freeway (southern portion), and the surrounding streets (east, north, and west portions). A plaza is introduced at the western entrance to the foreshortened Mall and neighborhood greens are dispersed evenly throughout the Plan Area.*

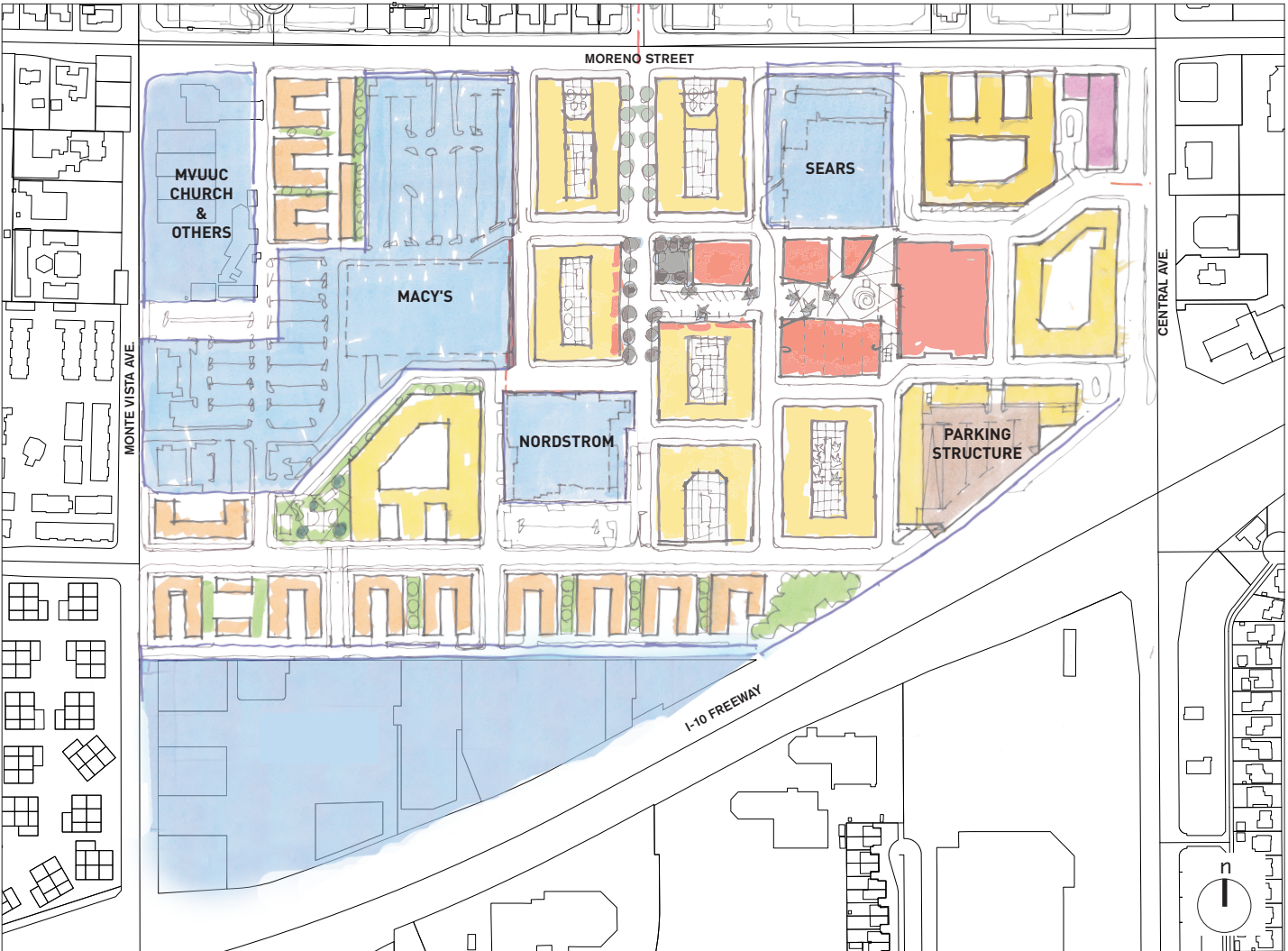


***Initial Scenario 4** is organized around a street that circulates around the remaining portion of the foreshortened Mall and four new blocks west of the Mall. Streets, blocks, and open spaces branch off of this street, connecting to the Monte Vista Avenue and Moreno Street. As with the other scenarios, Fremont Avenue extends directly south into the Plan Area, flanked on both sides by a pair of commercial plazas or greens, and then continues in front of the Mall. Retail in this scenario is located along Fremont Avenue and a new east-west street that terminates at the western entrance of the Mall on one end and a neighborhood green at the east end.*

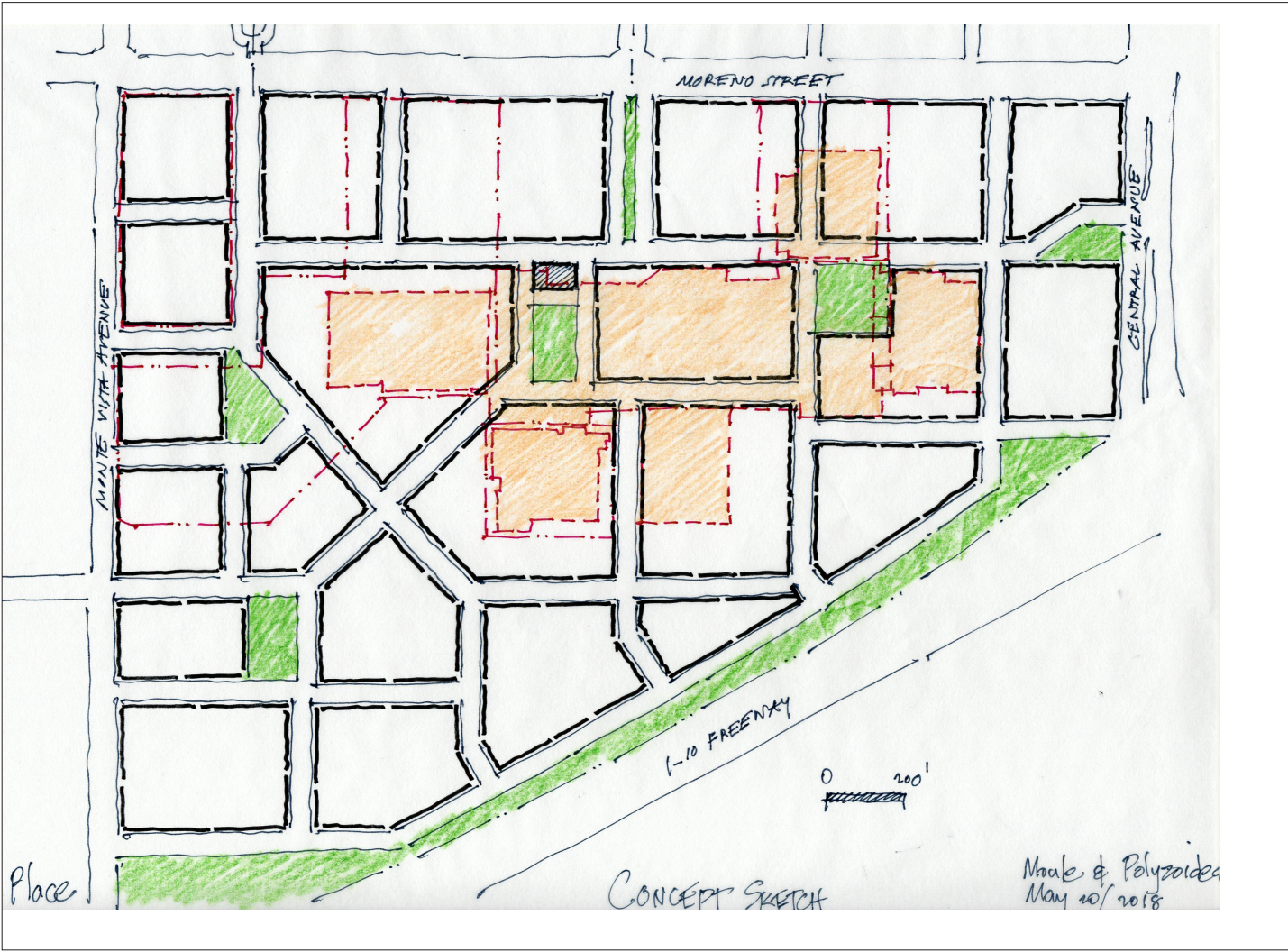
1.8. Flexibility in Design

Since the Plan Area will more than likely develop incrementally over many years and in response to changing market conditions, the project could be fully realized in ways that vary from the Vision that is described in Chapter 2 of this Specific Plan. The final disposition of the street and block network, the location of open spaces, the types of buildings that are built, the extent to which the Mall is retained or dismantled, and the actual uses that occupy existing and proposed buildings at initial build-out and over time may vary according to the provisions of this Specific Plan. Regardless of how the Plan Area ultimately develops, adherence to the principles of Downtown design as described in Section 1.5 and to the standards in the Development Code (Chapter 5), will ensure the Plan Area develops as a walkable, pedestrian-friendly, mixed-use, transit-oriented destination where people want to live, work, shop, have fun, and pass the time.

Refined Scenario 1 adjusted the interconnected street network to better conform to the existing ownership parcels. The Macy's, Sears, and Nordstrom buildings are retained, but the Mall building between them is largely dismantled. The eastern tip of the Mall is retained, but in an open air configuration with the Movie Theater at its eastern end.



Refined Scenario 2 adjusted the street network to better conform to the existing ownership parcels. The Macy's and Nordstrom buildings can be retained and, if desired, the majority of the existing Mall between them is dismantled, as is the Sears building. The Movie Theater at the eastern tip of the Mall is retained and a plaza is introduced in front of it. The configuration of the diagonal boulevard is modified to connect at its southern end to the alignment of an extended San Jose Street and to pass at its northern end between the Macy's and Nordstrom buildings, terminating in a plaza in front of the Macy's and Nordstrom buildings.



2.1. A Plan for Development

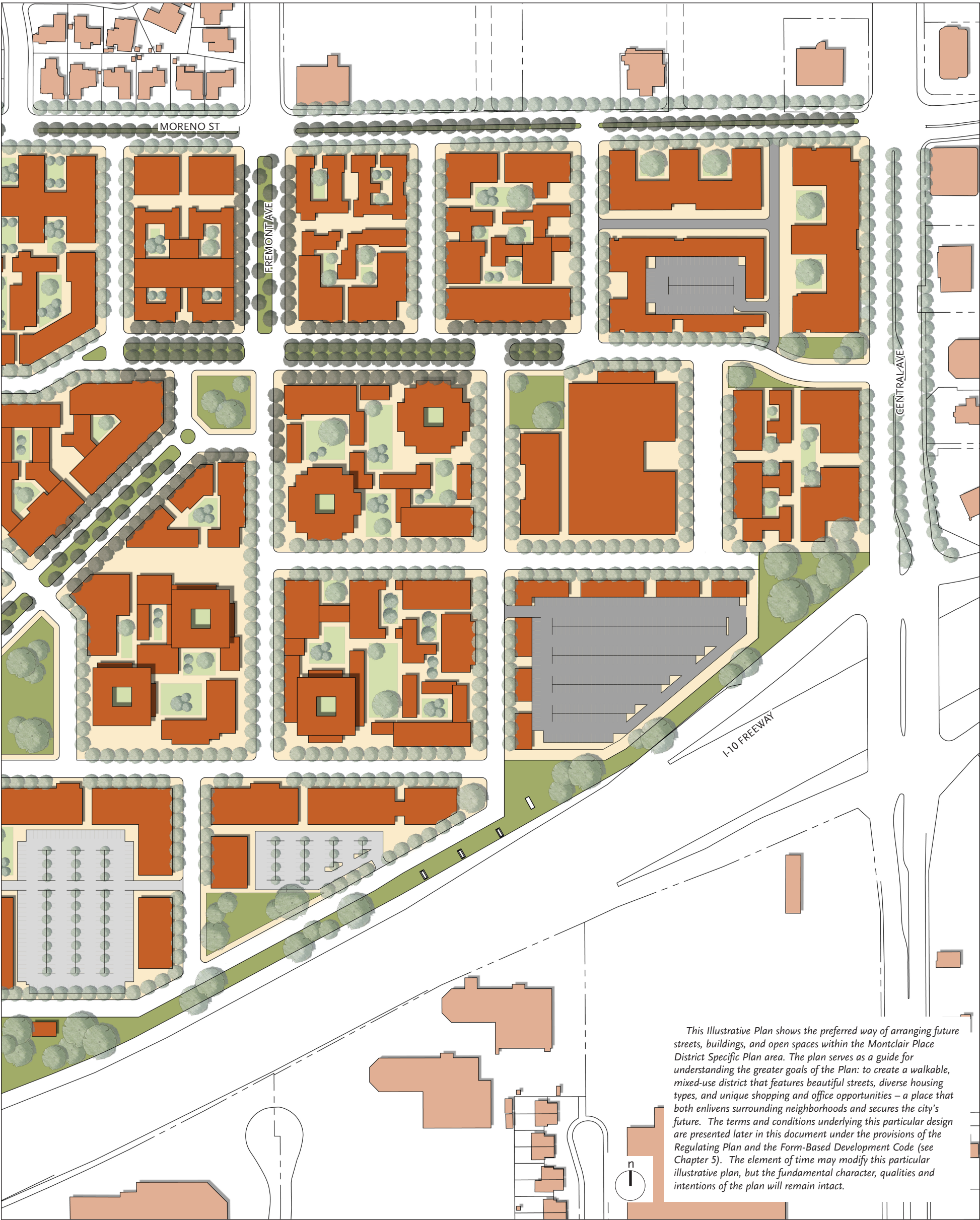
In the course of the three day design session, the two refined scenarios depicted on page 1:8 were eventually developed into a final site plan (see Figure 2-1) that illustrates a strategy for the development of the Plan Area according to the design principles described in Section 1.5: walkable, interconnected, streets; an attractive public realm; inviting, tree-lined residential blocks; and a vibrant, transit-oriented mix of uses incorporated into a variety of building and project types. It is important to note that the drawing illustrates one of many ways the Plan Area could develop over time. Susceptible to varying market conditions and a process that could take a couple of decades or more, development of the Plan Area will more than likely produce a pattern of buildings and places different from the ones shown, but subject to the same design principles.

Key areas of the Plan Area, described in further detail on the pages that follow, are:

1. **District Commons.** The District Commons consists primarily of the areas immediately surrounding the existing Mall building. The centerpiece of the District Commons is the Rambla, a public space located along the north of the Mall. Named and modeled after an extraordinary street in Barcelona, Spain with a linear plaza running down its center, the Rambla is a tree-lined, thoroughfare with travel lanes on either side of a wide, hardscaped median. The median accommodates a variety of permanent and "pop-up" retail and entertainment venues and can also be configured to accommodate angled parking. Flanked with mixed-use buildings with ground floor retail and upper floor residential uses, the Rambla is the center of a unique, outdoor shopping environment and the signature place of a the new Downtown of Montclair. As the parking lots on the western portion of the Plan Area fill in with development, a multi-story garage would need to be built to accommodate parking for retail and commercial uses.
2. **District Corridor.** The District Corridor, along with two neighborhood parks and a grand boulevard to the east of it, is a vibrant, pedestrian-friendly, neighborhood located on the west side of the Plan Area. Development consists of multi-family buildings in a variety of configurations, including rowhouses, courts, and residential blocks. The neighborhood parks provide green areas for local residents and employees, while the boulevard – with bike lanes and a grand median down its center – connects Monte Vista Avenue to the Rambla and to the Montclair Transcenter beyond.
3. **District Center.** The District Center occupies the central portion of the Plan Area on land occupied by the Mall. It will accommodate residential uses in buildings between 5 and 20 stories tall. Retail and entertainment uses on the ground floors will provide the bulk of the retail and commercial uses that will eventually replace those of the Montclair Place Mall. Parking for these retail and commercial uses will be accommodated in a multi-story, park-once garage that is built on the adjacent surface parking lots at the southeast corner of the site.
4. **District Place.** Once market conditions are ripe, the existing surface parking lots in this area can be transformed over time into a district that accommodates primarily office, research and development (R & D), and other commercial uses. While residential uses are allowed in this district, they are generally discouraged due to the proximity of the freeway, which can have negative effects on residents in terms of air quality and noise.



Figure 2-1: Illustrative Plan



2.2. District Commons

The District Commons consists of the areas immediately surrounding the existing mall building, including:

- The area west of the existing mall building, which accommodates two new neighborhood parks and a grand boulevard that connects Fremont Avenue and San Jose Street (see pages 2:5 and 2:6);
- The area to the south of the existing mall building, which includes new office buildings and a park-once garage at the southeast corner of the Plan Area (see pages 2:7 and 2:8).
- The area east of the existing mall, which includes the existing movie theater, a new approximately 100 to 200 room hotel at the corner of Central Avenue and Moreno Street, and a small park adjacent to the access street entrance from Central Avenue that enables views into the Rambla from Central Avenue.
- The area north of the existing mall building, which includes the project's centerpiece, a unique, outdoor shopping environment called the Rambla. Modeled and named after an exceptional street in Barcelona, Spain with a linear plaza running down its center, the Rambla is a distinctive, three block long thoroughfare that will be the defining feature of Downtown Montclair's unique image and is also the principal destination for visitors to the city of Montclair.

The Rambla is paved with decorative paving and is lined by trees, street lights, street furniture, and public art. It can accommodate food and retail kiosks, food trucks, and special events such as farmers' markets, art and craft festivals, and classic automobile shows. Two urban plazas or parks – one located at the intersection of the Rambla and the Fremont Avenue extension, and the other at the east end of the Rambla – provide additional public open space for future residents, shoppers, and visitors.

New north-south streets connect the Rambla to Moreno Street, creating blocks lined with mixed-use and multi-family buildings. Fremont Avenue is extended into the Plan Area, connecting to the Rambla, and then continuing south to San Jose Street, which is extended into the street from the west.

Mixed-use buildings line the Rambla with retail ground floors and residential or office upper floors. Between the Rambla and Moreno Street are multi-family buildings built atop podium parking garages that provide two levels of parking for residents and for the Rambla's retail and entertainment uses. Taking advantage of retail liners along the Rambla, residential liners along the side streets, and the 18-foot grade difference between Moreno Street and the Rambla, these garages are completely hidden from the view of surrounding streets. Over time, the Mall building is incrementally removed over time, the last remaining piece being the movie theater at its east end.

Initially, retail parking is provided on the street, in existing surface parking lots on the site, and, as necessary, in the garages of the mixed-use buildings that are introduced between the Rambla and Moreno Street. In later phases, and as the Macy's parking fields are developed, additional retail parking is provided in a parking structure located at the west end of the Rambla between the Rambla and Moreno Street. The parking structure is lined with ground floor retail uses and upper floor office or residential uses. Residential parking, as mentioned above, is accommodated in podium garages located at the center of the block.



The original Rambla in Barcelona, Spain.



A Rambla in Lancaster, California accommodates a farmers' market.



Mixed-use buildings face a green.

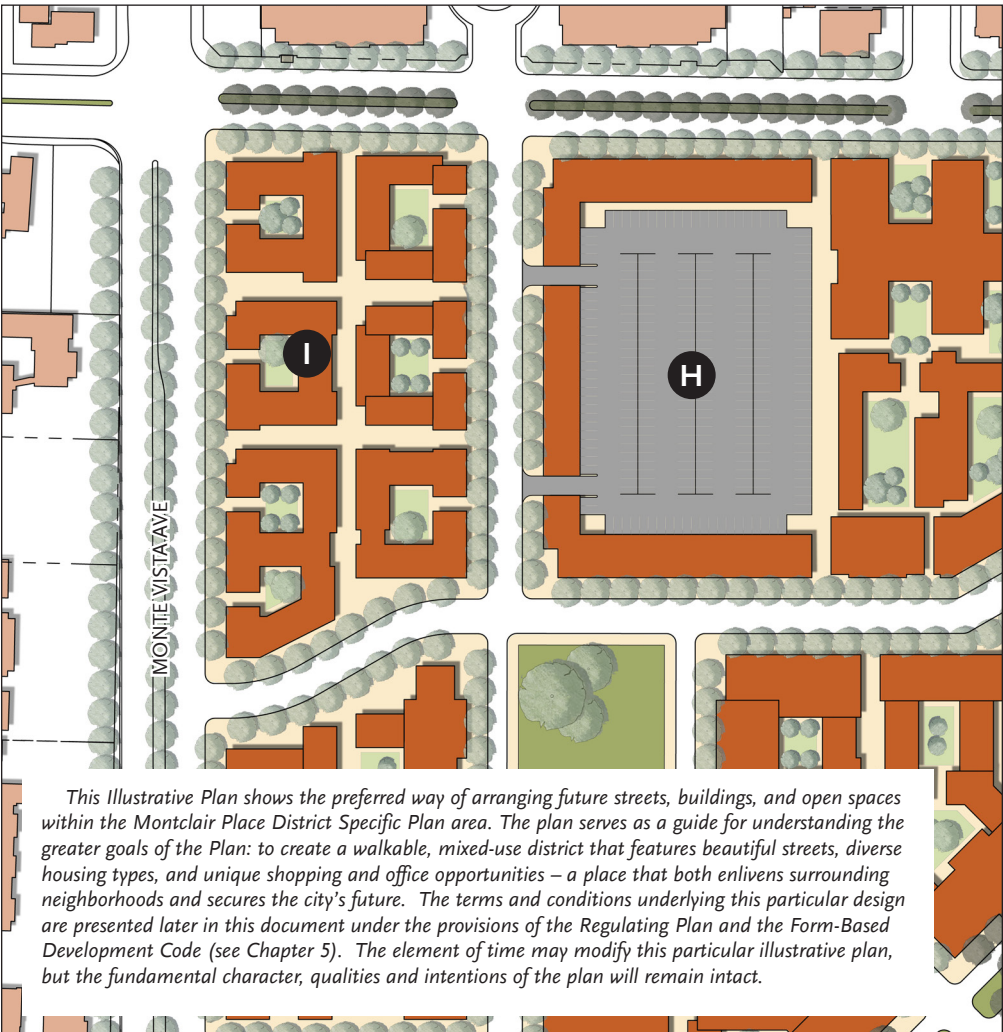


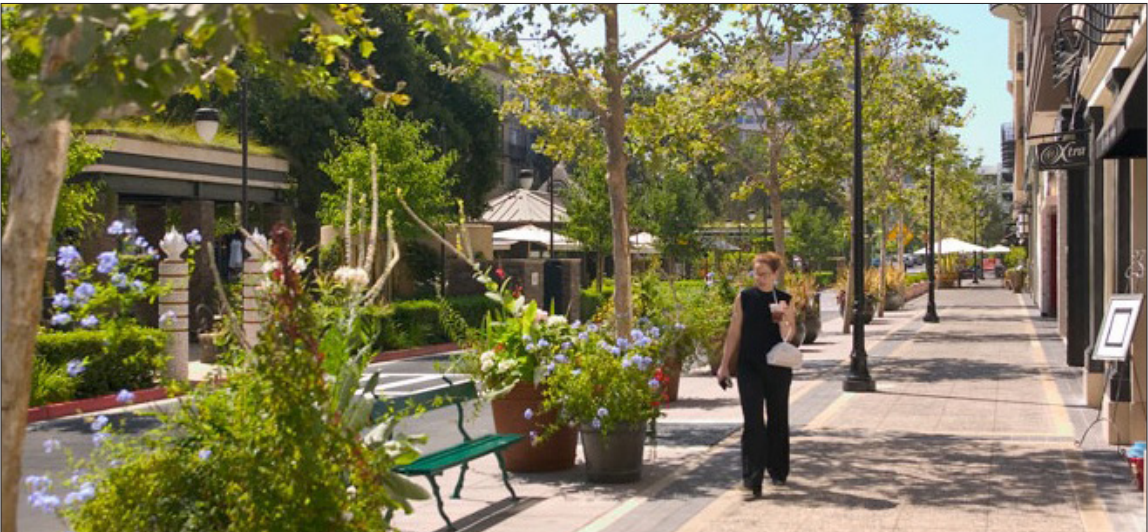
Figure 2-2: Illustrative Plan - The Rambla Quarter.



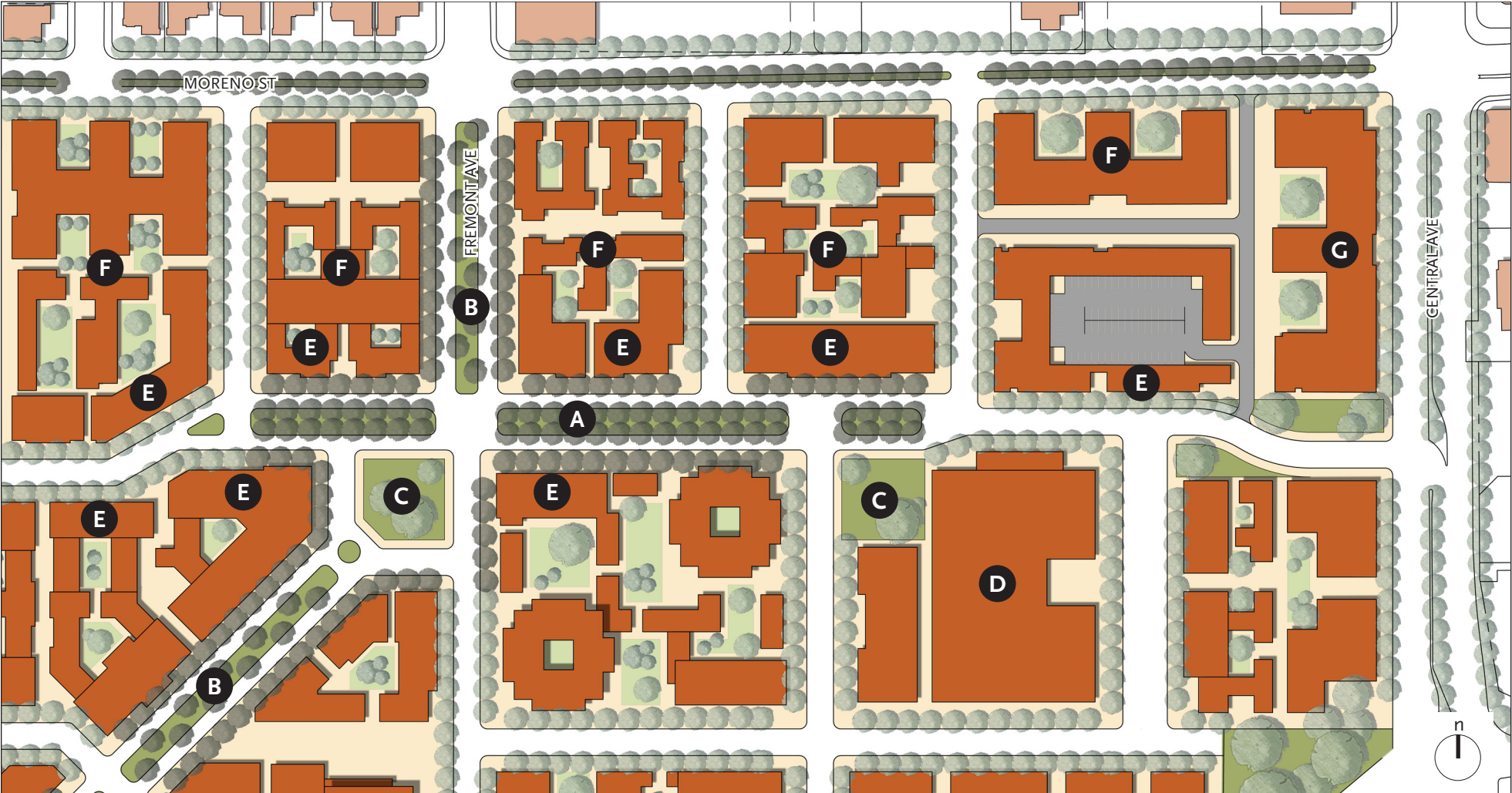
View of the Rambla with new housing to the left and the Mall to the right. The ground floor of the Mall is redesigned to provide stores that face the Rambla.



Mixed-use buildings.



Urban streetscape in a mixed-use Downtown district.



2.3. District Corridor

The District Corridor is a vibrant, pedestrian-friendly, neighborhood located on the west side of the Plan Area. It is envisioned to be primarily residential in use and character, although retail and office ground floors and office upper floors are also permitted.

San Jose Street is the main access point into the Montclair Place Mall from the west and continues to serve this purpose. It is extended directly into the Plan Area from the west and intersects with Fremont Avenue, which is extended into the Plan Area from the north. The two streets, along with a new boulevard that connects the two streets diagonally through the site, provide a direct, multi-modal connection between Monte Vista Avenue, the Rambla's retail and entertainment offerings, and the Montclair Transcenter beyond. San Jose Street also provides direct access to Serrano Middle School, which is located just to the west of the Plan Area. This route is conceived as a grand thoroughfare with bike lanes and a wide median down its center. The Fremont Plaza or Park sits at the terminus of the diagonal boulevard, just to the south of the Rambla.

To the west of the District Commons are two neighborhood parks: a rectangular one located just west of the existing Macy's building, and a triangular one at the intersection of the Fremont Avenue and San Jose Street extensions. Generally designed for passive recreational activities, the parks are planted with large canopy shade trees and provide a wide range of amenities, including walking paths, ample places to sit, water features such as fountains and splash pads, public art, and lawns that can be used for activities such as throwing a frisbee, kicking a soccer ball around, or playing a game of flag football. The ground floors of buildings facing the rectangular park provide neighborhood-serving retail and services, extending the Rambla's energy and vibrancy into the residential portions of the plan.

Buildings on the blocks adjacent to Monte Vista Avenue are up to five stories in height, while buildings on the internal blocks to the east are up to eight stories in height.



Five-story multi-family apartment blocks front onto a neighborhood park.



Multi-family buildings front onto a neighborhood park.



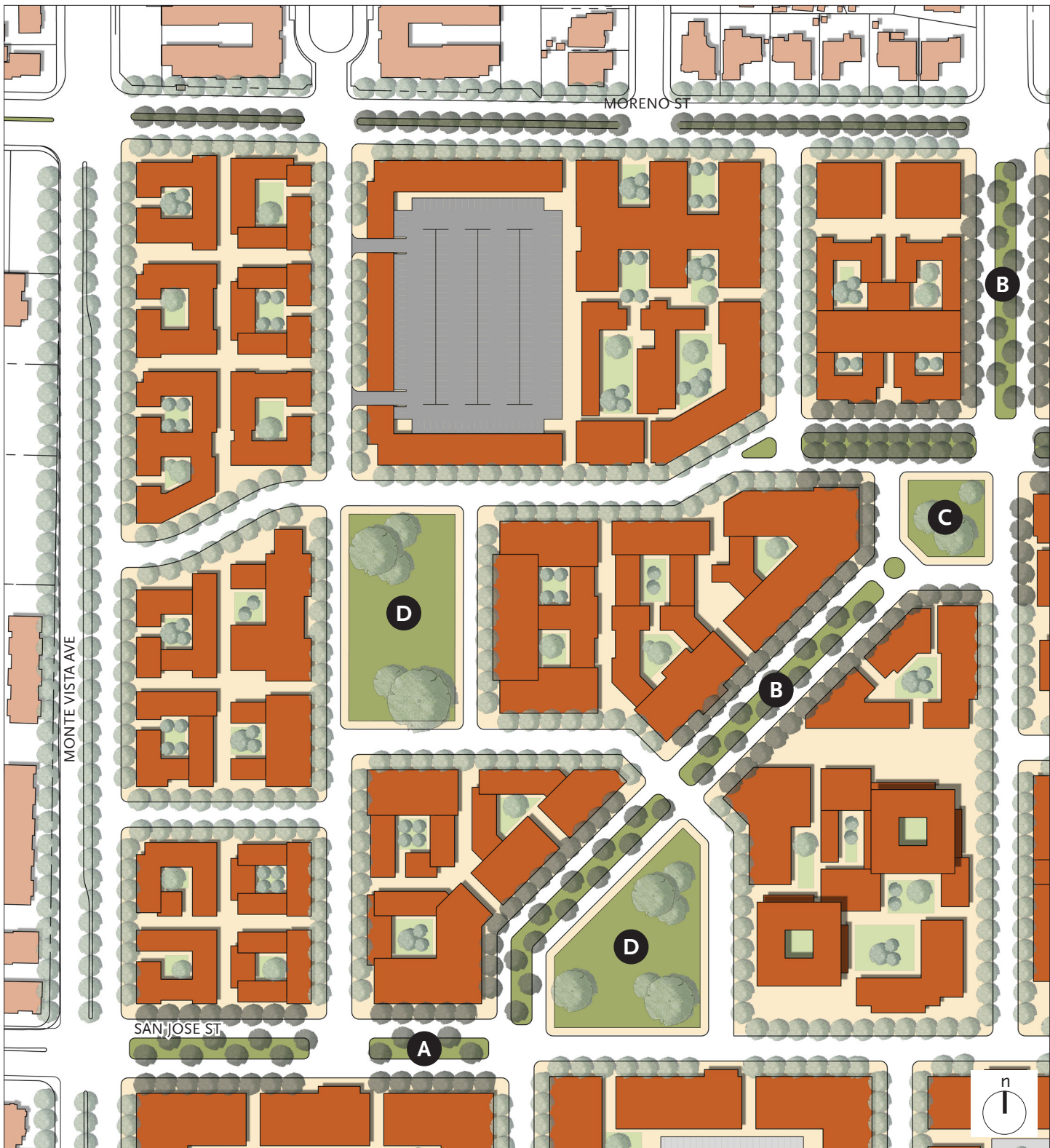
A shared courtyard.



An internal shared courtyard.



View of neighborhood buildings with ground floors providing retail services.



The above Illustrative Plan shows the preferred way of arranging future streets, buildings, and open spaces within the Montclair Place District Specific Plan area. The plan serves as a guide for understanding the greater goals of the Plan: to create a walkable, mixed-use district that features beautiful streets, diverse housing types, and unique shopping and office opportunities – a place that both enlivens surrounding neighborhoods and secures the city's future. The terms and conditions underlying this particular design are presented later in this document under the provisions of the Regulating Plan and the Form-Based Development Code (see Chapter 5). The element of time may modify this particular illustrative plan, but the fundamental character, qualities and intentions of the plan will remain intact.

- Specific Plan Boundary
- Orange New Buildings
- Light Orange Existing Buildings
- Green Public Open Space
- A San Jose Street Extension
- B Median Boulevard
- C Fremont Plaza or Park
- D Neighborhood Park

Figure 2-3: Illustrative Plan - District Corridor Neighborhood

2.4. District Center

The District Center consists of the area occupied by the existing building footprint of the Mall (except for the movie theater, which is retained). It is built on an interconnected street and block network with a variety of building types defining the street edge. The District Center will accommodate residential uses, office, and approximately 500,000 square feet of stores, restaurants, and entertainment uses. Buildings will be a mix of low- to mid-height buildings (rowhouses, courts, and/or stacked residential blocks) and towers up to 20 stories in height. Towers will be spaced sufficiently apart to preserve access to sunlight, reduce shadows, and maximize views.

The District Center will more than likely be one of the last portions of the Plan Area to develop since it entails the demolition of existing portions of the Mall. Since the surface parking lots surrounding the District Center will be infilled with development, a multi-story, park-once garage will be built to provide parking for retail and entertainment uses. In order to contribute to the creation of a pedestrian-friendly environment, the garage's street-facing facades will be lined with residential, retail, or office uses. The garage will also screen the Plan Area from the noise and view of the freeway.

Open space for residents living in the District Center is provided in the surrounding parks and plazas within the District Commons and District Corridor areas. Balconies, rooftop terraces, and shared courtyards provide additional open space for residents.



A residential tower building



Residential towers with rowhouses in the foreground.



Mid-height mixed-use building



Lined parking garage.

- New Buildings
- Existing Buildings
- Public Open Space
- Proposed Parking Structure
- A

Low- to mid-height buildings
- B

Towers
- C

Proposed park-once garage
- D

Rambla
- E

Neighborhood West (Triangle) Park
- F

Movie Theater



View looking south from the Rambla towards the Market Hall with residential towers in the background.

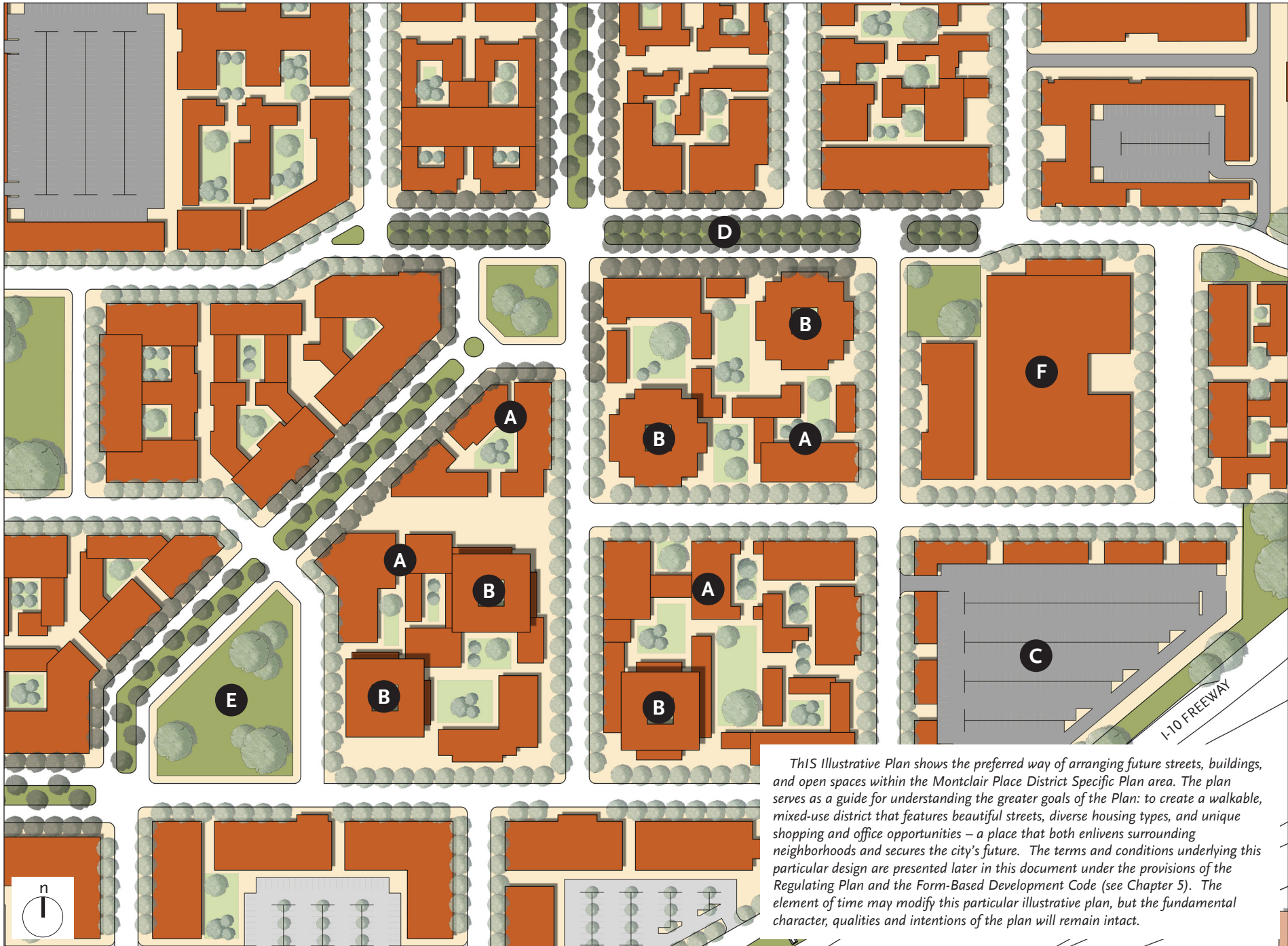


Figure 2-4: Illustrative Plan - The Core

2.5. District Place

The southwest portion of the Plan Area, especially the area adjacent to the freeway, is dedicated primarily to office and other commercial uses, although, retail, restaurant, and entertainment uses are also permitted. These commercial buildings – and the businesses within them – are not only highly visible from the freeway (which is good exposure for these businesses), but they also provide a noise barrier between the freeway and the residential buildings to the north. Parcels located farther from the freeway and outside District Place are better suited for accommodating multi-family buildings or mixed-use buildings with residential upper floors. Ground floors, particularly along Monte Vista Avenue, can provide retail and restaurant uses.

Buildings are up to five stories in height and are located near and are accessed directly from the sidewalk, typically through ground floor lobbies. Retail ground floors, if provided, are accessed directly from the sidewalk through shopfronts.

The interconnected street network that is introduced in the rest of the Plan Area is extended into District Place, with north-south streets terminating at longer blocks. Buildings are situated at the southern terminus of these streets, providing interesting architectural interventions screening views of the freeway, and buffering freeway noise.

Parking is located at the center of the block and is planted with tree "orchards" that provide shade, reduce the heat island effect, and "green" the large expanses of paving area. Alternatively, parking could be provided in on-site podium or subterranean garages or in a park-once garage.

A greenway runs along the edge of the freeway, providing a landscape buffer and capturing and cleansing stormwater.



Mixed-Use buildings with retail ground floors and upper floor offices.



Mixed-Use building with retail ground floor and upper floor offices.



Office buildings arranged around a green.



Residential mixed-use building.



Commercial mixed-use building.












Residential courtyard building.



View of the extension of the San Jose Street into the Plan Area with retail on the left and housing on the right.



Figure 2-5: Illustrative Plan - District Place

- | | | | |
|---|-------------------------------------|---|---|
|  | New Buildings |  | Multi-family and/or mixed-use buildings |
|  | Existing Buildings |  | Parking "orchards" |
|  | Public open space |  | Greens/Plazas |
|  | Office buildings |  | Freeway Greenway |
|  | Office buildings at terminal vistas | | |

A1 Rowhouse.

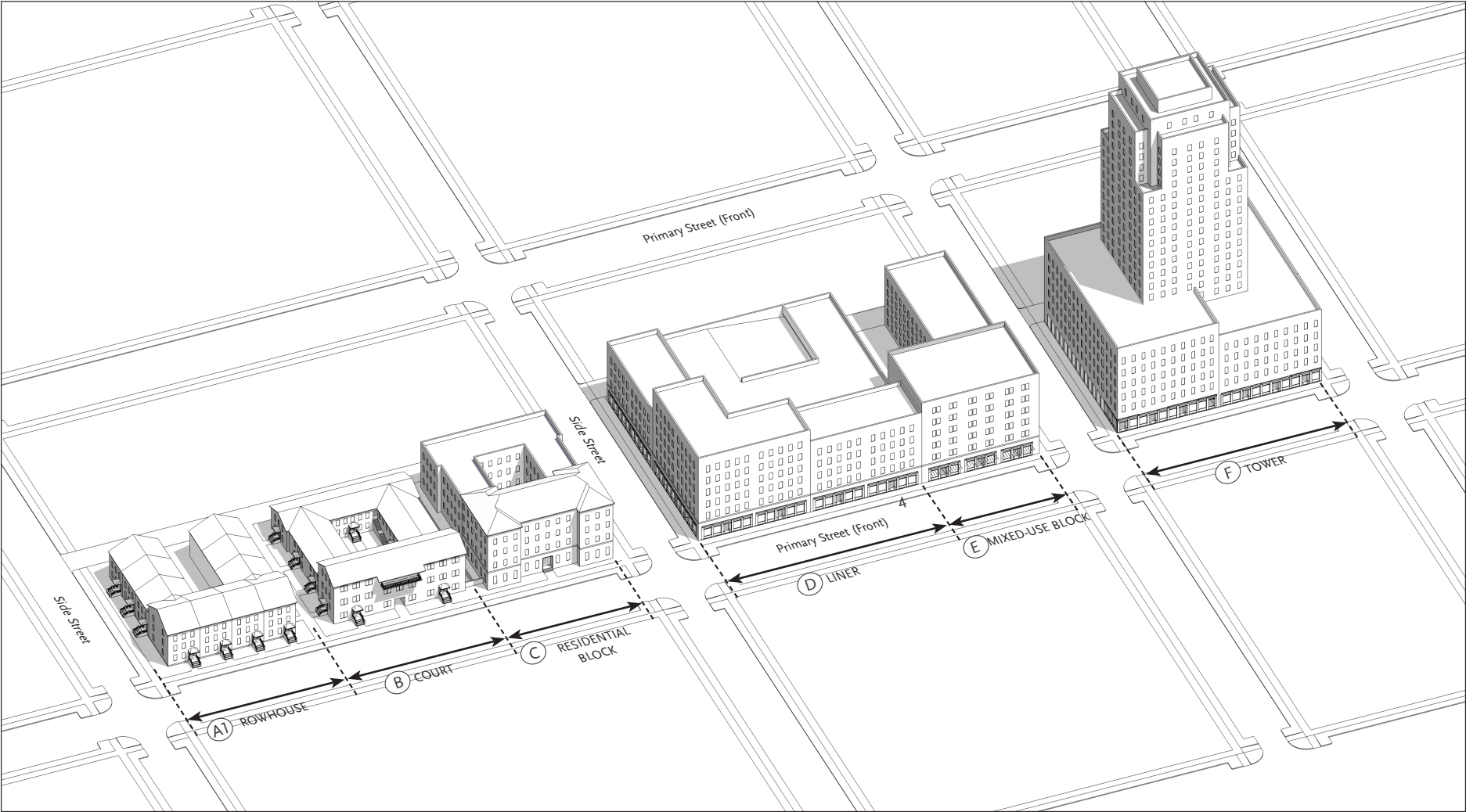


Two or more attached dwelling units arrayed side by side, with the ground floor typically raised above grade to promote privacy. The building is located at the front of the lot, with parking at the rear of the lot in tuck-under garages or standalone garages separated from the primary building by a rear yard. Rowhouses are typically set back behind a small front yard and are accessed directly from the sidewalk through a stoop or porch frontage.

A2 Rowhouse (Live-Work Variant).



Rowhouses in a Live-Work configuration consist of an integrated housing unit and working space, occupied and utilized by a single household in a structure, either single-family or multi-family, that has been designed or structurally modified to accommodate joint residential occupancy and work activity.



B Court.



A group of attached dwelling units arranged to share one or more common courtyards, with pedestrian access to each unit directly from the courtyard, Primary Street, and/or Side Street through porch or stoop frontage types. The courtyard is intended to be a shared outdoor area that is visible from and accessed from the Primary Street. Courtyard buildings may accommodate housing, office, retail, or live-work uses. Parking, hidden from the view of the street, is accommodated in tuck-under, podium, or subterranean garages.

D Liner.



A building designed for occupancy by retail, service, office, and/or residential uses that conceals a blank-faced building such as a public garage, theater, or "big box" store. Parking for retail uses is accommodated on the street or in a park-once garage. Parking for office and residential uses is typically accommodated in a nearby or adjacent garage.

E2 Mixed-Use Block (Office).



A variation of the Mixed-Use Block building (retail, service, or office ground floors accessed directly from the adjacent sidewalk with upper floors accessed through a lobby), but with upper floors occupied by offices, which tend to have taller upper story floor to floor heights.

C Residential Block.



A building typically surrounded on all four sides by small setbacks and designed for occupancy by residential uses on all floors. Residential blocks typically have a central lobby that provides access to individual units via elevators and corridors. Ground floor dwellings facing the street may additionally take direct access via stoops, porches, or dooryards (terraces or patios enclosed by a low wall or hedge). Parking, hidden from the view of the street, is accommodated in podium or subterranean garages.

E1 Mixed-Use Block (Residential).



A building designed for occupancy by retail, service, and/or office uses on the ground floor, with upper floors configured for residential uses. Ground floor uses are accessed directly from the sidewalk through a shopfront. Upper floors are accessed from the street through a street-level lobby, an elevator, and corridors. Parking, hidden from the view of the street, is accommodated in podium or subterranean garages or in surface lots. Parking for retail uses may also be accommodated on the street.

F Tower



A building for occupancy by residential or office uses of at least 10 stories in height organized around a central core. The ground floor may be occupied by retail and service uses. Parking is located beneath the building or in a nearby garage.

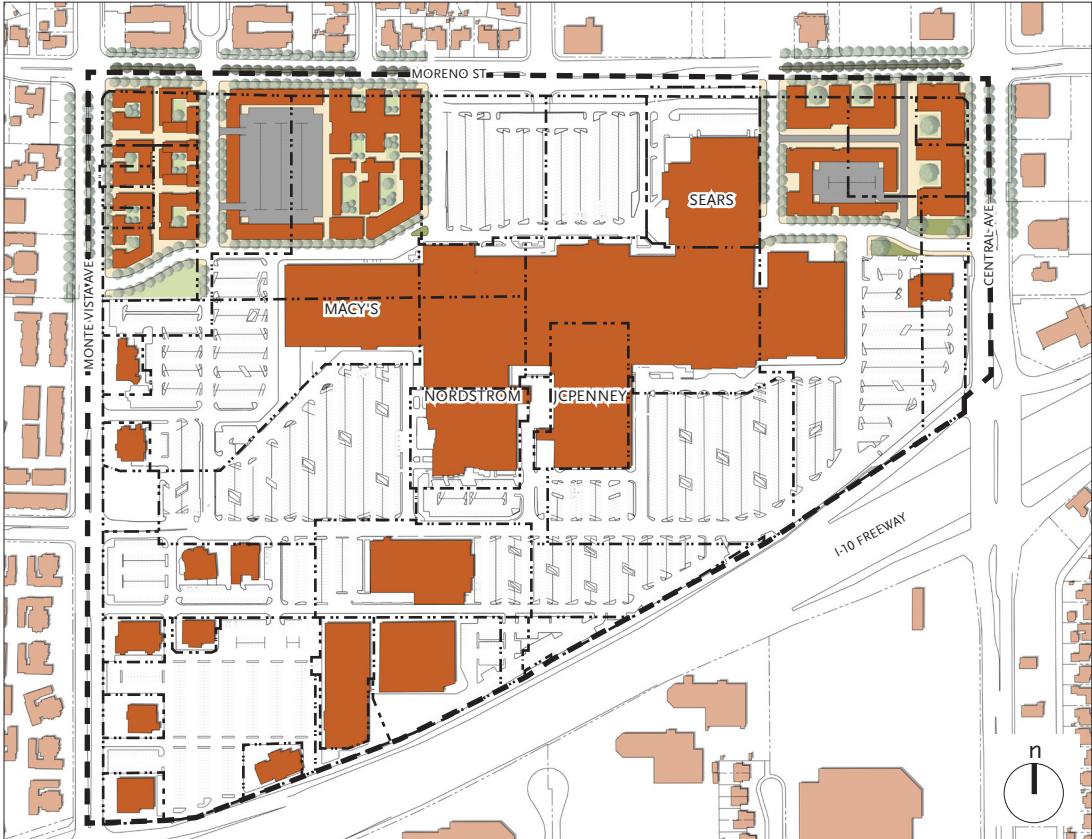
2.7. Illustrative Build-Out Scenario

The diagrams on these two pages show how the Plan Area's various parcels could develop over the next 30 years in response to existing (2020) ownership patterns and in a manner that concentrates infill development to generate a genuine urban environment, encourage walkability, promote retail and entertainment activity, and transition existing surface parking into on-site or park-once parking. Development shown in the diagrams could occur sequentially over time through all six phases, or any one of the phases could represent the end development state for this project, depending on the decision of the Mall's ownership relative to the economic vitality of the Mall as the market evolves. The phasing sequence could occur in a different order, or different groups of blocks could develop, or a larger portion of the Mall or all of the Mall might be retained. The diagrams nevertheless demonstrate how the Plan Area could be developed according to the Downtown Design Principles described in Section 1.5 and as governed by this Specific Plan's Development Code (Chapter 5).

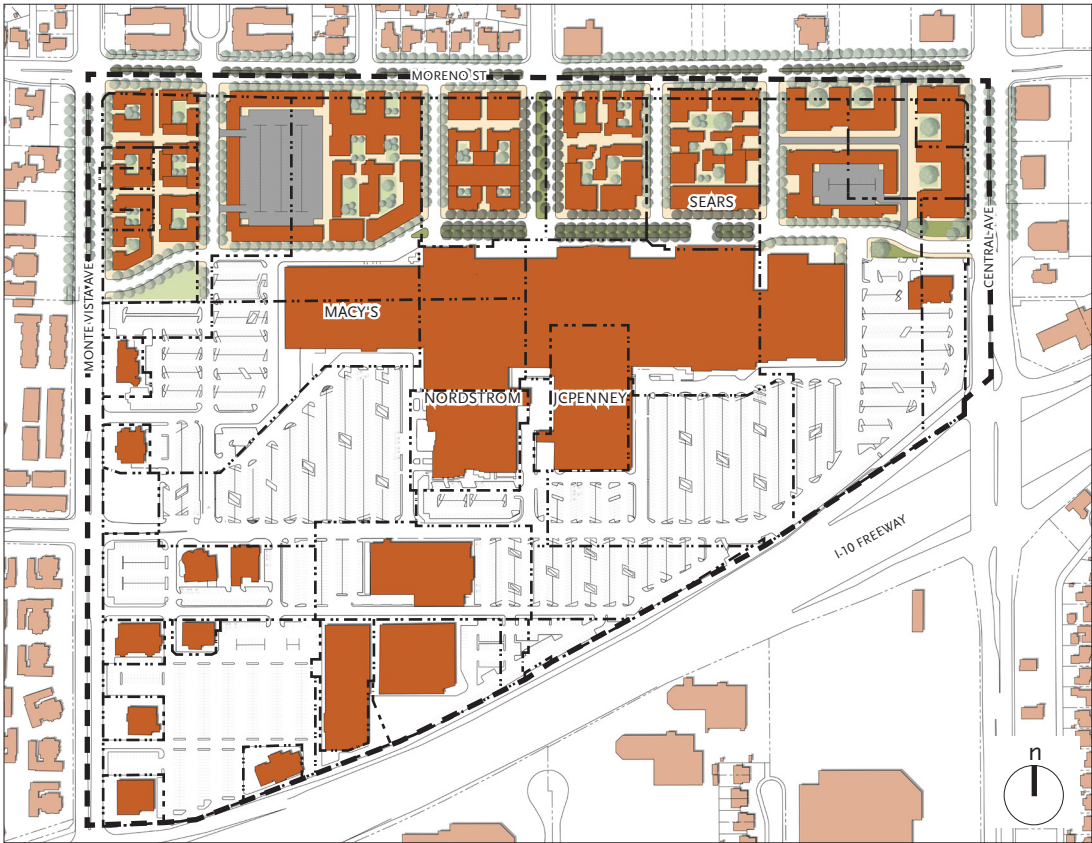
Illustrative Phase A. Redevelopment of the Plan Area begins with the introduction of multi-family housing and a hotel at the corner of Central Avenue and Moreno Street, or multi-family housing and a park-once garage at the corner of Monte Vista Avenue and Moreno Street. The Moreno/Central location is entirely owned by the mall owner, is currently occupied by surface parking, and only requires the demolition of one pad building (as opposed to further west, where both the Sears building and the two-story parking garage would need to be dismantled). On-site parking for the new buildings is accommodated in a podium parking garage located at the center of the block. In addition, small parks flank the Montclair Place access drive from Central Avenue. At the Moreno/Monte Vista location, the strip center parcel at the corner of Monte Vista Avenue and Moreno Street and the adjacent Unitarian Universalist Congregation Church parcels are acquired and replaced with multi-family housing.

Illustrative Phase B. The existing Sears building is removed, the existing two-story parking garage adjacent to Moreno Street is demolished, and a street and block network is introduced along the north side of the Mall and Fremont Avenue is extended into the Plan Area. New multi-family and mixed-use buildings are introduced on the new blocks and the Rambla between the Mall and the new blocks is built. Buildings facing the Rambla have retail ground floors and residential or office upper floors. On-site parking for the new buildings is located at the center of the block, screened from the view of the street by buildings.

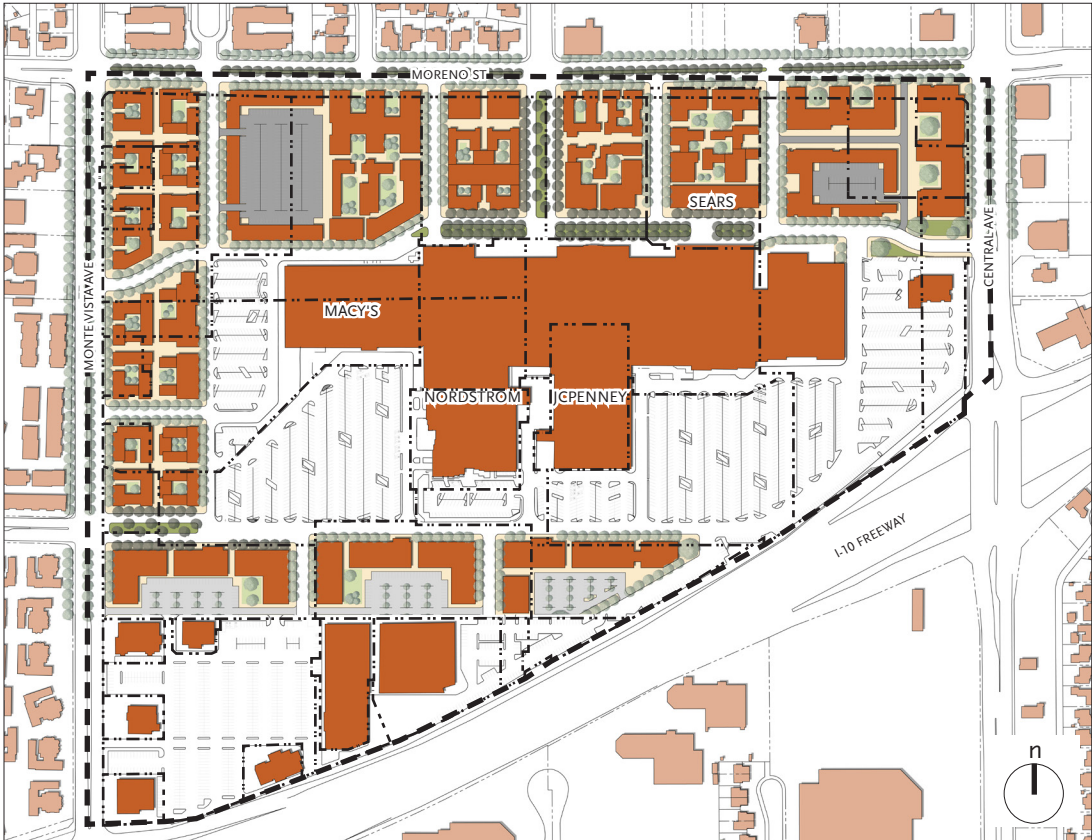
Illustrative Phase C. New multi-family residential buildings are introduced along the west side of Monte Vista Avenue north of San Jose Street. New office buildings are introduced along the south side of the San Jose Street alignment with surface parking lots at the center of the block.



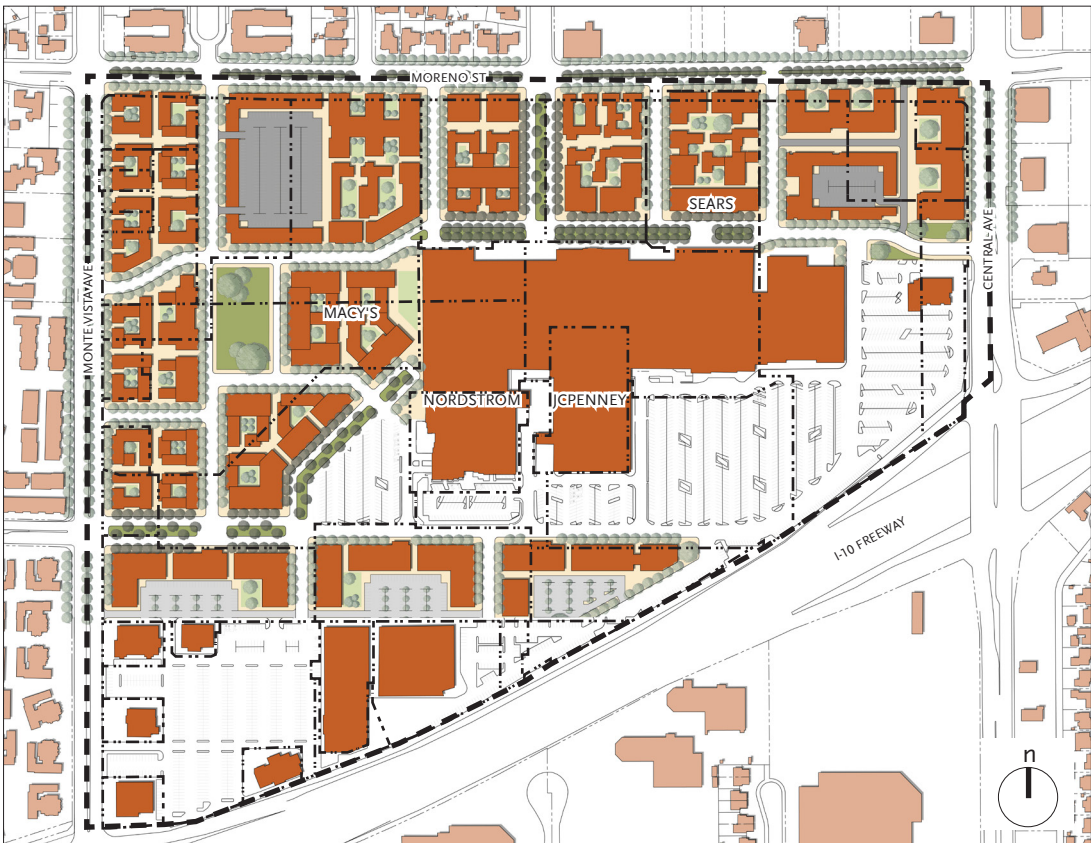
Illustrative Phase A.



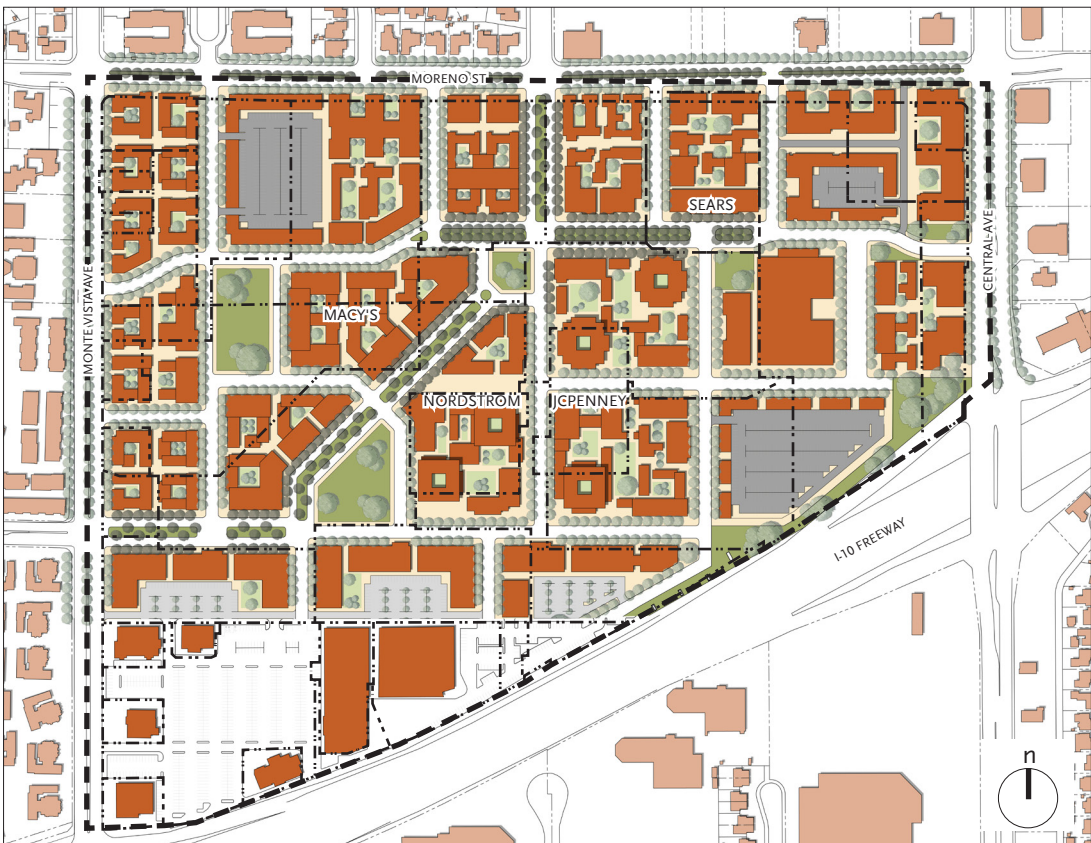
Illustrative Phase B.



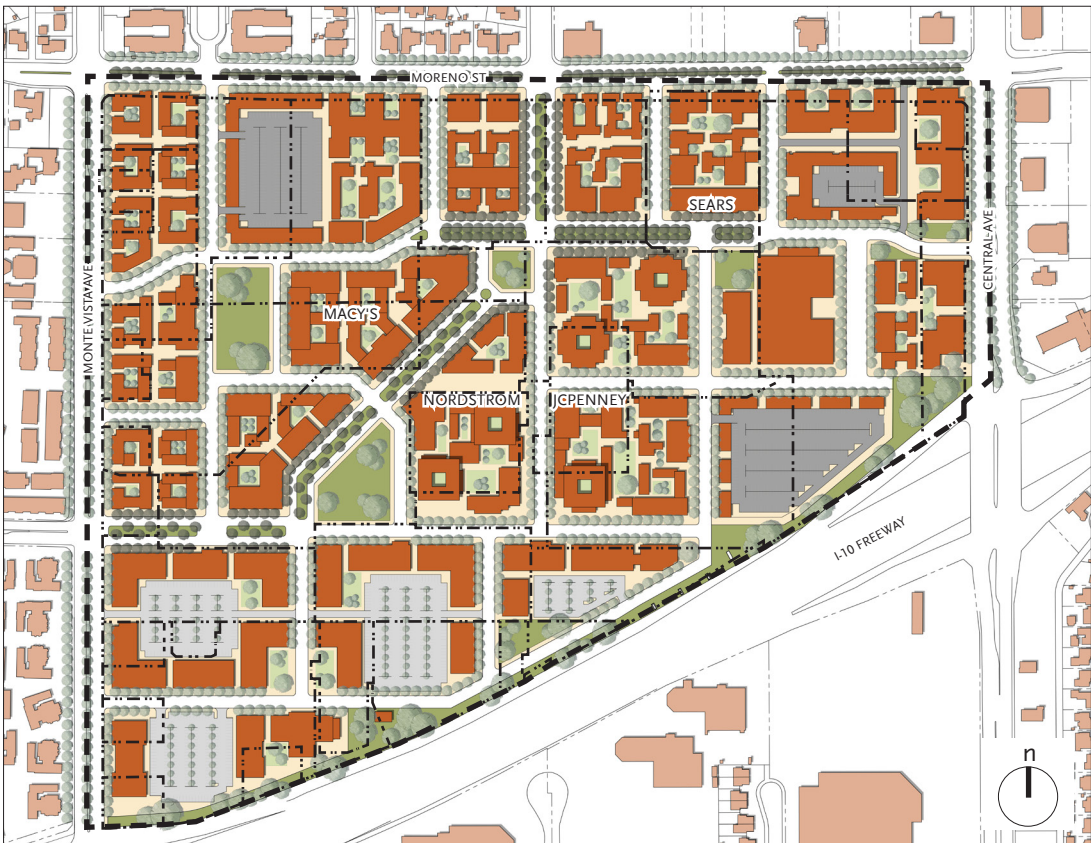
Illustrative Phase C.



Illustrative Phase D.



Illustrative Phase E.



Illustrative Phase F.

Illustrative Phase D. This Macy's department store is removed, and the surface parking lots to the south and to the east of it are developed with multi-family housing and the second neighborhood green. The southwest portion of the diagonal street that will eventually connect Fremont Avenue and San Jose Street is built, providing a buffer between the new housing and the remaining surface parking lots to the east.

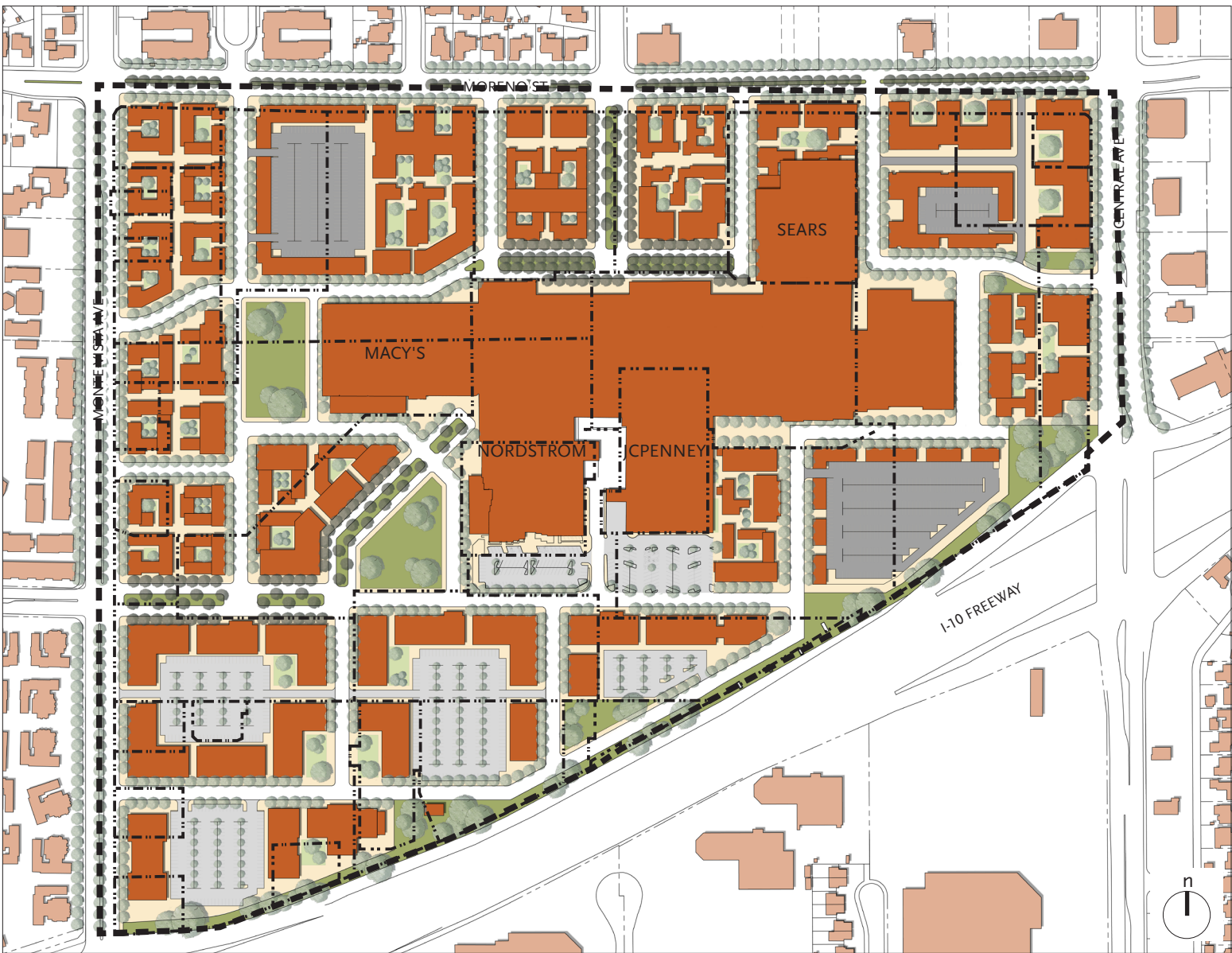
Illustrative Phase E. The remainder of the Mall, except the movie theater complex, is removed and replaced with multi-family residential development ranging from 5 to 20 stories in height. The surface parking lots at the southeast corner of the site are replaced with a second park-once garage, lined with residential and/or commercial uses. A landscaped greenway is introduced adjacent to the freeway, adjacent to the Phase E development.

Illustrative Phase F. The existing standalone buildings and surface parking lots located at the southwest portion of the Plan Area are developed with office buildings and surface parking lots located at the center of the block. The landscaped greenway adjacent to the freeway is extended along the Phase F frontage.

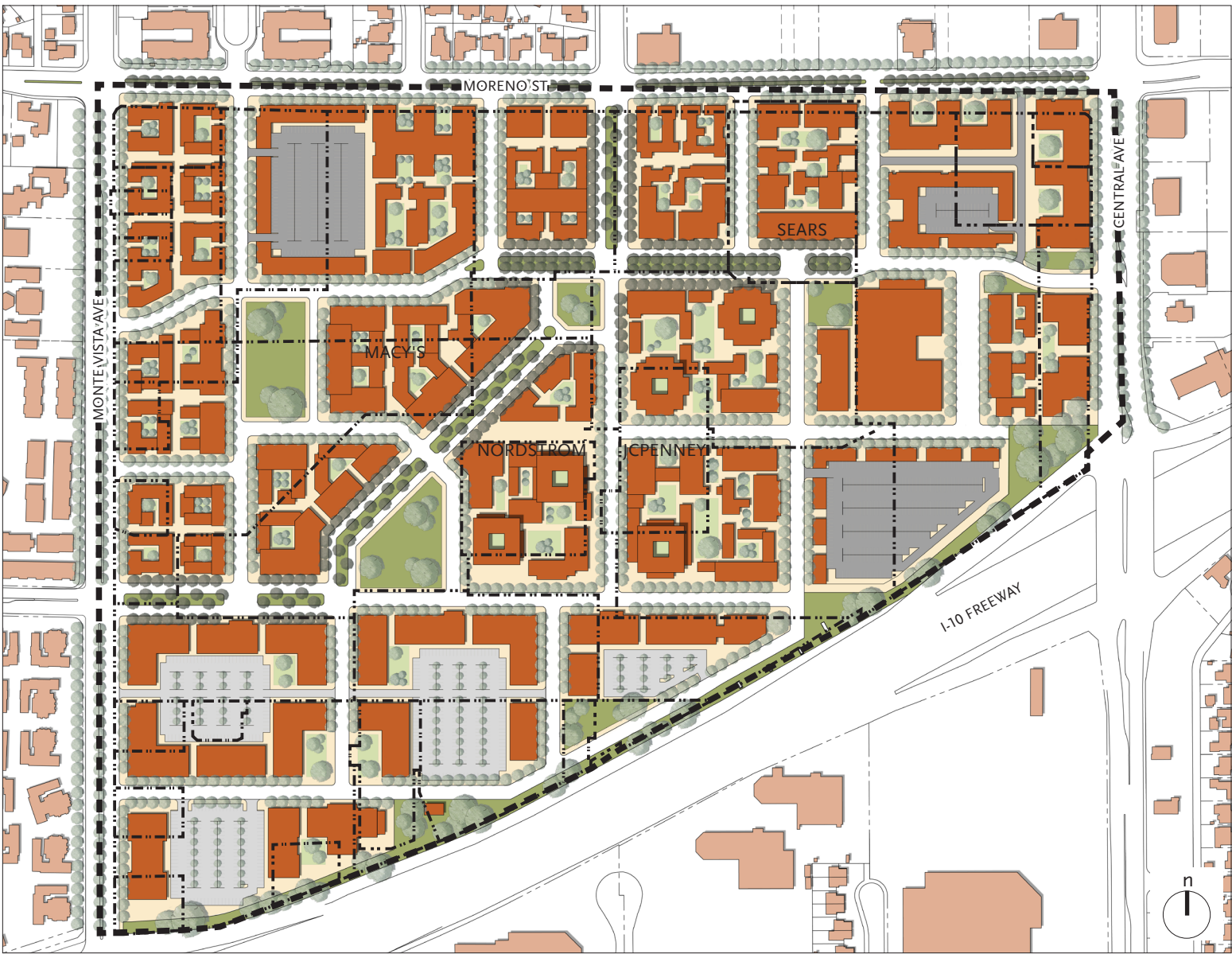
2.7. Illustrative Build-Out Scenario (continued)

The Illustrative Plans on this page show two different build-out scenarios – one in which the Mall is completely retained, and a second in which it is completely replaced by mixed-use development built on an interconnected street network.

In the scenario where the Mall is completely retained, an interconnected street network and open spaces are introduced on the Mall's surface parking lots. Under this scenario, the Mall's blank walls are screened from the view of Central Avenue, Moreno Street, and Monte Vista Avenue by residential, mixed-use, and office buildings.



View looking north of existing Montclair Place Mall.



View looking north of existing Montclair Place Mall.



Phase A project: AMC Theater



View of proposed design of Fremont Avenue north of Moreno Street.



Phase A project: signage graphics on north wall facing Moreno Street.



Illustrative example of type of residential housing that could be introduced along west side of project area.



Illustrative example of a mixed-use street.



Illustrative example of active ground floor uses with outdoor seating.



Illustrative example of a neighborhood green.



Illustrative example of a multi-family residential building.

2.7. Illustrative Build-Out Scenario (continued)





3.1. Blocks and Streets

Currently, the Plan Area is a 2,500 x 2,000 foot "super-block" with the Mall building located at its center and surrounded by surface parking. This configuration generates an automobile-oriented environment that discourages pedestrian and bicycle activity and concentrates vehicular traffic on adjacent arterials. In contrast, mixed-use, pedestrian-oriented Downtowns are configured through an interconnected street grid of blocks no longer than 550 or 600 feet in any given direction. These streets provide multiple routes to get to destinations; absorb and distribute traffic; slow traffic down; accommodate pedestrians, bicycles, *and* automobiles; and most importantly generate a unique sense of place for people to live, work, and shop.

The key to transforming the Plan Area into such a Downtown environment is the introduction of an interconnected street network with streets that are sized appropriately to handle low-speed, low-volume traffic. The principal characteristics and strategies of this kind of network are:

- Interconnected streets that enable a variety of alternative paths of movement.
- A diversity of individual thoroughfare types, each designed according to the adjacent building intensities and uses and each with its own unique character.
- Short block lengths, strategically located street offsets, or changes in street direction to calm traffic without the need for post-construction interventions (such as speed bumps). Offset blocks also provide an opportunity to introduce buildings on parcels that occupy the terminus of the offset, enhancing the overall sense of place.
- Streets that accommodate two-way traffic, facilitating navigation and calming traffic speeds.
- On-street parking that provides convenient parking in front of stores and residences, reduces the amount of required off-street parking, provides a barrier between vehicles in the travel lane and pedestrians on sidewalks, and provide a presence on the street that helps calm vehicular speeds.
- Limited lane widths, tight curb radii, and narrow street crossings that calm traffic and provide a more comfortable and safe environment for pedestrians, cyclists, and automobiles.
- Ample sidewalks, crosswalks, street trees, and generous streetscapes that provide shady, comfortable, and inviting places for pedestrians to walk, while defining the Montclair Place District’s unique and memorable sense of place.
- Energy-efficient, pedestrian-oriented lighting that generates an inviting and safe environment for pedestrians, cyclists, and commerce.

Figure 3-1 shows the proposed street and block network applied to the entire Plan Area. Between approximately 350 and 550 feet in length, each block fosters pedestrian and bicycle activity, while accommodating a variety of building and development types. In addition, each street has its own specific landscape characteristics, differentiating it from other streets within the Plan Area, and contributing to the richness of the Plan Area’s sense of place. Taken together, these streets and blocks form the unique, place-making ingredients that will give the Plan Area its special, one-of-a-kind, urban character. Note that Figure 3-1 also shows the outline of the Mall building to illustrate the relationship between the proposed street network and the Mall building and how the street network could be built incrementally around and in place of the Mall building, displacing various of its constituent parts over time. Depending on market conditions and the disposition and status of individual ownerships, various portions of the Mall could be retained, or the whole Mall could be replaced. Regardless of how the Plan Area ultimately develops, or in what sequence, adherence to the principles of downtown design as described in Section 1.5 and to the standards in the Development Code (Chapter 5), will ensure the Plan Area develops as a walkable, pedestrian-friendly, mixed-use, transit-oriented destination where people want to live, work, shop, and entertain themselves.

Another important component of the street network is the extension of surrounding exiting streets into the Plan Area and the general alignment of the center line of the new streets within the Plan Area with the center line of the existing streets. These existing streets include:

- Fremont Avenue;
- San Jose Street; and
- The existing entry from Central Avenue (located approximately midway between the 210 Freeway and Moreno Street.

The extensions of these streets into the Plan Area are designated public streets (see Figure 3-2) due to their links to the existing streets and their ability to provide connections through the site.



An arterial street with two lanes in each direction, median, and parking



A Rambla accommodates a Farmers' Market.



A mixed-use street with parallel parking along both sides.



A street with angle parking on one side and parallel on the other.



A boulevard with a landscaped median down its center.



Figure 3-1: Street and Block Network Plan

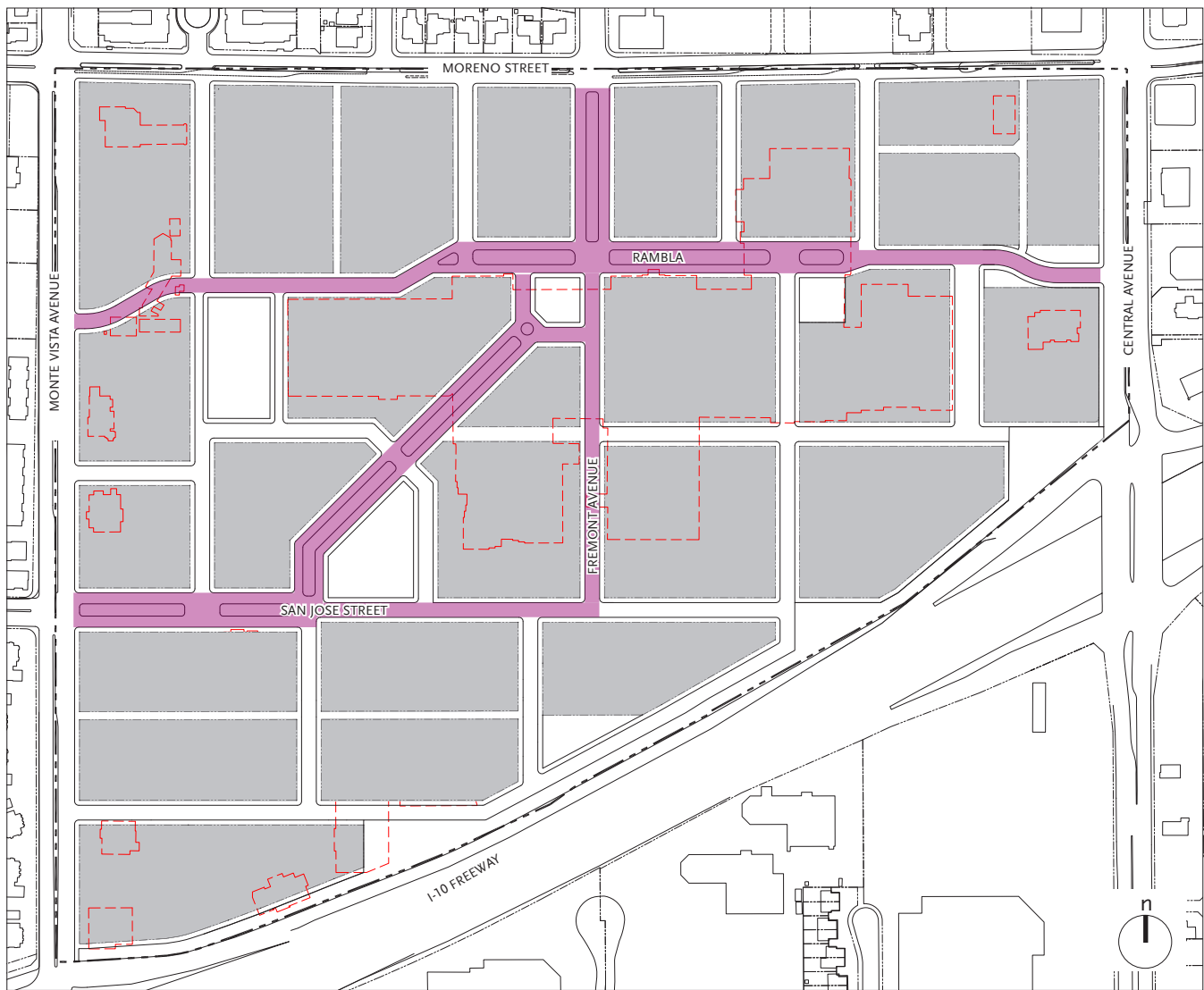


Figure 3-2: Public Streets

Figures 3-1 and 3-2 show the preferred arrangement of future streets and open spaces within the Montclair Place District Specific Plan area. The plans serve as a guide for understanding the greater goals of the Plan: to create a walkable, mixed-use district that features beautiful streets, diverse housing types, and unique shopping and office opportunities – a place that both enlivens surrounding neighborhoods and secures the city's future. The terms and conditions underlying this particular design are presented later in this document under the provisions of the Regulating Plan and the Form-Based Development Code (see Chapter 5). The element of time may modify this particular street configuration, but the fundamental character, qualities and intentions of the plan will remain intact.

3.2. Street Types

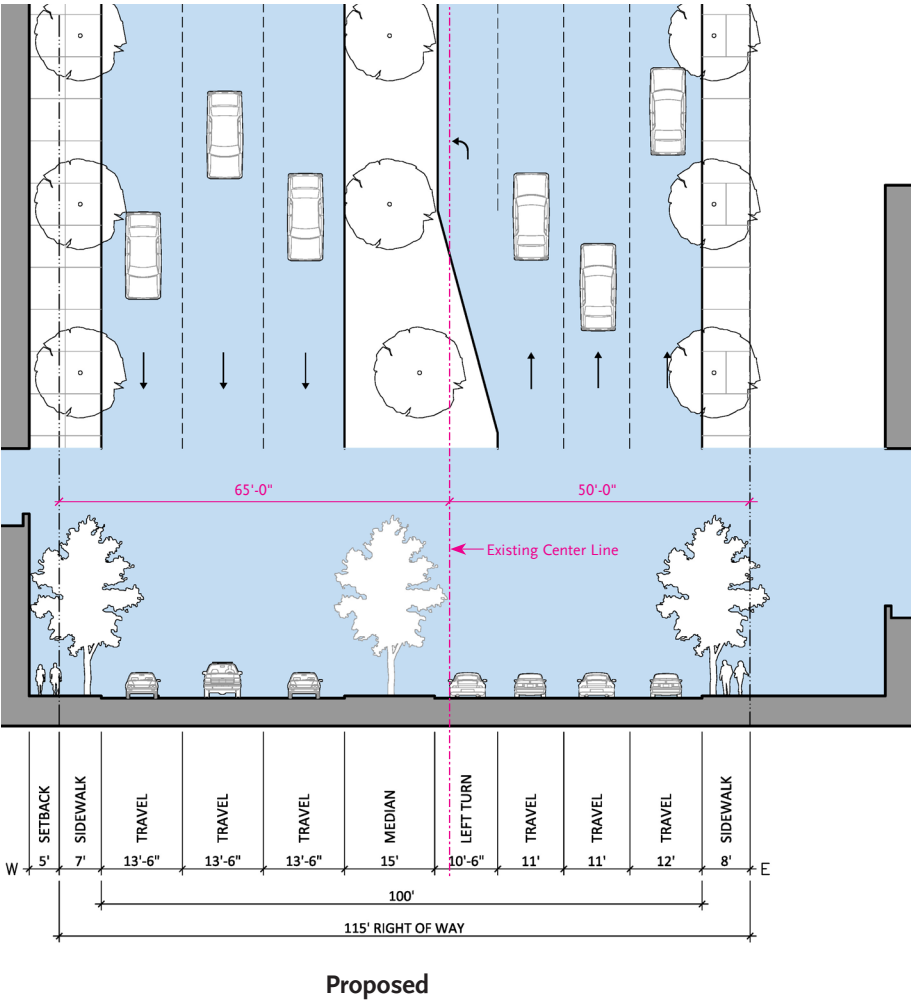
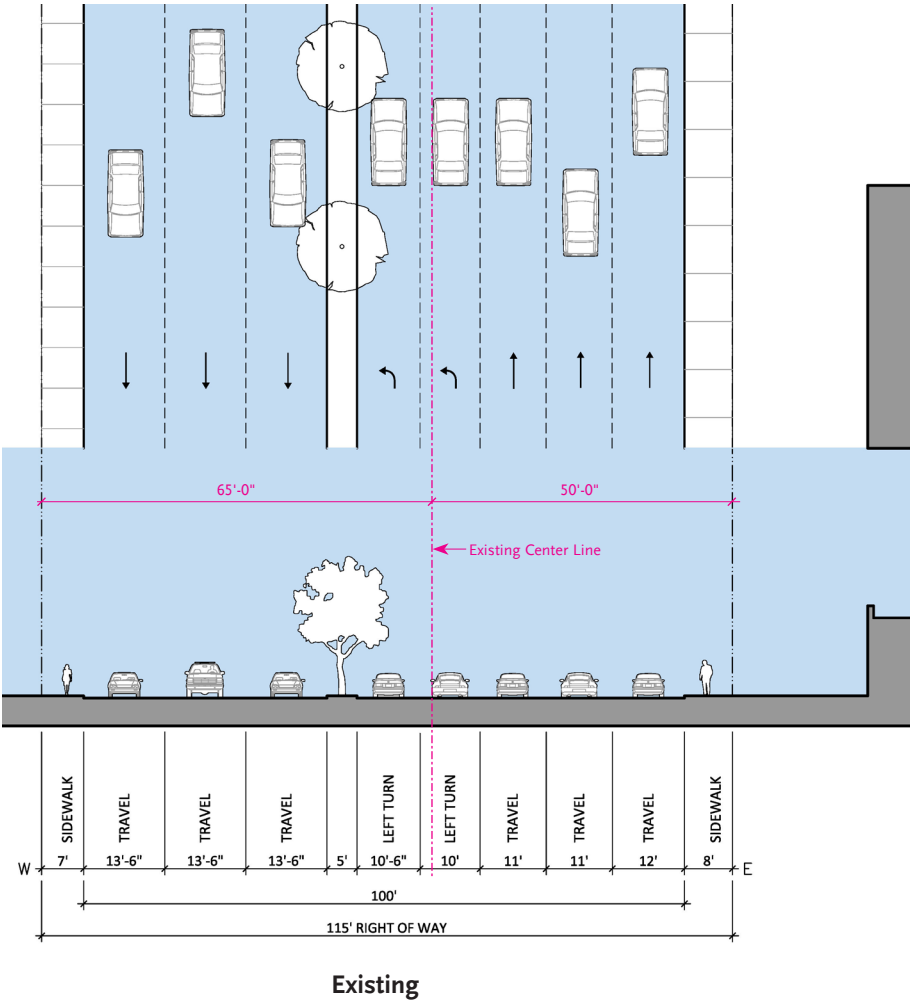
The Montclair Place District Specific Plan provides a wide palette of street types, including modifications to the existing arterial and collectors streets surrounding the Plan Area (Central Avenue, Moreno Street, and Monte Vista Avenue), as well as designs for new streets to be introduced within the Plan Area. The street cross sections shown in this Section 3.2 are conceptual and may be adjusted to accommodate alternative on-street parking configurations or to conform to unforeseen circumstances that are encountered during their implementation, subject to review by the Public Works Director and/or the Community Development Director.

1. **Surrounding arterial and collector streets.** Moreno Street and Monte Vista Avenue are added to the citywide bicycle network through the introduction of Class II bike lanes along Moreno Street and a Class IV bikeway along the east side of Monte Vista Avenue. In addition, Moreno Street is reduced from two lanes in each direction to one with a median and two-way turn lanes where necessary, and Monte Vista is reduced from three lanes in each direction to two. On-street parking is retained along Moreno Street and introduced along the east side of Monte Vista Avenue. Central Avenue's configuration of three travel lanes in each direction with no on-street parking is retained and the adjoining sidewalks are widened to provide more room between the travel lanes and the proposed buildings.
2. **Internal streets.** The two most important streets are the Rambla, which runs in an east-west direction just to the north of the existing Mall building, and the new diagonal boulevard that connects San Jose Street to Fremont Avenue. The Rambla is a tree-lined, linear thoroughfare with travel lanes on either side of a wide, hardscaped median. The new diagonal boulevard provides Class II bike lanes and is conceived as a grand thoroughfare with a wide median down its center.

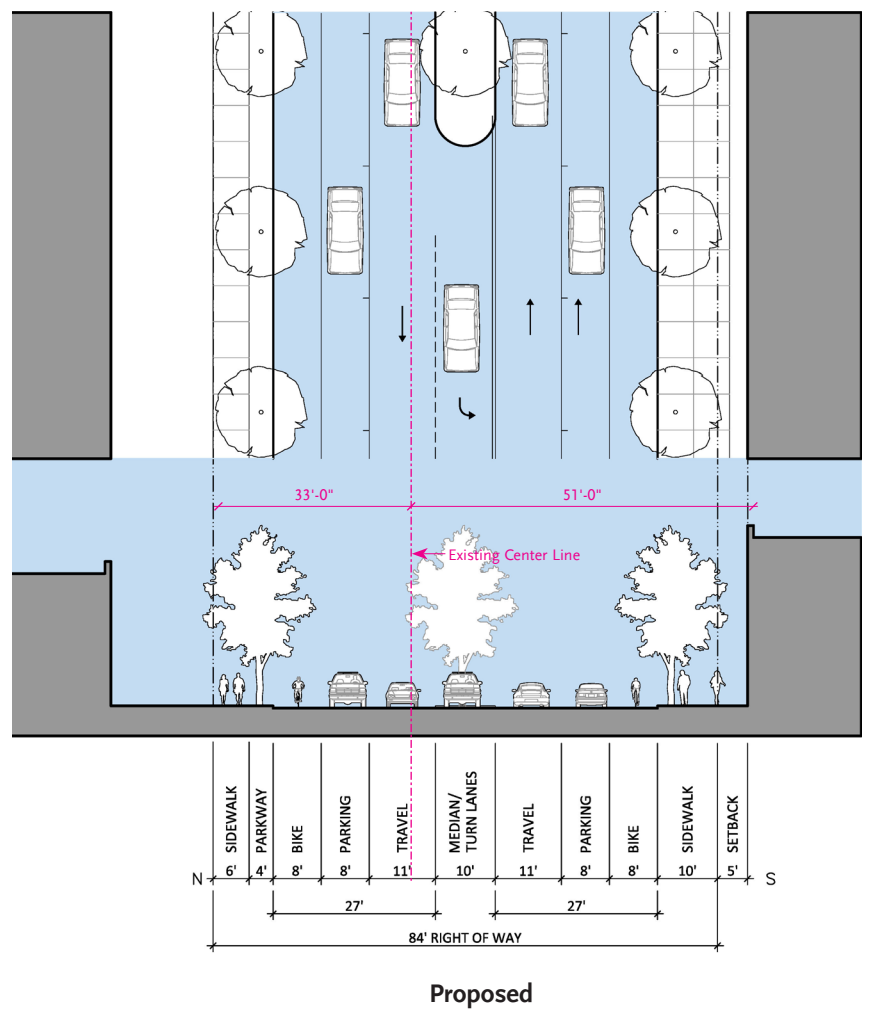
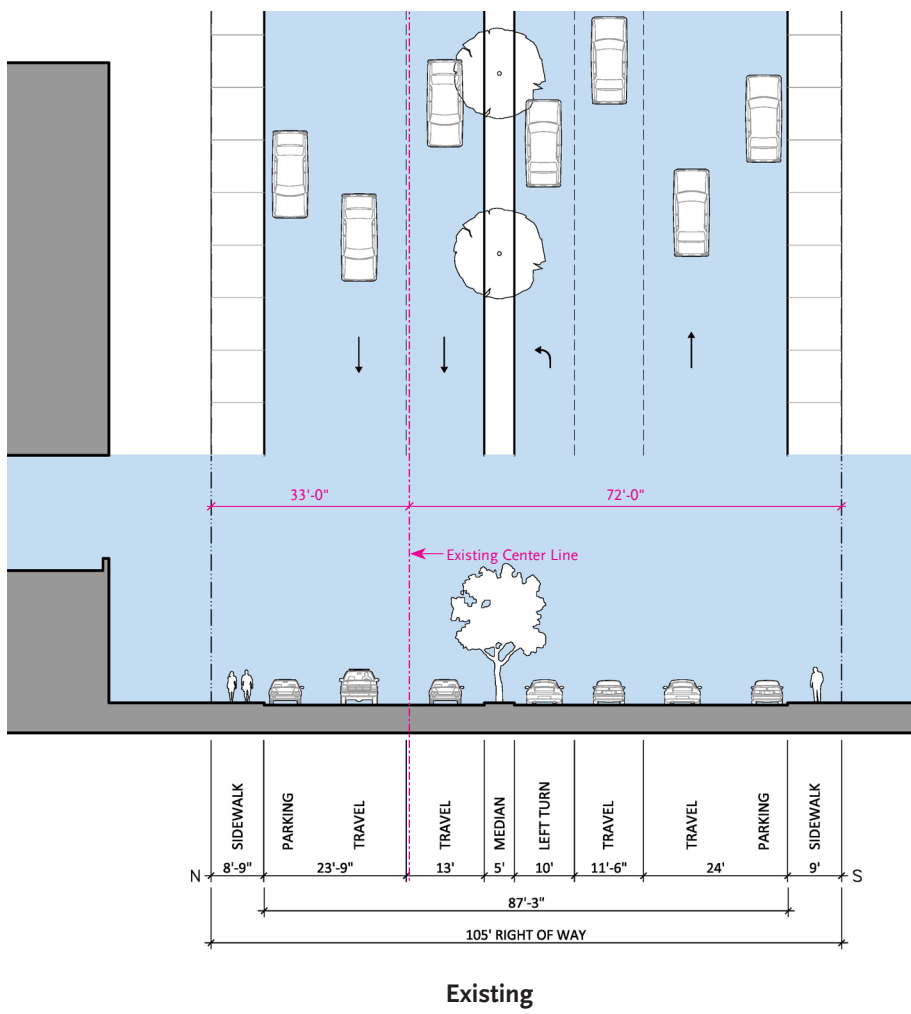
Additional internal street types include a series of mixed-use streets with various on-street parking configurations (angled parking both sides; angled parking along one side and parallel along the other; and parallel parking along both sides); narrow free-flow streets which provide narrow travel lanes and with parallel parking on both sides in residential neighborhoods or office districts; a one-way couplet around the West Neighborhood Subarea neighborhood park; alleys, which provide access to parking and services; and pedestrian passages which provide mid-block crossings.

See Chapter 6 (Implementation) for requirements and thresholds for introducing and funding MPDSP street improvements.

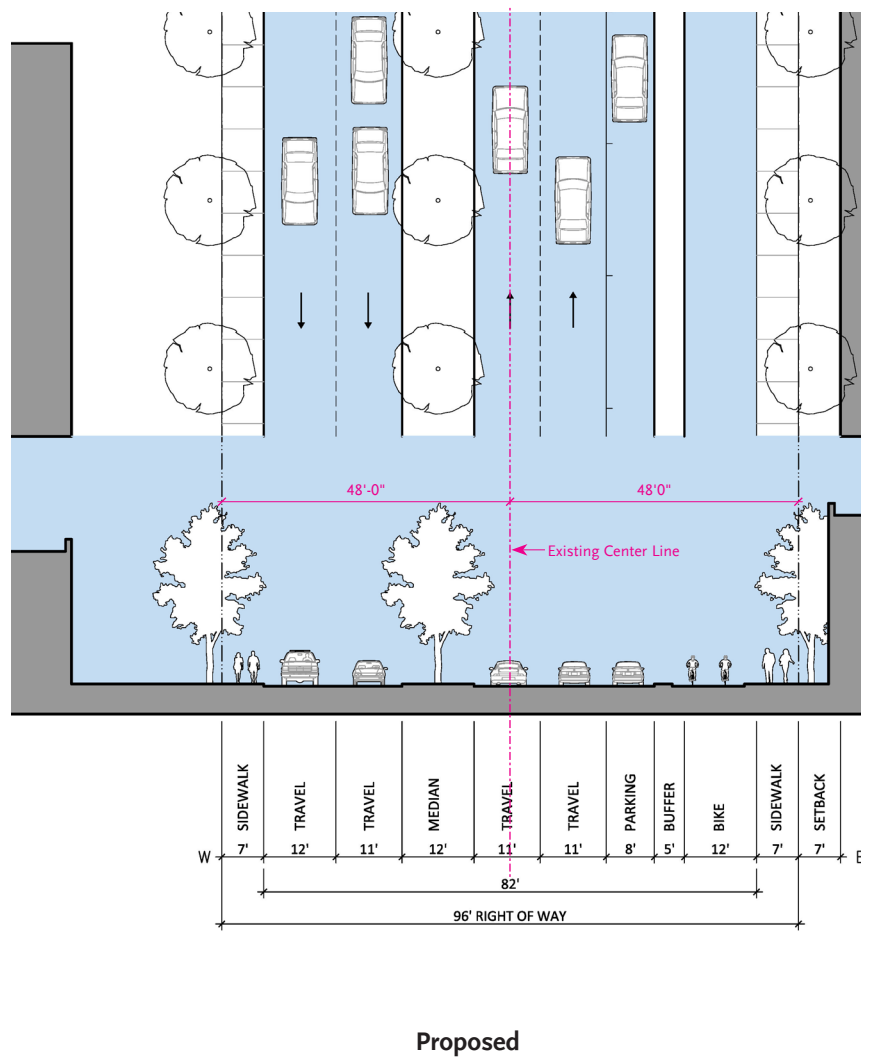
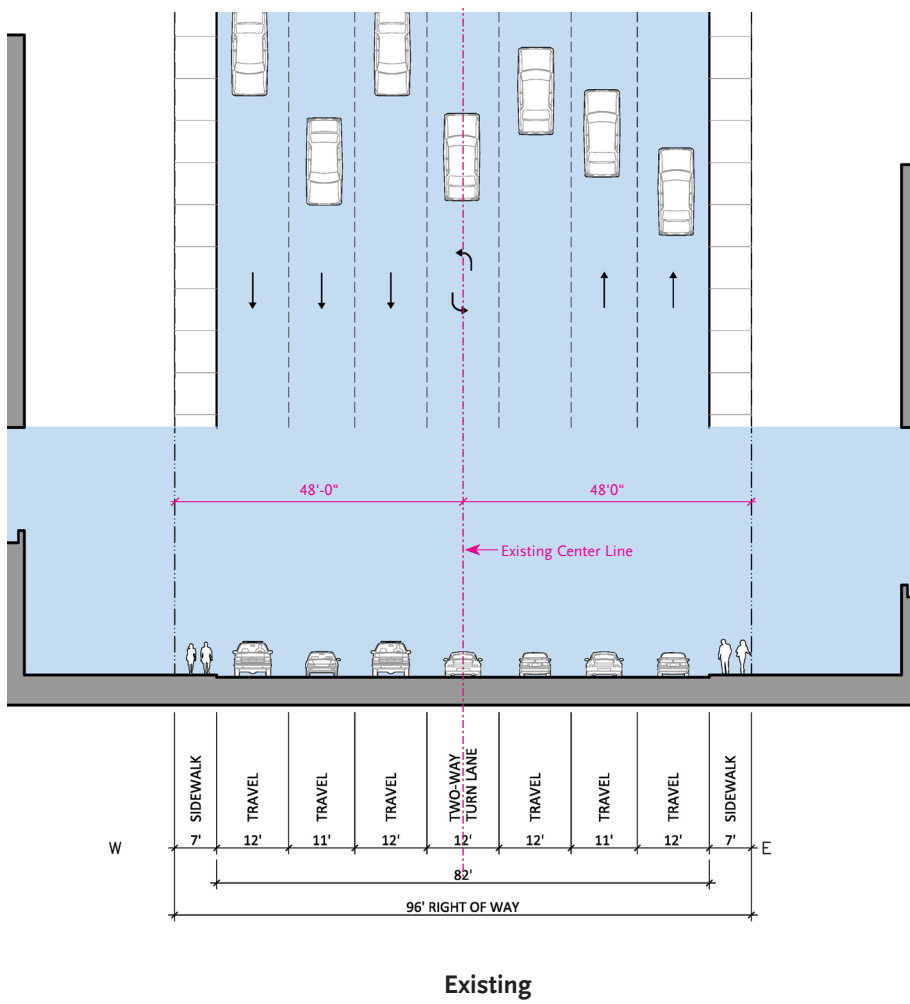
1 Central Avenue



2 Moreno Street

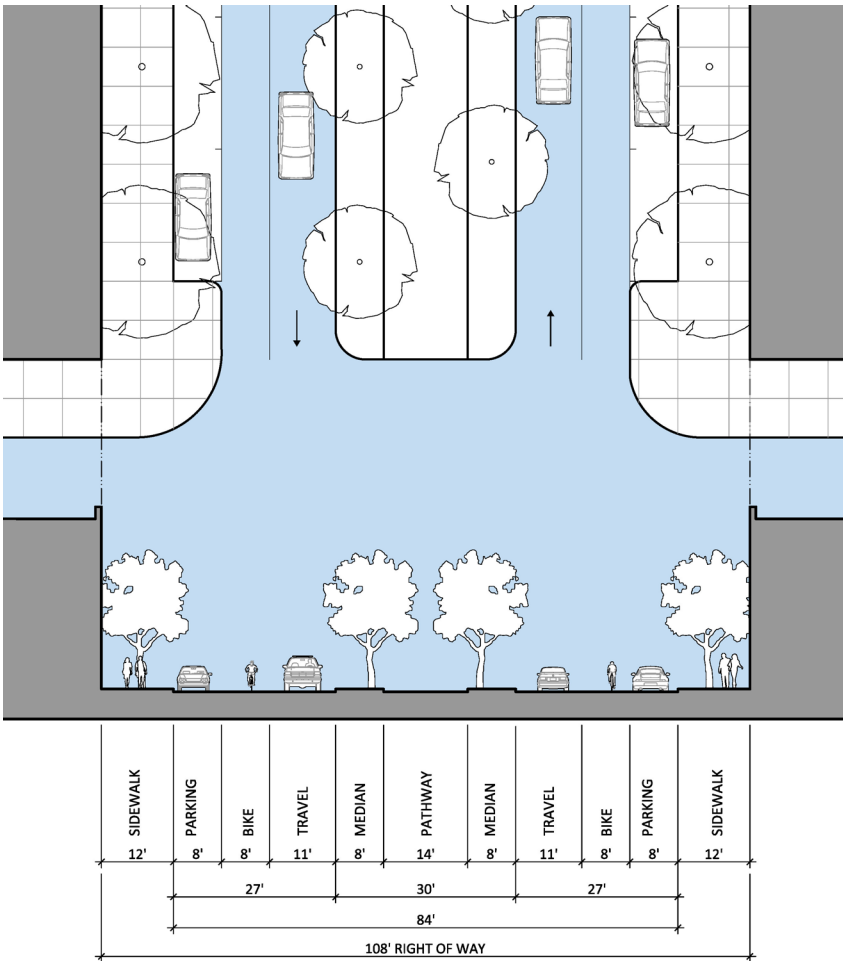


3 Monte Vista Avenue

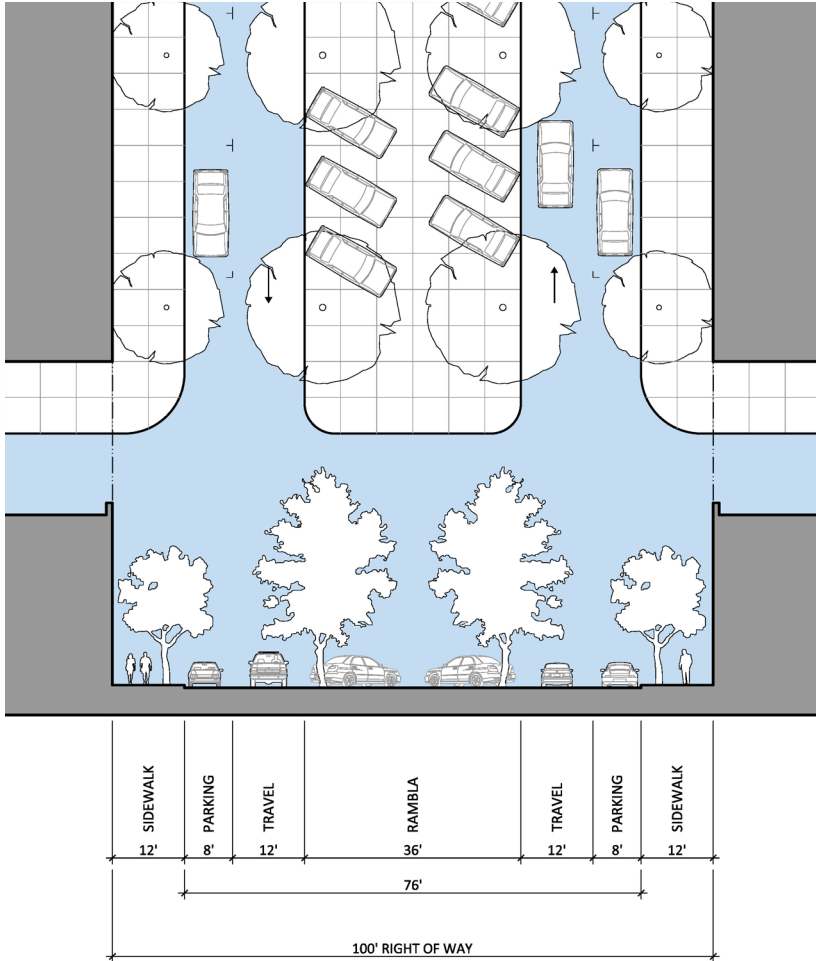


3.2. Street Types (continued)

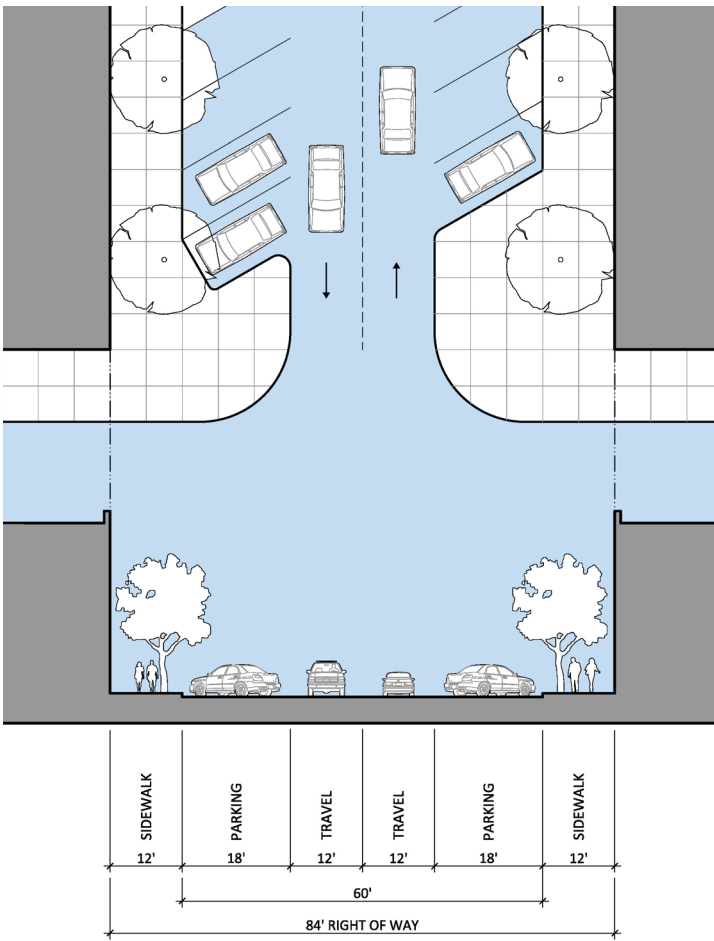
4 Median Boulevard



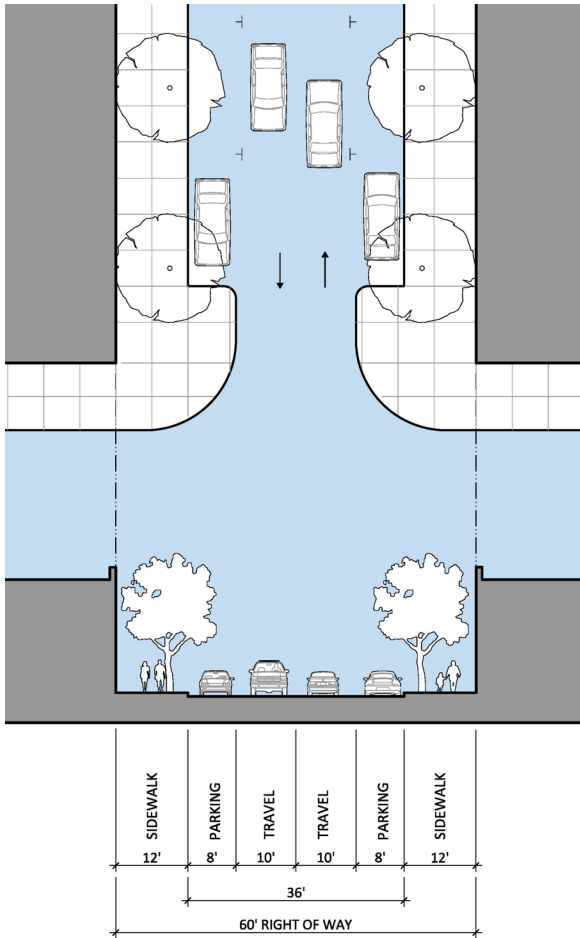
5 Rambla



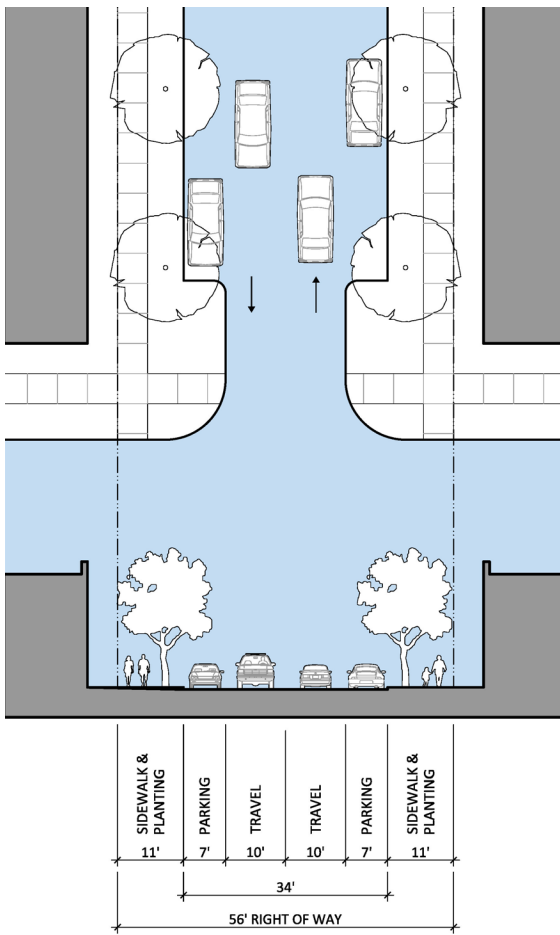
6 Mixed-Use Street (Angled Parking Both Sides)



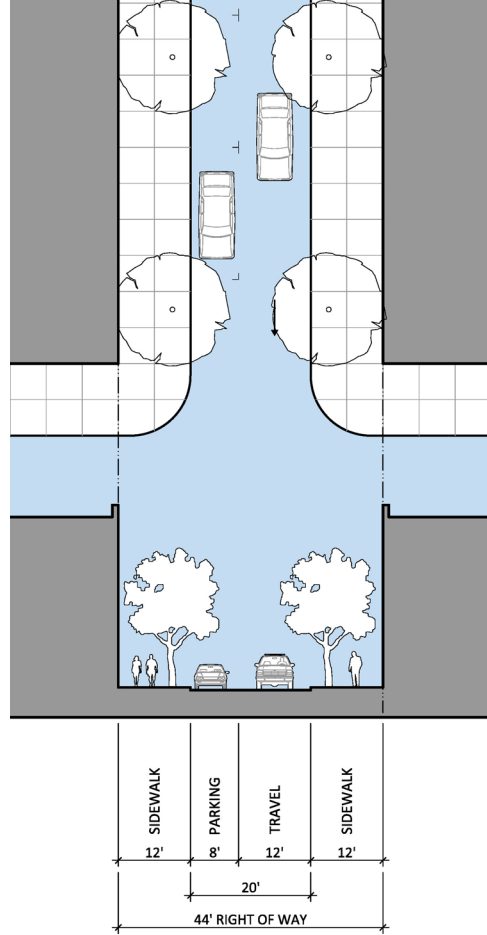
7 Mixed-Use Street (Parallel Parking Both Sides)



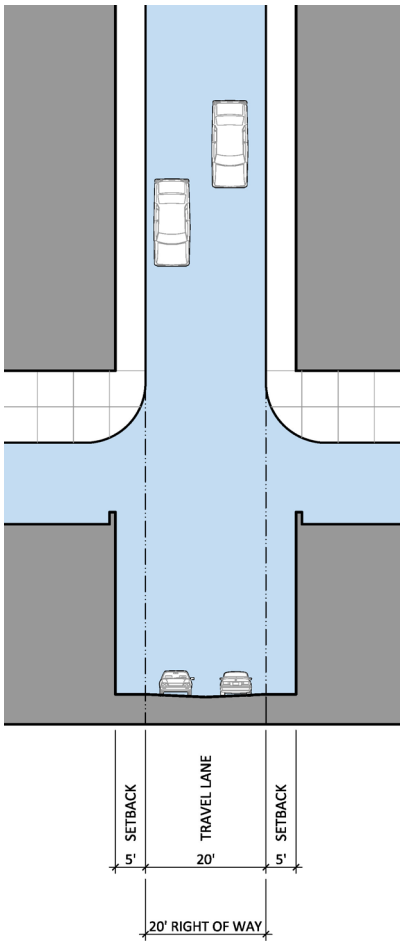
8 Free Flow Street



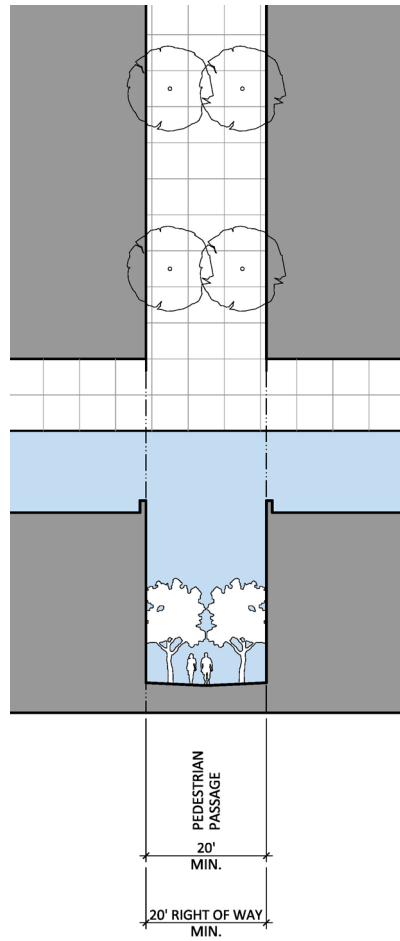
9 One-Way Street



10 Alley



11 Pedestrian Passage



3.3. Parking.

A. Parking Strategies. Parking for the mixed-use, walkable, multi-modal downtown environment envisioned by this Specific Plan is accommodated according to the following methods and strategies:

- 1. **On-Street Parking.** Convenient, short-term, on-street parking in front of stores, restaurants, entertainment venues, and residences. On street parking spaces can be provided in a number of configurations, including parallel, angled, and reverse angled, and can be paved with permeable pavers to enable storm water to infiltrate into the water table.
- 2. **Park-Once Off-Street Parking.** A “Park-Once” environment comprised of a fine-grained mix of land uses, a network of small blocks, and pedestrian-friendly streets that places many destinations within easy walking distance of one another. This allows a single parking space to serve multiple destinations, enabling visitors to park and walk to dinner and a movie, employees to park for the day and walk to take care of errands before, after, or during their workday, and residents to walk or bike for the daily necessities of life.

This compact, mixed-use environment reduces the total number of parking spaces that would otherwise be needed by the same uses in conventional, stand-alone developments. In addition, park-once is accommodated in large centralized parking facilities, instead of many, small, dispersed facilities, enabling a more efficient use of land resources, and resulting in more efficient traffic flow – especially along main thoroughfares – due to fewer curb cuts and less turning opportunities. This has the added benefits of reducing accidents and reducing emissions from idling vehicles stuck in traffic.

- 3. **Parking Management.** Parking management to make it easier for people to find parking, ensure that people park where they should (so, for instance, store employees do not park in on-street spaces directly in front of stores), and – since parking is expensive to build – reduce the amount of parking that needs to be built. Key parking management measures include:
 - Installing wayfinding and parking lot signage to direct shoppers, employees, and visitors to available parking lots and structures.
 - Enabling new residential development in the Specific Plan area to sell residential dwelling units separately from on-site parking spaces. See Appendix 1 for more information.
 - When parking resources start to become scarce, instituting a pay for parking program that charges for the use of appropriate on-street and/or off-street parking spaces when more than 85% of the available parking spaces are utilized. Parking revenues should be allocated towards programs, maintenance, and construction needs within the District.
 - Delaying the construction of parking structures until the utilization of existing parking lots are above 85% or when needed for new development.
 - Implementing a universal parking valet program where several valet stands are placed around the Montclair Place District's commercial areas and users can drop their car off at one location and pick it up at another.
 - Instituting Transportation Demand Management (TDM) measures such as parking cash out programs, transit pass offerings, and car sharing. See Appendix 1 for more information.
 - Establishing a Transportation Improvement District (TID) that would be responsible for setting parking rates for both on-street and off-street parking areas, managing the use of curb space for Transportation Network Companies (TNC) such as Uber and Lyft, overseeing scooter and bike parking on sidewalks, and managing the universal parking valet program. See Appendix 1 for more information.

These above parking strategies are dependent on market conditions, and accordingly many of them may not be utilized in the early phases of the implementation of this Plan and some, such as establishing a TID and instituting a pay for parking program, will require further actions by future developers and/or the City.

B. Parking Approach. Parking to support proposed development within the Plan Area will evolve as the Montclair Place district develops over time. During the initial phases, parking for retail, restaurant, and entertainment uses can be provided in existing surface parking lots. As the Plan Area intensifies over time and existing parking lots are developed, the above parking management strategies should be used to ensure parking resources are used efficiently. Eventually, parking structures will need to be built.

As shown in Figure 3-3, one structure, located within the northwest portion of the Plan Area along the south side of Moreno Street and a second one at the entry to the Rambla from Central Avenue, provide parking for retail and restaurant uses along the proposed Rambla and/or within the Mall. A third structure, located within the southeast portion of the Plan Area, provides



Parallel parking



Angled parking



Reverse angled parking



A surface parking lot planted as an orchard



A lined parking garage



Figure 3-3: Proposed Parking Approach

parking for the commercial and entertainment uses located at the eastern end of the site and the Mall.

At full build-out adequate parking for all development within its boundaries will be provided. This will be accomplished with on-street parking (parallel, angled, and reverse angled), surface parking lots, and as the Plan Area develops over time, in park-once and shared parking structures.

C. Transit Network Companies. As shown in Figure 3-3, on-street parking is an integral component of the Montclair Place District. While the majority of curb space within the Plan Area will be devoted to on-street parking, curb space should also be reserved for Transit Network Companies (TNC) such as Lyft and Uber in order to discourage TNC drivers from stopping in the traffic lane to pick-up waiting passengers. Recommended locations for designated TNC curb space include:

1. Busy corridors such as Monte Vista Avenue and Moreno Street.
2. Busy shopping areas and streets, such as the Rambla.
3. Streets that pass from one side of the site to the other, such as the new diagonal boulevard that connects Fremont Avenue and San Jose Street.

Providing designated curb space for TNC pick-ups and drop-offs facilitates safe and convenient TNC use, particularly along busy corridors. The one or two spaces sacrificed for the TNC curb space are compensated for by the reduced parking demand that results from users not parking their own car.

The above Proposed Parking Approach Plan shows how on-street parking and park-once surface parking lots and parking structures would be accommodated within the Montclair Place District's preferred street, block, and open space network. The plan serves as a guide for understanding the greater goals of the Specific Plan: to create a walkable, mixed-use district that features beautiful streets, diverse housing types, and unique shopping and office opportunities – a place that both enlivens surrounding neighborhoods and secures the city's future. The terms and conditions underlying this particular design are presented later in this document under the provisions of the Regulating Plan and the Form-Based Development Code (see Chapter 5). The element of time may modify the underlying street, block, and open space network, but the fundamental character, qualities and intentions of the plan will remain intact.



Dedicated TNC pick-up space.

3.4. Bicycle Network Parking, and Amenities

A. Bicycle Network. The MPDSP is connected to the Montclair Transcenter and to the City's proposed regional bicycle network via Fremont Avenue and Monte Vista Avenue. A Cycle Track along the east side of Monte Vista Avenue will connect the Plan Area to the Transcenter and Pacific Electric Trail to the north and residential neighborhoods to the south of the freeway (see Figure 3.4). Class II bike lanes will be introduced along Moreno Street), providing connections to Moreno Elementary School and residential neighborhoods to the west.

The new diagonal boulevard connecting San Jose Street with Fremont Avenue through the Plan Area also provides Class II bike lanes, facilitating bicycle access to Serrano Middle School to the west and the Transcenter to the north and supporting first/last mile connections to Gold Line and Metrolink trains. The remainder of the streets within the study area, designed with built-in traffic calming strategies such as narrow lanes, on-street parking, and street trees, will provided comfortable streets for bicyclists and users of alternative forms of transportation such as motorized scooters and segways.

B. Bicycle and Scooter Amenities. Providing the same level of access, security, and amenity typically given to cars will encourage bicycle and scooter use by future residents, workers, transit riders using bicycles and scooters as a first/last mile solution, and visitors. Key amenities include:

1. Bicycle and Scooter Parking.

- a. **Short-term parking.** The provision of abundant and well placed bicycle racks and scooter parking spaces within the Plan Area will encourage residents, workers, and visitors to use their bicycles and scooters, rather than their car, to get to, from, and within the Montclair Place District. Bike racks and scooter parking areas should be provided as follows:
- i. Bicycle racks and scooter parking should be provided in the various parks and open spaces shown in Figure 4-1 (Public Realm Plan).

ii. Bicycle racks and designated scooter parking areas may be provided along key retail streets in corner or mid-block bulb-outs (if provided) or within the area between the curb and the sidewalk pedestrian-way.

iii. As the Plan Area intensifies over time and bicycle and/or motorized scooter use increases, parking can also be accommodated on the street by converting a vehicular parking space into an area for bicycle and/or scooter parking. The on-street space sacrificed for bicycle or scooter parking is compensated for by the reduced parking demand that results from the use of transportation modes other than cars.

- See Section 5.8.020. (Bicycle Parking Standards) for short-term bicycle parking placement and design standards.
- b. **Long-term parking.** Covered or sheltered bicycle parking should be provided in residential and office buildings and should:
- Be accessible 24 hours a day.

• Be identified via clear signage.

• Have convenient access to and from surrounding streets.

• Be safe and secure.

The City should also work with Metro and Metrolink to ensure long term bicycle parking is provided at the Transcenter to encourage future rail commuters who live within the Plan Area and nearby residential neighborhoods to ride their bikes or scooters to the Transcenter and leave them there for the day.

See Section 5.8.020. (Bicycle Parking Standards) for short-term bicycle parking placement and design standards.

2. **Bike Repair Facilities.** Do-it-yourself bicycle repair stands provide essential support amenities for cyclists, including tire gauges, air pumps, wrenches, and other tools for minor repairs. A bicycle repair stand can fit in a small space in a parking garage or on the ground floor of a building. While not a required component of this Specific Plan, do-it-yourself bicycle repair facilities are a minimal investment that help keep bicycles in circulation and reduce automobile parking demand that might otherwise be increased by frustrated former bike commuters.
3. **On-Site Changing Facilities for Bicyclists.** For many commuters, arriving at work covered in sweat is a bike-commuting deal breaker. Providing facilities within office buildings for employees to shower and change into fresh clothes is an effective way of incentivizing employees to ride bikes to work, rather than drive their cars. Simple secure facilities are an easy addition to on-site bathrooms.



A cycle track with bicycle lanes separated from car lanes by landscape.



A cycle track with bicycle lanes separated from car lanes by bollards.



A Class II bike lane.



Long-term bicycle parking



A do-it-yourself bicycle repair stand located in the public right-of-way.

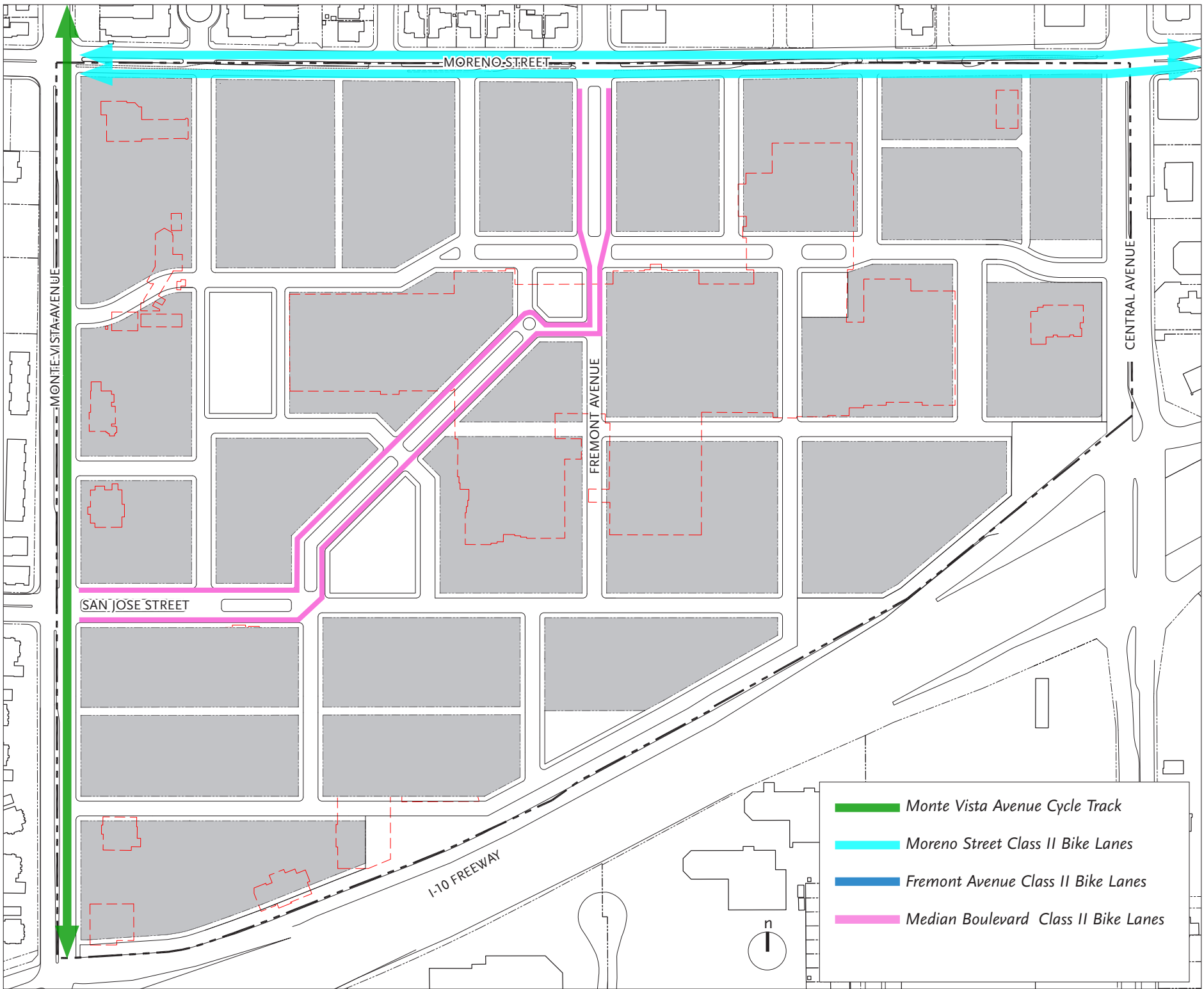


Figure 3-4: Proposed Bicycle Network



Scooter parking in area between curb and sidewalk pedestrian-way.



Bike rack.



Scooter parking in area between curb and sidewalk pedestrian-way.



A parking space converted to bicycle parking.

3.5 - Utility Infrastructure

A. Introduction. This Section describes the utility infrastructure needed to support the phased redevelopment over the next 30 years of the existing Montclair Place Mall and adjacent properties per the seven phases described in Section 2.7 (Illustrative Build-Out Scenario). New utilities are proposed if the existing facility is insufficient for the proposed development or if the existing facility needs to be relocated due to the layout of the phases. The existing utilities will be maintained and will be utilized to the maximum degree possible in the redevelopment. In each phase, the capacities of the utilities are checked; the facilities with insufficient capacities for the proposed development or that are in conflict with the proposed layout will be removed or abandoned and new facilities will be constructed.

B. Sanitary Sewer Facilities.

- 1. Existing Facilities.** The municipal sewer flows south and west across the City to an IEUA (Inland Empire Utility Authority) trunk line to a regional treatment plant. The MPDSP site is located at the northern edge of Basin ID 5. The project discharges sewer flows from the site into an existing 10-inch vitrified clay pipe (VCP) public sanitary sewer system located in Monte Vista Avenue at the intersection of San Jose Street. This existing 10-inch public system has been identified within the Sewer Master Plan (SMP) as sufficient in its current condition. However due to the age of the line, the primary point of connection for the site at the intersection of Monte Vista Avenue and San Jose Street has been recommended in the SMP to be relined.

The original model from the Sewer Maser Plan (SMP) calculated a base wastewater generation of 195,526 gallons per day (gpd) for the existing mall site and 265,389 gpd for the existing mall site under the Future Condition Scenario. The proposed MPDSP produces a base wastewater generation of 1,470,105 gpd. This increase results in sections of the City's existing sewer system downstream of the MPDSP being surcharged or exceeding capacity criteria. In addition, the original SMP indicated pipes were on the high end of capacity criteria even without the MPDSP coming on-line. Capital improvements were recommended in the SMP for surcharged sewer segments upstream and adjacent to the Plan Area, but fewer improvements were proposed downstream.

With the SMP capital improvements in place under this scenario, an additional 145,465 gpd of wastewater can be added to the 265,389 gpd, for a total of 410,854 gpd (with peaking factors a total peak flow of 716,166 gpd can be generated from the Planning Area). The increased base wastewater generation of 145,465 gpd to the sewer system maximized sewer capacity criteria at sewer mains "9347" and "9345" to a d/D ratio of 0.75. This is the equivalent of 1,570 residential dwelling units, 155,000 square feet of retail, and 250 hotel rooms were added to the system. This corresponds to development of all of Phase A and Phase B with partial development of Phase C (i.e., 380 DUs and all non-residential land use).

The revised land use resulting from development of the MPDSP from the existing shopping mall to mixed use development significantly increases wastewater generation by 652%, with the introduction of high-density residential dwelling units contributing the majority of wastewater generation of 1.94 cfs. Based on these findings, the following can be determined:

- a. The higher wastewater generation will allow for Phase A to be constructed based on what is already allocated for the existing mall. Additional/future phases are dependent on the development of other upstream projects, in particular the NMDSP. Hypothetically, with zero development or increases in flow to upstream sewer systems relative to the condition established from the 2015 flow monitoring data in the SMP, the MPDSP could develop up to Phase E before sewer capacity limits downstream are exceeded.
- b. Current and proposed capital improvements are not sufficient to meet the additional wastewater generation resulting from the entire MPDSP.
- c. The following capital improvements will be required over and above what was proposed in the 2017 SMP to accommodate the proposed MPDSP:

Existing Pipe Size (inch)	Proposed Pipe Size (inch)	Replaced Pipe Length (ft.)
10	15	884
	18	1,320
12	18	478
15	18	1,327
	24	3,520
18	24	4,501
24	27	3,570

- d. Under the Proposed Condition, and assuming that upstream development has taken place, the MPDSP can develop the equivalent of 1,570 residential dwelling units, 155,000 square feet of retail, and 250 hotel rooms. This corresponds to the full development of Phase A and B. and partial development of Phase C. With peaking factors a total peak flow of 716,166 gpd can be generated from the Planning Area.

Sewer flow will increase significantly after the redevelopment of the Plan area. The sewer line connecting to the existing 10" VCP at the intersection of Monte Vista Avenue and San Jose Street will need to upsize from the existing 8" to 18". Also, there will be a new 8" sewer line proposed for Phase G, south of the existing 8" VCP. The increase of sewer flow will most likely require the existing 10" VCP under Monte Vista Avenue south of San Jose Street to be upsized.

- 2. Proposed Facilities.** Figure 3-6A through Figure 3-6G show the proposed sewer lines where the existing facilities need to be replaced or removed/abandoned. In the exhibit for each phase, the remaining existing sewer lines, the new pipes proposed in the previous phases and the new pipes proposed for the current phase are shown. The pipe quantities for each phase and the accumulated total pipes are listed in the table in each exhibit.

All proposed sewer lines use the same slopes as the existing pipes in the vicinity, so that the new pipes can connect to the existing pipes.

The pipe sizes shown on Exhibits 3-6A through 3-6G are the ultimate pipe sizes. For example, if a pipe needs to be 10" in Phase A but needs to be 15" for the flow after the development of Phase F, the pipe is listed as 15" in Exhibit 5A.

For Phase A: A temporary connection from the Phase A area to the sewer line under Monte Vista Avenue is proposed so that the existing sewer doesn't need to be disturbed until later phases. Once the new sewer main is constructed in Phase C, the section of temporary pipes will be removed or abandoned and the sewer main from Phase A will be connected to the new line.

For Phase B: A new sewer main is proposed to connect to the existing sewer line east of the existing Sears building. The existing sewer goes under the Sears building. Conveying the sewer flow after the development of Phase B will require upsizing the downstream sewer lines. Since the Sears building is in Phase C, to replace the sewer pipes under the Sears building will be infeasible. Without replacing the downstream pipes for Phase B development, the peak flow in the sewer pipes can reach 65% full, which is over the 50% maximum listed in the City's Specifications & Special Provisions for Design and Construction. However, this is a temporary condition; once the proposed sewer mains in Phase C are constructed, the flow condition will be improved and meet the City's requirement.

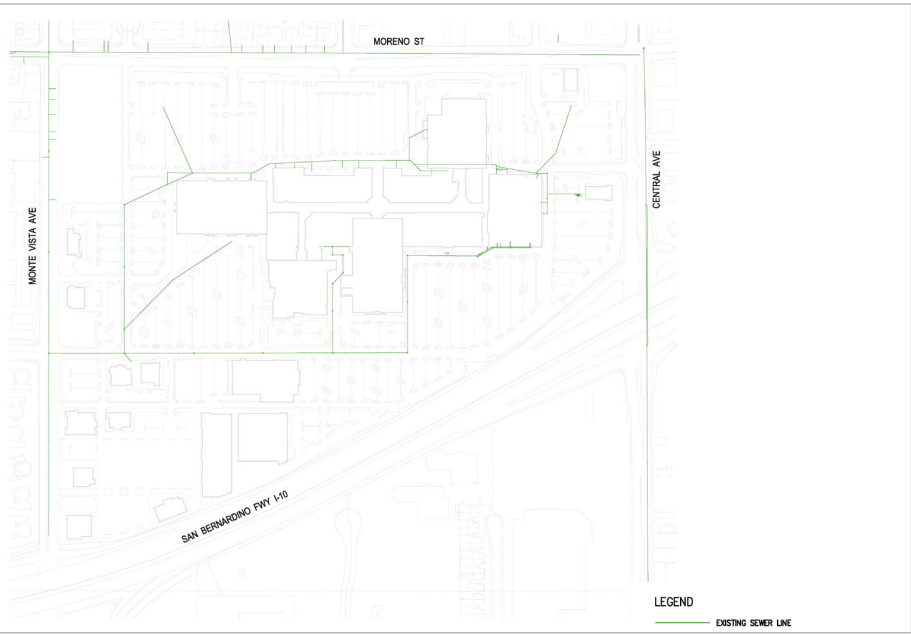


Figure 3-5: Existing Sewer Facilities

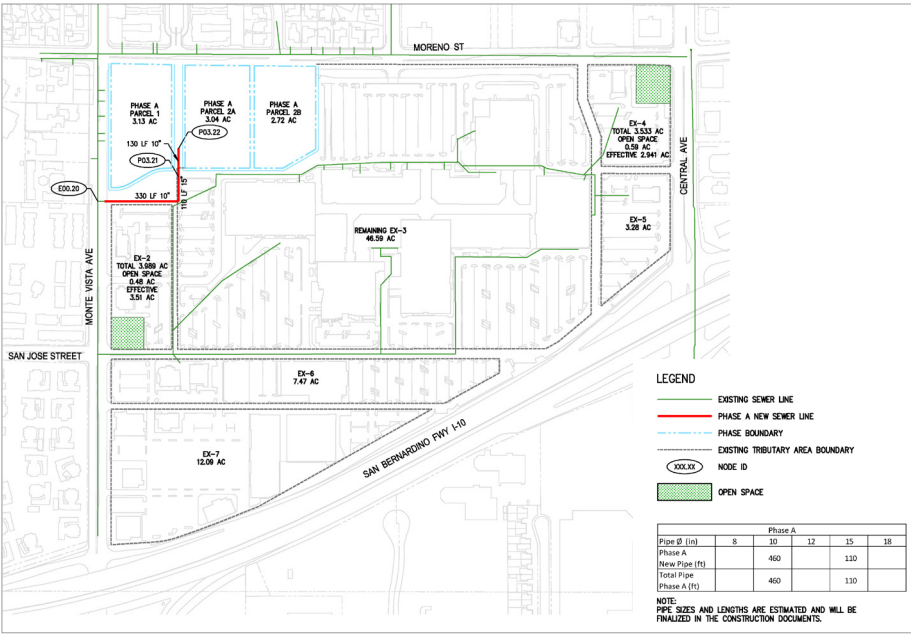


Figure 3-6A: Phase A Proposed Sewer Facilities

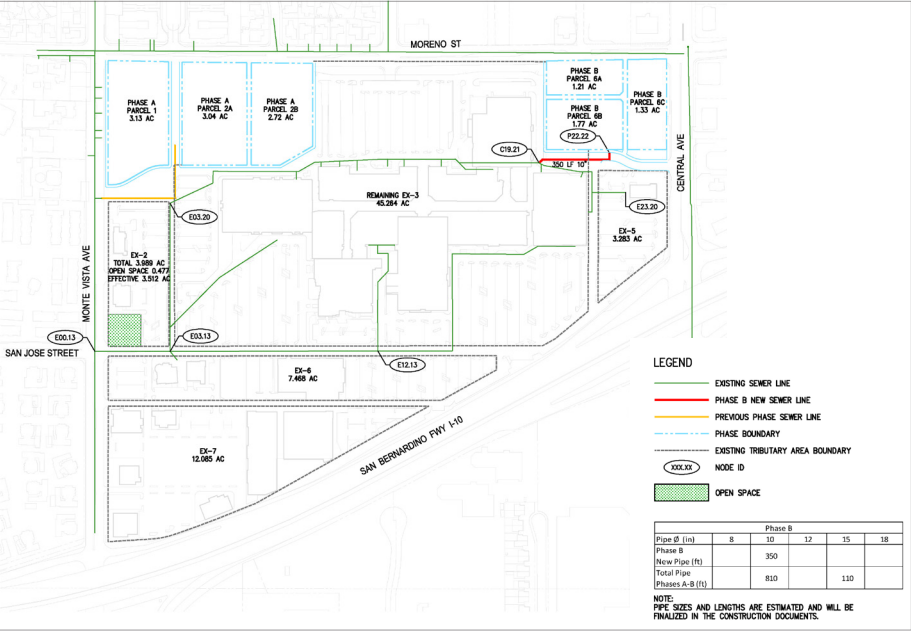


Figure 3-6B: Phase B Proposed Sewer Facilities

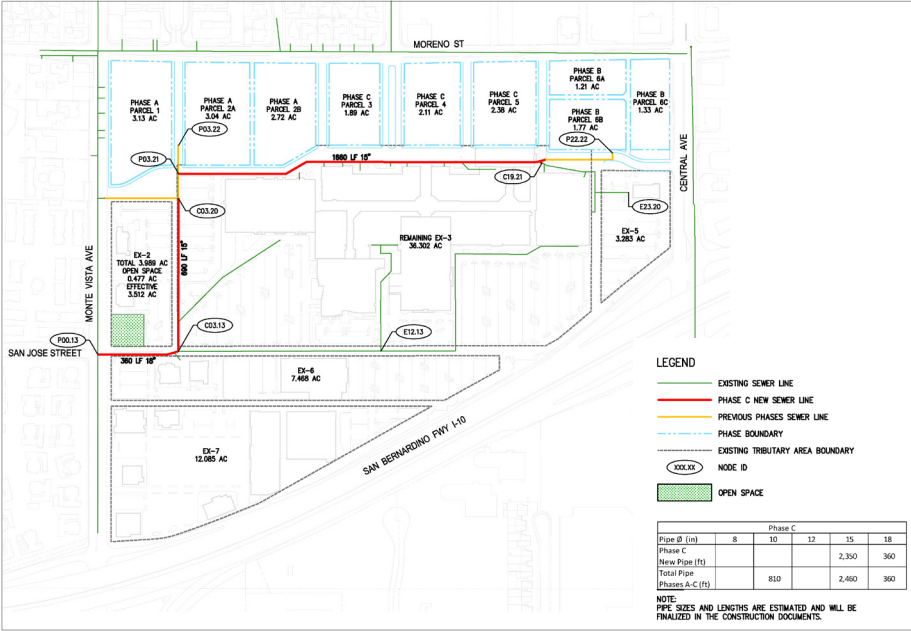


Figure 3-6C: Phase C Proposed Sewer Facilities

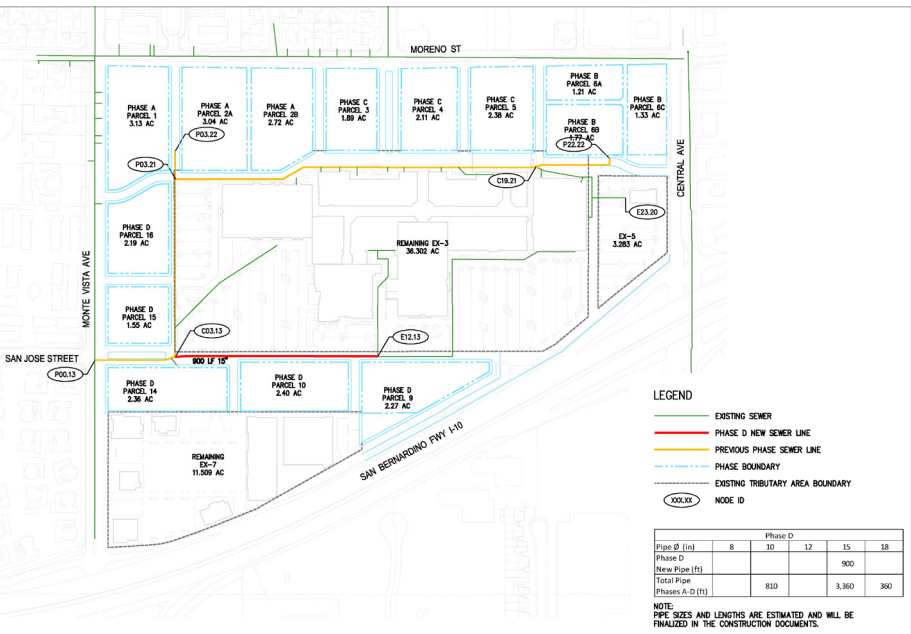


Figure 3-6D: Phase D Proposed Sewer Facilities

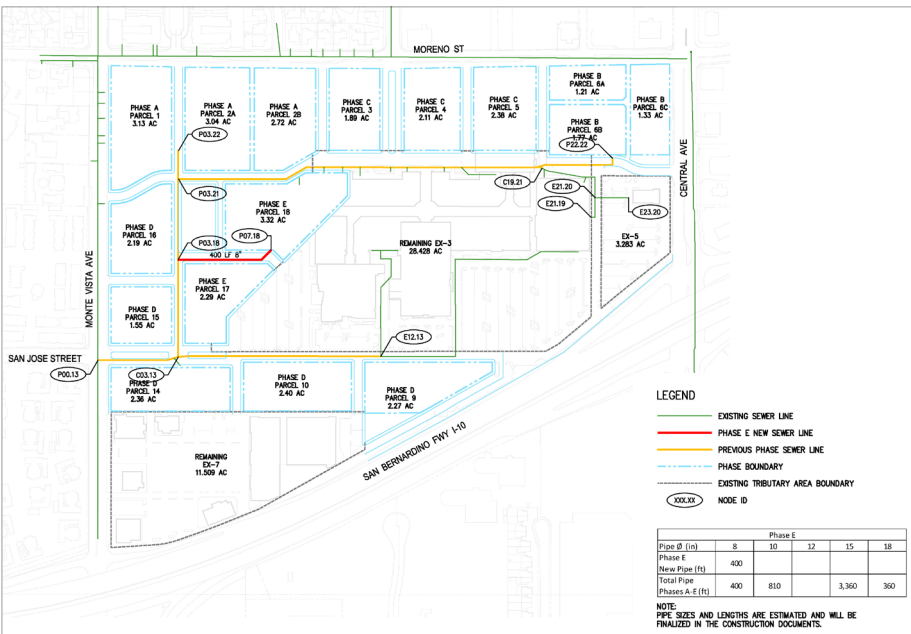


Figure 3-6E: Phase E Proposed Sewer Facilities

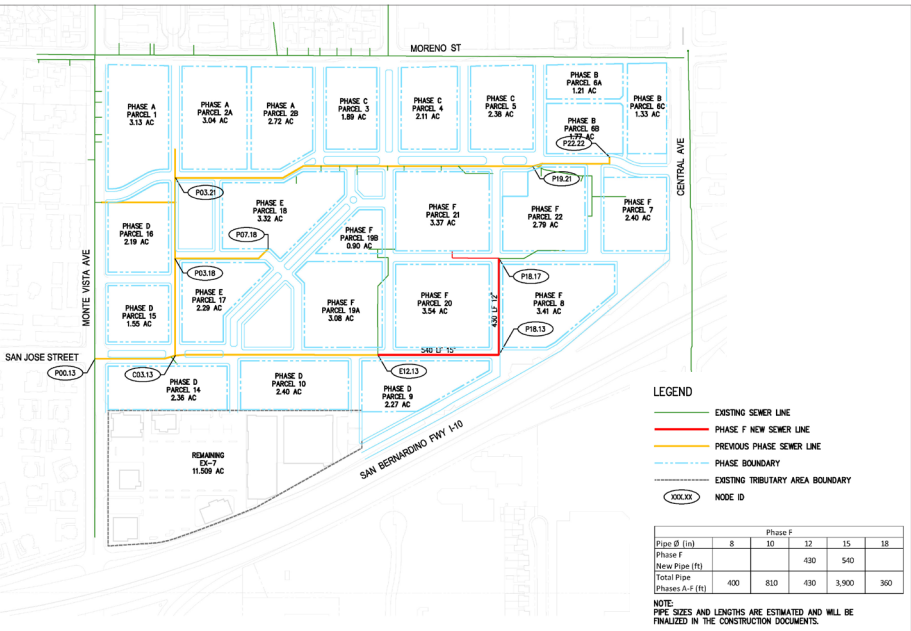


Figure 3-6F: Phase F Proposed Sewer Facilities

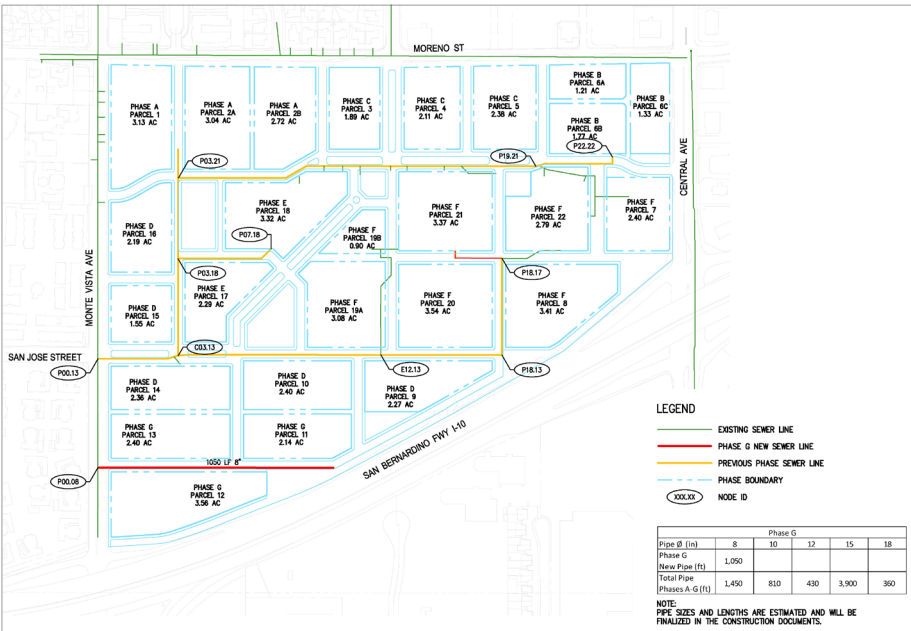


Figure 3-6G: Phase G Proposed Sewer Facilities

3.5 - Utility Infrastructure (continued)

C. Storm Drain Facilities.

1. **Existing Facilities.** The existing public storm drain systems around the Plan area include:
- A 72” RCP that transitions into an open channel then into an 8’W x4’H RCB along the north side of I-10 Freeway
 - A 39” RCP under Central Avenue that drains into the 72” RCP along the north side of I-10 Freeway
 - A 48” RCP under Monte Vista Avenue that drains into the 8’W x4’H RCB along the north side of I-10 Freeway
 - An 18” RCP that transitions into a 24” RCP that connects to the 48” RCP under Monte Vista Avenue
 - A 42”/45”/48” RCP under Moreno Street

The municipal storm drain is owned by the City of Montclair and discharges to the groundwater recharge basins located approximately one quarter mile west of the Plan Area.

Currently the storm water in the Plan Area drains to the public system as follows:

- A 30” RCP connects to the 72” RCP along the north side of I-10 Freeway
- An 18” RCP connect to the 72” RCP along the north side of I-10 Freeway
- A 24” RCP connect to the 48” RCP under Monte Vista Avenue
- A 42” RCP connect to the 48” RCP under Monte Vista Avenue
- The northwest corner of the Plan area drains to a depression and into the 18” RCP that transitions into a 24” RCP that connects to the 48” RCP under Monte Vista Avenue.
- At this writing, record drawings had not been obtained for the southwest most portion of the Plan Area. However, based on examination of site photos and other methods, there are at least two routes for storm water to depart this area. Approximately one quarter of an acre (the Black Angus parking lot) appears to discharge from the site via a parkway drain from the west side of the parking lot into Monte Vista Avenue. The majority of the southwest retails center surface flows to curb and gutter running along the southern property boundary. The catch basins along this stretch of curb and gutter are assumed to connect to 8’W x4’H RCB along the north side of I-10 Freeway.

Figure 3-7 shows the existing storm drains in and around the Plan area.

2. **Existing Facilities.** Figures 3-8A through Exhibit 3-8G show the proposed storm drains where the existing facilities need to be replaced or removed/abandoned. The replacement pipes listed in the tables in the exhibits are the proposed pipes that are in approximately the same location as the existing pipe, but with larger sizes or with new locations to avoid future conflict. In the exhibit for each phase, the remaining existing storm drains, the new pipes proposed in the previous phases, and the new pipes proposed for the current phase are shown. The pipe quantities for each phase and the accumulated total pipes are listed in the table in each exhibit.
- All proposed storm drains use the same slopes as the existing pipes in the vicinity, so that the new pipes can connect to the existing pipes. The exception is where there is no existing storm drain at the upstream end of the new pipe to connect to and the existing pipe slope is over 2%. In such case, the new pipe is set at 2% to provide flexibility for future lateral connections.

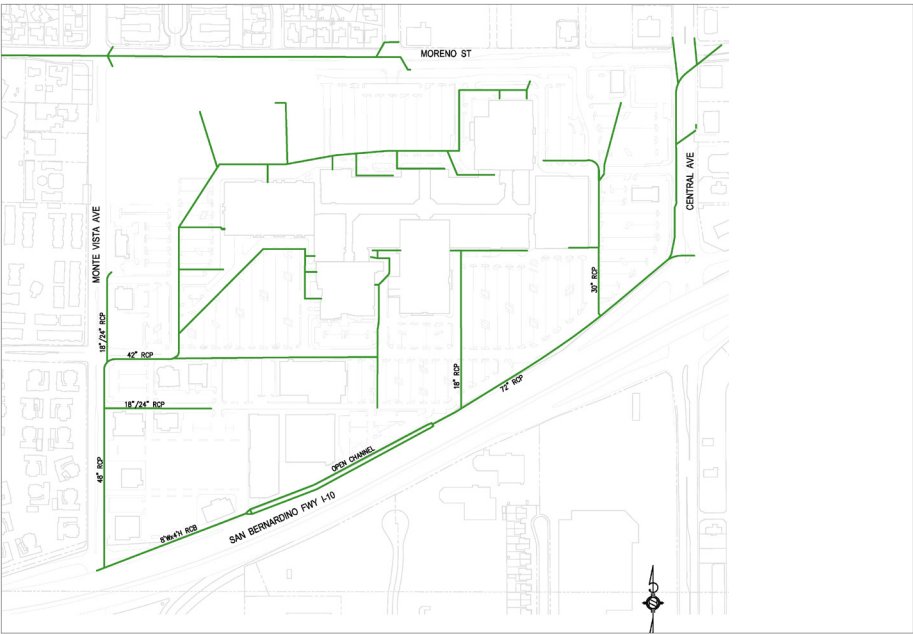


Figure 3-7: Existing Storm Drain Facilities.

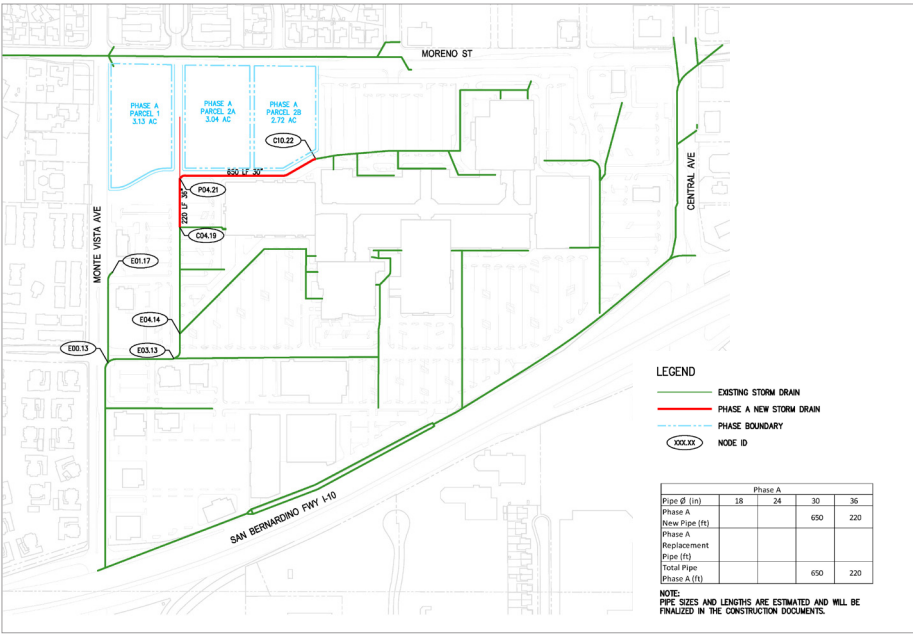


Figure 3-8A: Phase A Proposed Storm Drain Facilities

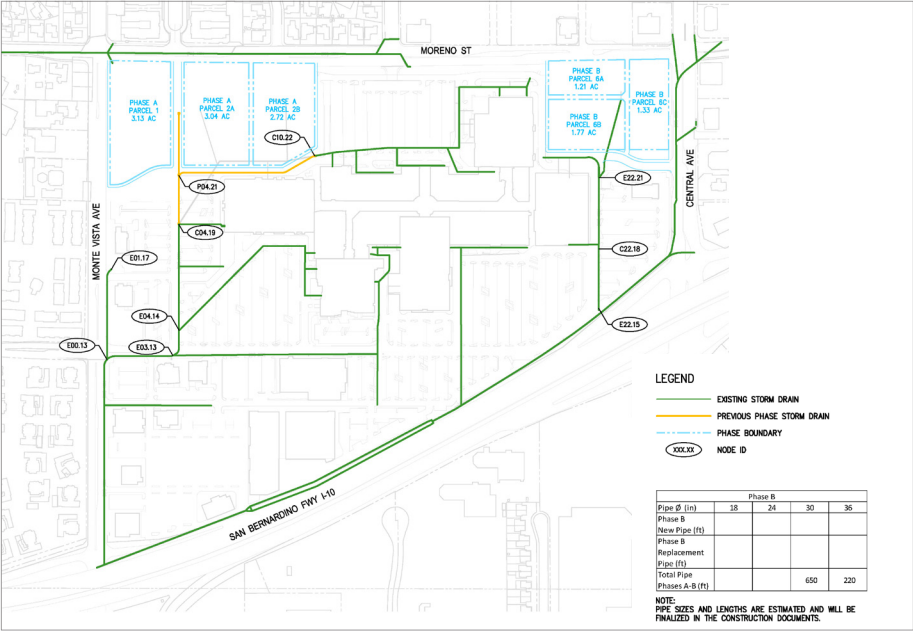


Figure 3-8B: Phase B Proposed Storm Drain Facilities

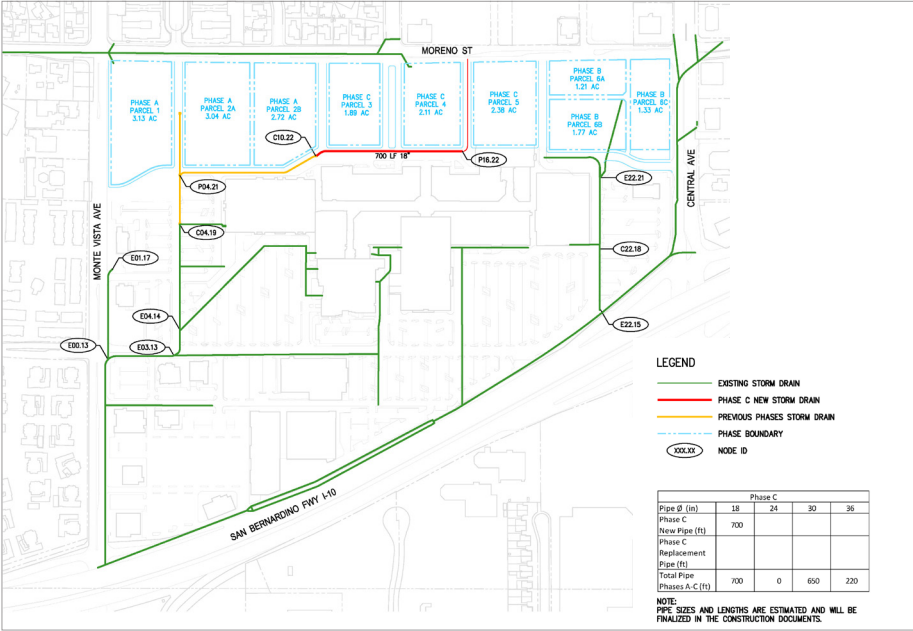


Figure 3-8C: Phase C Proposed Storm Drain Facilities

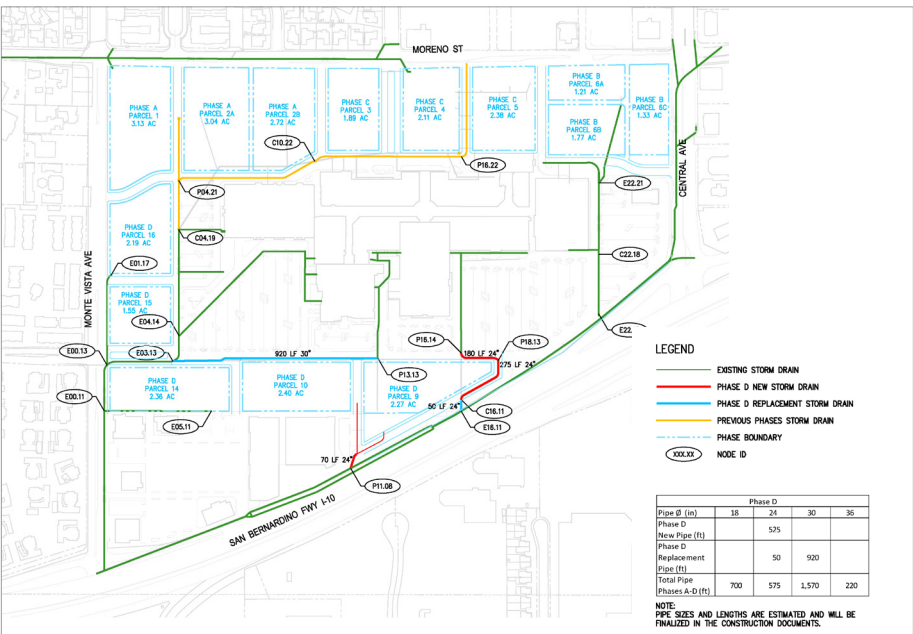


Figure 3-8D: Phase D Proposed Storm Drain Facilities

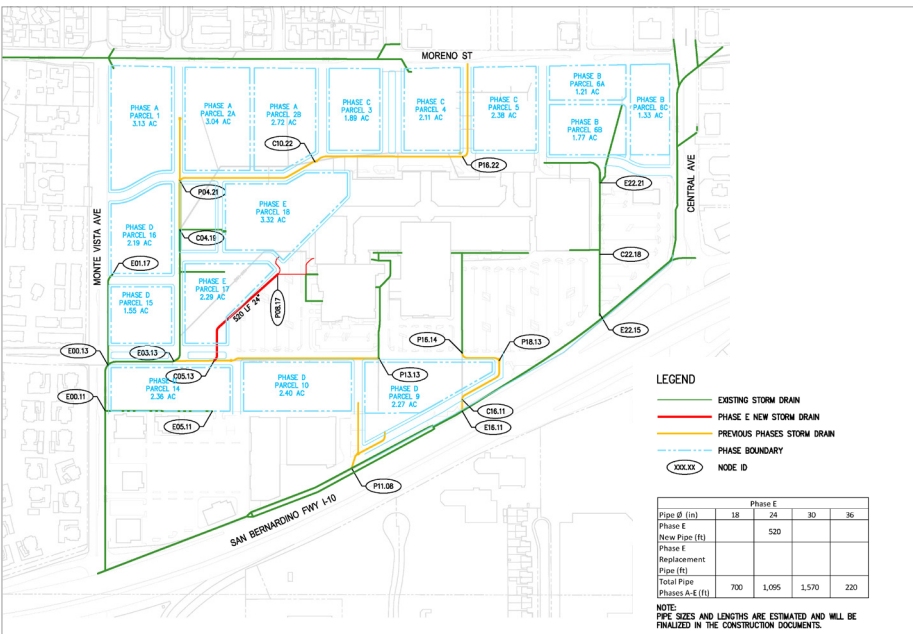


Figure 3-8E: Phase E Proposed Storm Drain Facilities

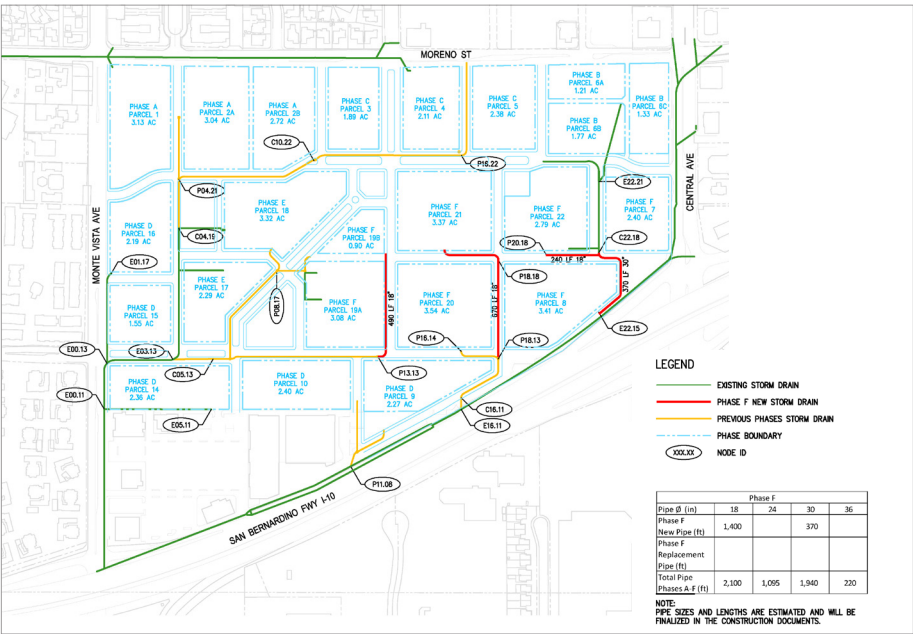


Figure 3-8F: Phase F Proposed Storm Drain Facilities

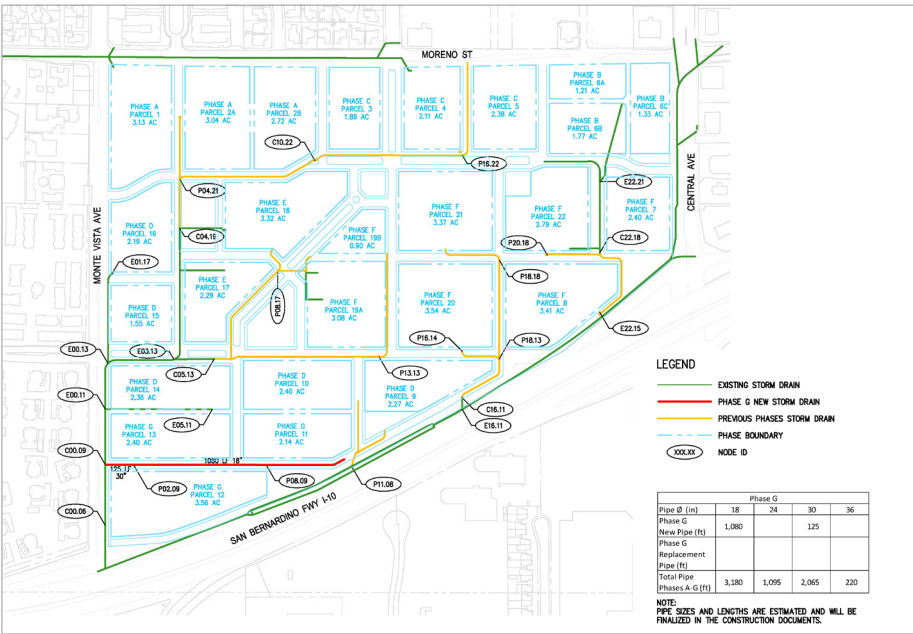


Figure 3-8G: Phase G Proposed Storm Drain Facilities

3.5 - Utility Infrastructure (continued)

D. Water Facilities. The project site is located within the jurisdiction of the Monte Vista Water District (MVWD). As outlined in the June 2016 Urban Water Management Plan (UWMP) the district currently has a total ground water well production capacity of approximately 30 MGD (Million Gallons per Day). The site currently has four main points of connection to the public Monte Vista municipal water supply system via 12-inch ductile iron laterals. Service is connected along the north to an existing 30-inch line in Moreno Street, along the east to an existing 12-inch line in Central Avenue, and along the west to an existing 12-inch line in Moreno Street approximately 250 feet south of San Jose Street (see Figure 3-9).

Onsite water service is maintained through a 12-inch ductile iron system that runs a loop around the site. Individual tenant meters and fire services are supplied from the 12-inch system.

- 1. Fire Water.** A fire flow report was provided by Monte Vista Water District on October 10, 2016 for the Plan area. The report shows an available flow of 4,995 gpm at 20 psi from the water line located between the existing parking structure along Moreno Street and the main plaza building.

The largest footprint listed in the Montclair Place Development Yield Study is 160,000 SF (Retail in Parcel 20). According to California Fire Code Appendix B Fire-Flow Requirements for Buildings, Table B105.1 (2), the required fire flow for 160,000 SF is 7,250 gpm for 4 hours. With a sprinkler system, the required fire flow can be reduced by 50%, which will bring the required fire flow to be 3,625 gpm. The existing water supply system should be sufficient to meet the fire flow requirement.

- 2. Potable Water.** Figures 3-10A through Exhibit 3-10G show the proposed water lines where the existing facilities need to be replaced or removed/abandoned. The replacement pipes listed in the tables in the exhibits are the proposed pipes that are in approximately the same location as the existing pipe with larger sizes or with new locations to avoid future conflict. After Phase G is complete, the domestic water demand is estimated to 92 gpm in average. There will be peaking demand to be considered. However, since the fire flow report shows an available supply of 4,995 gpm at 20 psi, it is concluded that the water supply is sufficient, although booster pumps will probably be needed for the upper floors.

Since the water supply is sufficient, the new water lines are proposed in order to match the proposed phase layout and avoid potential future conflicts.

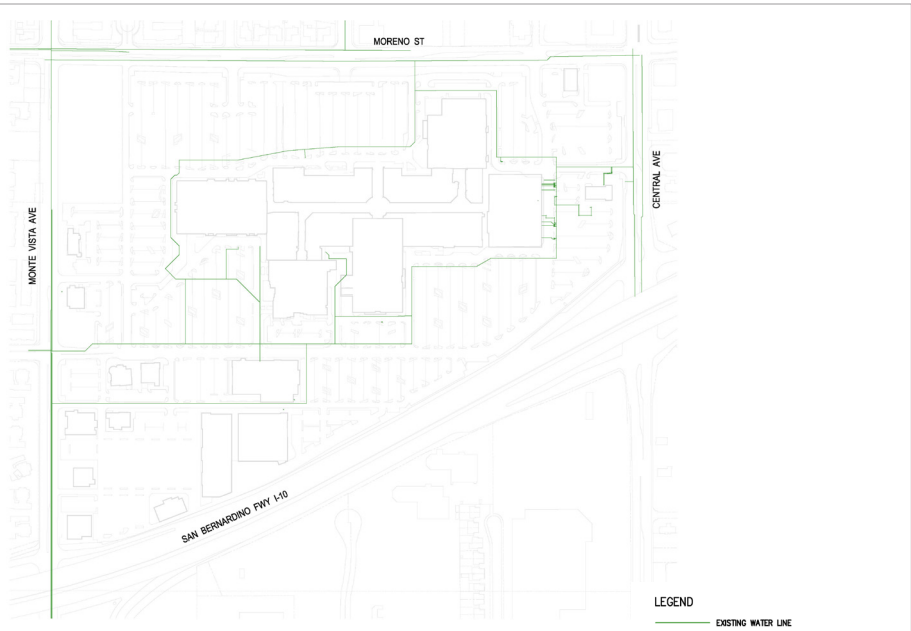


Figure 3-9: Existing Water Facilities.

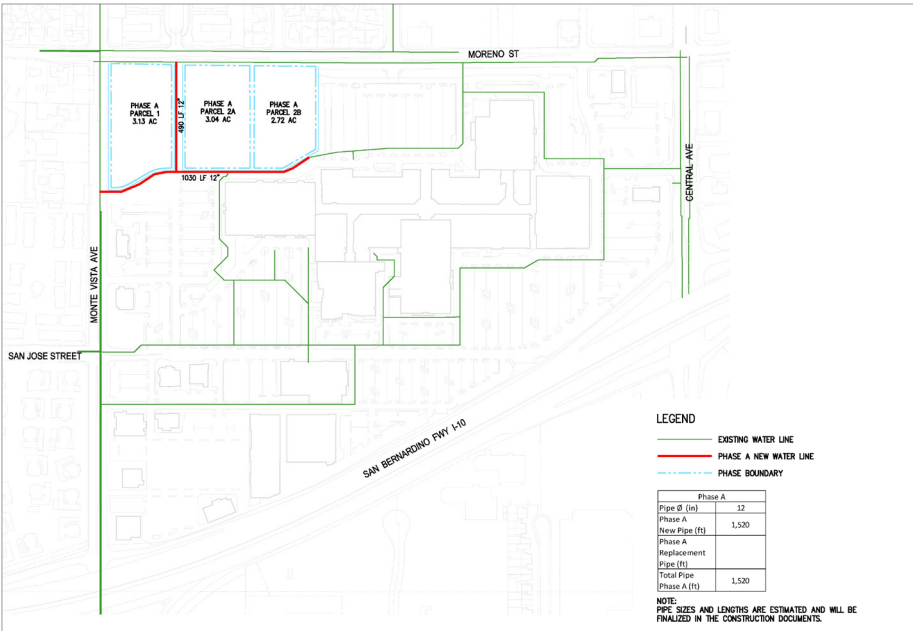


Figure 3-10A: Phase A Proposed Water Facilities

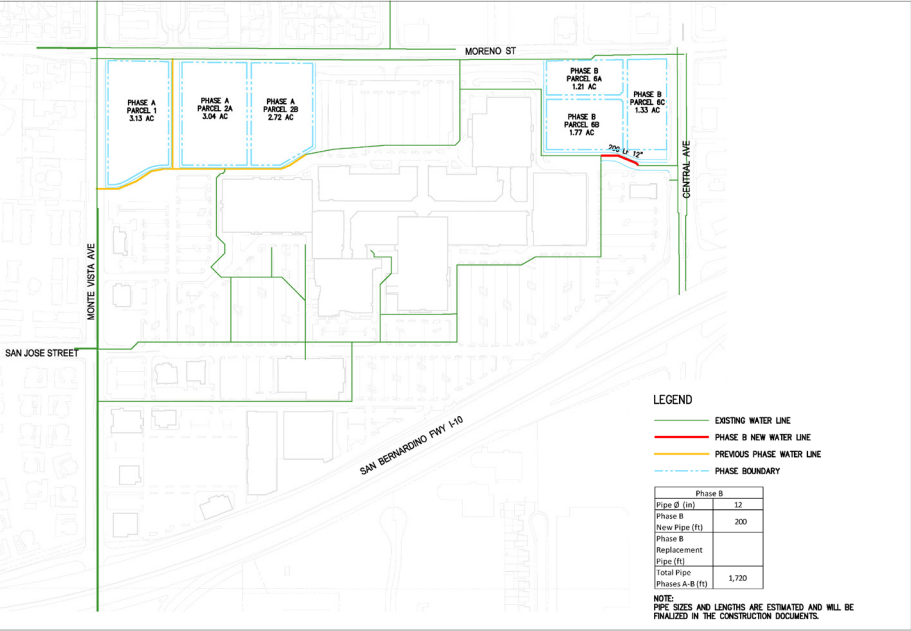


Figure 3-10B: Phase B Proposed Water Facilities

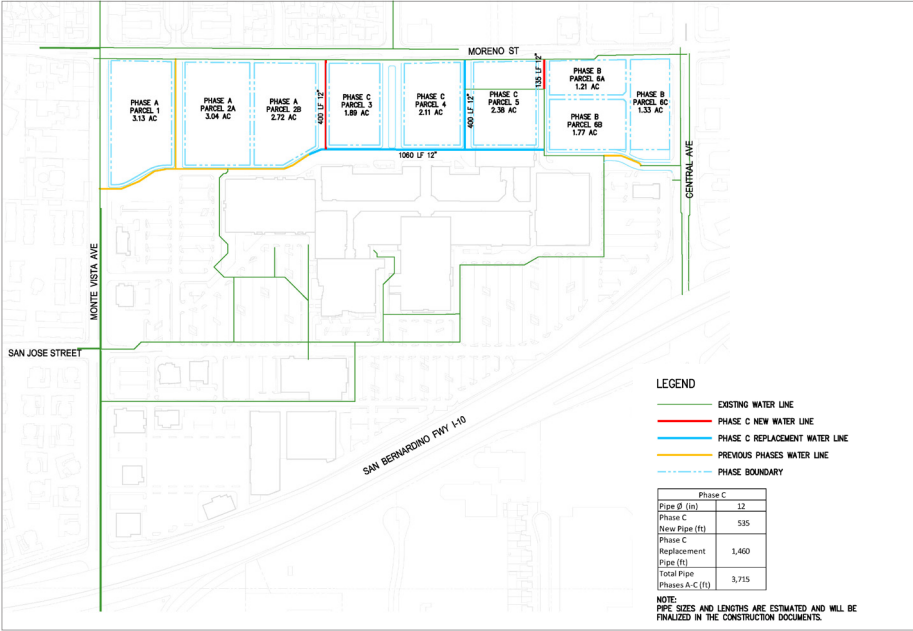


Figure 3-10C: Phase C Proposed Water Facilities

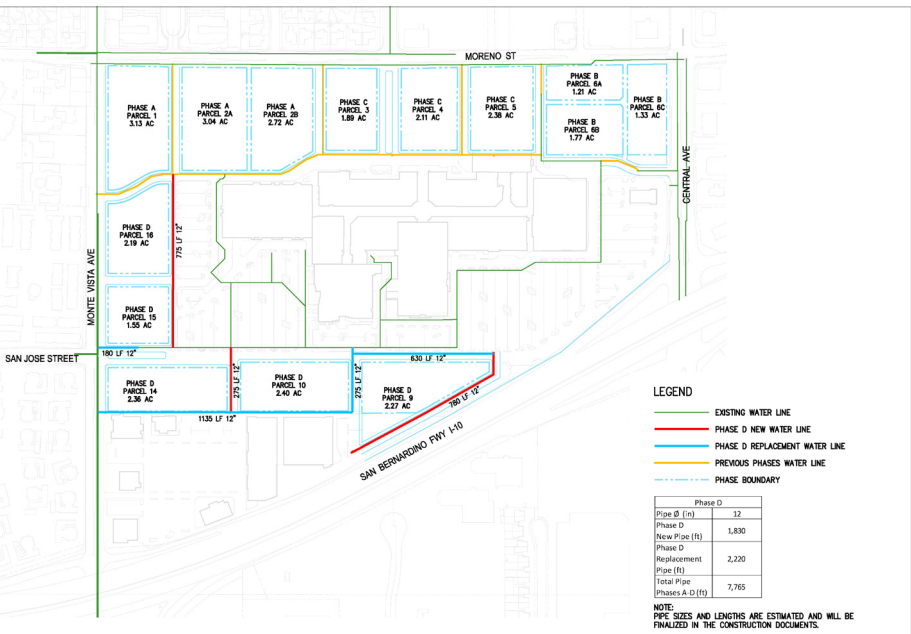


Figure 3-10D: Phase D Proposed Water Facilities

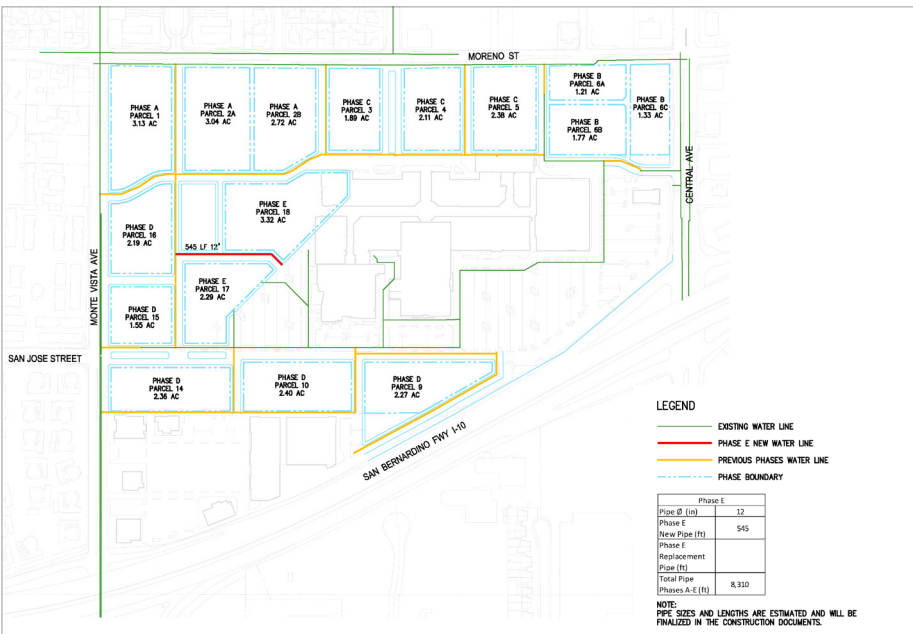


Figure 3-10E: Phase E Proposed Water Facilities

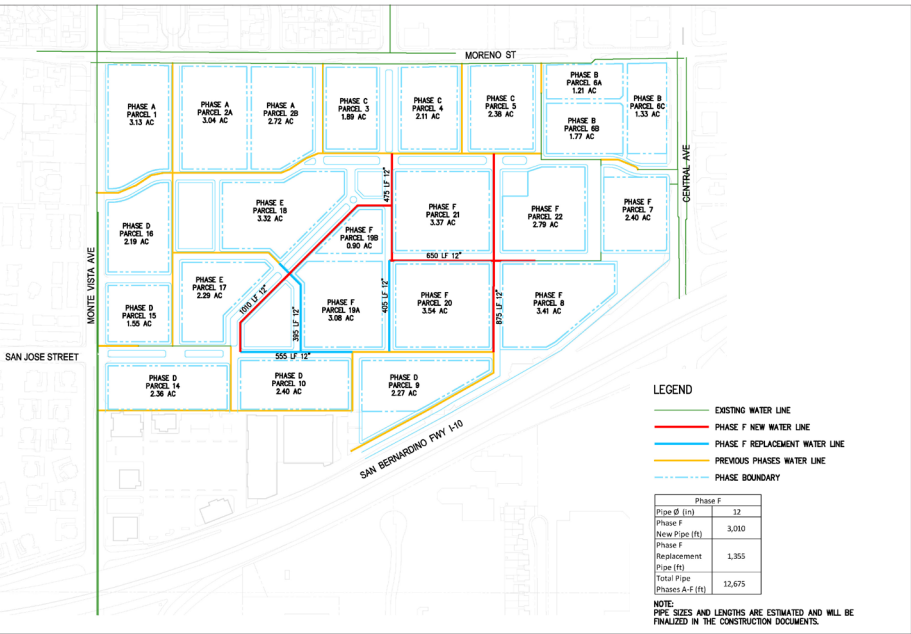


Figure 3-10F: Phase F Proposed Water Facilities

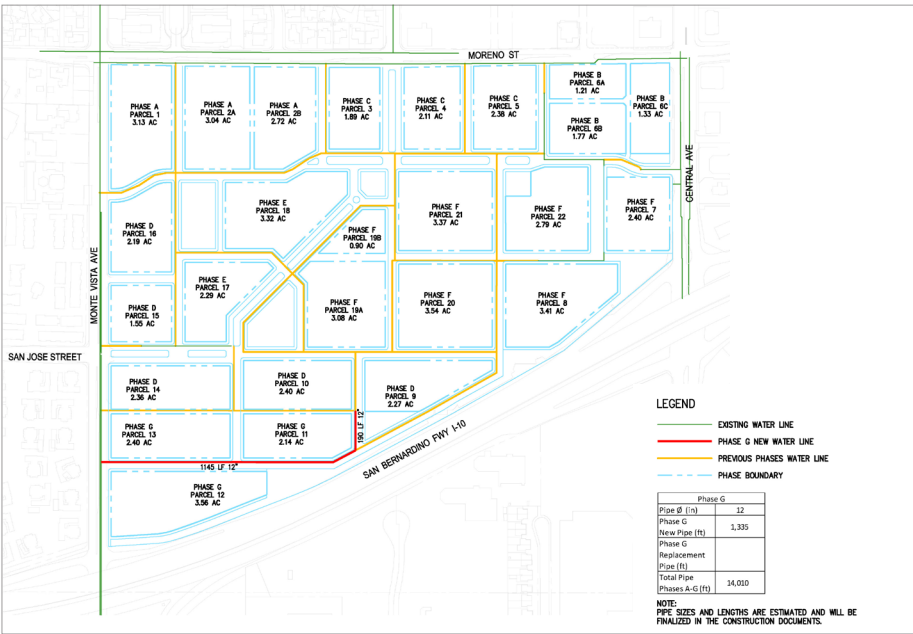


Figure 3-10G: Phase G Proposed Water Facilities

3.5 - Utility Infrastructure (continued)

E. Dry Utility Facilities.

1. Existing Conditions

- a. Electrical.** The site currently has underground electrical facilities owned and operated by Southern California Edison (SCE) to the north and east and underground and overhead electrical facilities, also owned and operated by Southern California Edison, to the west. There are existing underground primary distribution voltage (16kv or less) electric lines in Central Avenue (to the east), Moreno Street (to the north) with underground facilities on the east side of Monte Vista Avenue, and overhead facilities on the west side of Monte Vista Avenue. Within the Plan Area boundaries there are numerous electrical facilities including, but not limited to, five (5) underground vaults ranging in size from 8’x26’ to 14’x57’, thirteen (13) transformers in various sizes including 72”x94” and 8’x10’, and a handful of smaller auxiliary structures such as 3’x5’ pullboxes and 17”x30” handholes. The onsite electrical system is a looped system that appears to tie together in a circular direction from vault to vault with primary and secondary runs branching off to a number of the aforementioned transformers and tying back into the offsite systems to the north, east, and west.

There does not appear to be any transmission voltage lines (33kv+) onsite or on any of the surrounding offsite streets.

- b. Natural Gas.** Natural gas facilities owned and operated by The Southern California Gas Company (SCG) are located to the north, east, and west of the project site. There is an existing 8” SCG mainline running north to south in Central Avenue which currently provides natural gas service to the existing tire shop and multiple points of service to the adjacent shopping center to the east. To the north of the site on Moreno Street SCG currently operates a 2” gas mainline from Central Avenue to just west of S. Montclair Plaza Lane and a 2” gas main from Monte Vista Avenue to just east of Lindero Avenue. In Monte Vista Avenue, there is currently a 2” gas main running north and south which provides multiple services to the existing units located on the west side of the site and provides multiple services to adjacent properties on the west side of Monte Vista Avenue. There are also gas main/service branches entering the project site on Plaza Lane from the west, Lindero Avenue from the north and in E. Montclair Plaza Lane (fed from Lindero Avenue). These main/service branches feed multiple meters throughout the site with units to the south being fed from Plaza Lane and units to the north being fed from Lindero Avenue or E. Montclair Plaza Lane.
- c. Telephone.** Copper and fiber telephone facilities owned and operated by Frontier Communication (formerly Verizon) are located adjacent to the Plan Area along the north and west sides. Based on the information provided by Frontier on their facility inventory maps it does not appear any existing telephone facilities are located in Central Avenue adjacent to the Plan Area at this time. There are existing fiber and copper facilities located within the Plan Area boundary with services feeding multiple units. The main feed for the onsite telephone system appears to be coming from the north off of Moreno Street. There are at least two (2) existing telephone manholes located within the site, these would be the main points of the telephone underground system.
- d. Cable.** There are re currently cable television (CATV) facilities owned and operated by Spectrum (formerly Time Warner Cable) immediately to the north and west of the site. Based on the information provided by Spectrum on their facility inventory maps it does not appear there are existing CATV facilities located in Central Avenue adjacent to the Plan Area at this time. There are existing CATV facilities located within the Plan Area boundary with services feeding multiple units. The main feed for the onsite telephone system appears to be coming from the north from Moreno Street. There are a number of existing CATV “pedestals” located within the site, these would be the main points of the CATV underground system.

2. Proposed Development (Phase A-D).

- a. Electrical.** Based on existing information, there should be sufficient electrical “source” to complete Phases A-D of the proposed development without the need for any “major” electrical system upgrade. However, dependent on the final layout of the Phase A portion of the proposed development there will be a need for multiple relocation work orders with Southern California Edison to “reconfigure” the existing underground electrical facilities to match with the proposed development layout. The relocation work orders may also require some “updating” to the existing electrical systems to bring the system up to current standards and to account for the potential increase in load demand. Without having the actual load demands for the proposed Phases A-D work it would be hard to determine at this point how much upgrading

of the existing system would need to be completed. There will also be a need to complete multiple new meter and service work orders with Southern California Edison to run new primary and secondary conduits and cable to each of the prosed commercial/dwelling units.

- a. Natural Gas.** Based on existing information, there should be sufficient natural gas surrounding the project site to accommodate the proposed Phases A-D of the site development with minimal, if any, upgrades needing to be completed. There is existing gas mainlines surrounding the site on three (3) sides with one of those mainlines being an 8” PE pipe and the other two at 2” each. The existing onsite natural gas main/service branches will need to be reconfigured to account for the proposed development layout but this it typical with any proposed development. Southern California Gas Company will also more than likely require that the Development loop the natural gas system so should at this point assume we will be tying the new gas system into all three of the surrounding streets. There will be a need for multiple “main” work orders and multiple “service” work orders with The Southern California Gas Company.
- c. Telephone.** It is estimated that Frontier Communications has enough existing source on-site currently to service Phases A-D of the proposed development and only minor upgrades would need to be completed. The existing Frontier Communications system will also need to be relocated in some areas based on the ultimate layout of Phases A-D of the proposed development with multiple relocation and new service work orders.
- d. Cable.** It is estimated that Spectrum has enough existing source onsite currently to service Phases A-D of the proposed development and only minor upgrades would need to be completed. The existing Spectrum system will also need to be relocated in some areas based on the ultimate layout of Phases A-D of the proposed development with multiple relocation and new service work orders.

3. Proposed Development (Phases E-G)

- a. Electrical.** The site currently has enough source to accommodate Phases A-D of the proposed development, but development during the final build-out will likely strain the current Edison system. Due to several unknowns, most importantly not knowing the actual load demand that will accompany the final build out of the development, it is difficult to estimate how much additional work will need to be completed in order to accommodate the future buildings. Similar to Phases A-D, it is estimated that there will be, at a minimum, a requirement to relocate and upgrade many of the existing electrical facilities and there will be a number of new service work orders required as well. In a “worst case scenario” Southern California Edison may require that the developer balance the overall load of the proposed development on different Edison circuits. This could entail additional offsite work including the possible need for a new, or extended, offsite backbone system on the three surrounding streets to bring additional electrical circuits to the site. Overall, it is estimated that Edison will be able to accommodate whatever load is required but the costs to redevelop the system may be on the high side depending on how much redevelopment, upgrading and relocating needs to be completed in order to accommodate the required demand. As more information on the final build out becomes available a better determination of required work, and costs associated with that work, can be determined.
- b. Natural Gas.** It is estimated that there is sufficient natural gas surrounding the project site to accommodate the proposed final build out of Phases E-G of the site development with minimal, if any, upgrades. Existing gas mainlines surround the site on three (3) sides, including one 8" and two 2" PE pipes. The existing onsite natural gas main/service branches will need to be reconfigured to account for the proposed development layout but this it typical with any proposed development. Southern California Gas Company will also more than likely require that the development loop the natural gas system. Accordingly, the new gas system is tied into all three of the surrounding streets. There will be a need for multiple “main” work orders and multiple “service” work orders with the Southern California Gas Company.
- c. Telephone.** It is estimated that Frontier Communications has enough existing source currently onsite to service Phases A-D of the proposed development but development during Phases E-G will likely strain the Frontier Communications system. It is anticipated there will be, at a minimum, a requirement to relocate and upgrade many of the existing telephone facilities and that a number of new service work orders will be required as well. Some additional offsite work would need to be completed including the possible need for a new, or extended, offsite backbone system on the three surrounding streets to bring additional telephone facilities to the site.

d. Cable. It is estimated that Spectrum has enough existing CATV facilities currently onsite to service Phases A-D of the proposed development, but development during Phases E-G will probably strain the Spectrum system. It is anticipated that there will be, at a minimum, a requirement to relocate and upgrade many of the existing CATV facilities and that a number of new service work orders will also be required. Some additional offsite work would need to be completed including the possible need for a new, or extended, offsite backbone system on the three surrounding streets to bring additional CATV facilities to the site.

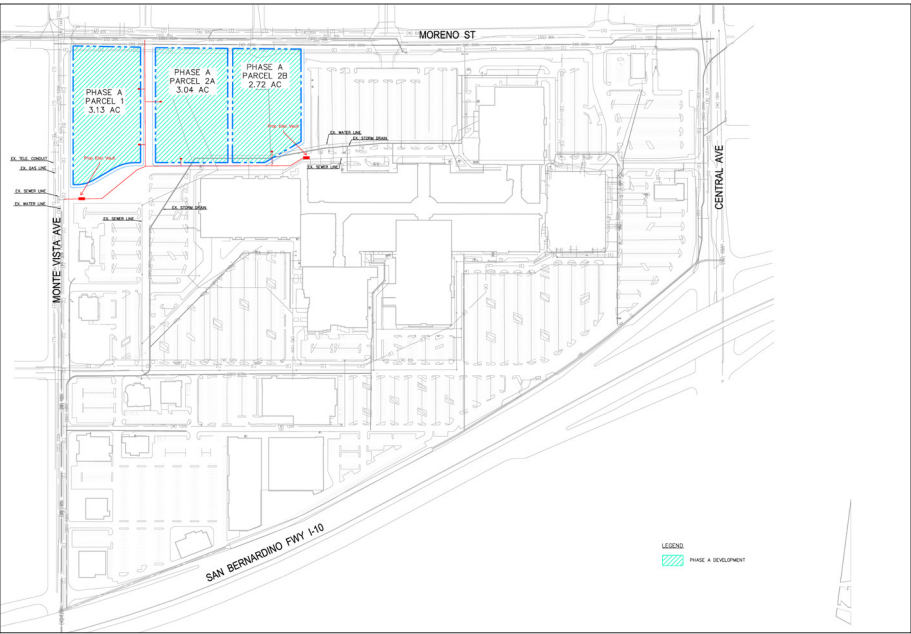


Figure 3-11A: Phase A Proposed Dry Utilities.

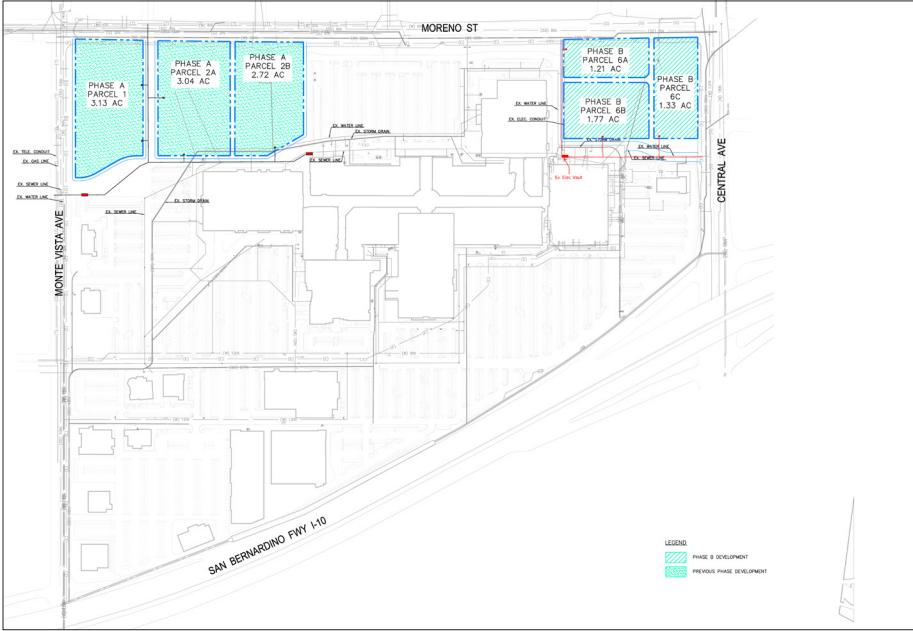


Figure 3-11B: Phase B Proposed Dry Utilities.

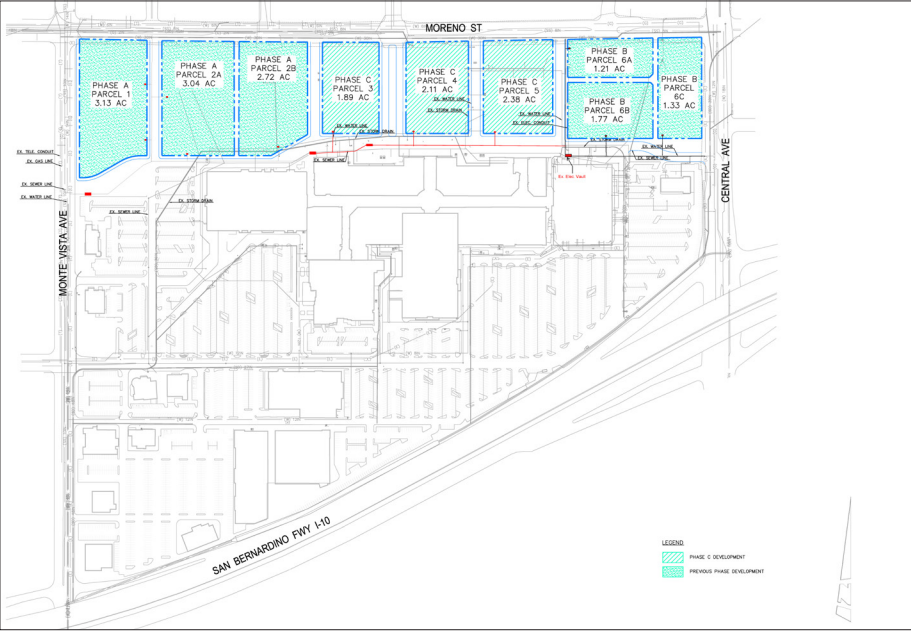


Figure 3-11C: Phase C Proposed Dry Utilities.

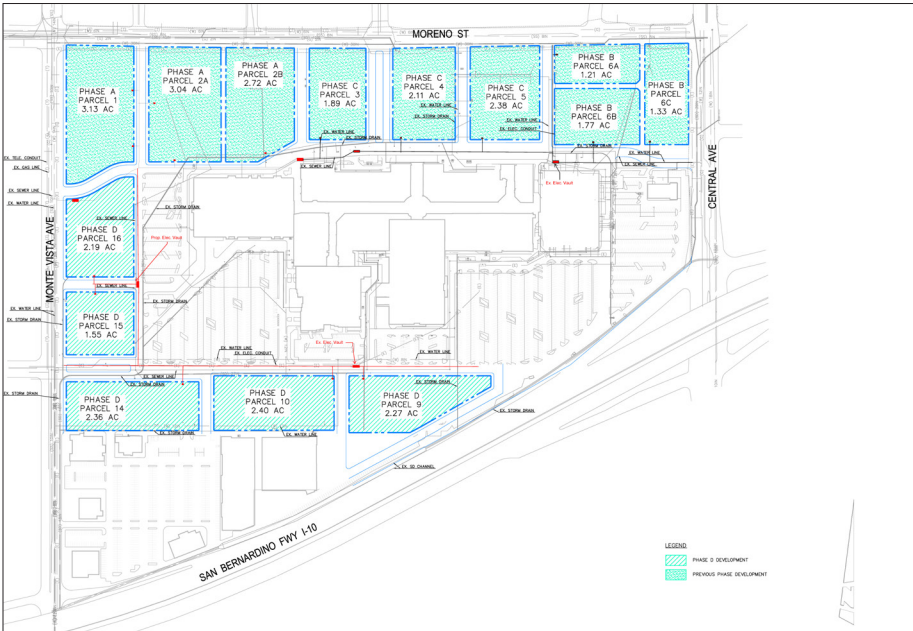


Figure 3-7D: Phase D Proposed Dry Utilities.

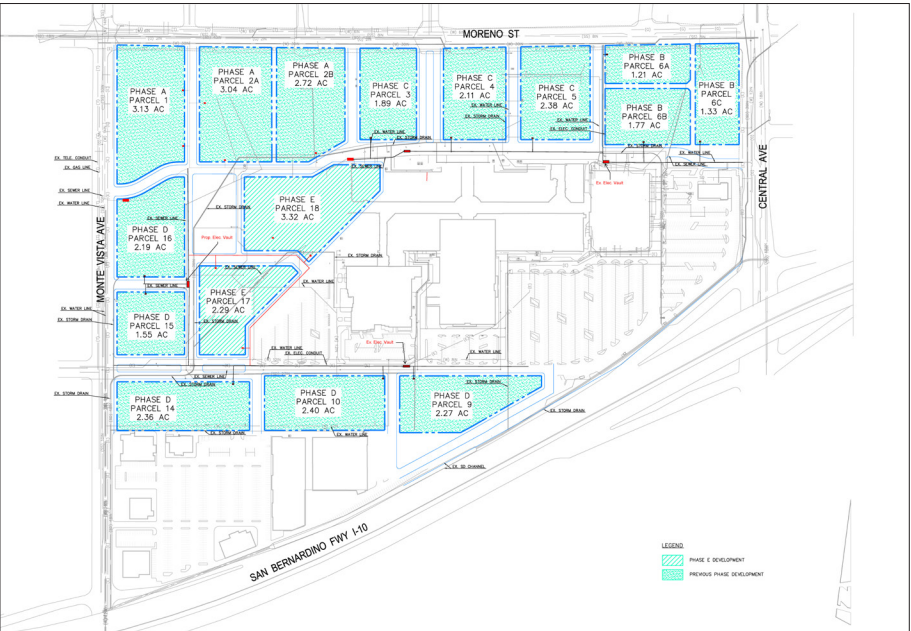


Figure 3-7E: Phase E Proposed Dry Utilities.

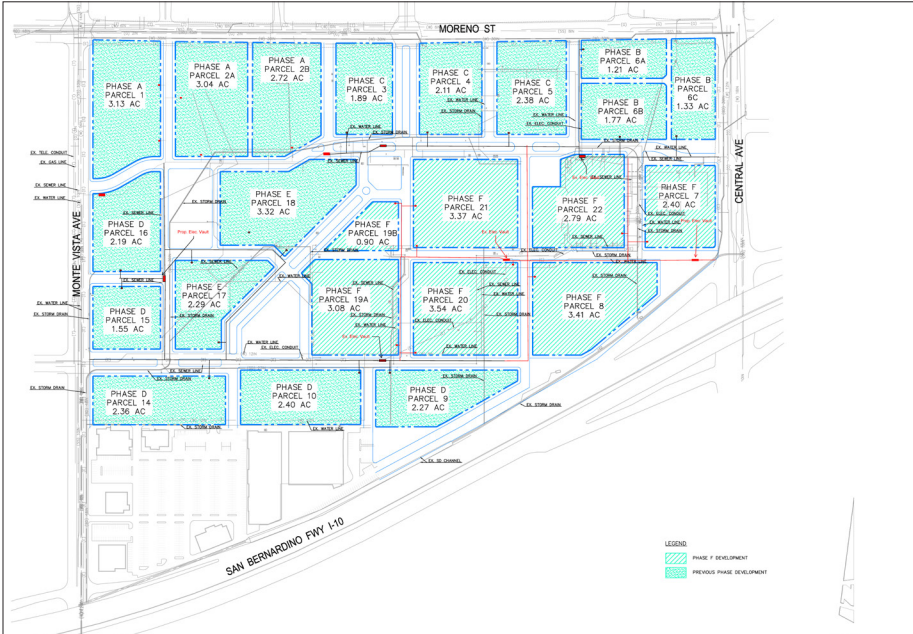


Figure 3-7F: Phase F Proposed Dry Utilities.

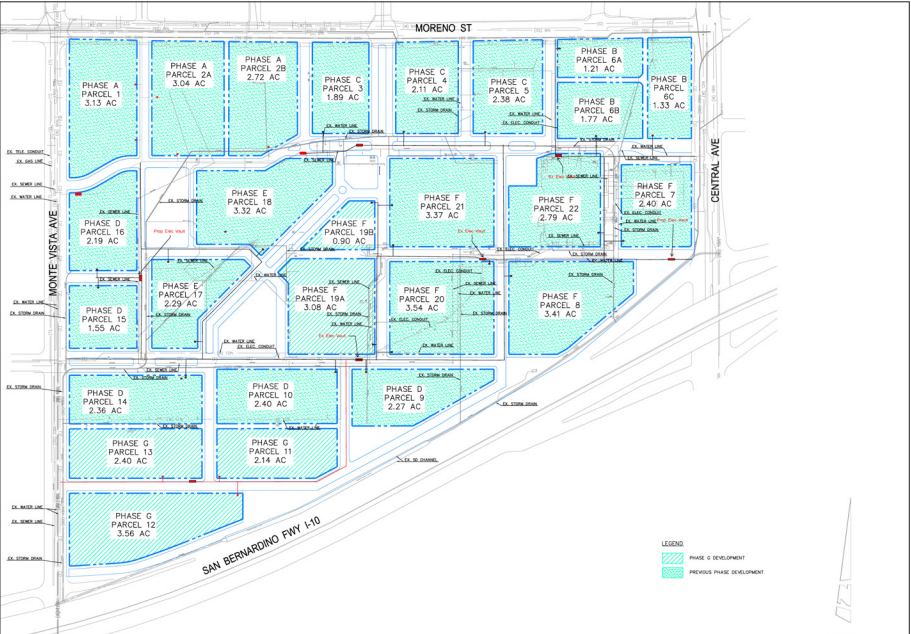


Figure 3-7G: Phase G Proposed Dry Utilities.

4.1. Making the Public Realm

Cities and their Downtowns are realized by the deliberate assembly of streets, blocks, and buildings. In this act of making a place, space is allocated for both public and private use – for buildings and for open spaces. Property owners and developers work with architects, engineers, the community, and the City’s review bodies and their staff to slowly generate streets, squares, and parks. Buildings introduced into blocks determine the character of the public realm of streets and open spaces they face. This public realm is the shared space in the city that gathers people together to relate to one another. It also enables people to comfortably move through the city, to get from one place to another. It is at this most elemental scale that architecture and urbanism define each other.

The focus of a City’s public life is its center. This center is a public place which may be a plaza, square, park, or an important street intersection frequently associated with a public building or commercial activity. Important centers in Montclair include the Civic Center, the Transcenter, and Montclair Place. This Specific Plan seeks to transform Montclair Place from a suburban, single-use, car-oriented center, into a mixed-use, multi-modal, Downtown.

The center of the Montclair Place District is the Rambla (see Figure 4-1). Located along the north side of the existing Montclair Place Mall, the Rambla is a unique, three block long thoroughfare with a linear plaza running down its center.

Along the south side of the Rambla are two urban plazas or parks – one located at its western end at the intersection of the Rambla and the Fremont Avenue extension into the Plan Area, and the other at the east end of the Rambla in front of the movie theater of the current Mall. The plazas are extensions of the retail and entertainment venues in their vicinity and also provide outdoor space for residents living in adjacent multi-family buildings and residential towers.

Radiating away from the Rambla is a new boulevard with a median running down its center that cuts diagonally through the western portion of the Plan Area, providing access to the Rambla’s retail offerings from the west and to the Transcenter to the north.

Open space is provided in the surrounding neighborhoods in Neighborhood Parks. Surrounded by multi-family residences and/or offices, and lined with ground floor neighborhood-serving retail stores, these parks accommodate a variety of locally-oriented activities, such as playgrounds, dog parks, basketball courts, walking paths, and open lawns for informal picnics, family ball games, and sunbathing. A park at the eastern entry to the Plan Area enables visibility into the Rambla from Central Avenue.

Finally, a greenway is introduced next to the freeway that, over time, is planted with landscape that screens the Plan Area from the freeway. The greenway can also be used to collect and cleanse stormwater.



Active sidewalk.



Neighborhood park.



Neighborhood Square



Neighborhood Green



Plaza



Pedestrian paseo (passageway).



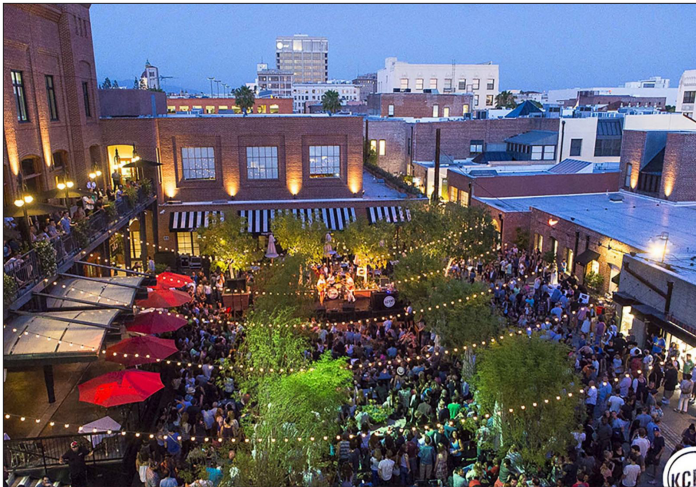
Figure 4-1: Public Realm Plan



A Rambla with a farmers' market.



Retail kiosks in an urban plaza.



An urban plaza hosts a music concert.

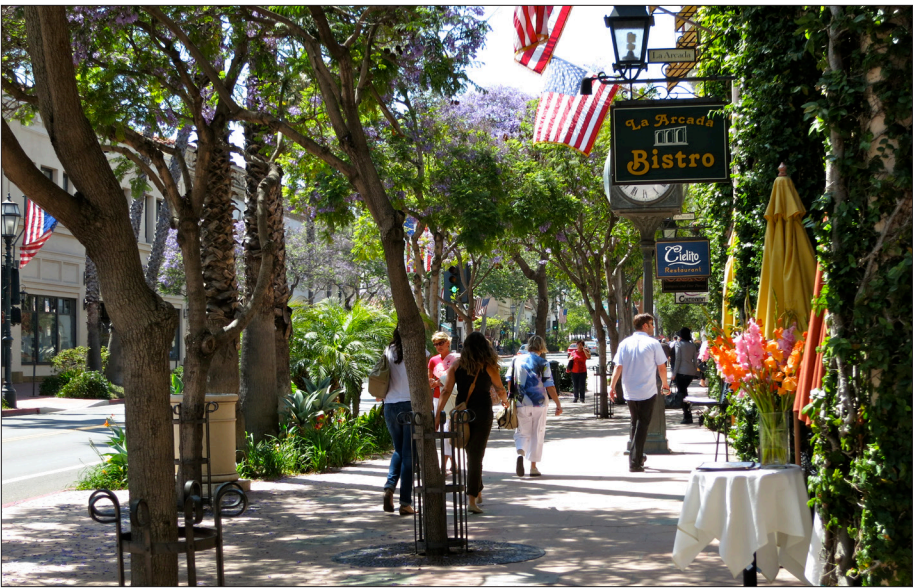
4.2. Streetscape

The street network interconnects the Montclair District's retail, office, residential, and open space offerings, while providing a dynamic pedestrian experiences. The objectives of the streetscape design is to provide a comfortable, rich, pedestrian experience with shade trees and planted edges in the public right of way and to increase environmental performance with low impact development strategies that absorb and clean urban runoff.

The Street Tree Master Plan (see Figure 4-2) locates specific tree species amongst the public realm's street network, open spaces, and greenways. Tree species are chosen for each type of thoroughfare and open space to support its unique aesthetic character, spatial quality, and environmental value. Tree selection considerations included the tree's shape, color, seasonal change, scent, size at maturity, drought tolerance, and resilience.

The numerous qualitative benefits from selecting a diverse street tree palette include shade for pedestrians walking along the sidewalk, a visual rhythm to reduce driving speeds along vehicular streets, and overall balance of the built environment. A street tree's environmental benefits include cooling the immediate area, improving local air quality through carbon sequestration, and managing stormwater, all of which contribute towards the pedestrian-friendly urban character of Montclair.

The street tree species shown in Figure 4.2 (Street Tree Master Plan) are conceptual and may be adjusted subject to Public Works Director and/or Community Development Director approval.



Tree lined pedestrian friendly streetscape.



Mixed-use streetscape incorporating seating and parking



Lively sidewalk with outdoor dining.




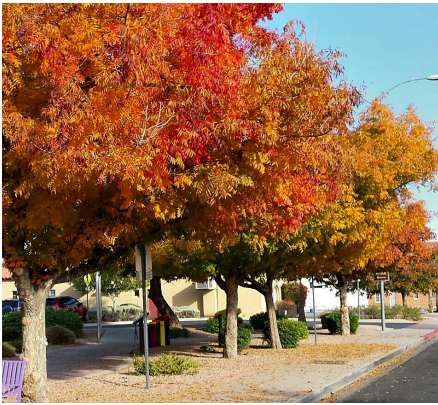
An arterial street with a center median, and on-street parking




A boulevard with a landscaped median down its center.




 *Parkinsonia florida*
Blue Palo Verde




 *Pistacia chinensis*
Chinese Pistache




 *Chinese Flame Tree*
Koelreuteria Bipinnata




 *Platanus racemosa*
California Sycamore




 *Pinus canariensis*
Canary Island Pine



 *Platanus acerfolia*
London Plane Tree



 *Sophoa japonicum 'Regent'*
Regent Japanese Pagoda Tree



 *Tipuana Tipu*
Rosewood

Figure 4-2: Street Tree Master Plan

4.2. Streetscape (continued)

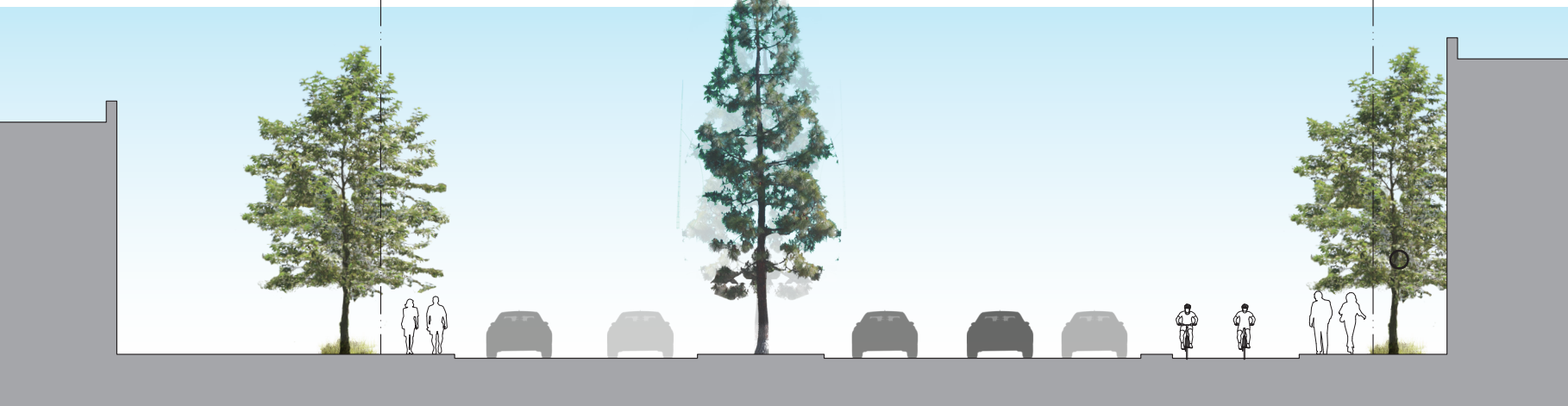
1 Central Avenue



2 Moreno Street



3 Monte Vista Avenue



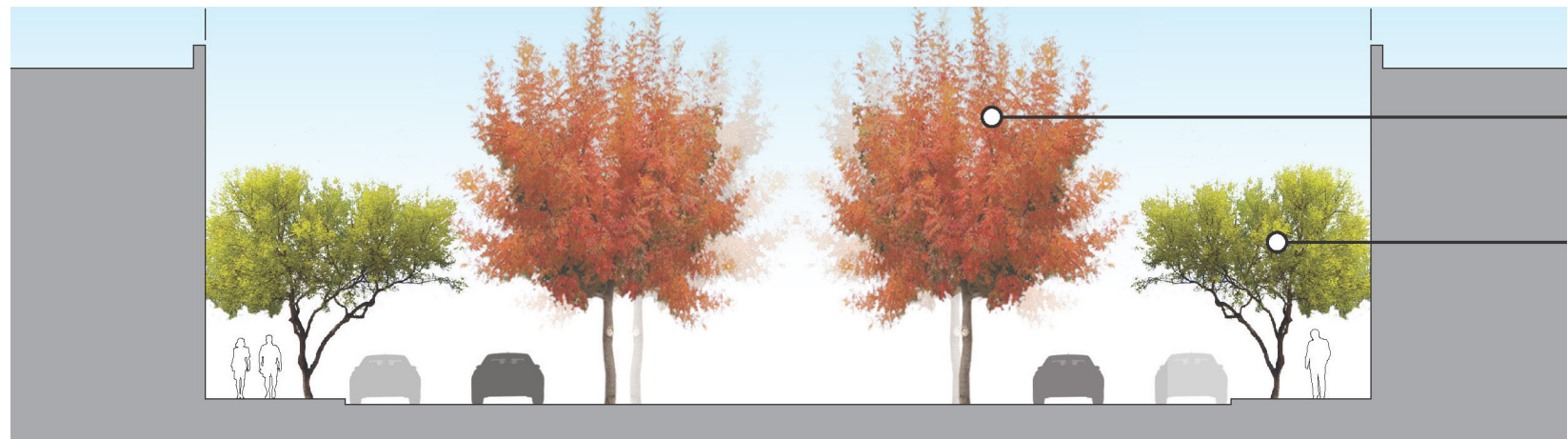
4 Median Boulevard



6 Mixed-Use Street (Angled Parking Both Sides)



5 Rambla



7 Mixed-Use Street (Parallel Parking Both Sides)



8 Free Flow Street



9 One-Way Street



5.1. Purpose and Applicability

5.1.010. Purpose

This Chapter of the Montclair Place District Specific Plan (MPDSP) provides detailed regulations for development and new land uses within the specific plan area, and describes how these regulations will be used as part of the City's development review process. These provisions supersede and replace regulations in the Montclair Zoning Code (Title 11 of the Montclair Municipal Code) as noted in Section 5.1.020.H (Relationship to Zoning Code). This Development Code is intended to provide for the continuing evolution of the Plan Area into a place where:

- A. A mixture of land uses including shops, workplaces, and residences are within walking distance of one another;
- B. Streets are attractive to pedestrians and also conveniently and efficiently accommodate the needs of cyclists and motorists; and
- C. New and remodeled buildings work together to define the pedestrian-oriented space of the public streets within the specific plan area, and are harmonious with each other and the desired character of the specific plan area.

5.1.020. Applicability of Development Code Standards

Proposed development, subdivisions, and new land uses within the specific plan area shall comply with all applicable requirements of this Development Code, as follows.

- A. **Regulating Plan.** The Regulating Plan (Section 5.2.010) defines the zones within the specific plan area that differentiate standards for building placement, design, and use; and identifies the parcels included within each zone.
- B. **Land Use Standards.** Section 5.2.020 identifies the land use types allowed in each of the zones established by the Regulating Plan. A parcel within the specific plan area shall be occupied only by land uses identified as allowed within the applicable zone by Section 5.2.020, subject to the type of City approval (for example, by-right Permit, Conditional Use Permit, etc.) required by Section 5.2.020.
- C. **Urban Standards.** The urban standards in Section 5.3 regulate the features of buildings that affect the public realm of the street, sidewalk, and public open spaces. The urban standards regulate building placement, height, and facade design, and vary according to the zone applied to a parcel by the Regulating Plan. Proposed development and new land uses shall comply with all applicable standards in Section 5.3.
- D. **Architectural Standards.** Beyond the regulations about where buildings can be placed and how they need to behave to positively shape the public realm, the Architectural Standards regulate the manner in which individual parcels and blocks are developed to create diverse and finely-grained development. This is accomplished through the use of three main components: a) building articulation and massing (Section 5.4), b) frontage types (Section 5.5) c) sign guidelines (Section 5.6), d) architectural styles (Section 5.7), and e) other project design and development standards (Section 5.8).
- E. **Subdivision, Block, and Street Design Standards.** The Subdivision, Block, and Street Design Standards (Section 5.9) provide guidance for the subdivision of the MPDSP Area into smaller parcels and ensure that an interconnected and walkable network of streets and blocks that support the intended physical character, land use activity, and architectural quality envisioned by this MPDSP are introduced.
- F. **Minor Deviations.**
 - 1. A Minor Deviation permits a design solution that is not consistent with a specific provision of this Development Code, but is justified by its ability to fulfill this Specific Plan's intent while not compromising its vision and intent.
 - 2. All development standards within this Development Code may deviate up to a maximum of ten percent (10%).
 - 3. Minor Deviations are subject to Community Development Director review prior to Planning Commission consideration.
- G. **Effect on existing development and land uses.** Development and land uses that were lawfully established, and exist within the plan boundaries as of the effective date of this specific plan are affected by this code as follows:
 - 1. Existing development and land uses that comply with all applicable requirements of this code shall continue to operate, and may be altered or replaced, only in compliance with this code.

- 2. Nonconforming uses and development.
 - a. It shall not be the intent of this title to render previously legally created building lots or legally constructed buildings which do not comply with the new property development regulations or other requirements of this title to be nonconforming where these lots or buildings complied with the ordinances in effect at the time of their creation or construction. However, proof of compliance with ordinances in effect at the time of creation or construction shall be the sole burden of the applicant or property owner. Such proof may include building permits, minutes of council or commission action, case files, or other documentation.
 - b. Development or a land use that does not comply with the requirements of this code may continue to operate, and may be sold or otherwise transferred.
 - c. Non-conforming uses that change to conforming uses shall not revert back to the original non-conforming use.

- H. **Effect on properties designated for civic buildings or parking structures.** A property designated by the Regulating Plan as a potential site for a civic building or parking structure may continue to be used as follows:
 - 1. Existing land uses and development may continue on the site in compliance with Subsection 5.1.020.F, above;
 - 2. The property owner may choose to propose new development and land uses in compliance with this code; and
 - 3. The property owner may choose to work with the city to develop the proposed public facility.
- I. **Relationship to Zoning Code.** This Development Code replaces the requirements of the City's Zoning Code, Title 11 of the Montclair Municipal Code. Otherwise applicable requirements of the Zoning Code that are not covered by this Development Code apply to development within the specific plan area, as noted in this Code. If a conflict occurs between a requirement of this Development Code and the Zoning Code, the provisions of this Development Code shall control.
- J. **Relationship to Building Code, Fire Code, Health Code and other Requirements and Regulations.** The implementation of all development standards and provisions of this Development Code are subject to the requirements and regulations of the Building Code, Fire Code, Health and Safety Code, and other State and Federal regulations.

5.1.030. Administration

The standards and other requirements of this Development Code shall be administered and enforced by the Planning Division of the Montclair Community Development Department, the Planning Commission, and City Council in the same manner as the provisions of the City's Zoning Code.

5.1.040. Submittal Requirements

- A. **Submittals.**
 - 1. Determine the type of development for which the application will be submitted for City review.
 - a. New use within or renovation of an existing building.
 - b. Additions to existing buildings-that are less than 20% of total existing gross floor area.
 - c. Additions to existing buildings-that are more than 20% of total existing gross floor area.
 - d. New buildings on sites less than 2 acres, and
 - e. Development on parcels 2 acres or larger
- Refer to Table 5-1 (Submittal Requirements) to determine the sections of the Development Code that apply.
- 2. Consult City's application submittal requirements for types of drawings, information and quantities to be prepared and submitted with the application along with any required processing fee.

Table 5-1: Submittal Requirements

Development Code Standard	Development Code Section Reference	Applicable Development Code Sections			
		Renovation of Existing Buildings	Additions to Existing Buildings Less than 20% of Existing Floor Area	Additions to Existing Buildings More than 20% of Existing Floor Area	New Buildings
Land Use and Urban Standards	5.2 - 5.3				
Allowable Land Uses and Planning Permit Requirements	5.2.020 and Table 5-2	Required	Required	Required	Required
Building Setback Standards	5.3.010.A, 5.3.020.A, 5.3.030.A, or 5.3.040.A		Required	Required	Required
Building Height Standards	5.3.010.B, 5.3.020.B, 5.3.030.B, or 5.3.040.B			Required	Required
Parking Placement Standards	5.3.010.C, 5.3.020.C, 5.3.030.C, or 5.3.040.C			Required	Required
On-Site Open Space Standards	5.3.010.D, 5.3.020.D, 5.3.030.D, or 5.3.040.D			Required	Required
Building Size Standards	5.3.010.E, 5.3.020.E, 5.3.030.E, or 5.3.040.E			Required	Required
Frontage Types and Encroachment Standards	5.3.010.F, 5.3.020.F, 5.3.030.F, or 5.3.040.F		Required	Required	Required
Pedestrian and Vehicular Access Standards	5.3.010.G, 5.3.020.G, 5.3.030.G, or 5.3.040.G			Required	Required
Parking Requirement Standards	5.8.010.A	Required	Required	Required	Required
Architectural Standards and Guidelines	5.4 - 5.7				
Building Articulation and Massing Standards	5.4			Required	Required
Frontage Type Standards	5.5		Required	Required	Required
Sign Guidelines	5.6		Required	Required	Required
Architectural Style Guidelines	5.7				Required
Other Project Design and Development Standards	5.8				
Parking Design	5.8.010	Required as applicable	Required as applicable	Required	Required
Bicycle Parking Standards	5.8.020			Required	Required
Solid Waste Standards	5.8.030		Required as applicable	Required	Required
Drive-Through Standards	5.8.040		Required as applicable	Required	Required
Landscape and Outdoor Lighting Standards	5.8.050		Required as applicable	Required	Required

5.1.050. Planning Compatibility and Architectural Review

- A. Purpose and Applicability. For the purposes of maintaining consistency with this Specific Plan; establishing a high standard of architectural quality and design variety; and maintaining compatibility with adjoining properties, all development applications within the Montclair Place District Specific Plan area will be subject to an external peer review. Such a review will be conducted by an architect, urban designer, or planner in private practice, as chosen by the review authority (City). The review authority shall establish fees and procedures for such review.
- B. Submittal Requirements. Planning Compatibility and Architectural review will occur in two phases as outlined below:

1. Phase 1: Conceptual Design Review. Projects reviewed per Schematic Design Review are judged on compliance with the standards of this Specific Plan, compatibility with the existing context, site planning, building massing, and architectural design. Following are the minimum submittal requirements for Conceptual Design Review.

☐ REIMBURSEMENT AGREEMENT AND PAYMENT OF FEE to cover the cost of Conceptual Design Review and Final Design Review by Consultants hired by the City for architectural, engineering, legal, or other services needed to assist in the preliminary review of the proposed project.

☐ CD – Containing digital files of all materials listed below:

☐ APPLICATION – One (1) copy

☐ CONFORMANCE MATRIX – Five (5) copies of completed Conformance Matrix (see Appendix 2 of this Specific Plan)

☐ SCHEMATIC DESIGN PLANS – One (1) full-size copy and five (5) 11”X 17” reductions.

☐ COVER SHEET

a. Applicant name, address and phone number.

b. Project site address.

c. Vicinity Map – ½-mile radius street system with project site highlighted.

d. Total area of site in square feet.

e. Number of buildings and dwelling units to be removed (including sizes and construction dates).

f. Number of proposed new buildings with total square footage for each (including parking structures).

g. Square footage for each building’s footprint and the percentage of the site covered by the building(s).

h. Number of stories for each building.

i. Number of parking and loading spaces (including existing, proposed, and required by zoning).

j. Landscaped areas and percentage of the total site dedicated for landscaping.

k. Paved area and percentage of the total site dedicated for hardscape/paving (i.e., driveways, walkways, courtyards, and trash storage).

l. Existing and proposed UBC occupancy group.

m. Proposed floor area ratio (FAR) and/or residential density (du/ acre).

n. Existing zoning and land use designation.

☐ EXISTING CONTEXT PHOTOS

a. Color photographs of existing buildings on the site and existing buildings on both sides of the street between two cross streets. Photographs should identify the address of the property depicted and should be taken perpendicular to the building. If the project is on a corner lot, photographs should include both streets.

b. A minimum of four (4) colored photos of varied angles of the project site, showing walls, trees, and existing structures.

☐ SURVEY

a. Existing conditions on the site and footprint of adjacent buildings.

- ☐ DEMOLITION PLAN
- ☐ CONTEXT SITE PLAN
 - a. Proposed site plan within context of building footprints within one block, in all directions.
- ☐ PROJECT SITE PLAN
 - a. Property lines.
 - b. Setbacks (front street and side street setbacks measured from back of sidewalk).
 - c. Internal and external rights-of-way and any vehicular access or other easements.
 - d. Sidewalk/planter dimensions (from face of curb to back of sidewalk).
 - e. Existing buildings (if to be retained) and proposed building locations and dimensions with uses labeled.
 - f. Location and purpose of proposed open space.
 - g. Location of structures on adjacent properties and their uses.
 - h. Topography and/or any existing site-specific conditions that must be addressed
 - i. Dimensions of driveway widths, existing and proposed curb cuts, parking spaces (including parking space assignments: residential, commercial, loading, guest, ADA, etc.). Use arrows to indicate traffic circulation and ADA routes.
 - j. Sidewalks and walkways (include existing and proposed). Indicate existing paved areas to be removed.
 - k. Walls and fences (include materials and dimensions for existing and proposed). Indicate walls and fences to be removed.
 - l. Street lights (include existing and proposed); Indicate existing proposed for removal.
 - m. Trees: show existing trees with accurate canopies and overlap, if any, between proposed building footprints and canopy/root system of existing street trees or large.
 - n. Conceptual location of electrical vault, gas and electrical meters, fire sprinkler valves, backflow preventer, HVAC condensers, etc.
 - o. Conceptual location of solid waste storage locations and, as applicable, collection locations. Indicate route between storage location and collection location with arrows.
- ☐ FLOOR PLANS
 - a. Proposed plans and existing plans (if to be retained), including perimeter dimensions and openings in exterior walls.
- ☐ ROOF PLAN
 - a. Roof pitch and material.
 - b. Preliminary location of all exterior mechanical equipment, if applicable.

- ☐ ELEVATIONS
 - a. All building elevations (in color and black and white)
 - b. Building heights
 - c. Preliminary proposed materials
 - d. Elevations of existing buildings adjacent to front elevation
 - e. Conceptual locations of signs
- ☐ SECTIONS (cross and longitudinal)
 - a. Building walls (including freestanding walls)
 - b. Floor-to-floor dimensions
 - c. Cuts and fills, as required
- ☐ EXTERIOR SIGNS AND OTHER GRAPHICS
 - a. Location (on building and/or on site), dimensions, type (including illuminated or non-illuminated) and use (i.e., building sign, tenant sign, wayfinding sign).
- ☐ PRELIMINARY LANDSCAPE PLAN
 - a. Softscape (including trees and shrubs)
 - b. Hardscape (identify proposed materials)
 - c. Preliminary Landscape Palette.
- ☐ PRELIMINARY AMENITIES PLAN
 - a. Location of on-site amenities, including required on-site open spaces, pools, play courts, recreation areas and/or gyms, barbecue areas, dog parks, etc.
- ☐ DRAFT SOLID WASTER DISPOSAL AND RECYCLING PLAN
 - a. Written Solid Waste Disposal and Recycling Plan (SWDRP) describing the solid waste and recycling strategy for the proposed project.
- ☐ CONCEPTUAL GRADING PLAN
- ☐ PRELIMINARY FIRE MASTER PLAN
- ☐ PRELIMINARY UTILITY PLAN
 - a. Location of connections to existing and/or newly required utilities (water, sewer, stomwater, gas, dry utilities).
- ☐ DRAFT PARKING MANAGEMENT PLAN
- ☐ DRAFT WATER QUALITY MANAGEMENT PLAN
- ☐ PRELIMINARY SUBDIVISION MAP
- ☐ PHASING PLAN (for multi-phased projects)
- ☐ DIGITAL MASSING MODEL
 - a. Simple digital building form/massing model of the project. Internal building elements, landscaping, people, cars, etc. not required.

5.1.050. Planning Compatibility and Architectural Review

2. Phase 2: Final Design Review. Final Design Review is the final phase of the Design Review process and focuses on window details, finishes, materials, landscaping, and on consistency of the project with the design approved during Concept Design Review (as well as compliance with the conditions of the approved Concept Design Review).

☐ CD – Containing digital files of all materials listed below:

☐ APPLICATION – One (1) copy

☐ RESPONSE TO SCHEMATIC DESIGN REVIEW COMMENTS

- a. Written narrative describing how the project’s design concept responds to conditions of approval provided at the conclusion of the Schematic Design Review process.

☐ FINAL DESIGN PLANS – One (1) full-size copy and five (5) 11”X 17” reductions.

☐ COVER SHEET

- a. Applicant name, address and phone number.
- b. Project site address.
- c. Vicinity Map – ½-mile radius street system with project site highlighted.
- d. Total area of site in square feet.
- e. Number of buildings and dwelling units to be removed (including sizes and construction dates).
- f. Number of proposed new buildings with total square footage for each (including parking structures).
- g. Square footage for each building’s footprint and the percentage of the site covered by the building(s).
- h. Number of stories for each building.
- i. Number of parking and loading spaces (including existing, proposed, and required by zoning).
- j. Landscaped areas and percentage of the total site dedicated for landscaping.
- k. Paved area and percentage of the total site dedicated for hardscape/paving (i.e., driveways, walkways, courtyards, and trash storage).
- l. Existing and proposed UBC occupancy group.
- m. Proposed floor area ratio (FAR) and/or residential density (du/ acre).
- n. Existing zoning and land use designation.

☐ SURVEY

- a. Existing conditions on the site and footprint of adjacent buildings

☐ DEMOLITION PLAN

☐ CONTEXT SITE PLAN

- a. Proposed site plan within context of building footprints within one block, in all directions.

☐ PROJECT SITE PLAN

- a. Property lines.
- b. Setbacks (front street and side street setbacks measured from back of sidewalk).
- c. Internal and external rights-of-way and any vehicular access or other easements.
- d. Sidewalk/planter dimensions (from face of curb to back of sidewalk).
- e. Existing buildings (if to be retained) and proposed building locations and dimensions with uses labeled.
- f. Location and purpose of proposed open space.
- g. Location of structures on adjacent properties and their uses.
- h. Topography and/or any existing site-specific conditions that must be addressed
- i. Dimensions of driveway widths, existing and proposed curb cuts, parking spaces (use arrows to indicate traffic circulation)
- j. Sidewalks and walkways (include existing and proposed). Indicate existing paved areas to be removed.
- k. Walls and fences (include materials and dimensions for existing and proposed). Indicate walls and fences to be removed.
- l. Street lights (include existing and proposed); Indicate existing proposed for removal.
- m. Trees: show existing trees with accurate canopies and overlap, if any, between proposed building footprints and canopy/root system of existing street trees or large.
- n. Location of on-site amenities, such as pools, play courts, recreation areas and/or gyms, barbecue areas, dog parks, etc.
- o. Final location of electrical vault, gas and electrical meters, fire sprinkler valves, backflow preventer, HVAC condensers, etc.
- p. Conceptual location of solid waste storage locations and, as applicable, collection locations and route between storage location and collection location.

☐ FLOOR PLANS

- a. Proposed plans and existing plans (if to be retained), including perimeter dimensions and openings in exterior walls.

☐ ROOF PLAN

- a. Roof pitch and material.
- b. Location of all exterior mechanical equipment, if applicable.

☐ ELEVATIONS

- a. All building elevations, including courtyard and other secondary elevations.
- b. Building heights.
- c. Proposed materials.
- d. Elevations of existing buildings adjacent to front elevation.
- e. Locations of signs.

□ SECTIONS (cross and longitudinal)

- Building walls (including freestanding walls).
- Floor-to-floor dimensions.
- Cuts and fills, as required.
- Exterior details/sections (including canopies, balconies, doors, eaves, reveals, soffits, returns, surface-applied materials, roof edge caps, and flashing).

□ DESIGN DETAILS

- a. Large-scale details/sections of windows, showing dimensioned recess, casings, and method of operation. Also include a manufacturer's catalog cut sheet of window assemblies or at the request of staff, a window sample.
- b. Door and window schedule
- c. Exterior lighting plan and product specifications (including locations, dimensions, type of fixture, and catalog cut sheets)
- d. Gutters and downspouts (indicate the location of gutters and downspouts on the building elevations)
- e. Mechanical plans showing locations of exterior equipment, through-the-wall vents, and ventilation shafts

☐ LANDSCAPE PLAN

- a. Planting plan showing location, spacing, common name, botanical name, container size, quantity of all proposed new plant material with distinct plant symbols for each specimen.
- b. Landscape construction plan with dimensions, materials, and finishes (drawings, catalog cuts, and/or photographs and an existing installation)
- c. Hardscape details (including paving, trash enclosure, raised planters, water features, fences, walls, site furniture, etc.)
- d. Exterior lighting (including type of fixture and catalog cut sheets)
- e. Existing plant material (including trees). Trees with a 4-inch diameter or greater shall be identified by species and diameter-at-breast-height.

☐ EXTERIOR SIGNS AND OTHER GRAPHICS

- a. Location, (on building and/or on site) dimensions, type (including illuminated or non-illuminated) and use (i.e., building sign, tenant sign, wayfinding sign). Include light fixtures, electrical raceways, and all other designs, materials, lettering font, graphics, and colors used as identification or for calling attention to the project or tenant. Include color and material samples on the color and material board.

☐ COLOR AND MATERIAL BOARD – One (1) 11"x 17" copy.

- a. Identify board with project address, architect name, address, telephone number, fax number, email address, and date. Include samples of all proposed exterior materials, paint colors, and materials for glazing and paving (except clear glass).
- b. Identify all samples with manufacturer name and item specification number (including catalog cut – photographs of existing installation may be accepted in place of project literature).

☐ FINAL SOLID WASTER DISPOSAL AND RECYCLING PLAN

- a. Written Solid Waste Disposal and Recycling Plan (SWDRP) describing the solid waste and recycling strategy for the proposed project and proof of acceptance of the SWDRP from the solid waste provider.

☐ GRADING PLAN☐ FIRE MASTER PLAN☐ FINAL UTILITY PLAN

- a. Location of connections to existing and/or newly required utilities (water, sewer, stormwater, gas, dry utilities).

☐ FINAL PARKING MANAGEMENT PLAN☐ FINAL WATER QUALITY MANAGEMENT PLAN☐ FINAL SUBDIVISION MAP

☐ PHASING PLAN (for multi-phased projects)

☐ DIGITAL MASSING MODEL

- a. Simple digital building form/massing model of the project. Internal building elements, landscaping, people, cars, etc. not required.

5.2. Regulating Plan, Zones, Overlays, and Land Use Standards

5.2.010. Regulating Plan, Zones, and Overlays

A. Purpose. This Section establishes the zones applied to property within the specific plan area. The Regulating Plan (Figure 5-1) divides the specific plan area into separate zones that are based on a range of intensity that ranges from the least intense types of development and land use within the specific plan area to the most intense types, with all zones allowing a broad and varied mixture of land uses. These zones implement the City's urban design objectives for each part of the specific plan area by establishing and maintaining attractive distinctions between each zone.

Each zone allocates land uses and provides detailed standards for building placement, height, massing, articulation, and frontage.

B. Zones established. The following zones are hereby established by this specific plan, and are applied to property within the specific plan area as shown on the Regulating Plan (Figure 5-1):

1. **District Corridor (COR).** The District Corridor zone applies to parcels along the western portion of the Plan Area adjacent to Monte Vista Avenue. Mixed Buildings up to 55 feet in height accommodate a mix of residential and commercial uses. Buildings with retail ground floor uses are located at or near the sidewalk, while buildings with residential ground floors are set back behind small front yards. To encourage pedestrian activity, all buildings are accessed directly from the sidewalk through appropriate frontage types or through lobbies. New buildings within the District Corridor zone must have a minimum floor area ratio of 1.0.
2. **District Place (PLA).** The District Place zone applies to the southern portion of the Plan Area. Buildings up to 55 feet in height accommodate office, research and development (R & D), and other commercial uses. While residential uses are allowed in this district, they are generally discouraged due to the proximity of the freeway, which can have negative effects on residents in terms of air quality and noise. Buildings with retail ground floor uses are located at or near the sidewalk, while buildings with residential ground floors are set back behind small front yards. To encourage pedestrian activity, all buildings are accessed directly from the sidewalk through appropriate frontage types or through lobbies. New buildings within the District Place zone must have a minimum floor area ratio of 1.0.
3. **District Commons (COM).** The District Commons zone introduces urban, mixed-use buildings up to 90 feet in height and located at or near the sidewalk. Primary building access is from the sidewalk and parking is behind buildings or subterranean. Buildings with retail ground floors are located at the back of sidewalk while buildings with residential ground floors are set back with small front yards. New buildings within the District Commons zone must have a minimum floor area ratio of 1.3.
4. **District Center (CEN).** The District Center zone introduces urban, mixed-use buildings ranging between 55 and 240 feet in height in the area primarily occupied by the existing Montclair Place Mall building. Buildings are located at the back of sidewalk and are accessed from the sidewalk. Parking is behind buildings or subterranean. New buildings within the District Center zone must have a minimum floor area ratio of 2.0.

C. Overlays.

1. **Overlays Established.** The following overlays are hereby established by this specific plan, and are applied to property within the specific plan area as shown on the Regulating Plan (Figure 5-1):
 - a. **Shopfront Retail/Restaurant Overlay (SRO).** The Shopfront Retail/Restaurant Overlay requires the shopfront frontage type be provided along street-facing ground floor frontages at key locations. Ground floor spaces within the Shopfront Retail/Restaurant Overlay must provide retail and restaurant uses, although ground floor residential, office, and hotel lobbies and gyms associated with residential, office, or hotel developments are also permitted. Ground floor spaces must conform to the requirement of Section 5.3.F (Ground Floor Commercial Lease Space Standards) and Section 5.5.D.5 (Shopfront).
 - b. **Shopfront Flex Overlay (SFO).** The Shopfront Flex Overlay requires the shopfront frontage type be provided along street-facing ground floor frontages at key locations. While ground floor retail and restaurant uses are preferred, office and residential uses, including lobbies, are also permitted. Ground floor spaces must conform to the requirement of Section 5.3.F (Ground Floor Commercial Lease Space Standards) and Section 5.5.D.5 (Shopfront).
2. **Property subject to the Shopfront Retail/Restaurant Overlay.**
 - a. Properties subject to the Shopfront Retail/Restaurant Overlay shall provide ground floor shopfront frontage types per the requirements of Section 5.3.F (Ground Floor Commercial Lease Space Standards) and Section 5.5.D.5 (Shopfront).

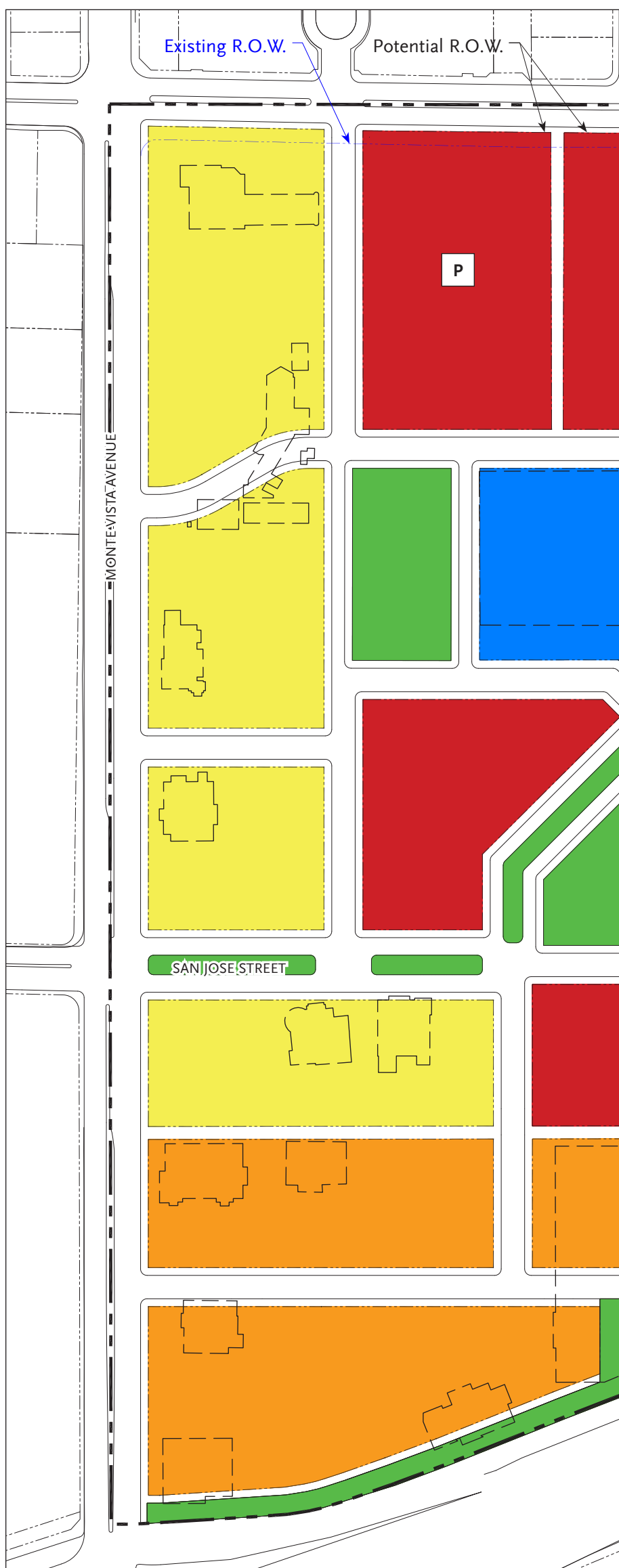


Figure 5-1: Regulating Plan



5.2. Regulating Plan and Land Use Standards (continued)

- b. Required street-facing, ground floor land uses for properties subject to the Shopfront Retail/Restaurant Overlay are retail and restaurant uses as identified in Table 5-2 (Allowed Land Uses and Permit Requirements). Ground floor residential, office, and hotel lobbies and gyms associated with residential, office, or hotel developments are also permitted.
3. Property subject to the Shopfront Flex Overlay.

a. Properties subject to the Shopfront Flex Overlay shall provide ground floor shopfront frontage types per the requirements of Section 5.3.F (Ground Floor Commercial Lease Space Standards) and Section 5.5.D.5 (Shopfront).

b. Preferred street-facing, ground floor land uses for properties subject to the Shopfront Flex Overlay are retail and restaurant uses as identified in Table 5-2 (Allowed Land Uses and Permit Requirements).

c. Interim land uses other than retail and restaurant uses are permitted, subject to the following requirements:

i. Interim uses permitted only after full residential occupancy has been reached for the building where flex spaces are located. Full occupancy shall be deemed to be when 90 percent of residential units in each building is reached and maintained.

ii. Applicant/Developer/Building Owner shall agree to provide the City with annual vacancy reports of each building/development to justify the continued use of flex units for residential purposes.

iii. Non-commercial/restaurant land uses shall be limited to short term leases (1 year maximum) agreements to allow for the possibility of adding or expanding commercial/restaurant uses in the project boundaries as possible.

iv. Interim land uses are permitted if parking for the future retail and restaurant uses is provided per the requirements of Section 5.8.010 (Parking Design).

v. Buildings subject to the Shopfront Flex Overlay that contain ground floor interim uses must accommodate infrastructure for potential future restaurant uses, including vertical chases through upper floors, dual plumbing, and grease interceptors.

D. Required Findings.

1. In order for an application to be approved, each application involving Section 5.2.010 shall meet the following criteria, as applicable.

a. Complies with the applicable requirements of the zone(s) and Figure 5-1 (Regulating Plan).

b. Generates or maintains the intended physical character of the zone(s) as described in Sections 5.3.010, 5.3.020, 5.3.030, and/or 5.3.040 as applicable.

5.2.020. Allowable Land Uses and Planning Permit Requirements

- A. Allowable land uses. A parcel or building within the specific plan area shall be occupied by only the land uses allowed by Table 5-2 within the zone applied to the site by the Regulating Plan. Each land use listed in the table is defined in Section 5.12 (Glossary).

1. Multiple uses. Any one or more land uses identified by Table 5-2 as being allowable within a specific zone may be established on any parcel within that zone, subject to the planning permit requirement listed in the table, and in compliance with all applicable requirements of this Development Code.

2. Use not listed. When a use is not specifically listed in Table 5-2, the Community Development Director or his/her designee, shall have the authority to determine whether the proposed use is permitted based on the finding that the use is similar to, and no more detrimental than, those permitted in the zone. Uses not listed, or otherwise determined by the Community Development Director or his/her designee to be permitted, are prohibited.

B. Permit requirements. Table 5-2 provides for land uses that are:

1. Permitted subject to compliance with all applicable provisions of this Development Code, and a Precise Plan of Design in compliance with Zoning Code Chapter 11.80. These are shown as "P" uses in the tables;

2. Allowed subject to the approval of a Conditional Use Permit in compliance with Zoning Code Chapter 11.78, and shown as "CUP" uses in the tables; and

3. Not allowed in particular zones, and shown as a "-" in the tables.

C. Transitional Uses.

1. Definitions

a. Transitional Use or Structure. A transitional use or structure shall be defined as the use of land or use of a building or structure which was legally established according to the applicable zoning and building codes in effect at the time the original use or building/structure was established or constructed, but does not conform to the applicable requirements of the MPDSP.

b. Abandoned Transitional Use or Structure. An abandoned or vacated transitional use or structure shall be defined as a transitional use or structure that for other than an act of nature is discontinued with no intent to reestablish for a period of 180 days or more or application is made to change or reconstruct it to a conforming use or structure at which point it ceases as a transitional use or structure. Once a transitional use or structure is deemed by the Community Development Director abandoned or vacated, it shall not be reestablished, and any use of the building or structure shall thereafter be in conformity with all applicable regulations of the MPDSP. For purposes of this section, abandonment of a transitional use or structure shall include discontinuance and/or cessation of a use or structure without intent to reestablish the use or structure.

2. Applicability. This section shall apply to any legally established commercial use or building/structure, and any associated accessory buildings or structures, which are operating within the MPDSP planning area at the time the specific plan became effective and which do not conform to the approved land use designation and/or development standards imposed for such use or structure in the MPDSP. Such uses and structures shall be recorded and cataloged by the City and are hereafter deemed to be a “transitional uses and/or structures.”

3. Continuation of Transitional Uses/Facilities. All existing transitional uses and structures as defined and described above, shall be allowed to continue to operate until such time an owner undertakes redevelopment of the use or structure in a manner that is consistent with the objectives and standards of the Amended specific plan.

Transitional uses and structures may be changed to another conforming transitional use or structure of a “similar nature” if the characteristics of the new use are substantially compatible with the existing area are similar to other uses listed within the applicable land use designation in the MPDSP. The Community Development Director shall have the authority to determine that uses are similar and must find the proposed change in use will not create adverse impacts on the surrounding area including but not limited to adverse traffic, parking, or noise impacts.

The Community Development Director may refer determinations about proposed change of use for properties with transitional uses or structures directly to the Planning Commission for determination at a noticed public hearing.

4. Expansion or Adaptive Reuse of Existing Transitional Uses. Transitional uses and/or structures may be expanded or portions of transitional uses or buildings may be adaptively reused, as an interim step towards eventual and complete compliance with the requirements of the MPDSP. Expansion or reuse proposals shall be subject to review and approval by the City Council, subject to the following findings:

a. The expansion or reuse proposal substantially advances one or more of the goals of the Specific Plan and promotes a reduction in the non-conformity of the use and/or structure; and

b. The expansion or reuse proposal represents a high-quality project that is consistent with the design guidelines as provided in the amended specific plan; and

c. The expansion or reuse results in a direct benefit to community (Example: Small commercial, social, or other similar land uses in existing structures that provide support services to adjacent residential uses); and

d. The expansion or reuse does not impair neighborhood character (e.g., does not create increased traffic, parking, noise, odors, etc.).

Any transitional use and/or structure modified in accordance with this section shall not be reestablished to its previous use or physical condition.

5. Expiration of Transitional Uses, Structures. A transitional use or structure shall be deemed to expire when the transitional use and/or structure meets one, or more, of the following conditions as determined by the Community Development Director:

a. The transitional use and/or facility structures is voluntarily demolished by the property owner and the site is cleared of all existing development; or

- b. The transitional use or structure becomes a nuisance as defined in Section 7.24 of the Montclair Municipal Code, and the property owner, after notification by the City, fails to make necessary improvements to abate all nuisance conditions.

When a transitional use or structure is determined to be expired, the future use of and/or development of the site shall conform to all land use, development, and design standards and objectives of the Amended Specific Plan.

6. Reconstruction of Transitional Use and Structures.

Buildings or structures on properties with transitional uses which are damaged or destroyed by fire or other natural disaster (e.g. earthquake, flood, windstorm, etc.) may be rebuilt to their original footprint and intensity provided that replacement building(s) or structure(s) meet the following requirements:

a. Shall not occupy any portion of the lot that was not occupied by the previous building or structure; and

b. Shall not have a greater floor area than the previous building or structure; and

c. Shall not exceed the height or number of stories contained in the previous building; and

d. Shall not diminish the number or size of the off-street loading or parking spaces located on the property before the disaster; and

e. The owner of the property submits plans to rebuild within nine (9) months from the date of destruction to obtain a building permit, and within three (3) months from the date of issuance of a building permit construction commences.

7. Maintenance of Transitional Uses and Structures.

Properties with a transitional use or structures shall be maintained in a clean and orderly manner at all times in accordance with Chapter 10.32 of the Montclair Municipal Code. Minor modifications to existing transitional use or structures may be allowed after review and approval by the Community Development Director if the modifications involve:

a. Improvements made necessary to comply with required accessibility standards of the Building Code, or Fire Code, or Health Department Code mandates, etc.; or

b. Routine repair and maintenance including exterior appearance improvements, such as new paint, exterior material changes, updated signs, site lighting and landscaping; or

c. Interior remodels that do not change the nature of the use or result in a change of occupancy that is not part of an approved adaptive reuse plan.

d. Building additions not exceeding 10 percent of the existing floor area, subject to the approval of a Precise Plan of Design (PPD) by the City Council.

Proposals for major improvements or changes to a transitional use or structure shall demonstrate how the project will incorporate as many applicable design standards of the Amended specific plan as may be practical.

D. Standards for specific land uses.

Where the last column in Table 5-2 ("Additional Regulations per Montclair Municipal Code (MMC)") includes a section number, the regulations in the referenced section of Zoning Code apply to the use. Provisions in other sections of this Development Code may also apply.
- Table 5-2: Allowed Land Uses and Permit Requirements
- | Land Use Type (1) | Permit Required by Zone | | | | Additional Regulations per Montclair Municipal Code (MMC) |
|---|-------------------------|-----|-----|-----|---|
| | COR | PLA | COM | CEN | |
| PROHIBITED USES | | | | | |
| Adult Entertainment | — | — | — | — | |
| Animal Shelter, Kennel, or other breeding facility/use | — | — | — | — | |
| Automobile Repair | — | — | — | — | |
| Automobile Storage Uses | — | — | — | — | |
| Check cashing stores | — | — | — | — | |
| Consignment shops | — | — | — | — | |
| Exterior Self-Service Vending Machines or Collection Boxes – e.g., Water, Movies, Delivery Boxes, used clothing/items, etc. | — | — | — | — | |
| Fire arms and ammunition sales | — | — | — | — | |
| Fortune tellers | — | — | — | — | |
| Funeral Home, Mortuary, Crematorium | — | — | — | — | |
| Hookah shops/lounges | — | — | — | — | |
| Massage services as a stand alone business and not part of an approved hair salon or day spa. | — | — | — | — | |
| Medical or recreational marijuana dispensaries/cultivation/deliveries | — | — | — | — | |
| Palm and card readers | — | — | — | — | |
| Pawnshops | — | — | — | — | |
| Recycling collection centers for aluminum glass, paper, plastic, hazardous/toxic items, including self-serve reverse-vending machines | — | — | — | — | |
| Self-service vending machines | — | — | — | — | |
| Smoke Shop/Tobacco/E-Cigarette Store | — | — | — | — | |
| Spas and hot tubs for hourly rental | — | — | — | — | |
| Tattoo and body piercing services | — | — | — | — | |
| Thrift stores, including standalone donation bins | — | — | — | — | |
| Yard Sales | — | — | — | — | |
- Key to Zone Symbols:

COR	District Corridor Zone
PLA	District Place Zone
COM	District Commons Zone
CEN	District Center Zone

Key to Permit Types:

P	Permitted Use
CUP	Conditional Use Permit Required
SEP	Special Event Permit Required
—	Use not allowed
- Notes:

(1) See Section 5.12 (Glossary) for a definition of each listed use type. Uses not listed in Table 5-2 are not allowed. Similar and compatible use may be allowed with Community Development Director approval. See Subsection 5.2.020.A.2.

(2) Project application must identify location of any on-site amenities, such as pools, play courts, recreation areas and/or gyms, barbecue areas, dog parks, etc. See Section 5.1.050 (Planning Compatibility and Architectural Review).

(3) Home Occupation uses limited to "Office - Professional, Administrative" uses. Home Occupation applications must be accompanied with written approval from property owner or property management company.

(4) Occupational uses allowed within Live-Work spaces include "Office - Professional, Administrative,""Studio - Art," and other occupational activity compatible with a residential use.

(5) Permitted or conditionally permitted retail uses are only allowed in commercial spaces that are appropriately designed for the proposed use and that meet all current California Building Code requirements.

(6) Alcohol sales require Conditional Use Permit (CUP)

(7) Subject to City Ordinance.
- MONTCLAIR PLACE DISTRICT SPECIFIC PLAN5:10

City of Montclair, California

September 21, 2020
- 5.2.020 - Allowable Land Uses and Planning Permit Requirements

5.2. Regulating Plan and Land Use Standards (continued)

Table 5-2: Allowed Land Uses and Permit Requirements

Land Use Type (1)	Permit Required by Zone				Additional Regulations per Montclair Municipal Code (MMC)
	COR	PLA	COM	CEN	
RECREATION, ENTERTAINMENT, EDUCATION & PUBLIC ASSEMBLY					
Commercial recreation facility - Indoor	CUP	CUP	CUP	CUP	MMC 11.44
Entertainment uses, including: <ul style="list-style-type: none">ArcadesBilliards/pool parlorsBowling alleysSkating/skateboard venues	—	P(4)	P(4)	P(4)	
Health/fitness facility	CUP	CUP	CUP	CUP	
Library, museum, and other civic/municipal uses	P	P	P	P	
Meeting facility, public or private, including: <ul style="list-style-type: none">Community centersReligious assembly facilities such as churches, mosques, synagogues, etc.Civic and private auditoriumsGrange halls, union halls, meeting halls for clubs and other membership organizations	CUP	CUP	CUP	CUP	
Schools, including: <ul style="list-style-type: none">Business and Professional PracticePerforming and Fine ArtsVocational training: Indoor Activities Only. No outdoor activities or storage on site.	—	CUP	CUP	—	
Studio - Art, dance, martial arts, music, yoga, etc. < 2,000 sf	P	P	P	P	
Studio - Art, dance, martial arts, music, yoga, etc. > 2,000 sf	CUP	CUP	CUP	CUP	
Theater, cinema, performing arts, or amphitheater	CUP	CUP	CUP	CUP	
RESIDENTIAL					
Assisted Living Community - - Residents living live own apartment or suite”	P(2)	P(2)	P(2)	P(2)	
Dwelling - Mixed-use project residential component	P(2)	P(2)	P(2)	P(2)	
Dwelling - Multi family	P(2)	P(2)	P(2)	P(2)	
Home occupation	P(3)	P(3)	P(3)	P(3)	MMC 11.58
Live/work	P(4)	P(4)	P(4)	P(4)	
RETAIL (5)					
Bar, tavern, night club, microbrewery, wine tasting	CUP(6)	CUP(6)	CUP(6)	CUP(6)	
Farmers' Market	CUP	CUP	CUP	CUP	
General retail, including: <ul style="list-style-type: none">Appliances, householdArt galleries, retailArt supplies, including framing servicesBakeryBicycle shopBooks, magazines, and newspapersCameras and photographic suppliesClothing, shoes, and accessoriesCollectibles (cards, coins, comics, stamps, etc.)Computers, home electronicsDrug stores and pharmaciesFabrics and sewing suppliesFlorists and houseplant stores (indoor sales only - outdoor sales are "Building and Landscape Materials Sales")Furniture, home furnishingsGroceries, specialty foods, health foodHobby storesJewelry/watch store (including incidental repair services)Luggage and leather goodsMusical instruments (small), parts and accessories (large instruments are under "Furniture, Furnishings, and Appliance Store")Office suppliesOrthopedic supplies					

Key to Zone Symbols:

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Key to Permit Types:

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- Notes:
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(2) Project application must identify location of any on-site amenities, such as pools, play courts, recreation areas and/or gyms, barbecue areas, dog parks, etc. See Section 5.1.050 (Planning Compatibility and Architectural Review).

(3) Home Occupation uses limited to "Office - Professional, Administrative" uses. Home Occupation applications must be accompanied with written approval from property owner or property management company.

(4) Occupational uses allowed within Live-Work spaces include "Office - Professional, Administrative,""Studio - Art," and other occupational activity compatible with a residential use.

(5) Permitted or conditionally permitted retail uses are only allowed in commercial spaces that are appropriately designed for the proposed use and that meet all current California Building Code requirements.

(6) Alcohol sales require Conditional Use Permit (CUP)

(7) Subject to City Ordinance.

Table 5-2: Allowed Land Uses and Permit Requirements

Land Use Type (1)	Permit Required by Zone				Additional Regulations per Montclair Municipal Code (MMC)
	COR	PLA	COM	CEN	
General retail, including: <ul style="list-style-type: none">• Photo processing• Small housewares• Specialty shops• Sporting goods and equipment• Stationery store/greeting card shops• Toys and games• Variety stores• Videos, DVDs, records, CDs, including rental stores	P	P	P	P	
Department store	—	—	CUP(6)	CUP(6)	
Food Truck	P(7)	P(7)	P(7)	P(7)	
Neighborhood market/convenience store	P(6)	P(6)	P(6)	P(6)	
Restaurant, café, coffee or tea shop	P(6)	P(6)	P(6)	P(6)	
Restaurant, drive-through	CUP	CUP	CUP	CUP	
Temporary public event/gathering, including: <ul style="list-style-type: none">• Arts and crafts fairs• Temporary carnivals	SEP	SEP	SEP	SEP	
Temporary seasonal sales, including: <ul style="list-style-type: none">• Christmas lots• Halloween pumpkin lots	SEP	SEP	SEP	SEP	

SERVICES - BUSINESS, FINANCIAL, PROFESSIONAL

Animal Day Care - day time only, indoors only	P	P	P	P	
Animal services	—	CUP	—	—	
Automated teller machine (ATM)	P	P	P	P	
Automobile/Vehicle Sales - office and indoor display only; outdoor display or storage prohibited.	P	P	P	P	
Electric/Vehicle Recharging Facilities - indoor installations	P	P	P	P	
Electric/Vehicle Recharging Facilities - outdoor installations on private property	CUP	CUP	CUP	CUP	
Bank, financial services, including: <ul style="list-style-type: none">• Banks and credit unions• Credit agencies• Lending and thrift institutions• Other investment companies	P	P	P	P	
Blueprinting and Photostating	—	P	—	—	
Business service, including: <ul style="list-style-type: none">• Elected official satellite offices• Employment agencies• Insurance agent offices• Real estate offices including on and off-site real estate management and real estate leasing• Retail shipping, postal, printing and business service centers,• Travel agencies• Utility company offices	P	P	P	P	
Computer/electronic maintenance and service	P	P	P	P	
Data center	—	P	P	P	
Medical services - Clinic, urgent care	P	P	P	P	
Medical services - Doctor office	P	P	P	P	
Office - Business, service, government	P	P	P	P	
Office - Professional, administrative, including: <ul style="list-style-type: none">• Accounting, auditing and bookkeeping services• Advertising agencies• Attorneys• Business associations, chambers of commerce• Commercial art and design services• Construction contractors (office facilities only)• Court reporting services• Detective agencies and similar services					

Key to Zone Symbols:

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Key to Permit Types:

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Notes:

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- (3) Home Occupation uses limited to "Office - Professional, Administrative" uses. Home Occupation applications must be accompanied with written approval from property owner or property management company.
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- (6) Alcohol sales require Conditional Use Permit (CUP)
- (7) Subject to City Ordinance.

5.2. Regulating Plan and Land Use Standards (continued)

Table 5-2: Allowed Land Uses and Permit Requirements

Land Use Type (1)	Permit Required by Zone				Additional Regulations per Montclair Municipal Code (MMC)
	COR	PLA	COM	CEN	
Office - Professional, administrative, including: <ul style="list-style-type: none">Design services including architecture, engineering, landscape architecture, urban planningEducational, scientific and research organizationsFinancial management and investment counselingLiterary and talent agenciesManagement and public relations servicesMedia postproduction servicesNews servicesPhotographers and photography studiosPolitical campaign headquartersPsychologists and other counseling servicesSecretarial, stenographic, word processing, and temporary clerical employee servicesSecurity and commodity brokersWriters and artists offices	P	P	P	P	
Studios - Art and Design, including: <ul style="list-style-type: none">Artist Studio - all mediaPhotography Studio	P	P	P	P	
Veterinary Services (domestic animals only - no on-site services for livestock, large, or exotic animals)	P	P	P	P	

SERVICES - GENERAL

Day care center - Child or adult	CUP	CUP	CUP	CUP	MMC 11.48
Drive-through facilities	CUP	CUP	CUP	CUP	
Hotel	CUP(2)	CUP(2)	CUP(2)	CUP(2)	
Personal services, including: <ul style="list-style-type: none">Barber and beauty shops. Incidental massage services may be allowed pursuant to the provisions contained in Section 4.56 of the Montclair Municipal Code.Clothing rentalDry cleaning pick-up stores with limited equipmentHome electronics and small appliance repairLocksmithsNail shops - manicure, pedicureShoe repair shopsTailorsTanning salons	P	P	P	P	

TRANSPORTATION, COMMUNICATIONS, INFRASTRUCTURE

Parking facility, public or commercial	P	P	P	P	
Small Cell Facility	P	P	P	P	MMC 9.105
Wireless telecommunications facility	CUP	CUP	CUP	CUP	MMC 11.73

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Notes:

- (1) See Section 5.12 (Glossary) for a definition of each listed use type. Uses not listed in Table 5-2 are not allowed. Similar and compatible use may be allowed with Community Development Director approval. See Subsection 5.2.020.A.2.
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- (4) Occupational uses allowed within Live-Work spaces include "Office - Professional, Administrative,""Studio - Art," and other occupational activity compatible with a residential use.
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- (7) Subject to City Ordinance.

5.3. Urban Standards

A. Requirements

- 1. **Purpose.** This Chapter identifies the standards and requirements for new buildings or buildings to be modified for each zone within the Specific Plan area to ensure that proposed development is consistent with the City's goals for building form, character, and quality within the Specific Plan area. The zones are organized by intensity from the least intense (District Corridor) to the most intense (District Center). Unless stated otherwise, all requirements are expressed as "minimums" and may be exceeded (e.g., 1 parking space required and 2 provided) in compliance with all applicable provisions of this code and the *City of Montclair Municipal Code*.
- 2. **Applicability.** Each proposed improvement and building shall be designed in compliance with the standards of this Chapter for the applicable zone, except for public and institutional buildings, which because of their unique disposition and application are not required to comply with these requirements and are reviewed by a special permit and procedures.
- 3. **Requirements by zone.** Each proposed building shall be designed according to the development standards identified per the zone in which the property is located.

B. Intent. The intent of this specific plan is to provide a framework for redeveloping and infilling the specific plan area over time with:

- A network of pedestrian-friendly blocks and streets that promote walking and bicycling;
- A continuous network of publicly accessible open spaces;
- Buildings that accommodate a variety of uses and are designed with massing configurations and architectural styles consistent with the spirit of a downtown setting.
- Active building frontages that enhance the pedestrian activity of the streets.
- Parking that is seamlessly integrated through on-street and subterranean parking, and lined parking garages.

C. Required Findings. In order for applications to be approved, each application involving Section 5.3 shall meet the following criteria, as applicable:

- 1. Proposed buildings promote a pedestrian-friendly environment along the street by providing street-facing windows and entries and locating parking and access to parking at the back of the site. Commercial ground floors support pedestrian activity through maximum ground floor transparency (large shopfronts).
- 2. The massing and scale of buildings are manipulated to add interest to the building and to create variations in height and form.
- 3. Buildings employ quality materials, a compatible color palate, and a variety of architectural styles in order to define, unify, and contribute positively to the Montclair Place District.
- 4. Residential buildings and residential components of mixed-use buildings provide an assortment of residential unit types and sizes that accommodate a variety of household sizes and income levels. The proposed building program (including the amount of and location of proposed non-residential uses on the property, the number, size, and location of residential units, etc.) shall be reviewed by the City.

D. Design for Security

- 1. The proposed layout, building, and landscape design should promote natural surveillance. Physical features and activities should be oriented and designed in ways that maximize the ability to see throughout the site. For example, window placement, the use of front porches or stoops, use of low or see-through walls, and appropriate use of landscaping and lighting can promote natural surveillance. Sight-obscuring shrubs and walls should be avoided, except where necessary for buffering between commercial uses and lower density residential, to the extent practicable.
- 2. The proposed site layout and building design should encourage activity in public spaces. For example, locating outdoor seating in areas that are visible from inside a restaurant helps to discourage crime and supports the activity of dining.
- 3. The development should control access wherever possible by properly siting and designing entrances and exits (i.e., clear view from the store) and through the appropriate use of lighting, signs and/or other features.

- 4. Residential units shall be designed to ensure the security of residents through the provision of separate and secured entrances and exits that are directly accessible to secured parking areas. Where residential units are in the same structure as a commercial use, access to residential units shall be from a secured area located on the first floor at the ground level.
- 5. Nonresidential and residential uses located on the same floor shall not have common entrance hallways or common balconies.

E. Requirements for All Zones.

1. Building Placement Standards.

- a. Street-facing facades shall be built parallel to the right-of-way.
- b. For corner lots:
 - i. Primary Street side of the lot shall be the short side of the lot, and
 - ii. Side Street side of the lot shall be the long side of the project site.

F. Ground Floor Commercial Lease Space Standards

The following criterion shall be applied to typical ground floor commercial spaces in a mixed-use development.

- 1. The minimum depth of commercial space shall be sufficient to accommodate the anticipated use(s), but in no case shall the average minimum depth be less than thirty (30) feet.
- 2. Ground floor commercial spaces shall be primarily transparent. A minimum of 50 percent of all first floor facades with primary street frontage should consist of pedestrian entrances, display windows or windows affording views into retail, offices, gallery, restaurant, or lobby space. This standard shall also apply to the secondary street facades on corner lots.
- 3. All glass in windows and doorways shall be clear for maximizing visibility into stores. A minimal amount of neutral tinting of glass to achieve sun control is acceptable if the glass appears essentially transparent when viewed from the outside. Spandrel, opaque and/or reflecting glass shall not be used.

G. Solar Panels. Ensure solar devices and other emerging energy systems are hidden from the view of the street and/or are fully integrated into the overall form of new buildings from the earliest stages of design, even if such devices or systems are not installed at initial project build-out.

H. Electric Vehicle Charging Stations (EVCS). New residential development shall provide for EVCS in the manner prescribed as follows:

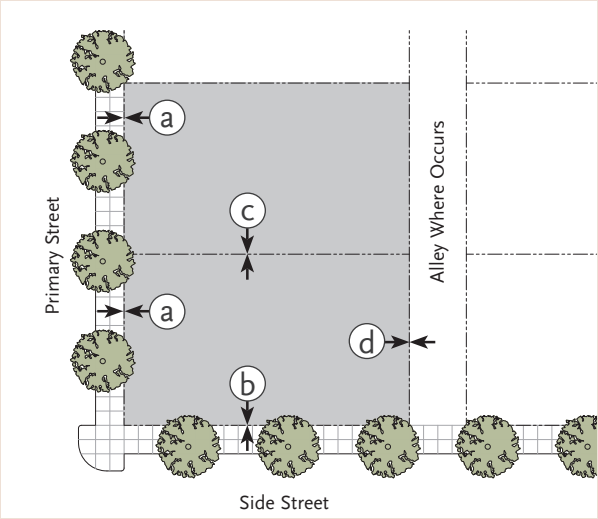
- 1. **In new multiple-family projects of ten (10) dwelling units or less,** twenty (20) percent of the total required parking spaces shall be provided with a gang box (four inches by four inches) connected to a conduit linking the covered parking spaces or garages with the electrical service, in a manner approved by the building and safety official, to allow for the future installation of electric vehicle supply equipment to provide EVCSs at such time as it is needed for use by residents. EVCSs shall be provided in disabled person parking spaces in accordance with current California Building Code requirements.
- 2. **In new multiple-family projects of more than ten (10) dwelling units,** ten (10) percent of the total parking spaces required shall be provided with a gang box (four inches by four inches) connected to a conduit linking the covered parking spaces or garages with the electrical service, in a manner approved by the building and safety official. EVCSs shall be provided in disabled person parking spaces in accordance with current California Building Code requirements.

5.3.010. District Corridor (COR)

A. Building Setbacks as measured from property lines

1. Buildings shall be located on the site as indicated below and shown at right.

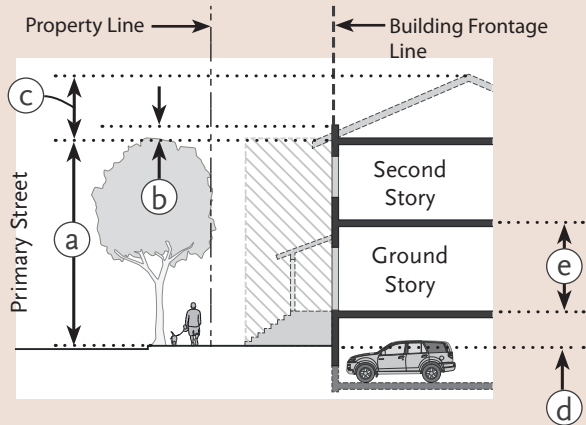
a Primary Street Setback		
i. Ground Floor Non-residential		0 ft. - 5 ft. max.
ii. Ground Floor Residential		5 ft. min.
b Side Street Setback		
i. Non-residential		0 ft. - 5 ft. max.
ii. Residential		5 ft. min.
c Side Yard Setback		
i. Non-residential		0 - 10 ft.
ii. Residential		10 ft. min.
d Rear Setback		
i. with alley		0 ft.
ii. without alley		10 ft. min.



B. Building Height

1. Building heights shall comply with the below standards and as shown at right.

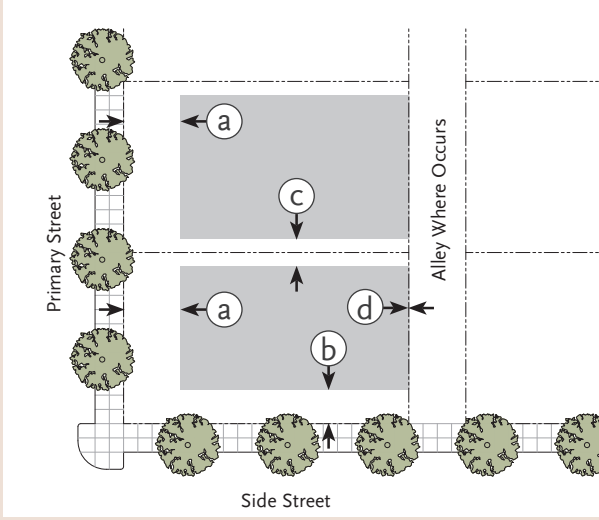
a	Top of plate height above adjacent sidewalk (max.)	55 ft.
b	Top of parapet height above top of plate (max.)	4 ft.
c	Pitched roof height above top of plate (max.)	12 ft.
d Ground floor above grade at building setback line (max.)		
i. Non-residential		0 ft.
ii. Residential		5 ft.
e Ground story floor to floor height (min.)		
i. Non-residential		15 ft.
ii. Residential		10 ft.
iii. Parking garage - ground floor		15 ft.
iv. Parking garage - upper floors		9 ft.



C. Parking Placement

1. On-site parking shall be located as indicated below and shown at right.

a Primary Street Setback		
i. Podium/surface		20 ft. min.
ii. Subterranean		0 ft.
b Side Street Setback		
i. Podium/surface		20 ft. min.
ii. Subterranean		0 ft.
c Side Yard Setback		
i. Podium/surface		5 ft
ii. Subterranean		0 ft.
d Rear Setback		
i. Podium/surface		0 ft.
ii. Subterranean		0 ft.



5.3.010. District Corridor (COR)

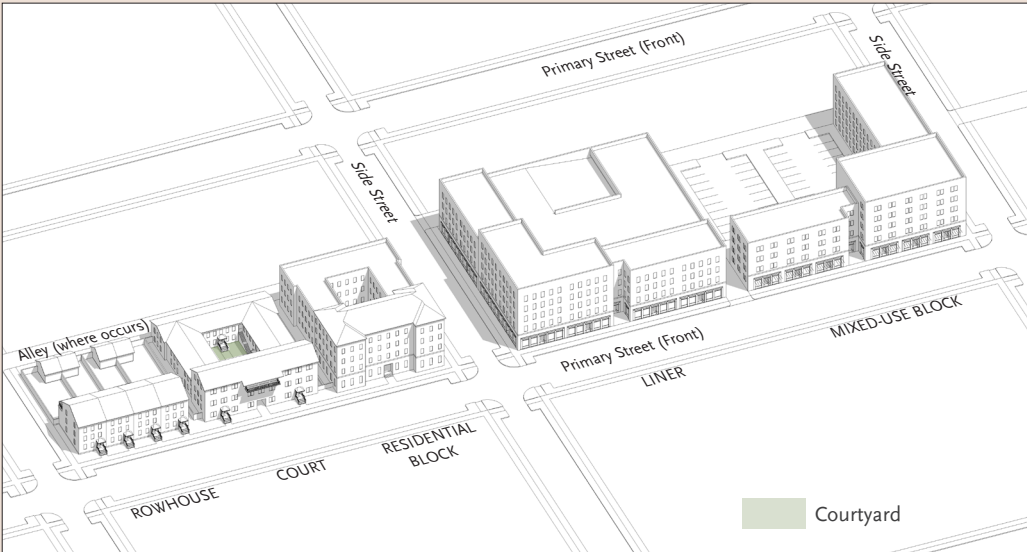
D. On-Site Open Space

1. Shared Common open space.
- a. Buildings/lots that accommodate residential uses shall provide a well-defined, coherent landscaped open space that is an essential component of the project design, not merely space left over after the building mass is placed.

b. Open space shall have a minimum area of 15% of the total lot area with a minimum width of 20 feet.
2. Private open space.
- a. Private open space in the form of a yard, balcony, or roof deck shall be provided for each residential unit.

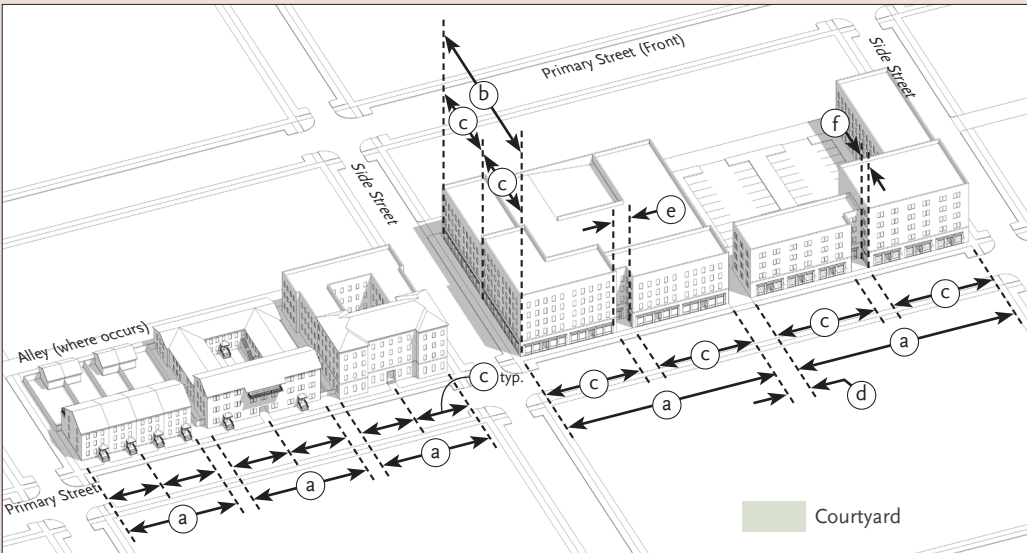
b. Private open space shall have a minimum area of 40 square feet with a minimum width of 5 feet.

c. Private open space not required if building is within 1/4-mile walking distance of a park or plaza that is at least 0.5 acres in size.



E. Building Size

1. Buildings shall be designed per the following building length and facade increment standards. Facade increments shall be designed according to the massing and articulation strategies described in Section 5.4 (Building Articulation and Massing):
- | | |
|---|---------|
| Ⓐ Building length along Primary Street (max.) | 150 ft. |
| Ⓑ Building length along Side Street (max.) | 150 ft. |
| Ⓒ Facade increment (max.) | 50 ft. |
| Ⓓ Building separation (min.) | 20 ft. |
| Ⓔ Massing break length (min.) | 15 ft. |
| Ⓕ Massing break depth (min.) | 15 ft. |



F. Required Frontage Types and allowed Encroachments into Setback

1. All Street- and Court-facing building facades shall provide at least one (1) of the frontage elements listed below. Frontage elements may encroach into the Primary Street and Side Street setbacks as identified below.
- | Frontage Element | Allowed Encroachment |
|-----------------------------------|----------------------|
| a. Shopfront ⁺ | To property line |
| b. Stoop ⁺ | 5 ft. |
| c. Door Yard ⁺ | To property line. |
| a. Porch ⁺ | 5 ft. |
| d. Balcony [*] | 3 ft. |
| e. Bay Window | 3 ft. |
| f. Cantilevered Room [*] | 2 ft. |
- ⁺ All buildings must provide at least one of these frontage elements (Shopfront, Stoop, Door Yard, or Porch)

^{*} Architectural Element only permitted on upper floors



G. Access

1. Pedestrian Access.
- a. All residential units and commercial ground floors shall be accessed directly from the sidewalk either directly to each unit or commercial space through an appropriate frontage type, through a lobby, or through an on-site open space such as a court.

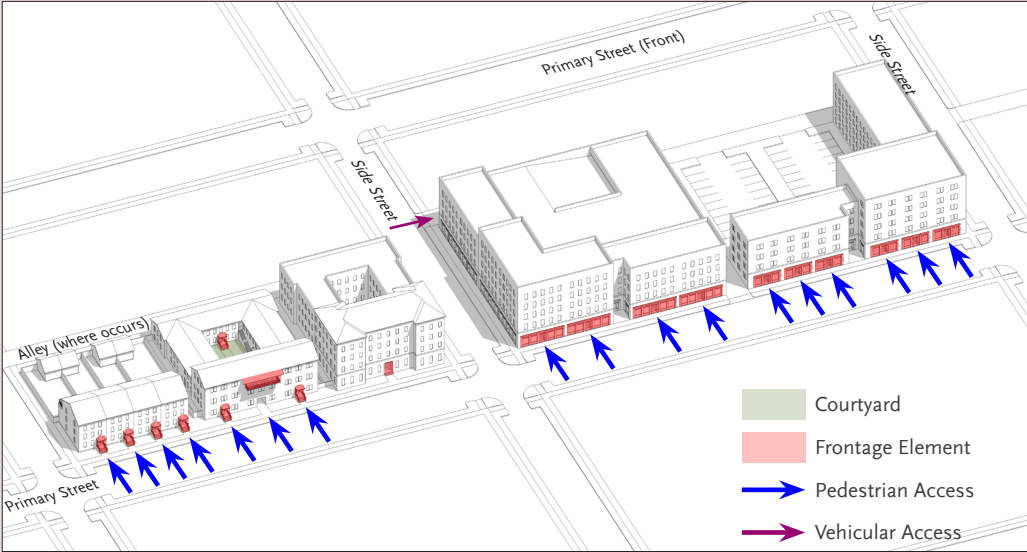
b. Upper floor uses, whether residential or commercial, shall be accessed through a lobby.
2. Vehicular Access.
- a. Parking shall be accessed from an alley.

b. Where an alley is not present:

i. Parking/service areas may be accessed from primary street.

ii. Parking/service areas for corner lots shall be accessed from side street.

iii. Driveways shall be located as close to side property line as possible.

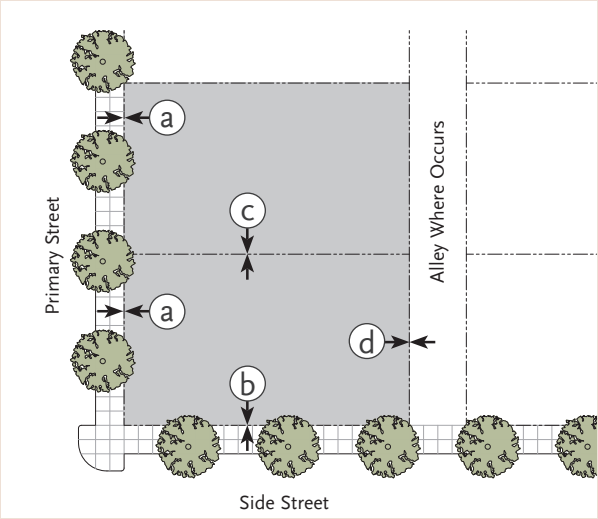


5.3.020. District Place (PLA)

A. Building Setbacks as measured from property lines

1. Buildings shall be located on the site as indicated below and shown at right.

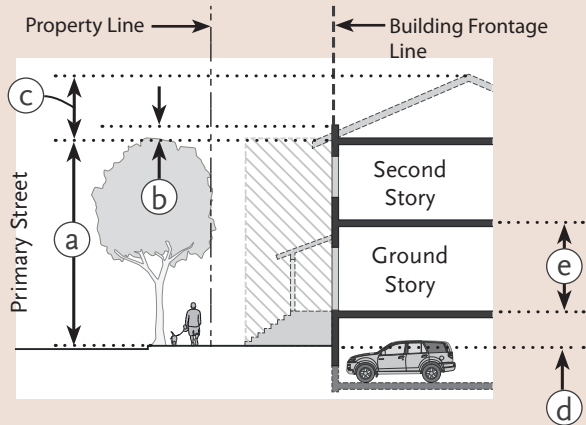
a Primary Street Setback		
i. Ground Floor Non-residential		0 ft. - 5 ft. max.
ii. Ground Floor Residential		5 ft. min.
b Side Street Setback		
i. Non-residential		0 ft. - 5 ft. max.
ii. Residential		5 ft. min.
c Side Yard Setback		
i. Non-residential		0 - 10 ft.
ii. Residential		10 ft. min.
d Rear Setback		
i. with alley		0 ft.
ii. without alley		10 ft. min.



B. Building Height

1. Building heights shall comply with the below standards and as shown at right.

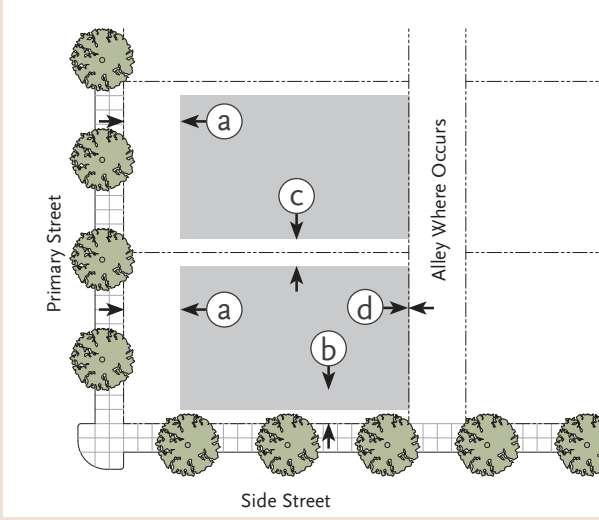
a	Top of plate height above adjacent sidewalk (max.)	55 ft.
b	Top of parapet height above top of plate (max.)	4 ft.
c	Pitched roof height above top of plate (max.)	12 ft.
d Ground floor above grade at building setback line (max.)		
i. Non-residential		0 ft.
ii. Residential		5 ft.
e Ground story floor to floor height (min.)		
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c Side Yard Setback		
i. Podium/surface		5 ft.
ii. Subterranean		0 ft.
d Rear Setback		
i. Podium/surface		0 ft.
ii. Subterranean		0 ft.



5.3.020. District Place (PLA)

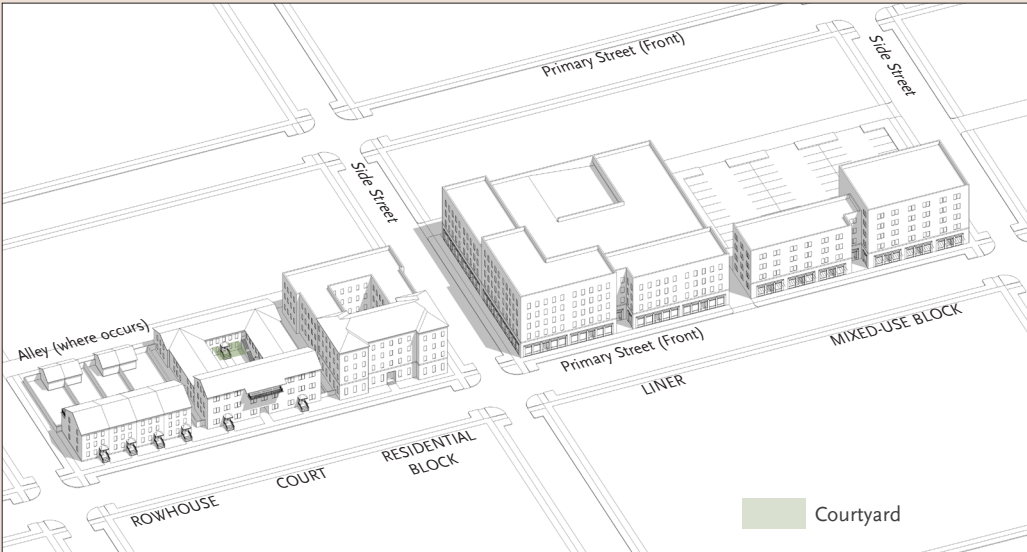
D On-Site Open Space

1. Shared Common open space.
- a. Buildings/lots that accommodate residential uses shall provide a well-defined, coherent landscaped open space that is an essential component of the project design, not merely space left over after the building mass is placed.

b. Open space shall have a minimum area of 15% of the total lot area with a minimum width of 20 feet.
2. Private open space.
- a. Private open space in the form of a yard, balcony, or roof deck shall be provided for each residential unit.

b. Private open space shall have a minimum area of 40 square feet with a minimum width of 5 feet.

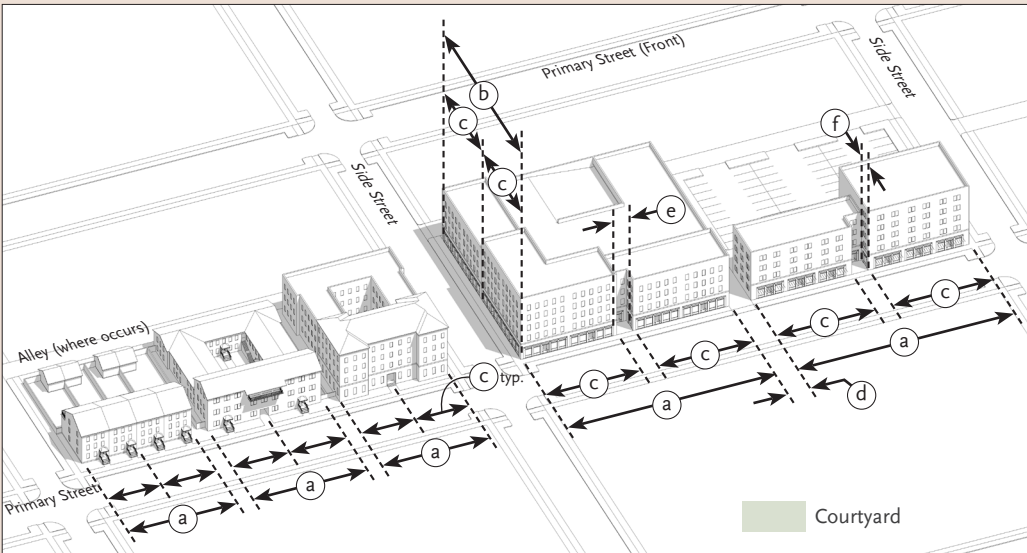
c. Private open space not required if building is within 1/4-mile walking distance of a park or plaza that is at least 0.5 acres in size.



E. Building Size

1. Buildings shall be designed per the following building length and facade increment standards. Facade increments shall be designed according to the massing and articulation strategies described in Section 5.4 (Building Articulation and Massing):

Ⓐ Building length along Primary Street (max.)	180 ft.
Ⓑ Building length along Side Street (max.)	180 ft.
Ⓒ Facade increment (max.)	50 ft.
Ⓓ Building separation (min.)	20 ft.
Ⓔ Massing break length (min.)	15 ft.
Ⓕ Massing break depth (min.)	15 ft.



F. Required Frontage Types and allowed Encroachments into Setback

1. All Street- and Court-facing building facades shall provide at least one (1) of the frontage elements listed below. Frontage elements may encroach into the Primary Street and Side Street setbacks as identified below.

Frontage Element	Allowed Encroachment
a. Shopfront ⁺	To property line
b. Stoop ⁺	5 ft.
c. Door Yard ⁺	To property line.
a. Porch ⁺	5 ft.
d. Balcony [*]	3 ft.
e. Bay Window	3 ft.
f. Cantilevered Room [*]	2 ft.

⁺ All buildings must provide at least one of these frontage elements (Shopfront, Stoop, Door Yard, or Porch)
^{*} Architectural Element only permitted on upper floors



G. Access

1. Pedestrian Access.
- a. All residential units and commercial ground floors shall be accessed directly from the sidewalk either directly to each unit or commercial space through an appropriate frontage type, through a lobby, or through an on-site open space such as a court.

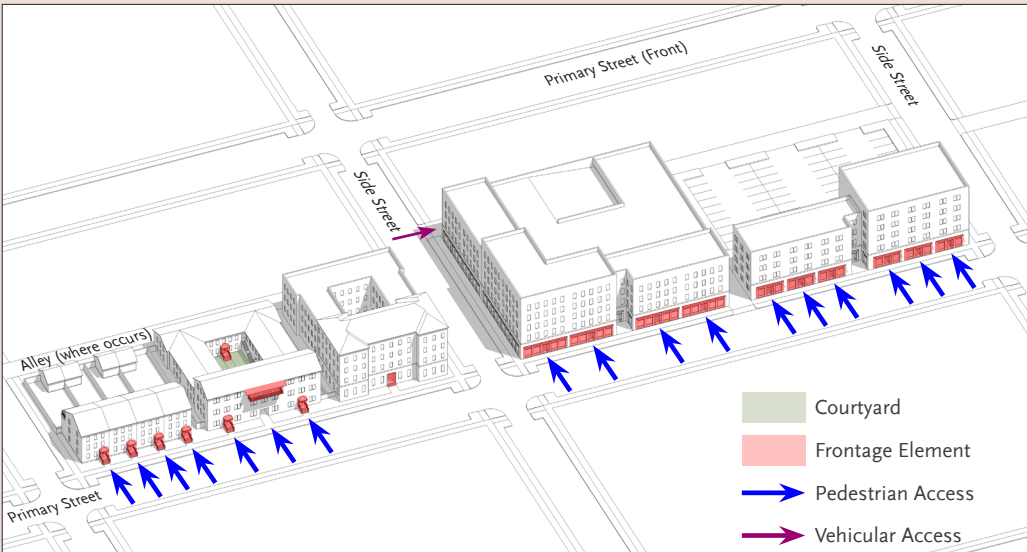
b. Upper floor uses, whether residential or commercial, shall be accessed through a lobby.
2. Vehicular Access.
- a. Parking shall be accessed from an alley.

b. Where an alley is not present:

i. Parking/service areas may be accessed from primary street.

ii. Parking/service areas for corner lots shall be accessed from side street.

iii. Driveways shall be located as close to side property line as possible.

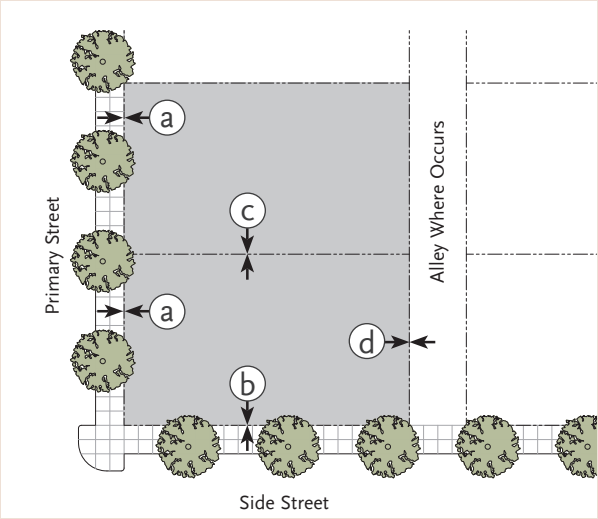


5.3.030. District Commons (COM)

A. Building Setbacks as measured from property lines

Buildings shall be located on the site as indicated below and shown at right.

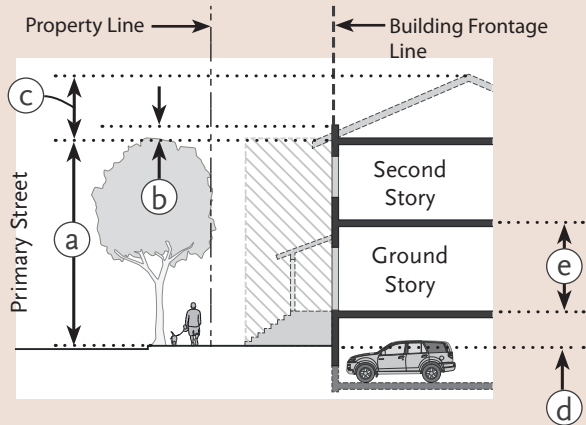
a Primary Street Setback		
i. Ground Floor Non-residential		0 ft. - 5 ft. max.
ii. Ground Floor Residential		5 ft. min.
b Side Street Setback		
i. Non-residential		0 ft. - 5 ft. max.
ii. Residential		5 ft. min.
c Side Yard Setback		
i. Non-residential		0 ft.
ii. Residential		10 ft. min.
d Rear Setback		
i. with alley		0 ft.
ii. without alley		10 ft. min.



B. Building Height

Building heights shall comply with the below standards and as shown at right.

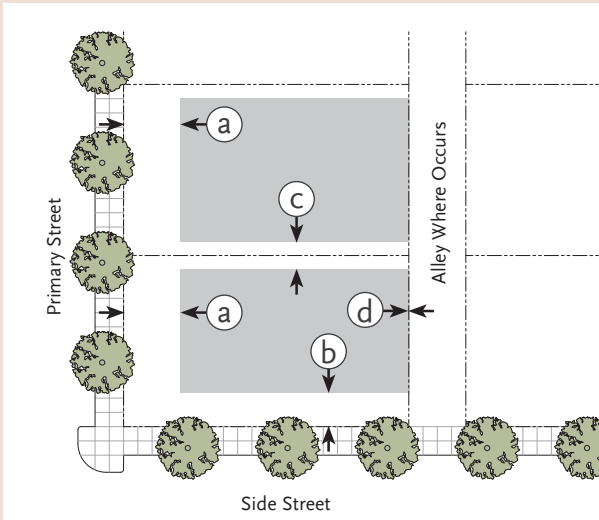
a	Top of plate height above adjacent sidewalk (max.)	90 ft.
b	Top of parapet height above top of plate (max.)	4 ft.
c	Pitched roof height above top of plate (max.)	12 ft.
d Ground floor above grade at building setback line (max.)		
i. Non-residential		0 ft.
ii. Residential		5 ft.
e Ground story floor to floor height (min.)		
i. Non-residential		15 ft.
ii. Residential		10 ft.
iii. Parking garage - ground floor		15 ft.
iv. Parking garage - upper floors		9 ft.



C. Parking Placement

On-site parking shall be located as indicated below and shown at right.

a Primary Street Setback		
i. Podium/surface		20 ft. min.
ii. Subterranean		0 ft.
b Side Street Setback		
i. Podium/surface		20 ft. min.
ii. Subterranean		0 ft.
c Side Yard Setback		
i. Podium/surface		5 ft
ii. Subterranean		0 ft.
d Rear Setback		
i. Podium/surface		0 ft.
ii. Subterranean		0 ft.



5.3.030. District Commons (COM)

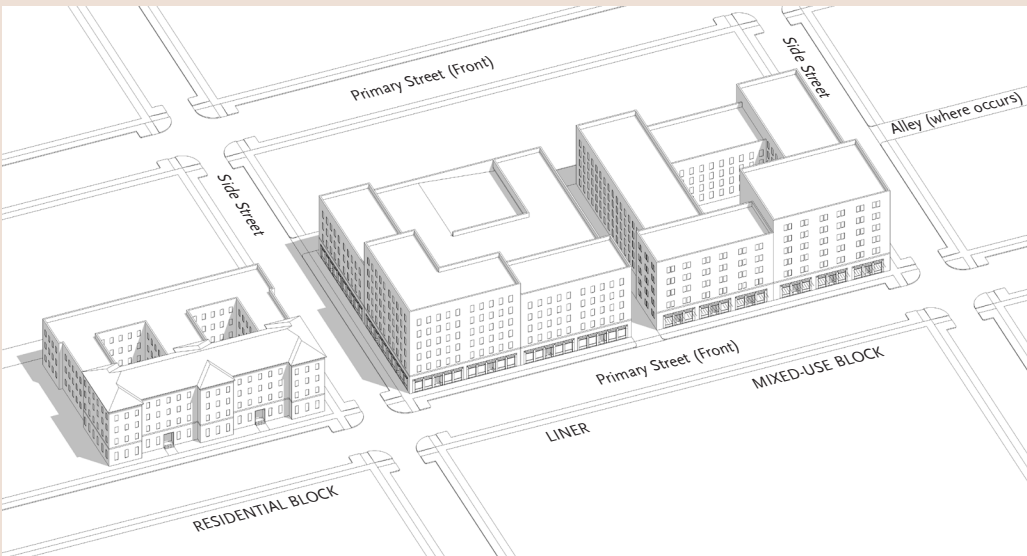
D. On-Site Open Space

1. Shared Common open space.
- a. Buildings/lots that accommodate residential uses shall provide a well-defined, coherent landscaped open space that is an essential component of the project design, not merely space left over after the building mass is placed.

b. Open space shall have a minimum area of 10% of the total lot area with a minimum width of 20 feet.
2. Private open space.
- a. Private open space in the form of a yard, balcony, or roof deck shall be provided for each residential unit.

b. Private open space shall have a minimum area of 40 square feet with a minimum width of 5 feet.

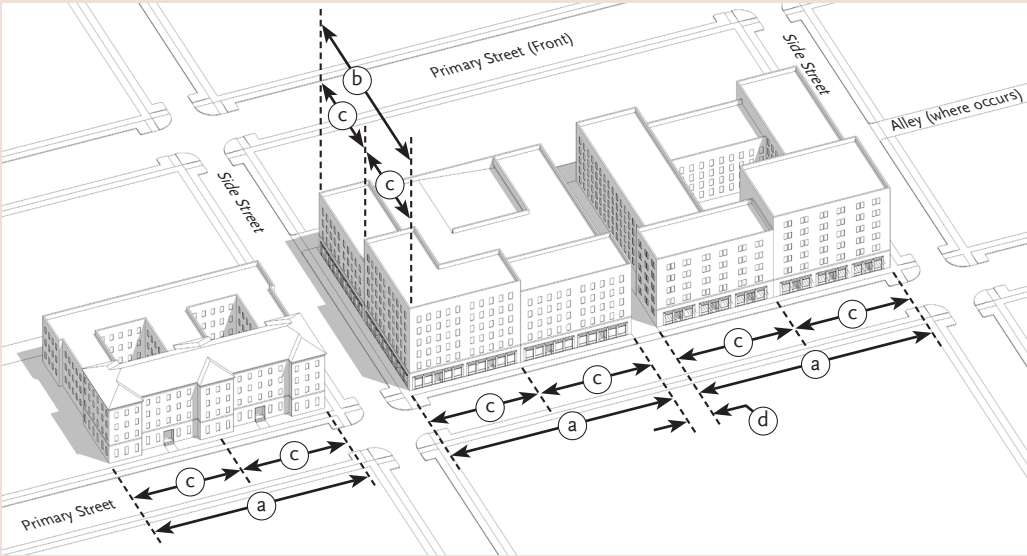
c. Private open space not required if building is within 1/4-mile walking distance of a park or plaza that is at least 0.5 acres in size.



E. Building Size

1. Buildings shall be designed per the following building length and facade increment standards. Facade increments shall be designed according to the massing and articulation strategies described in Section 5.4 (Building Articulation and Massing):

Ⓐ Building length along Primary Street (max.)	180 ft.
Ⓑ Building length along Side Street (max.)	180 ft.
Ⓒ Facade increment (max.)	50 ft.
Ⓓ Building separation (min.)	20 ft.



F. Required Frontage Types and allowed Encroachments into Setback

1. All Street- and Court-facing building facades shall provide at least one (1) of the frontage elements listed below. Frontage elements may encroach into the Primary Street and Side Street setbacks as identified below.

Frontage Element	Allowed Encroachment
a. Arcade ⁺ , Gallery ⁺	Within 2 ft. of curb
b. Shopfront ⁺	To property line
c. Stoop ⁺	5 ft.
d. Door Yard ⁺	To property line
e. Balcony, Bay Window, Cantilevered Room [*]	To property line.
f. Awning, Canopy	Within 2 ft. of curb

⁺ All buildings must provide at least one of these frontage elements (Arcade, Gallery, Shopfront, Stoop or Dooryard)
^{*} Architectural Element only permitted on upper floors



G. Access

1. Pedestrian Access.
- a. All residential units and commercial ground floors shall be accessed directly from the sidewalk either directly to each unit or commercial space through an appropriate frontage type, through a lobby, or through an on-site open space such as a court.

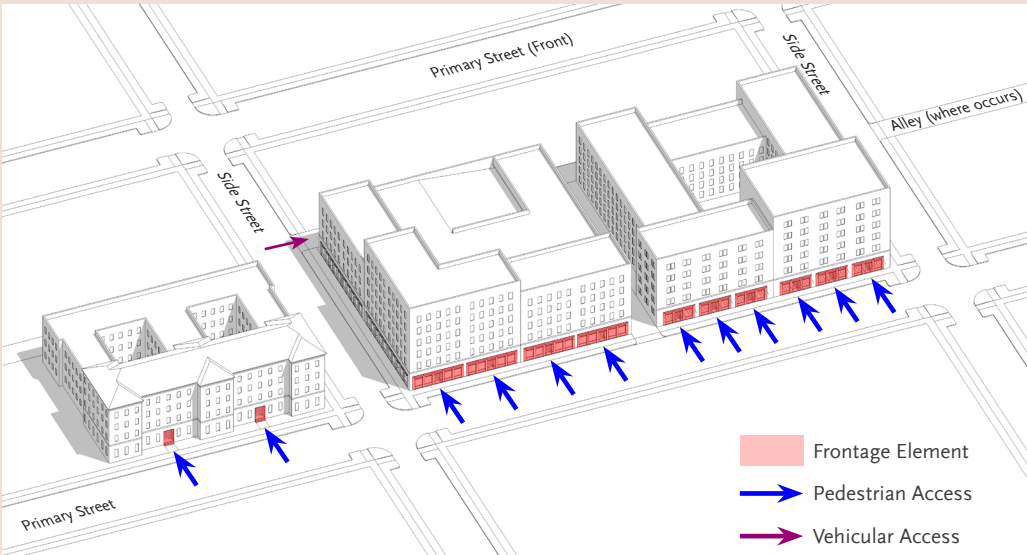
b. Upper floor uses, whether residential or commercial, shall be accessed through a lobby.
2. Vehicular Access.
- a. Parking shall be accessed from an alley.

b. Where an alley is not present:

i. Parking/service areas may be accessed from primary street.

ii. Parking/service areas for corner lots shall be accessed from side street.

iii. Driveways shall be located as close to side property line as possible.

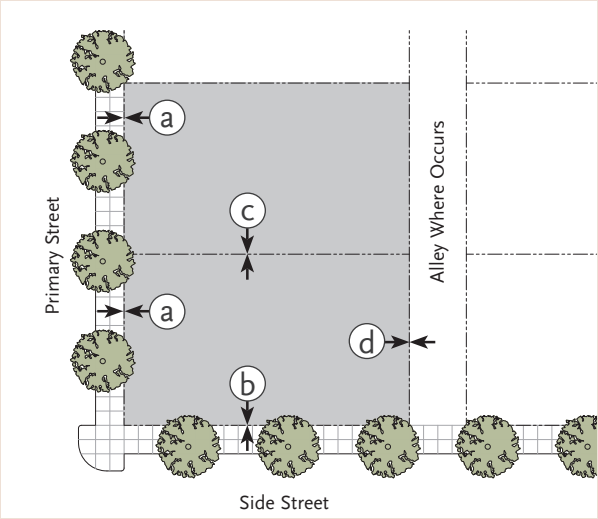


5.3.040. District Center (CEN)

A. Building Setbacks as measured from property lines

Buildings shall be located on the site as indicated below and shown at right.

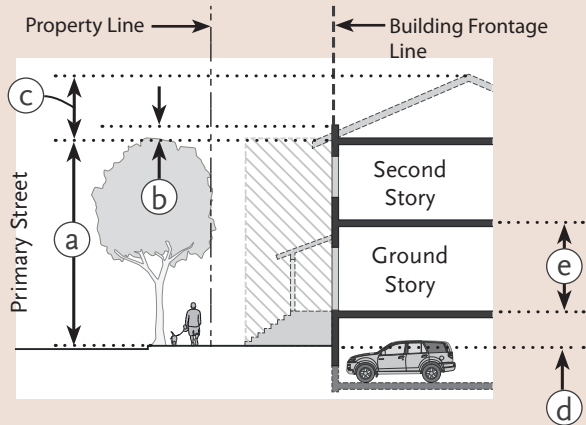
a Primary Street Setback		
i. Ground Floor Non-residential		0 ft. - 5 ft. max.
ii. Ground Floor Residential		–
b Side Street Setback		
i. Non-residential		0 ft. - 5 ft. max.
ii. Residential		5 ft. min.
c Side Yard Setback		
i. Non-residential		0 ft.
ii. Residential		–
d Rear Setback		
i. with alley		0 ft.
ii. without alley		10 ft.



B. Building Height

Building heights shall comply with the below standards and as shown at right.

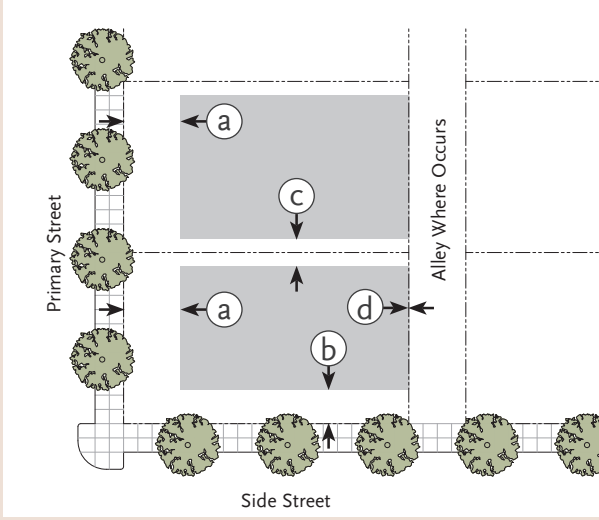
a	Top of plate height above adjacent sidewalk (max.)	240 ft.
b	Top of parapet height above top of plate (max.)	4 ft.
c	Pitched roof height above top of plate (max.)	12 ft.
d Ground floor above grade at building setback line (max.)		
i. Non-residential		0 ft.
ii. Residential		–
e Ground story floor to floor height (min.)		
i. Non-residential		18 ft.
ii. Residential		–
iii. Parking garage - ground floor		15 ft.
iv. Parking garage - upper floors		9 ft.



C. Parking Placement

On-site parking shall be located as indicated below and shown at right.

a Primary Street Setback		
i. Podium/surface		20 ft. min.
ii. Subterranean		0 ft.
b Side Street Setback		
i. Podium/surface		20 ft. min.
ii. Subterranean		0 ft.
c Side Yard Setback		
i. Podium/surface		5 ft
ii. Subterranean		0 ft.
d Rear Setback		
i. Podium/surface		0 ft.
ii. Subterranean		0 ft.



5.3.040. District Center (CEN)

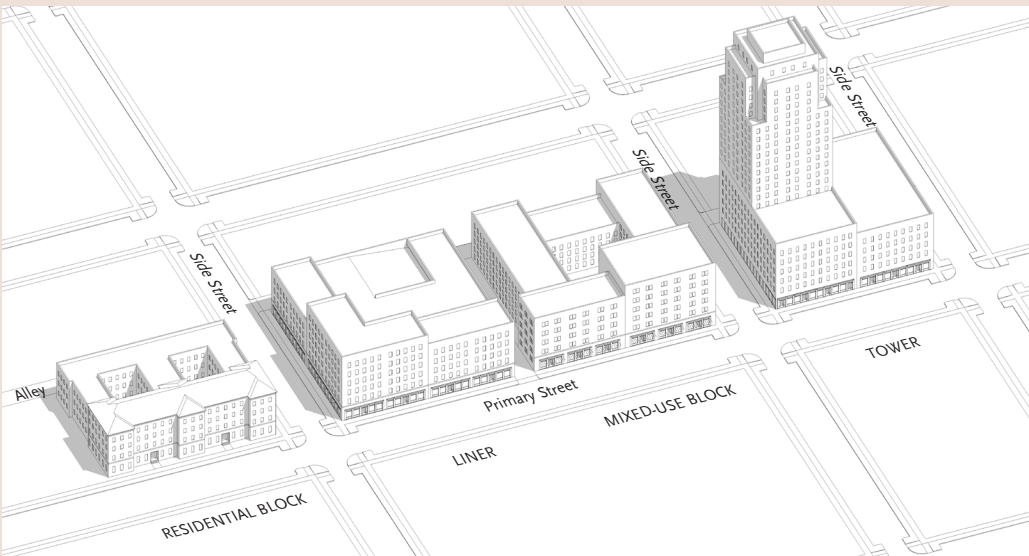
D. On-Site Open Space

1. Shared Common open space.
- a. Buildings/lots that accommodate residential uses shall provide a well-defined, coherent landscaped open space that is an essential component of the project design, not merely space left over after the building mass is placed.

b. Open space shall have a minimum area of 10% of the total lot area with a minimum width of 20 feet.
2. Private open space.
- a. Private open space in the form of a yard, balcony, or roof deck shall be provided for each residential unit.

b. Private open space shall have a minimum area of 40 square feet with a minimum width of 5 feet.

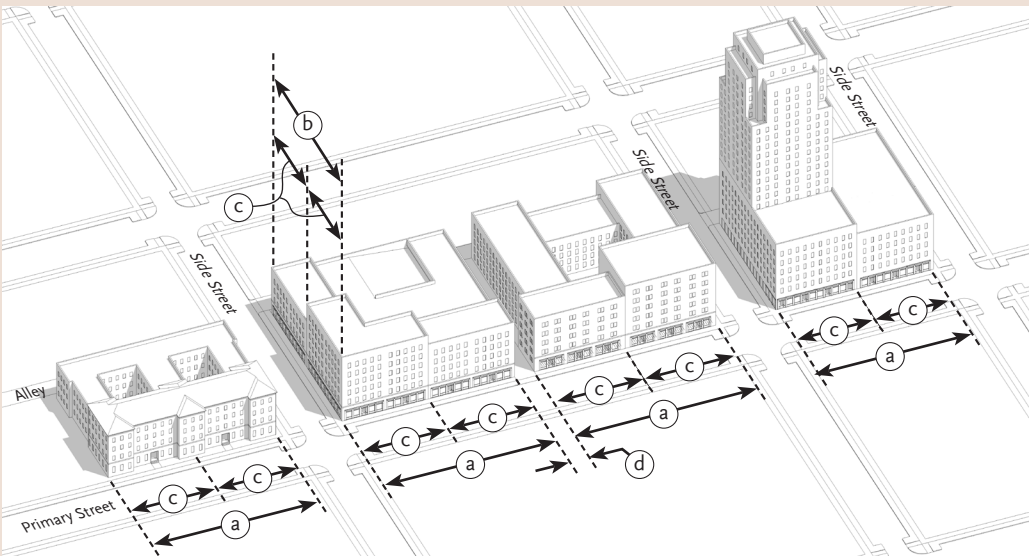
c. Private open space not required if building is within 1/4-mile walking distance of a park or plaza that is at least 0.5 acres in size.



E. Building Size

1. Buildings shall be designed per the following building length and facade increment standards. Facade increments shall be designed according to the massing and articulation strategies described in Section 5.4 (Building Articulation and Massing):

Ⓐ Building length along Primary Street (max.)	200 ft.
Ⓑ Building length along Side Street (max.)	200 ft.
Ⓒ Facade increment (max.)	50 ft.
Ⓓ Building separation (min.)	20 ft.



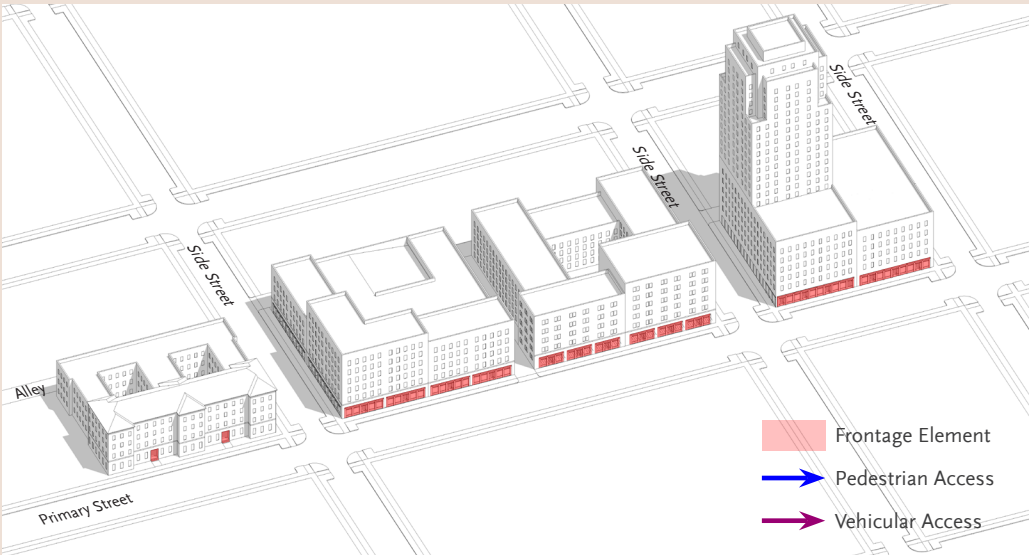
F. Required Frontage Types and allowed Encroachments into Setback

1. All Street- and Court-facing building facades shall provide at least one (1) of the frontage elements listed below. Frontage elements may encroach into the Primary Street and Side Street setbacks as identified below.

Frontage Element	Allowed Encroachment
a. Arcade ⁺ , Gallery ⁺	Within 2 ft. of curb
b. Shopfront ⁺	To property line
c. Stoop ⁺	5 ft.
d. Door Yard ⁺	To property line
e. Balcony, Bay Window, Cantilevered Room [*]	To property line.
f. Awning, Canopy	Within 2 ft. of curb

⁺ All buildings must provide at least one of these frontage elements (Arcade, Gallery, Shopfront, Stoop or Dooryard)

^{*} Architectural Element only permitted on upper floors



G. Access

1. Pedestrian Access.
- a. All residential units and commercial ground floors shall be accessed directly from the sidewalk either directly to each unit or commercial space through an appropriate frontage type, through a lobby, or through an on-site open space such as a court.

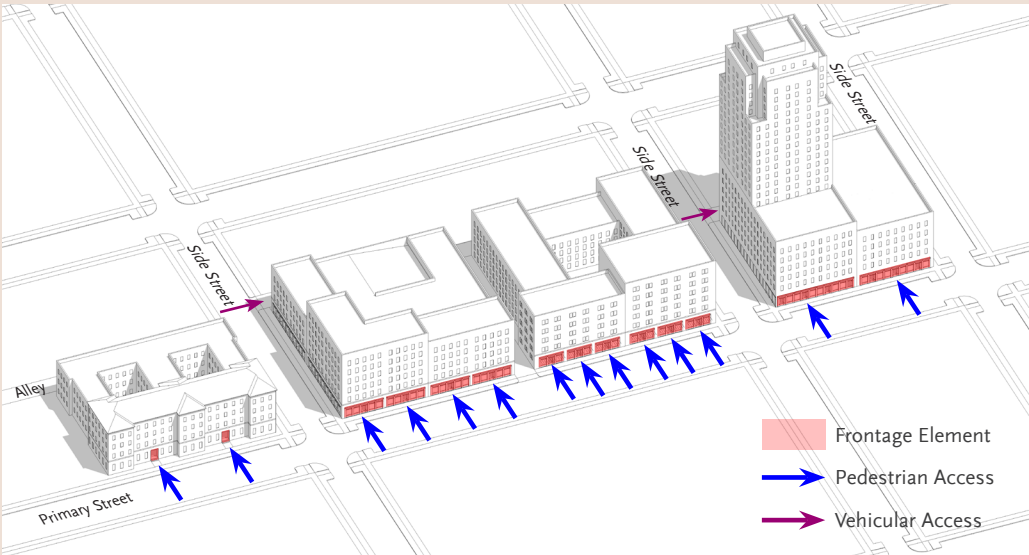
b. Upper floor uses, whether residential or commercial, shall be accessed through a lobby.
2. Vehicular Access.
- a. Parking shall be accessed from an alley.

b. Where an alley is not present:

i. Parking/service areas may be accessed from primary street.

ii. Parking/service areas for corner lots shall be accessed from side street.

iii. Driveways shall be located as close to side property line as possible.



5.4. Building Articulation and Massing Standards

- A. Purpose.** The desired pedestrian scale and character of the Montclair Place District Specific Plan (MPDSP) area requires that new project development not appear as massive, monolithic structures, but instead as a series of smaller scale buildings. This goal is a particular challenge when one large ownership, or smaller consolidated parcels are proposed for development as a single project. The standards of this Section are intended to ensure that larger projects are designed to appear as carefully conceived groups of separate structures that, along with an attractive streetscape, contribute to the overall urban, pedestrian-friendly quality of the MPDSP area.
- B. Applicability.** The requirements of this Section apply to all new buildings within the MPDSP area.
- C. Building Massing and Articulation Techniques.** New buildings shall be composed of simple, well-proportioned masses designed according to a combination of a minimum of four (4) of the following massing and articulation techniques: Horizontal Articulation, Vertical Articulation, Architectural Projections, Architectural Recessions, Facade Differentiation, Height Averaging, and Floor Level Articulation. Please see page 5:24 for standards and illustrations of each massing and articulation technique.

- D. Materials, Color Variation, and Architectural Styles.** In addition, to the above articulation and massing strategies, building facades may employ the following material, color, and architectural style techniques:
- 1. Variety of materials and colors.** Utilize different materials and colors to divide building facades into vertical and/or horizontal increments and/or to emphasize certain architectural elements or features.
 - 2. Diversity of Architectural Styles.**
 - a. Employ a variety architectural styles in order to give large buildings the appearance they are comprised of multiple, smaller, attached, village-scale “buildings.” See Section 5.7 (Architectural Style Guidelines).
 - b. On project sites that accommodate more than one building, multiple architectural styles are required. The number, disposition, and location of architectural styles shall be determined during the design review process. See Section 5.1.050 (Planning Compatibility and Architectural Review).



Mixed-use building with protruding Monterey and standard balconies.



Mixed-use building with recessed third floor balcony and creative differentiation of floors (floor level articulation).



Mixed-use building articulated with corner tower.



The main volume of this multi-family building is stepped-back from the street. Further articulation is achieved by making the building look like two buildings.



Building designed with two-, three-, and four-story building massing (height averaging).



Volume on left side of building is set back from the rest of the building (horizontal articulation). Building is further articulated with protruding galleries and canopies (architectural projection) and paint color.

1. Horizontal Articulation



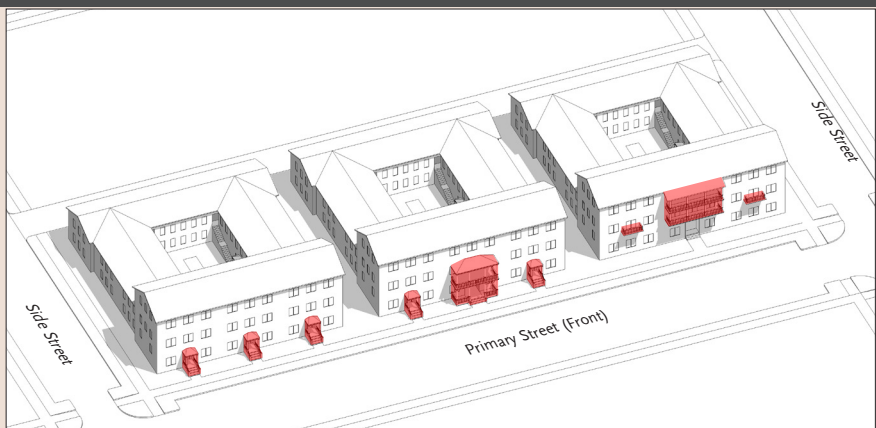
Step a portion of the street-facing facade forward or backward from the predominant facade plane a minimum of six (6) feet for a minimum distance of twenty-five (25) feet

2. Vertical Articulation



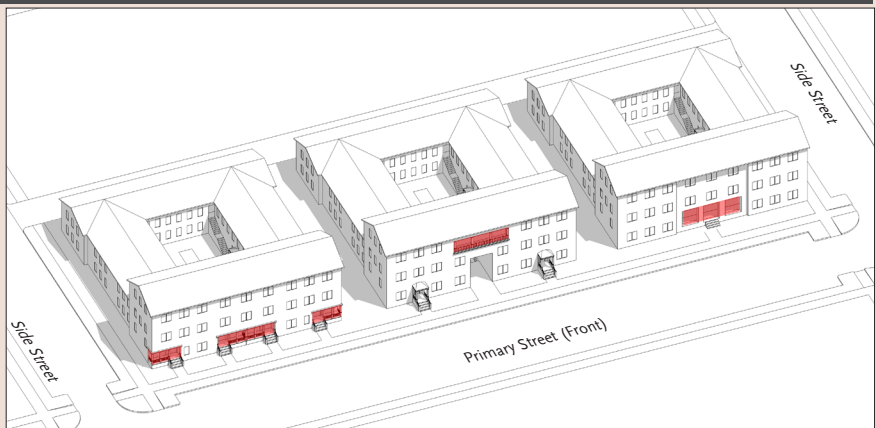
Step a portion of the street-facing facade upward or downward from the predominant building height a minimum of four (4) feet for a minimum distance of twenty-five (25) feet. This technique is useful for "stepping down" the scale of a new building adjacent to an existing smaller building

3. Architectural Projections



Append or project facade elements such as balconies, bay windows, cantilevered rooms, and/or awnings.

4. Architectural Recessions



Recess architectural elements or spaces – such as recessed porches, covered passages, recessed balconies, and windows – into the plane of the facade.

5. Facade Differentiation



Design the facade to appear as though it is composed of two or three distinct “buildings” with differing material and/or color combinations on each “building.”

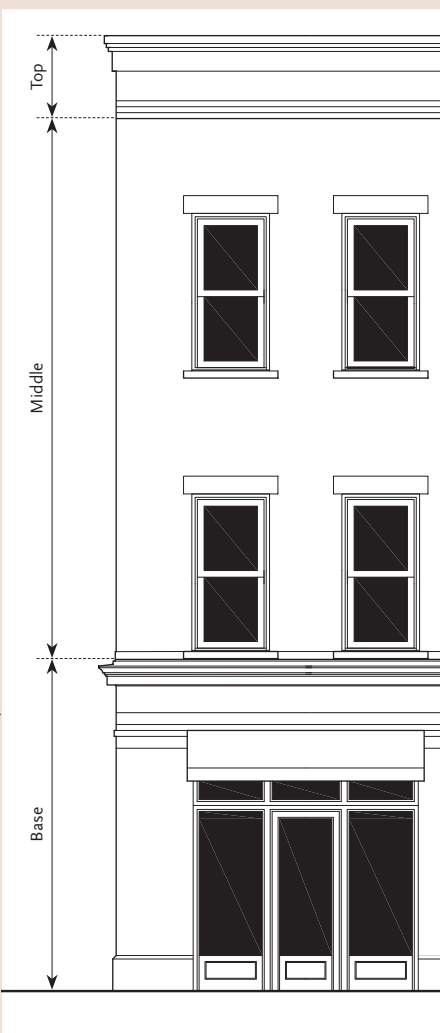
6. Height Averaging



Up to 30% of the building footprint area may be one story/10 feet taller than the maximum height allowed in a given zone, provided an equal amount of building footprint area is one story/10 feet shorter than the maximum allowed height.

7. Floor Level Articulation

- Articulate the facade to express the building's floor levels as base, middle, and top by:
- a. Providing a substantial horizontal articulation of the facade at the top of the first story such as a cornice, belt course, or other such architectural element which is appropriate to the style of the building.
 - b. Provide articulation at the parapet (for buildings with flat roofs) or below the eve (for buildings with sloped roofs) that marks the top of the building with a cornice, color change, or material change.
 - c. For buildings or portions of buildings which are three stories in height or taller, provide articulation for the top story of the building. This may be accomplished by a color change, material change, a cornice/belt course at the bottom of the uppermost story.



5.5. Frontage Type Standards

- A.

Purpose. This Chapter identifies the frontage types allowed within the Specific Plan area, and for each type provides a definition and design standards to ensure that proposed development is consistent with the City's goals for building form, character, and quality within the Specific Plan area.
- B.

Applicability. Building facades that face the Primary Street, parks, and othe public open spaces shall be designed in conformance with the standards of this Section. In addition, all buildings designs are subject to the applicable requirements and regulations of the Building Code, Fire Code, Health Code, etc.
- C.

Required Findings. In order for applications to be approved, each application involving Section 5.5 shall meet the following criteria, as applicable:

a.

Generates or maintains the pedestrian-oriented streetscape(s) envisioned in this MPDSP through the appropriate design of frontages.

b.

Generates or maintains an appropriate transition from the public streetscape to each building and its site.

c.

Complies with the requirements of the applicable frontage type(s).
- D.

Allowable Frontage types by zone. Section 5.3.010.F, 5.3.020.F, 5.3.030.F, and 5.3.040.F of the Development Standards identify the allowed frontage types within each zone.

1. Front Yard

- a.

Definition. The Front Yard comprises the area between the building facade and the property line. Front Yards may be visually continuous with adjacent yards with a common landscape, or enclosed by a low fence, wall, or hedge. On sloping sites, front yards may be raised above the level of the adjacent sidewalk and supported by a low retaining wall at the property line with steps or a ramp providing access between the sidewalk and the yard. Porches, stoops, and balconies may encroach into Front Yards.
- b.

Standards

i.

Front yard landscape shall be maintained in an orderly and neat condition and shall remain free of weeds, debris, or high grass (with the exception of purposely cultivated native species, which shall be allowed).

ii.

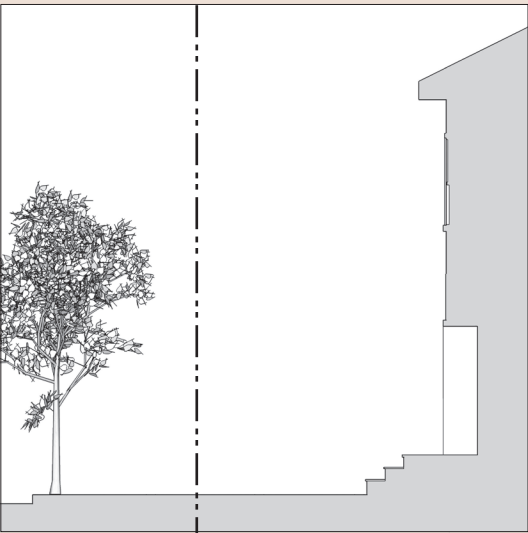
Continuous planters along the primary and side streets shall be landscaped and maintained in an orderly and neat condition and shall remain free of weeds, debris, or high grass (with the exception of purposely cultivated native species, which shall be allowed).

iii.

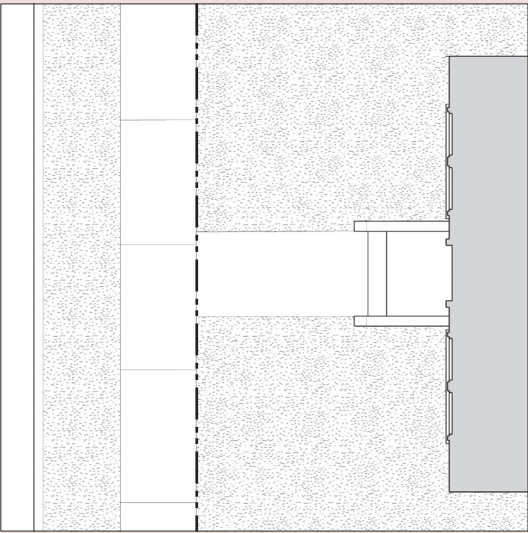
Front yard fence and wall materials and design shall be compatible with the architectural style of the building.

iv.

Fences defining the front yard shall not exceed 4 feet in height from the adjacent sidewalk.



Section



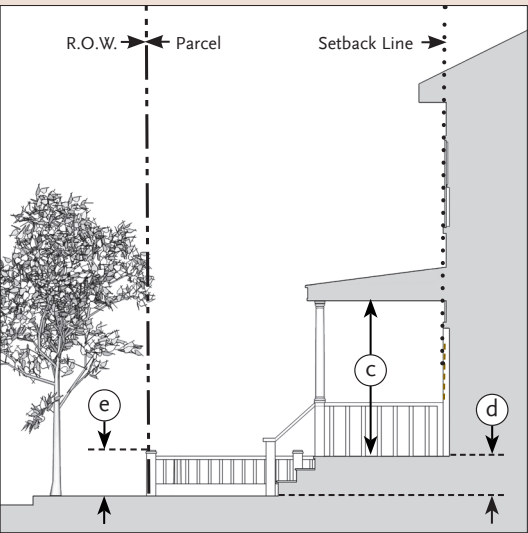
Plan



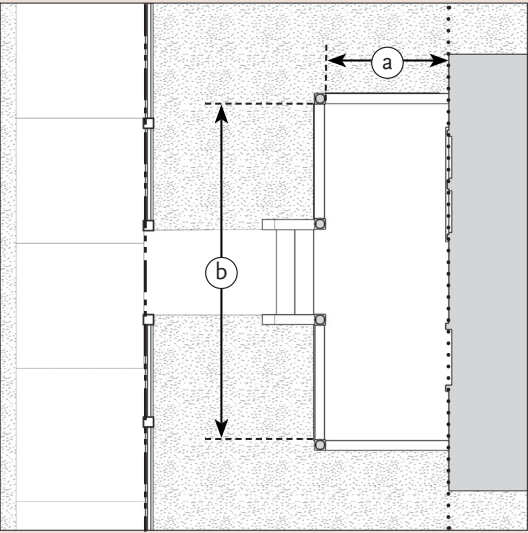
2. Porch

- a. Definition.** A roofed, unenclosed room attached to the exterior of a building that provides a physical transition between the sidewalk and the building. Porches may be provided on buildings that are set back from the Primary and/or Side Street property lines and may encroach into the front yard and side street yard.
- b. Design Standards**
- i. Porch materials and design shall be compatible with the design of the rest of the building.
 - ii. Porches may be enclosed with insect screens if recessed from the exterior wall plane and if visibility is maintained from the sidewalk.
 - iii. Porches shall be designed according to the following dimensional requirements:

Dimension	Min.	Max.
(a) Depth (clear)	6 ft.	–
(b) Width (clear)	12 ft.	–
(c) Height: ceiling (clear)	8 ft.	12 ft.
(d) Height: floor above adjacent finished grade	12 in.	3 ft.
(e) Height: fence, hedge, or wall above adjacent finished grade	–	3 ft.



Section



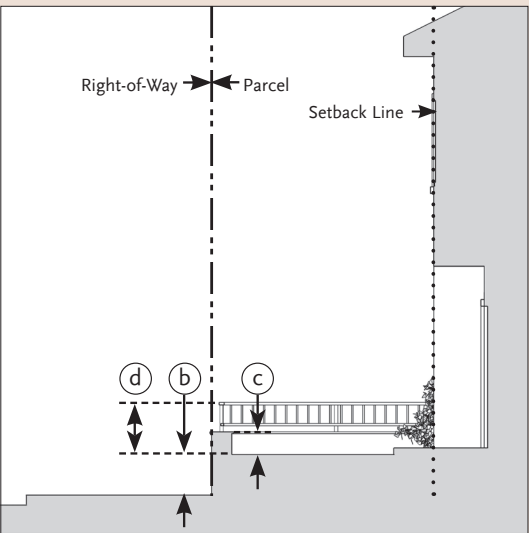
Plan



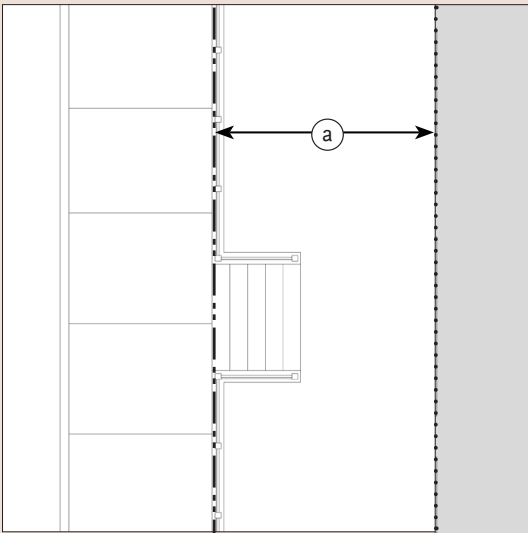
3. Dooryard

- a. Definition.** An elevated or at-grade garden or terrace that is located in the front yard setback and that is enclosed by a low wall located at or near the property line. For elevated Dooryards, access from the sidewalk to the Dooryard is via a stair or ramp. Elevated Dooryards may additionally have a low fence or wall that extends above the Dooryard terrace floor level to ensure safety from tripping and falling. The Dooryard can accommodate a variety of activities, ranging from dining patios for commercial uses to patios for residential uses. In addition, the interior building spaces are separated from the adjacent sidewalk by the depth of the Dooryard and in the case of raised Dooryards, by the terrace height.
- b. Design Standards**
- i. Walls and/or fences shall be consistent with the architectural style of the building in their design, materials, and finishes.
 - ii. Dooryards shall be designed according to the following dimensional requirements:

Dimension	Min.	Max.
(a) Depth (clear)	7 ft.	–
(b) Height: floor above adjacent finished grade	0 ft.	3 ft.
(c) Height: wall above floor	2 ft.	–
(d) Fences or railings may extend to the height required by the California Building Code (CBC).	–	–



Section



Plan



Residential Dooryard



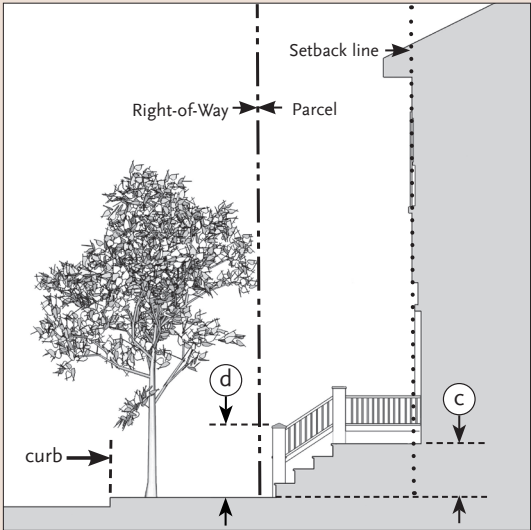
Commercial Dooryard

5.5. Frontage Type Standards (continued)

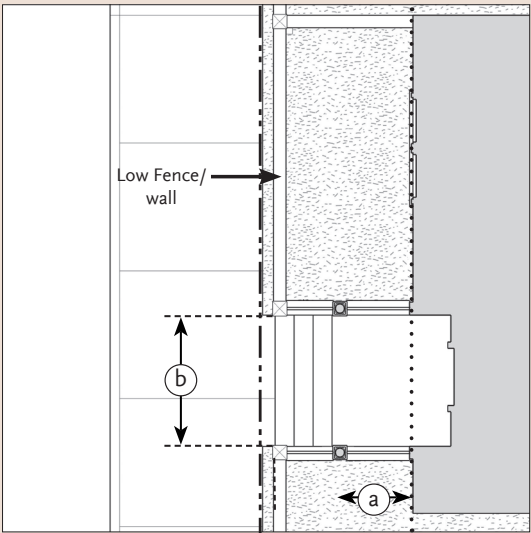
4. Stoop

- a. Definition.** A stair and landing leading directly from the sidewalk to a building entrance. The ground floor of the building is typically raised to provide increased privacy for the rooms facing the public street. Stoops may be at grade or raised to transition into the building. Raised stoops are ideal frontage types for ground floor housing that is near the street.
- b. Design Standards**
- i. Stoops must correspond directly with the building entry(s) they provide access to.
 - ii. The exterior stairs may be perpendicular or parallel to the adjacent sidewalk.
 - iii. The landing may be covered or uncovered.
 - iv. Landscaping shall be placed on the sides of the stoop, either at grade or in raised planters.
 - v. Stoops shall be designed according to the following dimensional requirements:

Dimension	Min.	Max.
(a) Depth: landing (clear)	4 ft.	10 ft.
(b) Width (clear)	4 ft.	10 ft.
(c) Height: floor above adjacent finished grade	12 in.	3 ft.
(d) Height: fence, hedge, or wall above adjacent finished grade	–	3 ft.



Section



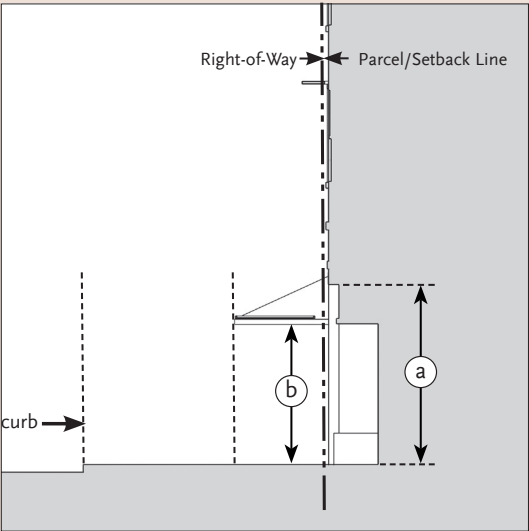
Plan



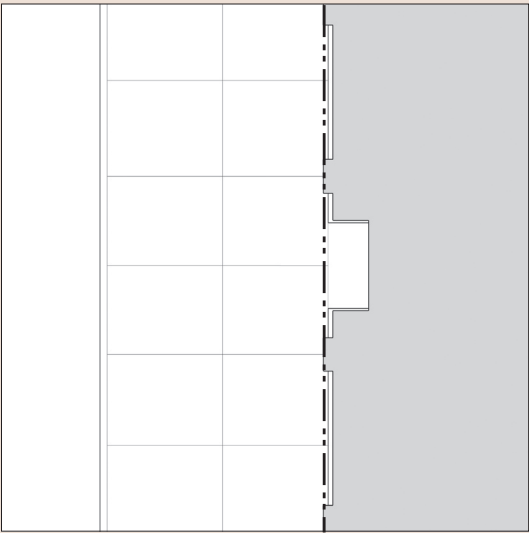
5. Shopfront

- a. Definition.** A large opening in a building facade that is enclosed with large transparent windows and doors that provide direct, at-grade access to ground floor commercial/retail uses. The basic required architectural elements of shopfronts include large windows, doors with glass, transom windows, and a solid base (bulkhead). Optional elements include awnings, canopies, signage, lighting, and cornices.
- b. Design Standards**
- i. Storefront glass shall be clear without reflective coating or dark tinting. Lightly tinted glazing less than 15%, low emissivity, solar) is acceptable. Glazing with tinting greater than 15% may be considered by the Community Development Director on case-by-case basis.
 - ii. Primary Street and Side Street setbacks, if any, shall be paved with a paving material that is consistent with or matches the adjacent sidewalk.
 - iii. Shopfronts shall be designed according to the following dimensional requirements:

Dimension	Min.	Max.
(a) Height (clear)	10 ft.	16 ft.
(b) Distance to bottom of awnings, canopies (clear)	8 ft.	10 ft.
Width of storefront bay(s)	10 ft.	15 ft.
Glass area % of ground floor wall area	65	–



Section



Plan



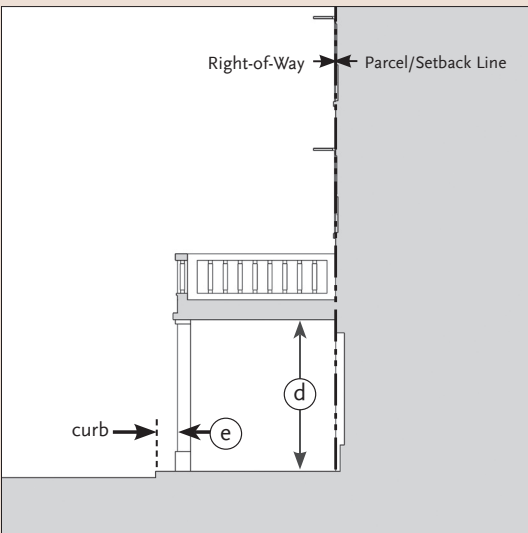
6. Gallery

a. Definition. Facades with ground floor colonnades that support a cantilevered shed roof or a deck that covers the sidewalk. Galleries contain ground floor storefronts, making them ideal for retail use. Railing on top of the gallery is only required if the gallery roof is accessible as a deck.

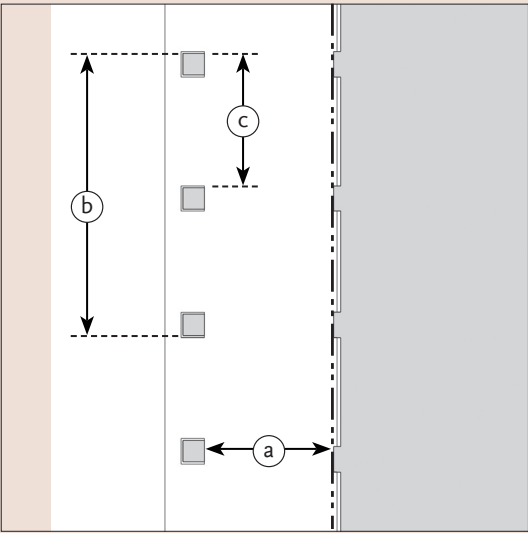
b. Design Standards

- i. Along primary frontages, the Gallery columns shall correspond to Shopfront openings as defined in Section 5.5.D.5.
- ii. Galleries shall be a minimum of two (2) bays wide.
- iii. Column spacing and colonnade detailing, including lighting, shall be consistent with the style of the rest of the building.
- iv. Galleries shall be designed according to the following dimensional requirements:

Dimension	Min.	Max.
(a) Depth (clear)	10 ft.	16 ft.
(b) Width (clear)	20 ft.	80 ft.
Width if encroaches into R.O.W.	20 ft.	80 ft.
(c) Width: single bay (clear)	10 ft.	16 ft.
(d) Height (clear)	12 ft.	16 ft.
(e) Distance from face of curb (clear)	2 ft.	–
(f) Distance between adjacent Galleries that encroach into R.O.W.	20 ft.	–



Section



Plan



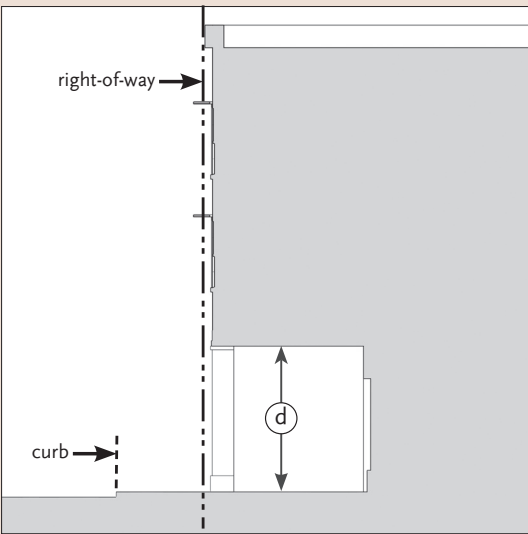
7. Arcade

a. Definition. Facades with a ground floor colonnade that supports the upper stories of the building or, for one-story buildings, the roof. Arcades contain ground-floor shopfronts, making them ideal for retail or restaurant use, as the arcade shelters the pedestrian while shading the storefront glass, preventing glare that might obscure views of merchandise.

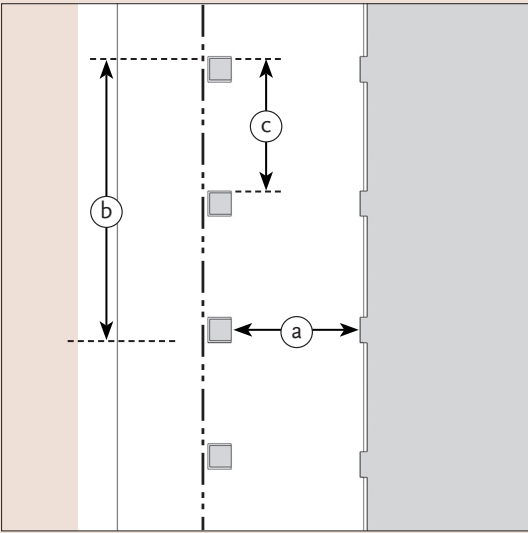
b. Design Standards

- i. Along primary frontages, the arcade shall correspond to Shopfront openings as defined in Section 5.5.D.5.
- ii. Arcades shall be a minimum of two (2) bays wide.
- iii. Column spacing and colonnade detailing, including lighting, shall be consistent with the style of the building.
- iv. Arcades shall be designed according to the following dimensional requirements:

Dimension	Min.	Max.
(a) Depth (clear)	10 ft.	16 ft.
(b) Width (clear)	20 ft.	none
Width if encroaches into R.O.W.	20 ft.	80 ft.
(c) Width: single bay (clear)	10 ft.	16 ft.
(d) Height (clear)	12 ft.	16 ft.
(e) Distance from face of curb (clear)	2 ft.	–
(f) Distance between adjacent Arcades that encroach into R.O.W.	20 ft.	–



Section

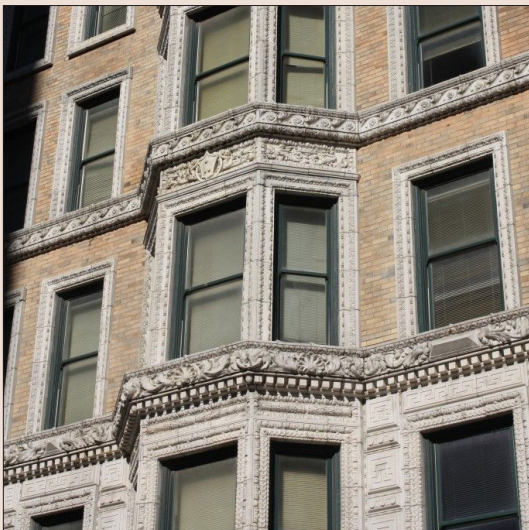


Plan



7. Bay Window

- a. **Definition.** A large window or series of windows projecting from the outer wall of a building and forming a recess within.
- b. **Design Standards**
 - i. Bay windows shall be a maximum of ten (10) feet wide and shall have a height that is equal to or greater than their width.
 - ii. Bay windows shall be placed a minimum of two (2) feet from any building corner and a minimum of three (3) from any other bay window.
 - iii. Bay windows shall consist of at least 75% transparent fenestration.



4. Cantilevered Room

- a. **Definition.** An upper floor room or rooms that projects from the building facade providing additional upper floor square footage and contributing to the articulation of the facade.
- b. **Design Standards**
 - i. Cantilevered Room shall be a maximum of twenty (20) feet wide.
 - ii. Cantilevered Rooms shall be placed a minimum of ten (10) feet from any other Cantilevered Room.
 - iii. Cantilevered rooms of traditional style buildings shall be supported by brackets, extended beams, or other elements that .



8. Awning

- a. Definition.** A cloth cover fastened to a building or structure and supported by a frame that is used to protect pedestrians from the sun or rain.
- b. Design Standards**
- i. Awnings shall be of a simple shed form and made of code-compliant fire-resistant canvas or materials that have the appearance of traditional fabric. Plastic and materials which are shiny, stiff, and obviously synthetic shall be avoided.
 - ii. Each awning shall correspond to a storefront per applicable requirements of Section 5.5.D.5.
 - iii. Upper floor awnings may be provided as follows:
 - (a) Each individual awning shall cover no more than one window opening.
 - (b) Signage is not permitted on upper floor awnings.
 - iv. Awnings shall be positioned so that signage is not obstructed.
 - vi. Awning color(s) and pattern(s) shall be coordinated with the overall design of the building. As appropriate, awning colors may vary between adjacent businesses.
 - vii. Internally illuminated and backlit awnings and any associated light diffusers are prohibited.
 - viii. Awning shape and configuration shall be approved by Landlord and the City prior to fabrication and installation.



- ix. Awning locations, sizes, and configurations shall be indicated on sign elevations and included in the property owner's sign design drawing submittal to the City for review and approval.



9. Canopy

- a. Definition.** A flat, metal awning that extends perpendicular from the building and parallel to the sidewalk. The canopy's frame is connected to the wall and spanned by a variety of materials, including metal lattice, glass, and metal slats.
- b. Design Standards**
- i. Canopies shall be of a simple form, made of metal and/or glass.
 - ii. Canopies shall be supported either from below by metal brackets, or from above by rods, wires, or chains that affix to the wall.
 - iii. Canopies may extend across multiple storefronts.
 - iv. Upper floor awnings may be provided as follows:
 - (a) Each individual canopy shall cover no more than one window opening.
 - (b) Signage is not permitted on upper floor canopies.
 - v. Canopies shall be positioned so that signage is not obstructed.
 - vi. Canopies shall be coordinated with the overall design of the building; all canopies on a single building shall be consistent in their design, color, and material.



5.6. Sign Guidelines

- A. Purpose and Intent.** This Section establishes standards for the design, installation, maintenance, and use of signs and other exterior advertising media within the Specific Plan area that contribute to the creation of a rich urban environment that demonstrates variety, quality, and design integrity.

Signage is an integral and important component of the MPDSP and is critical to both the continuing viability of the existing uses in the MPDSP and to the realization of the MPDSP vision for future development. The intent of the MPDSP signage standards is to provide flexibility in allowing for functional and creative signage solutions to meet the needs of existing and future uses and allow for the integration of state-of-the-art technologies as they develop.
- B. Applicability.** The requirements of this Section apply to all existing and new development within the MPDSP planning area. Existing signs, which were lawfully permitted and continue to serve an established business or use may remain, be maintained, replaced to serve a new use of a similar nature until such time the site and/or building is replaced with new development conforming to the goals and intents of the MPDSP.

1. All signs shall be subject to Community Development Department review and approval prior to installation, for conformance to this section and/or an approved sign program serving a specific development.

2. All new development projects within the MPDSP shall be required to develop a comprehensive sign program subject to the requirements of Section 5.6. The sign program shall address the placement of all signs on the premises in a manner that is contextually appropriate to the design of the building(s) frontage(s) and consistent with the intent of the streetscape on which the building(s) is located.

3. Signs, which conform, to an approved Sign Program for a specific development may be approved administratively by the City staff, when plans for such signs comply with the applicable requirements of the approved sign program.

4. Signs for tenants within the interior areas of the existing mall building or for existing major tenants with exterior signs are not subject to the provisions of this Section, until such time the existing mall development is redeveloped in accordance with the MPDSP.

5. Any existing sign that has been discontinued due to a business closure or abandonment for a period of 60 calendar days or more shall be removed and not re-established. New signs shall conform to the provisions of the MPDSP.

6. Notwithstanding any of the provisions of this Chapter, the City Council may amend the MPDSP Montclair Place Master Sign Program by resolution.

C. Definitions. Definitions of the specialized terms and phrases used in this Section are in the Section 5.12 (Glossary) under "Signage."

D. Sign Programs. As one of the most visible elements in a streetscape, signs have a significant influence upon the visual environment and perception of the community. As such, the architecture of buildings must carefully incorporate the placement of signage and lighting early in the design development process. The purpose of a comprehensive sign program is to build on the development design process and establish guidelines to ensure that signs for each project within the MPDSP are coordinated and appropriate
- in number, design, types of signs, font styles, sizes, and placement to complement the architectural design of each development project. A well-designed sign program contributes to the value of the property, and helps to streamline the sign review process. It is expected that the design quality of signs proposed under a Master Sign Plan will be creative and of superior quality. The provisions of a Master Sign Plan shall not include temporary banners.

The City recognizes that in many circumstances there are innovative and creative alternatives to minimum standard signage, which are desirable and attractive and will enhance community character and individual property values. Exceptions to the general sign regulations may include, but are not limited to, the number of signs, height, location, sign area and illumination; provided that the sign program is in substantial compliance with the general regulations, and each exception will further the general objectives of these regulations.
- A Sign Program may not be used to allow sign types that are prohibited
1. Projects or Signs Requiring a Sign Program:

a. Electronic Message Center (EMC) sign, where permitted.

b. Roof Sign, where permitted.

c. All new development projects including retail, office, residential, and mixed-use projects. New development project means new construction of a single or multi-building project on improved or unimproved property within, and as allowed for, in the MPDSP. A comprehensive sign program shall be approved as a part of the approval required for the development to which it relates.

d. The remodel of an existing building to create new exterior frontages and lease spaces.

e. A substantive architectural remodel of an existing building, where cabinet signs that currently exist and will be removed and replaced with new signs conforming to the standards of this section.

f. When the Community Development Director determines that due to unique circumstances of building or site, a sign program is necessary.

2. Contents of a Sign Program. A plan, prepared by the applicant, must include:

a. Cover page & Table of Contents

b. Site plan

c. Sign table depicting the allocation of signs

d. Building elevations/sections showing sign bands or other specified locations for signs

e. Details regarding the number, size, type and location of individual signs.

f. The letter styles, dimensions, colors, materials, construction method, logo or corporate symbol provisions.
- A photograph of a commercial building facade with several signs. On the left, a green wall features a 'pasta' sign. To its right, a brown wall has a large 'instyle' sign in multi-colored letters, with 'nails & skin salon' written below it in white. Further right, a small orange sign is visible. The building is situated on a street with parked cars and a clear blue sky.
- Examples of a wall mounted signs.
- A photograph of a projecting sign for 'Rugs AND More'. The sign is rectangular with a blue background and gold lettering. It features a small logo of a rug at the top and the text 'FINE ORIENTAL CARPETS AND KELIMS' at the bottom. The sign is mounted on a metal bracket that extends from the building facade.
- Example of projecting sign.
- A photograph of a window display for 'THE TALKING ROOM'. The window features a large, stylized graphic of a coffee cup on a saucer, with steam rising from it. Below the graphic, the text 'THE TALKING ROOM' is written in a banner, and 'CAPPUCCINO BAR AND CAFE' is written below that. At the bottom of the window, the text 'CLASSIC CAFE DINING' is visible.
- Example of window sign.
- 5:31

MONTCLAIR PLACE DISTRICT SPECIFIC PLAN

City of Montclair, California

September 21, 2020

The Sign Program may address the above through specifications for individual signs, or through the establishment of criteria, standard and approval procedure, or a combination thereof.

- 3. Review Procedure.
 - a. For new development projects, a comprehensive sign program concept shall be required as an element of a complete development review package submitted for review and processing, subject to City Council approval of the project in its entirety.
 - b. For remodel projects of existing buildings, or upgrades of existing signs, an application for a Sign Program may be required for review and approval by the Community Development Director. The Director may approve, conditionally approve, or deny a sign program application.
 - c. The decision of the Director shall become final on the date final determination is made on the application. However, within 15 days after the date of the Director’s decision, a written appeal may be made to the Planning Commission by any person aggrieved by the decision in connection with the application. Following a noticed public hearing, the Planning Commission may affirm, reverse, or modify in whole or in part any decision, determination, or requirement of the Director.

E. Montclair Place Master Sign Program.

- 1. The Master Sign Program for Montclair Place, as amended on April 22, 2019 and with the additional amendments provided in Section E.2 below (collectively, the “Existing Mall Master Sign Program” Case No. 2017-5 “A”), shall constitute an approved Sign Program under this Section 5.6 and its provisions shall remain in effect, unless otherwise amended, for so long as any of the buildings identified in the Existing Mall Master Sign Program remain.
- 2. The Master Sign Program for Montclair Place as amended on April 22, 2019, is hereby further amended to permit off-site advertising on the EMC Digital Monument Sign approved by Case No., 2019-02 on April 22, 2019, provided that any off-site advertising complies with the standards for off-site signs set forth in Sections G.5, H.3, H.9 and K.5.
- 3. Unless and until the Existing Mall Master Sign Program, or any successor Sign Program, is amended to include regulations and standards governing all tenant signage in Montclair Place, the Existing Mall Master Sign Program shall also be deemed to authorize any tenant signage as may be permitted by the Montclair Municipal Code.
- 4. If any building (or portion thereof) shown on the Existing Mall Master Sign Plan is demolished, the Existing Mall Master Sign Plan shall cease to govern that area and any proposed signage for new development on that area shall comply with the applicable provisions of this Section 5.6, including any requirement for the approval of a new or amended Sign Program.
- 5. In the event one or more buildings (or portions thereof) shown on the Existing Mall Master Sign Plan are demolished, the Existing Mall Master Sign Plan shall continue to apply to all other buildings (or portions thereof) shown on the Existing Master Sign Plan that remain.
- 6. Any amendments to the Existing Mall Master Sign Plan shall be processed as a Sign Program pursuant to this Section E.

F. Required Findings.

- 1. In order to approve an individual sign the Director shall find:
 - a. Sign(s) complies with all applicable requirements of this Section 5.6; or approved sign program for the subject site.
 - b. Sign design is contextually appropriate to the involved frontage(s) and consistent with the intent of the streetscape along which the building(s) is located.
- 2. In order to approve a sign program for a new or existing development project the City Council shall find:
 - a. The signage proposed in the sign program is consistent with the intent of this Section and the minimum sign standards established in this division to ensure that signage will not have an adverse impact on the aesthetics, community character and quality of life of the city.
 - b. The signage proposed in the sign program is contextually appropriate for the involved building frontage(s) and consistent with the intent of the streetscape along which the building(s) is located.

G. Permitted Signs - Generally. Permitted sign types included the following subject to applicable sign standards for each sign type as indicated below:

- 1. Awning Signs
- 2. Blade or Projecting Signs
- 3. Canopy Signs
- 4. Directory Sign for Multi-tenant buildings
- 5. Electronic Message Center (EMC) Signs – with the approval of a conditional use permit to serve a mixed-use or commercial development center within the MPDSP, but not for off-site advertising.
- 6. Freestanding Signs
- 7. Marquee Signs – Blade and Display
- 8. Murals – as part of an approved sign program or a City approved public art exhibit
- 9. Pylon Signs
- 10. Sidewalk Signs (Chalkboards, A-frame Sandwich Boards, Marker Boards, or Restaurant Menus)
- 11. Skyline/Roof or Ledge Signs
- 12. Tall Building Identification Signs
- 13. Wall Signs
- 14. Wayfinding or Directional Signs
- 15. Window Signs & Graphics as permitted by the Montclair Municipal Code
- 16. Wall-Mounted Electronic Display (WED) Signs



Blade Sign



Individual Reverse-Channel Letters



Window Sign

5.6. Sign Guidelines (continued)

17. Temporary Banner Signs as permitted by the Montclair Municipal Code

H. Prohibited Signs. All sign types and sizes not expressly allowed by this Chapter or otherwise permitted by CUP of the Planning Commission or City Council, shall be prohibited. Examples of prohibited signs include, but are not limited to the following:

1. Advertisings, banners, bills, cards, notices, placards, posters, signs, stickers, or other devices designed to attract the attention of the public that are painted, posted or otherwise affixed upon any street, street furniture, right-of-way, public sidewalk, crosswalk, curb, lamppost, fencing, hydrant, tree, alley, telephone pole, public telephone, lighting system, or other public alarm or communication system.
2. Animated signs, including human signs and air puppets.
3. Billboard or Outdoor Advertising Signs. Any off-premises sign that has a flat surface sign space upon which advertising may be posted, painted, or affixed, and which is primarily designed for the rental or lease of sign space for advertising not related to the use of the property upon which the sign is located.

Exception: A Freeway Oriented Electronic Message Center (EMC) approved by the City to specifically allow the installation and use of an EMC with off-site advertising.
4. Cabinet (can) signs that are mounted flush against a building wall, except for corporate logos.
5. Flags containing a business name, product or advertising copy.
6. Flashing, glowing, rotating, or revolving signs, designed to attract attention by visual means through the movement or semblance of movement of the whole or any part of the physical sign structure, including special lighting or wind actuated devices. Branding, time and temperature display on electronic message center (EMC) signs are exempt.
7. Hot or cold air balloons, inflatable signs (characters, animal or other figures), flags, pennants, streamers, spinners, festoons, windsocks, valances, or similar displays, unless specifically permitted by this chapter;
8. Illuminated back-lit canopies (so that the awning radiates light).
9. Off-site advertisement signs, except as permitted on an approved EMC as provided for in this chapter.
10. Painted-on wall signs, except for murals as specifically permitted in this chapter and approved under a sign program, or Precise Plan of Design;
11. Pole Sign - A freestanding sign with visible support structure consisting of one or more exposed poles fabricated of metal, concrete, or wood.
12. Signs containing or depicting obscene material.
13. Signs placed within or over public right-of-way on public land or on utility poles, except as specifically permitted by this chapter, or by separate agreement between the City and a vendor.
14. Signs resembling traffic signs or that constitute traffic hazards;

15. Temporary signs or banners unless specifically permitted by this chapter;

16. Signs emitting audible sounds, odors, or visible matter.

17. Vehicle mounted or mobile signs, including signs and banners affixed to vehicles, truck beds, or trailers parked or stationed for the expressed purpose of directing of potential customers to a business or other use. Does not include business names and graphics normally affixed to delivery trucks or vehicles.

I. Sign Maintenance.

1. All signs displayed within the MPDSP boundaries shall be maintained in good physical condition at all times, including associated supports, braces, guys, anchors, and electrical components, etc. All defective or broken parts shall be replaced in a professional and timely manner. Exposed surfaces shall be kept clean, in good repair, free of graffiti and etchings, and painted when paint color has substantially faded, or is otherwise damaged. The Community Development Director may order the repair or removal of any sign determined by the Community Development Director to be unsafe, defective, damaged, or substantially deteriorated.
2. Routine maintenance and repair/restoration of all existing or new signs is required. Damaged signs by calamity or vandalism shall be immediately and fully repaired, unless said sign damage exceeds 50 percent (50%) or more of the value of the sign, or its components, as determined by the Community Development Director, in which case the sign shall be replaced, subject to the requirements of this Chapter.

J. General Sign Standards. The following design standards and criteria shall apply to all signs unless otherwise provided in this MPDSP:

1. Each sign or signs proposed in a sign program shall be designed to relate and complement the architectural style of the main buildings on which the sign will be attached taking into account building materials, finishes, and colors.
2. Signs should be located adjacent to entries or storefronts, typically above the ground floor openings.
3. Signs should not overlap or conceal architectural elements including, but not limited to window or door openings, cornices, and/or moldings,.
4. Signs for businesses above the first-floor in a multi-story and multi-tenant building shall be placed on directory signs located in the first-floor lobby or at the entrance(s) to the building.
5. Wall signs shall appear balanced and in scale with sign space and the overall building.
6. Installation of signs shall not overlap, remove, alter, or damage architectural details of the building in order to affix signs or power supply conduits.
7. Vacuum-formed (molded) illuminated signs or cabinet signs (Internally illuminated plastic panels within a sheet metal box enclosure) are prohibited.
8. Signs with exposed raceways, conduit, junction boxes, transformers, lamps, tubing, or neon crossovers of any type shall not be permitted.



Externally illuminated sign



Temporary "Sale" sign.

9. Sign panels on a monument sign shall be constructed of an opaque material, color and/or finish consistent with that on the main building(s). Acrylic or Plexiglas sign panels shall be expressly prohibited.
10. Sign copy on monument sign panels shall be individual, internally or halo-illuminated channel letters attached to, or routed into, the sign panel background. Only letters and logos may transmit light; backgrounds shall remain opaque. Illuminated backgrounds and boxes are prohibited.
11. Signage shall be fabricated out of high-quality and durable materials made to tolerate extreme weather.
12. In mixed-use developments, signage should be used to clearly identify public versus private/residential areas.
13. Signs should generally utilize flat or matte finishes, as glossy finishes usually are often difficult to read due to glare and reflections. Avoid fluorescent or highly reflective sign colors.
14. Illumination of signs should be accomplished by backlighting (solid colors). Projected light sources and fixtures should be small and unobtrusive and should contribute to the overall character of the building. Special care should be taken to ensure that projected lighting does not spill over or produce glare for nearby residential uses or adjacent roadways.
15. Monument signs must include address numerals and landscaping.
16. All copy and graphic elements shall fit comfortably within designated sign areas, leaving sufficient margins or negative space, where appropriate, to avoid a cramped appearance.
17. Letter heights, kerning, stroke weights, and colors of sign lettering shall be visually balanced and in proportion to any other signs on the building.
18. Sign copy shall be limited to a maximum two stacked lines. Type may consist of upper and/or lower-case letters

K. Specific Sign Standards.

1. Awning Sign

- a. **Definition.** A sign in which a tenant's name and/ or logo that is applied to the lower vertical portion ("valance") of a canvas awning projecting from a facade.
- b. **Design Standards.**

i. Awning signs are permitted on awnings designed in conformance with Section 5.5.D.8.

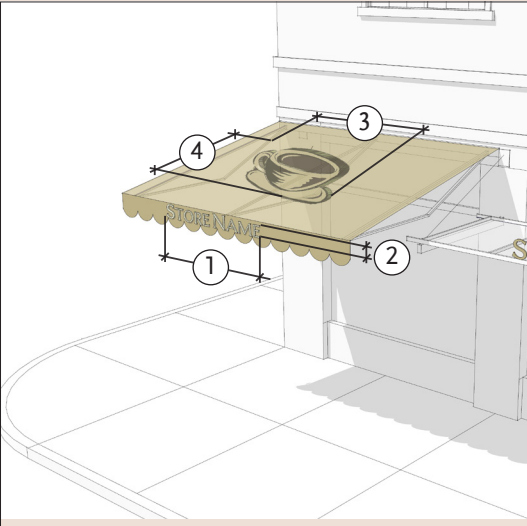
ii. Maximum of one (1) sign per awning.

iii. The main panel of awnings shall be used only for a logo feature and shall not be used for additional signage area.

iv. Letters shall be silkscreened printed or sewn only onto the valance, or lower vertical surface of the awning. Signage on the main panel is prohibited.

v. Awning signs only permitted on ground floor awnings and expressly prohibited on upper story awnings.

vi. Illuminated back-lit awnings (so that the awning radiates light) are prohibited.



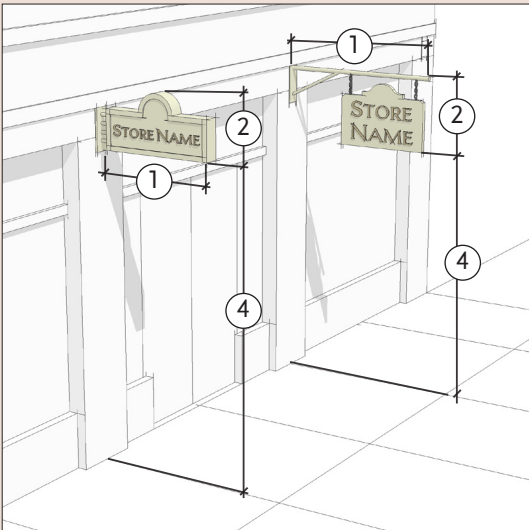
	Dimension	Min.	Max.
①	Width as % of vertical valance width	none	90%
②	Height as % of vertical valance width	none	90%
③	Width as % of angled valance width	none	40%
④	Height as % of angled valance width	none	40%
⑤	Area	none	none



5.6. Sign Guidelines (continued)

2. Blade or Projecting Sign

- a. **Definition.** A double-sided sign that projects perpendicular to the building facade from a mounted wall brace or from the ceiling of a balcony or arcade. Blade/projecting signs typically project into the public right-of-way, plaza, or pedestrian passageway, and are intended for viewing by pedestrians approaching the shop.
- b. **Design Standards**
- i. The creative use of logo shapes is encouraged in the design of blade/projecting signs. Tenants are encouraged to use a variety of colors, graphic elements, and typestyles for a whimsical and energetic sign. Forms layered to give three-dimensional effects are encouraged.
 - ii. Flat blade/projecting signs shall be fabricated of painted metal. Wood and sign foam are permitted only in creating three-dimensional forms.
 - iii. Sign placement shall be considerate of all nearby signs.
 - iv. Indirect illumination of blade/projecting signs is encouraged.
 - v. Maximum one blade/projecting sign per ground floor business along frontage. In multi-tenant buildings, only businesses with ground floor frontage along the sidewalk, an internal plaza, or a pedestrian passage, shall be allowed a blade/projecting sign.
 - vi. Blade/projecting signs shall be mounted near storefront entrances.
 - viii. Blade/projecting signs that hang from the ceiling of a balcony or arcade shall be centered within the balcony or arcade.



	Dimension	Min.	Max.
①	Width	none	3 ft.
②	Height	none	3 ft.
③	Thickness	none	3 in.
④	Vertical Clearance	8 ft.	12 ft.
⑤	Area	none	6 sf.

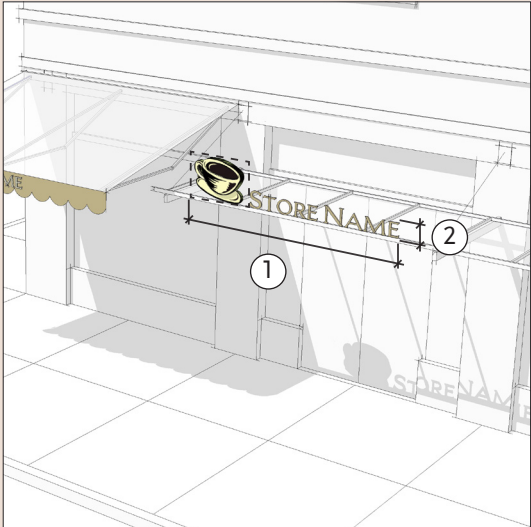
- ix. The top of a blade/projecting sign shall be located below the second floor windows of the building.
- x. Supporting hardware such as brackets shall be architecturally compatible with the building facade.



- xi. Blade/projecting signs are not allowed under an awning, within five feet of an awning, or another projecting sign.
- xii. An encroachment permit is required if sign projects within public right-of-way.

3. Canopy Sign

- a. **Definition.** A pedestrian-oriented sign that is mounted on top of a horizontal awning parallel to the sidewalk.
- b. **Design Standards.**
- i. Maximum of one (1) sign per storefront.
 - ii. Canopy signs only permitted on ground floor canopies and expressly prohibited on upper story canopies.
 - iii. Encroachment permit required if canopy encroaches into right of way.

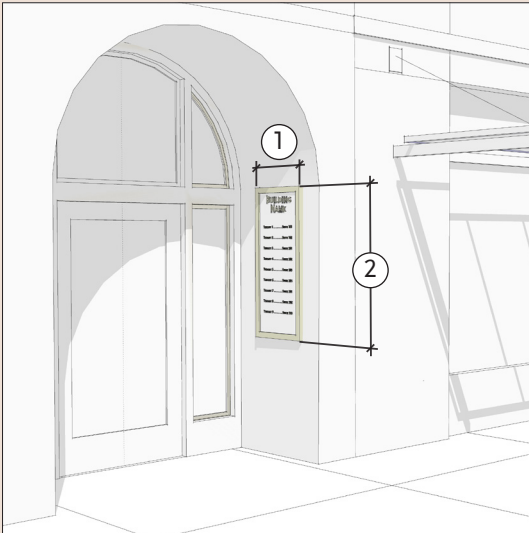


	Dimension	Min.	Max.
①	Width	none	16 ft.
②	Height	none	2 ft.
③	Thickness	none	9 in.
④	Area	none	32 sf.



4. Directory Sign

- a. Definition.** Directory signs are small wall signs located at pedestrian eye level and intended to identify multiple tenants within a building or complex, particularly those that do not have a ground floor street frontage or that are located on upper floors of a building. Apartment intercom call boxes are considered directory signs. This Section 5.6.D.4 only applies to Directory Signs that are mounted on building walls that face adjacent public sidewalks and open spaces.
- b. Design Standards**
- i. Directory Signs must be located at the ground level and adjacent to the entry to upper floors.
 - ii. There shall be no more than one (1) Directory Sign per ground level entrance.
 - iii. Letter height shall not exceed two inches.
 - iv. When tenancies are accessed via a building lobby or outdoor court, directory sign must be located within the lobby or court.
 - v. Directory signs on street facades shall be located within an entry alcove and located on the alcove wall that is perpendicular to the sidewalk. Directory signs facing the sidewalk (parallel to the sidewalk) may be approved by the Director upon a finding of special circumstances.
 - vi. Directory signs on street facades shall be externally illuminated. Internal illumination and neon lighting is prohibited.



	Dimension	Min.	Max.
①	Width	none	30 in.
②	Height	none	36 in.
③	Thickness	none	18 in.
④	Area	none	6 sf.



5. Electronic Message Center (EMC) Sign

- a. Definition.** Programmable digital signs or message boards that utilize computer-generated messages, text and/or images, or some other means of changing copy.
- b. Design Standards**
- i. Electronic Message Center Signs shall comply with standards set forth specifically for the Montclair Place Sign Program, approved as part of a comprehensive sign program for the MPDSP.



5.6. Sign Guidelines (continued)

6. Freestanding Sign (monument, district entry/identification, and pylon)

- a. **Definition.** A permanent sign that is self-supporting in a fixed location and not attached to a building. For the purposes of this MPDSP, freestanding signs include, but are not limited to, monument signs, district entry/identification signs, and pylon signs. The support structure of a freestanding sign shall include a solid-appearing base constructed of a permanent decorative finish material, such as concrete block, stone, or brick. Existing monument signs occur along Central Avenue, Monte Vista Avenue, and Moreno Street within a landscaped setback area

b. Design Standards

- i. Existing freestanding signs are exempt, unless modified or replaced with a sign approved by the City.
- ii. District Entry/Gateway Sign type signs require review and approval of a unified design theme by the Community Development and Public Works Director.
- iii. Maximum of one (1) freestanding sign per street frontage.
- iv. No freestanding sign shall be erected closer than 100 feet to another freestanding sign.
- v. No freestanding sign shall project into or over a public street or thoroughfare.
- vi. Freestanding signs shall be limited to a maximum of two (2) faces.
- vii. The base of freestanding signs shall integrate structural materials and/or finishes that match and/or complement the materials of the main building on the site that the sign(s) are intended to serve. In the case of a sign for a District Entry/Gateway type sign the base material of the sign shall be considered during the required review process for a unified design theme.



		Monument Sign Individual Tenant		Monument Sign Multi-Tenant		District Entry/ Gateway Sign	
Dimension		Min.	Max.	Min.	Max.	Min.	Max.
①	Width	none	8 ft.	none	10 ft.	none	12 ft.
②	Height	none	10 ft.	none	10 ft.	none	10 ft.
③	Thickness	none	2 ft.	none	2 ft.	none	2 ft.
④	Area	none	75 sf.	none	100 sf	none	120 sf
⑤	Setback from property line, public sidewalk, on-site walkway	3 ft.	none	3 ft.	none	3 ft.	none

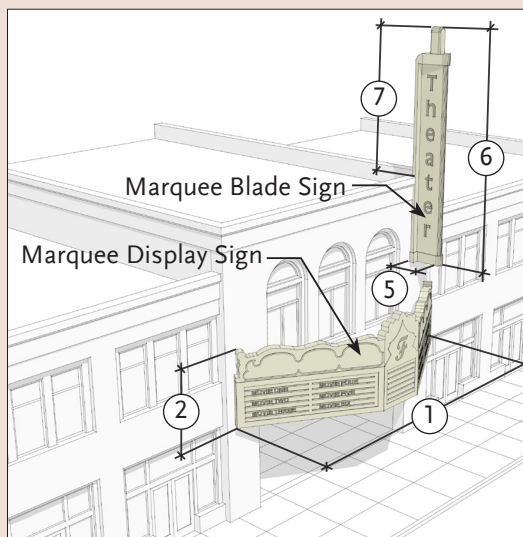
- viii. Acrylic or plexi-glass sign panels shall be prohibited.
- ix. Sign copy on freestanding signs shall be individual, internally or halo-illuminated channel or push-thru letters attached to, or routed into the opaque sign panel background.
- x. A landscaped planting bed or other approved decorative hardscape material finish must be maintained around the base of each monument sign and shall be minimum of two (2) feet in width.

7. Marquee

- a. Definition.** A sign that projects from the facade to express a figural design and message to motorists and pedestrians. Marquees may be configured as a Marquee Blade Sign, a Marquee Display Sign, or a combination of the two.

b. Design Standards

- i. In specific situations where a proposed development or use includes a hotel, theater, playhouse, or similar use, a marquee may be approved as an integral part of a building design when it is determined to be substantive in character and thoughtfully designed and detailed.
- ii. Marquees may be configured as a Marquee Blade Sign, a Marquee Display Sign, or a combination of the two.
- iii. Maximum one (1) Marquee Blade Sign and one (1) Marquee Display Sign per site.
- iv. The marquee shall be professionally designed and fabricated of durable, high quality materials.
- v. Signage (including any changeable copy) on a marquee shall be commensurate with the nature of the establishment it identifies.
- vi. No portion of the changeable copy section of the marquee display sign shall be located higher than the eave line or parapet wall of a building.
- vii. Marquee display area may utilize electronic display technology for advertising events within the establishment.



	Dimension	Min.	Max.
	Marquee Display		
①	Width	none	35 ft.
②	Height	none	8 ft.
③	Area	none	200 sf
④	Encroachment	within 2 ft. of curb	
	Marquee Blade		
⑤	Width	none	10 ft.
⑥	Height	none	20 ft.
⑦	Height above eave or parapet	none	15 ft.
⑧	Clear height above sidewalk	8 ft.	none
⑨	Thickness	none	2 ft.
⑩	Area	none	200 sf



8. Mural

- a. **Definition.** A sign or graphic that is mounted to or painted on facades fronting an alley, pedestrian passage, or street.

b. **Design Standards**

i. Mural placement and content shall be at the discretion of the artists and the building owner.

ii. Mural placement, design, and content should be mindful of surrounding businesses and residents.

iii. Murals are prohibited from including off-site advertising, product placement, or business identification.

iv. A written contract between all parties involved, i.e., artist, building owner or leaser, and the funder if appropriate is highly recommended. The contract should, at the very least:

(a) Designate the lifetime of the mural to be left undisturbed, after which the mural can be painted over; and

(b) State who will maintain the mural if the work is damaged or needs touch-up.

v. In order to ensure a long life for the mural, it is recommended that the wall surface be properly prepared prior to mural application and that durable paints be used.
- A perspective line drawing of a building facade. A mural of a person in a dynamic pose is mounted on a section of the wall. Dimension callouts are present: a circle with the number 1 indicates the width of the mural, and a circle with the number 2 indicates its height.
- | | Dimension | Min. | Max. |
|---|-----------|------|--------|
| ① | Width | none | 16 ft. |
| ② | Height | none | 2 ft. |
| ③ | Thickness | none | 9 in. |
| ④ | Area | none | none |
- A photograph of a building facade featuring a large, vibrant mural. The mural consists of bold geometric patterns in red, yellow, and blue. Below the mural is a blue recycling bin and a red fire hydrant. The building is made of brick and has several windows.
- A photograph of two murals painted on a brick wall. The murals depict colorful, busy street scenes with people and vehicles. In the foreground, a dark-colored car is parked on the street.
9. Pylon Sign
- a. **Definition.** A freestanding sign with the support structure screened from view by means of decorative metal panels, or other decorative durable material approved by the City. Generally discouraged, pylon signs are only allowed in locations where pylon signs currently exist along the I-10 Freeway corridor (i.e., at Montclair Entertainment Plaza and as approved with the Montclair Place Sign Program).

b. **Design Standards.**

i. Pylon shall be part of a sign program prepared for the site and/or development on which the pylon sign is placed. Said sign program shall be subject to the provisions for review and approval provided in Section 5.6.D.

ii. The support structure, or elements thereof of a pylon sign must be fully screened from view with materials matching the exterior of the primary building on the main building on the site, or materials approved as part of a design theme reviewed by the City.

iii. Pylon signs designed for an EMC shall be located a minimum distance of 1,000 lineal feet from an existing freestanding EMC, and shall conform to any applicable Caltrans requirements.

iv. Minimum setback of ten (10) feet as measured from the closest edge of any part of the sign to the freeway right of way or other adjacent property line(s).

v. One (1), but no more than six (6), tenants may be displayed within the allowable sign area.

A perspective line drawing of a pylon sign. The sign is a tall, narrow structure with a sign panel at the top. Dimension callouts are present: a circle with the number 1 indicates the width of the sign panel, and a circle with the number 2 indicates the height of the sign panel.

	Dimension	Min.	Max.
①	Sign Width	none	16 ft.
②	Height	none	40 ft.
③	Thickness	none	4 ft.
④	Area	none	150 sf

vii. A landscaped planting bed or other decorative hardscape material approved by the City is required around the base of the sign with a width of at least five (5) feet on each side.

A photograph of a tall, modern pylon sign. The sign is made of wood and metal. It features the text 'YANCHAP CENTRAL' vertically on the left side and 'Woolworths' on the right side. There are also signs for 'BWS' and other businesses. The sign is located in a landscaped area with trees and a road in the background.

5.6 Sign Standards

MONTCLAIR PLACE DISTRICT SPECIFIC PLAN5:38

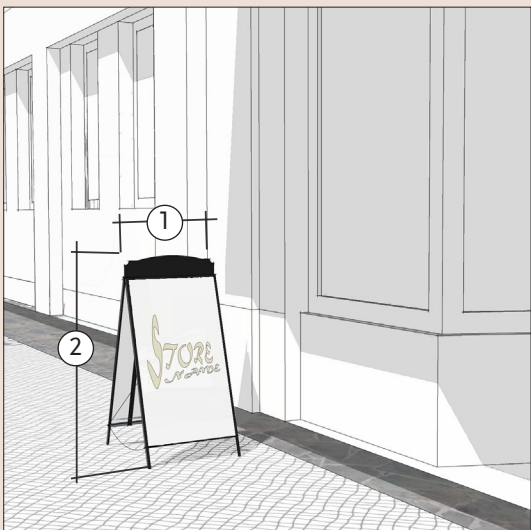
City of Montclair, California

September 21, 2020

5.6. Sign Guidelines (continued)

10. Sidewalk Sign (Chalkboards, A-Frame Sandwich Boards, Marker Boards, or Restaurant Menus)

- a. **Definition.** A two-sided, non-illuminated, portable and temporary sign placed outside a storefront on the adjacent sidewalk for viewing at close range. The sidewalk sign is intended for use by retailers, office tenants, theaters, restaurants, cafes, and other food-oriented businesses.
- b. **Design Standards**
- i. Limit of one (1) sign per business
 - ii. Signs shall be placed directly in front of building/business identified on sign.
 - iii. If freestanding, sign shall not exceed four feet in height and not be placed within the public right-of-way.
 - iv. Sign must be constructed of durable materials and complementary to the theme or appearance of the business which it represents.
 - v. Sharp/jagged edges/corners and projectionists that extend beyond 1/2 inch from the sign face are prohibited.
 - vi. Signs shall be of sufficient weight so as to withstand being overturned by wind odr contact. Weights, if required, shall be concealed or incorporated into the design of the sign and not simply applied.
 - vii. Attention getting attachments such as posters, flyers, balloons, pennants, flags, are prohibited.
 - viii. Sign must be stored indoors overnight and/or when business is closed.

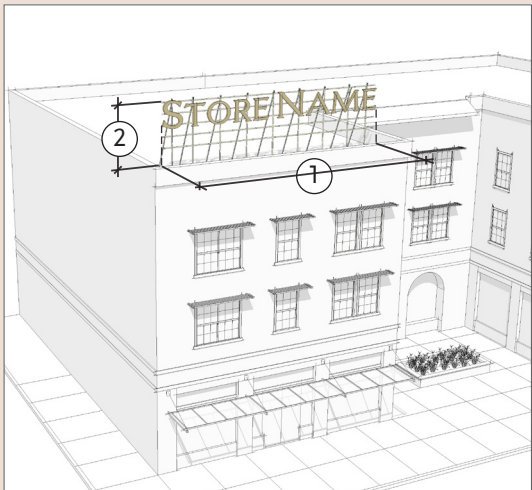


	Dimension	Min.	Max.
①	Width	none	30 in.
②	Height	none	36 in.
③	Horizontal clearance from curb	none	24 in.
④	Pedestrian clear path along sidewalk	none	5 ft.
⑤	Area	none	6 sf.



11. Skyline/Roof or Ledge Sign

- a. **Definition.** A sign erected upon the apparent flat roof or above the parapet wall of a building. Roof signs are intended to help emphasize the identity and presence of the Montclair Place District, especially to rail passengers arriving at the Transcenter and passing motorists. Two types of signs are permitted within the MPDSP area: Primary signs, which face south towards the I-10 Freeway corridor, and Secondary Signs, which face north toward the Montclair Transcenter.
- b. **Design Standards**
- i. Maximum of two (2) Skyline/Roof/Ledge Signs within MPDSP Plan Area as follows:
 - (a) One (1) Primary Sign that faces south towards the I-10 Freeway corridor
 - (b) One (1) Secondary Sign that faces north toward Montclair Transcenter
 - (c) No Roof Sign shall be permitted on a building with a Tall Building Sign.
 - ii. "Ledge Sign" shall be installed per approved Master Sign Program, as amended on April 22, 2019 (Case No. 2017-5 "A").
 - iii. Roof sign shall complement the design of the building and be situated on the building in a balanced and proportional manner.
 - iv. Maximum Height applies to single line copy or total height for two line copy.
 - v. Roof signs shall not project beyond the face of the building.
 - vi. No skyline, roof, or ledge sign may cover, wholly or partially, any wall opening.
 - vii. Illumination. Roof Signs may only be illuminated by one of the following methods:



	Dimension	Min.	Max.
i.	Width	none	12 ft.
①	Height		
②	Buildings 5 Stories/60 feet in Height or Taller:	none	20 ft.
	Buildings Less than 5 Stories/60 feet in Height	none	10 ft.
iii.	Area		
③	Primary Sign	none	1,000 sf
	Secondary Sign	none	500 sf

- (a) External Illumination. Externally illuminated with concealed flood lighting.
- (b) Exposed Neon. Individual letters may be internally illuminated with exposed neon



- tubes or a similar light source, but shall not have a translucent panel, lens, or face.
- (c) Halo. The illumination of a sign by projecting light behind an opaque letter or emblem that results in the appearance of ring of light around the unilluminated letter or emblem.

12. Tall Building Identification Sign

- a. **Definition.** A wall sign placed at the top floor of a multi-story commercial building on the parapet or just below the eave. Building identification signs identify the building name or the principal tenant.
- b. **Design Standards**

i. Multi-story commercial buildings that are at least five (5) stories or 60 feet in height may provide one (1) Tall Building Identification Sign per building frontage.

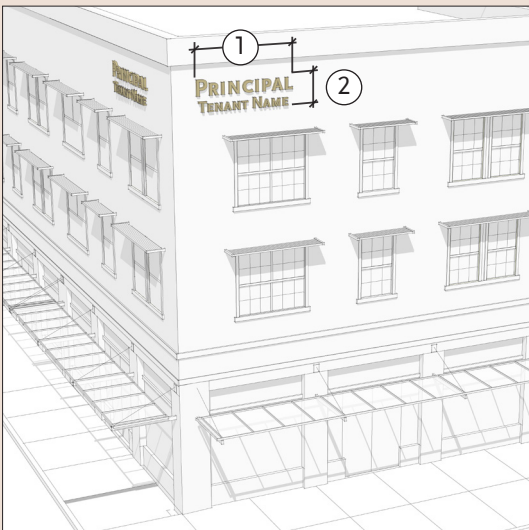
ii. Tall Building Identification Signs shall be located above the openings on the uppermost story of the building.

iii. No Tall Building Identification Sign shall be permitted on a building with a Skyline/Roof Sign.

iv. Tall Building identification signs may contain the name of a building, or describe its function or tenant, but may not identify any products sold.

v. One of the primary tenant(s) may provide only one (1) Tall Building Identification Sign per frontage. Multiple tenants shall not be placed on the same frontage, nor may sign area be allocated to different tenants.

vi. Sign square footage shall not be transferred to other building frontages.



	Dimension	Min.	Max.
①	Width	none	16 ft.
②	Height	none	4 ft.
③	Thickness	none	18 in.
④	Area	none	48 sf.



13. Wall Sign

- a. **Definition.** A sign painted or applied directly to the wall, typically above the storefront or more creatively as approved by the City. This type consists of a single externally illuminated panel or individual letters and/or logo and does not include cabinet signs. This type of sign is intended for viewing from across the street, along the sidewalk, or from an internal plaza or pedestrian passageway.
- b. **Design Standards**

i. Maximum one (1) Wall Sign per business per street frontage, up to a maximum of three signs per business/use. In multi-tenant buildings, only businesses with ground floor frontage along the sidewalk, internal plaza, or pedestrian passage shall be allowed a wall sign.

ii. Wall Signs shall be located above the ground openings and at least 12 inches from any eave, edge of building, or top of parapet.

iii. Size.

(a) The sign area of individual wall signs with street-level lease frontage shall not exceed one (1) square foot for each linear foot of lease space frontage, up to a maximum of 80 square feet per wall sign with a maximum width of each sign limited to 60 percent of the street-level lease space frontage.

(b) The sign area for an individual retail or commercial tenant with full ground-level occupancy frontage shall be no greater than 200 square feet per building with no single sign exceeding 80 square feet in area.

(c) Wall sign square footage shall not be transferred to other businesses or other building frontages.



	Dimension	Min.	Max.
①	Width as percentage of storefront width	none	60%
②	Height	none	3 ft.
③	Thickness as measured from wall	none	9 in.
④	Area	none	none

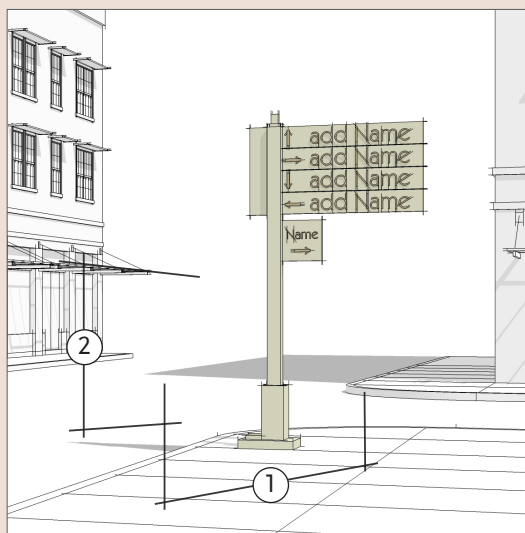


- iv. Minimum distance between the Wall Sign or Building Identification Sign and eave or top of parapet shall be 12 inches.
- v. The height of letters shall be in proportion to and visually balanced to the size and scale of the building and available sign area.
- vi. Channel letters shall be of painted metal, with all seams welded and ground smooth.
- vii. Channel depth and extension from the wall surface shall be proportionate to the letter size. Mounts shall be threaded anchor bolts with round sleeves and shall be concealed.
- viii. When appropriate, non-illuminated metal or Prismatic letters may be used for Wall Signs.
- ix. Exposed wiring, conduit, or raceways is prohibited

5.6. Sign Guidelines (continued)

14. Wayfinding or Directional Signage

- a. **Definition.** A coordinated system of signs that provide visual identity, orientation, and information about a district, community, or shopping area. Wayfinding signage directs motorists, bicyclists, and pedestrians to important destinations and visually announce arrival at important destinations.
- b. **Design Standards**
 - i. Wayfinding signage may be installed to direct motorists and pedestrians to important destinations such as parking lots and structures, bus stops, and other key destinations.
 - ii. Wayfinding or directional signage design should be simple, free of sign clutter, easy to read, and contribute to the Montclair Place District's overall identity and sense of place.
 - iii. All wayfinding or directional signage shall be designed to comply with ADA requirements.

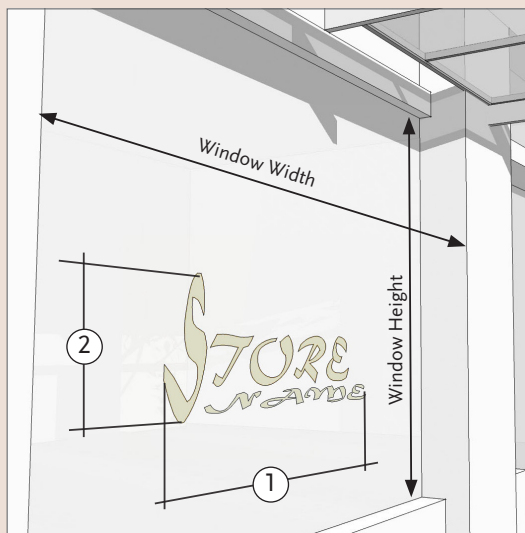


	Dimension	Min.	Max.
①	Width as % of window/door width	none	50%
②	Height as % of window/door height	none	50%
③	Area as % of total window/door area	none	25%



15. Window Signs and Graphics

- a. Definition.** A temporary or permanent sign painted or applied directly to the storefront window(s) and/or door(s). Window signs also include posters for advertisements and sales, product merchandise posters, open and closed signs, and painted or etched business names and logos.
- b. Design Standards**
- i. Maximum one (1) window sign per window or door.
 - ii. Window signs only permitted on ground floor windows/doors and expressly prohibited on upper story windows.
 - iii. In order to facilitate law enforcement and protect public safety, window signs shall not be placed in a manner whereby the view into a tenant space at eye level from outside a window is substantially obstructed.
 - iv. All permanent signs or applied graphics shall be painted, applied, or adhered to the interior surface or the glass.
 - v. Maximum window coverage allowance with signs or applied graphics shall be limited to 25 percent to minimize window clutter to the maximum extent possible. Opaque or see-through applied sign graphics shall be counted towards the maximum window coverage allowance.



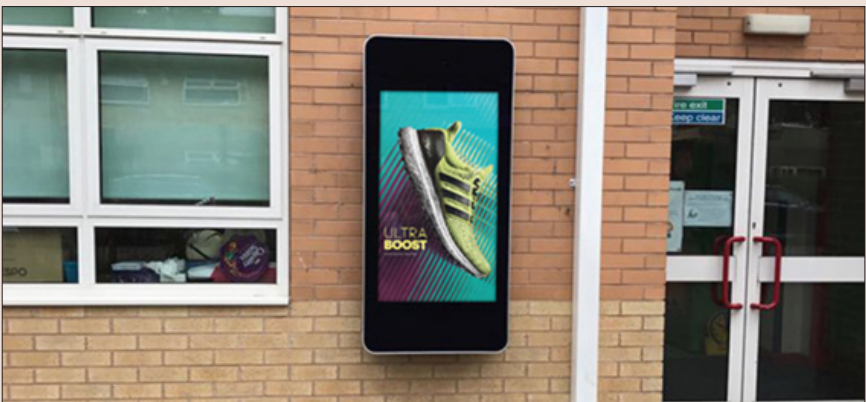
	Dimension	Min.	Max.
①	Width as % of window/door width	none	50%
②	Height as % of window/door height	none	50%
③	Area as % of total window/door area	none	25%



- vi. Windows (storefront) of commercial businesses or uses which face a public street or sidewalk shall not be obstructed by means of dark or mirror tinting, blinds, drapes, or other graphics more than 25 percent of any window pane.
- vi. Holiday window painting, such as for Christmas and Halloween, shall be permitted and shall be exempt from the window sign limitations. However, such painting shall contain no reference to named goods or services, and shall be removed within 10 days after the applicable holiday.

16. Wall Mounted Electronic Display (WED) Signs

- a. **Definition.** Digital displays that use technologies such as LCD, LED, or projection to display advertisements, digital images, video, web pages, weather data, restaurant menus, or text.
- b. **Design Standards**
 - i. Wall-mounted Electronic Display (WED) signs shall be considered on a case-by-case basis and require the approval of a Conditional Use Permit (CUP). When considering a proposed WED the Planning Commission shall consider the following items in finding that the WED is appropriate:
 - (a) The number and proximity of other existing electronic signs in the area; and
 - (b) Potential direct adverse impacts to the appearance of the area and adjacent uses and activities including vehicular circulation. Applicant shall be responsible to ascertaining and complying with any and all applicable City standards and Caltrans requirements regarding such signs facing the I-10 Freeway; and
 - (c) Size of a WED and its integration into the architecture of the building on which it is attached. A freestanding WED, or a WED which appears to be merely tacked on to the surface of a building or structure shall be prohibited; and
 - (d) No more than two electronic signs of any type with off-site advertisings shall be allowed in MPDSP. The existing 95-foot high EMC sign along the I-10 Freeway corridor (approved by the Planning Commission on April 22, 2019 pursuant to Resolution No. 19-1928) shall count as one such electronic sign.



5.7. Architectural Style Guidelines

- A. Intent.** The architectural guidelines in this Section provide applicants and the City with a basis for proposing and reviewing the elevation design of building proposals within the MPDSP area. These guidelines are not intended as a style manual but rather as a framework that describes the following defining elements of architectural styles of buildings found in downtowns throughout the San Gabriel Valley:
- 1. Base
 - 2. Primary Walls
 - 3. Roof-Wall Connections
 - 4. Roof
 - 5. Drainage
 - 6. Openings
 - 7. Attached Elements
 - 8. Massing
 - 9. Site Definition and Landscape

- B. Applicability.**
- 1. Incorporation of each and every architectural detail depicted in the photos, drawings, and text contained in this Section will not be mandatory. However, as part of the design review process as outlined in Section 5.1.050 (Planning Compatibility and Architectural Review), the City may require submitted plans to conform with the general design concepts and general architectural features shown in this Section.
 - 2. Buildings may be designed according to architectural styles not described in this Section, provided the design submission per Section 5.1.050 (Planning Compatibility and Architectural Review) includes a description of the proposed architectural style in terms of the nine primary elements described in Section 5.7.A.
- C. Recommended Architectural Styles.** The following four Architectural Styles are described in this Section: Downtown Commercial, Mediterranean, Art Deco, and California Contemporary.



Downtown Commercial



Mediterranean



Art Deco



California Contemporary

5.7. Architectural Style Guidelines (continued)

1. Downtown Commercial

The Downtown Commercial building is found in almost every pre-World War II American city and town. Basically a decorated rectangular masonry box in form, one-story buildings are always commercial in use, while multi-story buildings are mixed-use with commercial ground floors. Multi-story facades are typically divided into base, body, and top with the ground floor taller than the upper floors(s) which is capped by a significant parapet. The ground floor consists of expansive glass interrupted by structural columns with transoms to allow light to penetrate deep into the interior. Upper floor windows are typically smaller with vertical windows directly relating to the ground floor openings. Roofs are generally flat or composed of shallow sloped gabled forms, and made of wood or asphalt shingles with broad overhangs and eaves. Sloped roofs are clad in metal or tile.



1. Base
- a. Multi-story buildings: ground floor is the base and is articulated by large storefront windows and, in some cases, walls or columns of different materials from upper floors.
 - b. Storefront elements (not walls) setback within the wall, may have their own material connection to the ground, such as tile, wood, and/or cast iron.



Storefront with cast iron columns



Varied shopfronts



Ground floor as base of a tower.

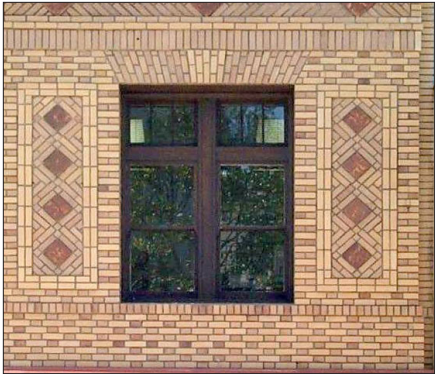
2. Primary Walls
- a. The primary walls, usually composed of brick, comprise the main body of the building's tripartite facade structure. The masonry-work can be very plain or highly decorative.
 - b. Decorative moldings, cornices, or an applied ornament of stone or cast concrete may be used to express the vertical division between the base, the body, and the top.



Single plane



Commercial frontage



Ornamental brick frame

3. Roof-Wall Connections
- a. The roof-wall connection is the top of the facades tripartite elevational composition. This top, articulated as a substantial cornice, can be formed with the same material as the rest of the wall or fashioned of complimentary materials such as stone, concrete, or metal.



Brick cornice



Parapet and cornice



Italianate woven cornice

4. Roof

- a. Invariably flat roofs are used. Parapets are articulated as an explicit exterior wall making a visual transition to the sky through plain or elaborate profiles. Sloped roofs are clad in tile or metal.
- b. Roofs may be accessible and be used as balconies or terraces.



Parapet



Pyramidal roof



Articulated parapet with integrated signage

5. Drainage

- a. Since these buildings typically maintain a zero setback, rainwater may be diverted away from public sidewalks in several ways:
 - i) downspouts on the back-side or alley-side of the building, ii)
 - internal drain pipes imbedded within the buildings walls (visible only on rear), or
 - iii) awnings or canopies



Downspout on back side of building



Awnings at commercial frontage



Drainage imbedded in exterior wall

6. Openings

- a. Ground floor windows and doors are large and expansive, typically with a transom.
- b. Upper floor windows are typically double-hung (two lites), oriented vertically, and grouped with a rhythm relating to the major storefront openings below.
- c. See Section 5.7.D for additional standards.



Ground floor storefront windows



Grouped upper-floor windows



Windows grouped in pairs

7. Attached Elements

- a. Awnings, canopies, and second floor balconies may extend into the public right-of-way. Such attachments provide shelter to passing pedestrians, emphasize the ground floor uses, and add interest to the box-like massing inherent to the style.



Awnings at commercial frontage



Canopy frontage



Balcony frontage

8. Massing

- a. Whether one-story or multiple-story, Main Street Commercial buildings tend to be square or rectangular boxes. However, subtle variations in height can add interest to a facade, emphasize important architectural features such as a building entrance, or can accentuate a corner condition.



3-story block with higher massing at center



One-story massing



Articulated corner

9. Site Definition and Landscape

- a. Since buildings are typically zero-setback and urban, planting on ground floor street-facing facades is not permitted.
- b. Landscape, however, is to be provided in internal courtyards and street-facing forecourts.



Commercial ground floor



Sidewalk seating



Courtyard

5.7. Architectural Style Guidelines (continued)

2. Mediterranean

This architecture is derived from Spanish, Italian, Greek, and North African precedents, and their extraordinary progeny in North and South America from the Colonial period, up to 1950. The Mediterranean style is a mature and complex architectural language. Its heritage is so extensive, that when applied, it evokes a heightened sense of urbanity, as well as an intimate relationship with nature. Roofs are clad in terra cotta or concrete tile.



1. Base

- a. Exterior walls engage the ground with an expression of weight, with or without a base.
- b. The base consists of a painted band of traditional colors or an applied band of stone or cast concrete.
- c. Facade elements setback within the wall may have their own material connection to the ground, such as tile, plaster or concrete.



Painted base with deep recess



Raised ground floor accessed by stoop



Continuous material base

2. Primary Walls

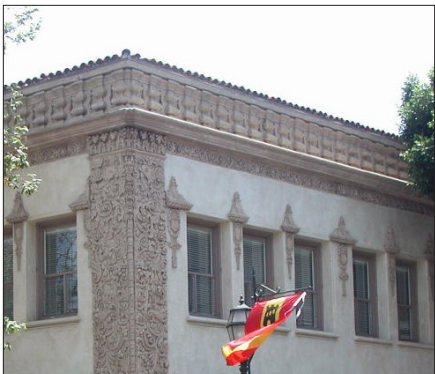
- a. Expressed as single-plane expanses of plaster wall.
- b. May be articulated by traditional moldings or applied ornament made of stone or cast concrete to describe the vertical divisions into base, body and top.
- c. Plaster finish shall be Santa Barbara Mission-Stucco, Humpy-Bumpy brown coat 16/20 finish with 0 - 3/8" variation, or 20-30 fine sand finish
- d. Control joints are allowed.



Single plane composition



Intermediate molding at base



Applique at cornice

3. Roof-Wall Connections

- a. Exterior walls will transition into roof form by one of three devices:
 - i) a projected wooden eave with exposed wooden rafters, ii) a plaster molding or, iii) a tile cap
- b. Foam moldings are permitted only on the second floor or above and should not be used in occupied or high-use areas such as doorway trim or facing balconies.



Expressed rafters, broad eave



Clay tile with no eave



Tile on profiled parapet

4. Roof

- a. May be pitched at a 3:12 ratio and finished in Roman or Mission tile laid irregularly.
- b. Flat roofs are allowed and shall be articulated as an explicit exterior wall (tile may be multi-color randomly placed) visual transition to the sky. May be accessible and used as balconies or terraces.
- c. No birdstops allowed at end condition: must be mortar filled.



Sloped tile roof



Parapet with flat roof



Roof as balcony behind articulated parapet

5. Drainage

- a. May be conducted off pitched roofs by a traditional combination of gutters and downspouts.
- b. Flat roofs may be drained by use of trumpet scuppers. Such roofs draining internally to the roof will need tile or ceramic scuppers on exterior walls.
- c. Rainwater reaching the ground may be harvested in cisterns or temporarily collected in dry wells.



Projecting scuppers



Water retention and control



Gutter and downspout

6. Openings

- a. Deep-set (min 3" plaster return) and combined with deeper balcony, loggia, and arcade elements to generate complex building-wide vertical or horizontal compositions.
- b. Such compositions can be symmetrical overall, locally symmetrical or, asymmetrical.
- c. Shutters are the aggregate size of the associated opening.
- d. See Section 57.D for additional standards.



Deep, recessed openings



Trimmed major openings



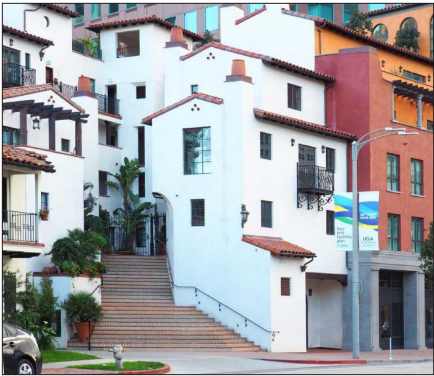
Paired, recessed openings

7. Attached Elements

- a. All allowable urban frontages in the Plan Area can be expressed in terms particular to this architecture.
- b. A number of architectural elements such as balconies, stairs and, chimneys can encroach beyond the primary exterior surface of buildings and into their setbacks.



Corner Monterey balcony



Integral stairs



Integral chimneys

8. Massing

- a. Volumetric compositions can be of a single primary volume offset by a variety of lesser ones. Also possible are compositions that are expressed in a single volume.
- b. It is common and desirable to articulate building corners on corner lots.
- c. Such designs can be devised at the geometric corner or adjacent to it.



Vertical articulation of corner



Stepped back higher volume with ground floor arcades



Stepped back upper floor

9. Site Defintion and Landscape

- a. Buildings typically collect surrounding public and private space into walled precincts consistent with their use. Forecourts, garden walls, and zaguans are common.
- b. The landscape of gardens and courtyards heightens the spatial character of each such enclosed exterior room.



Fountain as garden focus



Outdoor gathering areas



Forecourt with entry gate

5.7. Architectural Style Guidelines (continued)

3. Art Deco

The Art Deco style is inspired by the streamlined styling of modern technology. Characterized by volumes that step back at upper floors and long pilasters that run the entire height of the building, Art Deco’s sleek and cubic forms are decorated with patterns and motifs taken from the Far East, ancient Greece and Rome, Africa, India, and Mayan and Aztec cultures. Windows typically are located between the pilasters and, between floors, are often separated by decorated transom panels. Roofs are flat, although towers may have roofs clad in metal.



1. Base
- a. Exterior walls are supported on a base composed of stone, cast concrete, glazed terra cotta tile, or glazed ceramic tile (bathroom tile is not permitted).

b. The entire ground floor height may be articulated as the base of the building.



Masonry base and monolithic wall



Marble base



Ground floor as base

2. Primary Walls
- a. Exterior walls may be constructed of cast concrete or plaster.

b. Pilasters running the entire height of the building should be included as part of the facade design.

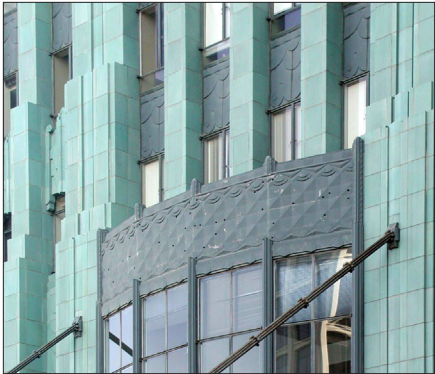
c. Windows shall be located between the pillasters.



Stone



Plaster and metal



Glazed Terra Cotta

3. Roof-Wall Connections
- a. Exterior walls shall extend beyond the roof level and form a parapet that is configured in one of three ways: i) pilasters that continue beyond height of interstitial walls, ii) walls that continue beyond height of the pilasters, iii) wall and pilaster that reach to same height.

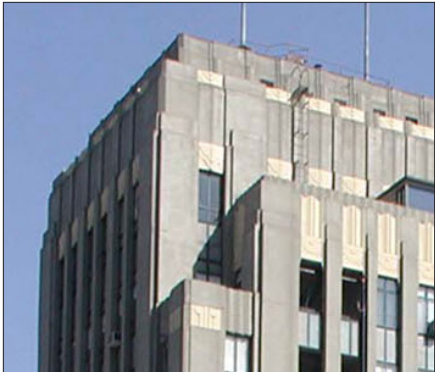
b. Decorated metal, ceramic tile, or glazed terra cotta transoms may be incorporated as part of parapet.



Column extensions with metal panels



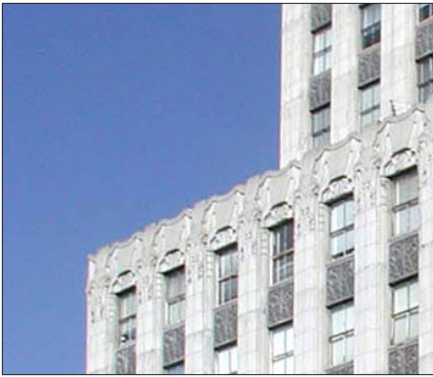
Column extensions with metal panels



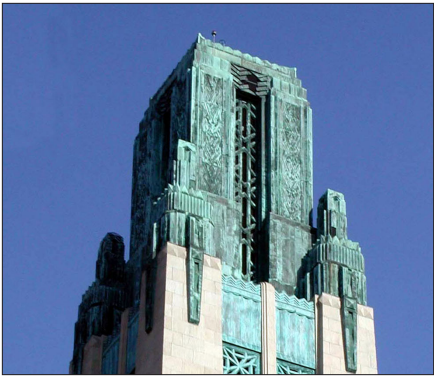
Undulating parapet

4. Roof

- a. In most cases, roofs should be flat with the exterior walls extending beyond the roofline to form parapet walls.
- b. Towers with whimsical, metal roofs are permitted.



Flat roof (lower volume) and sloped roof (upper volume)



Decorative cap



Corner stepped tower

5. Drainage

- a. To preserve the stylized lines of the Art Deco facades, roof drainage should be located within walls of the building itself and therefore not visible on the facade.
- b. Where external scuppers and downspouts are utilized, they should be located on the side or rear facades.



Sloped roofs without gutters



Scupper and downspout on building side



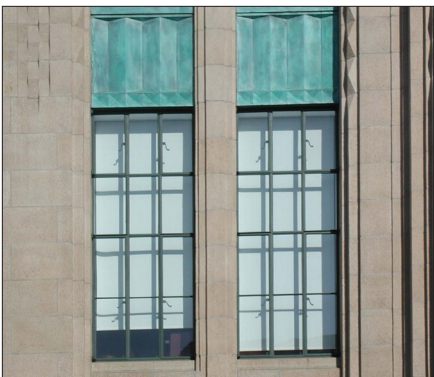
Gutter with downspout into wall

6. Openings

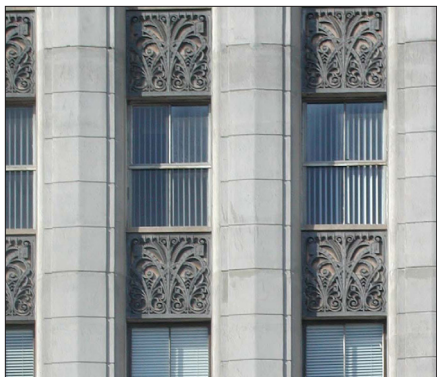
- a. Windows shall be situated between pilasters and shall be recessed.
- b. Windows shall be multi-paned and be vertical in orientation.
- c. Finely crafted, metal window grates are permitted and metal or tile transom panels between windows on consecutive floors are encouraged.
- d. See Section 57.D for additional standards.



Simple trim with operable shutters



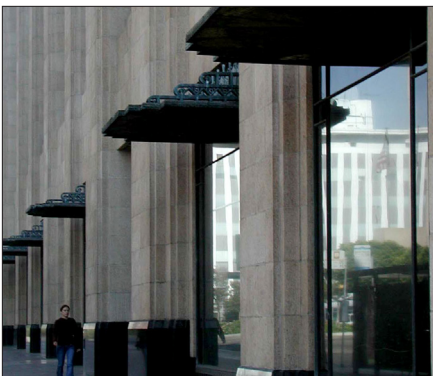
Recessed metal window with metal transom



Recessed double-hung with metal decorative transoms

7. Attached Elements

- a. Architectural elements such as balconies and awnings must be designed and assembled of finely-crafted metal. These elements may encroach into the building's setbacks.
- b. Metal window grilles are permitted.



Decorative metal awnings



Metal window grille and metal balcony



Punched metal letter signage

8. Massing

- a. Upper stories should step back, particularly for tall buildings.
- b. Pilasters should run the entire height of the building.



Stepped-back volumes



Stepped-back volumes



Higher volume at corner

9. Site Definition and Landscape

- a. Buildings may be situated in a zero-setback urban condition.
- b. Buildings may also utilize the following frontages: front yard, porch, forecourt, arcade or storefront.



Storefront with awnings



Porches



Internal pool area

5.7. Architectural Style Guidelines (continued)

4. California Contemporary

The California Contemporary style, the architectural analog of “California Cuisine,” reinterprets the modernist tradition with a local and eclectic flair. The style tends to emphasize massing over structural articulation and is characterized by interlocking volumes of different colors and materials, rather than repetitive, "cookie-cutter" facades and/or large, unarticulated building volumes. Architectural elements such as awnings, balconies, and trellises are appended to the volumes, often occurring in the interstitial spaces between volumes. Roofs may be flat with parapets, sloped, barrel-shaped, domed, or a combination thereof and are clad in metal or tile.



1. Base
- a. Exterior walls reach the ground with or without a base.
 - b. Where present, the base is articulated as a band of stone, concrete block, cast concrete, or corrugated metal.
 - c. The entire ground floor height may be articulated as the base.



Base articulated by overhang with integrated signage



Residential ground floor articulated with stoops



No base with glass infill panels

2. Primary Walls
- a. Expressed as single-plane expanses of wood, cementitious, or metal siding (no T-111), plaster, corrugated metal, cast concrete, or concrete block. These various materials may be used in conjunction with one another.



Painted cementitious siding



Brick walls/facades



Shingles siding

3. Roof-Wall Connections
- a. The parapet of flat-roofed volumes may be articulated in a variety of ways: with a cornice, without a cornice, with a receding cornice.
 - b. Sloped roofs may or may not have overhangs. For roofs with sloped overhangs, exposed rafters are encouraged.
 - c. Wood braces may be used.



Simple brick pattern beneath parapet with cornice



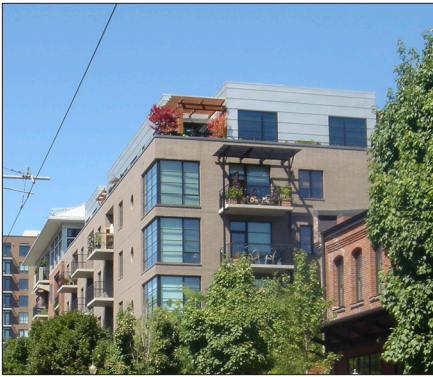
Roof articulated with raised metal overhangs



Overhangs

4. Roof

- a. Roofs may be sloped, barrel-shaped, flat, or a combination thereof. Sloped roofs shall be clad in metal or tile.



Flat roof



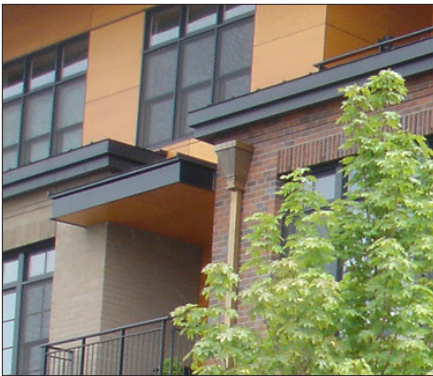
Roof overhangs



Flat roof with decorative parapet

5. Drainage

- a. Downspouts may be utilized as decorative vertical elements and facade accents.
- b. Scuppers may be used to provide shadowed effects on flat facade surfaces.
- c. Drainage components should be metal.



Scupper and downspout



Scupper and downspout



Scuppers and downspouts

6. Openings

- a. Window openings may be either framed or unframed.
- b. Windows should be multi-paned and be vertical in orientation.
- c. See Section 5.7.D for additional standards.



Openings spanning multiple floors.



Openings punched into mass wall



Corner windows, Bay Window



7. Attached Elements

- a. Architectural elements (balconies, trellises, awnings, and bay windows) must be designed and assembled of finely-crafted metal or wood. These elements may encroach into the building's setbacks.
- b. Arcades and galleries may also extend into the front setback.



Balconies, trellis structures



Wood trellis, metal awning (foreground)



Metal awning serving as horizontal architectural element

8. Massing

- a. In order to avoid monolithic buildings of the same continuous height, buildings should be composed of interlocking volumes of differing heights and widths.
- b. Though repetition of building volumes is permitted, the repetition should not be overbearing.



Repetition without being overbearing



Upper floors stepped back



Interlocking volumes and planes

9. Site Defintion and Landscape

- a. Buildings may be situated in a zero-setback, urban condition where landscaping is limited to planted pots or planters.
- b. Buildings may also utilize the following frontages: front yard, arcade, or forecourt.
- c. Creative solutions to landscaping atop garage podiums should be sought.



Landscaped Driveway



Landscape over concrete podium



Raised planters

5.7. Architectural Style Guidelines (continued)

D. Windows and Doors

1. Materials and Types.

- a. Windows and doors shall be made of wood, fiberglass, fiberglass-clad wood, aluminum clad wood, or metal.
- b. Vinyl or vinyl clad windows may be permitted, subject to design review approval per Section 5.1.050 (Planning Compatibility and Architectural Review), and provided they resemble wood windows in detailing and profile thickness and employ muntin patterns and colors appropriate to the building’s architectural style.
- c. Glazing shall be clear glass with no more than ten percent daylight reduction (tinting). Reflective (mirrored) glazing is prohibited.
- d. Windows shall be double hung, single hung, or hinged casement.
- e. Windows, door, frames, colors, and styles shall be appropriate to the building’s architectural style in terms of window type (double hung, casement, etc.), proportion, and color.
- f. Nail-on windows that are deeply set within their frame (such as the Jeld-wen Premium Vinyl window line) may be permitted, subject to design review approval. Aluminum, nail-on slider windows are prohibited.
- g. Windows may have the following accessories: shutters sized to match their openings (sized and detailed as if they would cover the window when closed), opaque canvas awnings, planter boxes supported by visible brackets and wrought iron “French balconies.”
- h. Security grills and bars on the exterior facades of buildings are prohibited.

2. Configurations and Methods.

- a. Window openings shall be vertical or square in proportion. Multiple windows may be grouped side by side, resulting in an overall opening



A Main Street Commercial style building with ground floor storefronts and upper floor double-hung windows grouped in threes.



A Craftsman style building with multiple windows grouped side by side, resulting in an overall opening that is horizontal in proportion.

that is horizontal in proportion, provided the individual windows are vertical or square in proportion.

- b. Accent windows may additionally be circular, elliptical, octagonal or hexagonal. A maximum of two accent windows per facade is recommended.
- c. Windows shall be recessed in a manner that is specific to each building’s architectural style (e.g., provide greater recesses for Mediterranean style buildings, etc.), but should be no less than 2 inches for any style (see Figure 5-2).
- d. Accent windows may additionally be pivoted or hopper configuration.
- e. Dormer windows may be hinged casement or hopper.
- f. Windows within storefronts may be fixed.
- g. If used, muntins shall be of a substantial dimension (e.g., not flat) and shall be placed on the exterior of windows.
- h. Head casing shall be equal in width to or wider than jamb casing.
- i. Public and visitor building entrances to upper floors shall be directly visible from the street and shall be easily identifiable and distinguishable from first floor storefronts by:
 - i. Locating the entrance in the center of the facade, as part of a symmetrical overall composition; or
 - ii. Accentuating the entrance with architectural elements, such as columns, overhanging roofs, awnings, or ornamental light fixtures.
- j. Doors shall be only side hinged, except:
 - i. Garage doors, which may be overhead; and
 - ii. Sliding glass doors, which may face back yards.

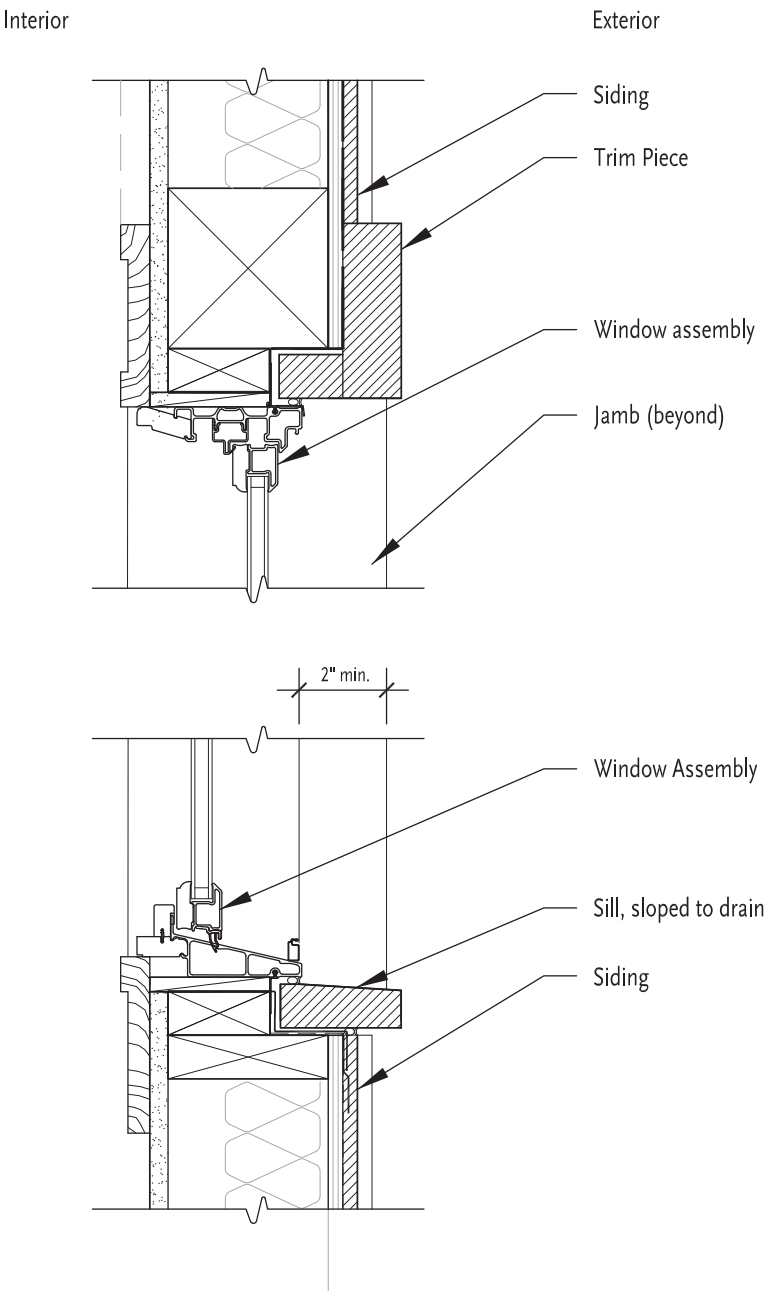


Figure 5-2: Typical window detail.

- k. Garage door widths shall not exceed 16 feet.

E. Trim

- a. Preferred window and door trim materials are wood or cement fiber board. Windows may be trimmed in foam provided the trim edge is located a minimum of three feet away from occupiable outdoor areas such as porches, stoops, balconies, and roof decks. Installation of foam trim around doors is prohibited.
- b. Preferred building trim materials are wood, stone, cast stone, and pre-cast concrete, glass fiber reinforced concrete (GFRC), and cement fiber board. Foam trim is permitted provided it is installed a minimum of seven feet above finished ground floor grade and a minimum of three feet away from occupiable outdoor areas such as porches, stoops, balconies, and roof decks.



A California Contemporary building with deep-set windows.



A Mediterranean style building with deep-set windows.

5.8. Other Project Design and Development Standards

5.8.010. Parking Design

A. Applicability

1. **Parking required.** Every use, including change or expansion of a use, or structure, shall have appropriately maintained parking and loading spaces or areas in compliance with the regulations identified in this chapter. A use shall not be commenced and structures shall not be occupied until improvements required in this chapter are satisfactorily completed.
2. **Permanency.**

a. Parking and loading spaces shall be permanently available, marked, and properly maintained for parking or loading purposes for the use they are intended to serve.

b. Approved Parking and Loading spaces shall be maintained on-site for the life of the project. No parking and/or loading serving space any use may be reduced in amount or changed in design, location, or maintenance below the requirements for such use at the time it was entitled unless equivalent substitute facilities are provided and the plan is approved by the City Council pursuant to an updated Parking Management Plan (PMP).
3. **Number of parking spaces.**

a. **Off-Street Parking Spaces.** Off-street parking spaces shall be provided for each land use per the below standards, except where the parking requirement is reduced or otherwise changed in compliance with Sections 5.8..010.A.3.b.ii and 5.8.010.C:

i. Residential: 1 space per unit (minimum)

ii. Residential Guest: 1 space for every 4 units (minimum)

iii. Lodging: 1 space per room (minimum)

iv. Live/Work: 1,500 sf or less: 1 space per unit; greater than 1,500 sf: 1 space per 400 gross sf building area

v. Office, Retail, Civic: 1 space per 300 gross sf. of building area; 1 space per 400 gross sf building area if within a Park Once Garage.

vi. Restaurants, Cafes, or similar: 1 space per 200 gross sf. of building area; 1 space per 400 gross sf building area if within a Park Once Garage.

b. **Spaces for multiple uses and mixed-use developments.** If more than one use is located on a site, including multiple uses under a single ownership:

i. The number of off-street parking and loading spaces to be provided shall be equal to the sum of the requirements identified for each individual use, unless a shared parking arrangement has been approved by the City.

ii. The number of parking spaces may be reduced if shared parking is approved based on the requirements of Section 5.8.010.C.2. (Shared On-Site Parking). However, in no case shall the combined required parking for the mixed-use development provide less than the minimum required for the residential use.

iii. In mixed use projects, required on-site residential parking spaces may be reserved, but commercial parking spaces must be made available for visitors or overflow from residences.

c. **On-Street Parking.**

i. On-street parking located along the development's frontage may be counted towards fulfilling the minimum number of spaces for the commercial component within the development up to twenty-five percent (25%) of the minimum required number of off-street parking spaces.

ii. In no case shall on-street parking be used for meeting minimum residential parking requirements within a mixed-use development.

iii. Where street parking spaces are counted toward meeting required on-site parking as allowed by this section, all such on street spaces must remain available for common use and not be exclusively assigned or reserved to any individual use.

d. **Loading Spaces.** At least one (1) off-street loading space shall be provided for every building to facilitate the parking of moving vans utilized by residential tenants moving to or from the premises. The property management company shall be responsible for ensuring the loading space(s) are appropriately scheduled for use and avoid use of the public street for such purposes.
- e. Interpretation.
- i. The parking requirement is based on the gross floor area of the entire use, unless stated otherwise. Wherever parking calculations per Section 5.8.010.3.a result in a fraction, the fraction shall be rounded up to the nearest whole number. For example, 2.2 parking spaces shall be rounded up to 3 parking spaces.

ii. Where Section 5.8.010.3.a establishes a parking requirement based upon square feet (for example: "1 space/300 sq. ft"), the term "square feet" means the gross square footage of floor area.

iii. Where Section 5.8.010.3.a establishes a parking requirement based upon the number of units (for example: "1 space per unit"), the term "unit" means per dwelling unit, and each Live/Work Unit, including both its living space and working space, shall be counted as one dwelling unit.

iv. Where Section 5.8.010.3.a establishes a parking requirement based upon the number of rooms (for example: "1 space per room"), the term "room" means a guest room or suite, and no additional spaces are required for accessory facilities such as restaurants, meeting rooms, swimming pools, etc.
- B. Location of Parking.
1. **Off-Street Parking.** Required off-street parking shall be located on the same parcel as the uses served unless off-site parking is authorized in compliance with Subsection 5.8.010.C.4 (Off-site parking). Parking shall be located in compliance with Parking Placement requirements in Sections 5.3.010.C, 5.3.020.C, 5.3.030.C, and 5.3.040.C.

2. **Vehicles for sale.** Vehicles or trailers shall not be parked upon a public or private street, parking lot, vacant lot, or public or private property within MPDSP area for the purpose of displaying the vehicle or trailer for sale, hire, or rental, unless the property is appropriately zoned, the vendor is licensed to transact the applicable business at that location, and the vendor has obtained all the appropriate land use approvals.

3. **Park-Once Garages.** Spaces within Park-Once garages are generally intended for retail, restaurant, cafe, and similar uses.
- C. Parking Reduction Requirements. The number of parking spaces required by Sections 5.8.010.3 may be reduced, and the type or location of parking spaces required by this Section may be modified as follows:
1. **Parking Reduction.** In general, the total requirement for off-street parking facilities shall be the sum of the requirements for the various uses computed separately. However, the required number of off-street parking spaces (including visitor spaces) for all residential and the residential portion of a mixed use developments may be reduced by up to a maximum of fifteen (15) percent, if such developments are under single ownership, and/or under the control of the same professional management company, subject to the following approval authority requirements:
- | Development Type | Percentage Reduction | Approval Authority |
|---|----------------------|--------------------|
| Residential only | up to 15% | City Council |
| Residential portion of mixed-use develop-ment | up to 15% | City Council |
- The applicant shall submit a written statement with the factual reasons for requesting the reduction in parking spaces. The statement must also include a detailed description of the proposed use(s) and calculations of the required number of parking spaces and a description of the number, size, and location of proposed off-street parking spaces. The required site plan must include a parking plan showing the dimensions and locations of all parking spaces, drive aisles, and the abutting alley width, if applicable.
- The reductions specified herein shall only be considered if the Community Development Director finds that:
- a. After any allowed reduction, an adequate amount of on-site parking remains for the uses on the site, and the parking reduction will not limit the use of the property for other uses that would otherwise be permitted on the property; and

b. The operating characteristics of the proposed use are such that granting the parking reduction will not cause unreasonable negative impacts to the surrounding property owners or neighborhoods; and

c. Parking for residential uses in mixed use developments will be accommodated through a shared parking agreement, as authorized by this section; and

d. A Parking Management Plan (PMP) has been approved for the project, pursuant to the requirements of Section 5.8.010.E (Parking Management Plan); and
- 5:55 MONTCLAIR PLACE DISTRICT SPECIFIC PLAN

City of Montclair, California

September 21, 2020

- e. The PMP and an appropriate legal instrument of agreement among the affected owner(s) of the property(ies) is recorded with the County Recorder. This legal instrument shall be binding upon the owner and his successors and assigns and shall limit and control the use of land included in the development to those uses and conditions approved by the Community Development Director.

No person benefiting from a parking reduction shall make any changes to the use that would increase parking.

- 2. **Shared on-site parking.** Shared parking may be utilized as an effort to promote an overall reduction in parking when a development project is under the control of a single owner/developer and contains commercial, retail, office, institutional or public uses with staggered peak parking demands. Shared parking by multiple owners/developers may be implemented if the shared parking provisions are instituted in a parking management plan per the requirements of Section 5.8.010.E (Parking Management Plan). The amount of off-street parking required for a mixed use development may be reduced up to fifteen (15) percent as determined by the Community Development Director and approved by the City Council when it can be demonstrated through a Parking Demand Study that sufficient parking is or can be met by the subject uses through a shared parking arrangement. Said study should explain the parking demands of the land uses within the development and how business practices or hours of operation impact the demand for parking at different times of the day.

Where shared parking is proposed, a shared parking agreement between the property owner and the City shall be recorded prior to the issuance of a building permit. This agreement must be recorded as a deed restriction on the property and cannot be modified or revoked without the consent of the City Council. This legal instrument shall be binding upon the owner and his successors and assigns and shall limit and control the use of land included in the development to those uses and conditions approved by the City Council. If any requirements for shared parking are violated, the affected property owner must provide a remedy satisfactory to the City Council or provide the full amount of required parking for each use, in accord with the requirements of this Section.

- 3. **Waiver of parking.** Any project site where it can be demonstrated that the land use thereon will not utilize the required number of parking spaces due to the nature of the specific land use, or the manner in which the specific land use is conducted, the number of parking spaces required may be reduced pursuant to the following:
 - a. **Approval Required.** A parking reduction based upon low parking demand may be allowed upon the approval of a Low Demand Parking Reduction Agreement by the City.
 - b. **Alternate Parking Plan.** In approving a parking reduction, the City may require the preparation of an Alternate Off-Street Parking Plan, which demonstrates that additional parking spaces can be provided on-site, as necessary, to accommodate future land use changes or intensifications in land use. Furthermore, a restrictive covenant that runs with the land may be required by the City, which restricts the use of the subject property for the duration of the parking reduction.
 - c. **Low Demand Parking Reduction Agreement.** A Low Demand Parking Reduction Agreement by and between the City, the applicant, and all other affected property owners, shall be executed and recorded with the County Recorder, which, at a minimum, shall:
 - i. Provide confirmation that the parking supply proposed will be adequate during periods of maximum demand,
 - ii. Confirm that the parking demand is provided within a reasonable walking distance to the use it serves, and
 - iii. Identify parking management strategies that are necessary to ensure the availability of the necessary number of parking spaces for the duration of the current use and future users of the project site. The Low Demand Parking Reduction Agreement shall be subject to City Attorney review and approval as to form and content.
 - d. **Parking Analysis.** The City may require the applicant to submit a parking analysis, prepared by a person/firm experienced in preparing such analyses, to assist the City in determining the appropriate reduction.
- 4. **Off-site Parking.** A project that is not located within a parking assessment district may locate required parking away from the site of the proposed use.
 - a. **Location of Parking.** Spaces available in parking structures located within one quarter mile (1,320 feet) of the subject use may be counted up to twenty-five percent (25%) of the minimum required number of off-street parking spaces for commercial uses, if such parking structure is available for public parking.

- b. **Evaluation of proposal.** In considering a request for off-site parking at a distance of greater than 1,320 feet, the City Council shall consider whether adequate provisions, such as shuttle service, have been provided to bring drivers from the parking to the site.

- c. **Guarantee of continued availability.** Required parking spaces that are off-site shall be committed by a recordable covenant, lease or other agreement, acceptable to the City Attorney. The parties to the covenant, lease, or agreement shall include the owners, and if applicable, the lessees of the off-site parking spaces and the owners, and if applicable, the lessees of the subject site, with covenants reflecting the conditions of approval and the approved off-site parking plan.

d. **Loss of off-site spaces.**

- i. **Notification to the City.** The owner or operator of a business that uses approved off-site spaces to satisfy the parking requirements of this Section shall immediately notify the Community Development Director of any change of ownership or use of the property for which spaces are required, and of any termination or default of the agreement between the parties.
- ii. **Effect of termination of agreement.** Upon notification that a lease for required off-site parking has terminated, the Community Development Director shall determine a reasonable time in which one of the following shall occur:
 - (1) Substitute parking is provided that is acceptable to the Community Development Director;
 - (2) The size or capacity of the use is reduced in proportion to the parking spaces lost; or
 - (3) A parking in-lieu fee shall be paid for each space eliminated.

- e. **Valet Parking.** Valet parking service may be permitted for nonresidential uses, upon approval of a project parking analysis by the Community Development Director. On street parking spaces may not be used for valet service activities.

- D. **Parking Design and Development Standards.** Required parking areas shall be designed and constructed as follows. The standards of this Section may be modified by the review authority where it determines that alternative parking designs and standards will more appropriately relate to the operating characteristics of the proposed development or new land use, while being equally effective in providing parking areas that are safe, convenient, use land efficiently, and are aesthetically attractive.

1. **Access to Parking**

- a. Within the Specific Plan area, no new parking shall be placed between a building and a street, except where allowed adjacent to a side street within the CR and NR zones.
- b. Parking, including parking garages, shall be accessed from an alley or secondary frontage when possible. The opening of a parking lot or garage on a frontage shall not exceed two lanes in width.
- c. Pedestrian entrances to all new parking lots and parking garages shall be directly from a frontage line. Only underground parking garages may be entered directly from a building.
- d. Parking areas for nonresidential uses shall maintain a minimum unobstructed clearance height of 14 feet above areas accessible to vehicles.
- e. Direct, continuous pedestrian connections, using pedestrian walkways or sidewalks, shall be provided between any on-street parking, remote (off-site) parking or public parking facilities and the uses served.
- f. Visitor parking areas should be located and designed to be convenient in order to minimize parking in residential neighborhoods.

- 2. **Access to adjacent sites.** Applicants are encouraged to provide off-street vehicle access to parking areas on adjacent properties to provide for convenience, safety, and efficient circulation. Shared pedestrian access between adjacent properties is also strongly encouraged.

- 3. **Tandem Parking.** Tandem parking may be allowed at the discretion of the City pursuant to the approval of a Parking Management Plan (PMP) for the project, as follows:

- a. **Non-Residential Uses.**
 - i. The use of tandem parking for non-residential uses shall require that the operator of the parking facility provide a valet or attendant at all times that the parking is accessible to users, except where the City determines that the nature of the use and its operation will not require attended parking.

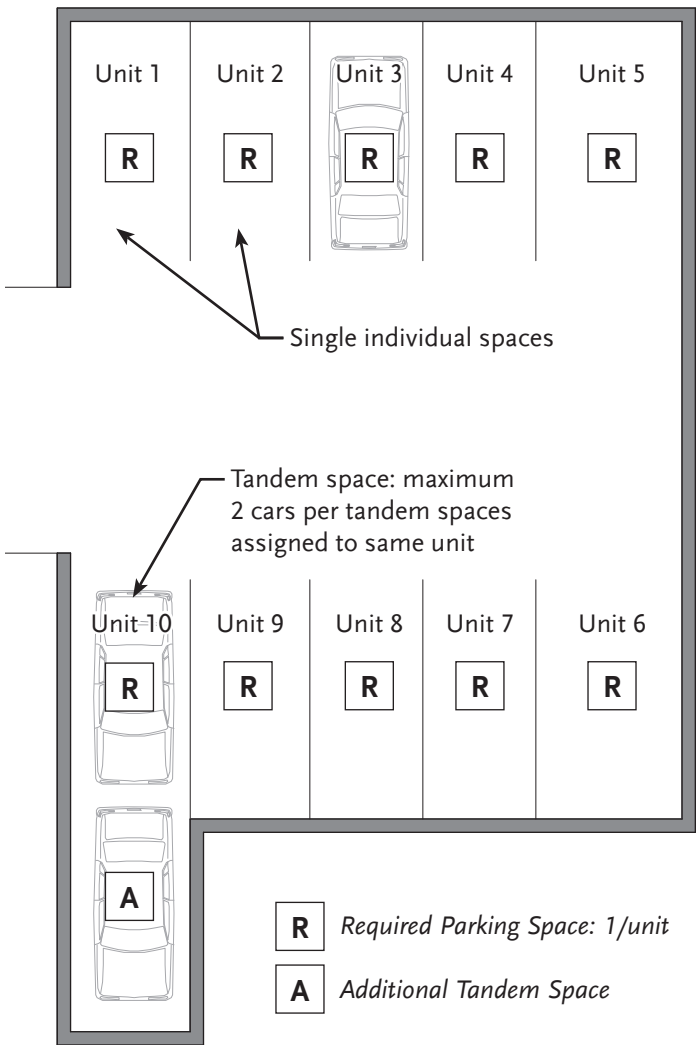


Figure 5-3: Parking for 10-unit residential building

- ii. Tandem parking shall be a maximum of two (2) parking spaces in depth.
- iii. Vehicle movements necessary to move cars parked in a tandem configuration shall not take place on any public street.
- b. Residential Development. Tandem parking is allowed within multi-family projects and the residential component of mixed-use projects subject to the following standards and as shown in Figure 5-3:
 - i. Up to 30 percent of the total required off-street parking spaces may be provided in a tandem configuration. The maximum number of spaces permitted in a tandem configuration refers to the total individual spaces, not the total number of tandem spaces. For example, if twenty (20) total residential spaces are required, three (3) tandem space with two (2) cars in the tandem space for a total of six (6) individual spaces may be provided.
 - ii. Tandem parking shall be a maximum of two (2) parking spaces in depth.
 - iii. Both tandem spaces shall be assigned to the same dwelling unit.
 - iv. Vehicle movements necessary to move cars parked in a tandem configuration shall not take place on any public street.

- v. Guest parking spaces shall not be provided in a tandem configuration.
- vi. When tandem parking spaces are used in private garages or other parking facilities with more than two (2) parking spaces, they shall be assigned and marked for resident use.

4. **Compact Parking Spaces Prohibited.** Compact spaces shall not be allowed in the MPDSP area.
5. **Disabled Parking Spaces.** Parking spaces for the disabled shall be provided in compliance with the requirements of State Law (California Administrative Code [Title 24, Part 2, Chapters 2B71]. Disabled spaces required by this Section shall count toward fulfilling off-street parking requirements.
6. **Loading Spaces.**
- a. A minimum of one (1) off-street loading space shall be provided for every non-residential or mixed use building over 3,000 sf in gross area.
 - b. Loading spaces shall be generally located at the rear of a building or along the alley when present in a fashion that allows for adequate maneuvering, loading, or unloading of vehicles without interfering with the orderly movement of traffic or pedestrians on the street.
 - c. Off-street loading spaces may be striped "loading zone" by the City of Montclair as approved by the Community Development Director.
7. **Parking space and lot dimensions.** Parking lots and stalls shall be designed with the following minimum dimensions.

Angle of Parking	Length of Parking Stall	Width of Parking Stall	Aisle Width
60° or less (one way)	18 ft	8.5 ft	18 ft
90°	18 ft	8.5 ft	24 ft
90° (tandem)	36 ft	9 ft	24 ft

8. **Landscaping.** Parking areas shall be landscaped in compliance with the following requirements.
- a. Surface parking areas shall be planted with shade trees at a minimum ratio of one tree for every four spaces in an orchard planting arrangement.
 - b. Parking areas adjacent to a street or sidewalk shall be screened with landscaping and a decorative wall between 36 and 48 inches in height as approved by the review authority.
 - c. Landscaping and trees shall be planted around the perimeter of the parking lot.
 - d. Irrigation. Automatic irrigation shall be provided for all landscaped areas.
9. **Lighting.** Parking lot lighting shall comply with the following requirements.
- a. Outdoor light fixtures shall be limited to a maximum height of 15 feet or the height of the nearest building, whichever is less.
 - b. Lighting shall be energy-efficient, and shielded or recessed so that:
 - i. The light source (i.e., bulb, etc.) is not visible from off the site; and
 - ii. Glare and reflections are confined to the maximum extent feasible within the boundaries of the site.
 - c. Each light fixture shall be directed downward and away from adjoining properties and public rights-of-way.



A commercial parking lot that includes planting areas and semi-permeable paving to facilitate rainwater recharging.



A parking lot shaded by trees planted in uniformly-spaced rows.

- d. No lighting on private property shall produce an illumination level greater than one footcandle on any property within a residential zoning district except on the site of the light source.
- e. No permanently installed lighting shall blink, flash, or be of unusually high intensity or brightness, as determined by the Community Development Director.

10. Striping and identification.

- a. Vehicle spaces. All parking spaces shall be double-striped per City Standards. Subtle markings, such as contrasting colors in paving stones, are encouraged.
- b. Restriping. The restriping of any parking space or lot shall require the approval of a restriping plan by the Community Development Director.

11. Surfacing.

- a. Parking spaces and maneuvering areas shall be provided with all-weather surfaces consistent with City standards and as approved by the review authority.
- b. The City desires to reduce stormwater run-off and water pollution, and to allow for the replenishment of groundwater. For parking areas, the goal is to reduce the amount of run-off generating surface area. Therefore, permeable surfaces for parking and maneuvering areas are encouraged. Acceptable permeable surfaces include:
 - i. Pervious pavers (products such as Unipaver, Eco-stone and SF Rima or an approved equivalent).
 - ii. Gravel, bark or grass when reinforced to provide adequate load-bearing (including geotechnical structures such as Invisible Structures' Grasspave and Gravelpave products, or an approved equivalent).

Other permeable surfaces may be approved by the Public Works Director.

12. Passenger Loading and Unloading Zones. On-street, curb-side passenger loading and unloading zones, including for transit network companies (such as Uber and Lyft) are permitted as approved by the Community Development Director

- 13. Parking Structure Standards.** Off-street parking facilities in above-grade structures shall comply with the following design standards:
- a. Placement. Above-grade parking structures shall be located to the side or rear of buildings and shall comply with the parking setback standards of Sections 5.3.010.C, 5.3.020.C, 5.3.030.C, and 5.3.040.C.
 - b. Ground Level Height. The ground-level of commercial or park-once parking structures shall comply with the height standards of Sections 5.3.010.B, 5.3.020.B, 5.3.030.B, and 5.3.040.B.
 - c. Ground Floor Uses.
 - i. Retail or other pedestrian oriented uses shall be incorporated into the ground level of street-facing parking structures.
 - ii. When a parking structure provides commercial parking or is integrated into a building containing primarily nonresidential uses, at least eighty percent (80%) of the ground floor level of any side of an above-grade parking structure that is adjacent to a public street (except an alley) or adjacent to a public open space/plaza shall be constructed to an adequate depth to permit occupancy by any commercial or other non-parking principal use allowed in the district.

- d. Facade Design. All sides of the parking structure that are visible from the street or adjacent public open spaces/plazas shall be designed with architecturally articulated facades that screen the view of parked cars and are visibly similar in character and scale to adjacent buildings to the greatest extent possible, except on sides abutting adjacent buildings. Blank wall planes facing the street are prohibited.
- e. Access. Vehicle entries to above-grade parking structures shall be integrated into the placement and design of adjacent buildings or oriented away from the primary street frontage. At a minimum, parking structure facilities shall have user vehicle access from locations that minimize conflicts with pedestrian circulation.
- f. Parking Garage Interior Design Standards. Parking Structure/Garages shall meet the following standards:
 - i. Stalls and aisles shall be designed such that columns, walls, or other obstructions do not interfere with normal vehicle parking maneuvers. All required stall and aisle widths shall be clear of such obstructions.
 - ii. The required stall widths shall be increased by one-foot for any stall located immediately adjacent to a wall, whether on one or both sides.
 - iii. Dead-end aisles shall be avoided to the greatest extent possible.
 - iv. All parking garages shall be designed so that no vehicle needs to back out into or over a public street or sidewalk.
 - v. All parking stalls shall have a vertical clearance of not less than seven and one-half feet. Accessible parking stalls and access to such stalls must meet the requirements of the vertical clearance as outlined in the California Building Code.
 - vi. Requirements for parking garage design, parking stall dimensions, internal layout, turning radii and pavement sloping, vehicle and pedestrian circulation, and other design features will be subject to design review per Section 5.1.050 (Planning Compatibility and Architectural Review).

E. Parking Management Plan.

1. All properties in the MPDSP area shall be required to prepare and administer a Parking Management Plan (PMP). The PMP shall provide definitive parking regulations for tenants and for property owners which are enforced by the owner and/or project's property manager. The objective of the PMP is to ensure available parking spaces, garages, and/or parking structures are property utilized by residents, property owners, guests, and or the public in an efficient manner at all times to reduce or eliminate parking conflicts.
2. PMP's must be customized to fit the particular context of the proposed site and development. The PMP, and any subsequent amendments, shall be reviewed and approved by the City Council.
3. The PMP shall incorporate at a minimum the following basic elements:
 - a. **Site Plan.** All parking areas and spaces within the project shall be depicted on a professionally rendered site plan showing the locations and dimensions of all parking spaces on the subject site. Each space shall be clearly numbered on the plan and accounted for on an accompanying table/matrix that identifies how spaces are allocated (e.g., tenant, guest, disabled, delivery, etc.) and/or assigned to respective units or lease spaces. Spaces shall be marked in the field to



Parking Lot Landscaping.



A break in the curb allows water to flow into planters.

5.8.010. Parking Design (continued)

accurately correspond to the approved site plan to allow for easy monitoring of parking within the project site.

- b. Prospective Tenant Notification.** As part of the initial rental/lease application and/or purchase process, each potential renter or owner of a unit within the project shall be given written notice by the on-site manager or seller of on-site parking conditions and requirements at the complex. All executed rental/lease agreements or purchase contracts will contain the entire PMP as an exhibit to their rental/lease or purchase contract, including a signed acknowledgment form that records the resident(s) agreement with the terms of the PMP.
- c. Parking Decal Program.** Establish number and branded windshield decals for every registered car in the project to be issued at the time of resident move-in and voided upon rental/lease termination or sale of unit.
- d. Visitor (Guest) Parking.** Visitor (Guest) parking policy for short term guest parking passes specifying date, time, duration, and other restrictions.
- e. Enforcement Strategy.** Formulate policies to encourage compliance with the PMP by residents and guests, including but not limited to the following:
 - i. Installation of signs and ground surface markings on the site to identify resident reserved parking stalls and locations of guest parking stalls. Project signs shall be designed to complement the design and appearance of the project buildings.
 - ii. Retention of a licensed and qualified towing company. Signs shall contain appropriate written language identifying that the development is private property, that unauthorized vehicles will be towed at vehicle owner’s expense, and emergency contact information.
 - iii. Preparation of guidelines to handle violations of the provisions contained in the PMP and consequences for repeated violations.

- F. Sunset Clause: Establishment of Parking Infrastructure.** All minimum parking requirements for all uses may be waived after the City Council makes all of the following findings:
- 1. Protection of nearby residential neighborhoods or projects from 'spill-over' parking. Residential neighborhoods have the option of adopting Residential Parking Permit Districts to protect the on-street parking in their neighborhood from being overwhelmed by the cars of Montclair Place District employees or others.
 - 2. Approval of New Public Parking. A secure site and a viable funding mechanism for new parking lots or garages, providing at least 300 net new parking spaces to the Montclair Place District Specific Plan are in place. This parking area (or areas) may be a public or public/private venture.

5.8.020. Bicycle Parking Standards

A. Bicycle Parking Requirements

- 1. Bicycle parking spaces shall be a minimum of two (2) feet wide by six (6) feet long and shall be accessed via an aisle with a minimum width of five (5) feet.
- 2. Bicycle racks shall be anchored to a floor, wall, or ceiling and capable of securing a bike for the prevention of theft.
- 3. Bicycle parking areas shall be adequately lighted.

B. Bicycle Rack Design Requirements

- 1. All bicycle racks shall support a bicycle in a stable position and should provide two points of contact with the bicycle frame. The rack's high point should be at least thirty-two (32) inches high.
- 2. All bicycle racks shall permit the locking of the bicycle frame and one (1) wheel to the rack. Bicycle racks should be able to accommodate cable locks and “U” locks and enable bicycle to be secured to the rack with the front wheel removed and locked to the rear fork and frame. Rack tubes with a cross section larger than two (2) inches can complicate the use of smaller “U” locks.
- 3. Users should not be required to lift the bicycle and the bicycle parking space must be accessible without moving another bicycle
- 4. Bicycle rack placement shall not result in a bicycle obstructing a required walkway or sidewalk pedestrian way.
- 5. Bicycle racks shall be located on paved or pervious, dust-free surfaces with a slope no greater than three percent (3%). Surfaces shall not be gravel, landscape stone, or wood chips.

C. Bicycle Rack Location on Site

- 1. Required short-term bicycle parking spaces shall be located in a convenient and visible area at least as close as the closest non-accessible automobile parking and within one hundred (100) feet of a principal entrance.
- 2. Required long-term bicycle parking spaces shall be located in enclosed and secured or supervised areas that provide protection from theft, vandalism, and weather and shall be accessible to intended users.
- 3. Required long-term bicycle parking for residential uses shall not be located within dwelling units or within deck, patio areas, or private storage areas accessory to dwelling units.

D. Bicycle Rack Location in Public Right-of-Way

- 1. Bicycle racks installed in the public right-of-way shall be located within two-hundred (200) feet of the destination they serve.
- 2. Bicycle racks should be located a minimum of thirty-six (36) inches away from street furniture, street trees, and other streetscape features.
- 3. When located adjacent to on-street automobile parking, bicycle racks should be placed between automobile parking stalls to avoid conflicts with opening car doors.

Inverted U



Post and Ring



Wheel Well Secure



Examples of bicycle racks that meet bike rack design criteria of this Specific Plan.

5.8.030. Solid Waste Standards

A. Purpose. A well-planned solid waste collection and removal strategy is a necessary and integral component of all development projects within the MPDSP. A successful solid waste collection and removal strategy will include appropriate accommodations for the collection, storage, access, and removal of solid waste and recyclable materials from the project site.

Early planning to meet this requirement is essential to avoid major redesign of the project during later design phases and to ensure compliance with the standards and requirements of this Section. Accordingly, solid waste storage and, as applicable, collection locations and route between storage and collection locations shall be shown on submittal drawings per Section 5.1.050 (Planning Compatibility and Architectural Review).

B. Goals

- 1. A well-designed and successful solid waste program that is of sufficient size to meet solid waste, recycling, and composting storage space requirements for the proposed development, and effectively addresses removal of such materials from the site with the fewest number of truck solid waste collection trips to the site as possible. Everyday pick-up will not be considered an option for an insufficiently designed program.
- 2. In mixed-use developments, where developments may have retail and/or office space on the ground floor and several stories of residences above, coordination of solid waste collection point(s) is crucial. When practical, explore opportunities for residents to make use of recycling amenities installed for businesses.

C. Developer Responsibility. The applicant shall be responsible for completing the following steps:

- 1. Contact the City’s Solid Waste contracted-provider to ascertain all necessary information and/or specifications regarding the collection, storage, and removal of solid waste and recyclable materials associated with a proposed development project. The solid waste haulers will be able to assist in determining the types, sizes, and numbers of containers needed and other services provided; and
- 2. Develop a written Solid Waste Disposal and Recycling Plan (SWDRP) describing the solid waste and recycling strategy for a project to submit for City and Solid Waste contractor review and approval. Written proof of acceptance of the SWDRP from the solid waste provider is a requirement of a formally submitted Development Review application.

D. Location and Access Criteria. The location of all solid waste collection and/or storage spaces shall meet the following requirements:

- 1. Collection/Storage locations shall be located on the lot of the structure it serves and as close as possible to the intended users and/or convenience of residents, employees, and waste hauler personnel.
- 2. To the extent possible, collection/storage locations shall be accessed from an alley. Where an alley is not present, collection/storage locations may be accessed from the street. Collection/storage locations for corner lots shall be accessed from the Side Street.
- 3. The collection/storage space shall be located to minimize visual, noise, and odor impacts to adjacent building occupants both on the subject lot and on adjacent lots.
- 4. Outdoor trash enclosures or collection rooms within a structure shall not be located on a street-facing facade of the structure. Outdoor trash enclosures shall not be located between the building facade and the street.
- 5. Avoid locating large trash enclosures or collection/storage rooms in underground parking areas or within parking structures as access by waste collection vehicles is impeded, and the manual moving of full waste bins to a secondary outdoor location for pick up is not practical or desirable.
- 6. Collection/storage areas shall not be located in any required driveways, parking aisles, or occupy required parking spaces. Enclosures or outdoor pick-up areas shall not be located within alleyways or other City rights-of-way, where they may disrupt circulation patterns.
- 7. The collection/storage space shall not block or impede any fire exits, any public rights-of-way, or any pedestrian or vehicular access ways.
- 8. Access for service providers to the storage space from the collection location shall be placed no more than 50 feet from an approved collection location.
- 9. Collection/storage areas shall be located to allow direct access to waste hauler vehicles from an alley or approved collection point no more than 50 feet away from said collection/storage area.
- 10. Buildings three-stories or taller shall incorporate trash chutes or other similar means for conveying solid waste and recyclables to approved storage area(s).
- 11. The use of compactors as part of a solid waste and recycling plan is highly encouraged to save space and reduce collection trips to the site.

E. Design Guidelines

- 1. The design of outdoor trash enclosures and exterior facing elements of a collection/storage area attached to, or within a building/structure, shall complement the architectural features of the building or development that they serve. The incorporation of landscaping around trash enclosures is encouraged as part of a successful design.
- 2. All outdoor trash enclosures shall include a solid roof to minimize or prevent spilled or trash contaminants from entering the stormwater system.
- 3. All required or proposed exterior light fixtures affixed to, or installed, to illuminate a trash enclosure shall be fully shielded and located in a manner that minimizes light and glare impacts to the street or adjacent uses.
- 4. The floor of an outdoor collection/storage space and approach apron shall be constructed of black colored concrete to minimize the appearance of unsightly stains.
- 5. Collection/storage spaces including outdoor trash enclosures shall be for solid waste and recyclable materials storage and access only.
- 6. The storage of used fats, oils, or grease (FOG) is prohibited within any collection/storage area including outdoor trash enclosures. Food/restaurant uses shall plan to store any used fats, oils, or grease in an approved container within their respective tenant spaces and contract with the appropriate recycler for regular removal from the premises.
- 7. A minimum of two feet of interior clearance shall be provided between the top of an opened container lid and a finished ceiling for interior storage spaces, or from the bottom of the roof for outdoor trash enclosures.

F. Maintenance

The property owner or manager shall routinely inspect waste collection/storage areas and outdoor trash enclosures to verify:

- 1. The appearance and condition of these areas are in good order and properly functioning; and
- 2. Proper maintenance of both the interior spaces and surrounding exterior areas are clean and free of graffiti, trash, residue, debris, and leaks. When deficiencies are discovered, the property owner or manager shall take immediate action to correct the noncompliance.

G. Amendments and Modifications. At the City’s discretion, and in consultation with the Contract Solid Waste hauler, the City may amend these specifications from time to time to meet new requirements or to address new advances in technology.

Although the expectation for new developments is to be designed in full compliance with the above standards, the Director of Community Development, in consultation with the Public Works Director and Solid Waste provider, may consider a modification to the requirements of this Section, if the applicant:

- a. Demonstrates difficulty (e.g., unusual topography, or other local conditions present significant challenges) in meeting any of the requirements of this Section; and
- b. Proposes an alternative, workable, strategy and measures that meet the overall intent of this Section.

5.8.030. Drive-Through Standards

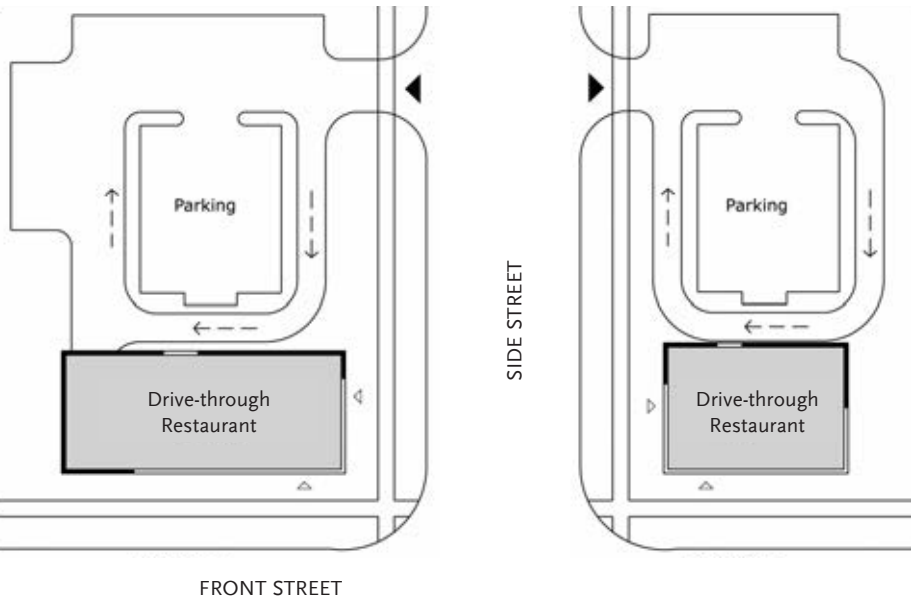
- A. Development Standards for All Drive-Thru Uses.** The following development guidelines shall apply to drive-through uses constructed in the Montclair Place District Specific Plan:
- 1. In order to define and support the street edge, buildings with drive-through facilities should be located at the Front Street and/or Side Street setback lines.
 - 2. The main building entrance should be accessed directly from the public sidewalk. On corner lots, the main entrance should be accessed from the Front Street.
 - 3. Uses/activities that support the street along the public sidewalk (such as restaurant seating or offices) should face the street(s).
 - 4. Building walls along the street frontage and visible from the street should be transparent with windows and doors, maximizing views in and out of the building, emphasizing the relationship between interior and exterior, and supporting and animating the public street and sidewalk.
 - 5. Driveways and stacking lanes.
 - a. Driveways and stacking lanes should be located perpendicular to the street.
 - b. Stacking lanes should not be located between the building and the street.
 - c. Multiple windows servicing a single stacking lane (e.g. order window, payment window, pickup window) are encouraged to promote reduced idling.
 - d. Multiple stacking lanes are discouraged.
 - e. Stacking lanes that are visible from the street should be screened with low walls, hedges, and canopy trees.
 - 6. Sufficient signage should be provided to indicate direction of vehicular travel, to entrance areas, etc.

5.8.030 - Landscape and Outdoor Lighting Standards

- A. Context appropriate landscaping** shall be provided for each project and designed to achieve an attractive “urban” landscape setting. Landscaping is also instrumental in creating and delineating public and private spaces. Appropriate landscaping will depend on factors such as the setbacks, shape, size, and orientation of the building.
- 1. Landscape materials**
- a. Proposed developments shall incorporate site amenities such as linear planting beds or seat walls, street furniture, enhanced paving surfaces, public art, lighting, etc, where appropriate. These features should be architecturally compatible with the styles, materials and colors of the principal building on the lot and those in the immediate area.
 - b. Plant species should be selected based on their suitability for an urban environment, for their cleanliness, and for their ability to survive in a healthy state despite constrained growing conditions. Ease of maintenance should also be considered.
 - c. The majority of plant materials shall consist of drought tolerant and/or native plants with minimum water requirements.
 - d. Turf is prohibited in development proposals, except where approved as a recreational use.
 - e. Turf shall not be located in continuous planters or in Front Street or Side Street setback areas between the sidewalk and building facade as shown in Figure 5-4.
 - f. The use of canopy trees for shading and cooling is encouraged where appropriate, particularly in publicly accessible open spaces and plazas, to mitigate the urban heat island effect. Where canopy trees are used, site design should provide sufficiently sized tree pits or planting beds and appropriate planting medium to provide for healthy tree growth.
 - g. No artificial trees, shrubs, turf or plants shall be used as landscape within the public right of way, any parking area, or within an open space area directly visible to from the public right of way.
 - h. Decorative water features shall use re-circulating water and, where available, shall use recycled water
- B. Irrigation.** Permanent and automatic irrigation systems shall be provided for all landscaped areas in compliance with the State model ordinance.
- C. Sustainable storm water management.** The intent of this MPDSP is to create an urban walkable community based on urbanist and form-based code principles. When fully implemented, the development of the MPDSP planning area will result in an urban setting characterized by high density mid-rise residential and mixed use buildings, and structured or underground parking on sites with minimal to no landscape areas available at grade. In some cases, buildings could approach 100 percent coverage of the site.



This fast food restaurant is located close to and accessed from the sidewalk. Parking and drive-through staging lanes are located behind the building.



Examples of drive-in restaurant siting with building located at corner, parking and stacking lanes located behind building and pedestrian entries from the front and side streets.

As part of the development review process, developers and their landscape architects will need to focus on tailoring each project to provide stormwater treatment facilities that are functional and visually attractive and that avoid the use of surface infiltration basins, which are not conducive to an urban setting.

In preparing mandated Water Quality Management Plans (WQMPs) the following design guidelines shall be considered and implemented to the greatest extent possible:

1. Consider the full range of BMP alternatives for addressing drainage, infiltration, and stormwater quality for the site, including drainage from roofs, plazas, courtyards, and any surface parking areas.
2. Utilize Low Impact Development (LID) design principles and practices to address infiltration of runoff through the use of:
 - a. Pervious surfaces in lieu of impermeable surfaces in plazas, courtyards, and surface parking areas where technically feasible.
 - i. Acceptable pervious surfaces include: landscaping; pervious pavers including pervious interlocking pavers and permeable concrete; etc.; as approved by the Community Development Director and Public Works Director.
 - b. Landscaped areas integrated into the drainage design where runoff can be directed into planters with subsurface features to further enhance storage or towards permeable surfaces where technically feasible.
 - i. Amended soils shall be utilized where technically feasible to enhance infiltration, to provide water quality improvement, and to maintain healthy plant life in an urban setting where plants are subject to additional stresses and restricted growing areas.
3. Surface infiltration basins are not allowed, unless:
 - a. They are accommodated within an active or passive park or open space that can be closed during flood events.
 - b. They are not visible from a street or public open space and they are in addition to the required on-site open space.

E. Site Lighting

1. Site lighting should be shielded by permanent attachments to light fixtures so that light sources are not visible from a public way and to prevent off-site glare.
2. Site lighting should include illumination of parking areas, buildings, pedestrian routes, and public ways.



Figure 5-4: Areas where turf permitted/prohibited

Turf Permitted
Turf Prohibited



Drought tolerant landscaping.

5.9. General Subdivision, Block, and Street Design Standards

- A. Purpose.** This Section provides standards to ensure that development is consistent with the City's goals for an interconnected and walkable network of blocks and streets that supports the intended physical character, land use activity, and quality envisioned by this MPDSP.

B. Definitions. The following terms are used in this Section:

a. Site. A legal parcel as shown in Figure 5-5.

b. Building Site. Smaller sites within the legal parcel, as shown in Figure 5-6, subdivided per the building size requirements of Sections 5.3.010.E, 5.3.020.E, 5.3.030.E, and 5.3.040.E; and the maximum Building Site area requirements of Subsection F.1 of this Section. Building sites are established for design purposes in order to meet the minimum and maximum area requirements needed to effectively design buildings that meet the intended physical character of the applicable zone. The permanence of the building site lines as legal lots is not required by these standards.

C. Applicability. All blocks and streets shall be designed in compliance with the applicable requirements of this section. Where a property is not required to be divided into new blocks (parcels less than 2.0 acres in size), the adjacent streetscapes shall be improved as identified in Section 5.9.H, I, J, and K. See Chapter 6 (Implementation) for requirements and thresholds for subdividing Sites and for introducing and funding street and block improvements.

D. Required Findings. In order to be approved, each application involving Section 5.9 shall meet the following criteria, as applicable.

1. Generates or maintains an interconnected network of walkable, pedestrian-oriented blocks defined by pedestrian-oriented streets, as shown in Figure 3-1 (Proposed Street Network Plan) and envisioned in this MPDSP;

2. Provides for vehicular/service access to blocks through alleys or as otherwise allowed to maintain a pedestrian-oriented streetscape while adequately servicing individual buildings; and

3. Complies with the applicable requirements of Section 5.9.

E. Subdivision Requirements.

1. Each phase of development shall be recorded via a parcel map.

2. Subdivision boundaries shall align with the street center lines and/or right-of-way lines shown in Figure 3-1 (Street and Block Network Plan), subject to Community Development Director approval.

3. Subdivision boundaries and the underlying street and block network may be adjusted per below Section 5.9.F.4.

4. Parcels shall have a minimum area of 1.3 acres.

F. Street and Block Design Requirements.

1. New development on parcels larger than 2.0 acres in size shall provide new streets and sidewalks per the requirements of Section 3.2 (Street Types) and street trees along both sides of the street.
2. New buildings and additions that are 50 percent or more of existing floor area in size shall construct sidewalks per the requirements of Section 3.2 (Street Types), remove and replace dead or overgrown landscaping, and plant street trees.

3. All other projects requiring planning permits/approval shall remove and replace missing or dead landscaping (including street trees).

4. Each proposed street or existing street to be modified shall be designed per the street types identified in Figure 3-1 (Proposed Street Network Plan). Alternative street designs, particularly the configuration of on-street parking, that meet the intent of this Specific Plan may be approved by the Public Works Director and Community Development Director.

5. All new streets shall be improved with curbs, gutters and sidewalks per the requirements of Section 3.2 (Street Types).

6. All new and modified blocks shall be designed per the following requirements:

a. Length Along Front Street: 150 ft. min; 565 ft. max.

b. Depth along Side Street: 150 ft. min; 450 ft. max.

c. Blocks longer than 450 ft. shall provide a pedestrian passage or alley that connects the Front Street to the Rear Street or the Side Street to the opposite Side Street.

7. The location of new streets and blocks shall be consistent with Figure 3-1 (Street and Block Network Plan). In addition:

a. Fremont Avenue shall be extended into the Plan Area. The center line of the Fremont Avenue extension at Moreno Street shall generally align with the center line of the existing Fremont Avenue roadway located north of Moreno Street.

b. San Jose Street shall be extended into the Plan Area. The center line of the San Jose Street extension at Monte Vista Avenue shall generally align with the center line of the existing San Jose Street roadway located west of Monte Vista Avenue.

c. The access road to the Rambla from Central Avenue will align with the existing driveway access to the Montclair East Shopping Center located on the east side of Central Avenue.

8. The location of streets and rights-of-way may be adjusted provided:

a. The altered block size(s) conform to the block size standards of Section 5.9.E.

b. The assigned street type per Section 3.2 remains unchanged.

c. The location of the following intersections remain unchanged:

i. Fremont Avenue at Moreno Street.

ii. San Jose Street at Monte Vista Avenue

iii. The access to the Rambla from Central Avenue, across from the access to the Montclair East Shopping Center.

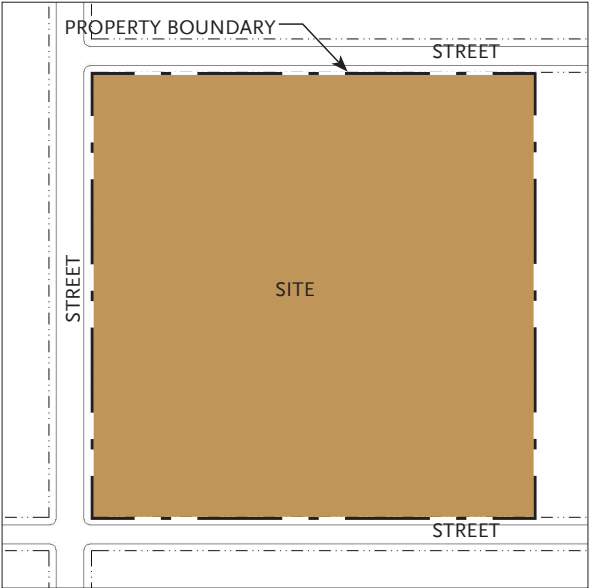


Figure 5-5. Subdivision Standards: A - Site

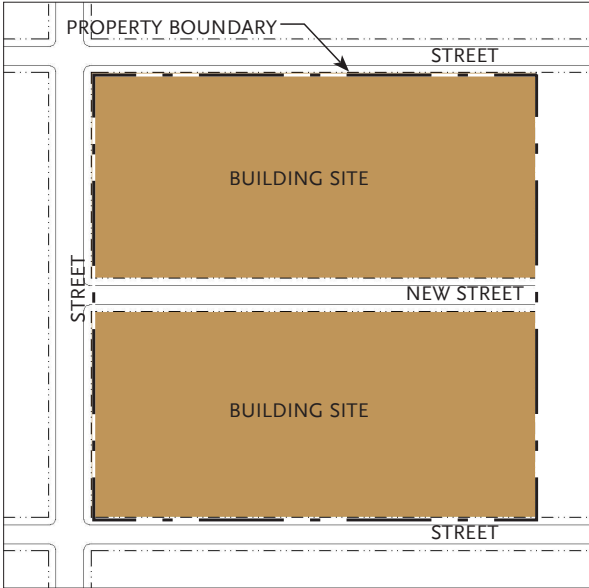


Figure 5-6. Introduce Streets

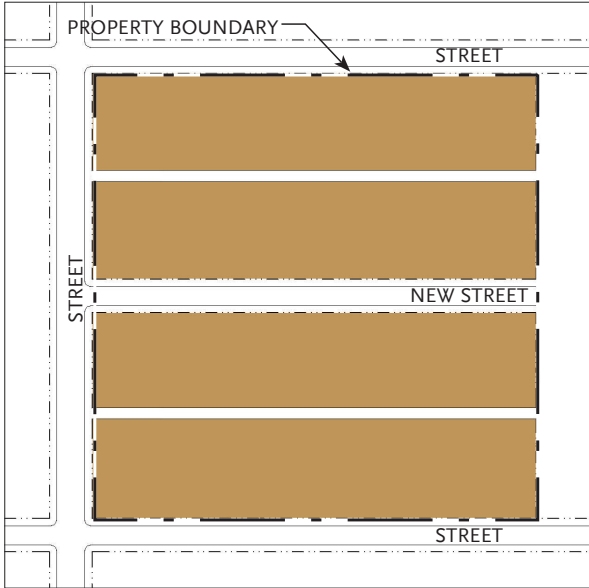


Figure 5-7. Introduce Alleys

- d. Applications for street and block adjustments shall include a Regulating Plan that illustrates compliance with the requirements of this Section, and the other applicable requirements of this Specific Plan.

H. Street trees and Parkways. Proposed development shall include sidewalks and street trees as follows:

1. Street tree spacing shall be between 25 feet and 45 feet on center with adjustments in spacing pursuant to public works standards.
2. Street trees on a given block shall be of the same species and shall be selected per the primary solar orientation of the street as follows:
 - a. Streets oriented primarily in a north-south direction: Deciduous or Evergreen Trees.
 - b. Streets oriented primarily in an east-west direction: Deciduous Trees.
3. Where appropriate, native California tree species shall be used in combination with other drought tolerant species.
4. All runoff from public right-of-way shall be treated per the water quality standards of the City's Water Quality Management Plan and as approved by the City.
5. Irrigation to parkways or tree wells shall be provided as an extension of the on-site system and is the responsibility of the property owner.

I. Street Lights. Pedestrian-scaled street lighting shall be provided along public sidewalks and public park pathways. The bottom of a lamp along a sidewalk or other path being lighted should not be more than 20 feet above the ground.

J. Street Furnishings

1. Street furnishings are allowed within the public R.O.W. as pedestrian amenities within the District Commons (COM) zone, the District Center (CEN) zone, and within all parks and open spaces.
2. Street furnishings include but are not limited to: benches, waste receptacles, bicycle racks and similar items that help to define pedestrian use areas. Additional and optional amenities include: tables, chairs, umbrellas, kiosks, and planters.
3. The following materials should be used for street furnishings:
 - a. Benches should be made of wood, metal, stone, terra cotta, cast stone, cast concrete, hand-sculpted concrete, or composite materials that resemble wood.
 - b. Trash cans and bike racks should be made of metal.
 - c. Planters and pots should be made of metal, stone, terra cotta, cast stone, cast concrete, hand-sculpted concrete, or composite material that resemble wood.



Benches are placed perpendicular to the curb between the pedestrian thoroughway and parked cars.

- d. Outdoor restaurant chairs and tables may be wood, metal, stone, or high quality plastic, subject to approval of Community Development Director.

4. Street furnishings such as tables and chairs should not be stored in a location that is visible from the street.
5. Advertising on street furnishings within the public right-of-way is prohibited.
6. The following street furnishings are not permitted within the public right-of-way or open space area(s):
 - a. Vending machines;
 - b. Photo booths;
 - c. Automated machines such as, but not limited to, penny crunching machines, blood pressure machines, fortune-telling machines, video games, animated characters and other such machines that are internally illuminated, or have moving parts, or make noise, or have flashing lights.

K. Outdoor Seating Areas, Cafes, and Restaurants

1. Outdoor seating areas, cafes, and restaurants on private property are encouraged, provided they do not interfere with pedestrian flow and circulation along adjacent sidewalks, from public ways to building entries, or with amenities, such as bicycle racks and benches.
2. Required or proposed railings for outdoor areas, sidewalk cafés, and outdoor restaurants shall be designed to complement the adjoining buildings.

I. Crosswalks and Curb Extensions

1. Crosswalks should be clearly marked with high contrast “zebra” or "continental" striping, or materials with contrasting colors and textures such as unit pavers and colored concrete.
2. Curb extensions should be provided to reduce the pedestrian crossing distance and time, thus improving pedestrian comfort and safety.



A mid-block crosswalk leads to mid-block pedestrian passage.

5.11. General Park, Plaza, and Open Space Design Standards

- A. Purpose.** This Section provides standards to ensure that development is consistent with the goals of the MPDSP for open space and landscape distribution, physical character and quality.
- B. Applicability.** All public open spaces, including parks, plazas shall be in compliance with the applicable requirements in this section.
- C. Required Findings.** In order to be approved, each application involving Section 5.11 shall meet the following criteria, as applicable.
- 1. Supports public open space corresponding to the intended physical character and role of the adjacent zone(s);
 - 2. Supports safe, conveniently-located public open spaces that are accessible from adjacent public streets and transit;
 - 3. Complies with the open space locations identified in Figure 5-1 (Regulating Plan) and the applicable park and plaza design standards of Section 4.11.D.

D. Park and Plaza Design Standards

1. Location and Size

- a. Parks, plazas, and open spaces shall be provided per the requirements of Section 6.3.D (Open Space). Such spaces shall remain open to the public year-round and in perpetuity, and shall be accessible to pedestrians. All such spaces shall comply with ADA accessibility standards.
- b. Parks, plazas and open spaces are considered distinct spaces and must be designed as such. Their placement and operation should take into consideration adjacent commercial and residential uses to ensure they add to the character of the site and not detract from it.
- c. Parks, plazas, and open spaces shall have a minimum width of 40 ft. and a minimum length of 125 ft.
- d. The size and location of parks, plazas, and open spaces may deviate per the requirements of Section 5.1.020.F (Minor Deviations).

2. Access from Public Streets

- a. Access shall be provided from the adjacent sidewalk(s) by accessible paths that are consistent with the design theme for the particular park, plaza, or open space.
- b. Adjacent pedestrian crossings shall coordinate with the access points of the park, plaza, or open space.



Metal outdoor restaurant chairs and tables.

3. Frontage

- a. Parks, plazas, and open spaces shall front at least one (1) public street.
- b. Visibility from one side of the plaza, park, or open space to the other is required. Hedges and low walls shall not exceed 36" in height.
- c. Adjacent buildings shall front the plaza with windows, doors, and appropriate frontage types.

4. Parking

- a. On-street parking is permitted along park, plaza, or open space street frontages.
- b. No on-site parking is allowed.

5. Landscape and Lighting

- a. Variations of landscape, hardscape, and public art elements should be used to improve the quality of public parks, plazas, and open spaces.
- b. The majority of plant materials shall consist of drought tolerant and/or native plants with minimum water requirements. Ease of maintenance should also be considered.
- c. The use of canopy trees for shading and cooling is encouraged to mitigate the urban heat island effect. Sufficiently sized tree pits or planting beds and appropriate planting medium to provide for healthy tree growth should be provided.
- d. Artificial trees, shrubs, turf, or plants are prohibited.
- e. Pedestrian scaled light fixtures are required along paths within all parks, plazas, and open spaces.
- f. Paving materials.
 - i. Paving materials shall be permanent in nature (such as brick, stone, permeable pavers, and scored concrete).
 - ii. Asphalt is not permitted.
 - iii. Unnecessarily complicated and distracting paving patterns are discouraged.
- g. Decorative water features shall use re-circulating water and, where available, shall use recycled water.
- h. Public art is encouraged as an integral part of the design approach to these spaces.



A small neighborhood park.

6. Building and Improvements

- a. Commercial Plazas:
 - i. Permitted amenities: pedestrian and bicycle amenities such as benches, tables, garbage cans, drinking fountains, bike racks, public art or a water features.
 - ii. Permitted buildings and structures: kiosks, a bandstand, an informal stage.
- b. Parks:
 - i. Amenities: Pedestrian amenities (benches, tables, drinking fountains, etc.), bike racks, playground equipment, informal athletic courts, water features that provide a focus to the park may be provided.
 - ii. Buildings and structures: pergolas, picnic shelters may be provided.



Neighborhood Park.



Dog Park.

5.12 - Glossary

5.12.010 - Purpose

This Section provides definitions of terms and phrases used in this Development Code that are technical or specialized, or that may not reflect common usage. If any of the definitions in this Section conflict with definitions in the Zoning Code or other provisions of the Municipal Code, these definitions shall control for the purposes of this Development Code. If a word is not defined in this Section, or in other provisions of the Montclair Municipal Code, the Community Development Director shall determine the correct definition.

5.12.020 - Definitions of Specialized Terms and Phrases

As used in this Development Code, each of the following terms and phrases shall have the meaning ascribed to them in this Section, unless the context in which they are used clearly requires otherwise.

Animal Sales and Services. Businesses within an entirely enclosed building that specialize in the retail sales, short-term boarding (maximum of 48 hours), incidental medical treatment, and grooming of animals.

Architectural Types.

1. **Commercial Block.** A building designed for occupancy by retail, service, and/or office uses on the ground floor, with upper floors also configured for service, office, and/or residential uses as allowed by each zone’s use requirements. The upper floor may be accessed directly from the street via a stair or through a street-level lobby.
2. **Court.** A group of attached dwelling units arranged to share one or more common courtyards, with pedestrian visitor access taken from the courtyard, Front Street, and/or Side Street. The courtyard is intended to be a semi-public outdoor area that is visible from and accessed from the Primary Street. Courtyard buildings may accommodate housing as well as ground floor commercial uses in either a live-work configuration or as commercial/retail space that directly faces the Primary Street, if and as allowed by the zone.
3. **Liner.** A building that conceals a larger building such as a public garage, theater, or "big box" store that is designed for occupancy by retail, service, and/or office uses on the ground floor, with upper floors also configured for those uses or for residences.
4. **Rowhouse.** Two or more detached two- or three-story dwellings arrayed side by side with zero lot line side setbacks. The building is located at the front of the lot, with the garage at the rear of the lot, separated from the primary building by a rear yard. An integrated housing unit and working space, occupied and utilized by a single household in a structure, either single-family or multi-family, that has been designed or structurally modified to accommodate joint residential occupancy and work activity.
5. **Stacked Dwelling.** A building comprised typically of single-floor dwellings usually accessed from a central lobby that provides access to individual units via corridors. Ground floor dwellings facing the street may additionally take direct access via stoops or semi-private dooryards.

Automated Teller Machine (ATM). A computerized, self-service machine used by banking customers for financial transactions, including deposits, withdrawals and fund transfers, without face-to-face contact with financial institution personnel. The machines may be located at or within banks, or in other locations. Does not include drive-up ATMs.

Automobile/Vehicle Sales Showroom. A retail establishment selling new and/or used automobiles and motorcycles in a showroom setting. On-site vehicle repair, service, and storage is prohibited

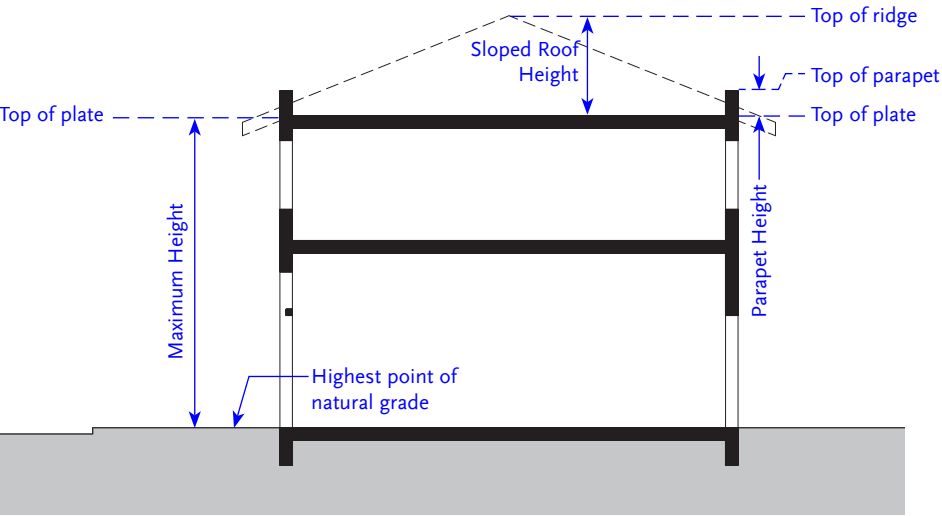
Bank, Financial Services. Financial institutions including:

- Banks and credit unions
- Credit agencies
- Lending and thrift institutions
- Other investment companies

See also, "Automated Teller Machine." Does not include check cashing stores, which are instead listed under "Prohibited Uses."

Bar/Tavern/Microbrewery/Wine Tasting. A business where alcoholic beverages are sold for on-site consumption, which are not part of a larger restaurant. Includes bars, taverns, pubs, micro-breweries, and similar establishments where any food service is subordinate to the sale of alcoholic beverages, or where beverage tasting is allowed. Does not include adult oriented businesses.

Building Height. Building heights per Sections 5.3.010.C, 5.3.020.C, 5.3.030.C, and 5.3.040.C shall be measured as shown below:



Civic. Civic uses include libraries, schools, museums, convention centers, and government offices. Civic buildings and their associated uses represent physical symbols of a community's social, cultural, educational, and other institutional activities. They preserve the lessons and instruments of culture, offer a dignified forum for the issues of the time, encourage democratic initiatives, and consequently ensure the balanced evolution of the larger society. Accordingly, the physical composition of civic buildings should be distinct from more common buildings used for dwelling and commerce.

Commercial Recreation Facility - Indoor. Establishments providing indoor amusement and entertainment services for a fee or admission charge, including:

- Bowling centers
- Coin-operated amusement arcades
- Dance halls, clubs and ballrooms
- Electronic game arcades (video games, pinball, etc.)
- Ice skating and roller skating
- Pool and billiard rooms as primary uses

This use does not include adult oriented businesses, which are separately defined and regulated in the Montclair Muncpal Code. Four or more electronic games or coin-operated amusements in any establishment, or a premises where 50 percent or more of the floor area is occupied by amusement devices, are considered an electronic game arcade as described above; three or fewer machines are not considered a land use separate from the primary use of the site.

Convenience Store. A retail store of 3,500 square feet or less in gross floor area, which carries a range of merchandise oriented to daily convenience and travelers' shopping needs.

Day Care, Adult. A state-licensed facility that provides nonmedical care and supervision for adult clients for periods of less than 24 hours for any client.

Day Care, Child. Facilities that provide non-medical care and supervision of minor children. These facilities are designed and approved to accommodate 15 or more minor children for periods of less than 24 hours. Includes infant centers, preschools, sick-child centers, and school-age day care facilities. These may be operated in conjunction with a school or church facility, or as an independent land use.

Day/Health Spa. Any premises, place of business, or membership club providing facilities devoted especially to health, beauty, and relaxation that deals with cosmetic, therapeutic, and/or holistic treatments, where people visit for professionally administered personal care treatments. A medical spa shall be classified a d Medical Office land use.

Department Store. A large retail establishment housed in one building with an extensive assortment and variety and range of goods, organized into separate departments.

Drive-Through Retail or Service. A facility where food or other products may be purchased, or where services may be obtained by motorists without leaving their vehicles. Examples of drive-through sales facilities include fast-food restaurants, drive-through coffee, dairy product, photo stores, pharmacies, etc. Examples of drive-through service facilities include drive-through bank teller windows, dry cleaners, etc., but do not include automated teller machines (ATMs), gas stations, car washes, or other vehicle services, which are separately defined.

5.12 - Glossary (cont'd)

Dwelling. A room or group of internally connected rooms that have sleeping, cooking, eating, and sanitation facilities, but not more than one kitchen, which constitute an independent housekeeping unit, occupied by or intended for one household on a long-term basis.

Dwelling - Multi-Family. A building, or portion thereof, designed for or occupied by three or more families living independently of each other.

Dwelling - Single-Family Detached. A detached building designed for or occupied exclusively by one family, including guests and servants employed on the premises, and having only one kitchen.

Electric/Vehicle Recharging Facilities.

Farmers' Market. Any outdoor market certified for direct retail sales to the public by the State or County Agricultural Commission under California Code of Regulations Title 3, Chapter 3, Article 6.5.

Food Truck. Motorized vehicles from which food or drink (prepared on-site or pre-packaged) is sold or served to the general public, whether consumed on-site or elsewhere. Mobile Food Trucks are retail food facilities and health regulated businesses subject to Title 6 (Health and Safety) of the Montclair Municipal Code. Does not include food carts or food trailers.

General Retail. Stores and shops selling many lines of merchandise. Examples of these stores and lines of merchandise include:

- Appliances, household
- Art galleries, retail
- Art supplies, including framing services
- Bakery
- Bicycle shop
- Books, magazines, and newspapers
- Cameras and photographic supplies
- Clothing, shoes, and accessories
- Collectibles (cards, coins, comics, stamps, etc.)
- Computers, home electronics
- Drug stores and pharmacies
- Fabrics and sewing supplies
- Florists and houseplant stores (indoor sales only - outdoor sales are "Building and Landscape Materials Sales")
- Furniture, home furnishings
- Groceries, specialty foods, health food
- Hobby stores
- Jewelry/watch store (including incidental repair services)
- Luggage and leather goods
- Musical instruments (small), parts and accessories (large instruments are under "Furniture, Furnishings, and Appliance Store")
- Office supplies
- Optical, specialty stores
- Orthopedic supplies
- Photo processing
- Small housewares
- Specialty shops
- Sporting goods and equipment
- Stationery store/greeting card shops
- Toys and games
- Variety stores
- Videos, DVDs, records, CDs, including rental stores

Does not include adult oriented businesses, or second hand stores, which are separately defined.

Health/Fitness Facility. A fitness center, gymnasium, health and athletic club, which may include any of the following: sauna, spa or hot tub facilities; yoga, indoor tennis, handball, racquetball, archery and other indoor sports activities. Does not include adult entertainment businesses or massage establishments.

Home Occupation. The conduct of a business within a dwelling unit or residential site, employing only the occupants of the dwelling, with the business activity being subordinate to the residential use of the property. Home occupations require a Home Occupation Permit (HOP) subject to the provisions of Section 11.58 of the Municipal Code (MMC).

Library, Museum. Public or quasi-public facilities, examples of which include: aquariums, arboretums, art galleries and exhibitions, botanical gardens, historic sites and exhibits, libraries, museums, planetariums, and zoos. May also include accessory retail uses such as a gift/book shop, restaurant, etc.

Hotel. A facility with guest rooms or suites, with or without kitchen facilities, rented to the general public for transient lodging. Hotels typically include a variety of services in addition to lodging; for example, restaurants, meeting facilities, personal services, etc. Also includes accessory guest facilities such as swimming pools, tennis courts, indoor athletic facilities, accessory retail uses, etc.

Medical Services - Doctor Office. A facility other than a hospital where medical, dental, mental health, surgical, and/or other personal health care services are provided on an outpatient basis, and that accommodates no more than four licensed primary practitioners (for example, chiropractors, medical doctors, psychiatrists, etc., other than nursing staff) within an individual office suite. Counseling services by other than medical doctors or psychiatrists are included under "Offices - Professional/Administrative."

Medical Service - Clinic, Urgent Care. A facility other than a hospital, where medical, mental health, surgical and other personal health services are provided exclusively on an outpatient basis by a group of physicians working in cooperation and sharing the same facilities. Typically operates beyond standard medical office hours and may provide emergency treatment. May include educational aspects such as medical instruction and/or training as well as house a lab, radiology, pharmacy, rehabilitation, and other similar services as accessory uses. Does not include hospitals.

Meeting Facility, Public or Private. A facility for public or private meetings, including community centers, religious assembly facilities (e.g., churches, mosques, synagogues, etc.), civic and private auditoriums, Grange halls, union halls, meeting halls for clubs and other membership organizations, etc. Also includes functionally related internal facilities such as kitchens, multi-purpose rooms, and storage. Does not include conference and meeting rooms accessory and incidental to another primary use that are typically used only by on-site employees and clients, and occupy less floor area on the site than the offices they support (see "Offices"). Does not include: commercial entertainment facilities (see "Theater"). Related on-site facilities such as day care centers and schools are separately defined, and separately regulated.

Mixed-Use Project. A project that combines both commercial and residential uses on the same site.

Neighborhood Market. See "Convenience Store."

Office. This Development Code distinguishes between the following types of offices. These do not include medical offices (see "Medical Service - Doctor Office.")

1. **Accessory.** Office facilities for administration, and/or on-site business and operations management, that are incidental and accessory to another business, sales, and/or service activity that is the primary use.
2. **Business Service.** Establishments providing direct services to consumers. Examples of these uses include employment agencies, insurance agent offices, real estate offices including on and off-site real estate management and real estate leasing, retail shipping, postal, printing and business service centers, travel agencies, utility company offices, elected official satellite offices, etc. This use does not include "Bank, Financial Services," which are separately defined.
3. **Government.** Administrative, clerical, or public contact and/or service offices of a local, state, or federal government agency or service facilities, including post offices.
4. **Professional/Administrative.** Office-type facilities occupied by businesses that provide professional services, or are engaged in the production of intellectual property. Examples of these uses include:

- Accounting, auditing and bookkeeping services
- Advertising agencies
- Attorneys
- Business associations, chambers of commerce
- Commercial art and design services
- Construction contractors (office facilities only)
- Court reporting services
- Detective agencies and similar services
- Design services including architecture, engineering, landscape architecture, urban planning
- Educational, scientific and research organizations
- Financial management and investment counseling
- Literary and talent agencies
- Management and public relations services
- Media postproduction services
- News services
- Photographers and photography studios
- Political campaign headquarters
- Psychologists and other counseling services
- Secretarial, stenographic, word processing, and temporary clerical employee services
- Security and commodity brokers
- Writers and artists offices

5.12 - Glossary (cont’d)

Park-Once Parking Facility. A parking lot or structure that provides public parking generally for retail, restaurant, cafe, and similar uses within a distance from the parking structure specified in Section 5.8.010.C.4 (Off-site parking). ark-Once Faciilities are part of a “park once” district where people are encouraged to park in one place and then make stops on foot rather than driving from one destination to another within the district, as you would with a car-oriented strip mall area.

Parking Facility, Public or Commercial. A parking lot or structure operated by the City, or a private entity providing parking for a fee. Does not include towing impound and storage facilities.

Pedestrian Orientation. A physical structure or place with design qualities and elements that contribute to an active, inviting and pleasant place for pedestrians that typically includes most of the following elements:

1. Building facades that are highly articulated at the street level, with interesting uses of material, color, and architectural detailing, located directly behind the sidewalk;
2. Visibility into buildings at the street level;
3. A continuous sidewalk, with a minimum of intrusions into pedestrian right-of-way;
4. Continuity of building facades along the street with few interruptions in the progression of buildings and stores;
5. Signs oriented and scaled to the pedestrian rather than the motorist.

Pedestrian orientation may also include: design amenities related to the street level, such as awnings, paseos, and arcades; landscaping and street furniture.

Pedestrian Oriented Use. A land use that is intended to encourage walk-in customers and that generally does not limit the number of customers by requiring appointments or otherwise excluding the general public. A pedestrian oriented use provides spontaneous draw from sidewalk and street due to visual interest, high customer turnover, and/or social interaction.

Personal Services. Establishments providing non-medical services to individuals as a primary use. Examples of these uses include:

- Barber and beauty shops. Incidental massage services may be allowed pursuant to the provisions contained in Section 4.56 of the Montclair Municipal Code.
- Clothing rental
- Dry cleaning pick-up stores with limited equipment
- Home electronics and small appliance repair
- Locksmiths
- Nail shops - manicure, pedicure
- Shoe repair shops
- Tailors
- Tanning salons

These uses may also include accessory retail sales of products related to the services provided.

Prohibited Uses. Uses that may tend to have a blighting and/or deteriorating effect upon surrounding areas and potential adverse impacts. Examples of these uses include:

- Adult Entertainment
- Animal Shelter, Kennel, or other breeding facility/use
- Automobile Repair
- Automobile Storage Uses
- Check cashing stores
- Consignment shops
- Exterior Self-Service Vending Machines or Collection Boxes – e.g., Water, Movies, Delivery Boxes, used clothing/items, etc.
- Fire arms and ammunition sales
- Fortune tellers
- Funeral Home, Mortuary, Crematorium
- Hookah shops/lounges
- Massage services as a stand alone business and not part of an approved hair salon or day spa.
- Palm and card readers
- Pawnshops
- Recycling collection centers for aluminum glass, paper, plastic, hazardous/toxic items, including self-serve reverse-vending machines
- Self-service vending machines
- Smoke Shop/Tobacco/E-Cigarette Store
- Spas and hot tubs for hourly rental
- Tattoo and body piercing services
- Thrift stores, including standalone donation bins

Residential Accessory Use or Structure. Any use and/or structure that is customarily a part of, and clearly incidental and secondary to a residence, and does not change the character of the residential use. This definition includes the following detached accessory structures, and other similar structures normally associated with a residential use of property.

- Garages
- Gazebos
- Greenhouses (non-commercial)
- Spas and hot tubs
- Storage sheds
- Studios
- Swimming pools
- Tennis and other on-site sport courts
- Workshops

Also includes the indoor storage of automobiles, personal recreational vehicles and other personal property, accessory to a residential use. Does not include: second units, which are separately defined; guest houses, which are included under the definition of second units; or home satellite dish and other receiving antennas for earth-based TV and radio broadcasts (see "Telecommunications Facilities").

Restaurant, Café, Coffee or Tea Shop. A retail business selling ready-to-eat food and/or beverages for on- or off-premise consumption. These include eating establishments where customers are served from a walk-up ordering counter for either on- or off-premise consumption ("counter service"); and establishments where customers are served food at their tables for on-premise consumption ("table service"), that may also provide food for take-out. Also includes delicatessens, donut shops, and yogurt/ice cream stores.

Second Dwelling Unit. A second permanent dwelling that is accessory to a primary dwelling on the same site. A second unit or carriage house provides complete, independent living facilities for one or more persons, including permanent provisions for living, sleeping, eating, cooking, sanitation, and parking, and if attached to the primary dwelling, is provided exterior access separate from the primary dwelling. A carriage house is a second unit located on an upper floor above the detached garage of a single-family dwelling. Includes guest houses.

Signage.

1. **Address Sign.** As required by the City of Montclair, the store, suite number or building address shall be applied to the exterior building facade or glazing, either mounted flush or incised into the building facade. The numbers shall be visible to the street, of a particular height and of suitable color and/or contrast to the facade for legibility
2. **Animated Sign.** A sign with action or motion, moving characters, changing colors or change of light, which require electrical energy, but not including wind actuated elements, such as flags or banners.
3. **Applied Window Graphics.** Signage or graphics applied directly to window glazing, whether by silk screening, vinyl application, metal appliqué, glass etching or sandblasting
4. **Awning Sign.** A sign in which a tenant's name and/or logo is applied to the valance, or lower vertical portion, of a canvas awning projecting from a facade.
5. **Back Door Sign.** A sign at a tenant's back entrance for delivery and service access. The size, location, type, color, etc., of such signs shall be controlled by these criteria for consistency.
6. **Blade Sign.** A double-sided non-internally-illuminated sign mounted perpendicular to a tenant's building facade or storefront, suspended from a decorative metal bracket. Blade signs may be fabricated of metal, wood, or high-density foam and having any of various finishes. Blade signs are often sculpted or sandblasted into dimensional shapes, or have layered forms or letters providing a three-dimensional effect.
7. **Canned/Cabinet Signs.** Internally illuminated plastic panels within a sheet metal box enclosure.
8. **Canopy Sign.** A sign in which a Tenant's name and/or logo, formed as individual dimensional letters, is applied to the forward edge of a canopy, either by: a) standing atop the canopy edge; b) applied against the canopy face; or c) suspended beneath the canopy edge.
9. **External (Indirect) Illumination.** A light source not part of a sign, but mounted adjacent to or near the sign, so as to indirectly illuminate the sign face

5.12 - Glossary (cont'd)

- 10. Flashing Sign.** A sign, or portion thereof, exhibiting sudden or marked changes in lighting effects.
- 11. Freestanding Sign.** A sign supported by column(s), pole(s), or base, permanently attached to the ground, independent of any building.
- 12. Horizontal Band/Storefront Sign Band.** A horizontal zone across a building facade or above a storefront designed as a background for signs
- 13. Inlaid Floor/Sidewalk Sign.** A pattern, medallion, individual letters or sign recessed into the sidewalk at a premises entrance, set flush into the surrounding paving or flooring
- 14. Internally Illuminated Channel Letter.** A sign containing light source(s) within including neon and exposed lamp signs.
- 15. Interior Sign.** A sign suspended behind storefront glazing visible from the exterior.
- 16. Letter Height.** The height of a normal capital letter of a type font, excluding swashes, ascenders, and descenders.
- 17. Logo.** Any symbol(s), figure(s), letter(s), or design element(s) forming a distinct, unique identifying mark Logo sizes are regulated when they appear separate from sign lettering
- 18. Marquee.** Any permanent roofed structure projecting over public property or right-of-way, attached to and supported by a building.
- 19. Marquee Sign.** Sign copy and/or imagery affixed to a marquee canopy, sometimes referring to the canopy itself along with the message text and images. Typical marquee signage is found at the entry to theaters and movie houses overhanging the box office and announcing current and future shows.
- 20. Operational Sign.** Any sign indicating miscellaneous information particular to a given tenant, such (as hours of operation, telephone numbers, rules or regulations). Such signs are typically placed on the glazing of an entry door or adjacent window
- 21. Pole Sign.** A vertically-oriented sign consisting of a single structural support with the sign mounted at the top. Pole signs are detached from the main building and are intended for viewing from a distance.
- 22. Property Owner/Landlord.** The party possessing legal title to the property or site in question.
- 23. Pylon sign.** A sign that is supported by two or more uprights, poles, or braces in or upon the ground that are not a part of a building or enclosed within the exterior walls of a building and are separated from any other structures by a distance of at least six inches. This includes a sign that is supported by two or more poles that are surrounded by a decorative cover to form one solid sign support.
- 24. Real Estate Sign.** A temporary sign advertising the sale, rental, or lease of property on which the sign is located.
- 25. Roof Signs.** A sign intended for viewing from a distance to help emphasize the identity and presence of a particular area as a whole and therefore, the signage is allowed to be more inventive.
- 26. Rotating Sign.** A sign designed to revolve or rotate in any manner
- 27. Sign.** Any name identification, .description, display, illustration or device affixed directly or indirectly on a building structure or land in view of the general public, and directing attention to a product place, activity, person, institution, or business.
- 28. Sign Copy, Area.** The area of a sign, exclusive of margins, in which copy and graphics occur. Copy area shall be computed by surrounding each graphic element with a regular geometric shape (e.g., circle, rectangle, trapezoid, ellipse), calculating the area contained within those shapes, and totaling the sum of those areas. Minor elements such as simple lines or other decorative touches that extend beyond the limits of the geometric shapes shall not be included as part of the copy area.
- 29. Sign Face Area.** The area allocated for a sign and sign placement, including margins, as designated by the Landlord as being available for display of copy and graphic elements

30. Wall Mounted Plaque. A small surface-mounted sign either inset flush or pin-mounted off a wall surface. Typical locations for wall mounted plaques are directly adjacent to an entrance or adjacent to display windows.

Smoke Shop/Tobacco/E-Cigarette Store. Any premises dedicated to the display, sale, distribution, delivery, offering, furnishing, or marketing of tobacco, tobacco products, or tobacco paraphernalia, including E-cigarettes. Products provided, however, that any grocery store, supermarket, convenience store, or similar retail use that only sells conventional cigars, cigarettes, or tobacco as an ancillary sale shall not be defined as a "Smoke Shop/Tobacco/E-Cigarette Store" and shall not be subject to the restrictions in this chapter. The juice in E-cigarettes typically contains nicotine and for this reason E-cigarettes and their juice can be classified as both tobacco products and tobacco paraphernalia.

Studio - Art, Dance, Martial Arts, Music, Yoga, etc. Small scale facilities, typically accommodating one group of students at a time, in no more than one instructional space. Studio spaces less than 2,000 square feet in size are permitted uses in the zones indicated. Larger facilities shall require the approval of a Conditional Use Permit.

Temporary Public Event/Gathering. A public event or gathering that is temporary because of its nature (e.g., related to a holiday, or dependent on good weather). These uses include, but are not limited to seasonal, civic, patriotic, religious, cultural, community, charitable events, and include fairs, festivals, carnivals, and parades.

Temporary Seasonal Sales. A use that is temporary because of the nature of the product or service (e.g., related to a holiday or dependent on good weather). Seasonal sales include, for example, the sale of Christmas trees during the winter, pumpkins during the fall.

Theater. An indoor facility for group entertainment, other than sporting events. Examples of these facilities include:

- Theaters for the performing arts, civic theaters, that accommodate "live" theater and concerts
- Cinemas/movie theaters

Transit Station or Terminal. A passenger station for vehicular, and rail mass transit systems; also terminal facilities providing maintenance and service for the vehicles operated in the transit system. Includes buses terminals, taxi stands, railway stations, etc.

Veterinary Services. Any facility providing medical or surgical treatment, clipping, bathing, and similar services to dogs, cats, and other small animals, but excluding boarding or the keeping of animals on the premises other than those requiring emergency treatment or those recovering from anesthetic. On-site services for livestock, large, or exotic animals is prohibited.

This chapter describes the implementation framework of the Montclair Place District Specific Plan as addressed through: 1. Implementation Goals, 2. Project Management, 3. Implementation Requirements, 4. Unit Transfers, 5. Financing of Public Improvements, and 6. Specific Plan Administration. The plan calls for projects to support and enable redevelopment within the Montclair Place District Plan Area. These projects range from street and infrastructure improvement, to shared parking structures, to long term retail strategies. Many of the projects in the Specific Plan will be funded through private investment. There are also several capital improvements and programs that require at least partial public funding early in the process to stimulate private sector investment.

6.1. Implementation Goals

The Montclair Place Specific Plan seeks to:

1. Enable the phased redevelopment of the existing and underutilized Montclair Place Mall and adjacent parcels within the Plan Area into a vibrant, mixed-use downtown district.
2. Leverage existing and future transit to create a pedestrian-oriented, multi-modal, transit village.
3. Introduce high quality of-life amenities that can be equitably shared with the Montclair community.
4. Ensure proportional distribution of public infrastructure and open space across each phase of development.
5. Encourage the production of housing for all income levels in the Plan Area.
6. Ensure the provision of a robust package of community benefits beyond that which is provided as mitigation of development impacts.
7. Allow for reasonable flexibility in the planning and development framework to respond to changes in market conditions.

6.2. Project Management.

- A. The City of Montclair Planning Commission shall recommend and the City of Montclair City Council shall approve all proposals for development submitted in the area governed by the Montclair Place District Specific Plan. The owner of the largest percentage of property in the Montclair Place District Specific Plan area, at the initiation of the Specific Plan, shall facilitate and manage all implementation phases of the Specific Plan. The direction and management of development phasing shall include, but not be limited to, the following:
- Subdivision of the site into developable parcels pursuant to the Regulating Plan of the Specific Plan timing, programming development of, and/or construction of buildings and parking structures;
 - Review of design, architecture, and signage;
 - Timing, programming development of and/or construction of parks and open space;
 - Timing, programming development of and/or facilitating construction of all utilities such as sewer, gas, water, electricity, cellular services, cable services; and
 - Timing, programming development of and/or construction of streets, road, surface parking lots and alleys.

6.3. Implementation Requirements

A. Subdivision.

1. Developers shall record all subdivisions via parcel map per Section 5.9.E (Subdivision Requirements).
2. Developers of a parcel or parcels shall be responsible for preparing a parcel map for each phase of development per Section 5.9.E (Subdivision Requirements) and as shown in Figures 6-2A – 6-2G. Phasing does not need to occur in the same order as shown in Figures 6-2A – 6-2G (for instance, Phase B could be implemented before Phase A).

B. Streets and Blocks.

1. **Construction of Streets and Blocks.** Developers of a parcel or parcels shall be responsible for building and funding the construction of internal streets, alleys, and pedestrian passages as follows:

- a. Streets and/or alleys shall be constructed around all sides of the block(s) or parcel(s) being developed as shown in Figures 6-2A – 6-2G and Figure 3-1 (Street and Block Network Plan).

- b. Streets shall be constructed that provide access between the new block(s) and/or parcel(s) being developed and Monte Vista Avenue, Moreno Avenue, and/or Central Avenue.
 - c. Both sides of internal streets shall be constructed, including adjacent sidewalks, planters, and the provision of street trees within the right-of-way, per Figure 3-1 (Street and Block Network Plan), Section 3-2 (Street Types), Section 4.2 (Streetscape), and Section 5.9F (Street and Block Design Requirements).
 - d. Public and Private Streets.

- i. At a minimum, the Rambla and the extensions of Fremont Avenue and San Jose Street into the Montclair Place District site shall be designated public streets, as shown in Figure 3-2 (Public Streets). The remaining streets may be either public or private streets.
 - ii. Private streets shall be maintained under the auspices of a neighborhood or business association.
 - iii. Arrangements shall be made to ensure that the California Motor Vehicle Code applies to all private streets.

C. Utility Infrastructure.

1. **Installation of Utilities.** Developers shall be responsible for building and funding the construction of the utility infrastructure necessary to support new development within the Plan Area per Section 3.5 (Utility Infrastructure) and as shown in Figures 3-6A – G, 3-8A – G, 3-10A – G, and 3-11A – G. At a minimum, utilities shall be provided as follows:

- a. In new streets and or alleys that provide access between the block(s) and/or parcel(s) being developed and Monte Vista Avenue, Moreno Avenue, and/or Central Avenue, and
 - b. In all streets around all sides of the block(s) or parcel(s) being developed.
2. **Sewer/Storm Drain Line Cleaning and Inspection.** Installed in the late 1960s, the majority of the existing utility pipe system is original to the Plan Area and is now approaching the end of its design service life. Prior to commencement of construction documents, it is advised that a sewer/storm drain line cleaning and camera inspection be performed in conjunction with localized pot-holing to evaluate material condition of the existing gravity flow lines. Given the desire for all utility systems to achieve 50+ service life for the new community, it is advisable to perform material testing on sections of sewer and storm drain utility pipes that are removed during demolition work. In addition, portions of the existing water service connections to Central Avenue and Monte Vista Avenue may remain in service. Accordingly, it is advisable to obtain portions of the existing service line during demolition work and perform material testing in order to determine suitability for those pipes to remain versus replacement.
3. **Off-site Improvements.** Off-site sewer improvements shall be implemented as identified in Section 3.5.B. (Sanitary Sewer Facilities).

D. Open Space.

1. Land within the Plan Area shall be dedicated for park improvements as shown in Figure 4-1 (Public Realm Plan) and Figure 5-1 (Regulating Plan).
2. Developers shall be responsible for building and funding the construction of new publicly accessible open spaces within the implementation sub-area that the parcel is located, as shown in Figure 4-1 (Public Realm Plan) and Figure 5-1 (Regulating Plan). Open Spaces shall be constructed during the applicable development phase, as shown in Figures 6-2A – 6-2G.
3. Prior to the dedication of open space, the location of publicly accessible open spaces may be adjusted provided the altered block size(s) conform to the block size standards of Section 5.9.F and the open space area and location is in the general area of the dedicated open spaces shown in Figure 4-1 (Public Realm Plan), Figure 5-1 (Regulating Plan), and Figures 6-2A – 6-2G.
4. The City can consider waiving Quimby fees in exchange for construction or improvement of parks and recreation facilities. The Quimby Act allows California cities and counties to pass ordinances requiring developers to set aside land, donate conservation easements, or pay fees for park improvements. Any land required to be dedicated or fees required to be paid can only be used to acquire new parkland or fund capital improvements at existing park facilities, not to offset park operation and maintenance costs. The City should consider utilizing the Quimby Act as a means of establishing open space in the Project Area.

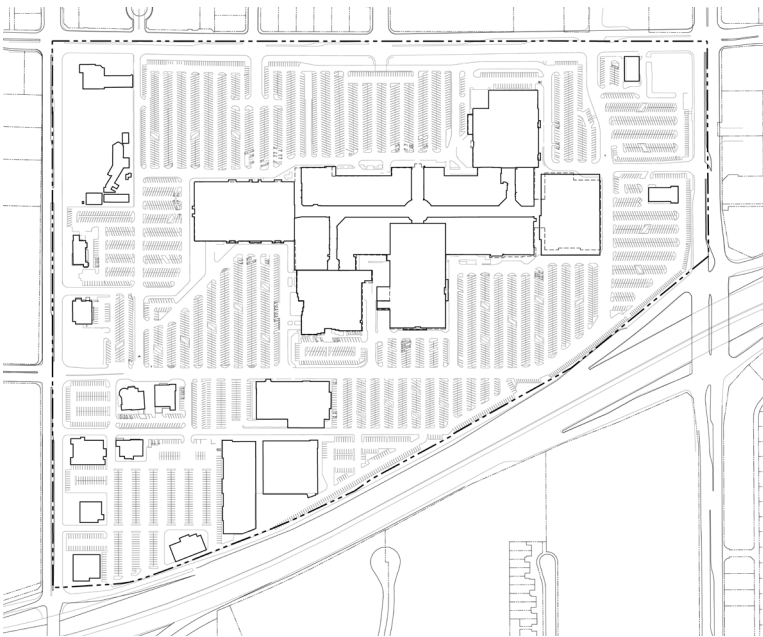


Figure 6-1: Existing Conditions

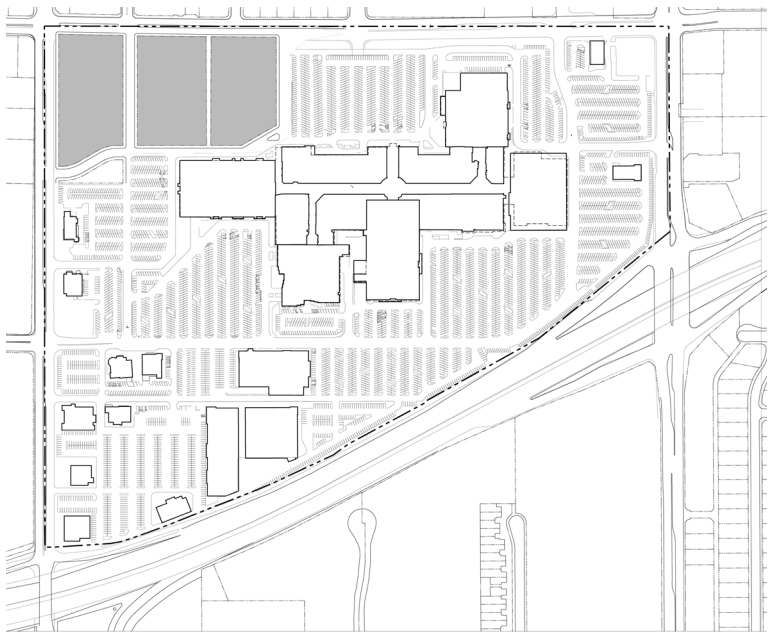


Figure 6-2A: Phase A

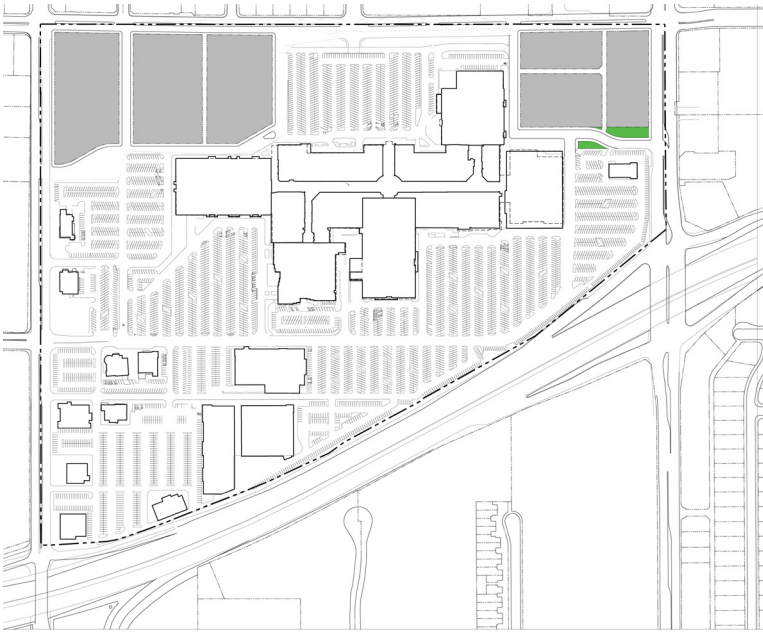


Figure 6-2B: Phase B

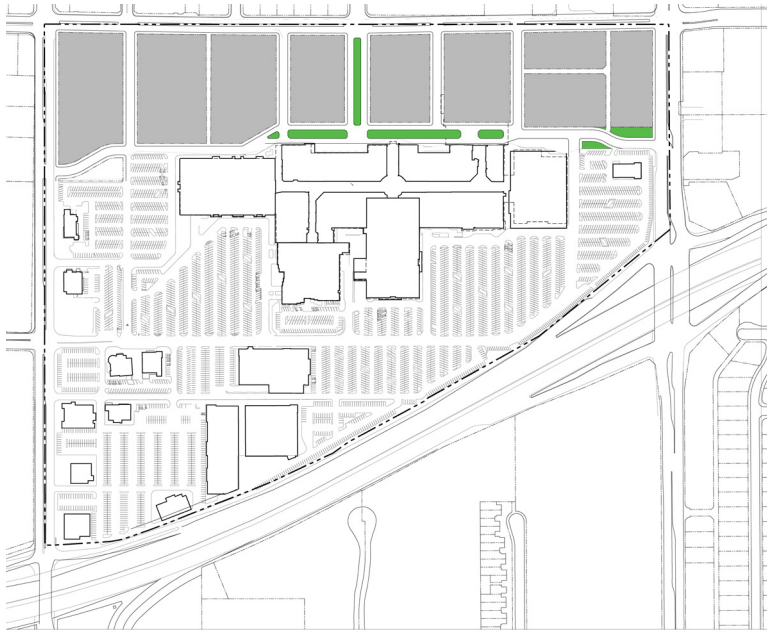


Figure 6-2C: Phase C

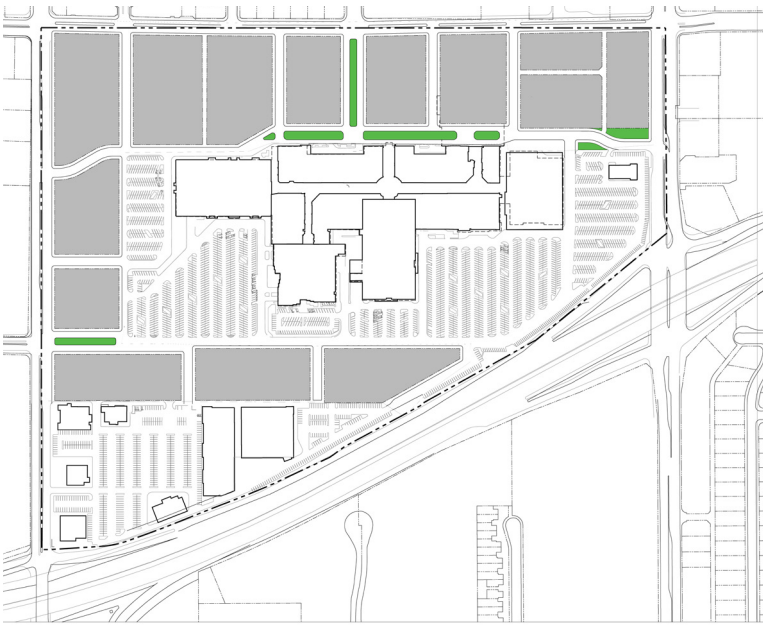


Figure 6-2D: Phase D

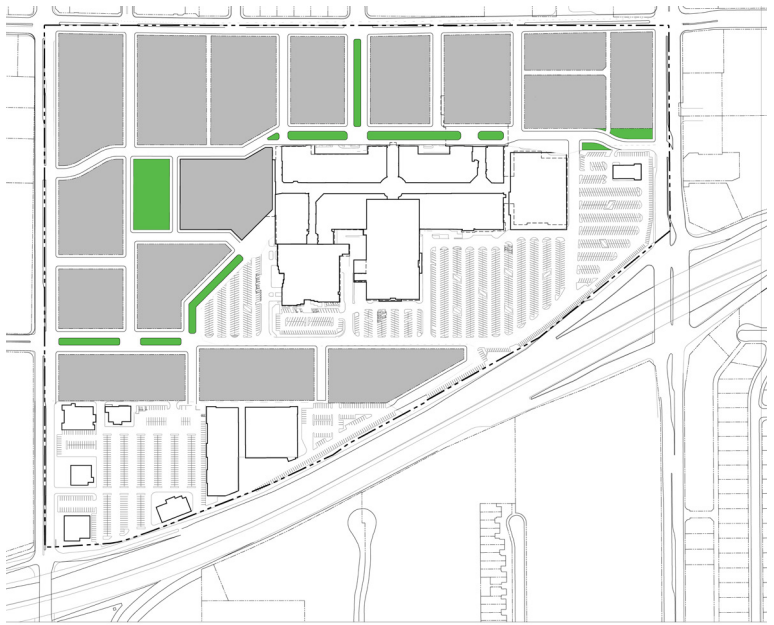


Figure 6-2E: Phase E

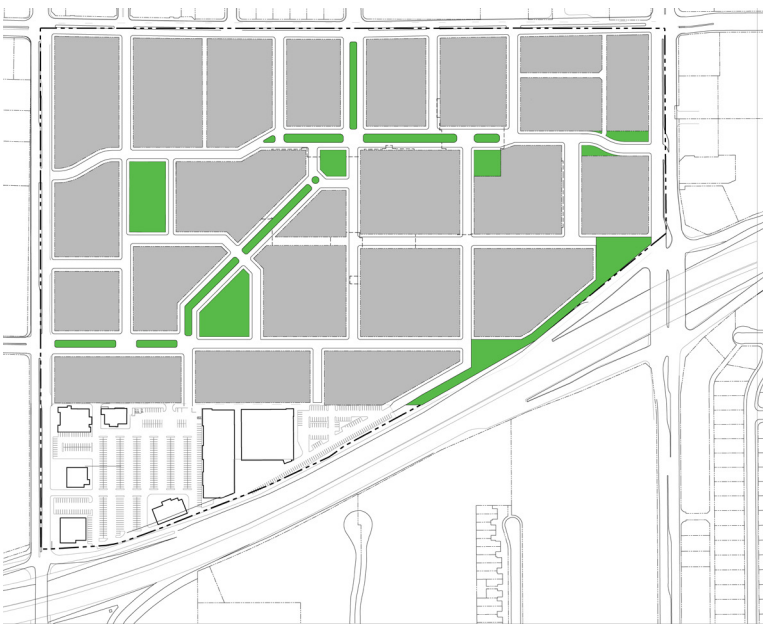


Figure 6-2F: Phase F



Figure 6-2G: Phase G

E. Parking.

1. **Parking Management.** As parking resources become scarce as the Plan Area's surface parking lots are replaced with buildings and open spaces, consider establishing a Transportation Improvement District (TID) that would be responsible for setting parking rates for both on-street and off-street parking areas, managing the use of curb space for Transportation Network Companies (TNC) such as Uber and Lyft, overseeing scooter and bike parking on sidewalks, and managing the universal parking valet program as described in Section 3.3.
2. **Park Once Structures.**

a. **Location.** A major component of the Specific Plan’s implementation is the eventual construction of Park Once structures. The Proposed Parking Approach (Figure 3-3) suggests the locations of potential Park Once structures.

b. **Park Once Thresholds.** New development projects shall provide the quantity of on-site, on-street, and/or off-site parking spaces required by Section 5.8.010 (Parking Design) and Section 5.8.010.A.3 (Number of Parking Spaces) and as follows:

i. Existing surface parking spaces located per the distance requirements of Section 5.8.010.C.4 (Off-site Parking) during the initial phases of development of the Plan Area.

ii. As existing surface parking lots are developed and required parking can no longer be accommodated in existing surface parking lots per the requirements of Section 5.8.010 (Parking Design), Developer shall be responsible for building Park Once garages that meet the aforementioned parking requirements.

F. Public Art.

1. **Contribution Requirements.** For projects with a value of \$250,000 or more, developers shall be required to contribute to the MPDSP public art program in one of two ways:

a. By installing on-site public art of equal in value to one percent (1%) of the construction costs of the development project or within any public open spaces within the MPDSP Area. With this option, the public art is required to be integrated into the development plan whenever the plans are first drawn, or

b. By making an ‘in-lieu’ contribution to the MPDSP Public Art Fund, which equals one percent (1%) of the construction cost of the project.
2. **Administration.**

a. Public Art Program contributions shall be placed into the City’s “MPDSP Public Art Fund,” which is used to select and install public art throughout the MPDSP Area.

b. The one percent (1%) public art requirement shall be administered by the City of Montclair Planning Department.

G. Affordable Housing.

1. Pursuant to Section 11.81 of the Montclair Zoning Code, all new residential development must make at least fifteen percent (15%) of the development restricted to very low-, lower-, and moderate-income households. Additionally, the City requires that a minimum of forty percent (40%) of these units be restricted to and affordable to very low-income households.
2. The City should consider establishing an affordable housing requirement greater than fifteen percent (15%) for new development in the Plan Area.

H. Community Benefits.

1. The City should establish a transparent framework to quantify in-kind contributions of community benefits beyond that which is provided as mitigation of development impacts (infrastructure, open space, affordable housing), in exchange for the value created by vested Specific Plan entitlements.
2. The City should update the Community Benefits framework when commencing development in each Implementation Sub-area.
3. The City should establish a menu of additional community benefits to be provided by developers. The City should consider supporting community facilities and community-oriented retail.

6.4. Unit Transfers

A. Definition. As used throughout this Section, the term “Unit Transfer” means the redistribution of residential units from one block as shown in Figure 5-1 (Regulating Plan) to another Zone within the Specific Plan. For example, if a number of residential units developed within a particular Zone are planned to be below the maximum number of units allowed by the maximum density allowed for that Zone, then all or a portion of the remainder of those units may be transferred to another Zone within the Specific Plan, subject to the maximum density allowed by the Zone of the receiving Zone and other exceptions noted below.

B. Procedures.

1. A Specific Plan unit transfer may be initiated at any time by the project applicant, master developer, or Planning Area developer.
2. A request for a unit transfer shall be accompanied by a tentative subdivision map application for the Planning Area or parcel in question and a Development Transfer Status Table.
3. A “Development Transfer Status Table” shall be submitted to the City’s Community Development Department for review prior to the approval of a transfer of any dwelling units within the boundaries of the MPDSP. This table shall specify the entitlement and development status for each Zone including the following information:

a. Specific Plan parcel area and the allocation of dwelling units for each Zone.

b. Number of dwelling units entitled under an implementing subdivision by each Zone.

c. Number of dwelling units transferred to or from each Zone that is already entitled or proposed to be entitled by the implementing subdivision.
4. A unit transfer request will be reviewed by the Community Development Department as part of the related tentative subdivision map application and the review shall include a determination that the transfer meets the following conditions:

a. The overall total number of approved residential dwelling units shall not exceed the allowable total Specific Plan dwelling unit maximum as shown in the following Land Use Summary Table, or 6,321 dwelling units. In addition, residential projects or portions of residential projects shall be introduced within the shown density ranges.

Zone	Residential Units		Allowed Density Range (du/acre)
	Base	w/Density Bonus	
District Corridor	376	2,387	40 – 46
District Place	460	2,972	56 – 65
District Commons	2,586	432	89 – 102
District Center	2,075	531	122 – 140
Total	5,496	6,321	

- b. The transfer of units does not cause the maximum density allowed within a receiving Zone to be exceeded.
- c. There would be no significant adverse effects on projected demand infrastructure in the receiving Zone from the addition of units.
- d. Grading would remain in substantial conformance with the approved Specific Plan.
- e. No new significant environmental impacts that were not previously assessed in the approved Montclair Place District Specific Plan Environmental Impact Report (EIR) would result from the transfer.

6.5. Financing of Public Improvements.

1. **Community Facilities District.** A Community Facilities Districts (CFD), pursuant to the Mello-Roos Community Facilities District Act of 1982, shall be established to fund construction and ongoing maintenance of Plan Area infrastructure.
2. **Tax Increment Financing District.** The City can consider establishing a Tax Increment Financing District, such as an Enhanced Infrastructure Financing District (“EIFD”) or an Infrastructure Financing District (“IFD”) to leverage the Specific Plan Area’s incremental increase in assessed value to fund the development of infrastructure and affordable housing.

3. **Density Bonus.** Where feasible, the California Density Bonus Law (California Government Code Section 65915 – 69518) can be used to fund affordable housing. Developers that provide affordable or senior housing units may be rewarded with up to a 35% increase in project density or a larger package of incentives, including reduced parking, setbacks and minimum square footage requirements.
4. **Additional Financing Mechanisms.** A facilities financing program may be necessary in order to successfully implement the improvements and programs proposed by the Specific Plan.

Various options are available for financing the construction, operation and/ or maintenance of capital and other improvements associated with project development. The appropriate financing mechanism for each particular improvement shall be tied to the phasing, established Conditions of Approval and Precise Plan of Design and/or other applicable approval. The following are some of the potential funding mechanisms for public improvements:

- Developer-paid impact fees
- Subdivision financing
- Reimbursement agreements
- Construction by project applicants
- Land reservation, offers of dedication, fee dedications and/or easements
- Owners Associations
- Landscape and Lighting District and other Maintenance Districts
- Community Service District
- State and/or Federal grants and loans (e.g., MTA, Federal Transportation Funds, and various infrastructure financing programs)
- Community Facilities District (Mello-Roos Community Facilities Act of 1982)
- State and Federal Tax Credits
- Facilities Benefit Assessment
- Per unit utility hook-up charges
- Tax-Exempt Bonds
- Assessment Districts
- Public Utility District
- Transportation Management Association

6.6. Specific Plan Administration.

- A. **Interpretation.** The development standards and regulations contained in this Specific Plan shall supersede the standards contained in the Montclair Municipal and Zoning Codes, except where specifically provided for in the Montclair Place District Specific Plan (MPDSP). Whenever the provisions contained in the MPDSP conflict with the Municipal or Zoning Codes, the provisions of the MPDSP shall take precedence. Any ambiguity concerning the content or application of the MPDSP shall be resolved by the Community Development Director or designee. Such interpretations shall take into account the stated goals and intent of the MPDSP. If requested, the Planning Commission may review any administrative interpretation, subject to appeal to the City Council.
- B. **Amendments to the Specific Plan.**

1. **Minor Modifications.** Minor modifications may be warranted to accommodate changes resulting from final design and engineering that cause adjustments in roadway alignments, location of utilities or other infrastructure, development of innovative product design, distribution of permitted uses within the Specific Plan, development of final architectural design details, density transfers, or other similar modifications deemed to be minor.
- a. **Initiation of Minor Modifications.** The Community Development Director or designee may allow minor modifications or adjustments to the Specific Plan through an administrative review process, so long as those minor modifications and adjustments are consistent with the intent of the Specific Plan.
- b. **Minor Modifications Allowed.** Minor modifications or technical adjustments may include, but are not limited to, the following:
- i. Modifications necessary to comply with final Conditions of Approval or mitigation measures;
 - ii. Addition of information to the Specific Plan (including maps or text) for purposes of clarification that does not change the intent of any plan or regulation, as well as correction of any clerical or grammatical errors;

- iii. Adjustments to the alignment, location and sizing of utilities and facilities or a change in utility and/or public service provider may be approved by the City's Public Works Director so long as the adjustments or changes are found to be in compliance with applicable plans and standards of the agency responsible for such utilities and facilities;
- iv. Change in roadway alignment, width, grade or improvements through the final engineering/improvement plan process so long as minimum street standards are consistent with the intent of the standards outlined in this Specific Plan;
- v. Minor adjustments to any of the development standards or regulations such as modification of wall heights for noise attenuation purposes, modification of allowable encroachments into setbacks, etc. that are specifically allowed under the Development Standards of this Specific Plan;
- vi. Per Section 5.2.020.A.2 (Use not Listed) of this Specific Plan, new or additional land uses not specifically listed in Table 5-2 of this Specific Plan that are determined by the Community Development Director or his/her designee to be similar to, and no more detrimental than, those permitted in the zone.
- vii. Minor changes to landscape materials, wall materials, entry design, and streetscape design which are consistent with the design criteria set forth in the Design Guidelines of the Specific Plan;
- viii. Minor changes to the architectural or landscape design guidelines, which guidelines are intended to be conceptual in nature and flexible in implementation;
- ix. Modification of any design element in this Specific Plan that improves circulation, reduces grading, improves drainage, improves infrastructure, or provides similar utility and reduces operations and maintenance costs;
- x. Increases or decreases in lot sizes, so long as any change meets the minimum lot size requirements of the Specific Plan; and
- xi. Deviations not exceeding 10 percent are allowed from the development standards set forth in 5.1.020.F of this specific plan, subject to the discretion and approval of the Community Development Director.
- xii. Changes in the sequencing of the development phasing as discussed in Section 2.7 (Illustrative Build-Out Scenario) of the Specific Plan.
- xiii. A lower density range residential development may be proposed in a higher density residential district, when it is determined that the project by means of its form, massing, and architectural design will not interrupt or otherwise adversely affect the urban and streetscape design goals of the MPDSP. The Community Development Director, in consultation the City's Architectural Review Consultant shall make the determination to allow or deny a lower density project to move forward toward formal entitlement review by the City Council.

The minor modifications described and listed above are not comprehensive. Any modification deemed by the Community Development Director to be in substantial conformance with the purpose and intent of the Specific Plan shall be permitted.

c. **Documentation/Exhibits.** The Community Development Director may request documentation (text and/or maps/exhibits) to substantiate the nature of all proposed minor or major modifications or adjustments to the Specific Plan.

2. **Major Modifications.**
- a. All modifications to the Specific Plan, which are not determined to be minor in nature, shall be deemed a major modification and shall require a formal amendment to the Specific Plan. Major modifications include changes to the text and/or maps in the adopted Specific Plan, which entail substantial revisions to:
 - i. Specific Plan boundaries, or
 - ii. Road alignments and public improvements, or

- iii. Street block patterns and parcelization, or
- iv. Design standards greater than the 10 percent deviations permitted by Section 5.1.020.F of this Specific Plan; or
- v. New or additional land uses determined by the Community Development Director or his/her designee to be inconsistent with, or more detrimental than, those permitted in the zone; or
- vi. A change to any requirement or development standard of this Specific Plan that would significantly alter the basic intent, identity, or concepts of the adopted Specific Plan; or
- vii. An increase in the overall development – commercial square footage or increase in density and maximum dwelling thresholds, as established for the Specific Plan; or
- viii. Similar major Specific Plan changes, as determined by the Community Development Director.

b. Initiation of Major Modifications. The following parties may apply for or initiate consideration of a Specific Plan Amendment:

- i. The City Council; or
- ii. The Community Development Director; or
- iii. The owner of property or the owner's agent (with notarized authorization from the owner) may apply for a Specific Plan amendment on the owner's property.

c. Consistency with State Law. Major modifications shall comply with the following requirements and provisions of California Government Code Section 654503:

- i. Submittal of a complete application and payment of a filing fee or deposit; and
- ii. Preparation of a written description describing the proposed amendment and the reasons for the requested changes. The application shall include all necessary maps and/or exhibits to be added and/or modified with the proposed amendment; and
- iii. Compliance with applicable environmental requirements and procedures pursuant to the California Environmental Quality Act (CEQA); and
- iv. Public notification and hearings before the Planning Commission, which will make a recommendation to the City Council for action. The City Council may approve, deny, or conditionally approve an amendment to the Specific Plan

3. Findings. The City Council shall make the following findings prior to approving a Specific Plan Amendment:

- a. That the approval of the Specific Plan Amendment will not create conditions materially detrimental to the public health, safety and general welfare; and
- b. That the Specific Plan Amendment is consistent with the goals, objectives, and policies of the General Plan; and
- c. That Specific Plan Amendment is compatible and in keeping with the general intent of the Specific Plan, and that the amendment(s) will result in a better coordinated or cohesive development result than would be achieved by the standard, requirement, or other specific plan policy, it replaces, amends, or clarifies.

4. Appeals. An appeal of any determination, decision, or requirement of City staff or Planning Commission shall be in accordance with the appeal procedures established by the Montclair Municipal Code.

C. Subsequent Approvals and Plans. Implementation of the MPDSP will require subsequent City approval of subdivision maps and design review of site-specific development plans in accordance with the review process established in the Specific Plan.

1. Subdivision Maps.

- a. Tentative maps to create the buildable parcels, road rights-of-way and/or private streets, and installing backbone infrastructure for development purposes are required to implement the provisions of the MPDSP. Engineered improvement plans shall be prepared in conjunction with final maps to implement required facilities.
- b. Tentative maps shall be in accordance with the State Subdivision Map Act and applicable City requirements. Tentative tract maps will require public hearings and review by the Planning Commission and City Council. The City Council will have the final approval authority for subdivision maps.

2. Design Review. The City of Montclair shall administer all project submittals and approvals for development within the MPDSP area through the implementation and design review process outlined in this Specific Plan. All development projects within the MPDSP shall be required to obtain Design Review approval for each project prior to the issuance of grading or building permits in accordance with the Planning Compatibility and Architectural Review process outlined in Section 5.1.050 of this Specific Plan. The City Council shall have final approval authority for new development projects.

1. Unbundling. Separating the cost of parking from building cost, unbundling is a strategy that 1) increases housing affordability and housing choice, and 2) reveals the true cost of parking to employers, residential builders, and their employees and tenants. By requiring payment for parking every day or month as opposed to receiving it for free or bundled in with rents, residents and employees are more likely to become conscious of this cost and be more likely to consider utilizing alternative transportation modes. Charging separately for parking is the single most effective strategy to encourage households to own fewer cars, and rely more on walking, cycling, and transit.

Currently parking costs are part of the sale, lease, or rental price of housing and commercial space. Although the cost of parking appears to be hidden, the cost of building, maintaining, and managing parking is never free. Providing parking – or, for that matter, anything – for free or at highly subsidized rates encourages more of its use, resulting in the necessity for more parking spaces to be provided to achieve the same rate of availability. Separating – or “unbundling” – the cost of parking is a valuable means of changing status quo methods of providing parking.

Residential unbundling provides a financial reward to households who decide to part with one or more of their cars, transforming parking from a required purchase to an optional amenity. This helps attract a market of residents who wish to live in a walkable, transit-oriented neighborhood where it is possible to live well with only a single car, or even no car, in the household.

Unbundling for commercial uses enables businesses to save money by reducing employee parking demand. Strategies include providing an option for commercial tenants to either minimize or not include the parking in a commercial space lease and leasing parking to tenants or employees separately. Employers may then adjust the parking supply as needed or when the lease is renewed.

2. TDM Measures. In addition to the tools noted above, additional transportation demand management measures may be considered to maximize the utility of multi-modal investments. Such measures include:

a. Transportation Improvement District

Ongoing management of parking resources should be managed as other public utilities. Establishing a Transportation Improvement District with authority to set parking rates, collect and allocate parking revenues for future investment, is critical – particularly when establishing a unique land use and mobility context within a larger jurisdiction, as this plan does within the City of Montclair. Revenues collected should be allocated towards a wide array of maintenance and construction needs within the District, including but not limited to, parking operations, streetscape improvements, multi-modal transportation improvements, transportation demand management programs, general maintenance, etc. Such a District could be managed by city staff or by a contracted agency that specializes in transportation demand management.

b. Parking Cash Out

A parking cash-out program is one in which people (typically commuters, sometimes residents of multi-family housing) are offered the opportunity to choose either a parking space or the cash equivalent of the space, based on the out-of-pocket costs to the employer. The employee or resident can determine whether to use the cash for alternative modes of transportation or keep the funds. Offering the option of “cashing out” their subsidized parking space can incentivize employees to ride transit, bike, walk, or carpool to work, thereby reducing vehicle commute trips and emissions.

This program can benefit commuters, employers, taxpayers, and the environment.

- Employees/residents get freedom of choice and additional income, and appreciate the fairness of the program;
- Employers can reduce the need for parking spaces;
- Because vehicle miles traveled are reduced, auto emissions drop, leading to better air quality;
- The community benefits from reduced traffic congestion.

c. Transit Pass Offerings. Reduced price passes have been shown to increase transit ridership and provide an incentive to reduce vehicle ownership. Similar programs have been successfully created for a wide range of residential developments. In recent years, growing numbers of transit agencies have teamed with cities, employers, operators of multi-family residential complexes and even with entire residential neighborhoods to provide transit pass programs.

The principle of reduced transit passes is similar to that of group insurance plans – transit agencies can offer deep bulk discounts when selling passes to a large group with universal enrollment on the basis that not all those offered the pass will actually use them regularly.

Private employers may provide transit subsidies to their employees. The type and amount of subsidy varies by employer. Some employers cover a percentage of the cost that an employee spends on transit, others give a set dollar amount, and some provide employees with free transit passes. In addition, some cities require developers to provide subsidized transit passes to employees and/or residents of a development as a condition of approving project entitlements.

Studies have shown that reduced cost transit passes have led to reductions in car mode share of four- to 22-percent, with an average reduction of 11 percent. Many of these reductions have occurred in areas with very limited transit service.

d. Car Sharing. Car-sharing programs allow people to have on-demand access to a shared fleet of vehicles on an as-needed basis. Usage charges are assessed at an hourly and/or mileage rate, in addition to a refundable deposit and/or a low annual membership fee. Car-sharing is similar to conventional car rental programs with a few key differences:

- System users must be members of a car-sharing organization.
- Fee structures typically emphasize short-term rentals rather than daily or weekly rentals.
- Vehicle reservations and access is “self-service.”
- Vehicle locations are widely distributed rather than concentrated.

Car-sharing programs reduce the need for businesses or households to own vehicles, and reduce personal transportation costs and vehicle miles traveled (VMT). Through car-sharing, individuals gain access to vehicles by joining an organization that maintains a fleet of cars and light trucks in a network of locations.

Car-sharing has sometimes been referred to as the “missing link” in the package of alternatives to the private automobile. For example, vehicles available near a person’s workplace or school can enable them to commute to work via transit or other means, knowing that they’ll have a car-share vehicle available during the day only if needed for work or personal trips. It has proven successful in reducing both household vehicle ownership and the percentage of employees who drive alone because of the need to have a car for errands during the workday. As a result, car sharing can be an important tool to reduce parking demand, particularly in areas with emerging density.

The following matrix shall be used by applicants to determine whether a proposed project conforms to the requirements of this Specific Plan.

Project Name: _____

Zone(s) per Figure 5-1: _____

Development Type per Section 5.1.040.A.1: _____

Parcel Size: _____

Gross Commercial Square Footage: _____

Residential Units: 1 BR_____ 2 BR_____ 3 BR_____ Total_____

A. LAND USE

(Section 5.2.020 and Table 5-2)

1. List the proposed use(s) below:

Are the proposed use(s) listed in Table 5-2?

yes

no

a. _____

b. _____

c. _____

d. _____

e. _____

f. _____

2. What are the permit requirements for the proposed use(s)?

Please circle one

P

CUP

not allowed

a. _____

b. _____

c. _____

d. _____

e. _____

f. _____

3. If the proposed uses(s) are not listed in Table 5-2, are:

The characteristics of, and activities associated with the use(s), similar to one or more of the listed use, and will not involve greater impacts than the uses listed in the zone;

The use(s) consistent with the purposes of the applicable zone;

The use(s) consistent with the General Plan and this specific plan;

The use(s) compatible with the other uses allowed in the zone; and

The use(s) not listed as allowable in another specific plan zone?

yes

no

n/a

B. SUBDIVISION, STREET, AND BLOCK STANDARDS (Section 3.1 and 5.9)	Required/Permitted	Proposed	Please circle one			Notes
1. Is the proposed parcel 2.0 acres or larger in size? If no, skip to "C. Building Placement."			yes	no	n/a	
2. Are internal streets introduced to connect with off-site streets and/or to create a series of smaller, walkable blocks? List proposed street type(s) per Section 3.2 here:			yes	no	n/a	
a. _____						
b. _____						
c. _____						
d. _____						
3. Are proposed street type dimensions, including sidewalk and planter widths, in conformance with the requirements of Section 3.2?	_____	_____	yes	no	n/a	
4. Are the proposed blocks smaller than 450 ft. x 565 ft. per Section 5.9.F.6?	_____	_____	yes	no	n/a	
5. As appropriate, are service alleys introduced that are preferably accessed from side streets?	_____	_____	yes	no	n/a	
3. Are proposed alley dimensions in conformance with the requirements of Section 3.2?	_____	_____	yes	no	n/a	
7. Are proposed building sites 1.0 acres or less in area?	_____	_____	yes	no	n/a	

A:2

MONTCLAIR PLACE DISTRICT SPECIFIC PLAN

City of Montclair, California

September 21, 2020

C. BUILDING PLACEMENT (Sections 5.2.010, 5.3.010.A, 5.3.020.A, 5.3.030.A, or 5.3.040.A)	Required/Permitted	Proposed	Please circle one			Notes
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1. Does the lot meet the minimum FAR requirements per Sections 5.2.010.1 - 5.2.010.4?	_____	_____	yes	no	n/a	_____
2. Does the proposed building design meet the following building setback requirements per Sections 5.3.010.A, 5.3.020.A, 5.3.030.A, and/or 5.3.040.A?						
a. Front Setback						
i. Commercial	_____	_____	yes	no	n/a	_____
ii. Residential	_____	_____	yes	no	n/a	_____
b. Side Street Setback						_____
i. Commercial	_____	_____	yes	no	n/a	_____
ii. Residential	_____	_____	yes	no	n/a	_____
c. Sideyard Setback						_____
i. Commercial	_____	_____	yes	no	n/a	_____
ii. Residential	_____	_____	yes	no	n/a	_____
d. Rear Setback	_____	_____	yes	no	n/a	_____

D. BUILDING HEIGHT (Sections 5.3.010.B, 5.3.020.B, 5.3.030.B, 5.3.040.B)	Required/Permitted	Proposed	Please circle one			Notes
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1. Does the proposed building design meet the building height requirements?						
a. Top of plate height above adjacent sidewalk	_____	_____	yes	no	n/a	_____
b. Top of parapet height above top of plate	_____	_____	yes	no	n/a	_____
c. Pitched roof height above top of plate.:	_____	_____	yes	no	n/a	_____
b. Ground floor above grade at building setback						
i. Non-residential	_____	_____	yes	no	n/a	_____
ii. Residential	_____	_____	yes	no	n/a	_____
c. Ground story floor to floor height:						
i. Non-residential	_____	_____	yes	no	n/a	_____
i. Residential	_____	_____	yes	no	n/a	_____
iii. Parking garage - ground floor	_____	_____	yes	no	n/a	_____

E. PARKING PLACEMENT AND REQUIREMENTS (Sections 5.3.010.C, 5.3.020.C, 5.3.030.C, 5.3.040.C)	Required/Permitted	Proposed	Please circle one			Notes
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1. Is on-site parking provided on the surface, in a podium, or subterranean?						
2. Does the proposed project meet the minimum parking placement setback requirements per the above-mentioned parking type/location and per Sections 5.3.010.C, 5.3.020.C, 5.3.030.C, 5.3.040.C)?						
a. Front Setback	_____	_____	yes	no	n/a	_____
b. Side Street Setback	_____	_____	yes	no	n/a	_____
c. Sideyard Setback	_____	_____	yes	no	n/a	_____
d. Rear Setback	_____	_____	yes	no	n/a	_____

F. ON-SITE OPEN SPACE (Sections 5.3.010.D, 5.3.020.D, 5.3.030.D, 5.3.040.D)	Required/Permitted	Proposed	Please circle one			Notes
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1. Shared Common Open Space						
a. Do projects that accommodate residential uses provide a well-defined, coherent landscaped shared common open space that is an essential component of the project design?	_____	_____	yes	no	n/a	_____
b. Does the shard common open space have a minimum area of 15% of the total lot area?	_____	_____	yes	no	n/a	_____
c. Does the shard common open space have a minimum width of 20 feet?	_____	_____	yes	no	n/a	_____

2. Private Open Space

a. Is the building located within a 1/4-mile walking distance of a park or plaza that is at least 0.5 acres in size?	_____	_____	yes	no	n/a	_____
b. Will the building be exempted from providing private open space?	_____	_____	yes	no	n/a	_____
c. If provided, does private open space have a minimum area of 40 square feet?	_____	_____	yes	no	n/a	_____
d. If provided, does private open space have a minimum width of 5 feet?	_____	_____	yes	no	n/a	_____

G. BUILDING SIZE (Sections 5.3.010.E, 5.3.020.E, 5.3.030.E, 5.3.040.E)	Required/Permitted	Proposed	Please circle one			Notes
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1. Does the proposed building design meet the following building size requirements?

a. Building length along Primary Street	_____	_____	yes	no	n/a	_____
b. Building length along Side Street	_____	_____	yes	no	n/a	_____
c. Facade increment	_____	_____	yes	no	n/a	_____
d. Building separation	_____	_____	yes	no	n/a	_____

H. FRONTAGE TYPE (Sections 5.3.010.E, 5.3.020.E, 5.3.030.E, 5.3.040.E)	Required/Permitted	Proposed	Please circle one			Notes
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1. Doe the proposed buildings provide at least one of the required frontage types listed in Section(s) 5.3.010.E, 5.3.020.E, 5.3.030.E, and/or 5.3.040.E?			yes	no	n/a	_____
2. Proposed frontage type(s): _____						
3. Do any frontage type encroachments into the setback or right-of-way meet the frontage type encroachment requirements of Section(s) 5.3.010.E, 5.3.020.E, 5.3.030.E, and/or 5.3.040.E??	_____	_____	yes	no	n/a	_____
4. Does the proposed frontage type(s) meet the frontage type requirements of Section 5.5?						
a. Width	_____	_____	yes	no	n/a	_____
b. Depth	_____	_____	yes	no	n/a	_____
c. Height	_____	_____	yes	no	n/a	_____
d. Floor Height	_____	_____	yes	no	n/a	_____
e. Fence/Wall/Hedge Height	_____	_____	yes	no	n/a	_____
f. % of ground floor wall area (storefront)	_____	_____	yes	no	n/a	_____
g. Corresponds to storefront openings (gallery, arcade)	_____	_____	yes	no	n/a	_____

I. ACCESS (Sections 5.3.010.E, 5.3.020.E, 5.3.030.E, 5.3.040.E)	Required/Permitted	Proposed	Please circle one			Notes
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1. Pedestrian Access.

a. Are all residential units and commercial ground floors accessed directly from the sidewalk either directly to each unit or commercial space through an appropriate frontage type, through a lobby, or through an on-site open space such as a court?	_____	_____	yes	no	n/a	_____
b. Are upper floor uses, whether residential or commercial, accessed through a lobby?	_____	_____	yes	no	n/a	_____

2. Vehicular Access.

a. If an alley is present are parking and services accessed from the alley?	_____	_____	yes	no	n/a	_____
b. If an alley is not present, is the driveway located as close to the side property line as possible?	_____	_____	yes	no	n/a	_____
c. For corner lots, are parking and service areas accessed from the side street?	_____	_____	yes	no	n/a	_____

J. BUILDING ARTICULATION AND MASSING (Section 5.4)	Required/Permitted	Proposed	Please circle one			Notes
1. Does the proposed building design employ a minimum of four (4) of the building massing and articulation techniques listed in Sections 5.4.C and 5.4.D?	_____	_____	yes	no	n/a	_____
2. Please list the facade articulation techniques used.						
a. _____	_____	_____	yes	no	n/a	_____
b. _____	_____	_____	yes	no	n/a	_____
c. _____	_____	_____	yes	no	n/a	_____
d. _____	_____	_____	yes	no	n/a	_____
e. _____	_____	_____	yes	no	n/a	_____

K. SIGNAGE (Section 5.6)	Required/Permitted	Proposed	Please circle one			Notes
1. Proposed signage type(s): _____						
2. Does the proposed building design meet the signage type requirements of Section 5.6.J and 5.6.K?						
a. Quantity	_____	_____	yes	no	n/a	_____
b. Location	_____	_____	yes	no	n/a	_____
c. Sign dimensions	_____	_____	yes	no	n/a	_____
d. Encroachment into setback or public right-of-way	_____	_____	yes	no	n/a	_____
e. Illumination	_____	_____	yes	no	n/a	_____

L. ARCHITECTURAL STYLE (Section 5.7)			Please circle one			Notes
1. Proposed Architectural Style(s): _____						
2. Is the proposed building design consistent with the building design recommendations?						
a. Base	_____	_____	yes	no	n/a	_____
b. Primary Walls	_____	_____	yes	no	n/a	_____
c. Roof-Wall Connections	_____	_____	yes	no	n/a	_____
d. Roof	_____	_____	yes	no	n/a	_____
e. Drainage	_____	_____	yes	no	n/a	_____
f. Openings	_____	_____	yes	no	n/a	_____
g. Attached Elements	_____	_____	yes	no	n/a	_____
h. Massing	_____	_____	yes	no	n/a	_____
i. Site Definition and Landscape	_____	_____	yes	no	n/a	_____

M. PARKING DESIGN STANDARDS (Section 5.8.010)			Please circle one			Notes
1. Does the project provide the minimum number of parking space required by Section 5.8.010.A.3?						
a. Residential	_____	_____	yes	no	n/a	_____
b. Residential Guest Lodging	_____	_____	yes	no	n/a	_____
c. Lodging	_____	_____	yes	no	n/a	_____
c. Live/Work	_____	_____	yes	no	n/a	_____
d. Office, Retail, Civic	_____	_____	yes	no	n/a	_____
e. Restaurants, Cafes, or similar	_____	_____	yes	no	n/a	_____

2. Does the project meet the following parking location criteria per Section 5.8.010.B?							
a. Is parking located on the same parcel as the uses served?			yes	no	n/a		
b. If parking is not located on the same parcel as the uses served, is it in conformance with the off-site parking requirements of Subsection 5.8.010.C.4?			yes	no	n/a		
3. Is the project seeking a reduction in the number of required parking spaces per Section 5.8.010.C?							
a. How much of a parking reduction is being requested (percentage and number of spaces)?			yes	no	n/a		
b. List the documentation required to support the parking reduction (parking analysis, etc)?							
a.			yes	no	n/a		
b.			yes	no	n/a		
4. Does the project meet the following parking design requirements per Section 5.8.010.D?							
a. Parking is not located between the building and street?			yes	no	n/a		
b. Pedestrian entrance to all new parking lots and/or garages is directly from frontage line (except subterranean garages)?			yes	no	n/a		
c. Parking garages of non-residential uses maintain a minimum unobstructed clearance of 14 feet above areas accessible to vehicles?			yes	no	n/a		
d. Direct, continuous pedestrian connections, using pedestrian walkways or sidewalks, are provided between any on-street parking, remote (off-site) parking or public parking facilities and the uses served?			yes	no	n/a		
f. Visitor parking areas are located and designed to be convenient in order to minimize parking in residential neighborhoods?			yes	no	n/a		
g. As applicable, is vehicular and pedestrian access to parking areas on adjacent properties provided for convenience, safety, and efficient circulation?			yes	no	n/a		
5. If provided, does tandem parking comply with the requirements of Section 5.8.010.D.3?							
6. Compact spaces are NOT provided? (Section 5.8.010.D.4)							
7. Parking spaces for the disabled are provided in compliance with the requirements of State Law (California Administrative Code (Title 24, Part 2, Chapters 2B71)? Section 5.8.010.D.5							
8. Required loading spaces are provided in conformance with Section 5.8.010.D.6?							
9. Are the minimum parking space and aisle dimensions in conformance with Section 5.8.010.D.7?							
10. Do surface parking lots, if provided, conform to the following design standards?							
a. Landscaping (Section 5.8.010.D.8)			yes	no	n/a		
b. Lighting (Section 5.8.010.D.9).			yes	no	n/a		
c. Striping and identification (Section 5.4.010.D.10)			yes	no	n/a		
d. Surfacing (Section 5.4.010.D.11)			yes	no	n/a		
10. Do parking structures, if provided, conform to the design standards of Section 5.8.010.D.13?							
a. Placement (5.8.010.D.13.a)			yes	no	n/a		
b. Ground Level Height. (Section 5.8.010.D.13.b).			yes	no	n/a		
c. Ground Floor Uses. (Section 5.8.010.D.13.c).			yes	no	n/a		
d. Facade Design. (Section 5.8.010.D.13.d).			yes	no	n/a		
e. Access. (Section 5.8.010.D.13.e).			yes	no	n/a		
f. Parking Garage Interior Design Standards. (Section 5.8.010.D.13.f).			yes	no	n/a		
11. Is the required Parking Management Plan in conformance with Section 5.8.010.E?							

N. BICYCLE PARKING (Section 5.8.020)	Please circle one			Notes
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1. Bicycle Parking Requirements

- | | | | | | | |
|--|-------|-------|-----|----|-----|-------|
| a. Are bicycle parking spaces a minimum of two (2) feet wide by six (6) feet long and accessed via an aisle with a minimum width of five (5) feet? | _____ | _____ | yes | no | n/a | _____ |
| b. Are bicycle racks anchored to a floor, wall, or ceiling and capable of securing a bike for the prevention of theft. | _____ | _____ | yes | no | n/a | _____ |
| c. Are bicycle parking areas adequately lighted? | _____ | _____ | yes | no | n/a | _____ |

2. Bicycle Rack Design Requirements

- | | | | | | | |
|--|-------|-------|-----|----|-----|-------|
| a. Do bicycle racks support a bicycle in a stable position and provide two points of contact with the bicycle frame? | _____ | _____ | yes | no | n/a | _____ |
| b. Is the rack's high point at least thirty-two (32) inches high? | _____ | _____ | | | | |
| c. Do bicycle racks permit the locking of the bicycle frame and one (1) wheel to the rack and able to accommodate cable locks and “U” locks and enable bicycle to be secured to the rack with the front wheel removed and locked to the rear fork and frame? | _____ | _____ | yes | no | n/a | _____ |
| d. Are bicycle parking spaces accessible without moving another bicycle? | _____ | _____ | yes | no | n/a | _____ |
| e. Are bicycle racks placed in a manner that does not result in a bicycle obstructing a required walkway or sidewalk pedestrian way? | _____ | _____ | yes | no | n/a | _____ |
| f. Are bicycle racks located on paved or pervious, dust-free surfaces (no gravel, landscape stone, or wood chips) with a slope no greater than three percent (3%)? | _____ | _____ | yes | no | n/a | _____ |

3. Bicycle Rack Location on Site

- | | | | | | | |
|--|-------|-------|-----|----|-----|-------|
| a. Are required short-term bicycle parking spaces located in a convenient and visible area at least as close as the closest non-accessible automobile parking and within one hundred (100) feet of a principal entrance? | _____ | _____ | yes | no | n/a | _____ |
| b. Are required long-term bicycle parking spaces located in enclosed and secured or supervised area that provide protection from theft, vandalism, and weather and shall be accessible to intended users? | _____ | _____ | yes | no | n/a | _____ |
| c. Are required long-term bicycle parking for residential uses not located within dwelling units or within deck, patio areas, or private storage areas accessory to dwelling units? | _____ | _____ | yes | no | n/a | _____ |

4. Bicycle Rack Location in Public Right-of-Way

- | | | | | | | |
|---|-------|-------|-----|----|-----|-------|
| a. Are bicycle racks installed in the public right-of-way located within two-hundred (200) feet of the destination they serve? | _____ | _____ | yes | no | n/a | _____ |
| b. Are Bicycle racks located a minimum of thirty-six (36) inches away from street furniture, street trees, and other streetscape features. | _____ | _____ | yes | no | n/a | _____ |
| c. When located adjacent to on-street automobile parking, are bicycle racks placed between automobile parking stalls to avoid conflicts with opening car doors. | _____ | _____ | yes | no | n/a | _____ |

O. SOLID WASTE STANDARDS (Section 5.8.030)	Please circle one			Notes
---	-------------------	--	--	-------

1. Does the project meet the following waste collection and removal strategies?

- | | | | | | | |
|---|-------|-------|-----|----|-----|-------|
| a. Collection/storage locations are located on the lot of the structure they serve and as close as possible to the intended users and/or convenience of residents, employees, and waste hauler personnel? | _____ | _____ | yes | no | n/a | _____ |
| b. Collection/storage locations are accessed from an alley? Where alley not present, collection/storage locations are accessed from the Side Street? | _____ | _____ | yes | no | n/a | _____ |
| c. The collection/storage space is located in a way that minimizes visual, noise, and odor impacts to adjacent building occupants both on the subject lot and on adjacent lots? | _____ | _____ | yes | no | n/a | _____ |

d.	Outdoor trash enclosures or collection rooms within a structure not located on a street-facing facade of the structure and/or outdoor trash enclosure not be located between the building faced and the street?			yes	no	n/a	
e.	To the extent possible, large trash enclosures or collection/storage rooms are not located in underground parking areas or within parking structure?			yes	no	n/a	
f.	Collection/storage area(s) not located in any required driveways, parking aisles, or occupy required parking spaces? Enclosures or outdoor pick-up areas not located within alleyways or other City rights-of-way?			yes	no	n/a	
g.	The collection/storage space does not block or impede any fire exits, any public rights-of-way, or any pedestrian or vehicular access ways?			yes	no	n/a	
h.	Access for service providers to the storage space from the collection location is no more than 50 feet from an approved collection location?			yes	no	n/a	
i.	Collection/storage areas are located to allow direct access to waste hauler vehicles from an alley or approved collection point no more than 50 feet away from said collection/storage area?			yes	no	n/a	
j.	Buildings three-stories or taller incorporate trash chutes or other similar means for conveying solid waste and recyclables to approved storage area(s)?			yes	no	n/a	
k.	The use of compactors as part of a solid waste and recycling plan is highly encouraged to save space and reduce collection trips to the site?			yes	no	n/a	
l.	The design of outdoor trash enclosures and exterior facing elements of collection/storage areas attached to, or within a building/structure, complement the architectural features of the building or development that they serve?			yes	no	n/a	
m.	As applicable, landscaping is incorporated around trash enclosures?			yes	no	n/a	
n.	Outdoor trash enclosures include a solid roof to minimize or prevent spilled or trash contaminants from entering the stormwater system?			yes	no	n/a	
o.	All required or proposed exterior light fixtures affixed to, or installed, to illuminate a trash enclosure are fully shielded and located in a manner that minimizes light and glare impacts to the street or adjacent uses?			yes	no	n/a	
p.	The floor of outdoor collection/storage spaces and approach aprons are constructed of black colored concrete to minimize the appearance of unsightly stains?			yes	no	n/a	
q.	Collection/storage spaces, including outdoor trash enclosures, are for solid waste and recyclable materials storage and access only?			yes	no	n/a	
r.	Fats, oils, or grease (FOG) are not stored within any collection/storage areas, including outdoor trash enclosures.			yes	no	n/a	
s.	Food/restaurant uses plan to store any used fats, oils, or grease in an approved container within the respective tenant spaces and contract with the appropriate recycler for regular removal from the premises?			yes	no	n/a	
t.	A minimum of two feet of interior is provided between the top of an opened container lid and the finished ceiling for interior storage spaces, or from the bottom of the roof for outdoor trash enclosures?			yes	no	n/a	

P. LANDSCAPE AND OUTDOOR LIGHTING STANDARDS (Section 5.8.040)			Please circle one			Notes
a. Are buildings with drive-through facilities located at the Front Street and/or Side Street setback lines?	_____	_____	yes	no	n/a	_____
b. Is the main building entrance accessed directly from the public sidewalk? On corner lots, is the main entrance accessed from the Front Street?	_____	_____	yes	no	n/a	_____
c. Do uses/activities that support the street along the public sidewalk (such as restaurant seating or offices) face the street(s)?	_____	_____	yes	no	n/a	_____
d. Are building walls along the street frontage and visible from the street transparent with windows and doors, maximizing views in and out of the building, emphasizing the relationship between interior and exterior, and supporting and animating the public street and sidewalk?	_____	_____	yes	no	n/a	_____
e. Are driveways and stacking lanes located perpendicular to the street?	_____	_____	yes	no	n/a	_____
f. Stacking lanes Are NOT located between the building and the street?	_____	_____	yes	no	n/a	_____
g. Are multiple windows servicing a single stacking lane (e.g. order window, payment window, pickup window) provided to promote reduced idling?	_____	_____	yes	no	n/a	_____
h. To the greatest extent possible, are stacking lanes limited to a single lane, instead of multiple lanes?	_____	_____	yes	no	n/a	_____
i. Are stacking lanes that are visible from the street screened with low walls, hedges, and canopy trees?	_____	_____	yes	no	n/a	_____
j. Is sufficient signage should provided to indicate direction of vehicular travel, no entrance areas, etc.?	_____	_____	yes	no	n/a	_____

Q. LANDSCAPE AND OUTDOOR LIGHTING STANDARDS (Section 5.8.050)			Please circle one			NotPs
1. Does the project meet the following landscaping and outdoor lighting criteria?						
a. Site amenities such as linear planting beds or seat walls, street furniture, enhanced paving surfaces, public art, lighting, etc, are that are architecturally compatible with the styles, materials and colors of the principal building are incorporated.	_____	_____	yes	no	n/a	_____
b. Plant species selected based on suitability for an urban environment	_____	_____	yes	no	n/a	_____
c. The majority of plant materials consist of drought tolerant and/or native plants with minimum water requirements	_____	_____	yes	no	n/a	_____
d. Turf not used, excpet as a recreational use.	_____	_____	yes	no	n/a	_____
e. Turf not located within front or side street setback areas or within continuous planter areas	_____	_____	yes	no	n/a	_____
f. As appropriate, canopy trees provided, particularly in publicly accessible open spaces and plazas. Site design provides sufficiently sized tree pits or planting beds and appropriate planting medium to provide for healthy tree growth	_____	_____	yes	no	n/a	_____
g. No artificial trees, shrubs, turf or plants are used as landscape within the public right of way, any parking area, or within an open space area directly visible to from the public right of way.	_____	_____	yes	no	n/a	_____
h. Decorative water features use re-circulating water and/r where recycled water	_____	_____	yes	no	n/a	_____
i. Permanent and automatic irrigation systems provided for all landscaped areas	_____	_____	yes	no	n/a	_____
j. To the extent possible, project utilizes Best Management Practices (BMP) alternatives and Low Impact Develpoment (LID) practices to addressing drainage, infiltration, and stormwater quality for the site, including drainage from roofs, plazas, courtyards, and any surface parking areas.	_____	_____	yes	no	n/a	_____

APPENDIX 2

CONFORMANCE MATRIX

k.	If provided, surface infiltration basins accommodated either within an active or passive park or open space that can be closed during flood events, or are not visible from a street or public open space and are in addition to the required on-site open space.			yes	no	n/a	
l.	Site lighting is shielded by permanent attachments to light fixtures so that light sources are not visible from a public way and to prevent off-site glare.			yes	no	n/a	
m.	Site light illuminates parking areas, buildings, pedestrian routes, and public ways			yes	no	n/a	