

STREETSCAPE IMPROVEMENTS

The physical character of Pomona's major streets plays a significant role in defining the experience of the City at both a vehicular and pedestrian level. The General Plan places special emphasis upon improving this experience. To do so, the City will develop a consistent streetscape design character for major corridors that supports the vision for Pomona Tomorrow. Street trees, planted medians, pedestrian amenities, lighting, and signage will be accentuated along major corridors and at key gateways into the City and Downtown.

Streetscape changes also support the City's "Complete Streets" approach to its mobility network. Streetscape design and street function will be coordinated to safely accommodate multiple "modes of travel," not just motor vehicle travel. Wide streets are mitigated through providing wider sidewalks and crosswalks, planted medians, bike lanes, and narrowed traffic lanes. In surrounding neighborhoods, connecting streets will feature consistent planting, lighting and signage, as well as ample sidewalks, to provide attractive neighborhoods, safer environments, and access to parks, schools and cultural institutions.

The following descriptions of streetscape improvements are conceptual and will require further study and design as part of Focus Area planning and improvement implementation.

Holt Avenue and Mission Boulevard

Holt Avenue (Valley Boulevard, west of SR 71) and Mission Boulevard are the main east-west traffic conduits through the City. Currently, these primary corridors are characterized by expansive street widths ranging from 68 to 92 feet curb-to-curb. As a result, motor traffic activity (lanes and parking) dominates these public ways. Though they are partially lined by mature and continuous London Plane street tree canopies (more consistently along West Holt Avenue), overall, their wide asphalt paving with streetscapes of occasionally narrow sidewalks and sparse landscaping does not substantially reduce their "strip" character.

As development transitions from auto-oriented commercial uses to mixed-uses and higher intensities, establishing streetscape designs that encourage pedestrian and bicycle circulation, as well as vehicular movement, is important. In addition, improved street tree planting is vital for creating appealing and value-sustaining settings to help catalyze new mixed-use investment. Major elements that contribute to this improved environment include:

- A tree-lined central median to mitigate the perceived width of the corridors
- Wider sidewalks and improved and/or additional crosswalks to create a safer pedestrian realm and bikeways, where appropriate
- More consistent landscape and street tree schemes that are visually attractive, complement new development, and identify major City gateways

Garey Avenue

Garey Avenue is a primary corridor that spans the entire north-south length of the central portion of the City and passes through several distinct neighborhoods and districts. Successful streetscape improvements have been made along portions of the street, most significantly along the southern segment between 9th Street and SR 60. However, other segments lack cohesiveness and an attractive pedestrian-friendly street edge. Similar to Holt Avenue and Mission Boulevard, Garey Avenue features expansive street widths ranging from 68 to 84 feet curb-to-curb.

The General Plan streetscape strategy for Garey Avenue focuses on establishing a consistent street identity that ties north and south Pomona together while still maintaining the individuality and character of each district along its length. Key elements include street trees that vary in height and canopy coverage by segment, street furniture and ornamental lighting fixtures, central medians, signage, and landscape planting. The particular combination of elements along each segment of the street relates to the overall street scheme as well as to the character of each district. Downtown's segment of Garey Avenue has particular potential for "rebalancing" its vehicular and pedestrian roles, to support its more intensive pedestrian setting and recent investments in regional landmark uses such as the Fox Theater.



Foothill Boulevard

Though Foothill Boulevard (the storied U.S. Route 66) extends across miles of San Gabriel Valley cities, its short stretch of primary corridor within Pomona is currently dominated by auto-oriented commercial uses that vary in scale from small-scale restaurants to larger strip centers and storage facilities. Most buildings are set back from the street behind surface parking lots, while sidewalks are narrow, have few trees, and are lined with utility poles. As a result, the combined development pattern and streetscape project an anonymous commercial strip character. The image found along Foothill Boulevard in Pomona is less attractive and appealing than the image projected by streetscapes in nearby La Verne and Claremont.

The General Plan strategy focuses on a more defined identity for the Pomona segment of Foothill Boulevard having more consistent and active street edges lined with buildings and distinctive landscaping as well as improved pedestrian and bicycle facilities. The streetscape character is enhanced by the continuation of a central median, connecting to the already-established landscape and street tree schemes in both La Verne and Claremont. Pedestrian and bicycle facilities are stressed in General Plan policies, with bicycle lanes proposed for both sides of Foothill Boulevard and potential opportunities for a separated pedestrian realm.

Towne and White Avenues

Towne and White Avenues are north-south secondary corridors flanking Garey Avenue one-half mile to its east and west, respectively. White Avenue is the main route between Downtown Pomona's west side, I-10, and the Fairplex; it provides a unique opportunity to impress visitors with the City's character, residential quality and economic potential. While the segment north of I-10 is already attractively configured as a landscaped parkway, specific attention to landscaping and streetscape throughout will enhance the street character and complement the existing uses along the street edge. Signage and landmarks also play a key role along White Avenue, affording the opportunity to identify Pomona's historic and Downtown districts, as well as the Fairplex. Towne Avenue connects Downtown Pomona's east side, I-10, and many residential neighborhoods, and streetscape enhancement will similarly benefit fronting developments, adjacent neighborhoods, and the overall City image.

Reservoir Street

Reservoir Street is a north-south secondary corridor between SR 60 and the eastern segments of the Holt and Mission corridors, as well as a truck route and major access road for the eastern workplace district. It is also a neighborhood edge along the east side of established south Pomona neighborhoods. Street and landscaping improvements will strengthen its neighborhood-serving role while maintaining its transportation corridor role. These improvements may include larger-scaled street trees and utility undergrounding to provide better buffering of residential uses from arterial traffic and a more supportive real estate setting. Sidewalk, crosswalk, and lighting improvements will enhance pedestrian safety, walkability, and comfort.

Second Street Downtown

Second Street was once the bustling main street of pre-freeway Downtown Pomona and today still hosts the City's most continuous concentration of walkable storefronts, divided between the Arts Colony and Antique Row. While its 1962 pedestrian mall conversion was visionary but ultimately unsuccessful (see Section 2. History of Development), refreshing this streetscape will provide a historic basis for a revitalized downtown pedestrian retail environment unique in the Eastern San Gabriel Valley region.

Examples of Streetscape Enhancements to Primary Corridors

The following street cross-sections represent a sample range of potential improvements that may be applied to primary corridors. Depending on neighborhood type, corridor segment role, and right-of-way width, some enhancements are in a "boulevard" format (more formal) while others are in a "parkway" format (more naturalistic). These configurations are conceptual and will require further study and design as part of Focus Area planning and as the improvements are implemented.

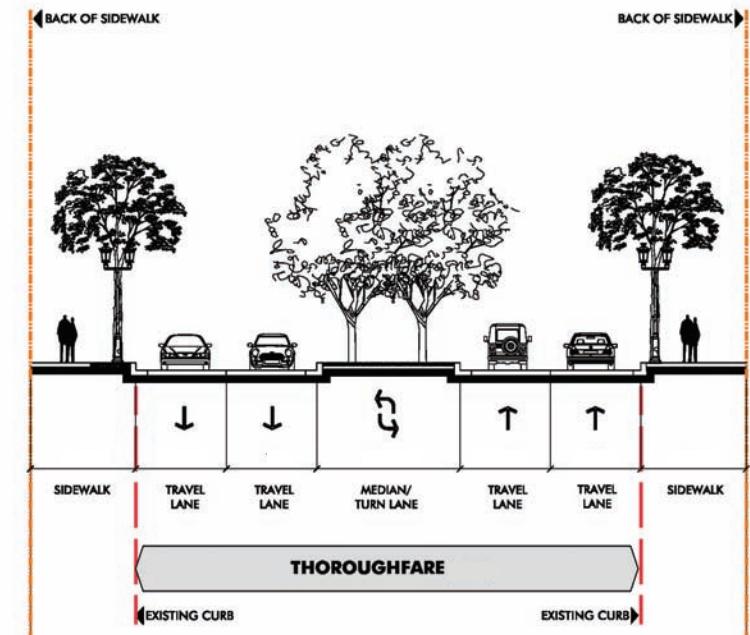
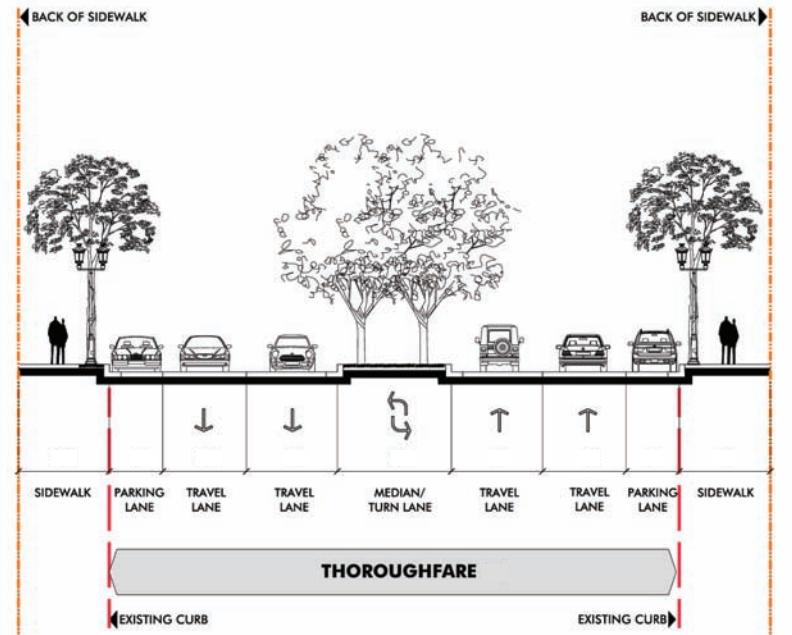
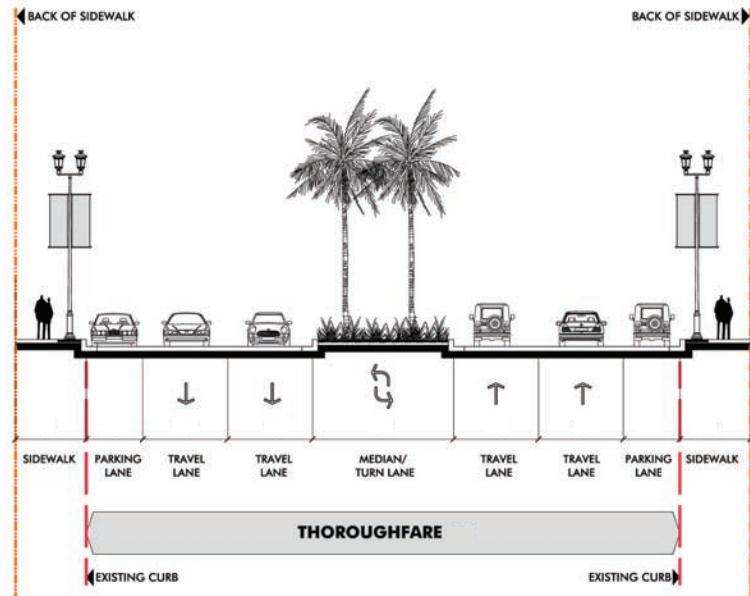
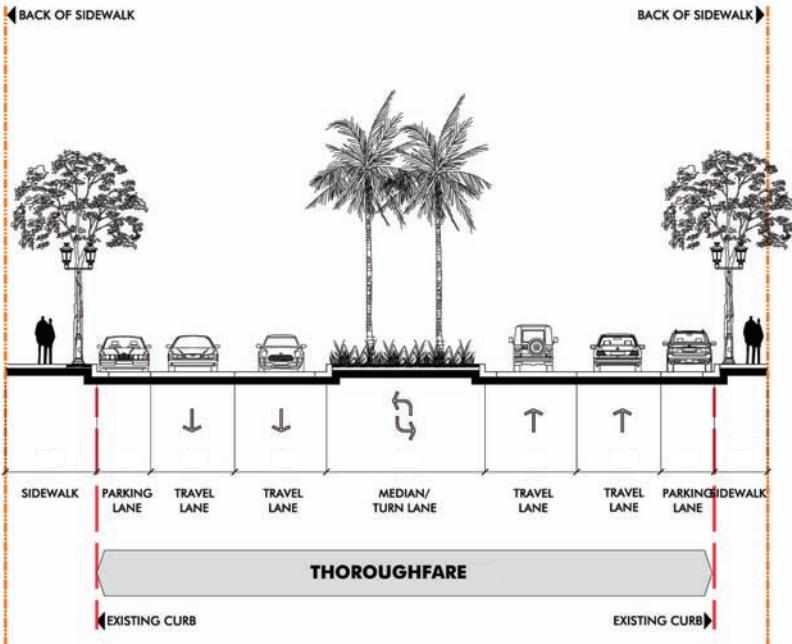


FIG.7-C.4: POTENTIAL CONCEPT STREET SECTIONS

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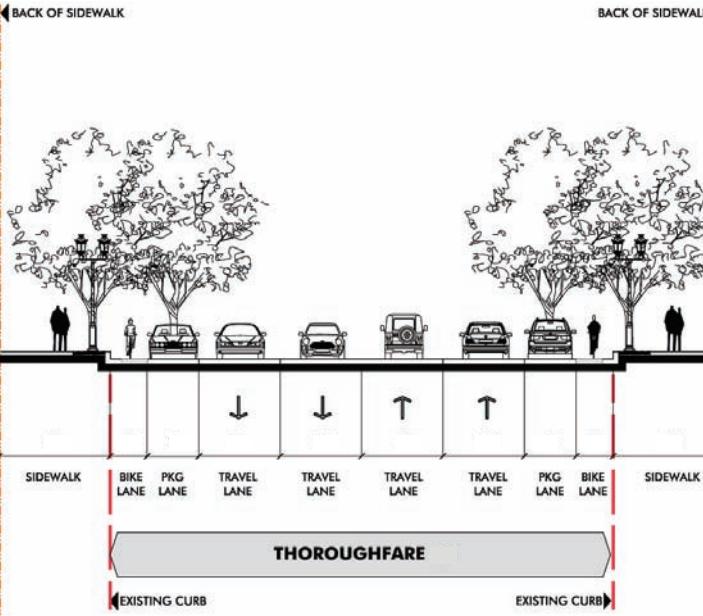
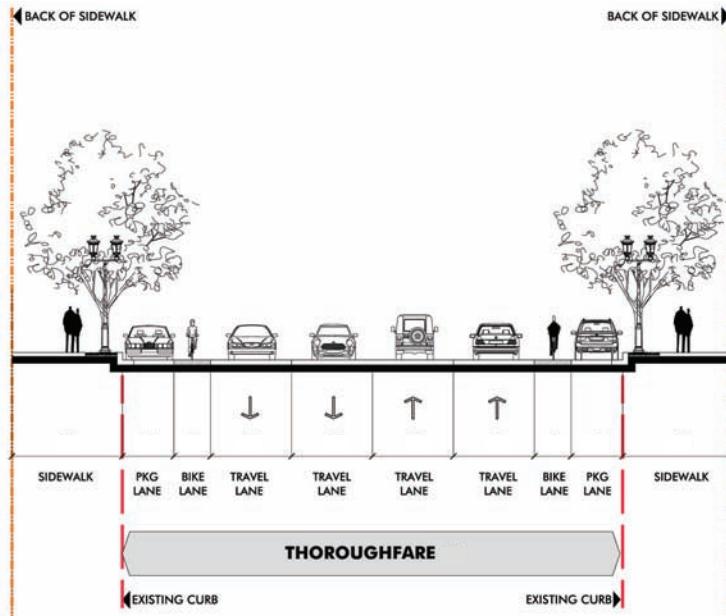
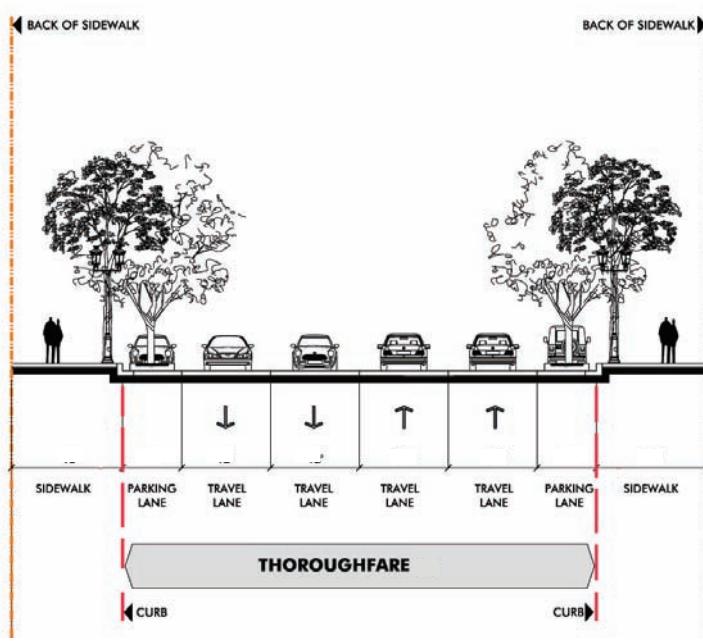
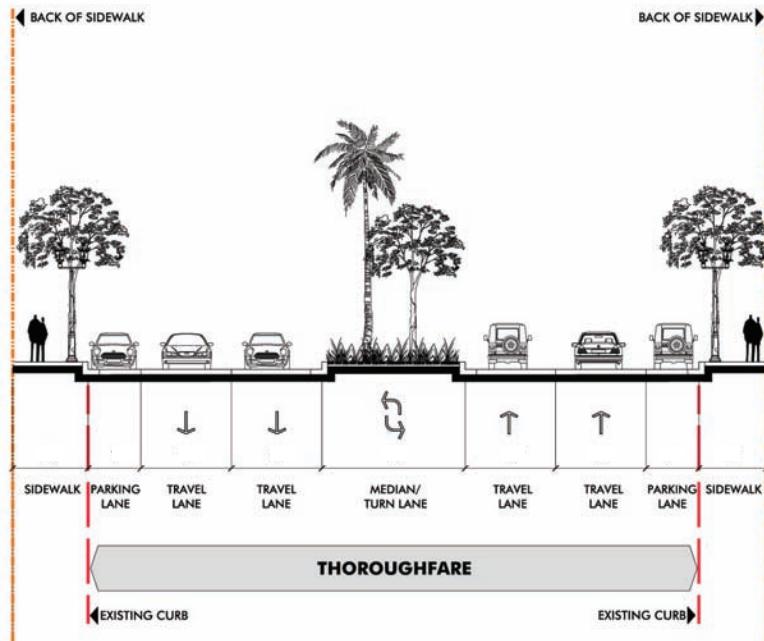


FIG.7-C.4: POTENTIAL CONCEPT STREET SECTIONS

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GATEWAYS, LANDMARKS, WAYFINDING, AND PUBLIC ART

Prominent corridors and points of entry to Pomona (by auto and rail) are important in establishing a sense of arrival and departure, and in creating a stronger sense of the City's identity in the region. Some existing entrances are marked by a clear transition in terrain, as when traveling south on SR 57 past Bonelli Regional Park into Pomona. By contrast, where built-up areas continue from one city to another or extend from the City's boundaries to key destinations inside, major urban street corridors play an important role in establishing a sense of quality and place on these frequently traveled and highly visible routes.

Inconsistent streetscape treatment and lack of visual continuity on corridors within Pomona represent missed opportunities to enhance the City's image and character, especially on key gateway corridors to Downtown, the Fairplex, Cal Poly, PVHMC, and other visible, identity-making and highly visited destinations. These areas and key corridors will be enhanced with consistent landscape and wayfinding elements, as well as an active and supportive built environment fronting on these locations. Specific designs will be studied as projects are implemented.

Public art also plays an important role in relaying the story and identity of a city, district or neighborhood. Pomona has a rich and diverse culture and a variety of historic and cultural districts. Public art venues and forums create the opportunity for residents and visitors to participate in developing and sharing the City's culture and identity. The burgeoning Arts Colony along Second Street reflects the City's support and focus upon the arts and cultural expression, with its many galleries, performance venues and public murals. These venues and works of art help contribute to the City's overall presence and identity, especially within Downtown Pomona. However, outside of Downtown, public art and facilities are not as abundant, and current opportunities for cultural and artistic expression are limited.

The General Plan seeks to further the growth of cultural and artistic awareness in the City by emphasizing public art along major transportation corridors and entryways into the City as well as within Downtown and neighborhood centers. The enhancement of City streets, gateways and parks with public art is coupled with support of the Arts Colony, as well as public murals and art installations throughout the City. These installations could include sculpture, murals, signage, banners, lighting and even special paving or landscaping. The development of forums for public art is also a key component of General Plan public art policy, where support from the City may include art or music competitions, outdoor exhibit spaces, and public facilities for cultural events and art shows.

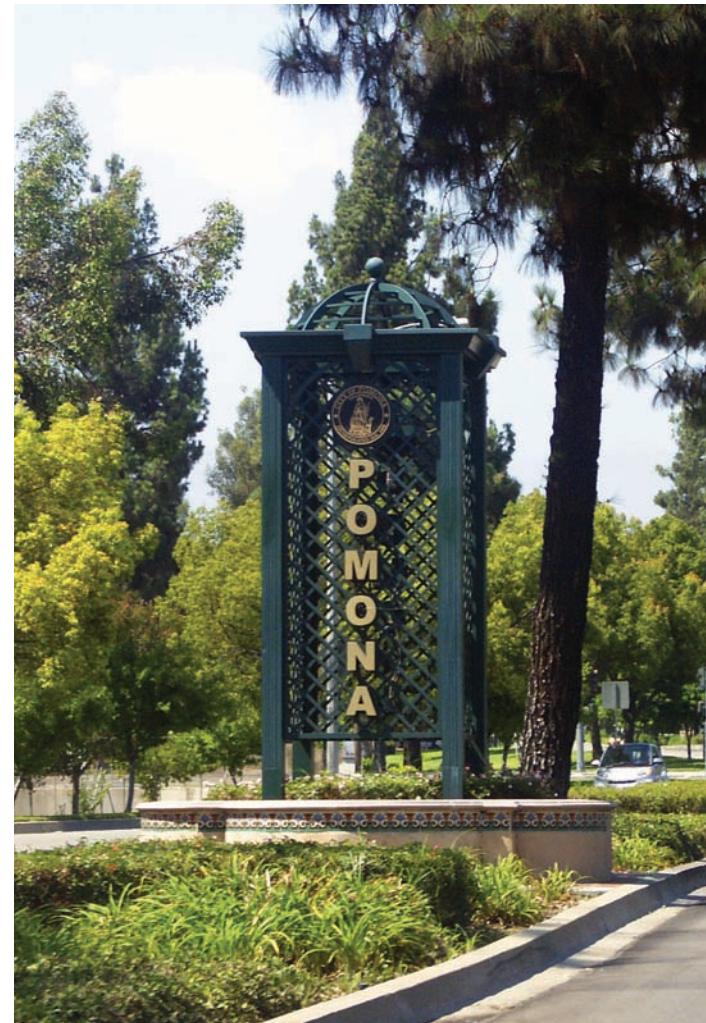


FIG. 7-C.5: EXAMPLE OF A NEW BOULEVARD SCALE GATEWAY

The Mobility & Access Component identifies long-range transportation policies and goals for moving people and goods in and around the City of Pomona. It addresses bicycle, motor vehicle, pedestrian, public transit, and freight movement, as well as a range of public safety, environmental, and social equality issues associated with transportation. The Mobility & Access Component recognizes that Pomona does not exist as a separate entity but as part of a larger region.

Pomona is centrally located in its sub-region, served by a number of key regional transportation routes within and near the City including five major freeways and two rail lines that provide passenger and freight access and connect Pomona with the Inland Empire, Los Angeles and Orange County. In addition, Ontario International Airport, located just ten miles to the east, has established itself as a major gateway to the region, serving approximately six million passengers annually.

This existing transportation infrastructure creates substantial opportunities for Pomona to capitalize on its central location and regional accessibility, in attracting jobs, residents, and investments as identified in other sections of this Plan.

Within Pomona, the circulation network consists of the street system (divided into arterial, collector and local streets) that provides access to and from the regional facilities described above and accommodates travel by various modes of transportation (automobiles, trucks, public transit, bicycles and walking).

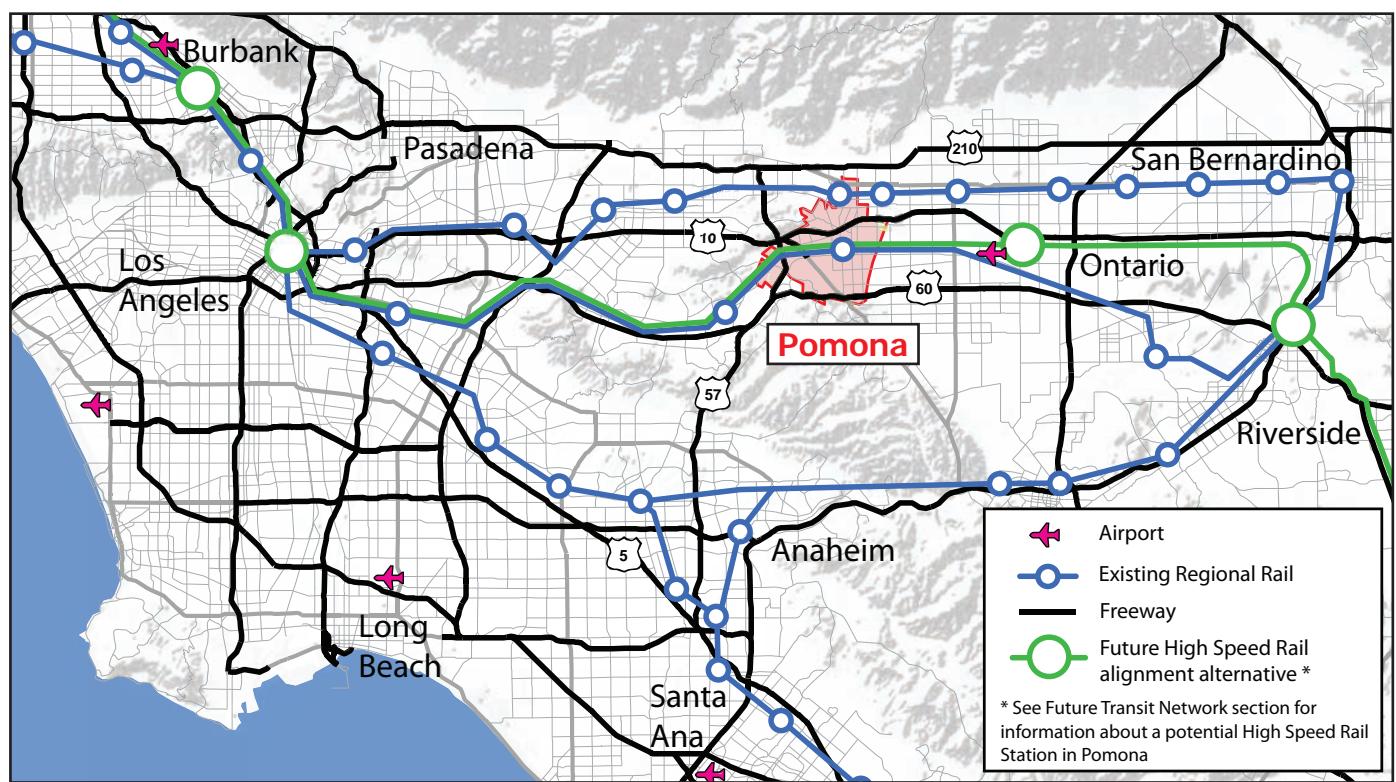


FIG.7-D.1: REGIONAL TRANSPORTATION NETWORK SERVING POMONA



SUMMARY OF EXISTING TRAVEL CONDITIONS

In recent decades, continued growth of the Inland Empire has put considerable strain on the regional freeways serving Pomona, as many people have migrated east of the coastal counties in search of affordable housing. While Los Angeles County is home to 9.6 million residents, Riverside and San Bernardino counties now have a combined population of 3.5 million residents, and Riverside County was the fastest growing county in California in 2003. Transportation patterns have become more complex, as the traditional “suburb to central city” journey to work has been replaced by multi-directional travel patterns due to job growth in dispersed locations.

REGIONAL ISSUES

The 2001 Long Range Transportation Plan for Los Angeles County notes that there is very limited ability to add capacity to the region's highways and freeways over the next 25 years. Therefore, key efforts will focus on increasing the efficiency of the existing regional network and encouraging carpooling, telecommuting, and transit use in addition to increasing the efficiency of the local network of major City streets (arterials) through technical enhancements (such as optimizing signal timing), improving bus service, and improving freeway/arterial street interchanges.

Local jurisdictions, and regional and state transportation agencies must all work together to serve the transportation needs of the region's projected growth. To facilitate this, the Southern California Association of Governments (SCAG) prepares a Regional Transportation Plan (RTP) for the six-county region that includes Los Angeles, San Bernardino, Riverside, Orange, Ventura and Imperial counties. Current and recent transportation plan goals generally focus on balanced transportation and land use planning that:

1. Maximizes mobility and accessibility for all people and goods in the region;
2. Preserves and ensures a sustainable regional transportation system;
3. Maximizes the productivity of our transportation system;
4. Preserves natural open space, protects the environment, improves air quality and promotes energy efficiency;
5. Utilizes infill development where appropriate to revitalize underutilized sites;
6. Focuses growth and intensity along transit corridors and nodes;
7. Provides housing opportunities near major job centers to match changing demographics;
8. Respects local input and feedback.

Freight distribution is another important factor that impacts the regional transportation network. The Alameda Corridor East (ACE) project was initiated to improve the transfer of freight by rail, particularly from the Port of Los Angeles to regional distribution centers located in the Inland Empire. A key goal of the project is to reduce truck traffic on the regional freeway network.

The first segment of this project, between the Port and Downtown Los Angeles, has improved the reliability and travel times of train traffic through the corridor. The second segment of the project includes 35 miles of rail improvements through the San Gabriel Valley between East Los Angeles and Pomona, connecting the Alameda Corridor and the Ports of Los Angeles / Long Beach to the transcontinental rail network. In Pomona, recent or planned improvements include grade separations, median improvements, traffic signal improvements, construction of new sidewalks, and an Intelligent Roadway/Rail Interface System (IR/RIS) designed to improve train control and reduce driver delay at grade crossings.

TRAVEL BY PURPOSE & MODE

The transportation network must provide workers and residents with mobility options that support the composition of the economy, demographics, and lifestyle preferences. This can be accomplished by aligning transportation options with typical trip lengths and purposes.

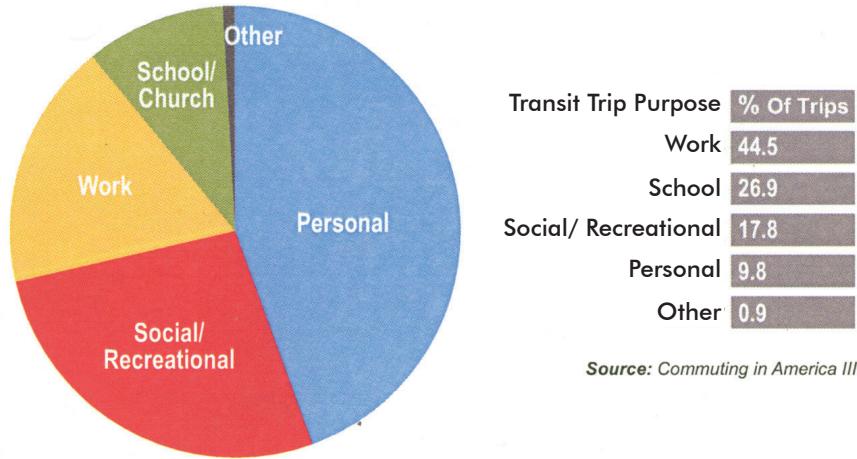


FIG.7-D.2: TRIP PURPOSE - ALL TRIPS

Personal Trips

In 2001, the large majority of all trips (over 70%) in the United States were for family, personal, or recreational purposes (Fig.7-D.2). Therefore, the City will place a significant transportation management focus on mobility options for “personal” trips. The average length of common personal trips is between 6 and 8 miles (Fig.7-D.3).

The City’s most effective approach to providing mobility alternatives for these trips will be to organize the land uses that are part of personal trips around a variety of transportation networks within 6 to 8 mile travel sheds. By clustering these land uses within $\frac{1}{4}$ mile to $\frac{1}{2}$ mile of each other in pedestrian oriented districts, a trip that would normally take 10 to 15 minutes by car or transit can be made on foot or by bicycle.

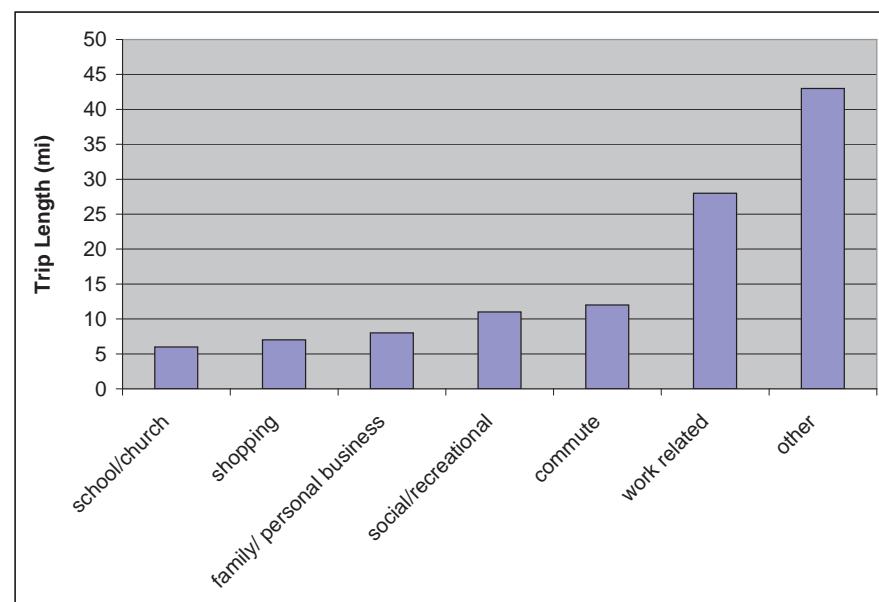


FIG.7-D.3: AVERAGE TRIP LENGTH



The Commute

Although work and work related trips account for less than 20% of all trips (Fig.7-D.2), the commute has a unique impact on transportation networks. Because commute trips typically occur during the same morning and afternoon “peak” periods, they result in peak demand placed on transportation networks at those times. Providing commute trip alternatives to single occupancy vehicles can reduce strain on freeway and street networks during peak commute periods.

In 2000, approximately 67% of Pomona's residents drove alone to work (see Fig.7-D.4). Although this is lower than the statewide average of 71%, it contributes significantly to the strain on the street network during peak commute hours. A significant increase in Pomona's transit ridership occurred between 1990 and 2000, largely due to increased bus ridership and the introduction of Metrolink commuter rail service. This increased transit use corresponds to the somewhat self evident fact that transit use is higher where more extensive transit networks exist. In fact, the percent of commute trips by transit in the Los Angeles region is about four times higher for households living near transit than for households in the greater region (see Fig.7-D.5).

It is important to consider the link between transit planning and city pattern, particularly with respect to the location of employment centers. As of 2007 the majority of transit trips nationwide were for work purposes (see Fig.7-D.6). Furthermore, studies indicate that workplace uses are even more sensitive than residential uses concerning proximity to transit. The highest rates of commute ridership depend on high convenience on the “last leg” from station to work¹. By comparison, the willingness to walk to and from a station from home can remain strong up to and beyond ½ mile. Therefore, to maximize transportation network efficiency, high priority should be placed on attracting businesses with high jobs per square foot of space and locating them within ¼ mile of transit stops.

Journey-to-Work by Mode of Travel for Pomona Residents

Mode	1990 Census	2000 Census
Drive alone	67.8 %	66.8 %
Carpool	21.7 %	22.0 %
Transit	3.1 %	4.9 %
Walk	2.7 %	2.0 %
Worked at home	1.8 %	2.1 %
Bicycle	1.0 %	1.0 %
Motorcycle	0.1 %	0.1 %
Other	1.4 %	1.2 %

Source: U.S. Census

FIG.7-D.4: COMMUTE BY MODE

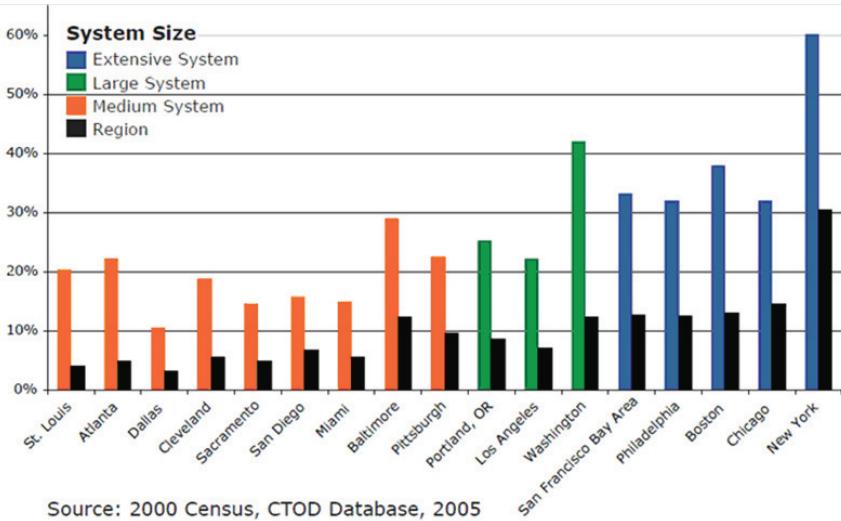


FIG. 7-D.5: PERCENT OF COMMUTE TRIPS BY TRANSIT - COMPARISON OF OVERALL REGIONS AND HOUSEHOLDS WITHIN 1/2 MI. OF TRANSIT IN THOSE REGIONS

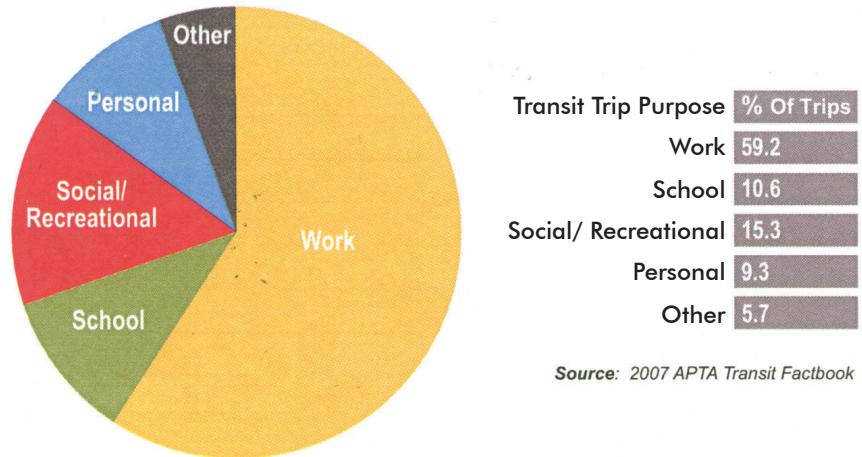


FIG. 7-D.6: TRIP PURPOSE - TRANSIT TRIPS NATIONWIDE

FREEWAY NETWORK

The five major freeways serving the Pomona sub-region provide primary regional access to and from the City. The San Bernardino Freeway (Interstate 10) and the Pomona Freeway (State Route 60) provide east-west access to Pomona from Santa Monica and Los Angeles to the west, and Ontario, San Bernardino and Riverside to the east. The Foothill Freeway (Interstate 210) provides an additional east-west connection to the north of Pomona, extending west to Pasadena and the San Fernando Valley. The Corona Expressway (State Route 71) and Orange Freeway (State Route 57) provide connections with Corona and Orange County.

Regional growth and shifts in transportation patterns have resulted in substantial levels of congestion during peak travel periods. Most of Pomona's freeways are nearing capacity with peak hour traffic volumes during 25% - 75% of morning peak travel periods (see Existing Conditions Report).

A key issue pertaining to circulation on the regional freeway network is the transport of goods by truck, particularly related to trucks transporting goods from the Port of Los Angeles to distribution facilities in the Inland Empire. Improvements to regional freight rail envisioned by the Alameda Corridor East (ACE) project (see above) are intended to help reduce the proportion of truck traffic on the freeways.

Regional freeway congestion will be handled by the long range transportation plans for Los Angeles, San Bernardino, and Riverside Counties. The City will work to reduce the impact of regional freeway traffic primarily by pursuing land use planning efforts that support patterns of development which reduce vehicle miles traveled and increase walking, biking, and public transportation use.



STREET SYSTEM

In addition to the five freeways serving the City, Pomona has an extensive street network. Classified as arterials, collectors and local streets, Pomona's streets carry many thousands of vehicle and transit trips daily. Pomona's street network is primarily based on a grid, with several major north-south and east-west roadways interlaced with a system of intersecting minor streets.

STREET CLASSIFICATIONS

Streets are categorized using a hierarchical system of classifications based on street function, location, and design. All streets in Pomona are assigned a classification based on the following descriptions (see Fig.7-D.7):

1. Arterial: These streets are generally high speed/high capacity roads that connect to major regional transportation facilities, such as the expressway system, and serve relatively long trips. Some designated arterials in Pomona are medium speed/medium capacity roads for intra-community travel, usually providing direct connections from one side of the City to the other. Within Pomona high capacity roads are designated as "major" arterials and medium capacity roads are designated as "minor" arterials. Holt Avenue is a prominent major arterial within the City and White Avenue is a good example of a minor arterial.
2. Collector: Collectors are the 'bridge' between access and mobility in the functional classification system. These streets generally feature lower speeds and volumes than arterials and provide for circulation between neighborhoods (and not just within them). Their main function is to provide access for short trips and distribution to the arterial network.
3. Local: These streets are low speed and low volume roadways that provide direct access to abutting land uses. Driveways to individual units, on-street parking, and pedestrian access are allowed.

Pomona's street system is comprised of approximately 296 centerline miles (measured along the centerline of all City-owned streets) and 720 lane miles (centerline miles multiplied by the number of lanes on the street). A high percentage of Pomona's centerline and lane miles are on arterials, with a relatively low percentage on collectors. In order to create a better relationship between the size/function of City streets and the character of neighborhoods or districts that those streets serve, the City may consider reclassifying some arterial and collector streets.

EXISTING TRAFFIC VOLUMES

Many of Pomona's major thoroughfares carry traffic volumes within their capacity, though in some cases volumes are notably high. In places, Holt Avenue carries close to 40,000 vehicles per day, while seven other arterials carry in excess of 20,000 vehicles per day.

Most other arterials carry between 10,000 and 20,000 vehicles per day, while all collectors for which data is available carry less than 10,000 vehicles per day. This is generally in keeping with accepted ranges for each type of street classification, although in some cases reclassification may be warranted.



FIG.7-D.7: POMONA'S STREET CLASSIFICATION SYSTEM

LEVEL OF SERVICE GUIDELINES

Level of service (LOS) is a classification system typically based on the automobile volume and automobile-carrying capacity of roadways or intersections, expressed in a series of letter ratings ranging from LOS A (indicating free-flow operation) to LOS F (indicating breakdowns in vehicle flow). There are currently six intersections in the City that operate at Level of Service E or F (Fig.7-D.8)

By establishing LOS Guidelines for different Place Types (Fig.7-D.9), the City intends to use LOS as a tool to gauge when improvements to intersections or roadways throughout the City may be needed and to begin planning for these improvements. The City's response to congestion in specific locations, as indicated by degrading LOS, will be guided by its traffic congestion management policy (see Traffic Congestion Management below).

For regionally designated Congestion Management Plan (CMP) roadways, the Los Angeles County standard of LOS E will apply. At un-signalized (stop-controlled) intersections, LOS does not apply unless a signal warrant analysis indicates that signalization is warranted.

Key

- Existing LOS E or F
- Potential Future LOS E or F

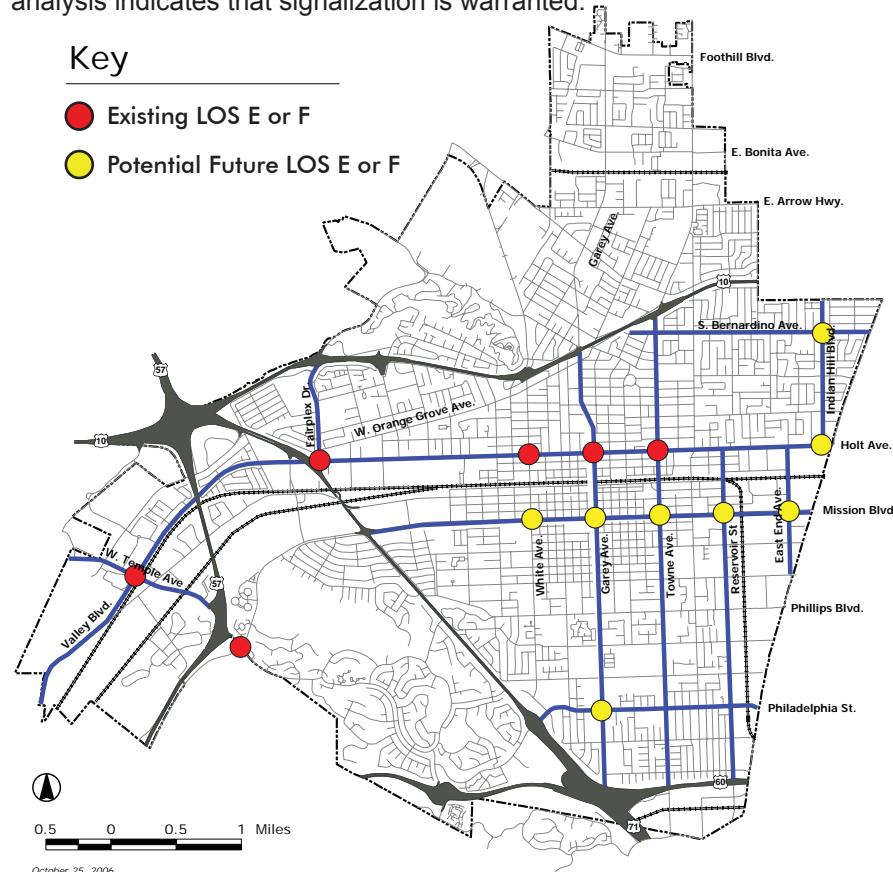


FIG.7-D.8 INTERSECTION PERFORMANCE

ANTICIPATED FUTURE LEVEL OF SERVICE

In connection with the Regional Transportation Demand Model, traffic volumes in Pomona have been projected for a potential maximum build-out over a 20 year horizon. These projections indicate that, without improvements, eight intersections could operate at LOS E or F during peak circulation periods in addition to the six intersections already operating at this level (see Fig.7-D.8). These intersections will be a high transportation planning priority. They will be monitored regularly and will be targeted for improvements as development occurs and/or as resources allow to improve capacity/mobility for all modes of transportation.

It is important to note that, although the Regional Transportation Demand Model represents current state-of-the-art technology, its very scale limits its ability to evaluate potential corridor or community level shifts in mode of travel from vehicular to pedestrian, bike, or transit trips. Likewise, the benefits of compact, clustered, mixed-use forms of development that result in improved pedestrian and bicycle access are not always fully accounted for in the modeling results. It is likely that the future City structure, by bringing destinations closer together through mixed-use development and redevelopment, will lead to a significantly greater increase in bicycle, pedestrian, and transit modes of transport than what the model results may currently reflect.² In addition, successful implementation of the City's vision has the potential to improve transportation network performance. Clustering more jobs and households in Pomona than projected could modify commute patterns and reduce peak traffic volumes. Future updates to the transportation demand model should strive to capture this mix of land uses and recognize the greater potential for non-vehicular mode choice that is created in the City as a result.

Fig.7-D.9: Motor Vehicle Level Of Service Guidelines ¹		Place Type			
Functional Roadway Classification ²	High Volume Vehicular Corridor	Pedestrian-Oriented District	Residential Area	All Other Areas	
	CMP ³ Roadway	E	E	E	E
	Major Arterial	E	E	D	D
	Minor Arterial	E	E	C	D
	Collector	D	D	C	D
	Local	C	D	C	C

Notes:

1. At stop-controlled intersections, the LOS standard would not apply unless signalization is warranted based on warrant standards.
2. Where two streets intersect, the larger facility's LOS guideline shall apply.
3. Congestion management plan (CMP) roadways within Pomona are Foothill Boulevard, Arrow Highway , I-10, SR-57, SR-60, and SR-71. This standard would apply to signalized intersections that include freeway on- or off-ramps.



TRAFFIC CONGESTION MANAGEMENT

The City will continually monitor traffic conditions to measure intersection and corridor LOS and compare these to the City's LOS Guidelines. This will allow the City to determine when and where improvements may be necessary to facilitate the smooth flow of both traffic and transit, and ensure pedestrian and bicyclist safety throughout the City.

In some cases, improvements necessary to maintain a specified LOS would require trade-offs that run counter to other City goals such as preservation of historic buildings, bicycle and pedestrian safety, traffic calming, improved streetscape design and scale, increasing pedestrian activity, creating an attractive Downtown environment, and preserving neighborhood character. In these cases, the City will evaluate alternatives to increasing intersection-specific vehicular capacity such as evaluating the LOS of entire corridors; improving pedestrian, bicycle, or transit circulation; or other measures to encourage alternatives to automobile travel. This will allow the City to manage the most acute congestion locations through a variety of methods that address the larger network rather than being limited to localized improvements that may have unwanted impacts. These established Transportation Systems Management (TSM) methods seek to optimize capacity and infrastructure performance without relying on costly or difficult physical improvements that often focus exclusively on increasing vehicular capacity.

The City's traffic congestion management policy is intended to determine appropriate transportation planning actions in response to a particular LOS. As a result, an intersection's reaching a particular LOS does not necessarily indicate that no additional development can be supported at or around that intersection. Instead, the City will respond to intersection LOS with a three tiered approach oriented to 1) managing speeds and motorist behavior at intersections with high LOS 2) reviewing traffic growth patterns when congestion begins to appear and planning for appropriate ways to address additional congestion and 3) taking steps to manage congestion, including moving from intersection-specific metrics to LOS for an entire corridor. The three tiered traffic congestion management policy is established in Fig.7-D.10.

Fig.7-D.10: Traffic Congestion Management Policy

Intersection LOS		
A-B	C-D	E-F
Transportation Planning Approach		
Calm	Monitor	Manage
Appropriate Scale of Action		
Intersection	Intersection with reference to the corridor	Corridor
Appropriate Policy & Transportation Systems Management Actions		
Review speeds and ensure that posted speeds are close to 85th percentile measured speeds. Adjust signal timing to shorter cycles if speeds are high to lessen tendencies to operate at high speeds.	Adjust signal timing to longer cycles to lessen delay and provide adequate time for major movements. Compare intersection performance to upstream/ downstream intersections on the same corridor to determine if overall travel flow volumes show signs of exceeding capacity of multiple intersections, not just the intersection being analyzed.	Continue adjusting signal timing. Evaluate performance of other intersections and compare these to corridor-wide LOS. Let corridor-wide LOS govern if it is higher than specific intersections (for example, if some intersections in a corridor operate at LOS F but overall corridor is LOS D, LOS D is the governing standard.)
Appropriate Physical Changes		
Use intersection bulbouts, raised crosswalks, mini-roundabouts, parking/bike lane striping, or other vertical/visual elements to slow traffic while still providing for its safe passage and circulation.	Explore lane restriping to fit dedicated turn lanes or add new signal infrastructure to allow different phasing patterns.	Explore use of street network to accommodate larger area traffic demand; explore physical improvements (such as intersection widening to add turn lanes, widened sidewalks or location of transit stops) to increase efficiency and capacity.

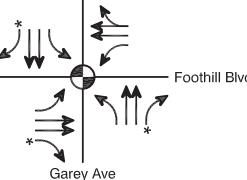
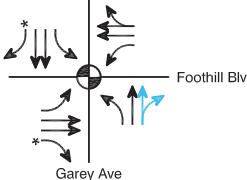
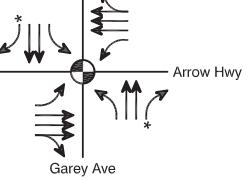
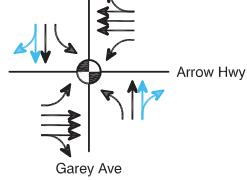
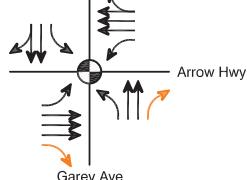
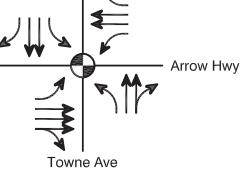
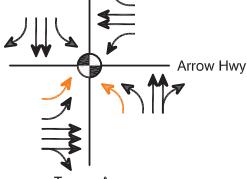
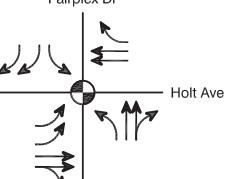
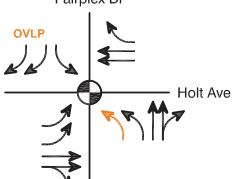
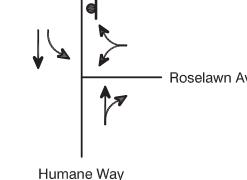
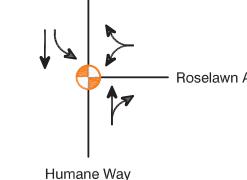
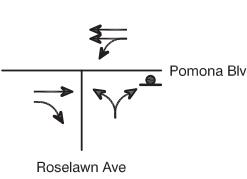
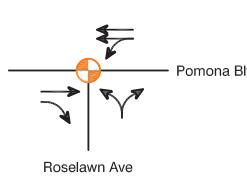
Fig.7-D.11: Intersection Improvements Cont.



7-D Mobility & Access

PLAN COMPONENTS

Ultimately, ongoing analysis will determine where and when improvements are necessary and to determine if those improvements are sufficient to improve traffic operations. Fig.7-D.11 lists improvements currently planned for intersections throughout the City. Traffic operations are a particular concern on the corridors of Holt Avenue/Valley Boulevard, Mission Boulevard, and Garey Avenue. Additional detail about specific improvements to intersections with potential to fall below acceptable LOS as well as related corridor-wide improvement strategies are identified by a more specific planning effort for the corridors focus areas (see Section 8. Implementation).

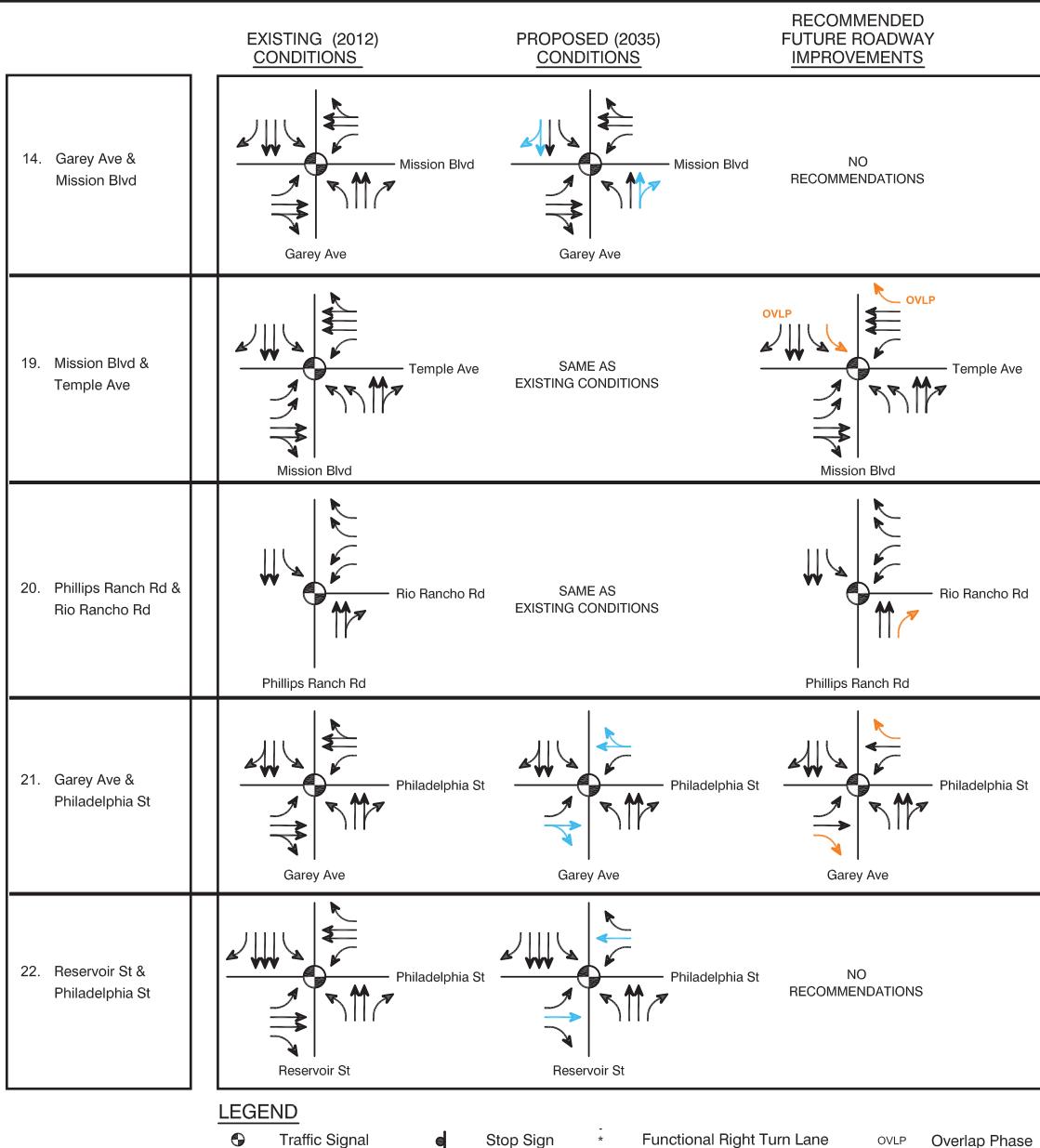
		EXISTING (2012) CONDITIONS	PROPOSED (2035) CONDITIONS	RECOMMENDED FUTURE ROADWAY IMPROVEMENTS
1. Garey Ave & Foothill Blvd				NO RECOMMENDATIONS
2. Garey Ave & Arrow Hwy				
3. Towne Ave & Arrow Hwy			SAME AS EXISTING CONDITIONS	
6. Fairplex Dr/ SR-71 Ramps & Holt Ave			SAME AS EXISTING CONDITIONS	
11. Humane Way & Roselawn Ave			SAME AS EXISTING CONDITIONS	
12. Roselawn Ave & Pomona Blvd			SAME AS EXISTING CONDITIONS	

LEGEND

- Traffic Signal
- Stop Sign
- * Functional Right Turn Lane
- OVLP Overlap Phase

Fig.7-D.11: Intersection Improvements Cont.

7-D Mobility & Access



Additional Improvements

San Bernardino / Indian Hill	Install crosswalk treatments.
Valley / Temple	Provide two SB right turn lanes and two SB left turn lanes from Valley to Temple. Provide WB right-turn lane from Temple to Valley. Install high-visibility crosswalk treatments and pedestrian refuge(s).

TRUCK ROUTES

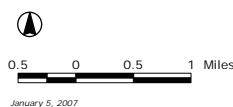
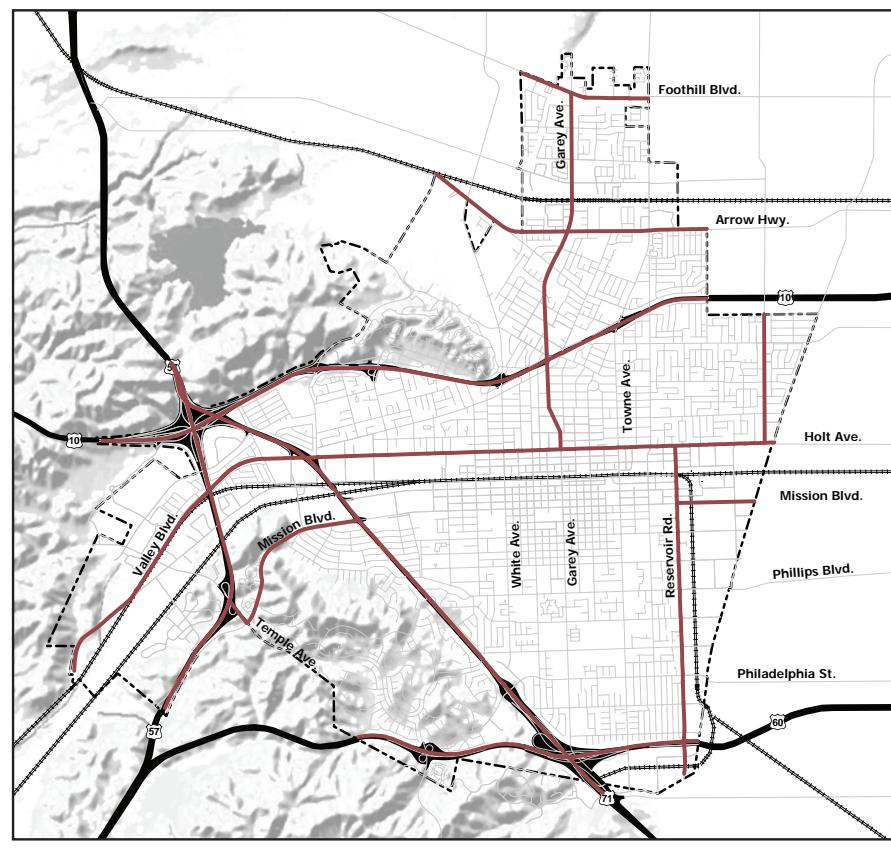
Pomona currently has an extensive truck route system that was developed at a time of rapid growth and anticipation of the need to accommodate heavy vehicles on many City streets. While trucks currently travel on many City streets, field observations indicate that the volume of trucks on City streets does not justify such an extensive truck circulation system.

The City will make every effort to maintain direct access from industrial- and special-event-oriented land use districts to expressways and other high-capacity regional thoroughfares. On the other hand, streets with higher volumes of pedestrians and bicyclists and relatively few trucks should be reclassified. The proposed truck route map (Fig.7-D.12) identifies potential changes to the route system in Pomona to achieve this balance by removing routes that do not provide direct connections to these transportation corridors.

Trucks and other freight vehicles will be allowed to use any City street for deliveries, service-based trips or other trips where access to a particular destination requires a route consisting of a street or streets not designated as part of the truck route network. The truck route network is intended to provide guidance for preferred routes to accommodate heavy vehicles.

ROADWAY MAINTENANCE

The street network accounts for a significant portion of the City's land and is one of its most extensive and valuable assets. Therefore, keeping these streets in good repair is extremely important, providing several benefits to the City. First, it is necessary for the transportation network to maintain smooth multi-modal traffic circulation. It is also important to support efficient emergency access. Second, an existing, well connected network of attractive streets is one of the qualities that attracts new investment, residents, and businesses to the City. Finally, street condition is an important factor in maintaining the City's image because it is a reflection of community livability and prosperity. Street maintenance, particularly sidewalk and roadway paving, will be one of the City's high infrastructure maintenance priorities.



Key

- Truck Routes
- Railroad
- Freeway
- Street

FIG.7-D.12: FUTURE TRUCK ROUTES



TRAFFIC CALMING

Pomona has many local streets where on-street parking is accommodated but where travel lanes remain wider than needed for two moving vehicle lanes. Although the space provided is ample for intended uses, the greater widths have been demonstrated to promote higher travel speeds in many communities, most notably on low-volume residential streets where higher speeds are not desirable. Aside from simply slowing traffic, a goal of traffic calming measures should be to make wide local streets more neighborhood-friendly and bring driver behavior in accord with the surrounding community context.

The City will consider developing a program to consistently identify appropriate traffic calming measures throughout Pomona. This program would allow the City to explore traffic calming strategies that add physical design features to the traveled way in an effort to control vehicle speeds, moderate driver behavior, and improve general safety for all street users. The program would include creation of an appropriate “toolbox” of traffic calming measures for specific circumstances and guidelines for their installation. Examples of traffic calming tools include traffic circles, curb bulbouts, pavement material changes, narrower roadway widths, on-street bicycle lanes, and parking lane striping.

The addition of on-street bicycle lanes is a relatively simple approach that can be used to achieve multiple benefits. First and foremost, it introduces a formalized, visible space for cyclists and in the process provides a more permanent designation of a street as a cycling route than does vertical signage. In addition to improving the Citywide bicycle route network, it also has implications for safety. Federal transportation policy research has demonstrated that striping bicycle lanes on streets and roads allows users of various modes to have more predictable movements with respect to the other modes. Adding bicycle lanes also visually narrows the width of vehicle travel lanes, which can help to slow travel speeds and increase motorist awareness of cyclists, pedestrians, and other environmental factors. (See below for further discussion about the type and location of envisioned bicycle routes throughout the City.)

The City receives frequent requests to install speed humps to slow or discourage traffic on local streets. However, the installation of speed humps can be complicated, particularly due to potential impacts to emergency vehicle response time. In addition, street closures, although currently being planned in some locations in Pomona, must be carefully considered since they can result in unintended consequences if problems are shifted to adjoining streets and can reduce overall street network capacity and connectivity.

ROAD DIETS

Because Pomona has a well established street grid which provides a range of travel route options, it may be feasible to reduce the number of travel lanes to “calm” traffic and accommodate bicycle lanes, on-street parking, wide medians, wide sidewalks, and/or other streetscape improvements along streets with four or more travel lanes that carry traffic volumes of less than 22,000 vehicles per day. These “road diets” provide opportunities to re-appropriate public right-of-way in ways that add value to adjacent properties, improve community identity, and enhance the pedestrian/bicycle environment by reducing the number of travel lanes that pedestrians must cross and slowing traffic. Portions of the following streets may be potential candidates for “road diets” based on existing traffic volumes: 1) 9th Street 2) Bonita Avenue 3) East End Avenue 4) Fairplex Drive 5) Garey Ave. 6) Mission Boulevard 7) Orange Grove Avenue 8) Philadelphia Street 9) Rio Rancho Road 10) San Antonio Avenue 11) Temple Avenue 13) Towne Avenue 14) White Avenue.

Not all candidate streets will be appropriate for road diets upon closer analysis.

PUBLIC TRANSIT

Public transportation in Pomona consists of both bus and rail service. Foothill Transit, Omnitrans, and Los Angeles County MTA buses all operate within the City. In addition, there are two Metrolink commuter rail stations, one of which also serves as an Amtrak station. The following sections summarize the major transit services in Pomona.

According to the 2000 Census, 4.9% of Pomona's residents use public transportation on their journey to work. This is up from 3.1% in the 1990 Census, an increase of 57%. Some of this increase can be attributed to the introduction of Metrolink commuter rail in the early 1990s, though bus usage also increased substantially from 1990 to 2000. Statewide, the percentage of trips made by transit declined by 5% during this same period.

BUS SERVICE

Three transit operators provide bus service on a number of routes within the City making Pomona geographically well served by buses. Key hubs for bus service include the Pomona Transit Center, located at the Downtown rail terminal, and the Cal Poly Transit Center. However, service frequencies on many routes are low, and few routes are configured to connect major destinations, so gaining access to those destinations by bus from many neighborhoods can be a challenge. In addition, recent service cuts have reduced overall geographic coverage. The City will work with transit providers to identify how transit routes can be altered to better serve Pomona neighborhoods and to provide better links to major destinations.

Foothill Transit

Foothill Transit provides the most extensive bus service within Pomona. Several bus routes provide frequent service, with the time between bus arrivals (headways) resulting in frequencies of 10-15 minutes during peak hours. Most bus lines serve Downtown and the Downtown Pomona Transit Center. Other major destinations include: North Pomona Metrolink, Cal Poly, the Fairplex, Claremont, West Covina, the USC Medical Center, Cal State Los Angeles, and Downtown Los Angeles.

Omnitrans

Omnitrans operates one bus route within the City, traveling down Holt Avenue to the Downtown Pomona Transit Center with service every 15 minutes. Other destinations include the Indian Hill Mall, Ontario Airport, Ontario Convention Center and the Ontario Mills Mall.

Los Angeles County MTA

The Los Angeles County Metropolitan Transportation Authority (MTA) operates two bus routes within Pomona with peak headways of 10-20 minutes. MTA provides service connecting Downtown Pomona, Cal Poly, and the Lanterman Developmental Center with Downtown Los Angeles, Union Station, Cal State Los Angeles, and Mount San Antonio College.

RAIL SERVICE

Metrolink

With the addition of Metrolink rail service in the early 1990s, rail became a viable transit mode with over 500 passengers boarding at the two stations each morning. However, rail travel still represents only a small portion of overall trips, with 0.5% of all trips to work by Pomona residents being made by rail, partly due to dispersed job locations and infrequency of service.

Metrolink's Riverside line serves the Downtown Pomona Station, with destinations between Downtown Los Angeles and Riverside. Six trains stop in Pomona daily, with trains arriving every 30 minutes during the peak hour and peak direction, but there is virtually no "off-peak" service. No weekend trains currently operate on the Riverside line.

Metrolink's San Bernardino line serves the North Pomona Station, providing both weekday and weekend service, with destinations between Downtown Los Angeles and Downtown San Bernardino, including Rancho Cucamonga, Claremont, and El Monte. During weekdays, trains arrive every 30 minutes in the peak hour and peak direction and every one to two hours in off peak times. On weekends, eight trains operate each direction on Saturdays and four on Sundays.

Amtrak

Amtrak operates trains that stop at the Downtown rail station. The Sunset Limited and Texas Eagle trains stop in Downtown Pomona three times weekly in each direction, providing inter-city rail service between Los Angeles and New Orleans, and between Los Angeles and Chicago, respectively.

OTHER TRANSIT

Access Paratransit provides regional paratransit services in Los Angeles County for all locations within $\frac{3}{4}$ of a mile of an active bus line. This includes the entire City of Pomona. The shared-ride service utilizes a fleet of mini-buses, vans, and taxis to provide transportation for American with Disabilities Act (ADA) eligible paratransit riders. The Pomona Valley Transit Authority also provides dial-a-ride services within the Pomona area to ADA-eligible paratransit riders.

Cal Poly operates bus service near the campus. The Bronco Express Campus Shuttle operates four lines that provide internal campus circulation and access to several locations along Temple Boulevard as well as to the City's Metrolink stations.



FUTURE TRANSIT

The future City structure, outlined in Section 6. Pomona Tomorrow, establishes a development pattern intended to support a variety of transportation options by clustering intensity and a mix of uses near transit stations and along transit corridors. Fig.7-D.13 Future Transit Network illustrates the primary regional and local transit corridors envisioned in Pomona Tomorrow. These transit corridors should be used to guide transit service decisions that will improve transit connectivity, align with the City's envisioned future land use pattern, and conveniently serve the highest percentage of City residents.

The ability of transit to reduce peak period travel demand and provide mobility for short personal trips and for those unable to drive are key reasons to promote it within Pomona. Furthermore, planning to support transit will complement long-term changes to mobility technologies, land use densities, and travel patterns that can occur beyond the 20 year horizon of this Plan.

Transit Nodes:

Downtown

The Downtown Pomona Train Station and Transit Center is a major hub of transit activity in the City. It also serves as an important connection point between regional transit services in Los Angeles, the San Gabriel Valley, and San Bernardino/Riverside Counties. In the future, this multi-modal transit center will continue to be a major multi-modal hub in the City and the region, with new residential and workplace development increasing nearby activity, demand for transit, and connectivity with Downtown.

Transit Oriented Districts

There is a variety of transit oriented districts distributed along the City's future transit corridors. Development intensity and land use mix at each node will align with the type and frequency of transit service available and anticipated in that location. After Downtown, districts located at rail stations will be the most intense and active, followed by smaller nodes located at major crossroads with potential for Bus Rapid Transit or equivalent high capacity bus service.

Future Infrastructure & Service Expansions:

In addition to Pomona's efforts to increase transit use, the transit agencies that provide service in the City have planned service and infrastructure improvements. The MTA's Long Range Transportation Plan envisions an expanded regional transit system that may help sustain the increasing mode share of transit in Pomona. By providing greater frequencies and better transit access to regional destinations, transit use may become a more viable option for travel. Better coordination between bus and existing Metrolink rail service also offers the opportunity to improve the appeal of transit in Pomona.

High Speed Rail

The proposed statewide high-speed rail system planned by the California High Speed Rail Authority includes an alignment that could connect Pomona, with San Diego, Los Angeles, Sacramento and the San Francisco Bay area with trains traveling up to 200 miles per hour.

Metrolink Stations

The City will coordinate with Metrolink to locate a rail station near Cal Poly and the Lanterman Center. This station would significantly increase the infill and development potential of the Lanterman Center as well as improve access to Cal Poly, Innovation Village, and other future workplace developments in the area.

The City will also consider the possibility of relocating the North Metrolink rail station closer to N. Garey Avenue. Potential benefits of this relocation include improved access to and visibility of the station and better alignment with the Metro Gold Line extension station (see below).

Metro Gold Line Extension

The Metro Gold Line is a light rail transit system that currently runs with high frequency between Union Station in Downtown Los Angeles and Pasadena. Extension of the line to Azusa is currently under construction and planning is underway for the extension through Pomona to Montclair. Ultimately, the line is expected to terminate at Ontario Airport. Two stations are anticipated to provide service to Pomona. The first station is in LaVerne, just outside Pomona's city limits providing access to the northern portion of the Fairplex. The second station will be adjacent to the North Metrolink station.

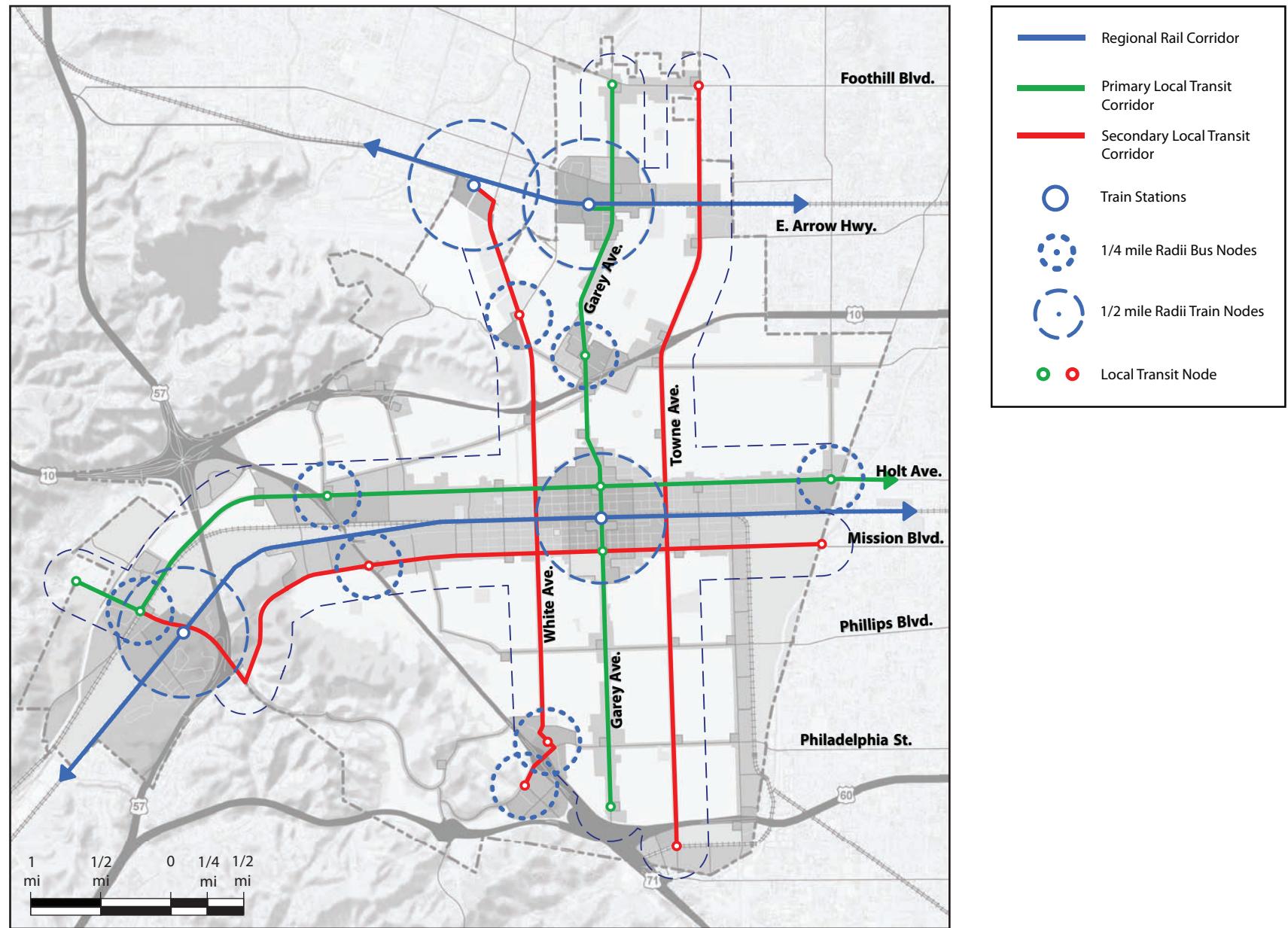


FIG.7-D.13: ENVISIONED FUTURE TRANSIT NETWORK



PEDESTRIAN CIRCULATION

Everyone becomes a pedestrian at some point during a journey, making the walking environment one of the most heavily used public spaces where people interact in the urban landscape, yet the pedestrian is often forgotten in street design because of an overemphasis on automobile travel. The General Plan places a strong emphasis on improving the pedestrian environment in the City.

Pomona has a comprehensive network of sidewalks in most parts of the City. However, particularly outside of the central district, gaps in the sidewalk network, long crossing distances on wide arterial roadways, lack of marked crosswalks, and longer blocks with lack of street connectivity often make walking difficult.

Well-marked pedestrian crossings accomplish dual goals. They prepare drivers for the likelihood of encountering a pedestrian, and they create an atmosphere of walkability and accessibility for pedestrians. In California, it is legal for pedestrians to cross any street except at unmarked locations between immediately adjacent signalized crossings or where crossing is expressly prohibited. Markings reinforce the location and legitimacy of a crossing. In pedestrian-friendly cities, crossing locations are treated as essential links in the pedestrian network. In areas with many pedestrians, it is desirable to create safe, convenient crossing opportunities.

To make the pedestrian experience safer and more enjoyable in Pomona, this General Plan establishes policies related to the provision of pedestrian amenities, installation of crosswalks, and funding of pedestrian-related improvements, including the streetscape improvements identified in Section 7-C. Open Space Network.

An additional hazard facing pedestrians in Pomona is created by the lack of bikeway facilities, which often results in bicyclists riding on the sidewalk. Improvements to the bikeway network are described in the bike circulation section below.

BICYCLE CIRCULATION

The size, topography and climate of Pomona make it an ideal city for bicycling with a significant portion of the City within a 10 minute's ride from Downtown (see Fig.7-D.14). Bicycles are a convenient means of transportation for short trips within cities, especially those less than three miles in length. According to the U.S. Department of Transportation, one-quarter of all trips in this country are under one mile and about 40% of all trips are two miles or shorter. The use of bicycles for short trips in Pomona can reduce the number of similar trips by automobiles.

Key constraints to bicycling include the lack of bikeways and of support facilities (such as bicycle parking).

Despite this barrier, the 2000 census showed that 1.0% of Pomona residents bike to work as their primary travel mode, higher than the statewide average of 0.8%. Additionally, field observations indicate that many Pomona residents ride recreationally and for non-work trip purposes.

While a substantial number of cyclists use Pomona's streets, the lack of on-street bikeways forces some cyclists to use sidewalks for riding, particularly noted on Garey Avenue. This not only violates the state Vehicle Code, but also presents a potential danger to pedestrians on the sidewalk.

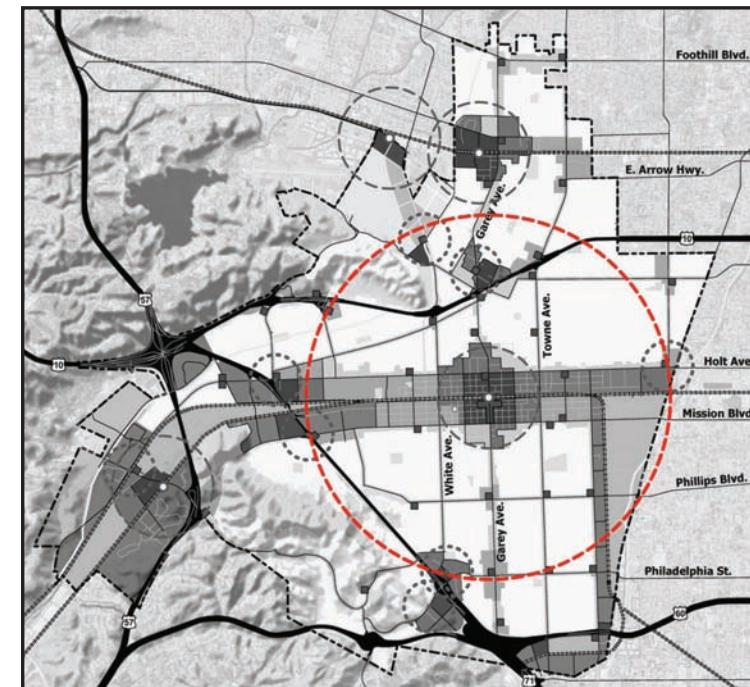


FIG.7-D.14: 2 MILE / 10 MINUTE BICYCLE SHED

TYPES OF BIKEWAY FACILITIES

Bikeway planning and design in California typically relies on the guidelines and design standards established by the California Department of Transportation (Caltrans). Caltrans standards provide for three distinct types of bikeway facilities as generally described below and shown in Fig.7-D.15:

1. Class I bicycle paths. Class I bikeways are completely separated from motor vehicle traffic, as in the case of an off-street path along a river or railroad corridor. Class I bikeways have varying widths, generally between 8 and 12 feet. A sidewalk bicycle path would not be considered a Class I facility unless properly designed and separated from the roadway by an appropriate buffer. Pedestrians are allowed on Class I paths.
2. Class II bicycle lanes. Class II bikeways are located on streets and allow bicyclists to utilize a separate lane of travel, usually 5 feet wide, separated from motor vehicle traffic by a 6-inch white stripe.
3. Class III bicycle routes. Class III bikeways are designated by signs only. Cyclists share the travel lane with motor vehicle traffic on these routes. Some Class III routes have a wide outer curb lane while others carry low volumes of motor vehicle traffic, making a separate bicycle lane or wide curb lane unnecessary.

An additional type of bikeway that is appropriate for urban environments is the bicycle boulevard, generally a modified Class III route in which cars are allowed but bicycles have priority, and where bicycles have a relatively stop-free, low conflict route to their destinations.

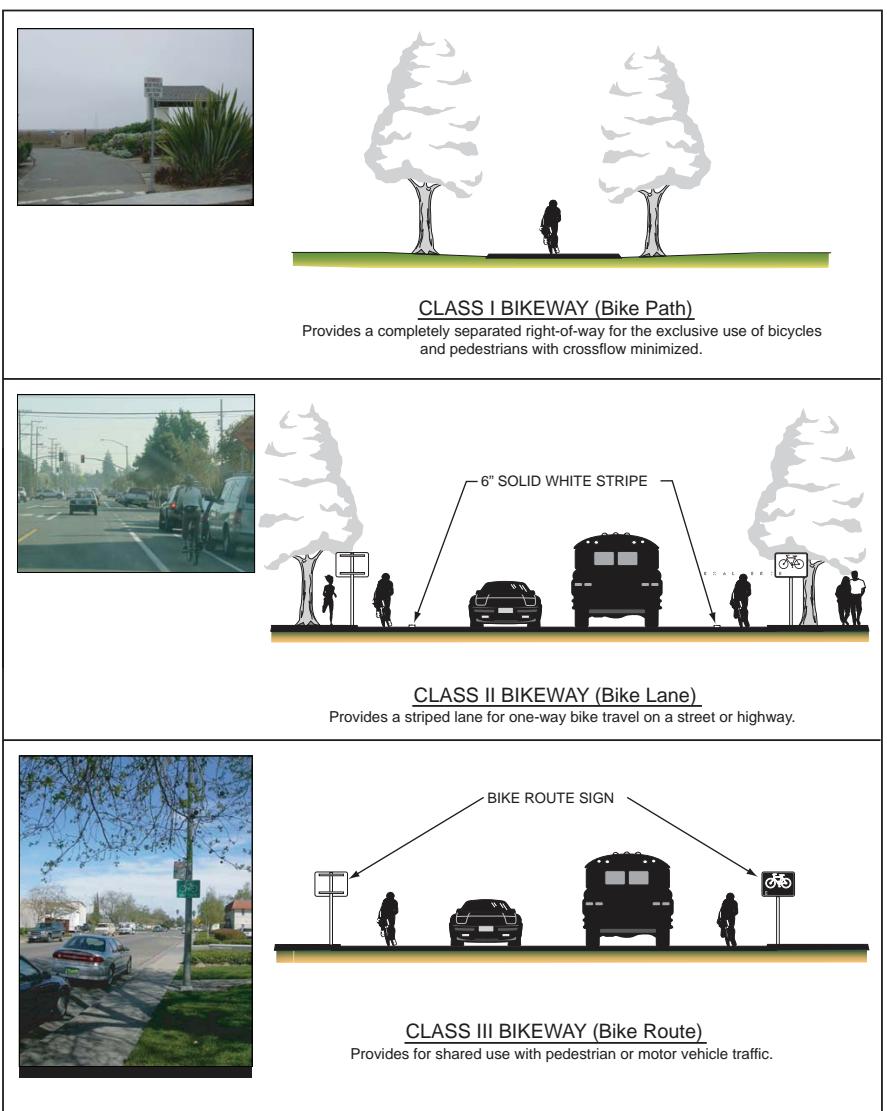


FIG.7-D.15: TYPES OF BIKEWAY FACILITIES



BIKEWAY NETWORK

Fig.7-D.16 conceptually illustrates a comprehensive City-wide bikeway network including on-street Class II and III facilities. One major aspect of this network is the Citrus Regional Bikeway. The Citrus Regional Bikeway proposes to parallel the Metrolink rail tracks through Pomona and briefly follow Santa Fe Street near the North Pomona Metrolink station. The routes designated in this Plan have not been formally evaluated at this time. Development of a Bicycle Master Plan will closely evaluate these bicycle routes and refine the proposed network.

Bicycle lanes could potentially be accommodated on many streets in Pomona. On some streets, existing street widths are adequate to accommodate 5 foot wide bicycle lanes. On other streets, elimination of a motor vehicle travel lane may be feasible, as described in the traffic calming section above, to “calm” traffic; the additional space gained from the eliminated lane may be used for Class II bicycle lanes. On streets that are not wide enough to accommodate bicycle lanes, a Class III (signed) bicycle route could be considered.

BICYCLE SUPPORT FACILITIES

Bicycle parking exists at both Pomona Metrolink stations, though few bikes currently use these facilities during the day. Bike racks are limited in other locations around the City, leading some cyclists to use other locations for bike parking. There is a clear need for additional bicycle parking throughout the City, particularly in Activity Centers. This General Plan includes policies aimed at encouraging or requiring the provision of bicycle parking, particularly as new development occurs.

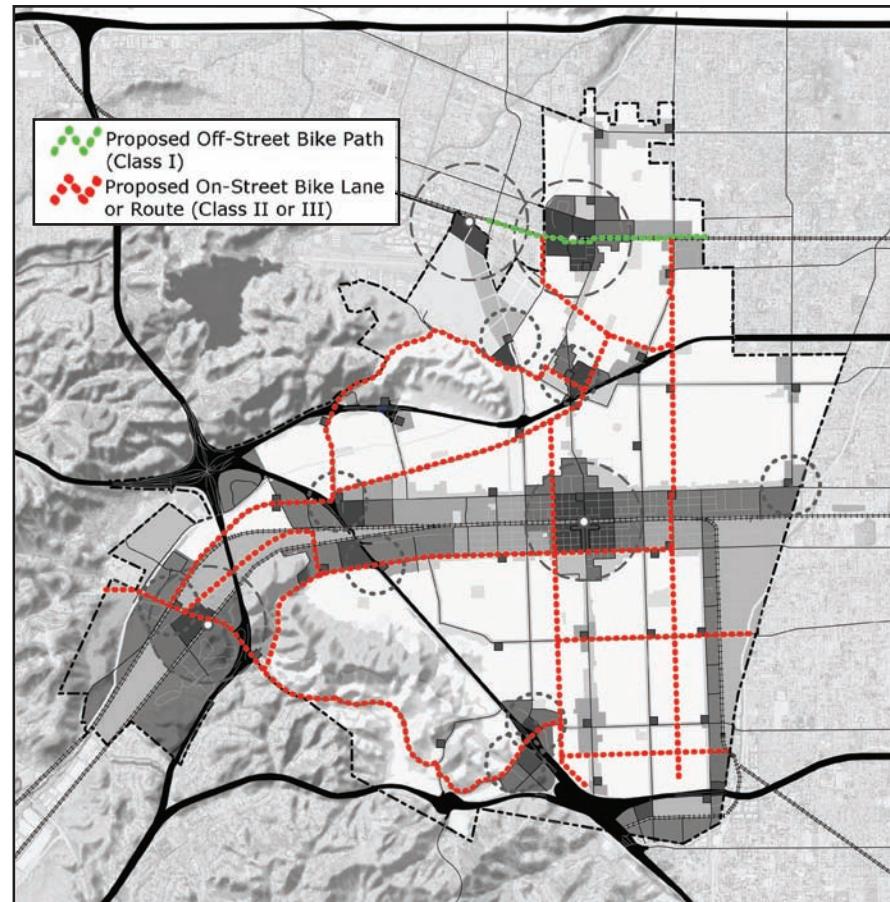


FIG.7-D.16: CONCEPTUAL BIKEWAY NETWORK



TRANSPORTATION DEMAND MANAGEMENT

The intent of Transportation Demand Management (TDM) programs is to reduce the amount of peak-period motor vehicle traffic and parking on City roadways and highways. TDM strategies encourage the use of modes other than single-occupant vehicles or provide incentives to travel outside of peak periods.

This General Plan supports the establishment of a TDM program or ordinance to help reduce peak period traffic within Pomona. Funding for a Citywide TDM program could be provided through annual assessments on new development. Implementation of TDM strategies can have a substantial impact on reducing automobile traffic. Potential TDM strategies include:

1. Transit subsidies/reimbursement (“Commuter Check” or “EcoPass”) to residents and employees;
2. Car-Share programs and neighborhood electric vehicle programs, to reduce the need to have a car or second car;
3. Citywide TDM Coordinator to manage and promote TDM programs and oversee monitoring to determine program effectiveness (or a separate Transportation Management Association (TMA) could be established to oversee TDM programs and monitoring);
4. Integrated bicycle parking and support facilities within the City of Pomona;
5. Modified parking codes to reduce the supply of parking to discourage driving and take advantage of shared-parking opportunities generated by mixed use development;
6. Guaranteed ride home program for employees in the event of an emergency;
7. Incentives, such as a “parking cashout” program in which employees receive cash in lieu of receiving free parking, to encourage carpool and vanpool use;
8. Marketing and information programs to encourage alternative transportation modes; and
9. Strategies to make the cost of residential and commercial parking visible to households and commercial tenants, such as separating the cost of parking in lease agreements with tenants (i.e., implementing paid parking facilities in cases where parking is currently free but the actual cost of providing and maintaining parking facilities is hidden in monthly rents and/or the cost of goods).

PARKING

PARKING FACILITY CHARACTER

Parking lots currently occupy a significant percentage of commercial, industrial, and mixed use land throughout the City. Along with parking structures, these facilities have a significant visual and functional impact on the community. Reducing the coverage of parking facilities and incorporating trees and landscaping into parking areas will improve the physical character of the City, reduce the urban “heat island” effect, reduce stormwater run-off, and increase land use efficiency.

PARKING SUPPLY

Parking policies have the potential to impact the mode choices of residents, employees, and retail customers. The City’s development review process implements parking requirements that are intended to ensure that adequate numbers of parking spaces are provided for most land uses. However, in some cases, it may be desirable to investigate strategies that would allow for a reduction in the amount of parking provided, such as through shared parking for uses that have different peak utilization times. The City will consider the following measures to support the vision for Pomona Tomorrow by aligning parking management with mobility goals Downtown, in transit oriented districts, and at transit stations:

Downtown:

Goals:

1. Efficiently manage demand for parking while accommodating visitor, commuter, and resident parking needs.
2. Put customers first: create vacancies and turnover of the most convenient “front door” curb parking spaces to ensure availability for customers and visitors.

Approach:

1. Annually monitor on- and off-street public spaces and begin changing fees via parking meters when peak occupancy rates regularly hit 85%. Ordinance language should be passed that will grant City staff the authority to raise or lower prices to meet the 85% target. It is important to note, however, that this is a long-term strategy for the time when Downtown experiences sufficient demand to warrant priced parking.

2. When charging parking fees is implemented, mandate that the revenues from meters get returned Downtown, which should be defined by a specific boundary. This will build support for meters and improve Downtown amenities.
3. If pricing causes problems with spillover parking in adjacent residential neighborhoods, recommend implementing a residential permit or benefit district if approved by a vote of neighbors.

Transit Oriented Districts

Goals:

1. Support regional transportation alternatives, lower vehicle ownership within transit oriented districts, and support environmental goals.
2. Remove barriers to new development in Downtown and other TOD areas; encourage efficiently shared public parking rather than many small, inefficient private lots; and create a healthy market for parking, where parking spaces are bought, sold, rented and leased like any other commodity.
3. Ensure that residential streets in neighborhoods adjacent to busy commercial and transit oriented districts are not unreasonably burdened by spillover parking, and promote efficient use of available parking spaces.
4. Subsidize all employee commute modes equally and create incentives for commuters to carpool, take transit, and bike or walk to work.

Approach:

1. Require all residential and commercial development to “unbundle” the full cost of parking from the cost of the housing or commercial space, by creating a separate parking charge.
2. Revise the Zoning Ordinance to create a blend of minimum and maximum parking requirements that will reduce the creation of unnecessary parking supply, reduce the cost of development, and promote the sharing of spaces to increase efficiencies (see discussion below for specifics).
3. Pursue construction of a strategically located publicly shared parking structure(s) in transit oriented districts (especially Downtown) to support increased densities, reduced parking requirements, and adequate parking availability.
4. If new parking requirements cause problems for adjacent residential neighborhoods, implement a residential permit or preferably a parking benefit district approved by a vote of neighbors.

5. Require all employers that provide subsidized employee parking to offer their employees the option to “cash out” their parking subsidy.

Transit Stations

Goals:

1. Maintain adequate availability of parking for those who need to drive to the station, and to encourage the use of local buses, walking and cycling for station access.
2. Promote regional transportation alternatives by ensuring the best possible integration of services provided by various agencies.

Approach:

1. Introduce paid parking at stations if future demand exceeds supply. If station lots still do not meet demand, consider paid on-street parking adjacent to the station.
2. Time local and regional bus departures to coincide with rail service. Encourage regional transit services to divert to the rail stations.

(Endnotes)

1 Robert Cervero, “Office Development, Rail Transit, and Commuting Choice,” *Journal of Public Transportation*, Vol. 9, No. 5: 41-55, 2006; <http://www.nctr.usf.edu/jpt/journalfulltext.htm>. See also G.B. Arrington and Robert Cervero, “Effects of TOD on Housing, Parking and Transportation,” *TCRP Report 128 - Transportation Research Board*: p.16, 2008; http://www.tcrponline.org/publications_home.shtml

2 SCAG White Paper: Conceptual Land Use Scenario Methodology – Prepared by Fregonese Associates June 30, 2009

The Conservation Component provides policies for biological resources, air quality, water resources, slopes and drainage and agricultural lands. The Conservation Component seeks to ensure that Pomona contributes to an environmentally sustainable region through the preservation of its natural resources and reiterates Pomona's commitment to the reduction of water pollutants in surface runoff and decreases in transportation-related air pollutants. While this Component addresses water supply, the Noise and Safety Component (Section 7-G) provides further discussion of flooding hazards.

In general, Conservation Components also cover conservation of farmland; however, there are no areas with agricultural uses within the City of Pomona except for portions of the Cal Poly campus. These agricultural uses include the Center for Regenerative Studies and the AgriScapes programs, both of which research innovative agricultural practices to promote sustainability and are part of the LandLab project located on the site of the former Spadra Landfill.

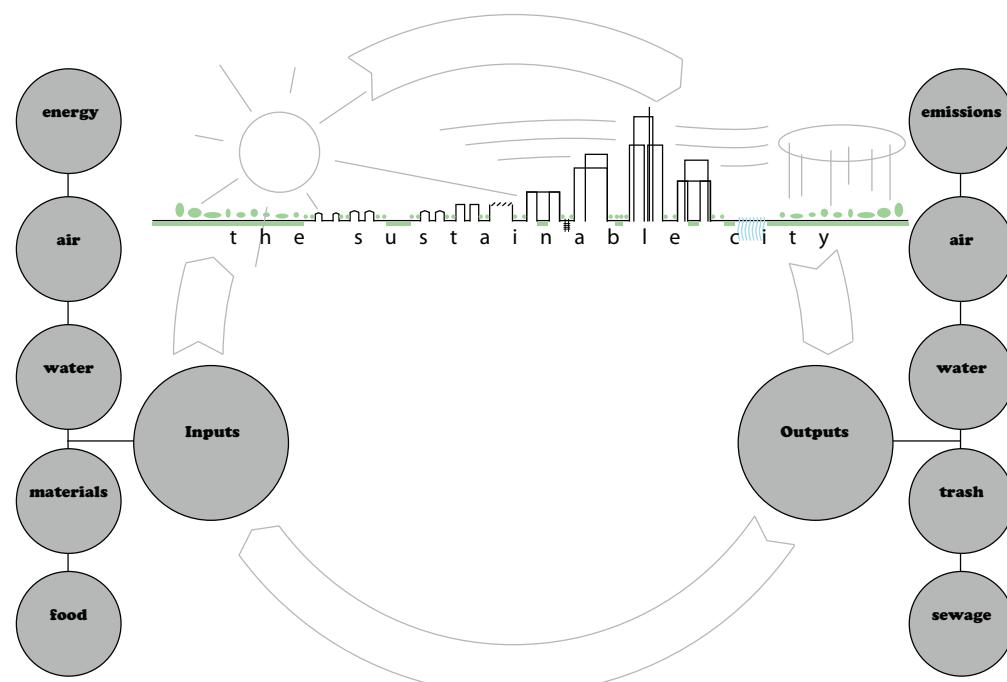


FIG.7-E.1: THE SUSTAINABLE CITY

ENVIRONMENTAL SUSTAINABILITY

An environmentally sustainable City is a healthy urban ecosystem consisting of the interaction between a biological community and the physical environment. Through this interaction, the community utilizes air, water, food, and other resources as inputs to live and produces corresponding outputs of air, water, trash, sewage, and other forms of gas emissions and waste (Fig. 7-E.1). The City must be able to grow, evolve, and meet the community's needs without adverse environmental impacts that compromise the ability of future generations to meet their needs. The basic strategy to achieve this goal is to:

1. Reduce community inputs & outputs through increased efficiency
2. Increasingly utilize renewable inputs
3. Increasingly recycle outputs, converting them to inputs
4. Reduce inputs & outputs though a more efficient and environmentally friendly City pattern

This strategy is applied throughout the General Plan and is integral to the vision of a prosperous Pomona Tomorrow.

The City of Pomona has been very progressive in promoting energy efficiency and environmental conservation efforts for several years. It has established a City Council Environmental Stewardship Subcommittee that reviews many environmental issues that impact the City and surrounding areas. It is also preparing a Green Plan. This document will include a Citywide Green House Gases (GHG) Inventory as well as programs and practices to guide Pomona in becoming a greener, greater city by focusing on: 1) Energy Efficiency and Conservation; 2) Water and Wastewater Systems; 3) Green Building; 4) Waste Reduction and Recycling; 5) Climate-Friendly Purchasing; 6) Renewable Energy and Low-Carbon Fuels; 7) Efficient Transportation; 8) Land Use and Community Design; 9) Storing and Offsetting Carbon Emissions; and 10) Promoting Community and Individual Action.



BIOLOGICAL RESOURCES AND HABITAT

A majority of the City of Pomona is developed; however, a few areas of undeveloped open space do exist in the southwestern (Phillips Ranch and Westmont Hills) and northwestern (Mountain Meadows and Ganesha Hills) portion of the City. Bordering the City are open areas within the Puente Hills to the southwest and the San Jose Hills to the northwest. These areas have retained native flora and fauna and can act as source populations for highly mobile wildlife.

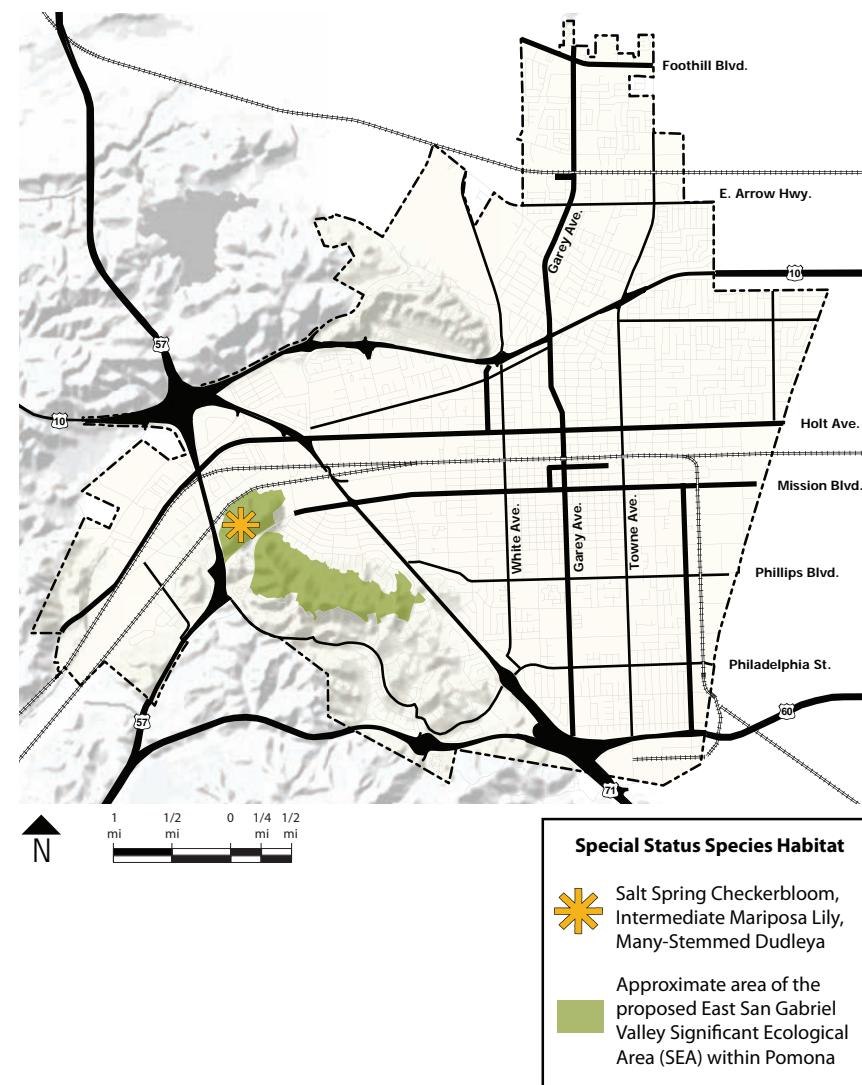


FIG.7-E.2: BIOLOGICAL RESOURCES

VEGETATION

The City of Pomona is largely urbanized and contains very little native vegetation. Vacant lots and hillside areas may contain coastal sage scrub communities, but the majority of the vegetation within the City comprises introduced species and landscaping vegetation. The City's long development history has led to the establishment of numerous mature trees along its streets and parkways. As mentioned above, preserved open space areas that contain natural vegetation include Phillips Ranch, Westmont Hills, Mountain Meadows and Ganesha Hills.

Native vegetation that is found within the San Jose Hills, Puente Hills, and Westmont Hills consists mainly of shrubs and grasses that are surrounded by development. However, areas of intact coastal sage scrub, oak woodland and walnut woodland are also found within the hills bordering the City. Coastal sage scrub is found on southwest-facing slopes below 3,000 feet and frequently drops its leaves and appears withered during dry seasons. Oak woodlands are scattered in small patches within the coastal sage scrub, primarily on north-facing canyon slopes. Southern California black walnut trees are found throughout the region in a variety of habitats, including coastal sage scrub and oak woodland. The hills are dominated by grasses in the understory, in the valleys and on south-facing slopes. These grasses generally consist of Eurasian weedy grasses, which were intentionally planted and are largely non-native range grasses.

WILDLIFE

Wildlife within the urbanized area of the City is limited to those species that can adapt to and tolerate the high levels of disturbance associated with the urban environment. Small mammals such as the California desert cottontail, western gray squirrel, California ground squirrel, black rat, and California mouse are common within urban environments. Medium- to large-sized mammals, such as the Virginia opossum and coyote, are also expected to occasionally occur within the urban portions of the City.

Wildlife may also be found within areas of the City that are either within or border the surrounding hillsides or open grasslands; Mountain Meadows and Phillips Ranch would be expected to have a greater diversity of wildlife species potentially occurring. Additional species expected to occur within these areas would include California vole, broad-footed mole, striped skunk, raccoon, mule deer, hoary bat, American Kestrel, white-shouldered kite, Great Horned Owl, Turkey Vulture, and numerous other birds, mammals, amphibians and reptiles.

SPECIAL STATUS BIOLOGICAL RESOURCES

Threatened or endangered species living in or near Pomona include the western yellow-billed cuckoo (*Coccyzus americanus occidentalis*) and the Coastal California gnatcatcher (*Polioptila californica californica*).

Figure 7-E.2 illustrates the location, within the City limits, of habitat for the following special status species: Salt Spring checkerbloom, intermediate mariposa lily and many-stemmed dudleya. Special status habitats are vegetation types, associations or sub-associations that support concentrations of special status plant or wildlife species, are of relatively limited distribution or are of particular value to wildlife.

(See the Existing Conditions report for a comprehensive list of sensitive plant and animal species known to occur in or near Pomona.)

SIGNIFICANT ECOLOGICAL AREAS

Significant Ecological Areas (SEAs) are ecologically important areas that are designated by the County of Los Angeles as having valuable plant or animal communities. SEAs can be either land or aquatic habitat, and are offered certain protections through this designation by the County. The County of Los Angeles is currently in the process of updating the SEA designations and policies as part of the County General Plan Update, and has identified a proposed SEA that extends into a portion of the City.

The only SEA within Pomona is the proposed East San Gabriel Valley SEA (SEA #6) (see Fig. 7-E.2), which extends into a portion of Pomona and is located in the easternmost portion of the San Gabriel Valley. The area encompassing proposed SEA #6 represents several ridgelines and hilltops and a major drainage area at the eastern end of the San Jose Hills, which have been surrounded by urban development over the past four decades. The largest component of this SEA is Frank G. Bonelli Regional County Park. Other parts of SEA #6 are South Hills Park and surrounding undeveloped land in the City of Glendora, Buzzard Peak and undeveloped hill-sides to the southwest within the cities of West Covina and Walnut, undeveloped slopes to the west of Bonelli Park and Interstate 210 (I-210) in the City of San Dimas, and Westmont Hill and an adjoining ridgeline in the City of Pomona known as Elephant Hill. As a consequence, the proposed SEA resembles an “archipelago” encompassing portions, or islands, of undeveloped ridgelines, hilltops and drainages between the San Gabriel Mountains to the north and the Puente Hills to the south.

The proposed East San Gabriel Valley SEA represents the only regional wildlife linkage between the San Gabriel Mountains and the Puente Hills/Chino Hills complex. Unlike the commonly held concept of a corridor, however, this SEA contains a series of discontiguous habitat blocks and patches rather than an unbroken movement corridor. As such, this SEA facilitates movement and exchanges between larger habitat areas by permitting terrestrial “island-hopping” between the SEA components.

Sensitive biological resources within proposed SEA #6 include vegetation habitats as well as plant and animal species. Sensitive vegetation communities include: oak riparian woodland, walnut woodland, southern willow scrub, coastal sage scrub and freshwater marsh. Sensitive species include, but are not limited to, Braunton’s milkvetch, Mexican flannelbrush, thread-leaved brodiaea, California brown pelican, bald eagle, southwestern willow flycatcher, California gnatcatcher and least Bell’s vireo.



AIR QUALITY

Atmospheric conditions such as wind speed, wind direction and air temperature interact with the physical features of the landscape to determine the movement and dispersal of air pollutants. Pomona is located within the South Coast Air Basin, so named because its geographical formation is that of a basin, with the surrounding mountains trapping the air and its pollutants in the valleys below. The basin includes all of Orange County and the non-desert portions of Los Angeles, San Bernardino and Riverside Counties. The regional climate within the basin is considered semi-arid and is characterized by warm summers, mild winters, infrequent seasonal rainfall, moderate daytime onshore breezes and moderate humidity.

Specifically, the City of Pomona is located in eastern Los Angeles County. The average annual temperature in the City ranges from 48 to 77 degrees Fahrenheit (°F). The area also experiences a typical daily wind pattern of daytime onshore sea breezes (from the west) and nighttime land breezes. This regime is broken only by occasional winter storms and infrequent strong northeasterly (from the northeast) Santa Ana winds from the mountains and deserts north of the basin. On practically all spring and early summer days, the daily wind patterns flush much of the basin of high levels of air pollutants. From late summer through the winter months, the flushing is less pronounced because of lighter wind speeds.

AIR POLLUTANTS

The Federal Clean Air Act requires the U.S. Environmental Protection Agency (EPA) to establish national standards for the "criteria air pollutants," which include: ozone, carbon monoxide, nitrogen dioxide, sulfur dioxide, particulate matter (PM10 and PM2.5) and lead. California has adopted more stringent air quality standards, as well as standards for additional pollutants. The South Coast Air Quality Management District (SCAQMD) is responsible for bringing air quality within the Basin into conformity with the federal and state standards. The entire South Coast Air Basin is designated as a federal-level extreme nonattainment area for ozone, meaning that federal standards are not expected to be met for more than 17 years from the time of designation. The basin is also a nonattainment area for PM10. It has recently improved from nonattainment to attainment for nitrogen dioxide (NO₂), a pure form of NO_x, and will soon be designated an attainment area for CO. Regional air quality throughout the basin has improved substantially over the 1980s and 1990s, even as substantial growth has occurred.

In an effort to monitor the various concentrations of air pollutants throughout the basin, the SCAQMD has divided the region into 27 source receptor areas (SRAs) in which 31 monitoring stations operate. Pomona is located within SRA 10, which covers the Pomona/Walnut Valley area. Ambient air pollutant concentrations within SRA 10 are monitored at Cal Poly Pomona. Of the air pollutants discussed previously, only ambient air concentrations of ozone, CO, and NO₂ are monitored in SRA 10. As of 2003, ambient ozone concentrations in SRA 10 have increasingly exceeded both national and state standards, while standards for the other criteria pollutants have not been exceeded during this period.

Toxic Air Contaminants

Regulation of toxic air contaminants (TACs) is achieved through federal and state controls on individual sources. TACs are airborne substances that are capable of causing chronic (i.e., of long duration) and acute (i.e., severe but of short duration) adverse effects on human health. They include both organic and inorganic chemical substances that may be emitted from a variety of common sources including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations and research and teaching facilities. Toxic air contaminants are different from the “criteria” pollutants previously discussed largely because there are hundreds of air toxins and their effects on health tend to be local rather than regional.

Lifetime cancer risk is defined as the increased chance of contracting cancer over a 70-year period as a result of exposure to a toxic substance or substances. It is the product of the estimated daily exposure of each suspected carcinogen by its respective cancer unit risk. The end result represents a worst-case estimate of cancer risk. The California Air Resources Board (ARB) has produced a series of estimated inhalation cancer risk maps based on modeled levels of outdoor composite toxic pollutant levels. The 2000 map (the most recent map available) indicates that the City of Pomona is exposed to an estimated inhalation cancer risk of more than 250 persons per million. These risk maps depict inhalation cancer risk due to modeled outdoor toxic pollutant levels, and do not account for cancer risk due to other types of exposure. The largest contributors to inhalation cancer risk are diesel engines.

LAND USE PLANNING AND AIR QUALITY

In support of California Senate Bill 375 (SB375), which requires local communities to contribute to regional greenhouse gas emissions reduction targets for 2020 and 2035, the Pomona Tomorrow General Plan Diagram establishes a future City structure which aligns the land uses with existing and planned transportation infrastructure to encourage walking, biking, and transit and reduce greenhouse gas emissions through vehicle miles traveled reductions.

Land use patterns and density of development affect the amount of air pollutants that are generated by the community:

- 1) Land uses that are segregated throughout a community increase the number of motor vehicle trips and associated air pollutant emissions since opportunities to walk, ride bicycles and use public transportation between such uses as homes and work/shopping are generally reduced. This is compounded in areas like Pomona where low densities increase distances between uses, and public transportation routes and vehicles are limited.
- 2) Replacing short automobile trips with bicycle or pedestrian trips can have a particularly significant reduction in pollution; a study for the State of California estimated that 90% of emissions in a seven mile auto trip are generated in the first mile because car engines produce more pollutants when they are cold and are, therefore, operating less efficiently. Studies estimate that for every 1% of auto trips replaced by cycling, air pollution from cars drops by 2% to 4%.
- 3) Smaller and/or higher-density developments produce less air emissions on a per unit basis due to reduced heating and cooling loads.

Section 6. Pomona Tomorrow establishes a pattern that will reduce motor vehicle use and reduce the distance of necessary vehicle trips by locating residential uses with, or very near to, commercial, business and employment uses, and near transit stations.

Section 7-D. Mobility & Access outlines the City's plan for future transit, pedestrian, and bicycle circulation improvements to further support walking, biking, and transit and reduce motor vehicle trips and vehicle miles traveled.

The City will do a Greenhouse Gas Emissions Inventory and prepare a Climate Action Plan in order to proactively identify ways to reduce the City's greenhouse gas emissions and address climate change.



WATER RESOURCES

WATER QUALITY

Water quality is a particular area of concern because of the ease of creating water pollution. Point sources of pollution are regulated through the National Pollutant Discharge Elimination System (NPDES) permit process. Permits are required under NPDES for all publicly operated treatment plants and for surface-water runoff in urban areas. These permits specify the discharge limits for certain pollutants and ensure that local industries pre-treat the pollutants they discharge into treatment plants.

For the purpose of administering the NPDES, the State Water Resources Control Board (SWRCB) has jurisdiction over nine Regional Water Quality Control Boards (RWQCB) in California. Pomona falls under the authority of the Los Angeles RWQCB, which is responsible for implementing State policy through the preparation of basin plans for water quality control and the regulation of all activities affecting water quality.

WATER SUPPLY

Water service within the City is provided by the City's Public Works Department with supply sources including groundwater, treated surface water, imported water and water conservation. Groundwater is the primary source of water supply for the City, providing approximately 70% of the water, which is drawn from four groundwater basins, including: Chino Basin, Pomona Basin, Claremont Heights Basin and Spadra Basin. In addition, 23% of water is supplied by imported water from the Metropolitan Water District of Southern California (MWD), and 7% is local surface water from the San Antonio and Evey Canyon watersheds and is treated at the Pedley Water Treatment Plant. As documented by the City's Water and Recycled Water Master Plan (dated May 2005), the City anticipates having a sufficient water supply to meet the projected annual water demands in a dry year through the year 2025. However, by establishing higher density development patterns as outlined in Section 6. Pomona Tomorrow, there will be less demand for water primarily due to lower outdoor watering/irrigation needs.

RECYCLED WATER

The existing demand for recycled water within the City is approximately 5,595 acre-feet per year. Major users of recycled water in the City include Cal Poly Pomona, Frank G. Bonelli Regional Park, the City of Pomona Parks Department, Cal Trans and Robert's Ready Mix. The City expects to add new customers to its list of recycled water users and they estimate future demand (through the year 2025) to be approximately 6,189 acre-feet per year. This is a 10% increase compared to existing recycled water demand

and, according to the May 2005 Water and Recycled Water Master Plan, the City is planning improvements to its existing recycled water system to be able to accommodate the additional demand. These improvements include replacement of pumps, new pipelines and the addition of new recycled water fire hydrants.

WASTEWATER SYSTEMS

Wastewater service within the City of Pomona is provided by the City's Public Works Department. Wastewater from the City's system is treated by the Los Angeles County Sanitation Districts (LACSD). A majority of the City's wastewater is treated and disposed of at the LACSD's Pomona Water Reclamation Plant (PWRP). Sewage effluent from the neighboring cities of La Verne and Claremont is also treated at the PWRP. The PRWP currently has a design capacity of 15 million gallons per day (mgd) and in 2012 treated an average flow of 8.7 mgd. Thus, the PWRP is currently operating below design capacity. In addition, the City operates four pump stations that feed into the PWRP. As noted within the May 2005 Sewer Master Plan, all four pump stations have sufficient capacity to meet existing and estimated future service requirements (to the year 2025). The May 2005 Sewer Master Plan outlines a Capital Improvement Plan for the pipeline system and improvements to the pump stations.

STORMWATER QUALITY

Stormwater (water that originates during a precipitation event) that is not absorbed into the ground on site (run-off) can accumulate pollutants and, as it flows into waterways, can degrade surface waters making them unsafe for drinking, fishing, and swimming. Pomona's stormwater discharges flow to Thompson Creek (northern portion) and San Jose Creek (western portion) both of which are tributary to the San Gabriel River. The southern portion of the City discharges to San Antonio Creek/Chino Creek, which are tributary to the Santa Ana River. In general, discharges from areas above the I-10 freeway, near the Pomona Fairplex, enters Thompson Creek and then flows to either San Antonio or Chino Creeks. San Jose Creek flows nearly 20 miles (32 km) westward from the City.

Stormwater Best Management Practices (BMPs) are methods minimizing the effect of urbanization on site hydrology, urban runoff flow rates, or velocities, and pollutant loads. The City will consider developing and implementing a stormwater management program designed to ensure that as much stormwater as soil infiltration rates permit is accommodated on individual sites throughout the City, limiting run-off generated by development and preventing harmful pollutants from being washed by stormwater runoff into the storm drain system. Additional detail about BMPs and the City's goals for sustainable development are outlined in Section 7-F. Community Design.

SOLID WASTE

The City of Pomona Public Works Department provides trash, recycling, and special pickup services for single-family residences, duplexes, triplexes, and some fourplexes. Franchise commercial waste haulers provide trash and recycling service for most fourplexes, all apartments with five or more units, as well as all commercial, governmental, and industrial facilities. Commercial haulers have nonexclusive, competitive franchise agreements. Community cleanups, sponsored by the City, provide periodic neighborhood drop-off of bulky items, for residents only.

SOLID WASTE FACILITIES

Transfer stations are facilities that transfer trash from small vehicles to large transfer trailers, or join railroad cars, where the trash is then transported to distant landfills. A Materials Recovery Facility (MRF) can be utilized purely as a transfer station for trash but it also accepts commingled materials and sorts them into separate categories, such as glass, plastic, cardboard, etc. Once the usable materials have been separated, they are transported to firms that recycle them. The trash is transported to distant landfills. A "dirty" MRF accepts trash, and sorts that trash to pull out recyclables. Two MRFs in the area are capable of processing trash: (1) the West Valley MRF in Fontana, and (2) the Athens Services MRF in Industry. However, the cost of separating recyclables from trash is very expensive, and is generally thought to be cost-prohibitive. The Grand Central Recycling facility in Industry is primarily a transfer station but it also processes relatively clean commingled materials.

Facility	Pomona's 2005 Waste Diversion (tons)	Pomona's Waste Disposal	% of Pomona's waste size	max. daily waste load (acres)	Ave. daily waste load (tons)	remaining capacity (cubic yards)	expected closure date
Landfill							
Puente Hills Landfill	116,774	53.7%	433	13,200	9,989	20,00,000	2013
Brea Olinda Alpha Landfill	10,260	4.7%	420	8,000	7,000	50,242,370	2013
El Sobrante Landfill	24,563	11.3%	495	10,000	8,000	3,600,000	2030
Mid-Valley	35,641	16.4%	no data	no data	no data	no data	no data
Colton	7,285	3.4%	no data	no data	no data	no data	no data
Fontana Disposal Site	35,641	16.4%	408	7,500	820	694,058	2033
Diversion Facilities							
Azusa Land Reclamation Company Landfill	1,031	0.5%	283	6,500	522	42,200,000	2025
Commerce Refuse-to-Energy	3,880	1.8%	no data	no data	no data	no data	no data
Nu-Way Live Oak	17,865	8.2%	no data	no data	no data	no data	no data
Calmat Reliance				no data			
Total Waste (2005)	217,299						

FIG.7-E.3: POMONA'S SOLID WASTE FACILITIES

Currently, five landfills serve the City of Pomona, which include (1) Puente Hills Landfill, (2) Olinda Alpha Landfill, (3) El Sobrante Landfill, (4) Azusa Land Reclamation Company Landfill, and (5) Fontana Refuse Disposal Site. Approximately 242,809 tons of solid waste was brought to these landfills in 2002 (Morris 2002). For 2005, Pomona directed its waste to landfills and diversion facilities as shown in Fig. 7-E.3.

Landfill Access

As a Los Angeles County landfill, Puente Hills will be served by a waste-by-rail system that will be in place by 2013 to provide disposal to remote landfills, such as Eagle Mountain Landfill, which is 160 miles from Pomona in Riverside County, and/or Mesquite Regional Landfill in Imperial County (Morris 2003b). Both the Olinda Alpha and El Sobrante Landfills accept municipal solid waste from commercial haulers and the public (CIWMB 2003). The Fontana Refuse Disposal Site, also known as the Mid-Valley Sanitary Landfill is open to the public only and regular trash haulers are not permitted to use this or any other San Bernardino County landfill at this time (Morris 2003b).

Diversion Facilities

In 2004, diversion facilities reported greater volumes than in the past, as more and more waste was recycled rather than landfilled. In addition, the Azusa Land Reclamation facility was designated as a recycling site for inert materials in 2004, and is no longer considered a landfill. Diversion facilities will continue to take on greater prominence than in the past, particularly in the face of recent and planned closures of local landfills, which compel cities to find other options to landfilling.

WASTE REDUCTION PROGRAMS

The City of Pomona operates a residential curbside program for recyclables and green waste. All single-family residents are provided one 96-gallon container for mixed recyclables (such as paper, cardboard, metal, glass, plastic, etc.) as well as another 96-gallon container for green waste (such as grass, leaves, shrub and tree trimmings). In addition, the City operates a special pickup program for "white goods" such as old water heaters, stoves, etc., which are then taken to metal recyclers. Metal is recycled from Community Cleanups, as well. In addition, commercial recycling is available for green waste, cardboard, metal, and construction and demolition materials (such as rock, asphalt, brick, dirt, porcelain, wood, concrete, etc.) (Morris 2003b). The City of Pomona provides residential pickup and proper disposal of electronic waste such as television sets, VCRs, and microwaves by appointment.



Presently, there are three recycling centers in the City that accept mixed recyclables and/or metal scrap. These centers include: Mission Recycling, Pomona Scrap Metal, and Recycling Resources. There is also a Buyback Center (Earth-Wise Recycling). In addition, used oil and oil filters are accepted at various neighborhood locations, such as Auto Zone, Jiffy Lube, Pep Boys, and Kragen Auto Parts.

PLANNED IMPROVEMENTS

The creation of a local transfer station is currently being considered. This would allow regular trash trucks to pick up waste and deliver it to a convenient location in Pomona. Once the waste is dropped at the station, it would be loaded onto large transfer trucks and transported to area landfills. All waste delivered to a transfer station would be transported out the same day; no waste would sit at the station overnight.

The Los Angeles County Integrated Waste Management Plan (CIWMP), adopted by the Los Angeles County Board of Supervisors in January 1998, and approved by the state of California in June 1999, outlines a means of addressing the County's long-term refuse disposal needs in compliance with Public Resources Code §§40000 et seq. (Ledesma 2005). The CIWMP is composed of the Los Angeles Countywide Summary Plan, the Source Reduction and Recycling Element (SRRE) for the County and each of its cities, the Nondisposal Facility Element (NDFE) for the County and each of its cities, the Household Hazardous Waste Element (HHWE) for the County and each of its cities, and the Los Angeles Countywide Siting Element.

ENERGY

To meet the needs of its growing population, Pomona and the Los Angeles region's economy depends upon affordable, reliable, and environmentally sound supplies of electricity, natural gas, and transportation fuels. Increasing the City's energy supply, reducing the City's energy needs, and reducing the City's energy costs can reduce the City's fiscal burdens, support economic growth, and reduce residents' cost of living.

The county, region, and state play dominant roles in the construction and maintenance of energy infrastructure and the supply of energy resources (see the California Energy Commission's Integrated Energy Policy Report 2005). However, the City can make significant contributions to the realization of these goals.

ENERGY DEMAND

Reducing the demand for energy is the most effective way to reduce energy costs. The three primary sources of energy demand are buildings, transportation, and industry. Therefore, the City will reduce Pomona's demand for energy by:

- 1) Encouraging or requiring "green building" techniques (see section 7-F Community Design) "Green Building" techniques reduce a building's energy use through efficient lighting, heating, and cooling.
- 2) Promoting energy efficient patterns of development (see section 6. Pomona Tomorrow). Compact, clustered, high density development reduces energy demand by reducing vehicle trips/trip length and by more efficiently utilizing energy for lighting, heating, and cooling.

ENERGY SUPPLY

Distributed Energy Generation is electricity produced on site or close to load centers. Significant energy losses occur due to transport along long distance transmission lines. Supplementing large regional power plants with locally distributed energy generation sources both increases energy supply and energy generation efficiency. The most efficient and cost effective form of distributed energy generation is cogeneration, or combined heat and power. By recycling waste heat, these systems are much more efficient than systems that separately serve thermal and electric loads. Cogeneration systems are typically effective at neighborhood or district scales up to a quarter mile which makes them good candidates for transit oriented districts, especially those with large institutions such as the PVHMC.

Other forms of distributed energy that are also renewable and plentiful in southern California are wind and solar power. Encouraging new construction and retrofits to utilize solar and wind power will contribute to improved air quality, reduced reliance on fossil fuels, and reduced energy costs.

Pomona is blessed with a rich architectural heritage and a particularly spectacular natural setting. This section focuses on citywide design issues to promote a positive image of Pomona to residents and visitors alike. These issues involve the design and integration of new residential development, the redevelopment and rehabilitation of the City's existing commercial base, and the preservation and enhancement of historic resources. The City's community design goal is to ensure high quality new development, redevelopment, renovations, and historic preservation throughout the City to add value to the surrounding context.

BUILDING, SITE, AND LANDSCAPE DESIGN

In support of the vision for Pomona Tomorrow, the City intends to recognize the positive design features of the community and ensure that new development, redevelopment, and renovation projects preserve and enhance those features. All public and private development projects should improve the livability and cultural life of the community through physical design considerations in areas where it is less than satisfactory such that the result is an environment defined by quality and cohesiveness.

As the City continues to evolve and add to its residential base, particular attention to citywide connectivity, architectural design, quality of environment, and resulting livability will be emphasized.



DISTRICT STRUCTURE AND COMMUNITY DESIGN

To maintain community quality and avoid a placeless “sprawl” pattern, an important organizing principle in district structure and community design is the focusing of settlement intensity at places of activity, and the maintenance of more openness and greenery where neighborhoods border on natural open spaces. The foundation of this principle is the “urban transect.” A transect is a “geographical cross-section of a region intended to reveal a sequence of environments.”¹ Applying this concept to human environments reveals an “urban transect” hierarchy of clearly defined and aesthetically consistent “pieces of city” (neighborhoods, districts) that range from rural (T1) to urban (T6).² The character and function of a district, center, or segment is an extension of its place in the continuum of the transect – at centers of activity and intensity, blocks are smaller, denser and more walkable, and architecture shapes public spaces. Quieter outskirts have more greenery and developments are further apart. Strengthening the consistent physical and performance characteristics that tell you where you are in the City along the transect creates a clear “sense of place.”

This cohesiveness is a fundamental aspect of the envisioned physical characteristics of districts, neighborhoods, and centers outlined in Section 6. Pomona Tomorrow. The City will put a high priority on elements of building form that ensure compatibility, such as orientation, volume, relationship to the street, and architecture/massing. Addressing building form in the City’s Zoning Ordinance and in detailed planning for Focus Areas (see Section 8. Implementation) will maintain and enhance the quality and livability of the community by ensuring that new (or renovated) buildings will be located near others of similar type throughout the City.

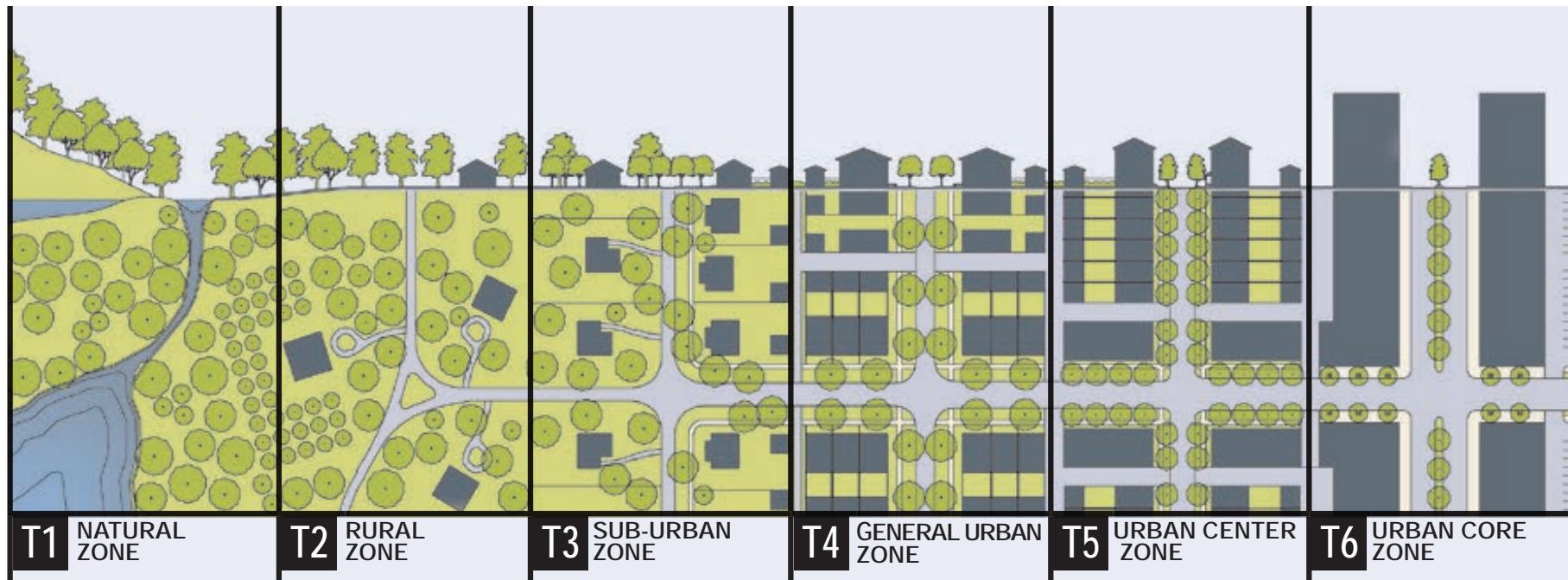


FIG.7-F1: URBAN TRANSECT (SOURCE: SMARTCODE™)



COMMERCIAL DEVELOPMENT

Due to Pomona's need to enhance its regional competitiveness, its built-out condition, and an increasing emphasis on clustered development and transit oriented forms, the visual physical quality of retail, office and industrial developments and the contributions they make to enhancing district identity, as well as their appeal and functionality for the workers, customers and visitors, are more important than ever. Commercial developments are dominant within activity areas, transit oriented districts, mixed-use districts, workplace districts, and corridors. Therefore it is important for building placement and design to complement the physical character of adjacent developments (especially where uses are different). Development should organize user and visitor movements to focus public activity and strengthen safety. Finally, building orientation and street-facing façade design support positive street environments and district character.

RESIDENTIAL DEVELOPMENT

Placing a high priority on building form is particularly important for the livability of one of Pomona's greatest assets, the residential neighborhoods which, through over 130 years of the City's evolution, are physically and culturally diverse. They include a mix of housing types, architectural styles and densities. While many neighborhood boundaries are defined by natural or physical features such as the San José Hills, freeways or major corridors, many are defined by less tangible boundaries like tradition, community identity or age of structures.

Qualities of the City's more livable neighborhoods to emulate in the designing of new development include building scale, grain (size and spacing), pattern, relationship to the street, architectural detailing, and materials, as well as a variety of unit types and an abundance of street trees. Many existing neighborhoods can be improved with reinvestment to maintain the same degree of attractiveness and livability over the next century as they have had in the past. Measures to maintain and enhance these neighborhoods will include public actions, such as stricter control over building form and character and street or park improvements, as well as private actions related to building rehabilitation and renovation.

HILLSIDE DEVELOPMENT

One of the City's most valuable livability assets is its spectacular natural setting. By minimizing the visual prominence of hillside development, the City will protect features such as ridgelines, grasslands, stands of trees, and individual mature trees that contribute to Pomona's natural beauty.



SUSTAINABLE DEVELOPMENT

Various aspects of the Pomona Tomorrow vision directly or indirectly promote sustainable development, such as the focus on infill development and efficient use of land that encourage walking, bicycling and transit use. This section applies the City's strategy for Environmental Sustainability (Section 7-E. Conservation) to the site scale by identifying methods to promote sustainable development through environmentally appropriate site planning practices and "green building." Environmental benefits of sustainable development practices include reduced energy use, lower greenhouse gas emissions, and improved air quality, water quality and supply, public health, and quality of life. Economic benefits include reduced costs of energy, infrastructure, and health care. Significant positive impact can be achieved by implementing sustainable development principles comprehensively as part of new development and redevelopment projects throughout the City.

Site Planning: Low-Impact Development

Low-impact site planning uses best management practices (BMPs) that decrease stormwater runoff and decrease irrigation needs are essential for future development in Pomona because of the City's valley setting and potential constraints of a limited future water supply. Impervious surfaces (building roofs, concrete, and asphalt) throughout the City limit the amount of stormwater that is absorbed into the ground on site. The result is run-off that can accumulate pollutants and, as it flows into waterways, can degrade surface waters making them unsafe for human drinking and swimming, and harmful to flora and fauna.

Low-impact site planning maintains or restores the natural hydrologic functions on a site to reduce the impact of development. The goal is to structure the development of a site—through arrangements of buildings, roads, parking areas, site features and storm water management plans—to detain, filter, treat and reduce runoff, as well as reduce urban heat island impacts and energy consumption. By reducing water pollution and increasing groundwater recharge, sustainable site design helps to improve the quality of receiving surface waters and to stabilize the flow rates of nearby streams, potentially minimizing flooding impacts and benefiting wildlife habitats.

Low-impact site designs exploit every surface in a development—natural and hardscape—to perform a beneficial hydrologic function. The surfaces are used to retain, detain, store, change the timing of or filter runoff in a number of different configurations and combinations through the following actions:

1. Reduce imperviousness by limiting building footprints, and using permeable paving or landscaping to break up expanses of impervious surfaces.
2. Cluster development on sites to minimize disturbance.
3. Use canopy trees to absorb rainwater and slow water flow.
4. Direct runoff into or across vegetated areas to help filter runoff and encourage groundwater recharge.
5. Preserve, or design into the infrastructure, naturally vegetated areas that are in close proximity to parking areas, buildings and other impervious expanses in order to slow runoff, filter out pollutants and facilitate infiltration.
6. Reduce street widths for internal circulation.
7. Remove curbs and gutters from streets, parking areas, and parking islands, where appropriate, to allow storm water sheet flow into vegetated areas.
8. Use devices such as bioretention cells, vegetated swales, infiltration trenches and dry wells to increase storage volume and facilitate infiltration.
9. Grade to encourage sheet flow and lengthen flow paths to increase the runoff travel time in order to reduce the peak flow rate.
10. Disconnect impervious areas from the storm drain network and maintain natural drainage divides to keep flow paths dispersed.
11. Disconnect roof downspouts and direct storm water into vegetated areas or into water collection devices.
12. Install cisterns or sub-surface retention facilities to capture rainwater for use in irrigation and non-potable uses.
13. Install "eco-roofs" (vegetated or garden roofs).
14. Use native plants (or adaptable species) to establish an adaptable and low maintenance landscape that requires less irrigation and is appropriate for the climatic conditions.
15. Use naturally occurring bio-chemical processes in plants located in tree box filters, swales and planter boxes.
16. Divert water away and disconnect from the storm drain using correctional drainage techniques



Green Buildings

Green building is a term used to describe structures that are designed, built, renovated, operated or reused in a sustainable and resource-efficient manner. It encompasses the environmental, economic, and social impacts of buildings, including energy efficiency, water conservation, indoor environmental quality, use of recycled and renewable materials, construction waste reduction, and site planning. The result is a more environmentally sustainable building that also enhances the health and productivity of its occupants while saving money and resources.

Since the City of Pomona does not currently (as of 2010) have any specific green building guidelines or programs, a focused effort to establish a strong commitment to sustainable building and planning will lay a foundation for establishing a green building program in the future. The purpose of a citywide policy on green building is to demonstrate the City's commitment to environmental, economic and social stewardship, and to contribute to the City's goals of protecting, conserving and enhancing the region's environmental resources.

Several green building programs have developed in response to a growing movement by local governments and other community interests to address environmental and economic sustainability through an integrated design approach. The LEED (Leadership in Energy and Environmental Design) system developed by the U.S. Green Building Council has developed several sets of design standards that apply to both building and site design. In addition to LEED, many California cities and counties have adopted their own sustainable design guidelines or programs, including Alameda County, Santa Rosa and Santa Monica—many of which are based upon the California-based Build It Green Point rating system. These programs can serve as a foundation for the City of Pomona and either be adopted or incorporated into future guidelines. The following principles create a framework for these future guidelines and related sustainable building programs and incentives.

- Commitment to stringent health, ecological, and resource use performance targets by developers, designers and builders: Measurable targets provide a basis for evaluation throughout the design process and help to inform future efforts.
- Close collaboration by multi-disciplinary teams, from the beginning of conceptual design, throughout design and construction: Typically, the design team is expanded to include additional members such as energy analysts, materials consultants or lighting designers. This expanded design team offers additional levels of expertise as well as fresh perspectives and approaches.

- Assessment of energy conservation measures early and throughout the design process: Computer energy simulations allow design teams to generate and evaluate alternative concepts for building form, envelope and landscaping in terms of energy loads, demand and consumption. Simulations are used to refine designs and ensure that energy-conservation and capital cost goals are met; and to demonstrate compliance with regulatory requirements.
- Evaluate capital cost and life-cycle cost: Assessing design alternatives can identify costs and environmental impacts of resource extraction; materials and assembly manufacture; construction; operation and maintenance in use; and eventual reuse, recycling, or disposal.

Strategies that are common throughout the design and practice of green building are focused on flexibility and creativity during the design process. These include:

- Using less to do more: The most effective green design solutions meet several needs with a few elements—saving materials, energy resources, capital, and operating costs.
- Combining design strategies to maximize effectiveness: Intelligent green design considers the effects of one or more elements on the others, and on the building as a whole.
- Building to adapt and to last: Long-lasting structural elements, durable envelope assemblies, robust and movable interior partitions, and flexible mechanical and electrical systems all save materials and money when tenant improvements or renovations occur.
- Avoiding problems, instead of fixing them after the fact: For example, designing to minimize heating, cooling and lighting loads is far better than installing more or larger mechanical and electrical equipment.
- Taking advantage of site conditions: Buildings that respond to local topography, microclimate, vegetation, and water resources are typically more comfortable and efficient than conventional designs that ignore surroundings.

HISTORIC PRESERVATION

Residents of Pomona take great pride in their history and diversity. Protecting, maintaining and celebrating the places and things that reflect their shared heritage significantly improves the quality of life of all citizens. Preservation activity helps individuals connect with one another and helps create a sense of context and belonging in the face of change, adversity, economic uncertainty and other factors that erode community and degrade the quality of life of families and individuals. Community pride is enhanced by uniting and educating the community on its heritage through interpretive signage, designation plaques, celebration of heritage events such as "Adobe Days" or a "Historic Preservation Month," or historic preservation workshops and educational programming.

Pomona is rich in historical resources. Founded in 1875 and incorporated in 1888, the City is connected to its past through its built environment, cultural resources and landscapes. The City's early development is closely associated with ranching, the railroad, agricultural activity, and later with post-war industrial growth. Many of Pomona's neighborhoods were originally developed in the early 20th century and retain structures from that period. Historic preservation plays a vital role in maintaining Pomona's character and identity.

Preservation of historic resources has been important to the City of Pomona and its residents for decades and support for preservation in Pomona continues. Over the past several decades, the community has organized to nominate local and National Register landmarks and districts. The support for preservation in the community and the programs and policies in place are the foundation upon which the existing comprehensive preservation program can be strengthened. This Historic Preservation Component integrates existing programs and policies and creates new avenues for the preservation of landmarks.

While not a mandatory General Plan component under State law, historic preservation is specifically identified as an optional component in the California Government Code. The Code authorizes the preparation of a Historic Preservation Component "...for the identification, establishment and protection of sites and structures of architectural, historical, archaeological or cultural significance...." Historic preservation is a priority for the City and its residents, and its importance is affirmed through inclusion of this Historic Preservation Component as part of the General Plan. In addition, by including a Historic Preservation Component in its General Plan, Pomona is fulfilling one of the requirements under the Certified Local Government program, as established by the California Office of Historic Preservation in the Certified Local Government Procedures.

This Historic Preservation section gives the community an opportunity to focus appropriate attention on the protection of its historical and cultural resources. The purpose of this section is to provide guidance in developing and implementing activities that ensure the identification, designation and protection of cultural resources as part of the City's community planning, development and permitting processes. In doing so, the component has the potential to enhance the sense of place and improve the quality of life and economic stability for Pomona.

The Historic Preservation section addresses a variety of issues:

1. Preserving the City's important physical connections to the past
17. Protecting existing historical and cultural resources
18. Balancing the principles of historic preservation with the need for redevelopment and economic revitalization
19. Promoting the benefits of historic preservation through an increased historic tourism economy and reinvestment of individual property tax savings into historical properties

PRESERVATION FRAMEWORK

Identification and protection of historic resources in Pomona are supported by federal, state and local regulations and programs, and are highly valued by the community. The following discussion provides an overview.

Federal Law

The National Historic Preservation Act (NHPA), enacted in 1966, established the National Register of Historic Places, authorized funding for state programs with participation by local governments, created the Advisory Council on Historic Preservation and established a review process for protecting cultural resources. The NHPA provides the legal framework for most state and local preservation laws. The National Register is the Nation's official list of cultural resources worthy of preservation. It is part of a national program to coordinate and support public and private efforts to identify, evaluate and protect historic and archaeological resources.

The NHPA was amended in 1980 to create the Certified Local Government (CLG) program, administered through the California State Office of Historic Preservation (OHP). This program allows for direct local government participation and integration in a comprehensive statewide historic preservation planning process. Cities and counties with CLG status may compete for preservation funds allocated by the Congress and awarded to each state.



State Law

The California Register of Historical Resources was established in 1992, as an authoritative guide to be used by state and local agencies, private groups, and citizens to identify the State's historical resources and to indicate what properties are to be protected from substantial adverse change. The California Register includes resources that are formally determined eligible for, or listed in, the National Register, State Historical Landmarks numbered 770 or higher, Points of Historical Interest recommended for listing by the State Historical Resources Commission (SHRC), resources nominated for listing and determined eligible in accordance with criteria and procedures adopted by the SHRC, and resources and districts designated as city or county landmarks when the designation criteria are consistent with California Register criteria.

The California Point of Historical Interest Program was established in 1965 to accommodate an increased interest in recognizing local historic properties not able to meet the restrictive criteria of the State Historical Landmarks program. California Points of Historical Interest do not have direct regulatory protection, but are eligible for official landmark plaques and highway directional signs.

Local Programs

The following discussion provides an overview of the historic preservation programs of the City of Pomona as of 2010.

Preservation Ordinance

A historic preservation ordinance is the primary tool used by municipalities to protect historic resources in a community. Local governments in California have authority to adopt a historic preservation ordinance to provide regulations regarding historic and cultural resources. Historic preservation ordinances are structured to address the particular needs and resources within a community. In 1995, the City of Pomona adopted Municipal Code Section .5809-13, which provides a means for the City's historic built environment, including historic districts, to be recognized and protected. The ordinance established the official City landmarks program and the legal basis for the designation and treatment of historic properties.

Amended in 1998, the ordinance supports goals that combine not only the desire to maintain the historic architectural environment, but to incorporate this into the overall City improvement program, which also includes tourism, business improvement and the development of civic pride. Historic landmark and historic district designation criteria are given. A potentially eligible landmark is defined as an improvement, natural feature or site that is over 50 years of age (an exception can be made if the candidate shows exceptional quality). The criteria are generally based on those for the National Register, but are expanded to be specific to the City of Pomona. The ordinance includes requirements and guidelines for owners of historic landmarks or properties within historic districts as well as historic preservation incentives such as the ability to apply for local, state or federal funding.

Historic Preservation Commission

A Historic Preservation Commission was established in 1995 as an advisory board to the City Council. The Commission was established to lead the implementation, enforcement and education efforts related to the Preservation Ordinance. The Commission's statement of purpose is as follows: "The protection, appreciation and preservation of the historic and cultural resources of Pomona shall be the guiding mission and fundamental purpose of the Historic Preservation Commission. The Commission shall work in partnership with property owners and residents, the business sector and the community at large to retain and protect those historic and cultural resources which will preserve and enhance Pomona's unique built environment."³

The Commission consists of seven members appointed by the Mayor and City Council. Commission members are required to be Pomona residents with a demonstrated knowledge of historic preservation and the City's historic resources, as well as expertise and experience in disciplines of architecture, history, architectural history, cultural anthropology or other disciplines related to historic preservation.⁴ These disciplines are in accordance with the Secretary of the Interior's Standards for Professional Qualifications.

Preservation Officer

A historic preservation officer is a City employee who oversees and implements the historic preservation program and serves as staff liaison to the Historic Preservation Commission and City Council. In the City of Pomona, the role of historic preservation officer is currently shared by several staff in the Planning Division of the Community Development Department.



Certified Local Government

The City of Pomona became a Certified Local Government (CLG) in 2003 under the provisions of the NHPA. CLGs must comply with five basic requirements:

1. Enforce appropriate state and local laws and regulations for the designation and protection of historic properties, including adoption of a historic preservation plan or inclusion of a historic preservation component in the General Plan
20. Establish a historic preservation review commission by local ordinance
21. Maintain a system for the survey and inventory of historic properties
22. Provide for public participation in the local preservation program
23. Satisfactorily perform responsibilities delegated to it by the State

The benefits derived from being a CLG include the prestige and credibility of associating the local preservation program with time-tested state and national preservation programs; technical assistance offered by knowledgeable staff at the State Office of Historic Preservation (OHP) and other statewide CLGs; ability to compete for annual Historic Preservation Fund grants; direct participation in the nomination of historic properties to the National Register of Historic Places; and, ability to perform other preservation functions delegated by the OHP under the NHPA. These may include the responsibility to review and comment on development projects for compliance with federal and state environmental regulations, such activities as Section 106 reviews, review of National Register nomination, and review of rehabilitation plans for projects seeking Federal Rehabilitation Tax Credits.

Design Guidelines

Design Guidelines for historic districts and landmarks contribute to the implementation of the City's Historic Preservation Ordinance. They specifically provide information regarding appropriate and inappropriate methods of rehabilitation and alterations to historic properties. Prior to undertaking any minor (reviewed by City staff) or major (reviewed by the Historic Preservation Commission) projects, a Certificate of Appropriateness (COA) must be submitted and processed through the Planning Division.

Preservation Incentives

The surge of local interest in historic preservation, coupled with a City Council committed to the preservation of historic resources within Pomona, prompted an evaluation of current historic preservation policies and led to the adoption of the Mills Act Program in May 2003. The program was revised and restated in 2008. As of 2010, eight properties were taking advantage of the Mills Act Program in Pomona.

Existing Preservation Incentives

The Mills Act Historic Property Contract is State-enabling legislation which allows the City of Pomona to enter into contracts with private property owners of qualified historic properties to provide a property tax reduction in exchange for property owners agreeing to preserve, rehabilitate and maintain their historic properties in compliance with the Secretary of the Interior's Standards for Rehabilitation. This property tax reduction is usually most beneficial to owners who have made recent purchases.

The State Historical Building Code (SHBC) is a State-adopted building code that allows the City to approve reasonable alternatives to the standard building and mechanical requirements for historic buildings at the request of the property owner. It can be used to meet code requirements for both interior and exterior rehabilitation.

Finally, incentives exist for recognition of historic properties by the Commission with special plaques or signage, and for local, state and federal financial benefits applied for by historic property owners.



Potential Additional Preservation Incentives

The California Heritage Fund Grant Program is funded under the Safe Neighborhood Parks, Clean Water, Clean Air and Coastal Protection Bond Act of 2000. Grants may be used for acquisition, rehabilitation, restoration or interpretation projects, and are available for any product, facility, or project designed to preserve a historic resource that is listed or determined eligible for listing in the National or California registers. The program requires a 50% match from the grantee.

The Historic Rehabilitation Tax Credit, a tax credit equal to 20% of the cost of approved or certified rehabilitation, is available to use on properties listed in or determined eligible for the National Register of Historic Places or a property that contributes to a certified, locally designated district. It can only be used on income-producing properties where rehabilitation is substantial (the greater of \$5,000 or the basis in the building).

Through the National Register of Historic Places program, property owners may receive charitable tax deductions by establishing an easement for façade conservation of their property which authorizes a non-profit or publicly supported organization to review exterior alterations to the property.

The New Markets Tax Credit is a federal fund to encourage investment in low-income communities through credits on federal income taxes for qualified equity investments that support low-income communities. Its potential contribution to historic preservation efforts should be explored.

A reduction or waiver of the City's building permit and construction fees could create an incentive program that would encourage preservation of designated historic resources.

Federal Housing and Urban Development programs that are available for qualified areas of the City could be created to target designated historic resources and districts as candidates for zero or low-interest revolving loans.

Bronze landmark plaques could be provided to properties designated as City Landmarks. Plaques can be presented to property owners by the mayor at a scheduled meeting of the City Council.

Finally, the City of Pomona Historic Preservation Commissioners, City planners and Pomona Heritage should continue to be available to advise and guide property owners, architects and contractors on appropriate property rehabilitation. This service should include helpful suggestions (sometimes cost reducing) on such things as seismic bracing, non-abrasive removal of paint or repair and replacement of architectural features.

INVENTORY OF HISTORIC RESOURCES

Downtown

Downtown's historical attributes contribute greatly to its complexity and sense of place. Downtown Pomona is rich in architecturally significant religious and public buildings that have retained their architectural integrity. Many of the buildings have been memorialized both in the local and national registers and represent Downtown's early roots as the City's center. City of Pomona Landmark Structures located in the Downtown area include, but are not limited to:

- First Methodist Episcopal Church (currently Seventh Day Adventist Church)
- Pomona Fox Theater
- Mall Improvements on Second Street

The Pomona Fox Theater, Pomona YMCA and the Pomona Armory are currently listed on the National Register and the California Register.

Downtown Pomona is characterized by diversity in neighborhoods and business districts as well as people and culture. Celebrating the unique contributions of movements and places—and preserving the living history—is accomplished, in part, by designating geographic districts. Currently there is one designated historic district, the Edison Historic District. The 1994 Downtown Pomona Specific Plan identified additional potential historic districts:

- Downtown District
- Antique District
- Thomas Street District
- Arts Colony District



Historic Districts

Pomona's Historic Preservation program recognizes several geographical districts. As of 2010, Pomona had four designated historic districts (see Fig. 7-F.2) — three recognized by the City and two nationally, with one district (Lincoln Park) that is in both categories. The three City-designated districts, Lincoln Park, Wilton Heights, and Hacienda Park, have been approved by the City Council.

1. Edison Historic District (NRHP). Edison Historic District is designated in the National Register of Historic Places. Designated in 1986, Edison Historic District consists of thirty-four acres and includes eight contributing buildings located on the 500 block of W. 2nd Street and two buildings on the 600 block of W. 2nd Street. The period of significance is from 1875 through 1924. The District is significant for its contribution to architecture and engineering. Edison Historic District is not listed on Pomona's Historic Register.
24. Lincoln Park Historic District (NRHP & Local). Designated in April 1998, Lincoln Park Historic District is included in Pomona's Historic Register and is listed in the NRHP.⁵ Lincoln Park Historic District consists of more than 800 buildings, predominately single-family homes. The District includes natural and streetscape features, such as Lincoln Park and heritage trees. While the earliest homes were built in the 1890s, the majority of the properties dates from 1900 through the 1930s and includes a number of Craftsman style homes.
25. Wilton Heights Historic District (Local). Designated in August 1999, Wilton Heights Historic District is included in Pomona's Historic Register. Wilton Heights is adjacent to Lincoln Park Historic District and consists predominately of single-family homes.
26. Hacienda Park Historic District (Local). Designated in October 2003 as a local Historic District, Hacienda Park reflects historic residential development patterns in the City. The District consists predominately of single-family homes built during the 1930s through the 1960s.

Historic Landmarks and Districts

As of 2010, Pomona had nine individual properties listed on the National Register of Historic Places (NRHP), three properties designated as California Historic Landmarks (CHL) and 16 properties designated on Pomona's Historic Register (Local) (see Fig. 7-F.2).

Potentially Eligible Merit/Thematic Districts

Merit and thematic districts were identified during the General Plan update process. A merit district allows for the recognition of a district's history but does not provide for a regulatory structure at this time. Proposed merit districts include Westmont Estates, Kellogg Park and Kingsley Tract. The structures of these districts may not be architecturally distinctive, but the role that these neighborhoods have played in the City's development, the cultural and economic conditions that resulted in the construction of these neighborhoods, and the stories surrounding them make them an important part of the City's history for which they should be acknowledged and celebrated. A thematic historic district is a defined group of resources related to one another in a clearly distinguishable way by a common theme related to historical context, architectural style, development period, or other characteristics. There is a finite group of Victorian style residences scattered throughout the City that may be threatened and could merit establishing a Victorian Thematic District.

Westmont Estates

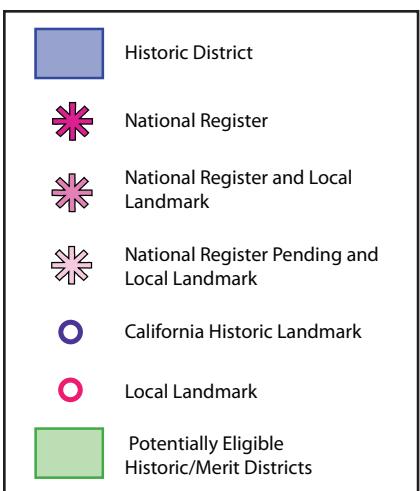
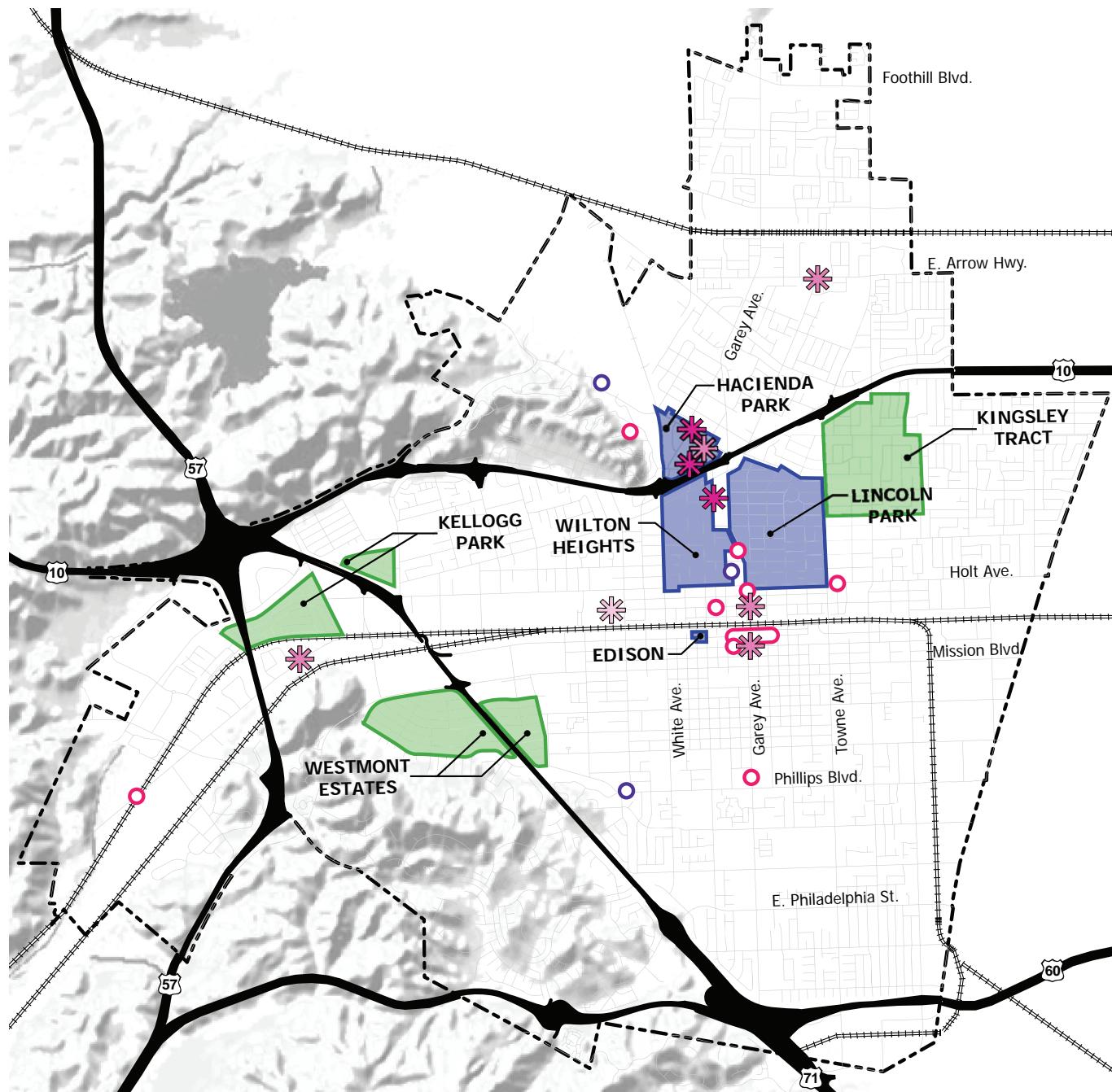
Westmont Estates was designed by Arthur Lawrence Millier and completed circa 1948. Following WWII, Westmont was the first tract of modern homes in the United States to be financed by the Federal Housing Authority (FHA).

Kellogg Park

Kellogg Park was built by Liberty Building Co. (2209 Michigan Avenue, Santa Monica, CA). The development was named after the nearby Kellogg Ranch, an Arabian horse ranch opened by breakfast cereal magnate W.K. Kellogg in 1926. Out of his love for Arabians, Kellogg created a successful public education and research center that was donated to Cal Poly Pomona in 1949. As the first residential community to be created in West Pomona, the "\$100,000 new city planned today for tomorrow living." Kellogg Park was deliberately situated on the edge of the new industrial area where new companies were expected to offer "unlimited opportunities for employment" in the near future.

Kingsley Tract

The Kingsley tract was built adjacent to the then newly constructed San Bernardino I-10 Freeway (completed in 1954), making it a desirable neighborhood for suburban commuters. The Kingsley Tract is the first suburban tract developed as a direct result of the San Bernardino I-10 Freeway. Some features of architectural integrity include tract California bungalows and ranch houses in L-shaped configurations with a strong horizontal orientation, plus shake roofs, wood siding, casement windows, detached garages, cosmetic brick foundation walls, decorative shutters, and entry porches with wood post supports.



7-F Community Design

7 PLAN COMPONENTS

FIG.7-F.2: HISTORIC DISTRICTS AND LANDMARKS



ARCHAEOLOGICAL RESOURCES

Approximately 3,000 to 4,000 years prior to the arrival of the Spanish in California, Native Americans settled in the area that would eventually become known as Pomona. They were of Shoshonean linguistic stock, from the larger Uto-Aztecán family whose members were found in an area stretching from Panama to Idaho and Montana. Even though they first appeared in California about 30,000 years ago, it was not until the end of a prolonged drought that they entered into the Pomona Valley and established a village called Toybipet. Ancient tools found in Ganesha Park and at other sites indicate that the early inhabitants were hunters and gatherers who survived on small game and wildlife, berries, nuts and acorns. Second to the Chumash, they were considered the most advanced of all southern Native American groups in terms of both language and culture. The historic resources left behind by Pomona's Native American ancestors are as important to protect as resources from any other period in Pomona's history.

In addition, fossils—nonrenewable paleontological resources—are important for dating sedimentary rocks, and thus determining the time of movement of faults against which those sediments lie. All vertebrate fossils are considered to be significant, while other kinds of paleontologic resources must be evaluated individually for significance depending upon their potential scientific value. Geologic units containing fossils are present in many locations throughout the County. Most of the rock units containing fossils in southern California are sedimentary rocks associated with seas that covered most of California during the Mesozoic and early Paleozoic (about 75 to 290 million years ago [mya]). Los Angeles County contains an extensive record of fossil life, ranging from diverse marine mollusks in the Jurassic period (about 150 mya) to the oldest known Tertiary (about 60 mya) flora in Southern California, to a wide range of large, ice age mammals in the Pleistocene epoch (2.5 mya–10,000 years ago). These remains chronicle marine advances, beach and lake formation, and climate change.

As identified above, archaeological materials associated with occupation of areas within the boundaries of the City are known to exist and have the potential to provide important scientific information regarding history and prehistory. Ground-disturbing activities, particularly in areas that have not previously been developed with urban uses or where excavation depths exceed those previously attained, have the potential to damage or destroy historic or prehistoric archaeological resources that may be present on or below the ground surface. Furthermore, archaeological resources are often of cultural or religious importance to Native American groups, particularly if the resources include human and/or animal burials. Consequently, damage to or destruction of these resources that could occur as a result of development should be minimized.

NATIVE AMERICAN TRIBAL CONSULTATION

Senate Bill 18 provides California Native American tribes an opportunity to participate in local land use decisions at an early stage of planning, for the purpose of protecting, or mitigating impacts to, cultural places. The purpose of involving tribes at these early planning stages is to allow consideration of cultural places in the context of broad local land use policy, before individual site-specific, project-level, land use decisions are made by a local government.

The consultation requirements of SB18 apply to general plan or specific plan processes proposed on or after March 1, 2005. The City conducted outreach to the Native American tribes as part of the General Plan Update process and no request for consultation was received from any of the six tribes notified.

(Endnotes)

- 1 SmartCode Introduction
- 2 Ibid.
- 3 City of Pomona. Ordinance No. 3871: An Ordinance of the City Council of the City of Pomona Approving Code Amendment CA 97-002 Amending Section .5809-13 of the Zoning Ordinance Pertaining to Historic Preservation, June 15, 1998.
- 4 Ibid.
- 5 On November 10, 2003, the California Historic Resources Board nominated Lincoln Park Historic District to the National Register of Historic Places.

This Component addresses the environmental and man-made hazards affecting the City of Pomona. These include noise generation; crime; seismic, geologic and soils hazards; wildland fire; hazardous material; and flooding. A discussion of Citywide emergency preparedness is included within this Component.



NOISE

Noises vary widely in their scope, source and volume, ranging from individual occurrences such as leaf blowers and the temporary noise of construction activities, to the events at the Fairplex and the fairly constant noise generated by traffic on freeways. Noise is primarily a concern with regard to noise-sensitive uses such as residences, schools, child care facilities, convalescent centers and retirement homes. This Component is intended to ensure compliance with state requirements and promote a comprehensive, long range program of achieving acceptable noise levels throughout the City of Pomona.

The City's Noise Ordinance provides restrictions for allowable noise levels in specific designated noise zones. As stated in Section 14.9-4 of the City of Pomona Noise Ordinance, the assigned noise zones are:

- Noise Zone 1—Single-family residential properties
- Noise Zone 2—Multiple-family residential properties
- Noise Zone 3—Commercial properties
- Noise Zone 4—Industrial properties
- Noise Zone 5—High traffic corridors

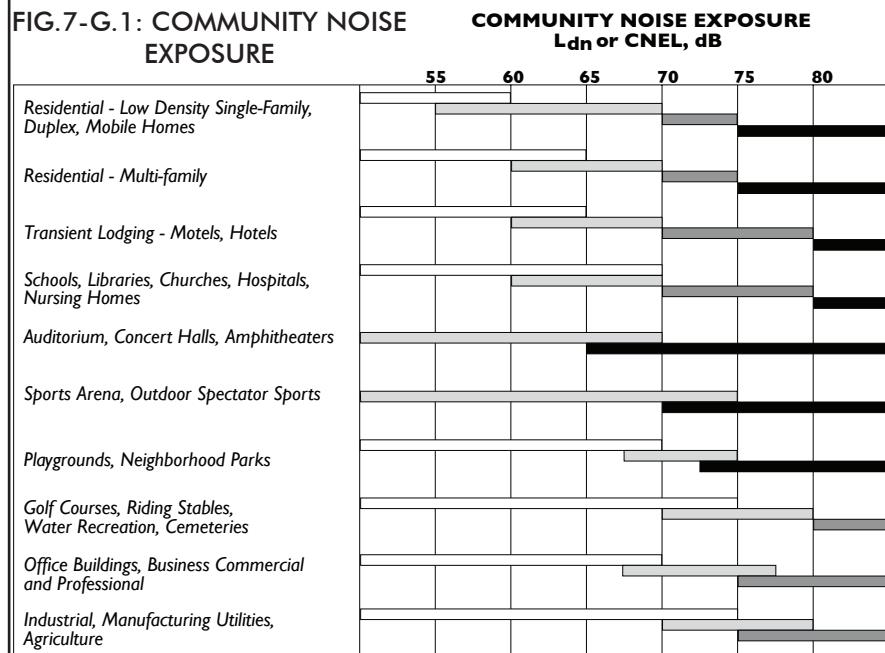
Section 14.9-5 of the City of Pomona Noise Ordinance establishes acceptable exterior noise standards for each noise zone, using the "A" weighted decibel scale (dBA), shown in Fig.7-G.1.

NOISE SOURCES IN THE CITY OF POMONA

The dominant sources of noise throughout the City are transportation-related. These include:

- State Route 60. The Pomona Freeway (SR-60) produces the highest Community Noise Equivalent Level (CNEL) measured on the City's roadways. SR-60 produces 60 dBA in all parts of the City south of Philadelphia Street, a level of sound exceeding the external daytime noise level permitted for all residential uses.
- Interstate 10. A major noise source in Pomona, I-10 generates noise at or above 60 dBA throughout much of the area between Arrow Highway and Holt Avenue. This noise affects many residential neighborhoods as well as the Pomona Hospital Valley Medical Center.
- State Route 57 and State Route 71. The Orange Freeway (SR-57) and the Chino Valley Freeway (SR-71) generate 60 dBA of noise within a third and a fifth of a mile of the roadways, respectively. SR-57 mainly impacts industrial areas, but SR-71 is audible at the 60 dBA level in much of the Phillips Ranch neighborhood and other residential areas along the route.

FIG.7-G.1: COMMUNITY NOISE EXPOSURE



INTERPRETATION:



NORMALLY ACCEPTABLE

Specified land use is satisfactory, based upon the assumption that any building involved is of normal conventional construction, without any special noise insulation requirements.



CONDITIONALLY ACCEPTABLE

New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.



NORMALLY UNACCEPTABLE

New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.



CLEARLY UNACCEPTABLE

New construction or development should generally not be undertaken.

- Arterial streets. Major arterial streets that generate noise levels in excess of 60 dBA include Reservoir Street, Garey and Holt Avenues, and Foothill, Indian Hill and Mission Boulevards.
- Railroads. Freight traffic on the railroad that serves the Pomona South station, and to a lesser extent on the Pomona North line, can produce significant noise levels. For the Pomona South line, this may hamper efforts to develop residential uses on Downtown opportunity sites within 150 feet of the railway line.

SPECIAL NOISE SOURCES

Portions of the City that are in close proximity to the Los Angeles County Fairplex are exposed to noise generated by racing activities two times a year when the National Hot Rod Association (NHRA) hosts national racing events at the Pomona Raceway. The events occur Thursday through Sunday on two weekends per year.

Brackett Field is a general aviation airport located north and west of Pomona in the City of La Verne. Although aircraft noise can be heard throughout the City, the highest noise levels are experienced just east of the airport and are generated by aircraft departures. However, the 65 and 60 dBA CNEL noise contours do not cross the City boundaries, although the airport's planning boundary extends into the northern part of the Fairplex area of Pomona.

PROJECTED CONDITIONS UNDER GENERAL PLAN BUILDOUT

Due to population and job growth expected in Pomona under the General Plan, automobile traffic is expected to increase on the City's arterial streets. In addition, continued development of the San Gabriel Valley and the Inland Empire will increase automobile traffic on the highways that pass through Pomona and freight traffic on the City's railways. However, at least on the highways, increased traffic congestion may lower speeds and, thereby, reduce noise levels. Future stationary noise levels in Pomona, after General Plan buildout, are shown in Fig.7-G.2.

The proposed infill development in Downtown Pomona and along the commercial corridors will increase temporary point sources of noise from construction activities.

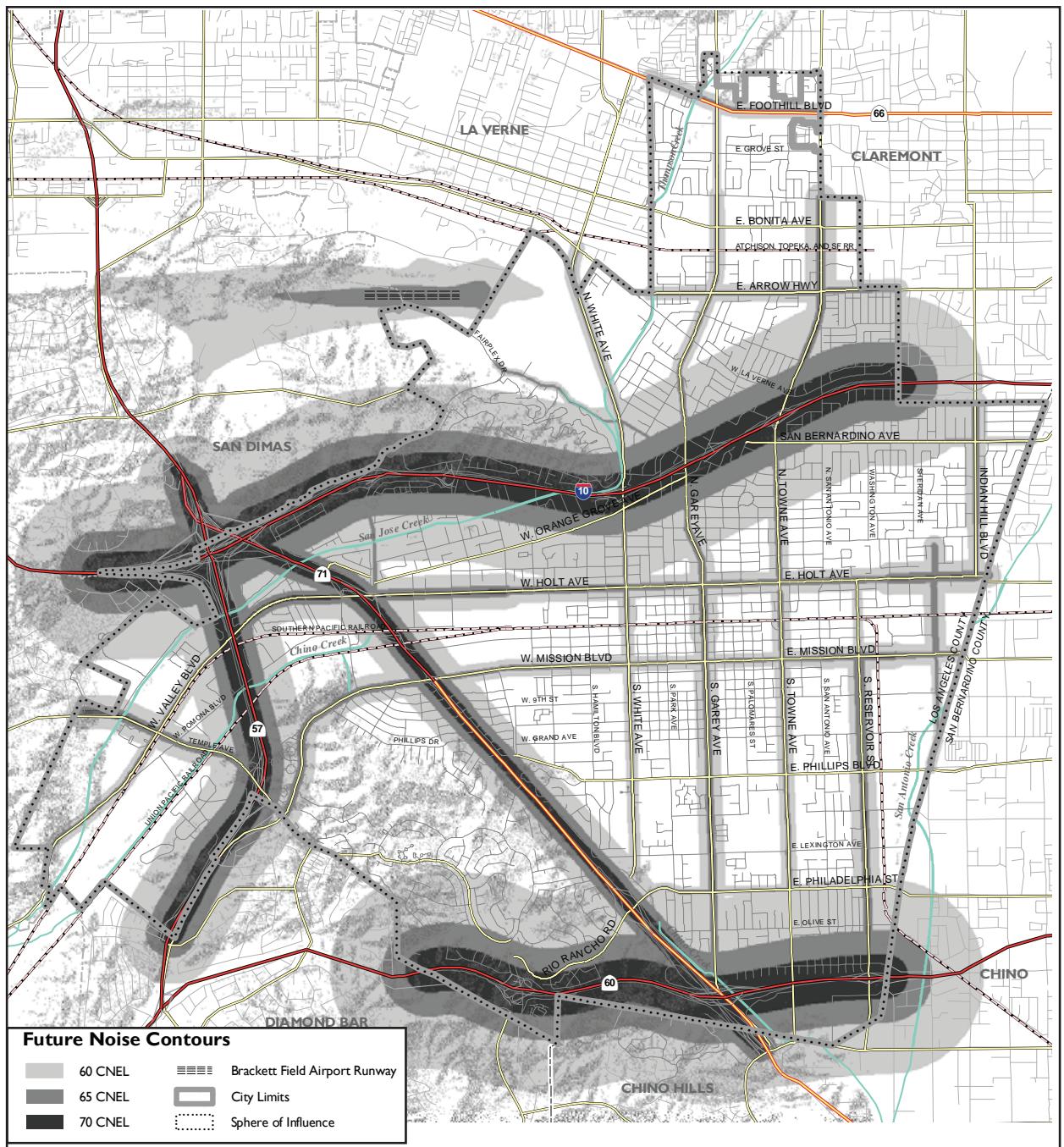


FIG.7-G.2: PROJECTED NOISE CONDITIONS



CRIME AND GANG PREVENTION

As in most communities within Southern California, crime and related issues are a major concern for community residents and visitors alike. These same concerns were overwhelmingly the most common City issue cited by attendees at the City's first public workshop for the General Plan update. Major issues included visible crimes in public areas, which contribute to a negative perception of safety. This insecurity affects people's behaviors, such as limiting nighttime activities, staying away from certain parts of town and restricting children's play areas. This high-crime perception also impacts the local economy and housing market. Businesses are reluctant to invest in Pomona due to concerns about safety, and people are unwilling to live in, visit, or even pass through certain areas of the City. The ideas suggested at the public workshop include: stepping up law enforcement, increased police presence — particularly in parks — to combat gang problems, expansion of services and programs for youth and needy populations, after-school programs, childcare, vocational schools, homeless shelters, social and health care and positive activities for adults.

CRIME PREVENTION THROUGH ENVIRONMENTAL DESIGN (CPTED)

Criminal activity can be reduced through the design of safe, defensible spaces as outlined in CPTED. CPTED's three key principles are natural surveillance, natural access control, and territorial reinforcement. Other aspects of CPTED include maintenance and activity support. Proper maintenance of public areas encourages use of the space for its intended purpose and discourages abnormal or criminal use. Crime is less likely to occur in public spaces that are well designed, well managed and well maintained. In addition, placing appropriate activities in an area increases surveillance and enhances access control. Activity support involves filling functional spaces, such as recreational facilities and common areas, with legitimate users so that any potential abusers are discouraged from entering.

Natural surveillance

Building on the notion of "eyes on the street," this strategy focuses on designing the built environment in a manner that promotes visibility of public spaces and areas. Natural surveillance limits the opportunity for crime by taking steps to increase the perception that people can be seen, including possible intruders. Design features that maximize visibility include doors and windows that look onto streets and other common areas, front porches, low landscaping and properly trimmed trees, adequate lighting, see-through fencing and windowed stairwells. Conversely,

design features that impede visibility include doors and windows oriented away from streets, high walls and high landscaping, and poorly lit outdoor areas. Allowing for a mix of complementary uses can also facilitate natural surveillance as it ensures activity 24 hours a day, seven days a week.

Natural Access Control

This strategy refers to the use of doors, fences, and gates to control access. The idea is to create a perception of risk to a perpetrator, thereby deterring access to a crime target or victim. Natural access control depends on the uses of sidewalks, pavement, gates, lighting and landscaping to clearly guide the public to and from entrances and exits. Fences and signage also guide people to appropriate buildings and entry ways while directing them away from private areas.

Territorial Reinforcement

Territorial reinforcement promotes control by clearly demarcating private from public spaces, as well as by creating a sense of ownership. The sense of owned space creates an environment where strangers or intruders are more easily identified. The use of physical features that express ownership such as fencing, pavement treatments, signage and landscaping helps distinguish public from private areas and helps users exhibit signs of ownership.

POLICE SERVICES

There are seven (7) facilities that provide police services to the City of Pomona. As of 2004, the Pomona Police Department was understaffed with 1.17 officers per 1,000 people; below the planned ratio of 1.3 officers per 1,000 residents and the national average of 2.3 officers per 1,000 residents. That being said, the number of violent crimes in Pomona was lower in the years 2001 and 2002 than it had been in the late 1990s. This was true for almost every category, especially burglary.

YOUTH AND FAMILY MASTER PLAN

In November 2006, the City of Pomona adopted the Pomona Youth and Family Master Plan (YFMP), which is described as a "blueprint for change that points the way to a brighter future for Pomona's youth and families." The impetus behind the creation of the Plan was the frustration the community felt regarding lingering problems with gang violence, poor academic achievement and high rates of teen pregnancy. The formal Youth and Family Master Plan planning process began on February 28, 2005, with the adoption of City Council Resolution No. 2005-13. The YFMP is the result of over 12 months of work by residents, youth, community leaders

and those who provide prevention and youth development services to Pomona's youth and families. The process included community forums, with a total of over 300 participants, to solicit community input on the biggest challenges and obstacles facing Pomona's youth and families.

The Plan includes identification of priority risk factors, assessment of community resources, a set of measurable desired outcomes, an action plan and an evaluation strategy. Priority risk factors include:

- Community Disorganization — this risk factor means that young people don't feel as though the adults in their community are working effectively together to solve the problems impacting their lives. Research shows that young people growing up in disorganized communities are at higher risk for substance abuse, delinquency and violence. Young people growing up in disorganized communities can feel powerless and hopeless.
- Academic Failure — young people who perceive themselves as failing academically are at risk for substance abuse, delinquency, teen pregnancy, school drop-out and violence. Regardless of the cause of academic failure, students who don't view themselves as successful students are at risk.
- Favorable Youth Attitudes Toward Antisocial Behavior — young people who accept and condone antisocial behavior are at risk. Antisocial behavior refers to actions that deviate significantly from established social norms, including skipping school, getting into fights, running away from home, persistently lying, using illegal drugs or alcohol, stealing, vandalizing property, engaging in aggressive or violent behavior toward other individuals and violating school rules, home rules or local criminal laws.

In the Action Plan, the YFMP provides multiple strategies for addressing the priority risk factors and for creating an effective and efficient system to support implementation, evaluation and sustainability of the YFMP. The Action Plan also recommends evaluation of a number of "tested and effective" youth programs that have been implemented across the nation to see if they would be appropriate and feasible for Pomona. Other recommended strategies to ensure ongoing success of the Plan include:

- Maintain and strengthen the communication, cooperation, collaboration and leadership generated through the Communities that Care process in developing the Youth and Family Master Plan.
- Develop a task force to address the issue of access barriers to youth and family programs, including neighborhood-based services and/or adequate transportation to help youth and family access services.

- Work with local universities to provide training and technical assistance to program providers needing assistance with program evaluation.
- Review City, PUSD, and community-based fiscal and human resource allocations in light of the Youth and Family Master Plan. Coordinate, creatively use and leverage community resources to support the effective implementation of the Youth and Family Master Plan.
- Convene quarterly meetings of key stakeholders to review new funding opportunities that support the Youth and Family Master Plan.
- Communicate regularly with key stakeholders about progress toward achieving the goals of the Plan.
- Publish an annual report describing the status of key indicators of progress.

FIRE

FIRE SERVICES

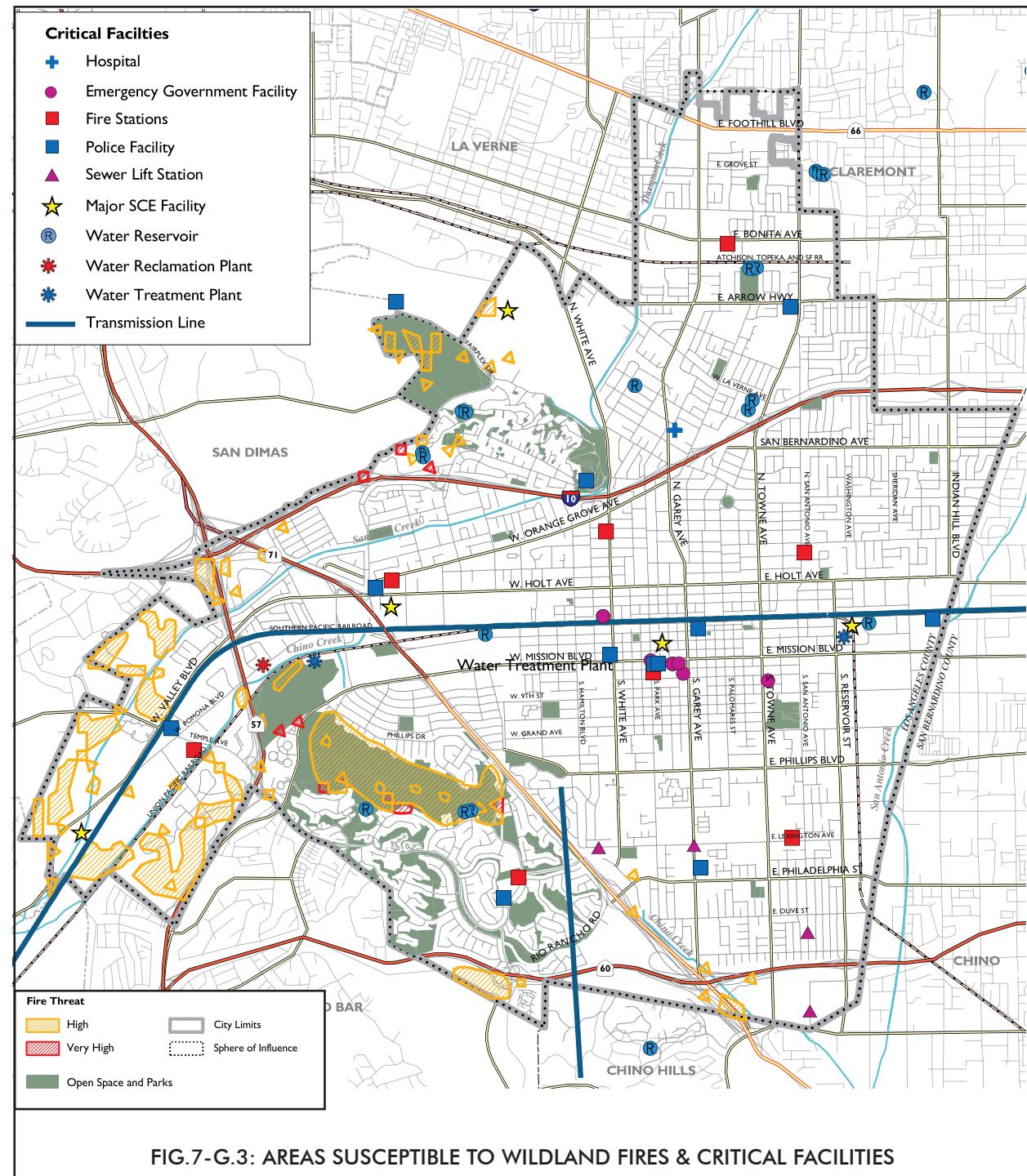
The Los Angeles County Fire Department (LACFD) serves the City of Pomona. LACFD operates nine divisions, 21 battalions, 160 staffed fire stations, and 11 fire suppression camps and answers over 282,000 emergency calls annually. The City of Pomona is part of the LACFD Division VIII, located on the eastern boundary of the Department's jurisdiction.

In 2006, the LACFD had 99.2 sworn personnel assigned to Pomona. In addition, truck services in the City were stationed at Fire Station 187 and a two-firefighter engine company was re-restored to the force at Station 181 (effective September 2006).

WILDLAND FIRES

Parts of Pomona are susceptible to wildland fires due to their hilly terrain, dry weather conditions and the nature of their plant cover. The high fire risk areas of Pomona are largely isolated from the fire prone mountainous areas in the region. Therefore, large wildfires in the San Gabriel Mountains or other large open space areas in the region spreading to Pomona is not considered a high probability event. However, the City does have large areas of high fire risk, particularly in the southwestern corner of the City (in Phillips Ranch, Lanterman Center and Cal Poly Pomona areas) and in the Ganesha Hills area (see Fig.7-G.3). With the right combination of factors (dry vegetation, Santa Ana winds, etc.), even a small fire could quickly spread and threaten nearby residential neighborhoods.

The highest rated risks from wildfire in Pomona are the residential communities near the wild-land/urban interface. Not only are communities in Phillips Ranch and Ganesha Hills subject to fire risk due to the prevalence of open spaces combined with steep slopes, but neighborhoods adjacent to fire hazard areas can also be impacted by fire if fires spread from the high fire hazard areas. There is also a small number of facilities and assets that are considered to be at medium risk from wildfires in Pomona, including Diamond Ranch High School, Cal Poly Pomona and Lanterman Center.



SEISMIC, GEOLOGIC AND SOILS HAZARDS

Within the City of Pomona, the combination of geologic material, topography and groundwater conditions affect geologic hazards. Natural hazards, including seismic and soils hazards, liquefaction, and landslides, pose a significant threat to the people and property of Pomona. The following sections outline the natural hazards that exist in Pomona.

SEISMIC HAZARDS

The United States Geological Survey (USGS) estimates that within the next 30 years there is a 60% probability that an earthquake measuring greater than magnitude 6.7 on the Richter scale will occur in Southern California. The City of Pomona lies in a seismically active region of Southern California, with several major active faults in the area, including the San Andreas, Sierra Madre and Whittier-Elsinore fault zones. In addition to the regional faults, there are several local faults located within the City that are considered potentially active. These local faults include the San Jose, Indian Hill, Chino and Central Avenue faults.

Of the local faults, the probability of earthquake activity is considered the highest along the San Jose Fault, with possible ground rupture. These local faults do not have a high probability of seismic activity and are not included in an Alquist Priolo Special Studies Zone. No fault rupture hazard is anticipated along the fault traces that pass through the City.

Several other hazards can be produced by a single earthquake event. Ground shaking, landslides and liquefaction are the specific hazards associated with earthquakes. The severity of these hazards depends on



several factors, including soil and slope conditions, proximity to the fault, earthquake magnitude and the type of earthquake. General Plan policies seek to ensure that new structures are built with consideration of the major hazards associated with earthquakes.

GROUND SHAKING

Ground shaking is the motion felt on the earth's surface caused by seismic waves generated by an earthquake. It is the primary cause of earthquake damage. The strength of ground shaking depends on the magnitude of the earthquake, the type of fault and distance from the epicenter.

Although the entire City is susceptible to damage from ground shaking, geological conditions can greatly influence the amount of shaking experienced. The majority of Pomona is underlain by alluvial soils, transported from the San Gabriel Mountains to the north, which are less resistant to shaking than other soil types. However, portions of the City situated on bedrock such as in the San Jose Hills (Ganesha Hills) and Puente Hills (Elephant Hill, Phillips Ranch) would likely experience less ground shaking and associated damage.

Since most of Pomona is susceptible to ground shaking, measures should be taken to mitigate its effects across the City. Certain building types, notably unreinforced masonry buildings and "soft story" apartment buildings, are more vulnerable to damage from earthquakes.

LANDSLIDES

The term "landslide" encompasses events such as rockfalls, topples, slides, spreads and flows. Landslides can be initiated by rainfall, earthquakes, volcanic activity, changes in groundwater, disturbance and change of a slope by man-made construction activities, or any combination of these factors. Parts of the City of Pomona are at risk from landslides caused by most of these factors (see Fig.7-G.4). However, all of these locations coincide with areas at risk for earthquake-induced landslides, which are described and mapped in Fig.7-G.4. The same General Plan policies can help reduce the risk to public safety caused by earthquake-induced landslides, as well as other factors.

Landslides are secondary earthquake hazards that can occur from ground shaking. They can destroy the roads, buildings, utilities and other critical facilities necessary to respond to and recover from an earthquake. In Pomona, the risk of damage due to landslides is confined to parts of Phillips Ranch and the Ganesha Hills. These areas are delineated by the USGS, and depicted in Fig.7-G.4. Approximately 160 existing housing units are located in landslide hazard areas. Although some of the susceptible areas have residential development, most of them are located in designated open space.

In the landslide-prone areas that are developed, the risk of a debris flow (a flowing mixture of water-saturated debris that moves downslope under the force of gravity) is even greater. Although landslides are a natural geologic process in the hills around Pomona, residential developments in these areas exacerbate the risk of landslide hazards. Grading for road construction and development can increase slope steepness and contribute to the speed and severity of landslides. Grading and construction can also decrease the stability of a slope by adding weight to its top, removing support at the base of the slope, and increasing water content. Other human activities affecting landslides include excavation, drainage and groundwater alterations, and changes in vegetation.

Areas of redevelopment spurred by General Plan policies that may be affected by landslides are the activity centers designated along SR-60 and SR-71. Some aspects of development on hillsides are regulated by the Pomona Zoning Ordinance's Hillside Overlay District.

LIQUEFACTION

The phenomenon of liquefaction occurs when ground shaking causes wet granular soils to change from a solid state to a liquid state. This results in the loss of soil strength and the soil's ability to support weight. Buildings and their occupants are at risk when the ground can no longer support the structures. The City of Pomona is one of many communities in Southern California that is built on an ancient river bottom and has sandy soil. In some cases this ground may be subject to liquefaction, depending on the depth of the water table.

The California Geological Survey identifies and maps areas susceptible to liquefaction, based on groundwater levels and geologic materials. The City of Pomona has 4,025 acres, or 27% of the City area, that fall within areas susceptible to liquefaction. These areas generally occur at the base of hills. Liquefaction areas are presented in Fig.7-G.4.

Liquefaction may occur in the northwest, west and southwest areas of the City and could affect approximately 7,000 housing units and another 344 non-residential structures.

The General Plan may assist in the redevelopment of several areas that are susceptible to liquefaction, including:

- Fairplex
- Pomona Valley Hospital Medical Center (PVHMC) area
- Lanterman Developmental Center complex
- Areas west of SR-71 between Holt Avenue and Mission Boulevard
- Along Garey Avenue and SR-71 south of Phillips Boulevard

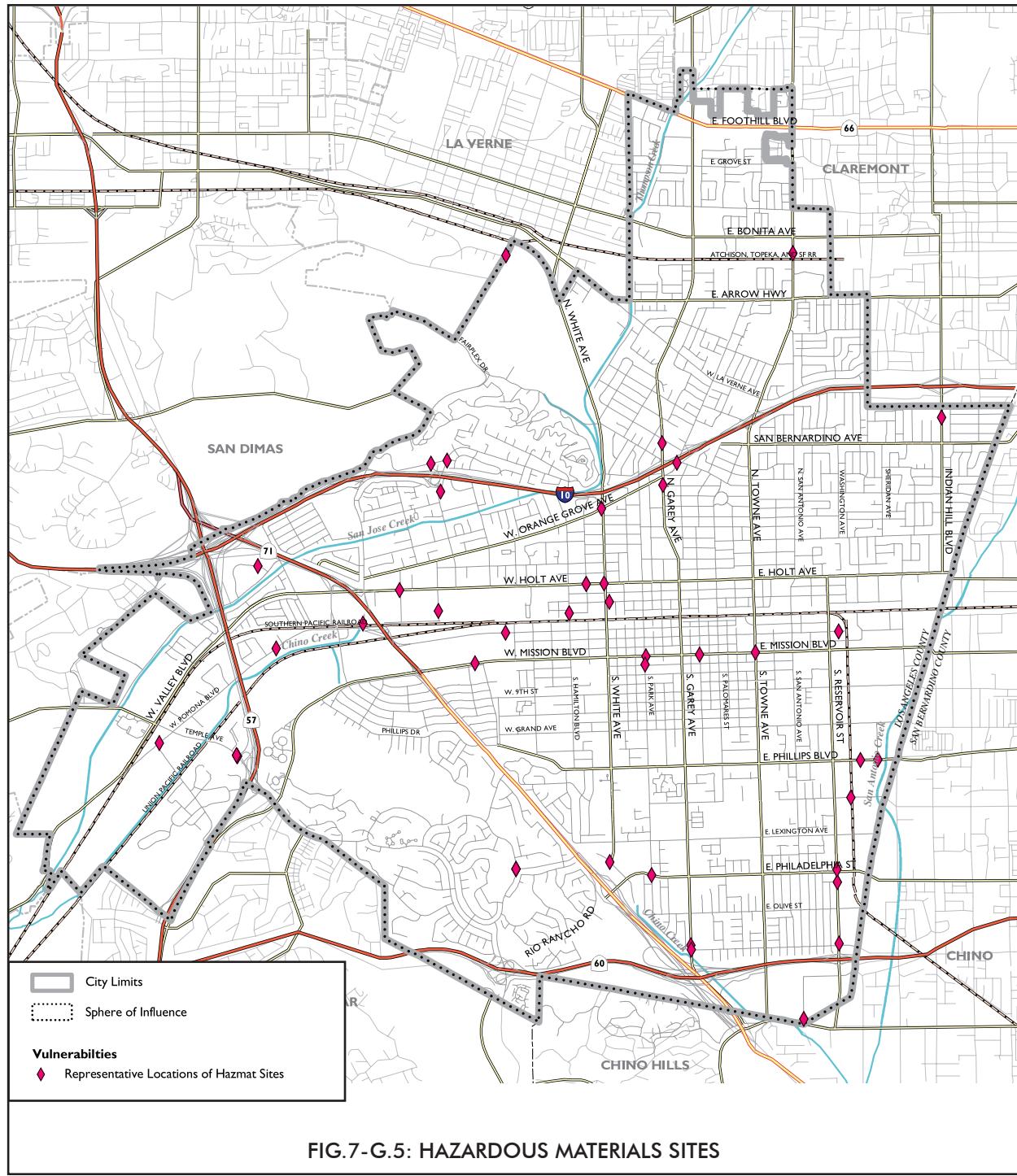
In accordance with California seismic safety and retrofit requirements (Senate Bill 1953), the Pomona Valley Hospital Medical Center plans to replace all structures on its campus that do not meet seismic building codes by 2013. Furthermore, Pomona's Natural Hazards Mitigation Plan (NHMP) notes that all structures at the Lanterman Developmental Center were evaluated and retrofitted as needed.

GOALS AND POLICIES

The local faults under the City are not expected to experience seismic activity. However, the City must take measures to reduce the risks posed by the high probability of an earthquake in the greater Southern California region within the next 30 years. In addition to the goals and policies of this General Plan, the NHMP includes a number of mitigating actions to prepare for earthquake-related hazards.

HAZARDOUS MATERIALS

Over 200 sites with exposed hazardous materials are located within the City of Pomona. These sites include leaking underground storage tanks (LUST), and other hazardous materials sites that are listed by the California Department of Toxic Substances Control (DTSC). There are six locations listed by the Environmental Protection Agency (EPA) under the Superfund Amendments and Reauthorization Act (SARA), Title III. Of the many hazardous materials sites in the City, these six represent the greatest threat to human and environmental health in the City if toxins are accidentally released. The distribution of the sites (Fig. 7-G.5) indicates that hazardous materials are predominantly located along major industrial and commercial corridors in Pomona.

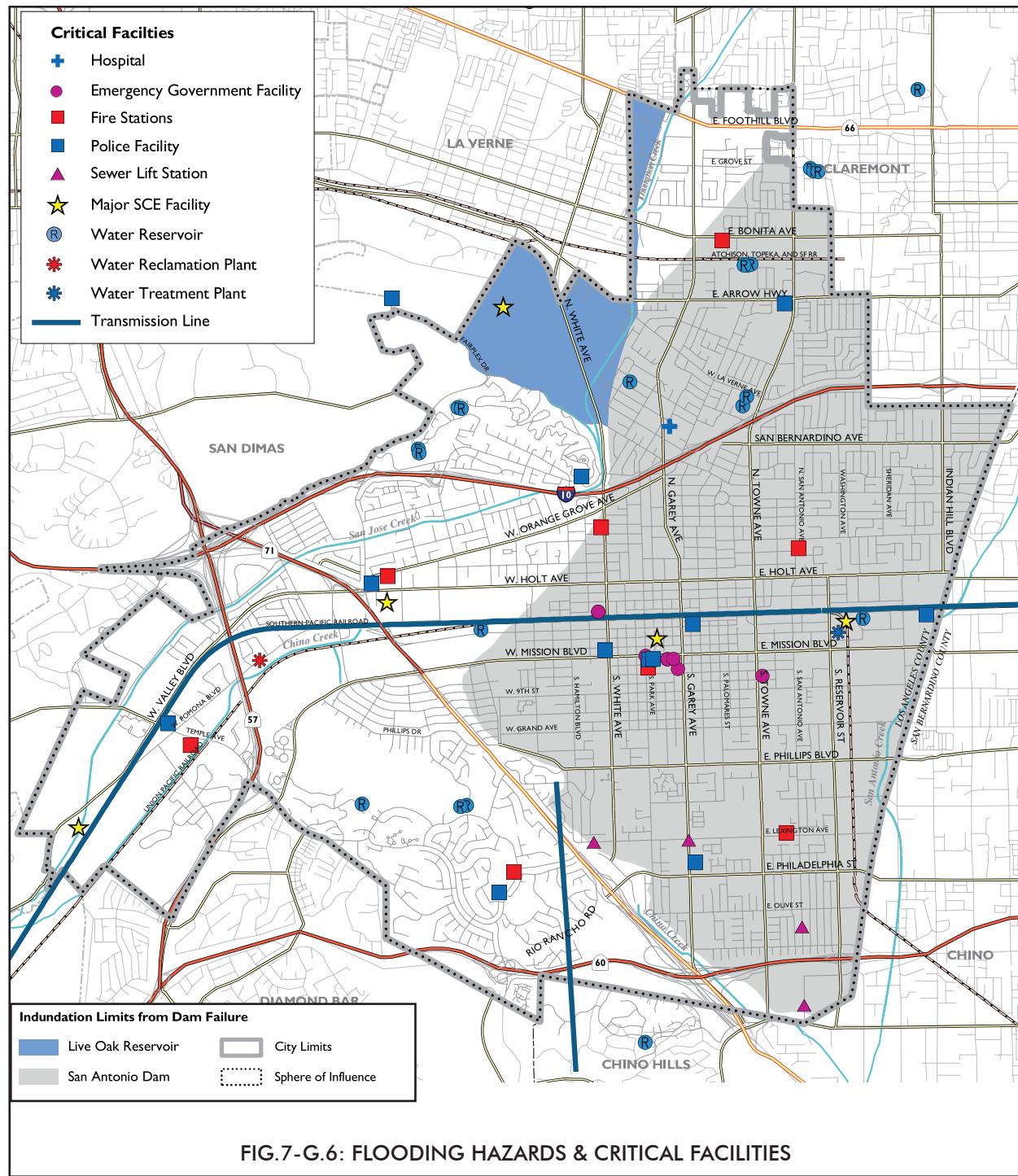


FLOODING

A majority of the City lies within the eastern portion of the San Gabriel River Watershed, with a small part of eastern Pomona located within the Santa Ana River Watershed. As its headwaters originate north of Pomona in the San Gabriel Mountains, the San Gabriel River receives drainage from a large area of eastern Los Angeles County. The watershed is hydraulically connected to the Los Angeles River through the Whittier Narrows Reservoir (normally only during high storm flows). The lower part of the San Gabriel River flows through a concrete-lined channel in a heavily urbanized portion of the County before becoming a soft bottom channel near the ocean in the City of Long Beach. Several reservoirs, which exist primarily for flood control purposes, are located in the upper part of the watershed.

The City of Pomona is built on the edge of the San Antonio Canyon floodplain, which produced disastrous floods in the 1930s. As a result, the City developed several miles of large flood control channels, sufficient in size to provide protection from major floods, and an extensive network of local storm drains. The majority of the City's drainage facilities are owned and maintained by the City. However, a small portion of these facilities are owned and maintained by the Los Angeles County Department of Public Works. The City's existing drainage system is an urban network that generally consists of curb-side catch basins, inlet structures and manholes connected by reinforced concrete laterals and main lines, draining into storm drain channels. In general, the City's topography is such that stormwater flows in a north to south direction or north to southwest direction.

Localized inundation remains a concern for Pomona residents. Full failure or rupture of



the San Antonio Dam would release waters and result in the flooding of areas south of the dam, including eastern portions of Pomona (Fig.7-G.6). In the event of failure of the Live Oak Reservoir, northern portions of the City could be inundated. However, these are considered highly unlikely events.

Members of the community have indicated that heavy rainfall results in highly localized areas of minor flooding. These areas include underpasses at the intersections of Garey, Towne and White Avenues and the Union Pacific Railroad tracks; East End Avenue, between Mission Boulevard and Grand Avenue; Ninth Street, between the Union Pacific Railroad tracks and East End Avenue; and cul-de-sacs bounded by SR-60, County Road, Garey Avenue and Reservoir Street.

EMERGENCY PREPAREDNESS

NATURAL HAZARDS MITIGATION PLAN

Pomona's Natural Hazards Mitigation Plan (NHMP) addresses natural hazards, risks and mitigation actions for the entire City. Adopted in 2004, the NHMP is a response to the federal Disaster Mitigation Act of 2000 (DMA 2000), which establishes a framework for proactive local planning for natural hazard mitigation. This law requires that every local, county and state government:

- Conduct an assessment of the natural hazards that pose a threat to the jurisdiction
- Determine the potential financial impact of these hazards
- Create a Plan to mitigate these hazards
- Implement the Plan to reduce the impacts of natural disasters

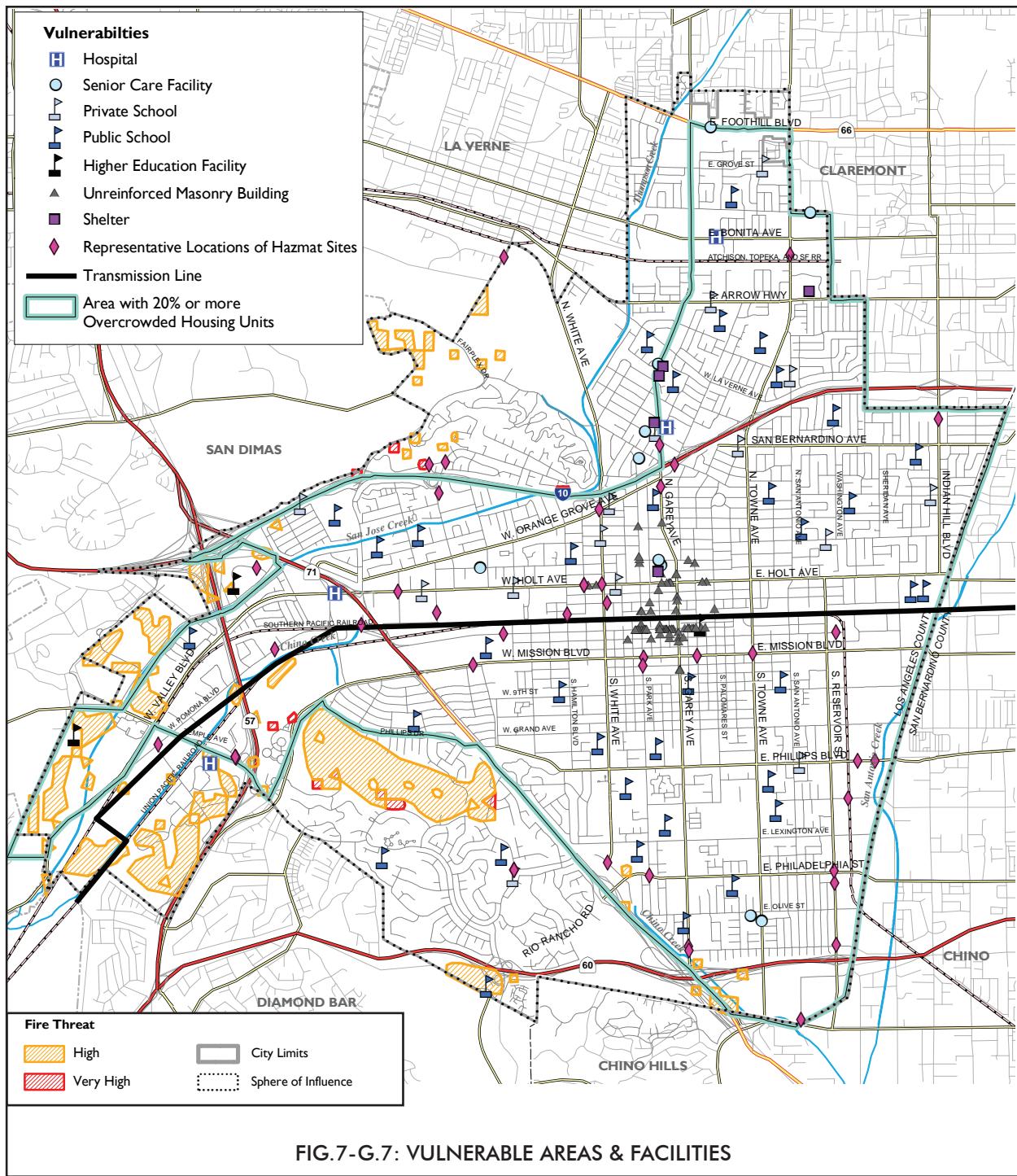


FIG.7-G.7: VULNERABLE AREAS & FACILITIES



The preparation and adoption of such a Plan is required to be eligible for funding from the Federal Emergency Management Agency (FEMA).

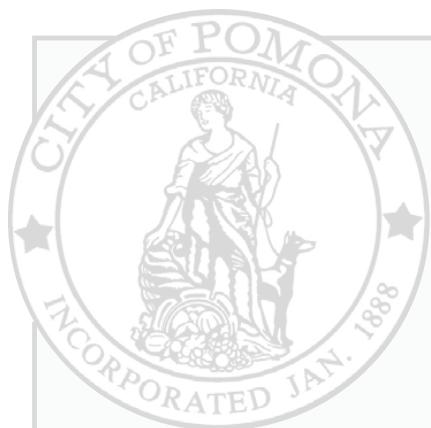
The NHMP includes a review of crucial facilities in the case of an emergency, the facilities and developments most vulnerable to natural hazards and the main risks facing the City of Pomona. These hazards include earthquakes (ground shaking, liquefaction and earthquake-induced landslides), landslides, wildfires, flooding and windstorms. For each of these possible events, the NHMP prioritizes risks and vulnerabilities (Fig.7-G.7) and proposes mitigation actions.

STANDARDIZED EMERGENCY MANAGEMENT SYSTEM PLAN

The Standardized Emergency Management System Plan (SEMS) was adopted in 1999, and updated as necessary. It establishes the emergency organization, task assignments, policies and general procedures, and coordination of the various emergency staff and service elements utilizing the SEMS. SEMS compliance needs to be documented and include: emergency plans and protocols, SEMS training for all employees, use of SEMS during exercises, and use of SEMS during emergency activations/response. The objective of SEMS is to incorporate and coordinate all of the facilities and personnel of the City into an efficient organization capable of responding to any emergency, as an extension of the California Emergency Plan. In the event of a natural disaster, the City would employ the communication protocols and systems for emergency response established in the SEMS.

NATIONAL INCIDENT MANAGEMENT SYSTEM (NIMS) IMPLEMENTATION

Presidential Directive HSPD 5 identifies steps for improved coordination in response to incidents and requires a National Response Plan (NRP) and a National Incident Management System (NIMS). NIMS is a comprehensive, national approach to incident management developed to improve the coordination of federal, state and local emergency response nationwide. NIMS does not replace SEMS, but federal requirements for NIMS implementation by September 30, 2006 include training, planning, resource identification and adoption of NIMS by local government.

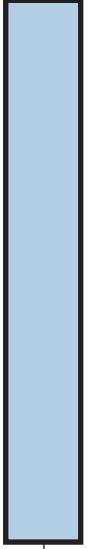
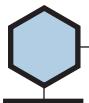


Public Review Draft March 2011

THIS SECTION CONTAINS THE FORMAL ACTIONS THAT THE CITY WILL PERFORM TO ACHIEVE THE VISION ESTABLISHED IN THE GENERAL PLAN. THE MATERIAL PROVIDED IN THIS SECTION INCLUDES:

- A. THE FORMAL PROCESS FOR IMPLEMENTING AND AMENDING THE GENERAL PLAN
- B. IDENTIFICATION OF FOCUS AREAS WHICH REQUIRE SPECIFIC PLANNING OUTSIDE OF THE GENERAL PLAN.
- C. A LIST OF PROGRAMS THAT THE CITY WILL USE TO IMPLEMENT THE GENERAL PLAN.
- D. THE LIST OF GOALS AND POLICIES WHICH ESTABLISH SPECIFIC STEPS TO IMPLEMENT THE PLAN

SECTIONS 1 THROUGH 7 OF THE GENERAL PLAN DEFINE THE LONG-TERM VISION OF POMONA WHICH WILL GUIDE "CITY ACTIONS" (SUCH AS CAPITAL IMPROVEMENTS, PROGRAMS, AND INCENTIVES) AND "REGULATIONS" (SUCH AS THE ZONING ORDINANCE AND OTHER ORDINANCES) TO DIRECT PUBLIC RESOURCES AND PRIVATE INVESTMENT TOWARD ACHIEVING THAT VISION.





A. IMPLEMENTATION PROCESS

The City's planning process includes monitoring and updating the General Plan and preparing specific plans, resource management plans, and neighborhood and special plans. An Annual General Plan Report will provide an overview of the status of the General Plan and its implementation programs.

B. AMENDMENTS TO THE GENERAL PLAN

As the City's constitution for development, the General Plan is the heart of the planning process. It is intended to be a living document and, as such, will be subject to site-specific and comprehensive amendments. Amendments also may be needed from time to time to conform to state or federal law passed since General Plan adoption, and to eliminate or modify policies that may become obsolete or unrealistic due to changed conditions (such as completion of a task or project, development on a site or adoption of an ordinance or plan).

State law limits the number of times a city may amend its General Plan. Generally, no jurisdiction can amend any mandatory component of its General Plan more than four times in one year, although each amendment may include more than one change to the General Plan. This restriction, however, does not apply to amendments to:

- Optional components (such as the Economic Development and Community Design components of the Pomona General Plan);
- Allow development of affordable housing;
- Comply with a court decision; or
- Comply with an applicable airport land use plan.

C. ANNUAL GENERAL PLAN REPORT

The California Government Code requires that an annual report be submitted to the City Council on the status of the General Plan and progress in implementation. This report also is to be submitted to the Governor's Office of Planning and Research and the Department of Housing and Community Development. It must include an analysis of the progress in meeting the City's share of regional housing needs and local efforts to remove governmental constraints on maintenance, improvement and development of affordable housing. In addition, mitigation monitoring and reporting requirements prescribed by the California Environmental Quality Act (CEQA) should be addressed in the annual report because they are closely tied to General Plan implementation. Finally, the annual report should include a summary of all General Plan amendments adopted during the preceding year and an outline of projects and General Plan issues to be addressed in the coming year, along with a work program and budget.

D. FIVE-YEAR REVIEW

The City will undertake a comprehensive review of the General Plan in 2019 to determine how well the General Plan has performed, focusing upon whether policies related to development and conservation have been effective. This review will include:

- An evaluation of General Plan policies;
- Analysis of the effectiveness of implementation programs and strategies initiated to carry out the General Plan; and
- Review of five-year growth trends, assessment of future urban land needs and review of available development capacity by land use.

As part of this review, a target date for a comprehensive update of the General Plan, likely between the years 2020 to 2025, will also be established. A report summarizing City staff's findings and recommendations will be circulated for public comment and then presented to the Planning Commission. The Planning Commission will review the five-year report and make a recommendation to the City Council. The Planning Commission and the City Council will also hear comments on the report at duly noticed public hearings.



E. IMPLEMENTATION TOOLS

The General Plan:

1. Outlines a vision for Pomona's long-range physical evolution, economic development, and resource conservation that reflects the aspirations of the community for livability, prosperity, and sustainability;
2. Provides strategies and specific implementing actions that will allow this vision to be accomplished;
3. Establishes a basis for judging whether development proposals and public projects are in harmony with the City's vision and provides guidance for instances or opportunities not specifically covered by development regulations or other City policy documents;
4. Allows City departments, other public agencies, and private developers to plan projects that will enhance the character of the community, preserve and enhance critical environmental resources and minimize hazards; and
5. Provides the basis for establishing priorities for detailed plans and implementing programs, pertaining to Zoning Ordinance updates, Capital Improvements, Specific and Area Plans, facilities plans, and redevelopment measures.

Because the General Plan's role is primarily to set a broad framework to guide decision making, detailed studies, programs, and other actions will be required as part of implementing many Plan policies.

The City will utilize the City programs, plans, and regulations listed in this Section to implement the vision, goals, and policies established in this General Plan:

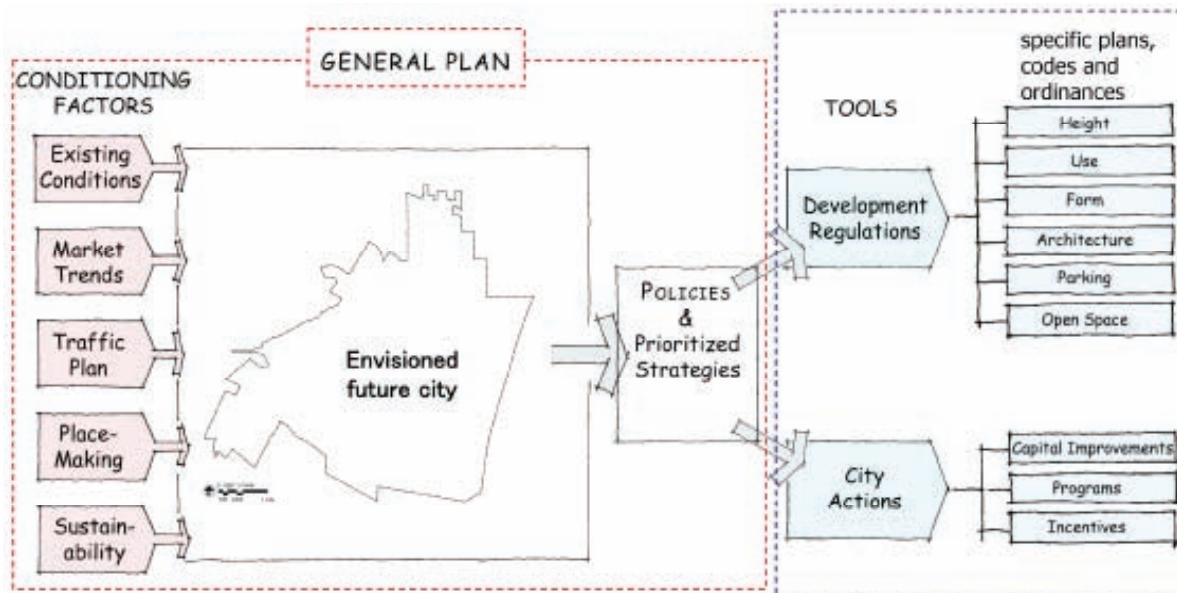


FIG.8.1: SCOPE AND PURPOSE OF THE GENERAL PLAN

ZONING AND SUBDIVISION ORDINANCE UPDATES

In order to realize goals, implement policies, and respond to changes to the City's vision for Pomona Tomorrow as articulated throughout this document, the City will engage in Citywide zoning and subdivision ordinance updates. This will streamline the development review process and ensure that new development and re-development contributes to the vision of this Plan.

FOCUS AREA PLANNING

Focus areas are areas which, due to their size, importance, and/or envisioned new type of development, require specific planning and regulatory direction to guide projects to ensure that the vision of the Plan is achieved.

Specific, Area, and Neighborhood Plans

The City already maintains specific plans for some Focus Areas (such as Downtown), and may choose to develop detailed area, neighborhood, or specific plans for other areas. Such plans may accommodate development on infill sites and also provide for the gradual elimination of incompatible uses. Requirements for specific plans are spelled out in the State Government Code. Neighborhood and special area plans would be tailored to address the conditions in individual areas and may not necessarily address all of the topics required by state law for specific plans. All specific plans, neighborhood and area plans, and redevelopment plans will need to be consistent with the General Plan.

The City will engage in specific planning for the Focus Areas identified in Fig. 8.2.