CITY OF MONTCLAIR

NORTH MONTCLAIR
DOWNTOWN SPECIFIC PLAN

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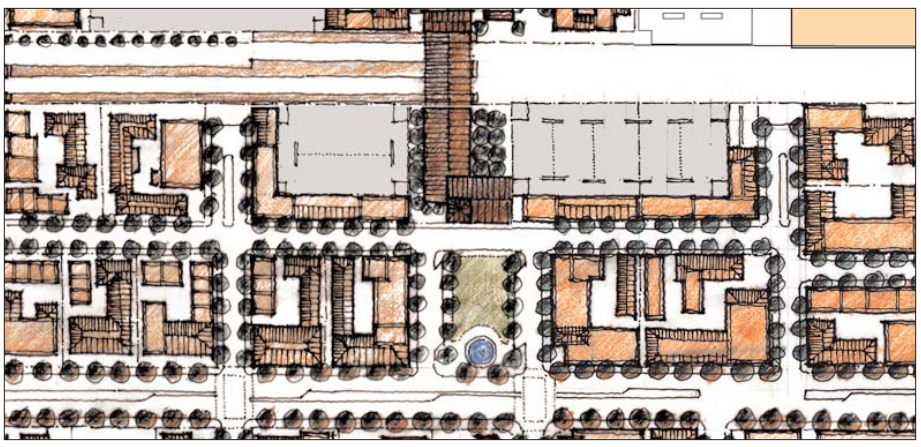
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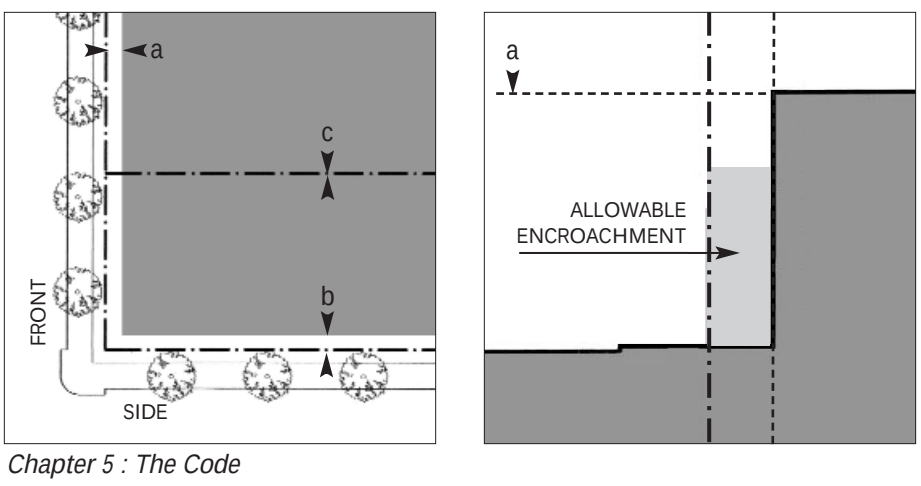

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North Montclair's combination of undeveloped land in proximity to a mixture of regional uses, activities and amenities, particularly current and planned fixed rail transit is unique in the western Inland Empire. It is an ideal location for a mixed-density, mixed-use Town Center. The design principles for mixed-use districts, therefore, guide the Plan's recommendations.

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The Plan recommends a market-driven development strategy in four phases, which is described through a series of illustrated design concepts. Phase One utilizes immediately available land and market interest to create mixed-density housing serving transit commuters. This is followed by Phase Two, the creation of a mixed-use Town Center adjacent to the rail/bus Transit Station. Phase Three proposes additional residential development on land located between Claremont, Upland and North Montclair. The transformation of the regional retail at Montclair Plaza is described as Phase Four, the final component of development.

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The Plan proposes a "form-based" code to regulate private development. In contrast to conventional zoning that divides land by uses, the North Montclair Code is organized by geography of place. The Code provides regulations for three unique places: Town Center, Corridor Residential, and Neighborhood Residential, with an emphasis on the design of individual buildings directed to form the public realm.

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Appendices
Analytical, technical and background information and reference material produced during the development of the Plan is provided here.

1.0 - Relationship to Existing North Montclair Specific Plan

The North Montclair Downtown Specific Plan is a subset of the North Montclair Specific Plan, adopted January 5, 1998 by Resolution No. 97-2163. The North Montclair Downtown Specific Plan is bounded by Central Avenue (on the east), Moreno Street (on the south), Monte Vista Avenue (on the west), and the Metrolink / BNSF railroad tracks (on the north); and the area directly north of the railroad tracks extending to the City limit on the north and west and encompassing the existing commuter parking lots to the east. (See plan on page 4.) This corresponds with Focus Areas 1, 2, 4a, 4b, 5, 6, 7 and 8 as shown on page III-38 of the North Montclair Specific Plan. For properties within the North Montclair Downtown Specific Plan development standards specified in this document supersede the codified language set forth in the North Montclair Specific Plan. Where this document does not specify development standards, the existing North Montclair Specific Plan and Montclair Municipal Code shall be the controlling documents.

1.1 - Purpose

Conventional suburban development is the form of growth which has produced large-scale sprawl throughout Southern California over the last fifty years. Sprawl development is characterized by homogeneous single-use zones, with the housing tract, the shopping center and the business park as its basic elements. These segregated use areas are connected by a discontinuous system of wide thoroughfares designed for the rapid movement of cars. Within such a homogeneous urban structure, dull and repetitive buildings are typically designed without any particular obligation to define a realm of public space. The vast majority of such places designed since the 1940's are architecturally undistinguished and urbanistically destructive, as they both absorb and eliminate the local landscape while generating as inferior a fabric of buildings as has ever been built on this continent.

It is time to reverse both the physical patterns and the social and economic consequences of sprawl by returning to a pattern of community development based on traditional American town principles.

Transit Oriented Development of Districts and Villages is a method of planning that has emerged in the last decade as an alternative conventional suburban development. It stems from the realization that commuter lines and stations can be more than travel nodes, since proximity to transit reduces dependency on the automobile and enhances the value of surrounding buildings as a place to live, work and shop. The typical size of such a district is a quarter-mile radius from physical center to edge. This distance gathers the neighboring population within an average 5-minute walk at an easy pace of a commercial center. Thus the maximum size of a district is determined not by density but by a walkability shed.

Living in a pleasant private setting, connecting to your neighbors by choice and being able to walk to fulfill civic obligations and enjoy commercial entertainment and recreational opportunities are the hallmark of living in a traditional community. It is a way of life which is possible to provide again, and appropriate and desirable, for the future of both Montclair and Southern California.

The Plan for North Montclair is guided by the Design Principles for Transit Oriented Development described on these pages.

Squares

Public Buildings

Plazas

Make Great Public Places - The center of a District is the locus of its public life. Its civic buildings enhance community identity and foster civic pride. Its shops and workplaces provide convenient access to goods and services without need for a car trip. A properly designed and developed transit district will become a unique social and economic asset to Montclair.

Great Neighborhood Streets

Great Retail Streets

Make Great Streets - Street design dictates the form of blocks and buildings. Districts are structured on individual blocks and a network of narrow thoroughfares, which encourage pedestrian movement. This interconnecting pattern of thoroughfares provides multiple routes that diffuse traffic, and additionally increases the options emergency personnel have to reach a distressed location. Streets of varying types are detailed to provide equally for pedestrian comfort and for automobile movement. Street intersections have minimal curb radii to slow cars and minimize the crossing distance of pedestrians. Two-way streets also improve pedestrian crossing safety and minimize automotive speed. Where needed, streets have landscaped center medians, to reduce apparent street width. Finally, streets, where possible, have on-street parking in order to provide a buffer between the moving traffic and the pedestrian, thus diminishing perceived and actual danger.

Live Above Stores and Businesses - A district is a place defined by the same general qualities as a neighborhood, with one major exception: Commercial activities predominate instead of residential. Yet, the quality and amount of housing in a district determine its particular character. Perhaps the most typical dwelling type in a district is the loft or house over retail. Such dwellings allow for a variety of families, typically without children, to live near diverse services, while providing a constant 24/7 rhythm of use for the district.

Contemporary architecture

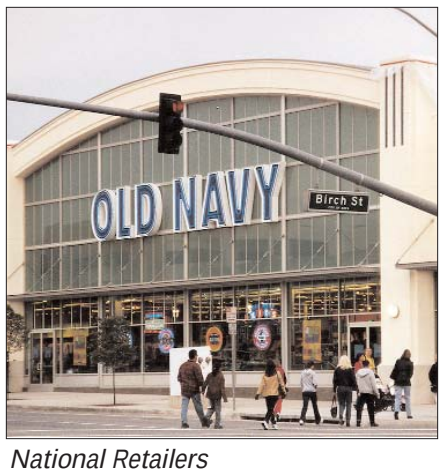
Mix of architecture types and styles

Traditional architecture

Build a Variety of Buildings - The buildings, blocks and streets of a district are interdependent. Each one contains in part the ingredients of all the others. Buildings of a particular quality can define the block that contains them and the street that surrounds them. Design is the matrix that helps either create or destroy the quality and character of a district. Buildings are the smallest increment of growth within a district or neighborhood. A variety of architectural types, including fabric buildings and civic monuments, and their relationship to each other, determine the character of a district as they define the streets and open spaces they face onto.

Pedestrian Friendly Sidewalk

Local Retailers

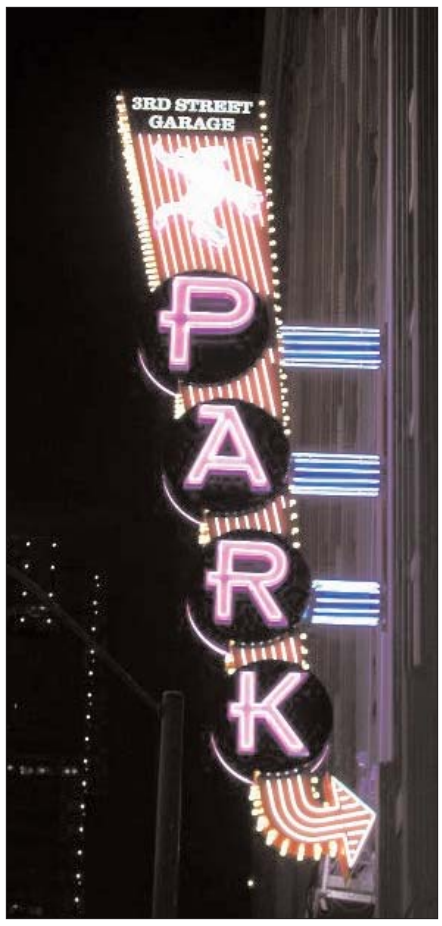


National Retailers

Get the Retail Right - The retail industry has recently discovered that outdoor, Main Street type retail better fits the lifestyle of busy consumers, often yielding more regular trips and higher sales volumes than standard shopping centers. Retailers should therefore be concentrated to encourage and facilitate pedestrian storefront shopping. The retail center should be located around a pattern of streets accomodating cars and on-street parking. Long term parking should be located in shared "park once" lots or structures, convienent but compatible to the Main Street retail. The retail center should include at least one anchor tenant, and a mix of national and local vendors.

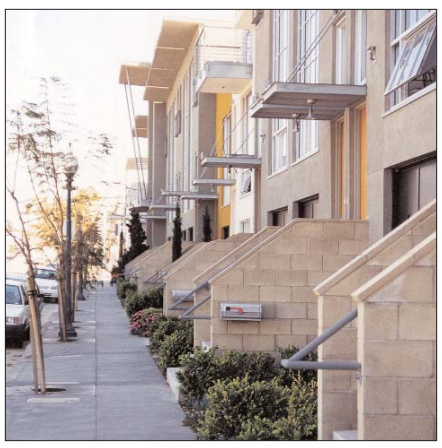
Create a Variety of Housing Choices - As a district matures, and its livability and economic value increase, a more diverse set of housing choices attract an increasingly varied and prosperous resident population. It is not unusual to encounter lofts, live/work buildings, courtyard housing, row housing, even duplexes, triplexes and quadplexes in nearly completely developed districts. All of these dwelling types are also typically provided in rental or ownership configurations.

Parking as Urban Building



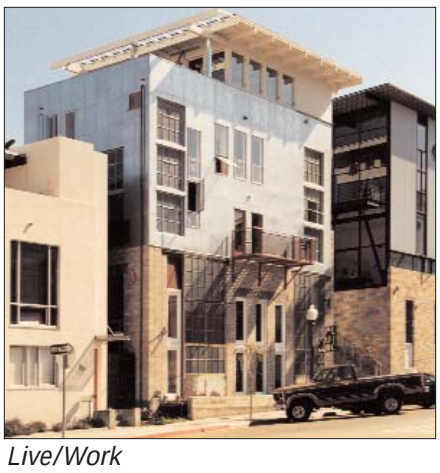
Attractive and Clear signage

Granny Flats



Townhouses

Parking as Urban Building



Live/Work

Apartments over Retail

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

1.2 - Context

The City of Montclair is located at the western edge of the Inland Empire in San Bernardino County. It is within 10 miles of various regional destinations and transportation links, such as Ontario Airport, the I-15 and I-210 freeways. Direct regional access to Montclair is provided by the I-10 freeway and Metrolinkís San Bernardino commuter rail. The City will also be the eastern terminus of the Gold Line light rail, which will link the foothill communities of the San Gabriel Valley with Pasadena and Downtown Los Angeles. Via Metrolink, Montclair is a 55 minute commute to Los Angeles or a 45 minute commute to the City of San Bernardino. When the Foothill Extension of the Metro Gold Line opens, the City will be 40 minutes via light rail from downtown Pasadena. These transportation routes are concentrated in a one square mile area on the Cityís northern edge. North Montclair is in proximity to both a lively, pedestrian-oriented downtown in Claremont and the regional mall at Montclair Plaza, is convenient to the 10 freeway and is a ten minute drive to the Ontario Airport. Other than Victoria Gardens in Rancho Cucamonga, no other location in the immediate region has such a large amount of undeveloped land in proximity to such a mixture of uses, activities and amenities.

Regional Housing Market - The major market for new housing in the western Inland Empire is in households moving there from the Los Angeles-Long Beach metropolitan area. It is likely that the vast majority of buyers interested in both detached and attached new housing will be households from counties to the west and south looking for more affordable housing. This growth in demand by smaller, professional households looking for starter homes means that smaller attached units, as well as small-lot detached single family units, will be viable real estate products. Attached, amenity-rich, rental housing targeting smaller households should also be developed.

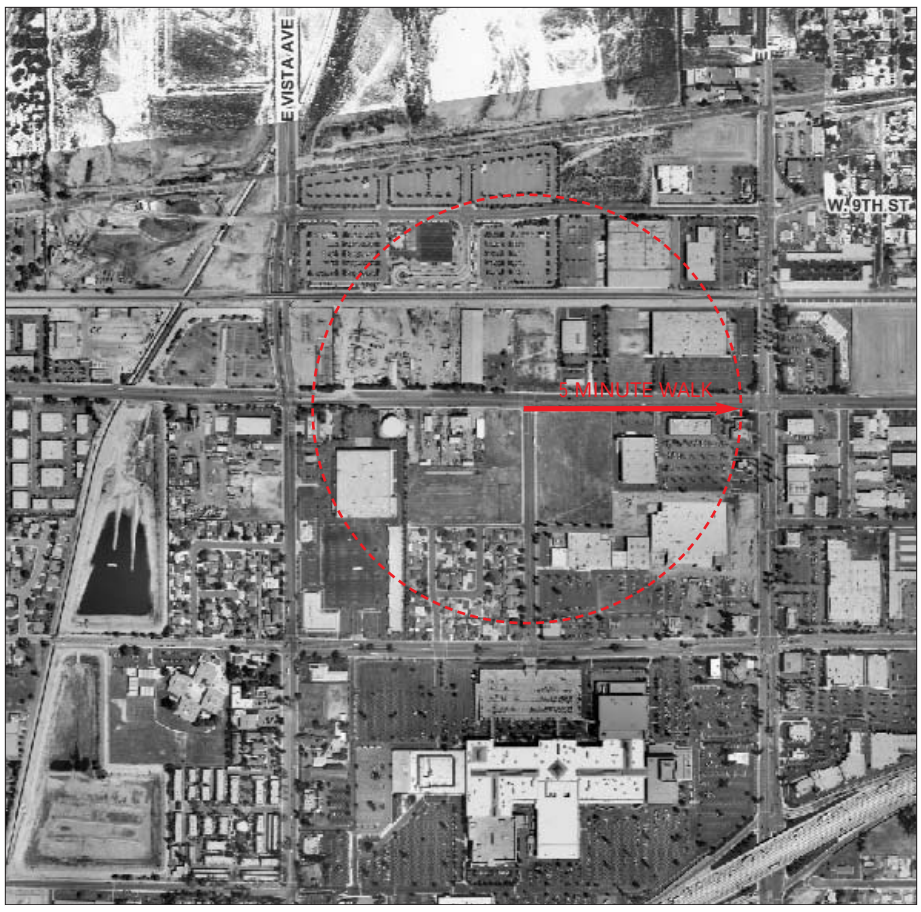
Within the western Inland Empire, North Montclair is well-situated to absorb a much larger share of these households than it has in the past. Demand for detached single family homes throughout the area grew so significantly during the late 1990s that this housing product is now priced beyond the reach of many would-be first time home-buyers looking for for-sale housing in proximity to the job centers in Ontario and Rancho Cucamonga. Demand for housing in Montclair should therefore be gauged more broadly by demand throughout the larger western Inland Empire. Given the amount of land available and the potential to create a true mixed use town center with significant transit infrastructure, North Montclair is well-situated to capture a larger share of this potential demand for attached housing than is proportional to its recent rate of growth (Montclair's growth was limited over the 1990s by the lack of residentially zoned land.) It is an ideal location for higher density attached housing within a mixed use setting. Between 2005 and 2020, the approximate life of the Specific Plan, it is estimated that Montclair can absorb approximately 1,850 households, largely into the North Montclair Specific Plan area. This sizable increment of growth will only occur if sufficient land is zoned accordingly, the city implements a viable infrastructure financing plan and proposed projects are designed properly and approved expeditiously.

Regional Retail / Entertainment Market - Broadly defined, there are three categories of contemporary retail that have some feasibility in North Montclair: large format regional-serving retail, local-serving retail, and small format retail that is appropriate and feasible in a vertical mixed use context. While these various types of retail are beginning to be combined in hybrid shopping centers that serve multiple markets simultaneously, they still tend to have different locational and site requirements and work best in distinct types of built environments. Because of their different formats and market orientations, distinct factors influence the viability of each of these retail types for North Montclair.

Regional-serving retail largely consists of "big box" comparison and discount stores that sell bulk or below-market comparison and, increasingly, everyday goods to a regional or sub-regional market. It also includes entertainment anchors like movie theaters and major department stores. Large format regional-serving retail requires freeway access and substantial amounts of parking. The feasibility of additional regional-serving retail in Montclair is largely circumscribed by General Growth's plans for Montclair Plaza and the impact of the completion of Victoria Gardens in Rancho Cucamonga on the regional market.

Local-serving retail includes stores that provide everyday goods and services, draws primarily on a community-sized trade area, and must be visible and easily accessible from an arterial with a significant amount of car traffic. It includes both chain and independently owned stores, but is typically reliant on a major chain grocery or drugstore as an anchor tenant. Currently, North Montclair has little local-serving retail because it has so few households.

Vertical mixed use retail falls into two general categories: Lower and mid-market small businesses that locate in older retail districts with low rent and walkable historic built environments. Independent boutiques and up-market chains with high design values, that require significant investment in the surrounding built environment and locate near higher income households and white collar workplaces. Like local-serving retail, mixed use retail can be owner-operated or part of a regional or national chain of stores, but does not necessarily require an anchor tenant.



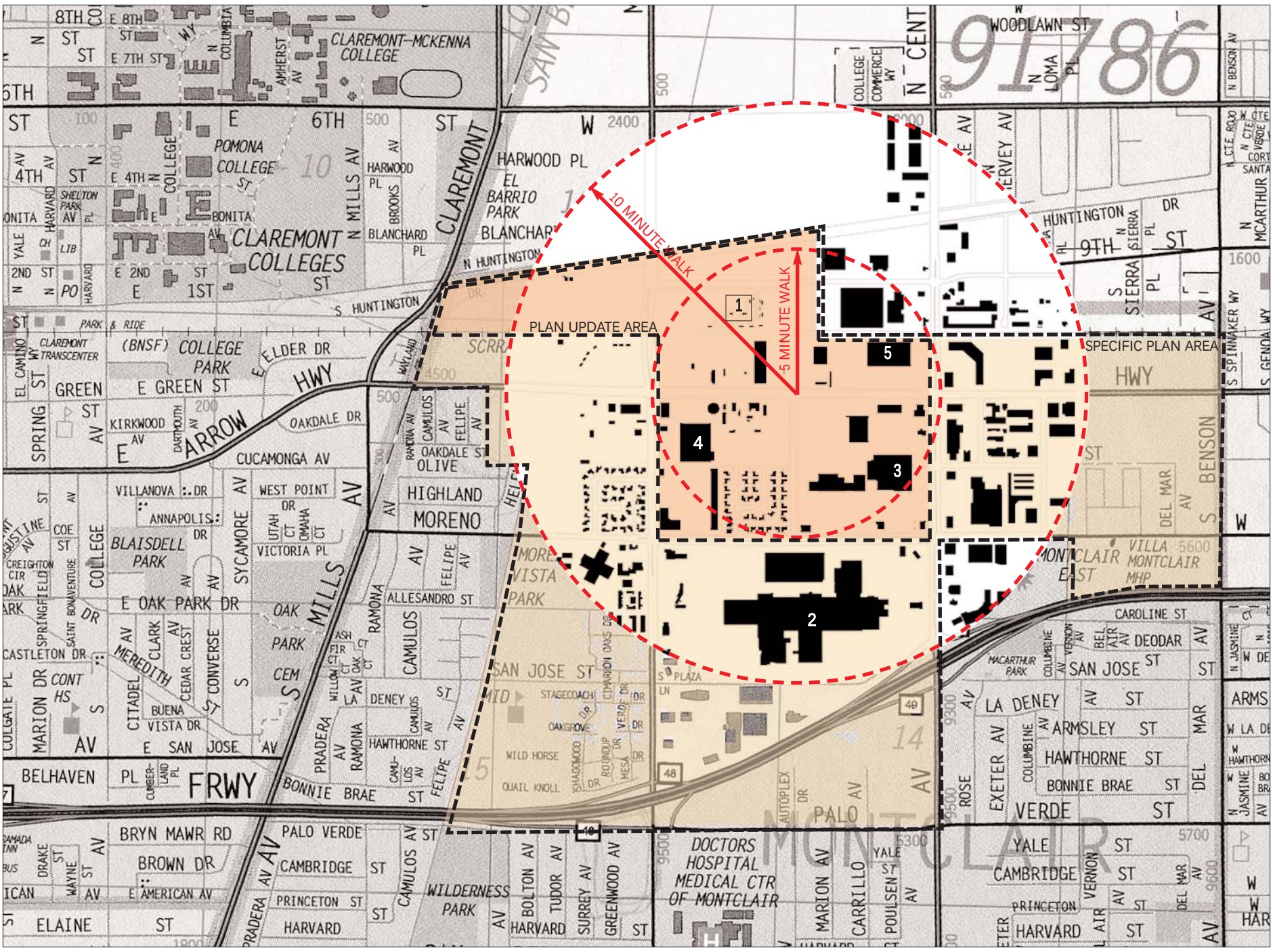
Aerial photo of existing conditions

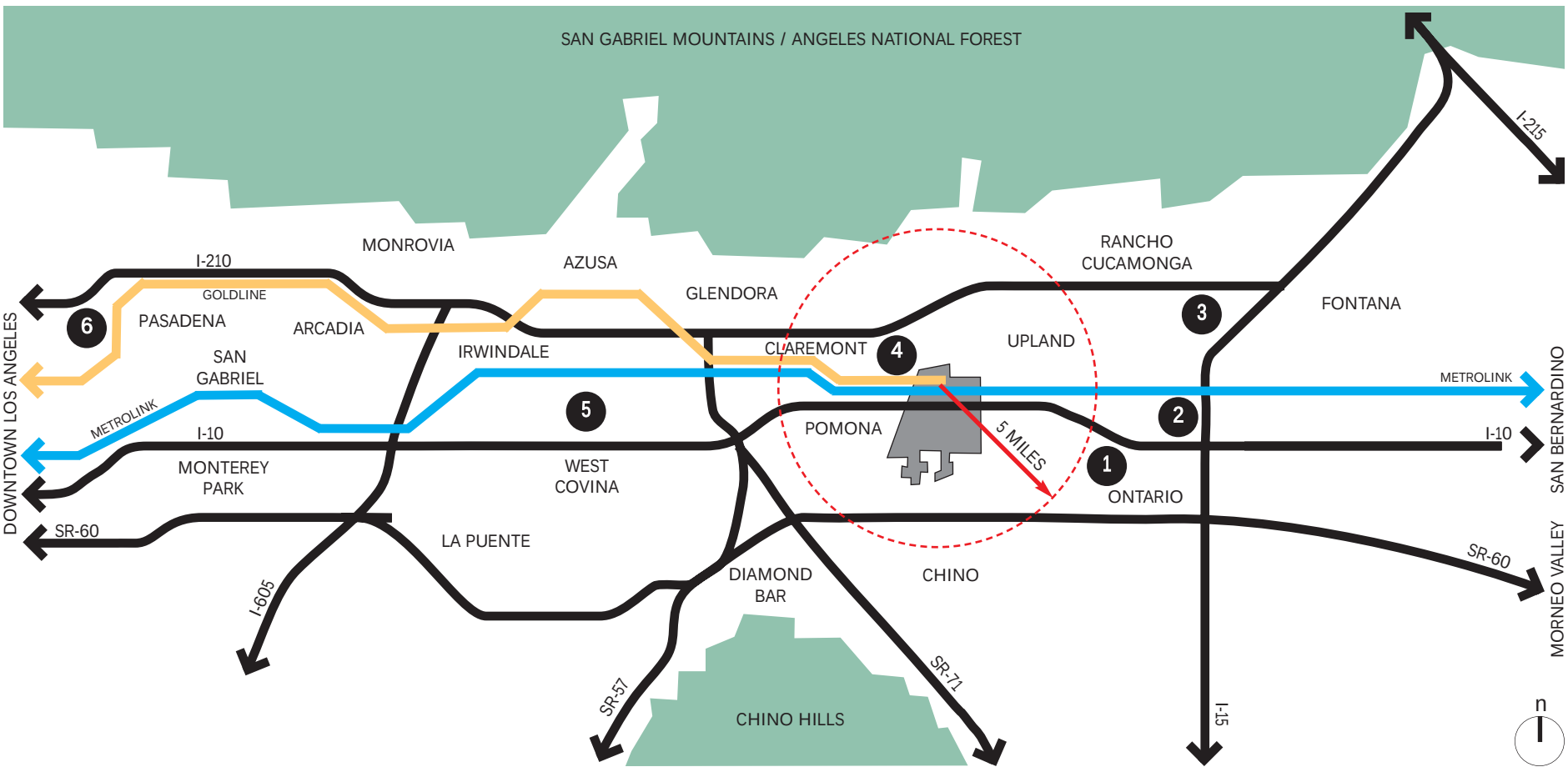
Flying M sculpture at Montclair Transcenter

Montclair Plaza

Target Store

San Gabriel Mountains





Regional Context Within a 5 Mile Radius (Above)

1 : Ontario International Airport
2 : Ontario Mills Mall
3 : Victoria Gardens Town Center at Rancho Cucamonga
4 : Claremont Village and Colleges
5 : West Covina Mall
6 : Old Pasadena Shopping District

Local Context Within a 5 and 10 Minute Walking Radius (Top)

1 : Montclair Transcenter
2 : Montclair Plaza
3 : Target
4 : former Sam's Club
5 : former House-to-Home

2.0 - The Plan Program and Concept

The North Montclair Downtown Specific Plan proposes an ambitious mixed-use, transit-oriented district between the Gold Line / Metrolink Station and the Montclair Plaza shopping center.

The vision for the Plan, articulated by the City and community, is that of a walkable, vibrant Town Center that includes multiple uses and activities that take advantage of the major transit amenities to be found in the plan area. This vision, together with the current and projected level of demand for different types of retail and the competitive supply of existing and planned retail in the western Inland Empire, defines what development is appropriate and feasible in North Montclair.

This market-driven program is paired with a series of placemaking policies, to organize the Plan:

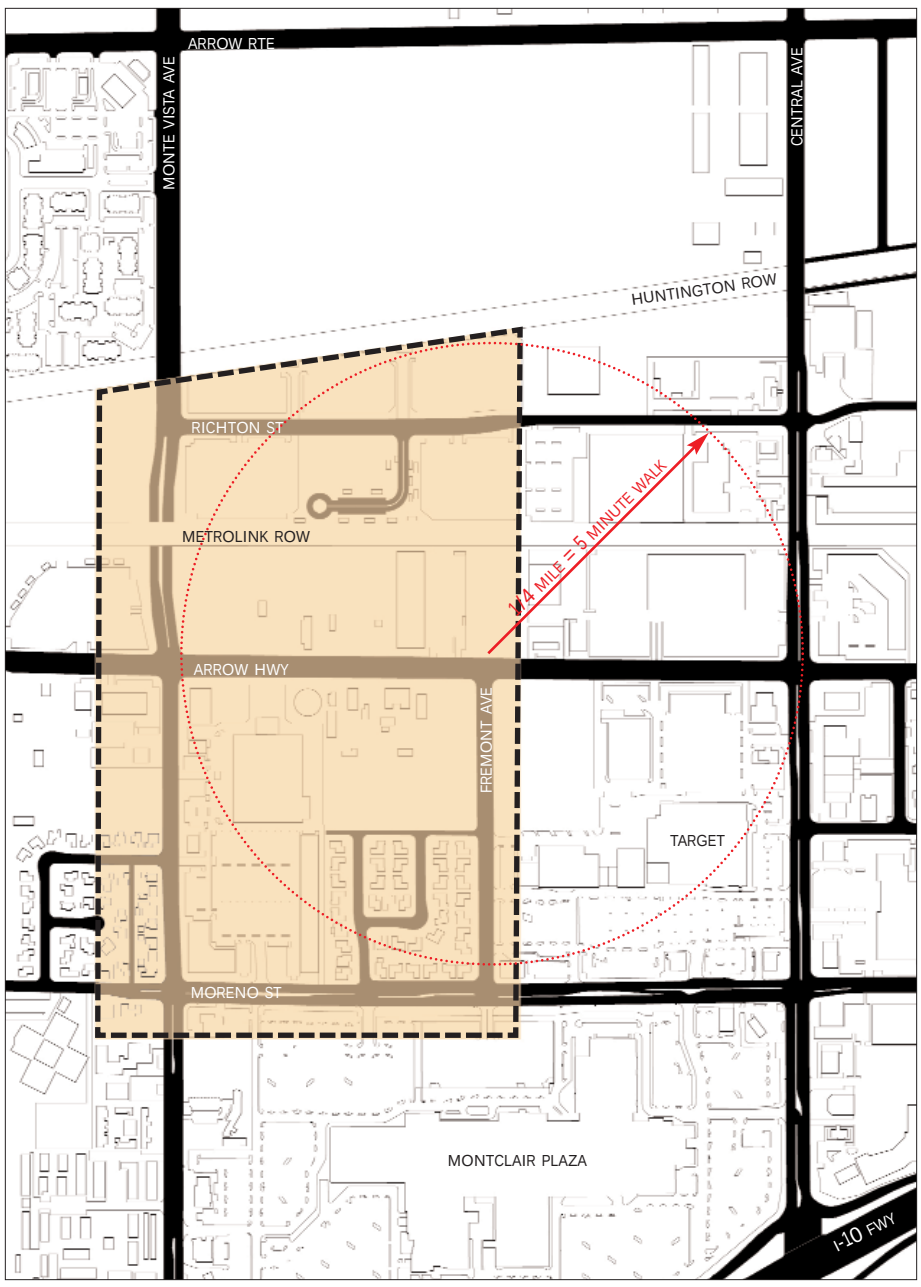
1. Build a variety of housing types, massing configurations and architectural styles in keeping with the spirit of a transit "village." Housing types to include lofts, townhouses and courtyard housing.
2. Build a mix of uses: residential, commercial, office, retail and flex live-work.
3. Activate ground floor frontages with flex uses to enhance the pedestrian activity of the streets.
4. Design a continuous hierarchy of public open spaces, including the transit plaza, numerous parks and retail courts, various streetscapes and the intimate private residential courtyards.
5. Increase the connectivity of both sides of Arrow Highway by providing pedestrian crosswalks and landscaped medians.
6. Rejects the megablock approach, and creates a network of pedestrian-friendly blocks and streets.
7. Integrate parking seamlessly into the project through on-street and subterranean parking, and lined parking garages.
8. Encourage "Park Once" by sharing localized parking for train and bus commuters with retail customers.

The Specific Plan therefore articulates in sequence:

1. A market-driven program of uses and development opportunities. (Section 2.1)
2. An urban design framework establishing planning goals and guidelines related to the large-scale configuration and organization of streets, open space, civic buildings, parking structures, and image-making architectural features. (Section 2.2)
3. Illustrative Projects indicating the potential build-out and phasing of the Plan through detailed design studies of particular sites, including the disposition of programs and architectural types, with representative images of suggested buildings, streets and open spaces. (Chapter 3)

2.1 - The Plan Program

Given the amount of regional retail that exists or is currently under development within the western Inland Empire and the strength of the housing market for both single family and attached residential, it is the purpose of the North Montclair Downtown Specific Plan to create a transit oriented district centered on quality housing with supporting retail and professional services. Because of the current strength of the housing market, and the lack of households in the area to support retail, it is recommended that the first phase of development be primarily residential. Development of a local-serving town center should be feasible in the second phase of the plan, given sufficient supporting residents. Mixed use development will follow. Development of additional major regional-serving retail will depend largely on Montclair Plaza's plans and the performance of Victoria Gardens Town Center in Rancho Cucamonga.



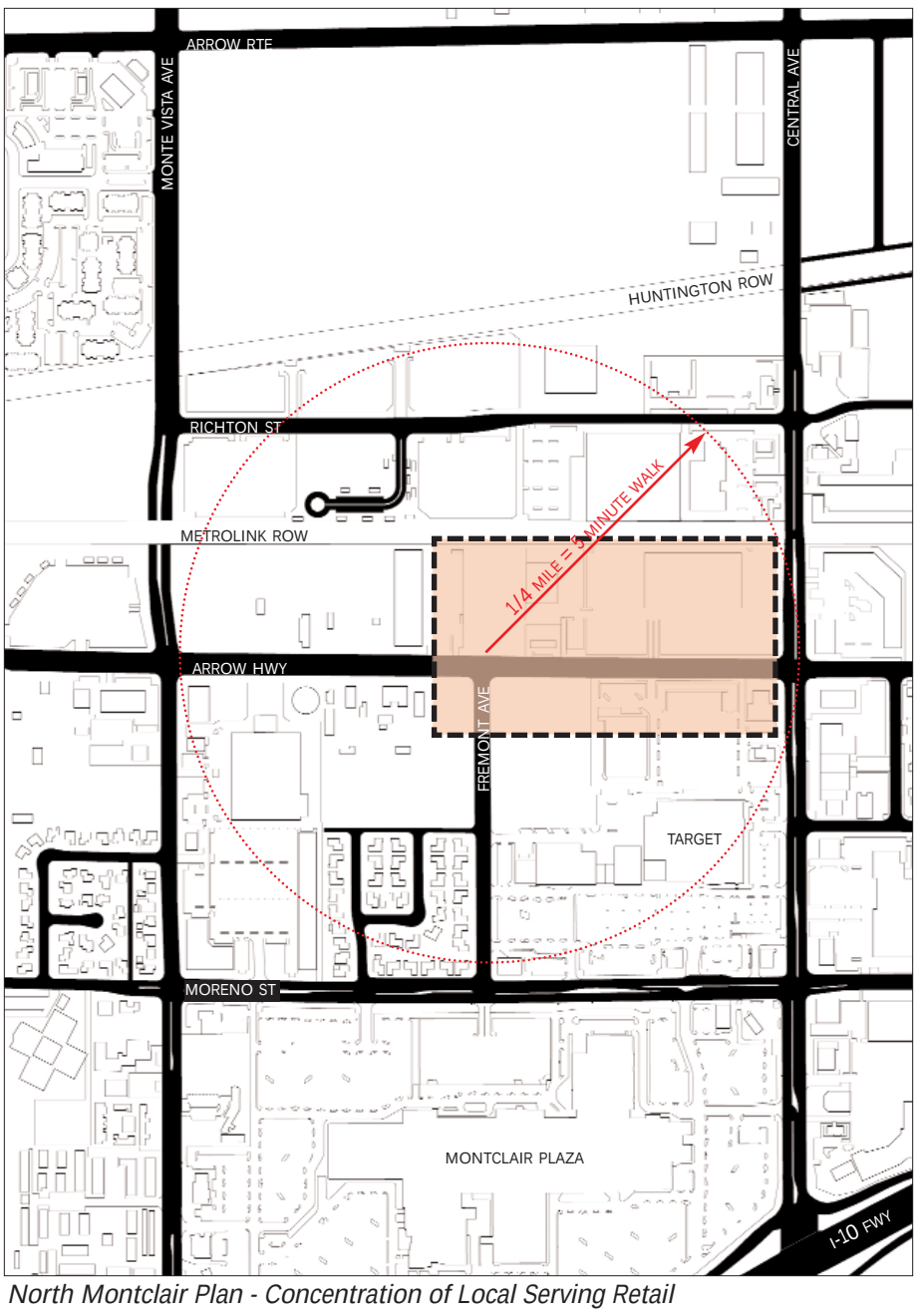
North Montclair Plan - Concentration of Housing

Housing - What was once strictly a single family detached housing market for commuter households seeking more affordable housing outside of Los Angeles County has matured into a multi-tiered housing market supporting development of a diversity of housing types. Detached single family homes have become so expensive and so far beyond the means of most first-time home buyers that for-sale attached units are becoming a viable housing choice in the western Inland Empire. Attached housing projects, within mixed use contexts, are currently under construction and planned for areas just adjacent to the North Montclair Downtown Specific Plan Area.

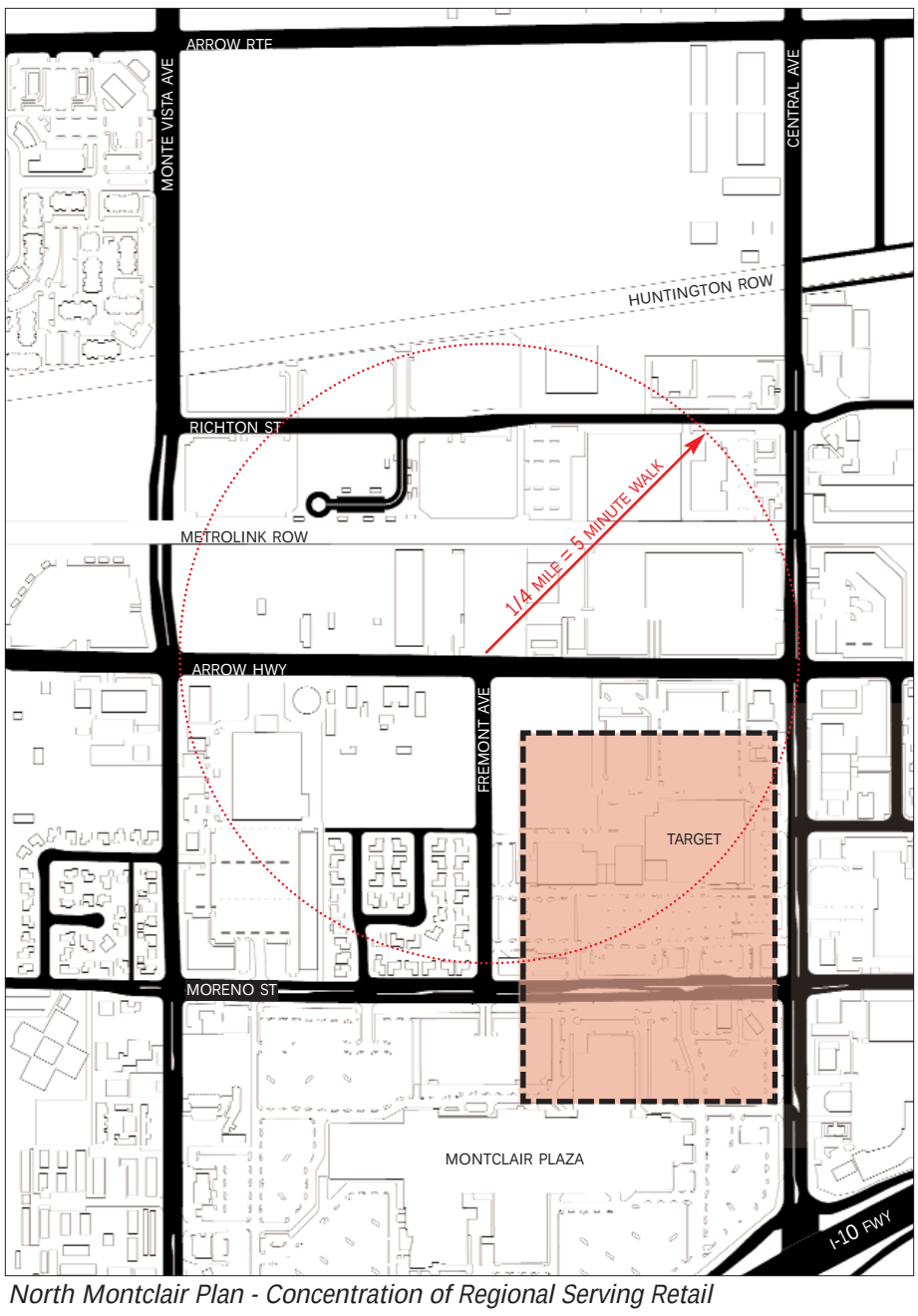
Given the intense demand for housing in the western Inland Empire, the extremely high price of new detached single family houses in Montclair, the very strong performance of pioneering attached projects in the surrounding area and North Montclair's unique locational advantages and available land supply, the project could absorb a considerable number of households over the life of the Plan: approximately 1,850 households between 2005 and 2020, the estimated life of the Plan.

Residential developers interviewed emphasized the importance of proximity to the transit station and expressed interest in building mostly small two bedroom units at 35 to 40 dwelling units per acre. They forsee targeting small professional households making first-time home purchases, students and other young households interested in renting in a more urban setting. Based on the availability of transit in the area and the types of households targeted, developers agreed that parking ratios for the smaller attached units could be pushed below the standard 2.0 parking spaces per unit to 1.5 spaces per unit. The most dense, attached residential component of the Plan should be located near the transit stations, a major amenity for residential development and convenient for walking to the station and commuting.

Location and Design - It is recommended that most of this housing be located west of Fremont Avenue and as far north as the Montclair-Upland boundary. Most of these properties are not only available for immediate development, they are also best suited for future residential neighborhoods. They are adjacent to existing houses in North Montclair and future residential development in Upland; they are most removed from the auto-oriented commercial development on Central Avenue; and these properties are essentially equi-distant from the primary activity centers of North Montclair - the Montclair Plaza shopping center, the future Town Center at the Transit Station, and the Claremont Village further west. As individual properties are developed, they should contribute towards the creation of an integrated and connected street grid. Streets should be appropriately sized for low-impact residential use, and provide a web of pathways for residents to walk and bike to the adjacent transit, shopping, entertainment opportunities.



North Montclair Plan - Concentration of Local Serving Retail



North Montclair Plan - Concentration of Regional Serving Retail

Local Serving Retail - Once approximately 1,000 new housing units are developed in the North Montclair area, in addition to the 500 units in the College Park project to the northwest of the Specific Plan area, a local-serving town center of approximately 90,000 to 130,000 square feet and anchored by a full-service grocery store will become possible. This center will provide new North Montclair residents with daily needs and services, from groceries to dry-cleaning to video rentals.

The local-serving shopping center should be located off Central Avenue or Arrow Highway. Typically, major chain groceries require access from a major arterial with 30,000 ADT and convenient surface parking visible from the arterial. However, chains are becoming more willing to make compromises on location requirements and site and building design in densely developed environments surrounded by affluent and highly educated households. Once the first phases of residential development in the Plan area occur and new households are attracted to North Montclair, chain grocery operators may be willing to develop a store with a more pedestrian-friendly design and site plan.

Mixed Use, Small Office and other Uses - It is recommended that the mixed use portions of the plan allow for multiple ground floor uses, retail or small office or housing, to allow developers maximum flexibility as the market changes with the new households that move to North Montclair. It is estimated that approximately 50,000 to 80,000 square feet of retail and restaurant and 50,000 to 100,000 square feet of small office will eventually be feasible as ground floor uses; however, the evolution of this demand will take time and these increments should not be included in the first phases of development.

Hotel and conference facilities, while not investigated from a market perspective, are also appropriate uses for a mixed use, transit-oriented Town Center district, if well designed and well integrated, and should be allowed under the Plan. Design standards regarding liner retail and structured or underground parking should also be included to ensure that the large, single entry buildings and parking fields that typify such projects in more suburban contexts do not interrupt the integrity and pedestrian character of the district.

Location and Design - The Town Center of North Montclair, comprised of this mix of uses, should be located between the Transit Station and Arrow Highway, extending east to Central Avenue. Although Arrow and Central will obviously provide significant auto-access to support the Town Center, the physical heart of North Montclair should be a pedestrian-0riented square located at the Transit Station facing Fremont Avenue.

Entertainment - After migrating from traditional downtowns to suburban shopping malls, multiplexes are starting to be successfully integrated into new mixed use Town Center projects across the country. Movie theaters can work as ideal night-time anchors, driving foot traffic that supports restaurants and other night-time uses and sharing parking with retail or other day-time uses. Unfortunately, the western Inland Empire cinema market is currently saturated, with approximately 122 screens for a population which, according to industry standards, can support approximately 89 screens. It will be many years before the Montclair area can support sufficient additional screens to interest movie theater chains in building another multiplex in this area. Because of this, any site within the specific plan area designated for a multiplex should be in the later phases of development.

Regional Retail - The amount of additional major regional-serving retail that can be supported within the Plan area is difficult to estimate given the uncertainty of Montclair Plaza's plans and the recent opening of Victoria Gardens. It is recommended that the existing big box within the power center on Moreno Street be consolidated and the parking structure at Montclair Plaza be redeveloped more intensely to accommodate parking for the Plaza and to allow for more intense retail development. The existing Plaza and power center sites should then be able to accommodate additional major regional retail that wishes to locate in Montclair.

It is recommended that, over time, existing regional-serving big box be concentrated along Central Avenue and Moreno Street, closer to the Montclair Plaza, distinct from the mixed use portions of the plan, and farthest from the transit amenities. It is estimated that whatever additional major regional-serving retail can be attracted to North Montclair will fit within the existing mall site, or just across Moreno Street with intensification of the existing Power Center. The existing two story parking garage at Montclair Plaza should be redeveloped to a greater intensity to serve both the Plaza and the retail along Moreno Street.

Location and Design - The expansion of regional retail and entertainment should as much as possible enhance pedestrian connections north towards the Transit Station, Town Center, and planned neighborhoods. A significant public and pedestrian entry to Montclair Plaza should be located on Moreno Street, east of Fremont Avenue. A second north-south street east of Fremont is recommended to connect Montclair Plaza with the Town Center - as the seam between Montclair Plaza, the Town Center, auto-oriented development on Central Avenue, and the neighborhoods to the west, this street should be the principal location for any long-term mixed use development.

Neighborhood Streets & Parks

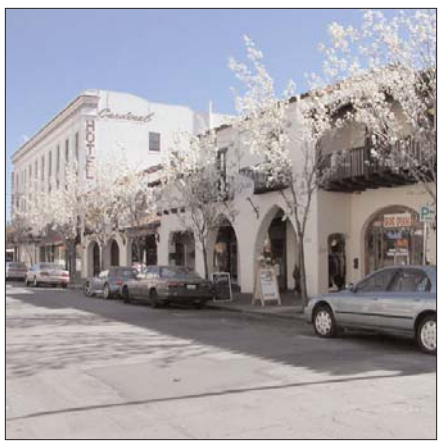
Commercial Streets & Plazas

Civic Building and Civic Park

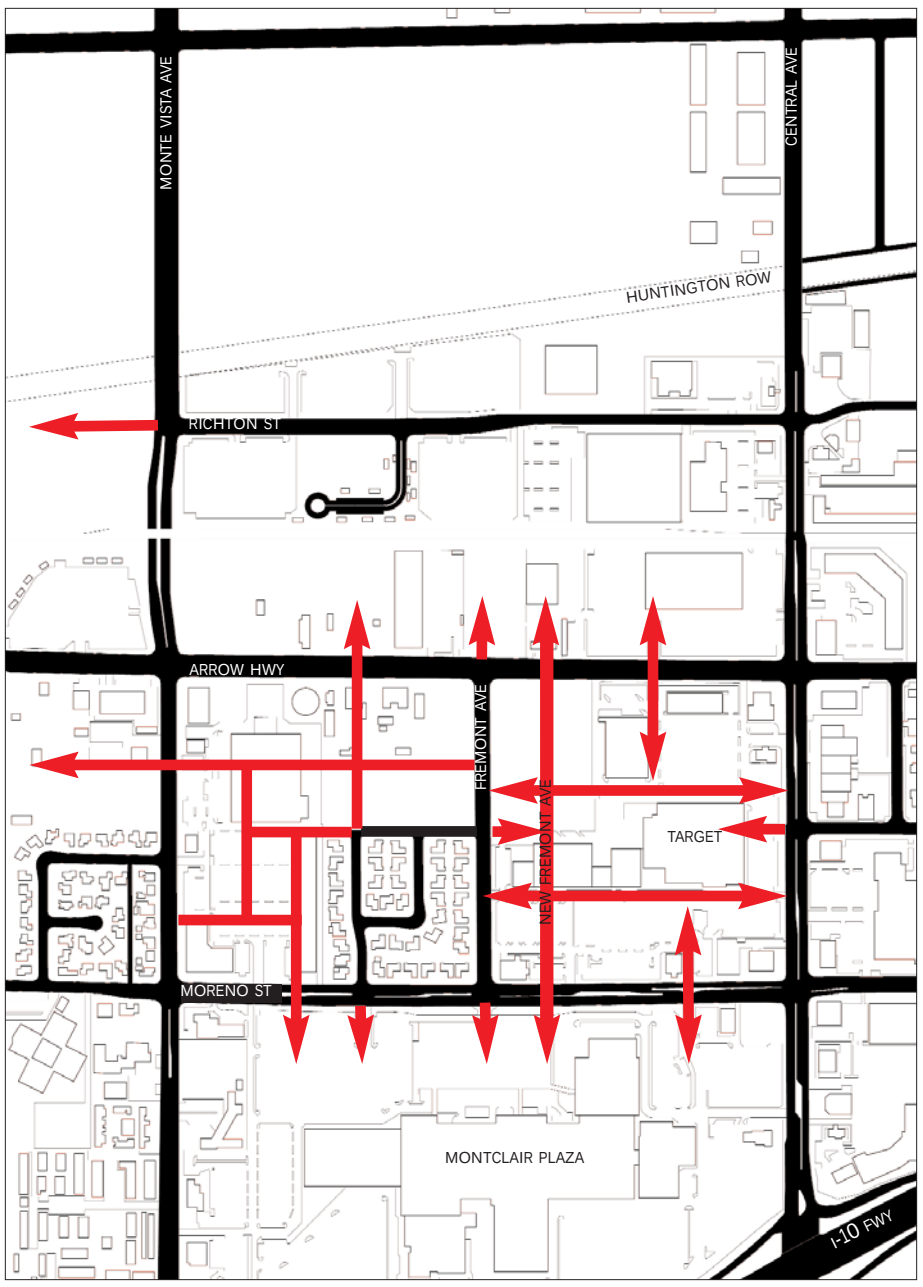
Continuous Retail Frontage

Terminated Street Vista

Terminated Street Vista



Continuous Retail Arcade



North Montclair Plan - Street Connections

Preferred Street Extensions and Connections

2.2 - The Plan Concept

In addition to the mix of economic and development programs described, the North Montclair Downtown Specific Plan proposes a set of urban design goals and planning guidelines to facilitate the transformation of North Montclair from a suburban, auto-oriented retail zone into a pedestrian-oriented mixed use transit district. This urban design strategy and concept is intended to integrate individual projects into a cohesive district with a clear and unique identity, by providing a physical and architectural framework of future development within the Plan area.

The Plan Concept as outlined here is intended to accomplish the following urban design goals:

1. Establish an identifiable Town Center adjacent to trains
2. Concentrate commercial mixed-use development around the Transit Center
3. Build inter-connected Neighborhoods
4. Connect the District with the Montclair Plaza shopping center
5. Integrate auto-oriented big box retail with pedestrian-oriented neighborhood
6. Connect the District with Claremont Village and Upland's College Park

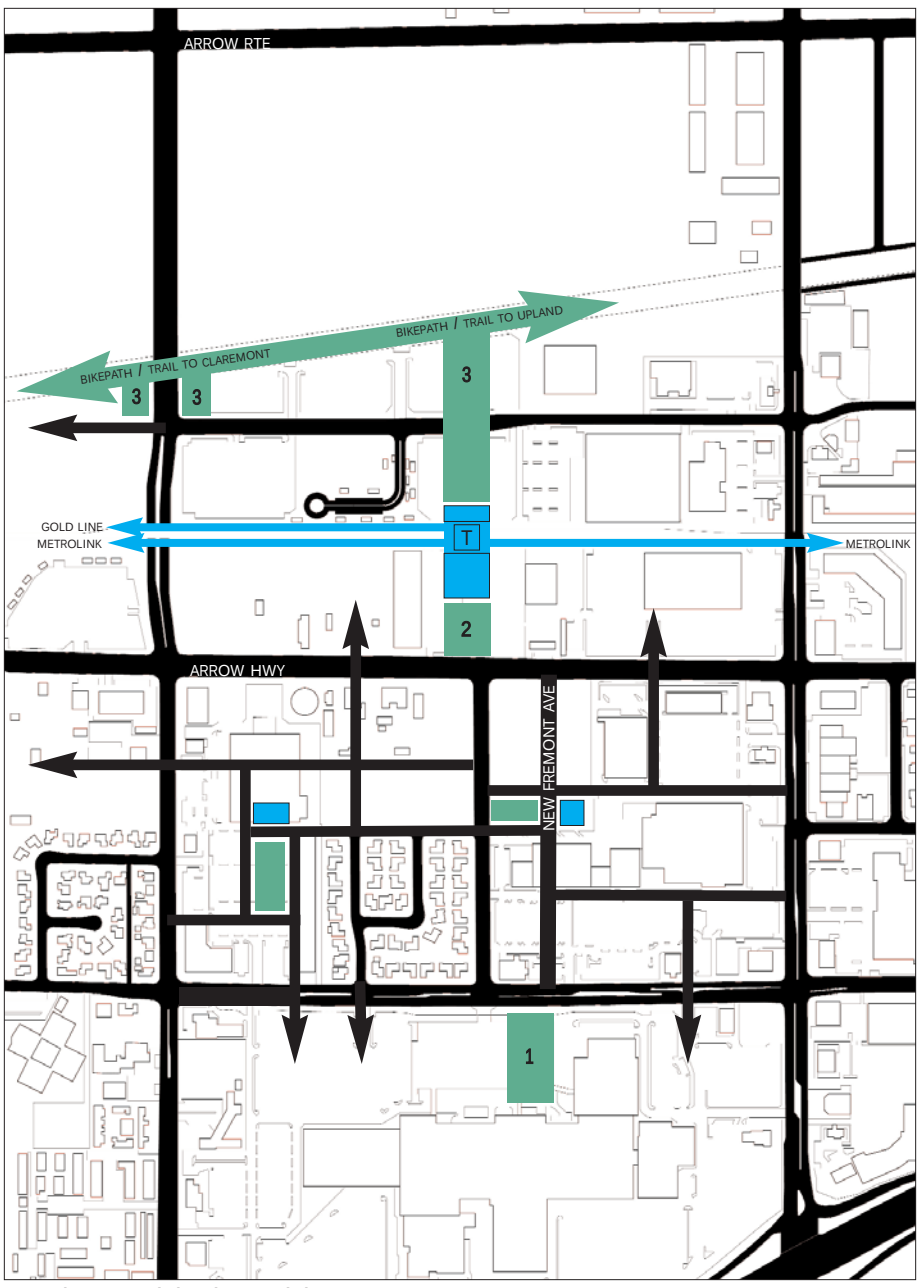
Street Connections - Currently, North Montclair is characterized by "super-block" development - blocks that are well over 800 to 1000 feet in length, and are oriented towards automobile movement. In large measure, this is the result of parcels that have not yet been improved, or are subdivided only as necessary to accomodate big box retail with surface parking.

In contrast, most pedestrian-oriented neighborhoods and villages are located within an inter-connected street grid of blocks no longer than 600 feet in any given direction. To transition North Montclair into a such a mixed-use district requires an increase in the number of streets and reduction of parcel sizes within the Plan area. It is equally important that new streets connect both with each other and existing streets in the Plan area. Development should be interconnected with existing and planned neighborhoods, the future Town Center, and regional retail center to encourage pedestrian activity.

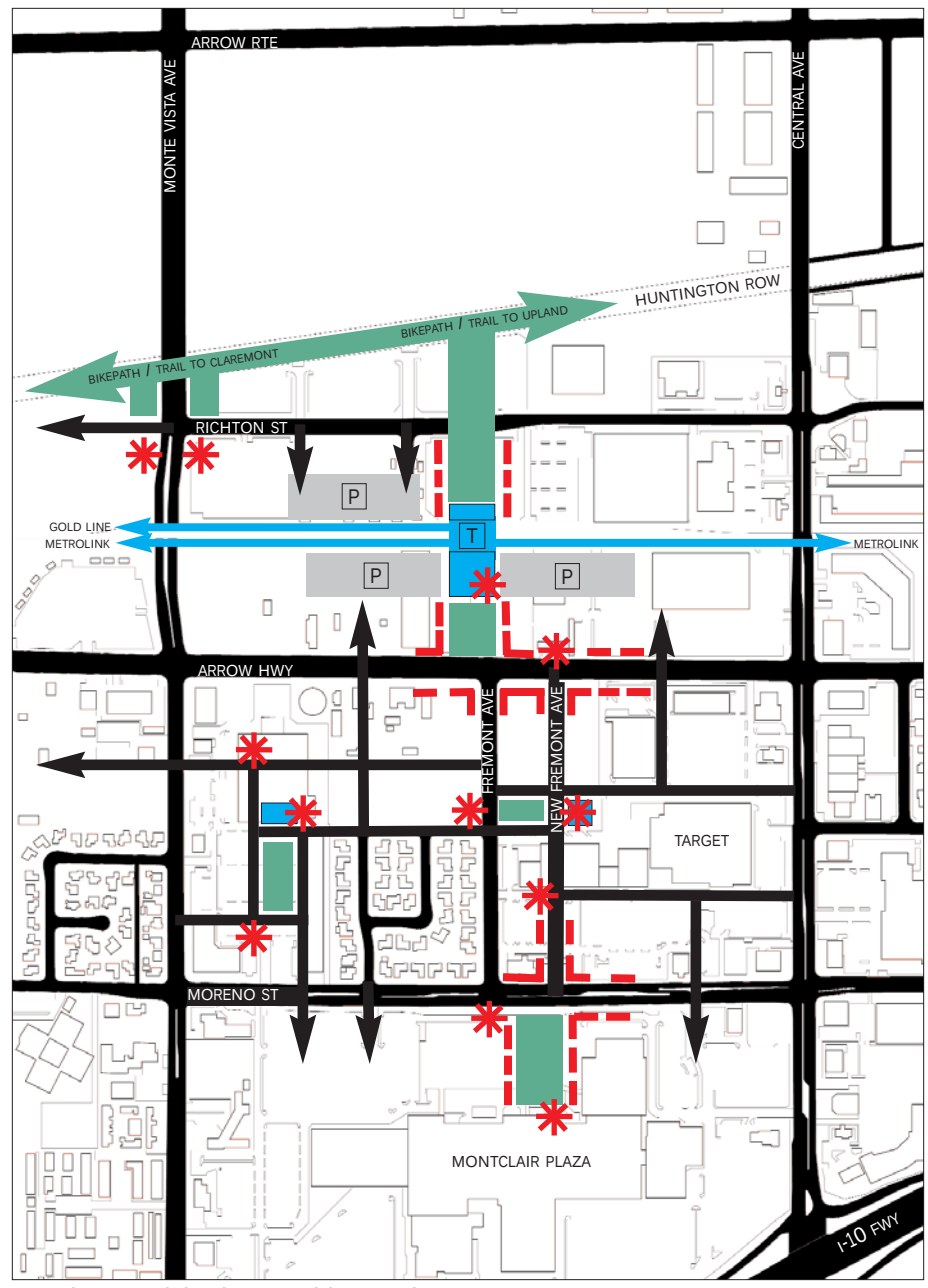
Thus existing streets, parking lot curb cuts and drive aisles should be extended and linked to create a connected street grid. These streets will be sized approriately to handle low-speed, low-volume neighborhood-oriented traffic, and provided with crosswalks, sidewalks, ample landscaping, and pedestrian lighting to create a pleasant walking environment.

Of the proposed streets, "New Fremont Avenue," located parallel but one block east of Fremont Avenue, is especially important. This street will become the primary axis of mixed-use development connecting North Montclair's economic centers - the transit station, Montclair Plaza shopping center, and auto-oriented big box retail facing Central Avenue. Fremont Avenue itself will remain an important north-south street in the district, but its emphasis will be residential with mixed-use commercial development confined to the intersections at Arrow Highway and Moreno Street, and the roadway will be narrowed appropriately for such an emphasis.

To establish this street grid, it may be necessary to literally and legally subdivide existing parcels; but property owners may opt for a "conceptual" subdivision that provides the physical appearance of smaller parcels - developers may provide streets across their property that are linked with the neighboring streets and consistent with the Plan's street standards. (see Section 5.3.030 Subdivision Standards)



North Montclair Plan - Civic Spaces



North Montclair Plan - Architectural Features

Civic Facilities (Train Station, Community Centers)

Civic Spaces (Squares, Parks, Greenways)

Architectural Feature (Tower, Prominent Facade or Building Entry)

Principal Retail Frontages (Continuous Storefronts or Arcades)

Proposed Parking Structures P

Civic Spaces and Facilities - Districts require public sites of unique qualities that establish an identifiable sense of place. This can be acheived through civic spaces and facilities that provide locations for public gatherings and expand the purpose of the district beyond commerce. The creation of an integrated street grid in North Montclair will provide opportunities for a variety of unique civic-oriented open spaces and sites for public facilities. Generally speaking, civic structures and spaces should be coordinated - civic buildings should front public parks and squares - and they should be located at the intersection of significant streets.

Of the sites identified for civic buildings and squares, two are of particular importance, and are conceived as a linked twins - the binary heart of North Montclair.

The first location, at Fremont Avenue and Moreno Street, should be developed as pedestrian plaza connecting the residential and commercial developments of the North Montclair Downtown Specific Plan with the front door of the Montclair Plaza shopping center. (Identified above as 1)

The second site is the physical and perceptual center of North Montclair - a public square terminated by a station building associated with the Metrolink and Gold Line commuter trains. Although today access the Metrolink platforms is from the north side of the tracks, the Plan proposes that the primary access be from the south, oriented towards Arrow Highway. This orientation will create a square with both enhanced pedestrian access for residents in the core area of the transit district and increased visibility to automotive traffic on Arrow Highway for retailers. The square and station is located between Arrow Highway and the Metrolink tracks, between Fremont Avenue and "New Fremont Avenue." (Identified above as 2)

The axis of this square should be continued north across the railroad tracks to the Huntington right-of-way. This right-of-way is identified as a corridor for bike paths and pedestrian trails to Claremont Village and Upland. At the intersection of this corridor and Monte Vista Avenue, an ornamental and symbolic garden should be created to establish a visual gateway to Montclair. (Identified above as 3)

Additional sites identified by the Plan are of lesser signficance, but are intended to provide for neighborhood-oriented open space, like playgrounds and dog runs, and may be anchored by community facilities such as senior centers, public pools, and/or recreation centers.

Parking - Parking for transit commuters and retail costumers should be provided in a series of lots or structures orientated parallel and adjacent to the railroad tracks. These are the best locations to minimize both the visual and traffic impact of the parking structures, and the noise of the trains on adjacent development.

Architectural Features - The terminus of principal streets and the face of major parks are locations suited for unique architectural features, such as towers, prominent building entries or signage. Gateway locations (such as at Huntington right-of-way and Monte Vista Avenue) are also appropriate sites for prominent architectural features.

Significant squares, plazas, and intersections should be ringed with active ground level building facades, which may be continuous storefronts or arcades.

3.0 - Illustrative Concepts

The Plan envisions a vibrant town center in North Montclair, oriented around two poles. The first is a mixed-use neighborhood square anchored by the transit station and a grocery store; the second is a retail focused street extending northwards from the Montclair Plaza shopping center. All around these two places is a collection of residential buildings supporting a variety of housing options appropriate to Town Center lifestyles.

Based upon current ownership and land-use patterns, the Plan is anticipated to build out in four basic project clusters. Because of land availability, it is probable that these clusters will also correspond to phases of development over the next 10 to 15 years. However, the Plan does not dictate the sequence of construction, but merely anticipates the likely behavior of the market.

Phase 1 : Town Center Residential

The goals of a mixed-use, transit-oriented Town Center demand a significant residential population within an immediate 5-10 minute walking distance. This population is not only necessary to animate streets with pedestrians, but to also provide a market for local retail. In North Montclair, where there are currently relatively few residences, the creation of resident population is critical to the success of the Town Center.

Most of the property bordered by the Metrolink tracks, Montclair Plaza, Monte Vista Avenue and Fremont Avenue - especially between Arrow Highway and Moreno Street - is ideally suited for residential use. Not only does this property extend and envelop the existing subdivision of ranch homes, but it is also centrally located between Montclair Plaza and the future Town Center at the train station. A range of housing types in this location - rowhouses, duplexes, courtyard apartments, lofts - should appeal to potential residents interested in living near the amenities of North Montclair.

Phase 2 : Town Center at the Transit Station

The Town Center is the social and commercial heart of North Montclair. It will be anchored by the Metrolink / Gold Line train station, and contain a compact, walkable mixture of housing and community-oriented retail, including a grocery store. Parking shared by rail commuters and retail customers will be located in the Town Center in garages concealed by topography and "liner" buildings.

Phase 3 : North Gateway Residential

As the North Montclair Town Center matures, properties north of the Metrolink right-of-way and adjacent to the Upland border will become desirable as a new residential location. Residences of this area will be within a 5-10 minute walk of the Montclair Town Center, the Claremont Village and Colleges, and the regional transportation stops on the Metrolink and Gold Line transit. And, because this site is a small mesa relative to the surrounding properties, housing properties here will enjoy spectacular views of the San Gabriel Mountains and ranges to the south. Although today this location is an empty parking lot and unsightly gravel quarry, the Plan foresees attractive residential development between Claremont and North Montclair, connected to both with shaded walking/bike paths and beautiful streets.

Phase 4 : East of Fremont and Montclair Plaza

East of Fremont Avenue, the Plan anticipates the transformation and maturation of the Montclairís current regional retail power center into a pedestrian-oriented shopping district. To achieve this will require the selected and strategic reconstruction of the existing big box retail Power Center. However, the end result of this effort will be the integration of the regional retail with the transit-oriented areas to the north. The Plan proposes to open the Montclair Plaza shopping center northward with an outdoor piazza at Moreno Street, creating a critical connection between it and North Montclair Town Center.

The particular version of a Plan illustrated on this and the next eight pages describes one possible way of arranging all future buildings throughout the North Montclair Downtown Specific Plan. The Illustrative Plan can serve as a guide for understanding the greater goals of the Plan and Code: to create a walkable, mixed use district that features Great Streets, diverse housing and Town Center shopping; a place that both enlivens surrounding neighborhoods and secures the city's future. The terms and conditions underlying this particular design are presented later in this document under the provisions of the Regulating Plan and the Form-Based Development Code. The element of time will modify this particular illustrative plan, but the fundamental character, qualities and intentions of the plan will remain intact.

Proposed Parking Structures P

Illustrative Plan

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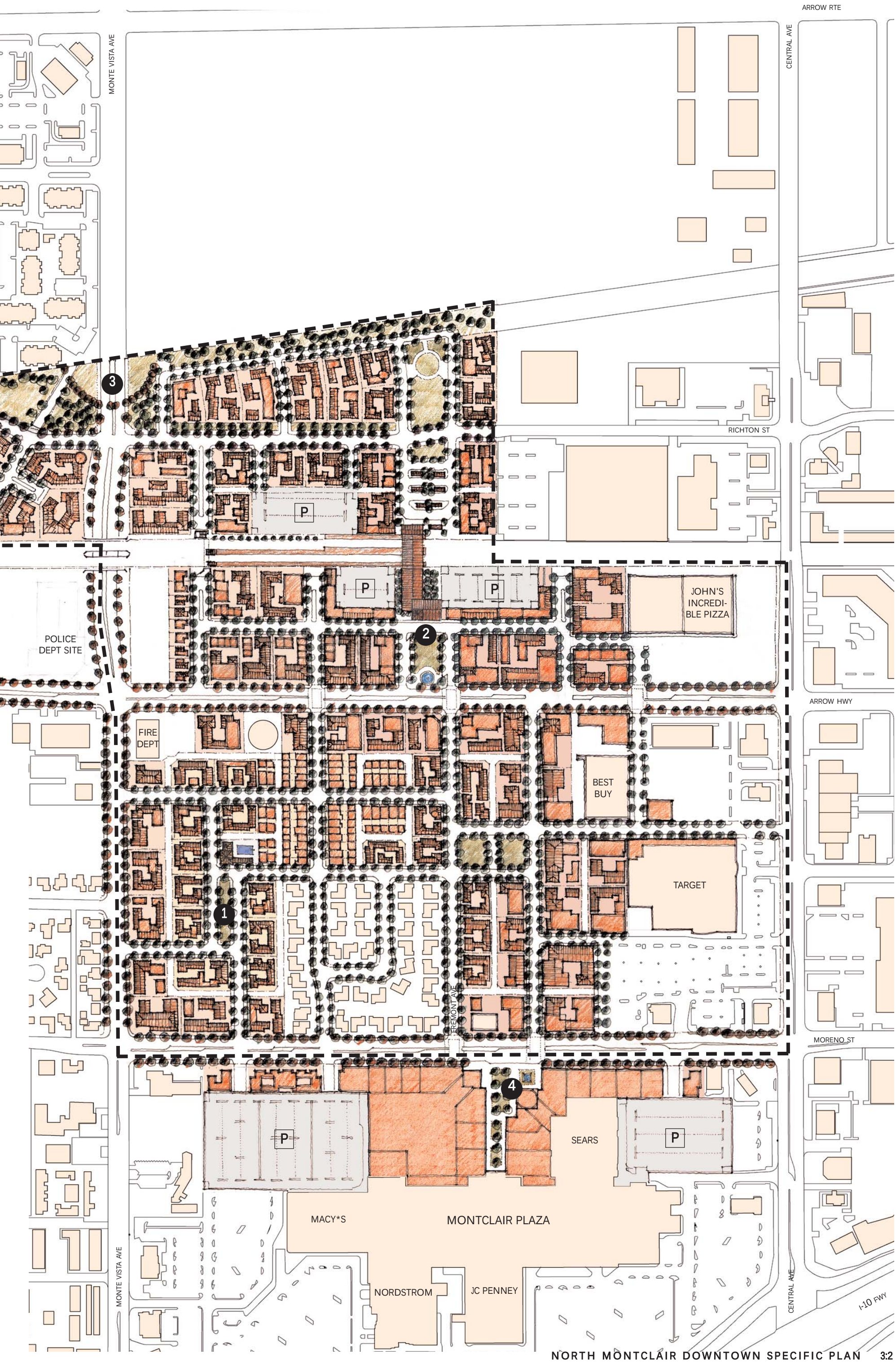


NORTH MONTCLAIR DOWNTOWN SPECIFIC PLAN 3:2

City of Montclair, California

3.1 - Phase 1 : Town Center Residential

A Town Center should include a residential program within a 1/4 mile radius that attracts a variety of families to live in a setting that provides the highest benefits of urban life: walkability, access to regional transportation, access to commercial and retail establishments and all the social and institutional advantages of living in a mature town like Montclair.

A variety of building types allow people in various walks of life and various incomes to become the resident population of North Montclair. Building such a socially diverse district means that a variety of market segments can be attracted to live here, in the interest of accelerating the process of residential development, particularly in its first phases.

A. Walk-up Townhouses - Townhouses, or rowhouses, are a classic urban home type. Mostly commonly associated with east coast cities, townhouses are quickly becoming a popular housing choice in California. Essentially a two-story attached, single-family home, the townhouse combines the advantages of higher density living with access to backyards and individual entries to each unit - a key characteristic for residents who favor the single family dwelling. The townhouse should be built early within the Town Center.

B. Courtyard Housing - Courtyard housing arranges a collection (approximately 10-20) flats and two-story townhouses around a shared courtyard. Unlike the "garden apartments" of the postwar period, courtyard housing provides direct private access from the court to all residences - gone are the shared balconies and stairs. Moreover, to be successful, all units within a courtyard should have private patios as well. Typically located on lots of at least 150' x 150' and featuring underground parking, the courtyard housing typology can accomodate up to 30 units/acre without comprimising the appearance of a neighborhood street. Most of the buildings within the heart of the Town Center should be courtyard housing.

C. Corridor Housing - Housing along the arterial streets of Moreno, Monte Vista and Arrow Highway can be of a higher density than within the core of the Town Center. It should take the form of hybrid courtyards - buildings that conform to the courtyard housing typology on at least two sides of the court, but may be three- and four-story stacked flats or lofts elsewhere. On lots of 160' x 200' with underground parking, this form of hybrid courtyard housing can comfortably achieve a density of 40-50 units/acre.

D. Live / Work Housing - Professionals with home offices - such as accountants, realtors, therapists, and designers - may find the immediate proximity of the transit station and various commercial uses an attractive location to live and work. Anticipating the possible expansion of the proposed Town Center, live/work housing should be included in the mixture of housing choices near the transit station. Live/work housing should accomodate various combinations of lofts, townhouses, and ground level retail/office space for home businesses or rental property.

E. Mixed-Use Blocks - Mixed-use development should be encouraged at the sites opposite the future Town Center, at the north end of Fremont Avenue. Anticipating the creation of a new north-south street east of Fremont that will connect with Montclair Plaza shopping center, mixed-use development should also be allowed east of Fremont. Mixed-use projects should simply combine ground level commercial space - vertically or horizontally - with housing.

F. Neighborhood Squares and Parks - Various sites should be acquired and/or dedicated to small neighborhood squares and parks, of sufficient size to accomodate modest playgrounds, dog-runs, or minor public monuments.

G. Community Facilities - Shared neighborhood facilities - such as pools, fitness centers, meeting halls, apartment management offices, and other uses that are usually found in larger multi-family developments - should be designed as minor civic buildings and located to face neighborhood squares.

H. Pedestrian-Friendly Streets - Key to the creation of a transit-oriented Town Center supported by pedestrian-friendly housing is the proper balance of people and cars in the design of streets. Currently, the streets of North Montclair favor cars, to the extent that crossing the street as a pedestrian can be dangerous. To support pedestrian use, existing streets, particularly Arrow Highway and Fremont Avenue, need to be narrowed, calmed and landscaped to be integrated into a network of narrow, slow streets. Today Arrow Highway is a wide, concrete expanse fronted by dusty, light-industrial uses, but the Plan envisions two- to four-story mixed-use buildings facing a lush, tree-lined parkway. Constructing a wide median and adding landscaping to the street edge will significantly improve appearance, acoustics, and walkablity of Arrow Highway. Additionally, the median will provide a refuge for pedestrians crossing the street, increasing the safety. Whereas today Fremont Avenue is a wide street, scaled for intensive commercial use, the Plan forsees it as a slow speed, narrow tree-lined street, appropriate to residential living.

A.Townhouses

B. Courtyard Housing

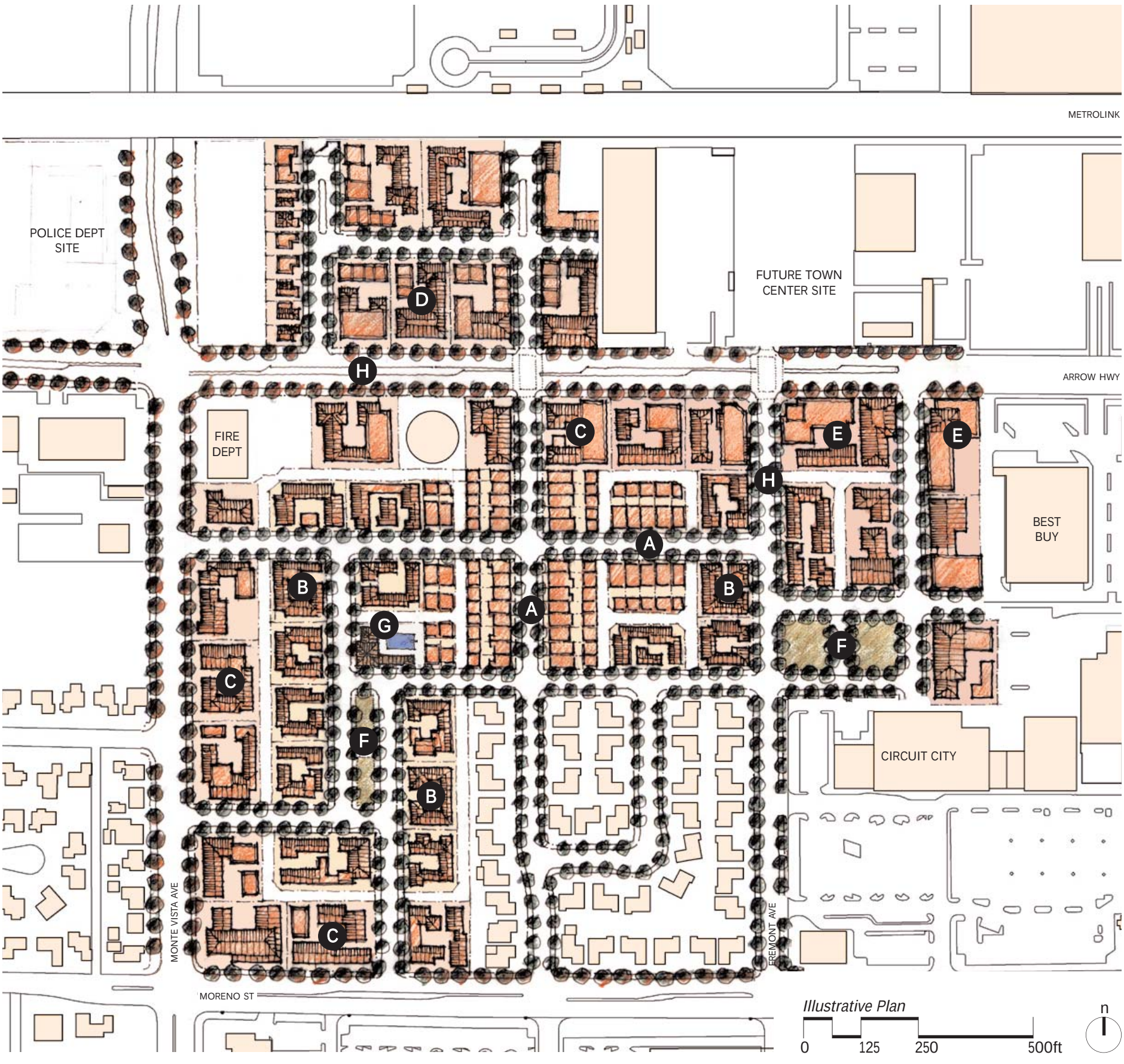
B. Courtyard Housing

D. Live/Work Housing

F. Neighborhood Park

G. Pedestrian Streets - Arrow Highway Transformed

Neighborhood Park fronted by Courtyard Housing



3.2 - Phase 2 : Town Center at Transit Station

The Town Center is the social and commercial heart of North Montclair. It will be anchored by the Metrolink / Gold Line train station, and contain a compact, walkable mixture of housing and community-oriented retail, including a grocery store. Parking shared by rail commuters and retail customers will be located in the Town Center in "Park Once" garages concealed by topography and "liner" buildings.

A. Gold Line and Metrolink Platforms - The Plan proposes the existing Metrolink platforms and future Gold Line light rail platforms be combined within the existing Metrolink right-of-way. This proposal is consistent with "Option G" in the Gold Line DEIR. As the engineering of the Gold Line continues, the Plan recommends a parallel configuration of platforms typical of classic train stations, rather than a tandem configuration.

B. Bus Platforms and Park - The existing bus platforms should remain north of the train platforms, but should be reconfigured to minimize bus movements, improve transfers between buses and trains, and establish an urban location. To achieve this, the buses should be located within an urban square, surrounded by residential and mixed-use buildings including retail associated with the presence of commuters. Views north to the San Gabriel Mountains should be preserved with a park that connects the train station and bus platforms with the linear park along the Huntington right-of-way at the Montclair-Upland border. The City should consider relocating the "flying M" sculpture currently used as a bus round-about to this park, incorporating it into an amphitheater, playground or other space regularly inhabited by people.

C. Train Station - With the addition of the Gold Line platforms, Montclair's existing Metrolink stop becomes a small-scale train station. When the Gold Line arrives, a significant civic building, reminiscent of classic train stations throughout America, should be constructed. This building may also include a day-care center, police substation, and other commuter-related facilities. The capacity of civic architecture to create a meaningful sense of place and connection to specific geography should not be under-estimated, and it is important that this building - although modest in scale - be of high architectural caliber.

D. Transit Square - The train station faces a landscaped square at the intersection of Fremont Avenue and Arrow Highway. This square is the physical center of North Montclair, and should be surrounded with commercial and mixed-use buildings. Although visible from North Montclair's major arterial street, the square should be designed for pedestrians first, with narrow streets, ample landscape, benches, attractive lighting and outdoor cafes. Just as significant civic architecture can establish identity, so can civic landscapes - the transit square should be considered one project with the adjacent train station, and designed by a first-rate landscape architect.

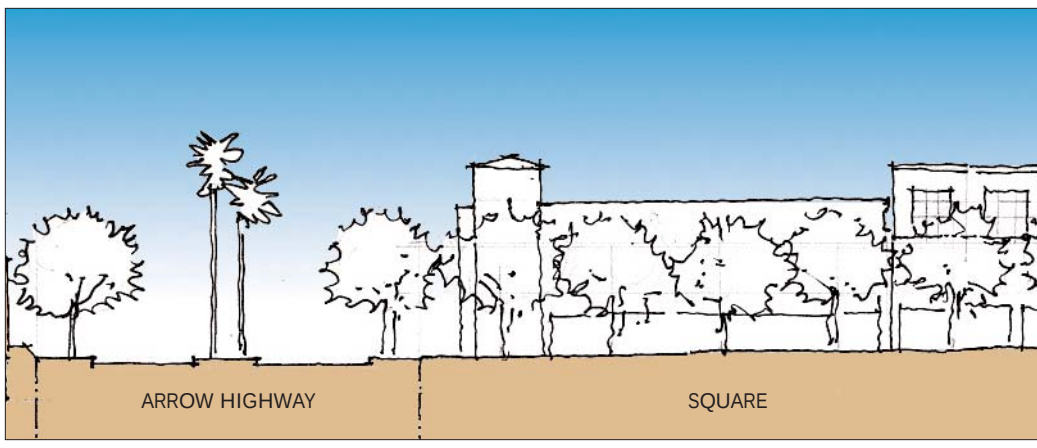
E. Grocery Store / Market - Once a significant residential population is established within North Montclair, a Grocery Store / Market should be interested in establishing the Town Center's commercial anchor. The existing big-box structure at the corner of Arrow Highway and Central Avenue is the logical location for a Market. However, the re-design of the building for a Market should accomodate both the pedestrian-oriented blocks surrounding the Train Station Square, and shoppers arriving by car.

F. Mixed Use Block - Between the Market and Train Station Square are blocks for mixed-use development. The ground level of these blocks should be dedicated to retail and commercial uses that typcially accompany grocery stores. Residential and Office uses should be allowed on the upper levels.

G. Hotel - If a market exists for a hotel within North Montclair, the hotel should be located adjacent to the transit square, as a third anchor to the Town Center (in addition to the station and market). Hotel guests will find themselves in an identifable place, a short walk from the shops and restaurants of the Town Center. The immediate relationship to Metrolink and Gold Line trains should also provide a marketing edge to the Hotel's operations. The Hotel's own place-making capacity should be exploited - its restaurant/bar should face the square as a public cafe.

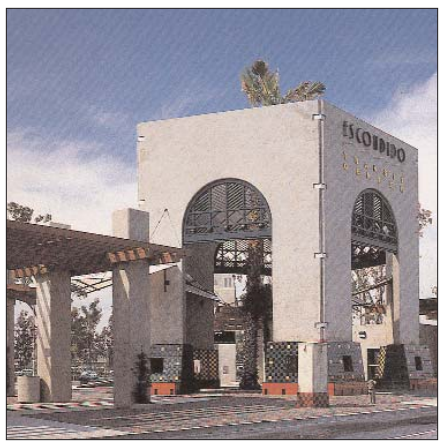
H. "Park Once" Parking Garages - Commuter parking should be located adjacent to the railroad tracks, in 4-5 level parking structures. Dispersed in this manner, the garages will provide a buffer from the noise and dirt of the trains, and evenly distribute their related traffic loads. Additionally, because of the slight drop in topography along the tracks, these garages will be relatively small in appearance from the north. And if concealed by "wrapper" buildings on their south side, they will also be imperceptible from the Town Center. In the short term, these sites can be left as surface parking lots until the demand exists to build parking garages.

I. Loft Housing - Throughout the Town Center, various buildings should be built to house lofts for offices, apartments, and live/work units.



A. Gold Line and Metrolink Platforms

C. Train Station


C. Train Station

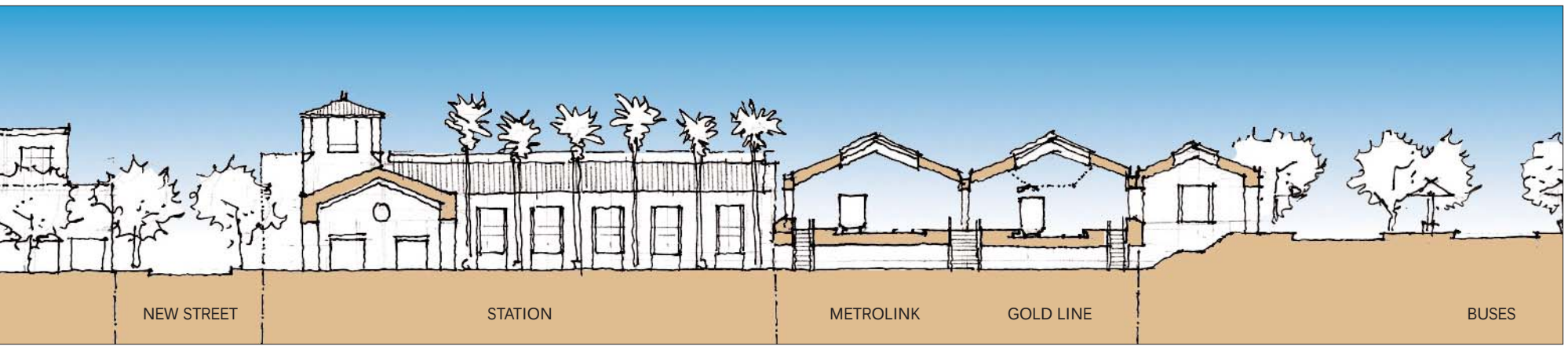
D. Transit Square

E. Grocery Store / Market

F. Mixed Use Block

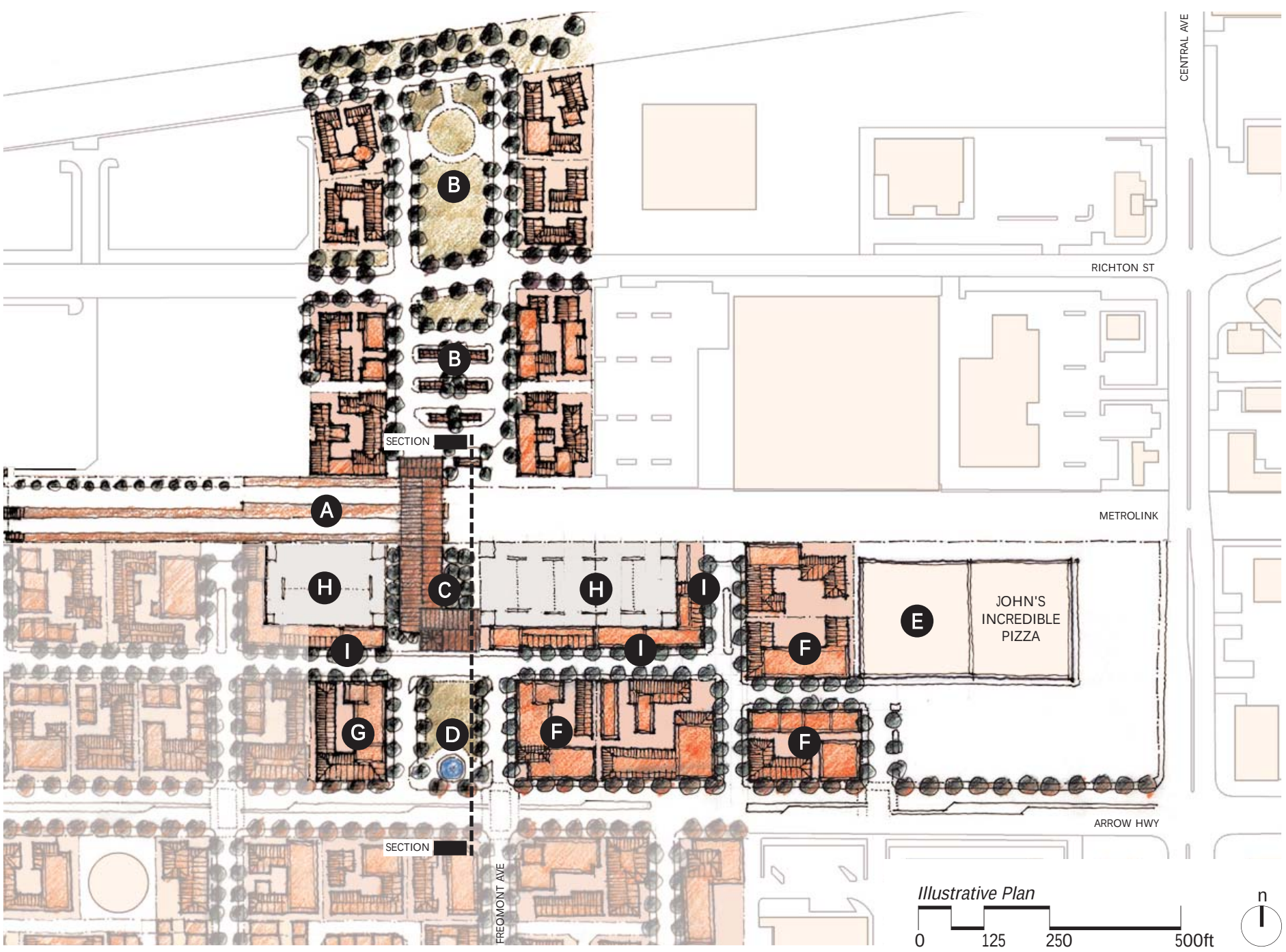
G. Hotel

H. Parking Garages



Site Section

Train Station and Square (viewed from Arrow Highway)



3.3 - Phase 3 : North Gateway Residential

As the North Montclair Town Center matures, properties north of the Metrolink right-of-way and adjacent to the Upland border will become desirable as a new residential neighborhood. Residences of this neighborhood will be within a 5-10 minute walk of the Montclair Town Center, Claremont Village, the Claremont Colleges, and the regional transportation network of Metrolink and Gold Line rail systems. And, because this site is a small mesa relative to the surrounding properties, this area will enjoy spectacular views of the San Gabriel Mountains and ranges to the south. Although today this location is an empty parking lot and unslightly gravel quarry, the Plan foresees its development of a residential portion of the Town Center between Claremont and North Montclair, connected to both with shaded walking/bike paths and beautiful streets.

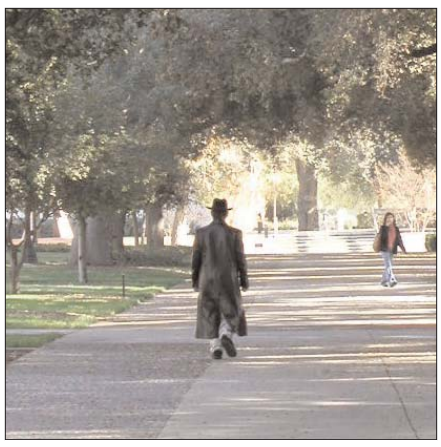
A. North Gateway - As traffic on south-bound Monte Vista Avenue begins to dip under the railroad viaduct, drivers should pass through a landscaped garden gateway to Montclair.

B. Linear Park / Bikeway to Claremont Village and Upland - The Huntington right-of-way, which runs at the edge of the Montclair / Upland boundary, should become a shaded, linear park with walkways and bike path. This pathway should extend west directly into Claremont Village via Huntington Drive.

C. Park-n-Ride Parking - Residential development will only be possible in the Gateway area if parking spaces in the existing park-n-ride lot are reduced or replaced. To complement the parking garages in the Town Center south of the railroad tracks, a site is designated for commuter parking. Should the demand arise to accomodate additional cars, this site could become a 2-3 level parking garage.

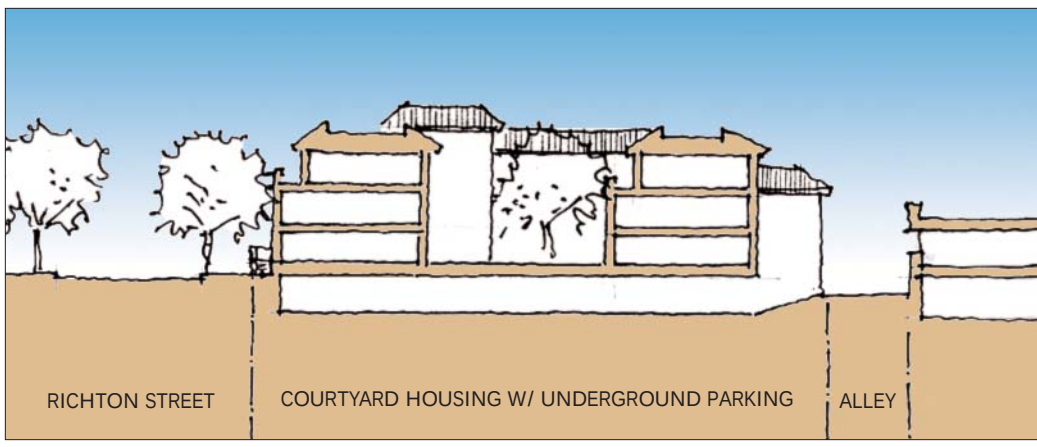
D. Courtyard Housing - Housing in the Gateway area should be of an average density of 30 units/acre. This suggests a combination of town houses, courtyard housing, and hybrid courts (as described for Phase 1).

A. North Gateway

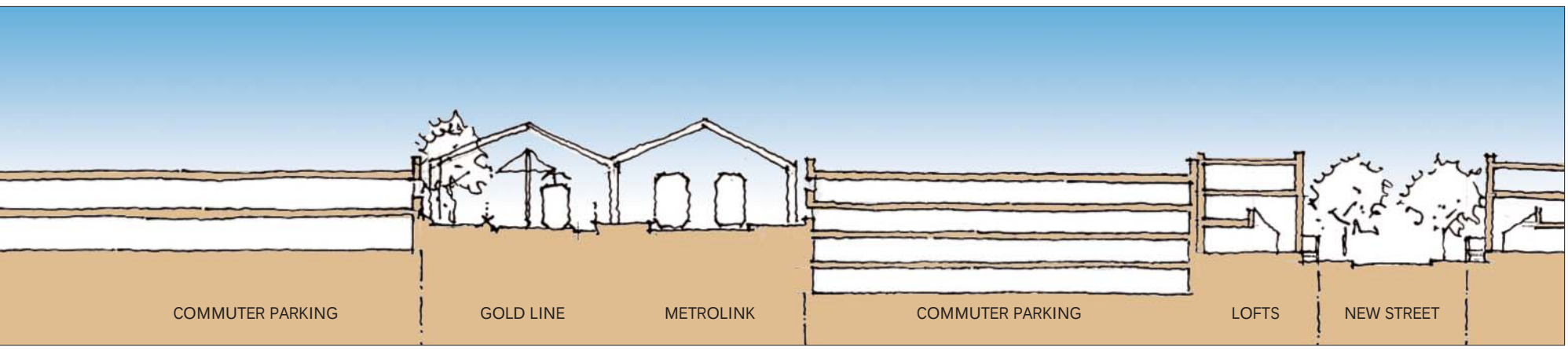


B. Linear Park / Bikeway

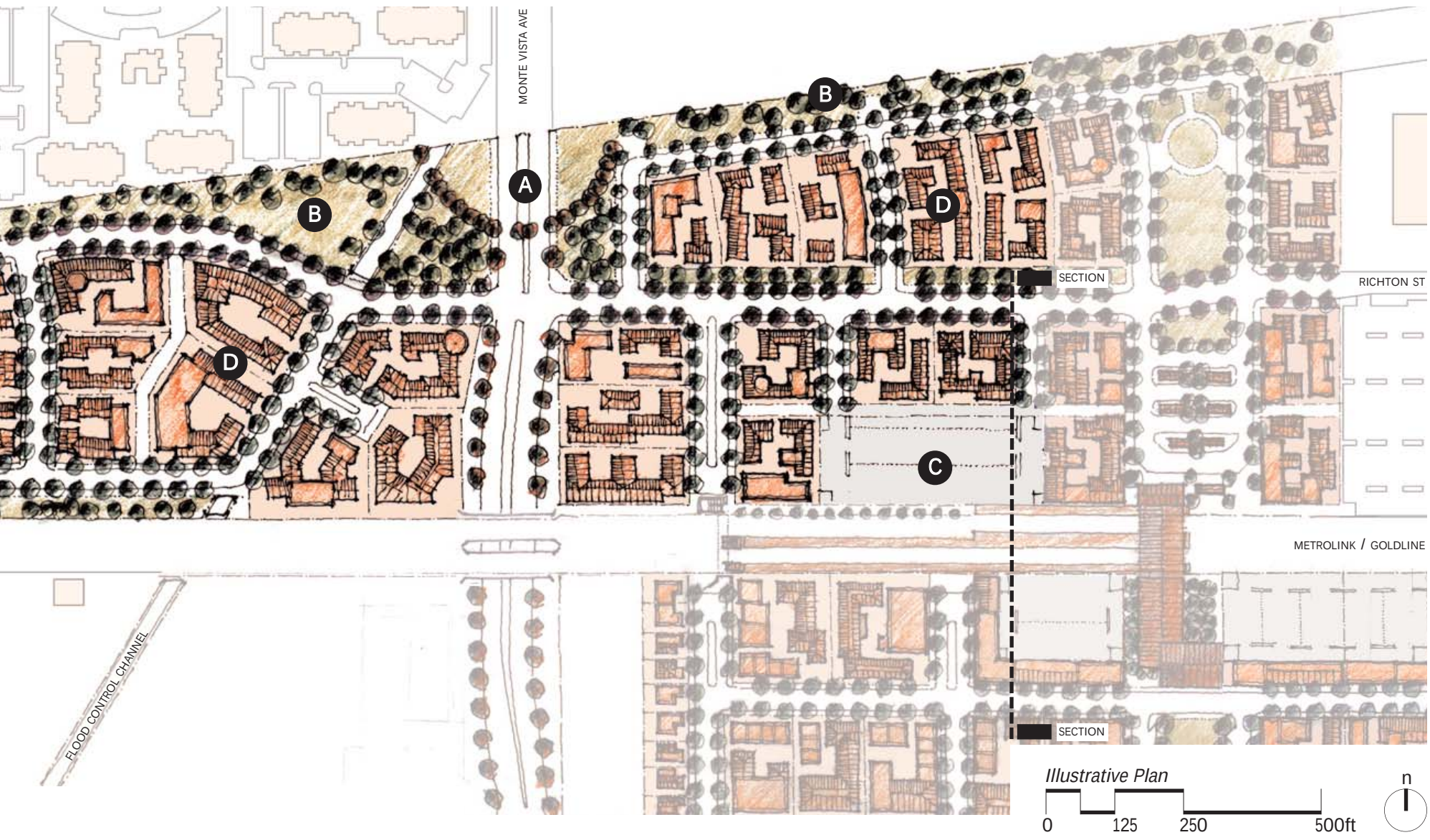
D. Courtyard Housing



Courtyard Housing along the linear park



Site Section



3.4 - Phase 4 : East of Fremont Avenue and Montclair Plaza

East of Fremont Avenue, the Plan anticipates the transformation and maturation of Montclair's current regional retail power center into a pedestrian-oriented shopping district. To achieve this will require the selected and strategic reconstruction of the existing big box retail. However, the end result of this effort will be the integration of the regional retail with the transit-oriented Town Center to the north. The Plan proposes to open the Montclair Plaza shopping center to north with an outdoor piazza at Moreno Street, creating a critical connection between it and North Montclair Town Center.

A. New Fremont Avenue - The principal mixed-use street connecting the Transit Square with the Montclair Plaza shopping center should be located one-block east of Fremont Avenue. This is proposed, in large measure, because the presence of existing ranch houses complicates the prospects for intensifying uses on the existing Fremont Avenue itself. Condemnation or acquistion of these houses is neither likely nor desirable, and the existing fractured ownership along south Fremont Avenue is a barrier to coherent development of a mixed-use retail district. However, properties east of Fremont are controlled by only two owners, who could single-handedly generate a new main street for North Montclair. To accomplish this, it will be necessary to demolish the existing retail boxes west of Target. This parcel is entirely owned by General Growth Properties, so it is expected that any redevelopment here would be coordinated and executed in tandem with the expansion of Montclair Plaza.

B. Montclair Plaza Gateway - Like most suburban shopping centers, Montclair Plaza is an indoor-oriented building, physically isolated from its surroundings by parking lots - ironically, (in the proper definition of urban typologies) there is no plaza there. To correct this, the Plan proposes an extension of the Plaza's center court via an outdoor public piazza where today there is an inefficient and awkward parking deck. This piazza will create locations for "lifestyle" retailers, prominent entrances for Sears and a new anchor tenant, and an inviting pedestrian entrance to the shopping center from the adjacent neighborhoods via New Fremont Avenue. *

C. Anchor Tenant - Expansion of Montclair Plaza northward via an outdoor piazza can accomodate a major new anchor tenant, such as a department store or multi-screen cinema. The principal entrance to this tenant should be a prominent corner entrance facing Moreno Street and the Plaza Gateway. The facade facing the south end of Fremont Avenue is a signifcant urban location, as it provides a visual connection with the Transit Square. Where today there is an entrance to a parking lot, the Plan foresees a sculpted tower or high-rent retail tenant.

D. Parking - To create room for the northward expansion Montclair Plaza, the existing parking deck will need to be relocated. It is recommended that a new parking structure be built northwest of the shopping center, where it will have multiple vehicular access points to Moreno Street, the surface parking and provide access to the shopping center via the Food Court, Macy's, and the new anchor tenant. An alternative or second location for a parking structure is northeast of the Plaza, adjacent to Sears. This site would minimize the impact the mall traffic (mostly coming from Central Avenue) will have on the existing and proposed residential areas west of Fremont Avenue.

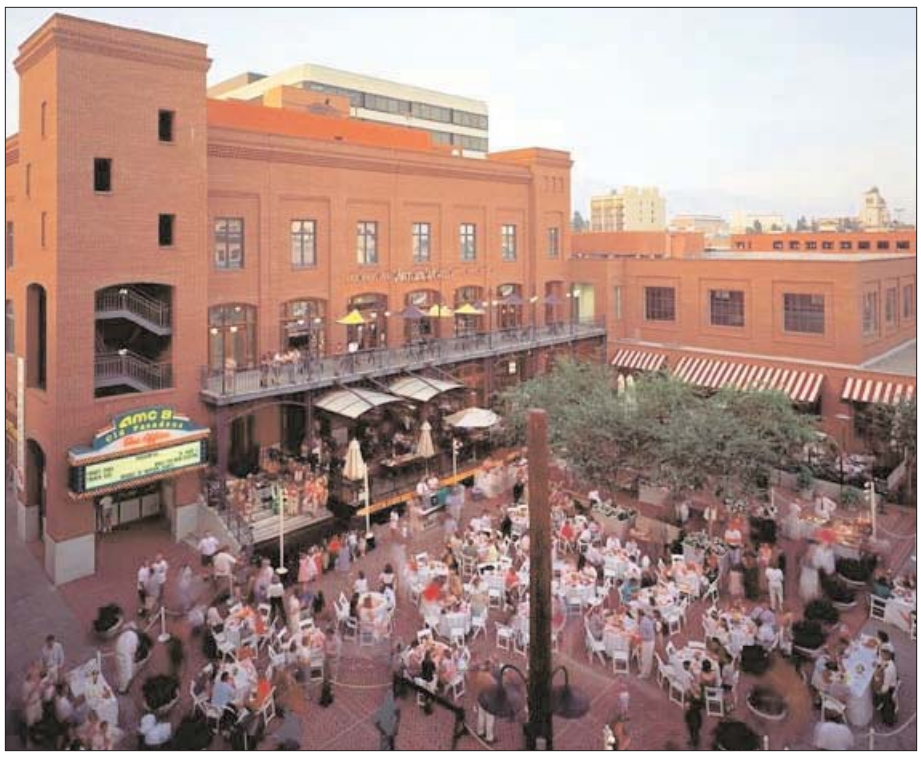
E. Live/Work Townhouses - The Moreno Street facade of the new parking deck should be concealed with two- and three-story live/work townhouses and lofts. These units should be flexible to accomodate residential, office, or commerical uses on the ground floor.

F. Mixed-Use Blocks - The intersection of Moreno Street and New Fremont Avenue, directly opposite the piazza entrance to Montclair Plaza, is an optimum site for mixed use development. Buildings on these blocks should have retail ground floors, with residential or office uses above.

G. Pedestrian connections with Big Box Retail - Finally, as the East of Fremont shopping precinct matures, connections and enhancements for pedestrians should be made to the existing big box retail facing Central Avenue. To make sidewalk experience pleasant, the blank back and side walls of Target and Best Buy should be "lined" with narrow storefronts. This simple but strategic move will help integrate what are currently isolated boxes into the walkable precinct of North Montclair.

* This design configuration represents the preferred vision for the next renovation of the Montclair Plaza shopping mall.

A. New Fremont Avenue



B. Montclair Plaza Gateway

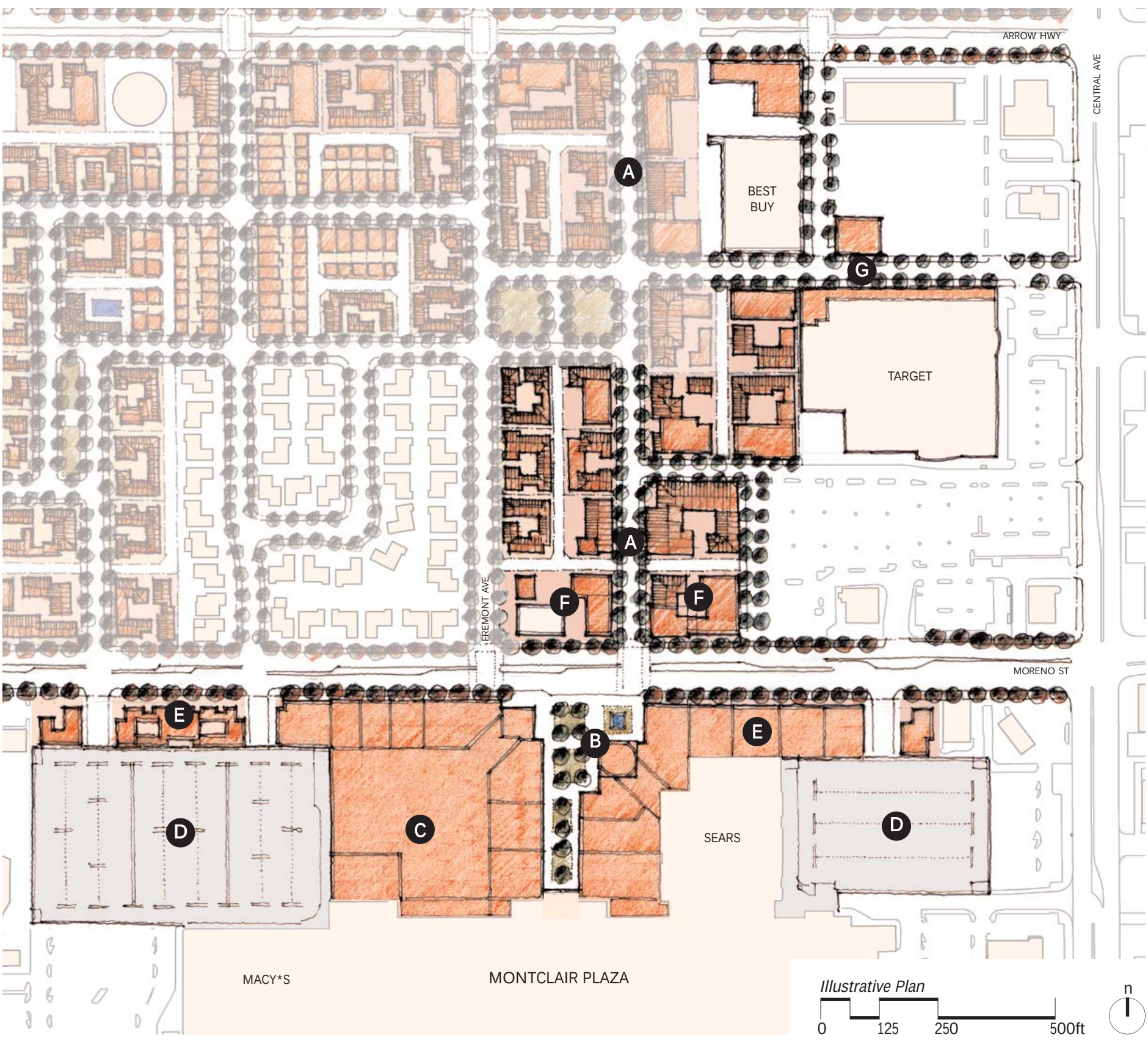
E. Live/Work Townhouses

F. Mixed-Use Blocks

F. Mixed-Use Blocks

G. Pedestrian connections to Big Box Retail

View south on "New Fremont Avenue" towards Montclair Plaza



4.0 - Making the Public Realm

Cities are realized by the deliberate assembly of streets, blocks and buildings. In this act of making a place, space is allocated for both public and private use - for buildings and for open spaces. Public bodies, citizens, and entrepreneurs slowly generate streets, squares, and parks. Single buildings incrementally introduced into blocks eventually determine the character of the open spaces. It is at this most elemental scale that architecture and urbanism define each other. In city-making parlance this is called the public realm. It is the shared space in society which brings people to gather together, to relate to one another and/or to be separate.

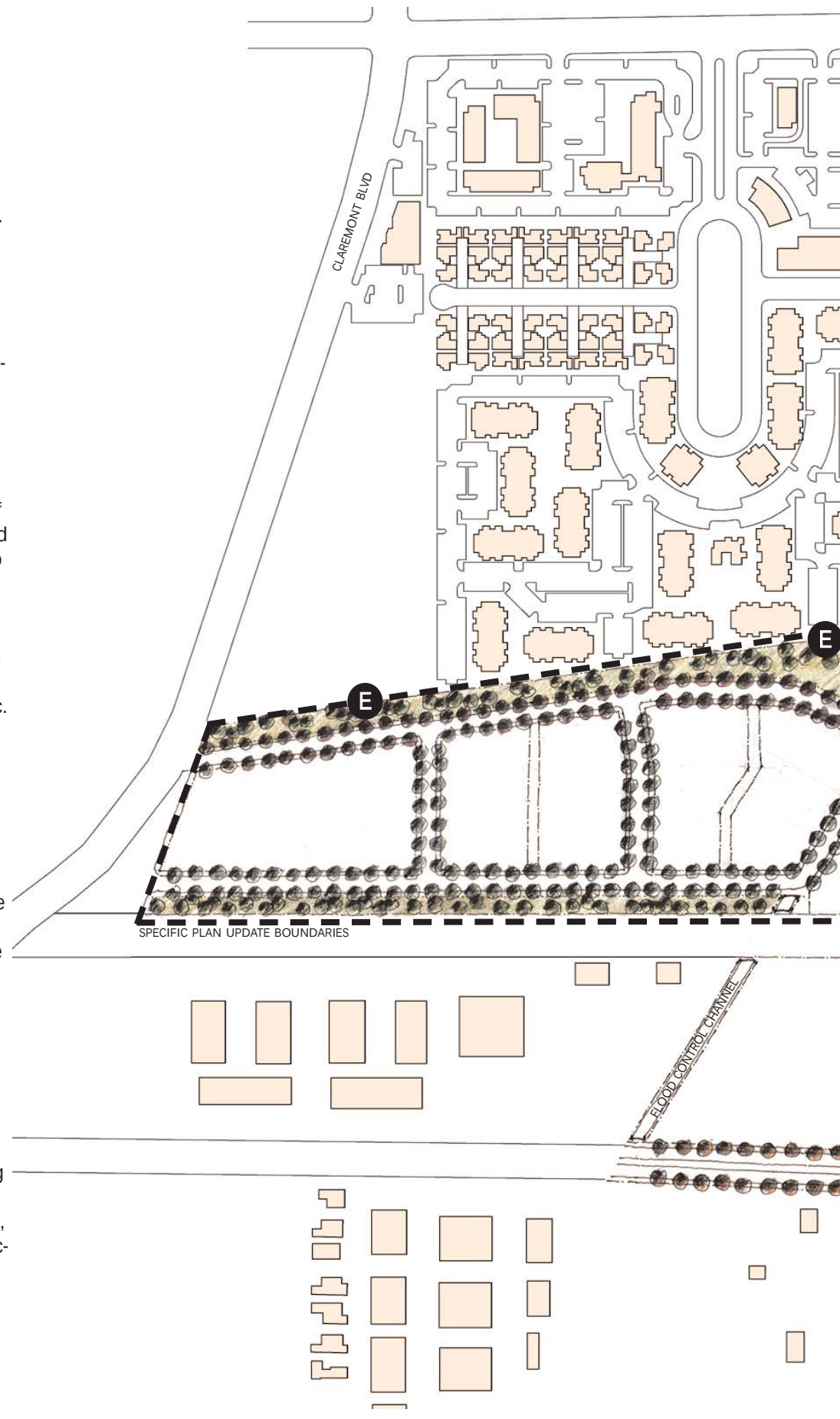
The creation of open space is a key to allowing pedestrians to comfortably move through the city. One traditional method of representing city spaces is an analytical plan diagram which depicts only public open spaces. The advantage of such depictions is that they clearly distinguish large and small public spaces, and most importantly, they clearly render the links between them. Such maps tend to highlight the gathering power of public space. Although one may typically think of a city in terms of its buildings only, its depiction as a network of open space provides a very clear indication of its potential as a well-formed realm of public space that allows citizens to interact in a free and open manner. In fact, the network of public space is a better indication of pedestrian-friendliness and memorable character of an urban place, than the mere description of its building fabric.

The locus of a district's public life is its center. The district center is a public place, which may be a plaza, square, park, or an important street intersection, and is frequently associated with a public building and commercial activity. The combination of such a focus contributes to the social identity of the people that inhabit it.

In North Montclair, the obvious center is the combined Metrolink / Gold Line station. Although the Montclair Plaza shopping mall and associated big box retail will continue to be the commercial center of the City, a public square at the train station can be of the proper physical scale and size to become an intimate social and community gathering place, appropriate for outdoor sidewalk dining, festivals, and public art. As the surrounding residential neighborhoods develop, the trains will attract an increasing amount of foot traffic. A dignified public square facing a simple train station will both encourage this pedestrian activity and provide focus to neighborhood-oriented retail activities.

Additional locations should be dedicated to public space within the residential neighborhoods - sites for locally-oriented activities, such as playgrounds, dog runs, basketball courts, and open lawns for informal picnics, family ball games, and sunbathing. To reinforce the neighborhood character of these smaller parks, minor civic buildings, such as community centers, should be located on sites facing these parks.

The following pages describe a typology of public open space.



A : Town Square
B : Piazza / Plaza
C : Neighborhood Square
D: Neighborhood Park
E : Greenway

Public Realm Plan

0 225 450 900ft

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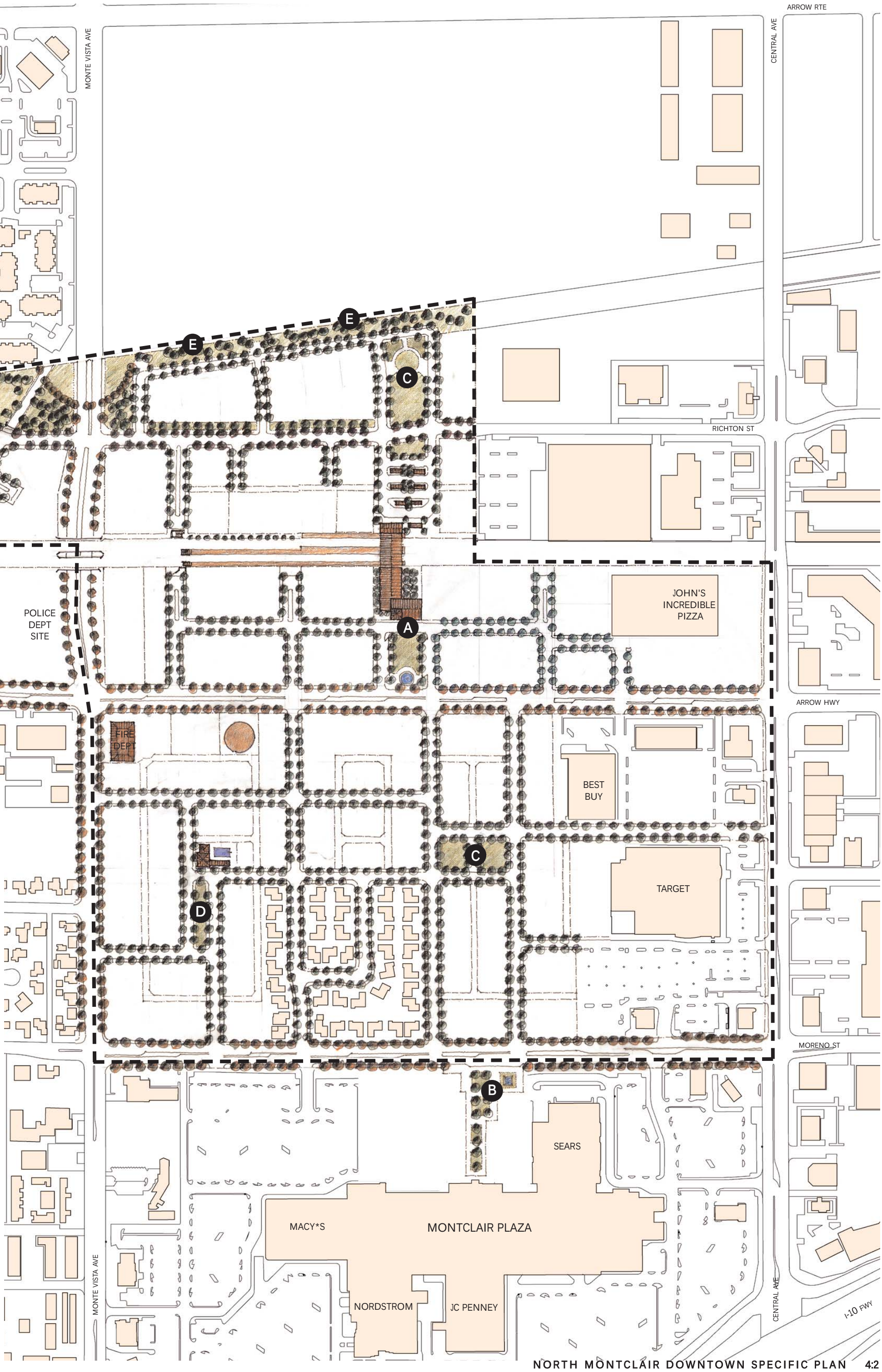
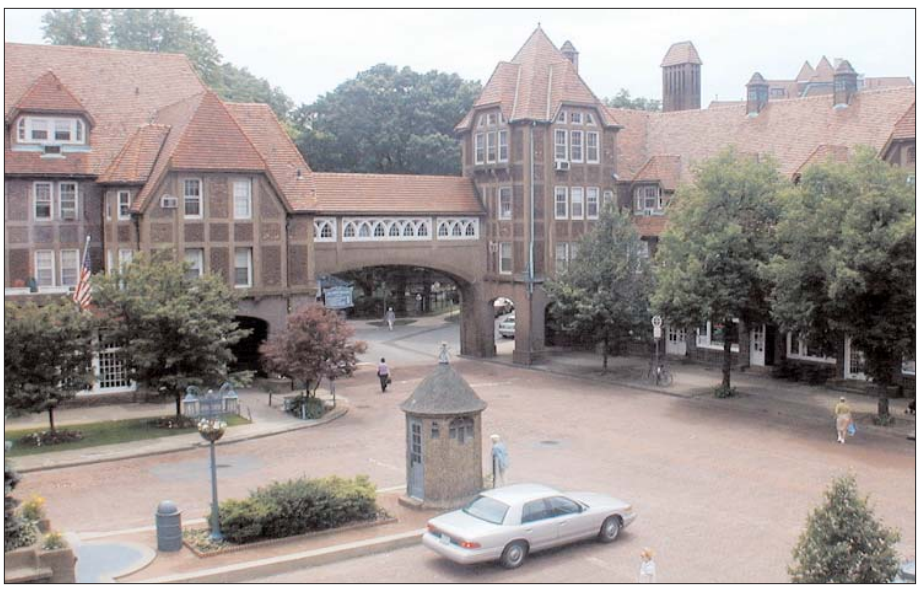

ARROW RTE
MONTE VISTA AVE
CENTRAL AVE
RICHTON ST
POLICE DEPT SITE
JOHN'S INCREDIBLE PIZZA
ARROW HWY
FIRE DEPT
BEST BUY
TARGET
MORENO ST
SEARS
MACY*S
MONTCLAIR PLAZA
NORDSTROM
JC PENNEY
I-10 FWY
A
B
C
D
E



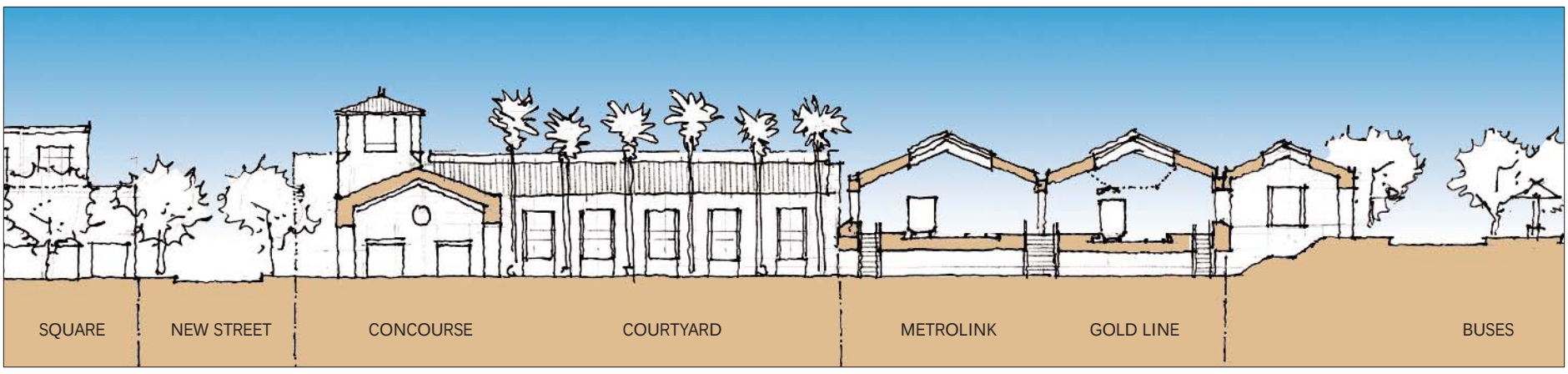
Great Station and Square: Forest Hills Gardens, Queens NY

4.2.010 - Public Spaces

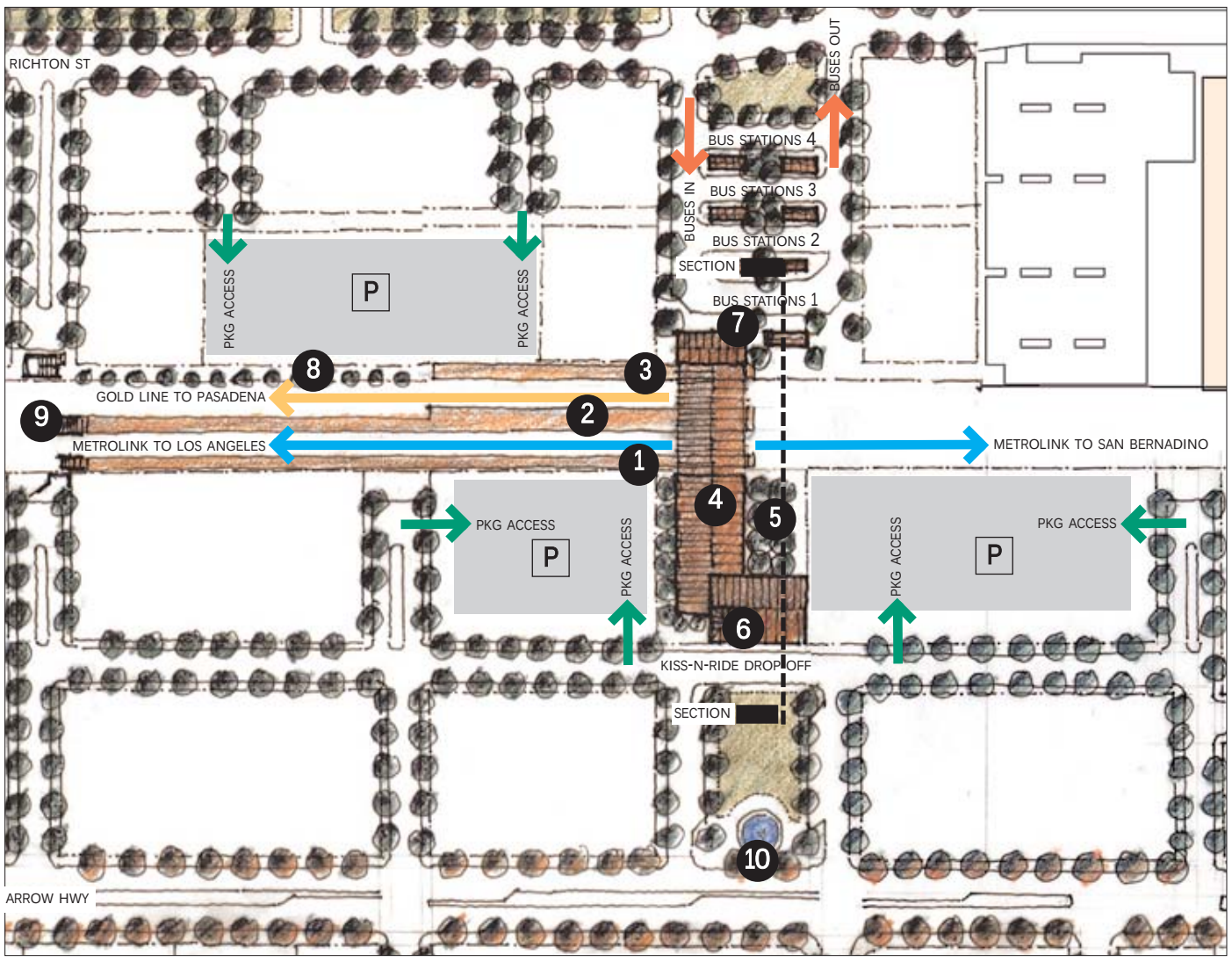
A. Town Square and Station - If streets are outdoor rooms that happen to be longer than they are wide, squares are larger and more dimensionally balanced "living" rooms within the overall public realm. Squares are public spaces, seldom larger than a block, located at the intersection of important streets. The landscape of squares consists of paved walks, lawns, trees, and civic buildings formally disposed and requiring substantial maintenance. Squares are circumscribed spatially by surrounding buildings that clearly define its edges. The spatial qualities of the squares are emphasized by the strong, continuous and simple "street wall" that is formed by the buildings; without this interrelationship, the public space loses its definition and places between buildings lose their intimacy. A small, village-sized train station featuring ticket sales and transit information can provide a civic anchor to the square.

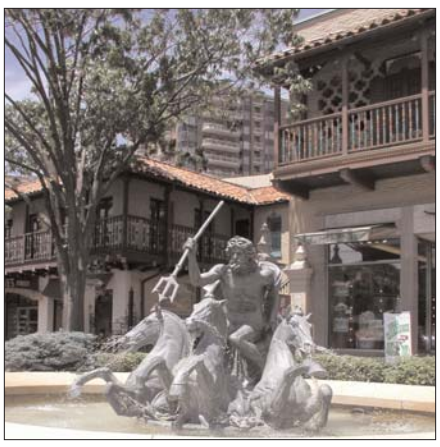
Great Square: Sonoma CA

Great Station: Paso Robles CA



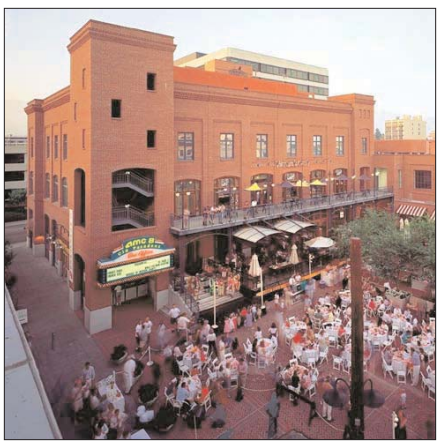
Section





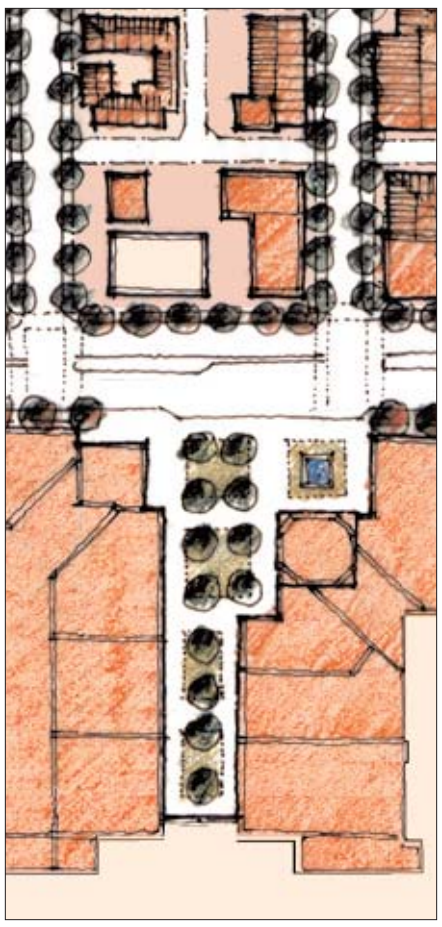
Fountain

KEY
1 : West-bound Metrolink platform
2 : Shared Metrolink / Gold Line platform
3 : East-bound Gold Line platform
4 : Concourse to existing tunnel access, with ticket sales, transit info and other services
5 : Day Care with Courtyard
6 : South Entry
7 : North Entry
8 : Landscaped walk to east-bound Gold Line
9 : West tunnel access (new)
10: Fountain
P : Commuter Parking



Piazza

Piazza

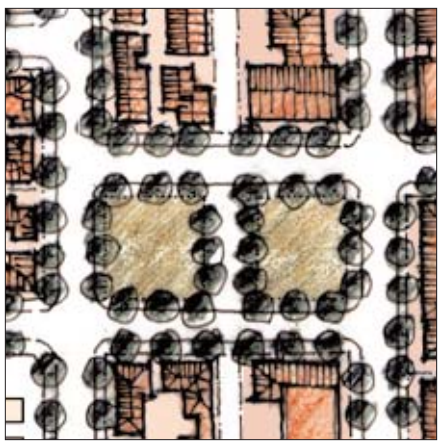


Piazza

B. Piazzas and Plazas - Piazzas and Plazas are public spaces generally set aside for commercial purposes and activities, and located at the intersection of important retail streets. A plaza is circumscribed by building frontages; its landscape consists of durable pavement for parking and trees requiring little maintenance. It may be the site for civic events such as farmers' markets, dances, outdoor film screenings, and other minor performances by street artists and actors.

C. Neighborhood Squares - Neighborhood squares are well maintained and cultivated civic parks of an urban character that provide places of public participation, recreation and relaxation in the center of the community. They constitute the nucleus of the neighborhoods and help provide identity to those areas. The design of these squares tends to be ordered and semi-formal, and circumscribed by surrounding building facades. Minor monuments, gazebos and fountains, may be located in the center of such squares. Locally-oriented civic buildings - such as community centers for youths and/or seniors - should be located on sites facing neighborhood squares.

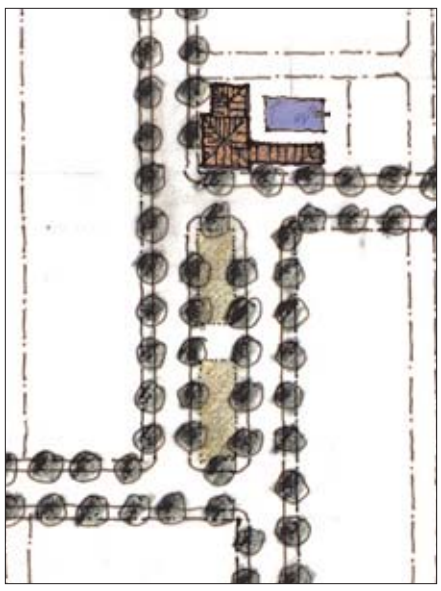
Neighborhood Square



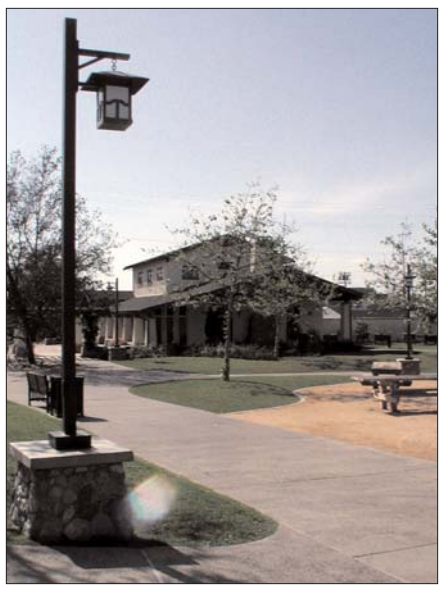
Neighborhood Square

Neighborhood Square

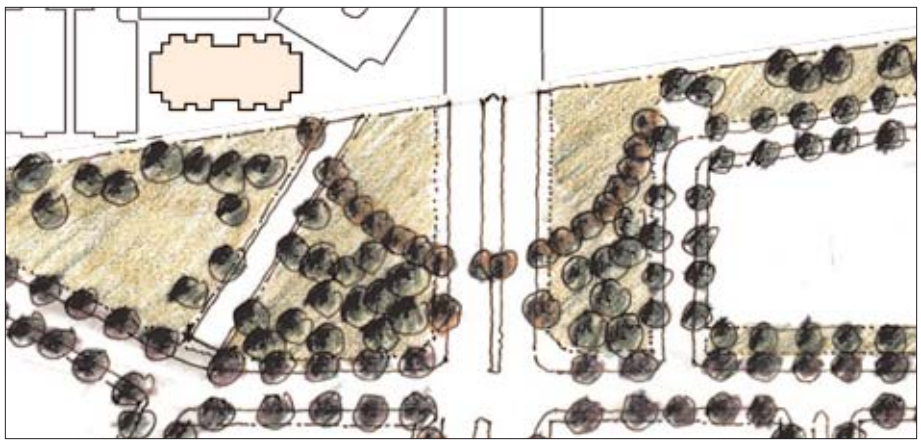
D. Neighborhood Parks - Neighborhood parks are medium-sized public spaces available for unstructured recreation, with a landscape consisting of grassy and trees, naturalistically disposed and requiring only limited maintenance. Such parks are appropriate locations for playgrounds, dog runs, and other family-oriented activities, and may be more suburban in character than neighborhood squares. Like neighborhood squares, a minor civic building - such as a neighborhood-oriented community facility or shared pool/recreation center - should be located on a prominent site facing the local park. Unlike neighborhood squares, the definition and boundary of neighborhood parks is characterized less by surrounding buildings and more by its own landscaping.



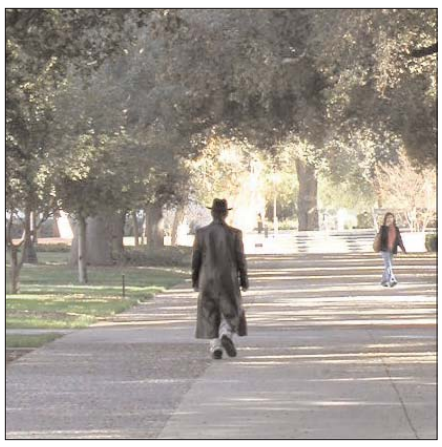
Neighborhood Park



Neighborhood Park



Greenways



Greenways

Greenways

E. Greenways - Greenways are linear corridors encompassing a trail for bicycles and pedestrians. A greenway should follow a natural trajectory which is transformed to its purpose. Typically, these are riverfronts (riverwalk) or abandoned tracks (the rails-to-trails). Landscaping along greenways may be either formal, or informal, relaxed and rural in character.

4.2.020 - Blocks and Streets

In American urban tradition, the creation of a street grid is the first presence of urban structure in the landscape. This very simple American city-making model has been virtually abandoned in recent years. For the last half century, the building of the public realm has been handled with little sense for those it serves and for the quality of life that it generates.

Buildings, blocks and streets are interdependent. Each one contains to some degree the ingredients of all the others. Any decision to design streets in a particular manner seals the formal fate of blocks and buildings. Blocks of a specific character determine correspondent streets and buildings. Buildings of particular qualities dominate the blocks that contain them and the streets that surround them.

Blocks

Blocks are the field on which unfolds both the building fabric and the public realm of the city. A versatile, ancient instrument, the traditional block allows a mutually beneficial relationship between people and vehicles in urban space.

Size - Blocks are square, rectangular or irregular in their shape. In their historical dimensions, they vary between a minimum of 250 and maximum of 650 feet. This dimensional range allows single buildings to easily reach the edges of blocks at all densities. It also forces parking to be located away from the sidewalk, either underground, in the middle of the block, or in the street.

Configuration - Independent of shape, city blocks are to be lotted so that all of their sides can define public space. A variety of widths and depths of individual lots determine the range of building types and densities that will eventually establish the intended city fabric. Alleys absorb parking and servicing loads and allow the outer faces of blocks to become more intensely pedestrian.

Frontage - The predominant visual character of all districts and neighborhoods depends on several attributes of their buildings: height, setbacks and projections define the enclosure of the street. Setback lines and the percentage build-to at their edges establish the fundamental rhythm between open space and built form on each block. Threshold elements at the setback line such as arcades, porches, stoops, balconies, loggias, chimneys, doors and windows, are the means by which buildings interface with and determine the life of the street. Within each block, major ground floor interior spaces such as lobbies and public gardens of all kinds and sizes are to be understood as an extension of the public space of the city.

Parking - The omnipresence of cars within the public realm threatens the vitality of cities. Accommodating the pedestrian is the first order of priority for parking. Cars are best accommodated in the middle of blocks or underground. Parking garages are acceptable as long as their ground floors at the sidewalk are occupied by pedestrian-related uses. Parking garages are regular buildings, and as such, need significant public faces and the built-in spatial redundancy necessary for a future use other than parking. Where parking lots are inevitable they should double up as significant public gardens.

4.2.030 - Great Streets

The notion that an effective design of streets helps create vibrant civic life is fundamental to both traditional cities and North Montclair. "Great Streets" elevate the needs of pedestrians and cyclists to a state of balance with other modes of transportation within the right-of-ways of residential and commercial thoroughfares. We call such an approach a "Pedestrian First" strategy because it suggests that favoring pedestrian movement is the most important ingredient in the design of traditional neighborhoods. Such a focus allows a friendlier, more inviting environment of the public way. As a result, walking and shopping opportunities increase, adding greatly to the economic vitality of a place. Increased options for movement through the city [walking, riding, streetcars, autos] enhances the variety of the street as well. All these elements combine to create a much higher trip quality for citizens and visitors, whether walking or driving.

Most visitors, workers and residents will likely arrive at the the project in wheeled vehicles, but at some point they will enter the realm of the pedestrian, who moves at no more than four miles per hour. As pedestrians, they need to circulate safely and conveniently to whatever their destination.

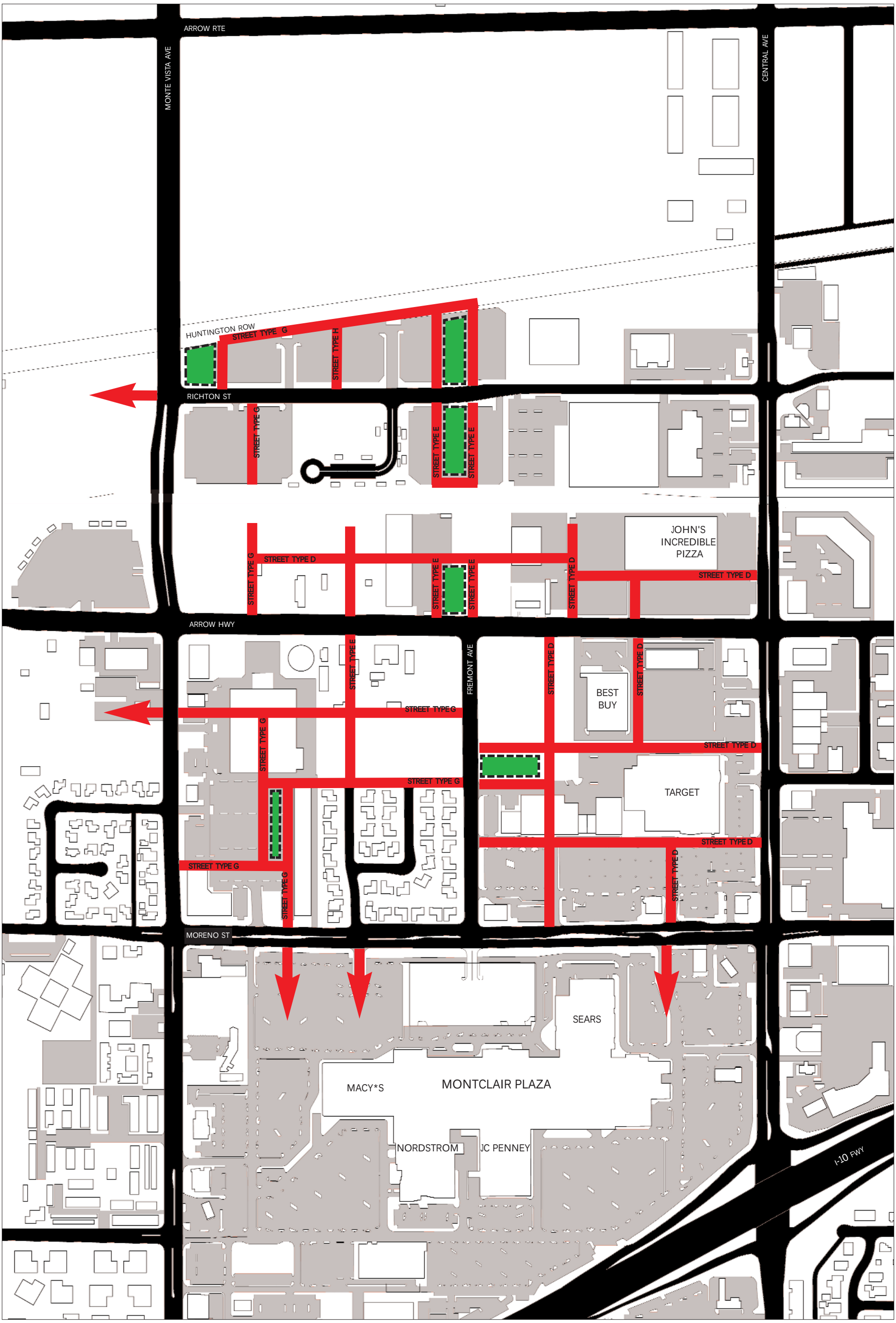
In order to create a pedestrian friendly environment, it is important to note the difference between street design for a Pedestrian First project as compared to a conventionally designed project. Conventional, wide streets and arterials can be very unsafe for pedestrians because cars travelling faster require greater braking distance. Narrower streets whose turning radii are reduced encourage pedestrians both because the streets are safer and the streets feel more comfortable. The result is that proper street design is a significant contributor to creating a vibrant, pedestrian-oriented public arena.

In response to such concerns, North Montclair's proposed street network includes carefully considered design strategies. First, it is hierarchical, as it is composed of various street types, their widths calibrated to the building types and uses each is meant to service. Second, it is lean, as it is set up to operate using the minimum width possible for each thoroughfare. Third, it is interconnected, as it provides for a variety of alternative paths of movement. Fourth, it is spatial, as carefully calibrated standards for each thoroughfare establish their individual sense of enclosure and contribute to the character and place within the district. Fifth and finally, it is varied, as individual thoroughfares are incorporated into specific zones within the plan, assigned character according to use. The integration of these organizational strategies and care in creating safe design widths are key components in the Pedestrian First approach.

Detailed street design standards aim to slow traffic down within the neighborhood and along the corridor, while allowing for the smooth operation of emergency vehicles and keeping the same capacity for vehicular flow. Limited lane widths, two-way traffic, on-street parking, tighter curb radii, narrow street crossings, ample sidewalks and generous streetscapes are all key elements of a walkable, Pedestrian First strategy. For each street type, these standards prescribe both a geometric profile as well as a performance level. The standards were established to balance the needs of people walking, parked cars, and moving cars, and to generate a quality of place and a character that varies from place to place. The look and performance of thoroughfares can then become a powerful influence on the design of buildings within adjacent blocks and on the overall quality of life within each neighborhood.

By utilizing this transportation framework, residents will have access to all buildings and uses within the neighborhood in a manner that supports the kind of casual social interaction that is at the heart of all great Town Centers.

Each recommended street type is illustrated in detail on the following pages.



Proposed Parks
Proposed Streets

Proposed Street and Parks Plan

0 200 400 800ft

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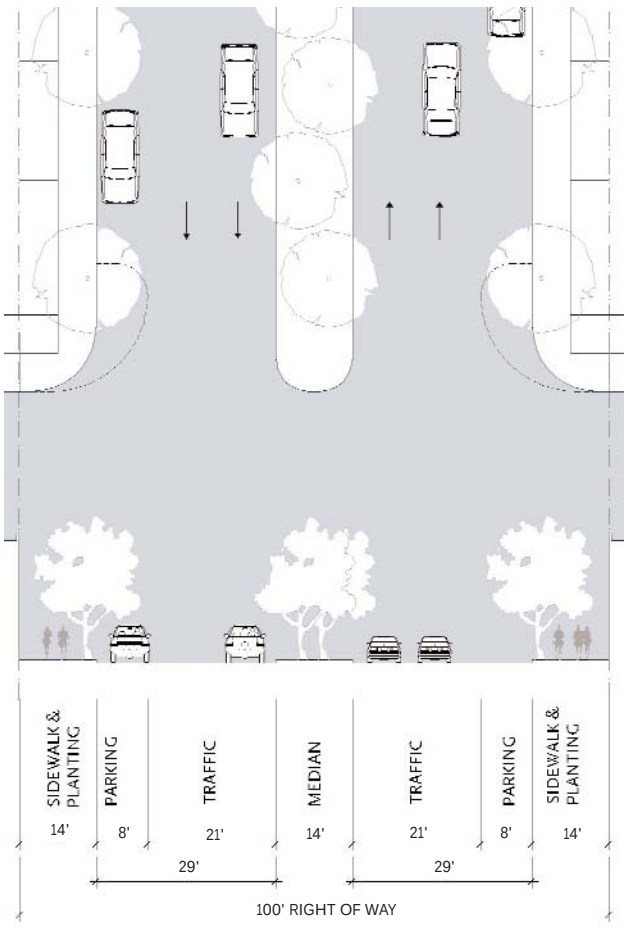
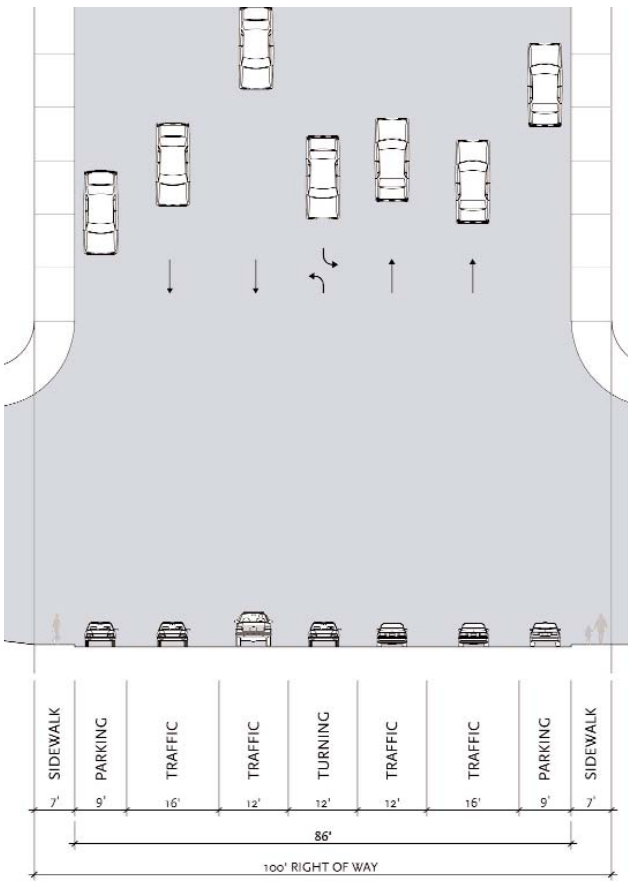
A.1. Arrow Highway

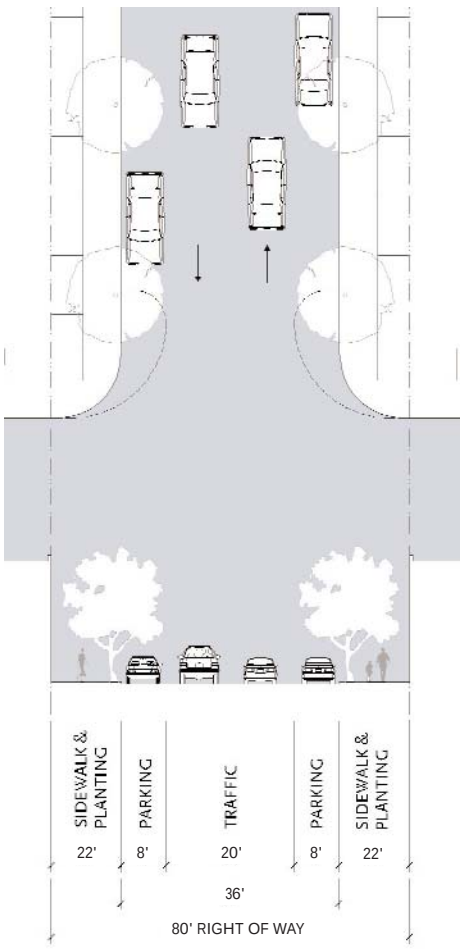


MOVEMENT / SPEED ..... Free / 35 mph
CROSSING TIME ..... 21 seconds
ROW WIDTH ..... 100 ft
TRAFFIC LANES ..... 2 in 21 ft each
PARKING ..... Both sides
CURB TYPE ..... vertical
CURB RADIUS ..... 10 ft typical or 15 ft with bulb-outs
SIDEWALK WIDTH ..... 6 ft
PLANTER WIDTH ..... 8 ft
PLANTER TYPE ..... Continuous
PLANTING ..... 30 ft - 40 ft on center
PLANTING TYPE ..... consistent with City wide standards

A.2. Arrow Highway Existing

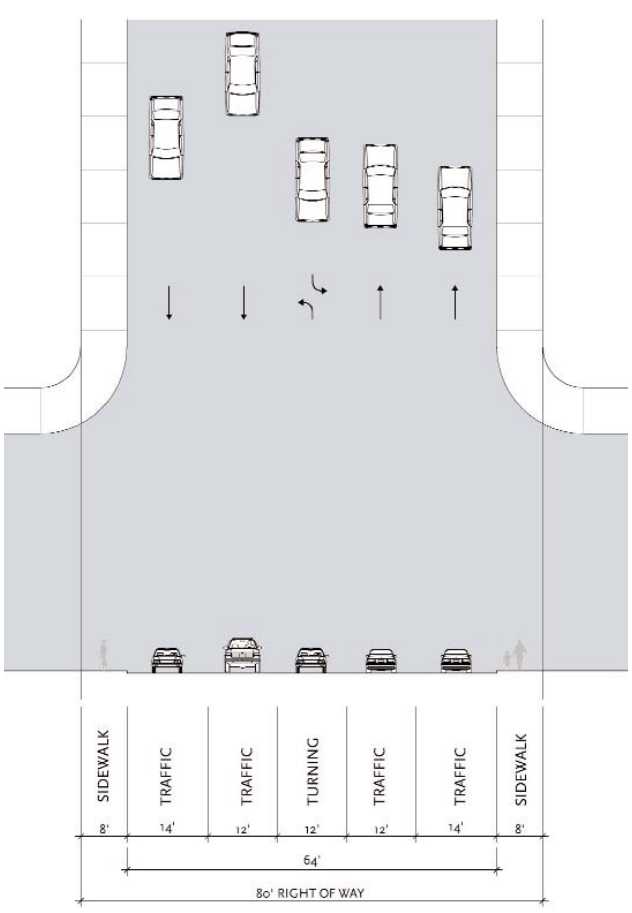


B.1. Richton Street

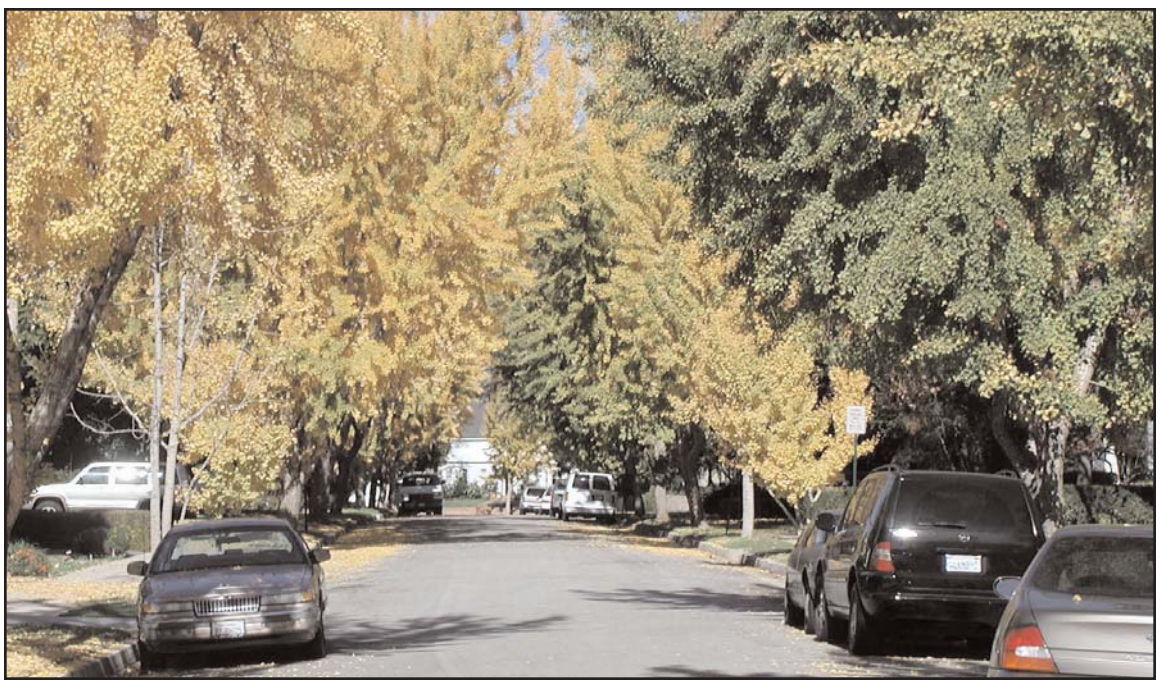


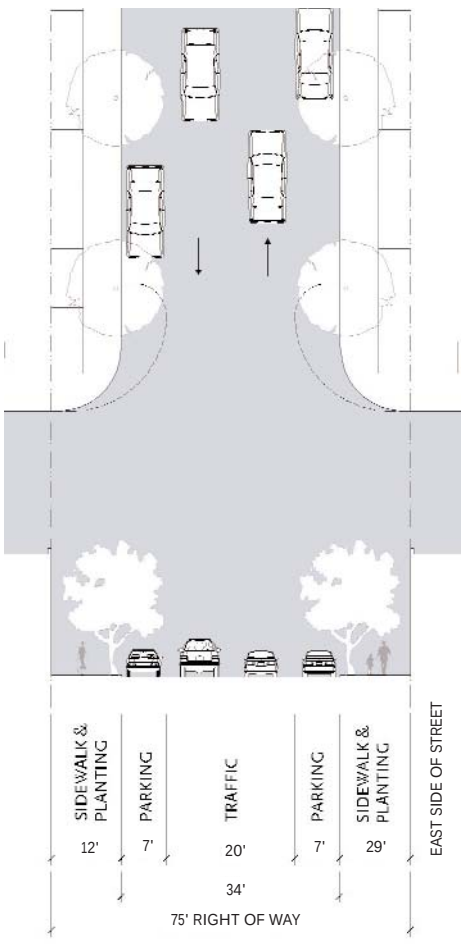
MOVEMENT / SPEED .....Free / 20-25 mph
CROSSING TIME .....12 seconds
ROW WIDTH ..... 80 ft
TRAFFIC LANES ..... 2 in 20 ft
PARKING ..... Both sides, not striped
CURB TYPE ..... vertical
CURB RADIUS ..... 10 ft typical or 15 ft with bulb-outs
SIDEWALK WIDTH ..... 5 ft
PLANTER WIDTH ..... 6 ft
PLANTER TYPE ..... Continuous
PLANTING ..... 30 ft - 40 ft on center
PLANTING TYPE ..... consistent with City wide standards

B.2. Richton Street Existing



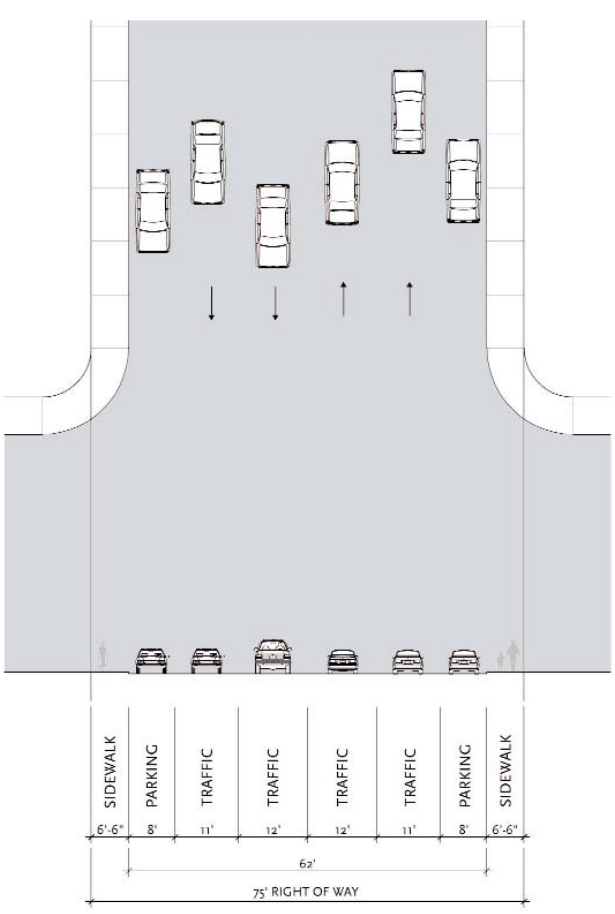
C.1. Fremont Avenue



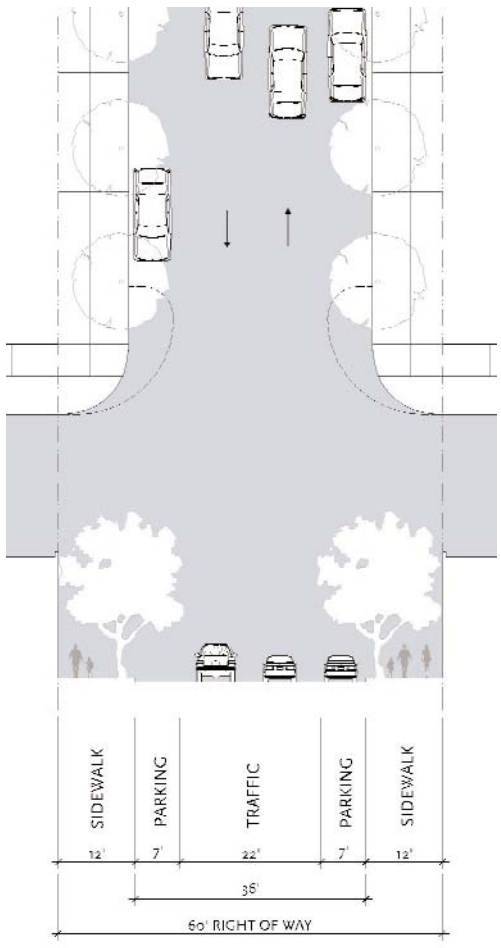


MOVEMENT / SPEED ..... Free / 20-25 mph
CROSSING TIME ..... 12 seconds
ROW WIDTH ..... 75 ft
TRAFFIC LANES ..... 2 in 20 ft
PARKING ..... Both sides, not striped
CURB TYPE ..... vertical
CURB RADIUS ..... 10 ft typical or 15 ft with bulb-outs
SIDEWALK WIDTH ..... 5 ft
PLANTER WIDTH ..... 6 ft
PLANTER TYPE ..... Continuous
PLANTING ..... 30 ft -40 ft on center
PLANTING TYPE ..... consistent with City wide standards

C.2. Fremont Avenue Existing

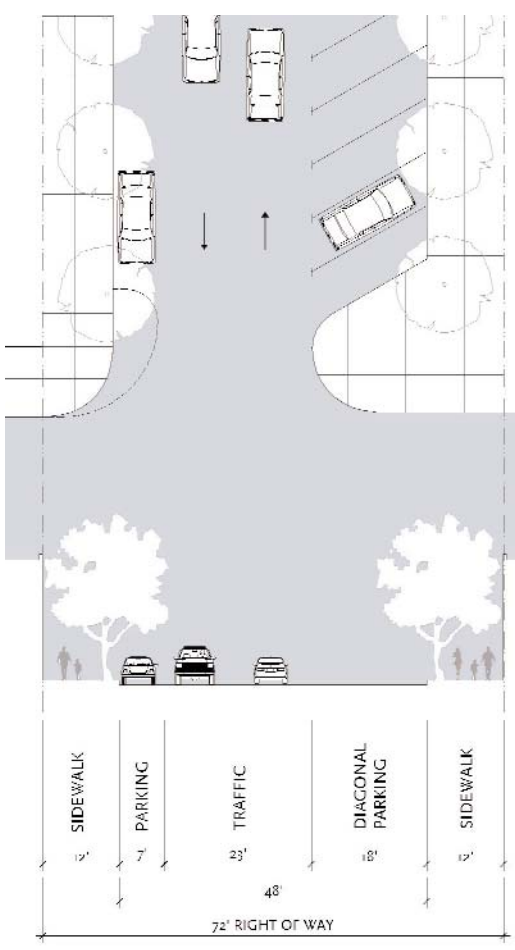


D. Mixed-Use / Retail Main Street (Parallel Parking)



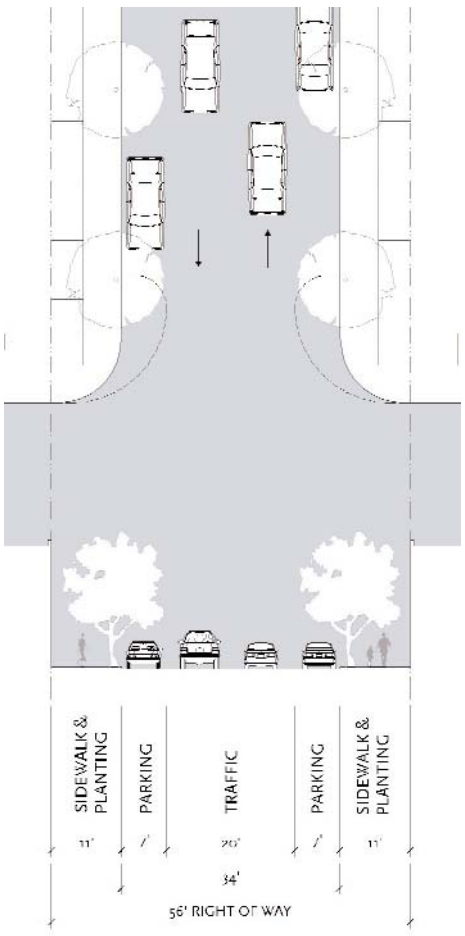
MOVEMENT / SPEED ..... Free / 20-25 mph
CROSSING TIME ..... 12 seconds
ROW WIDTH ..... 60 ft
TRAFFIC LANES ..... 2 in 22 ft
PARKING ..... Both sides, striped
CURB TYPE ..... vertical
CURB RADIUS ..... 10 ft typical or 15 ft with bulb-outs
SIDEWALK WIDTH ..... 12 ft
PLANTER WIDTH ..... in wells
PLANTER TYPE ..... continuous
PLANTING ..... 30 ft on center
PLANTING TYPE ..... consistent with City wide standards

E. Mixed-Use / Retail Main Street (Mixed Parking)



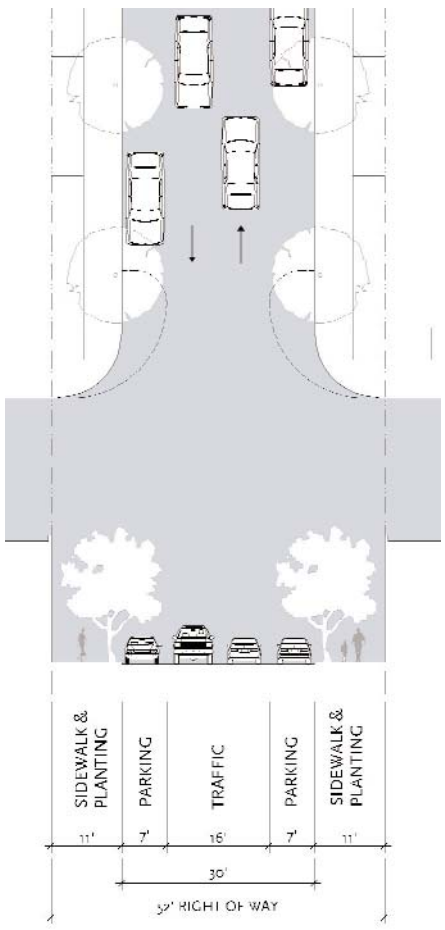
MOVEMENT / SPEED ..... Slow / 20 mph
CROSSING TIME ..... 12 seconds
ROW WIDTH ..... 72 ft
TRAFFIC LANES ..... 2 in 23 ft
PARKING ..... Both sides, striped
CURB TYPE ..... vertical
CURB RADIUS ..... 10 ft typical or 15 ft with bulb-outs
SIDEWALK WIDTH ..... 12 ft
PLANTER WIDTH ..... in wells
PLANTER TYPE ..... continuous
PLANTING ..... 30 ft on center
PLANTING TYPE ..... consistent with City wide standards

F. Residential Street (Free-Flow)



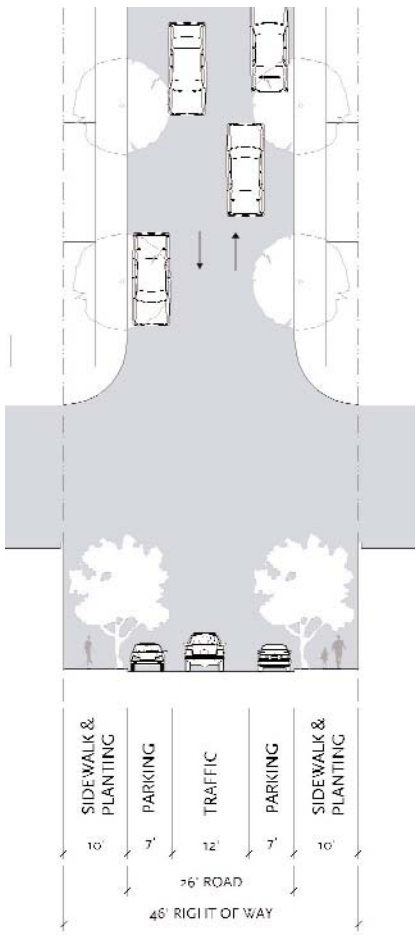
MOVEMENT / SPEED ..... Free / 20-25 mph
CROSSING TIME ..... 12 seconds
ROW WIDTH ..... 56 ft
TRAFFIC LANES ..... 2 in 20 ft
PARKING ..... Both sides, not striped
CURB TYPE ..... vertical
CURB RADIUS ..... 10 ft typical or 15 ft with bulb-outs
SIDEWALK WIDTH ..... 5 ft
PLANTER WIDTH ..... 6 ft
PLANTER TYPE ..... Continuous
PLANTING ..... 30ft - 40 ft on center
PLANTING TYPE ..... consistent with City wide standards

G. Slow Residential Street



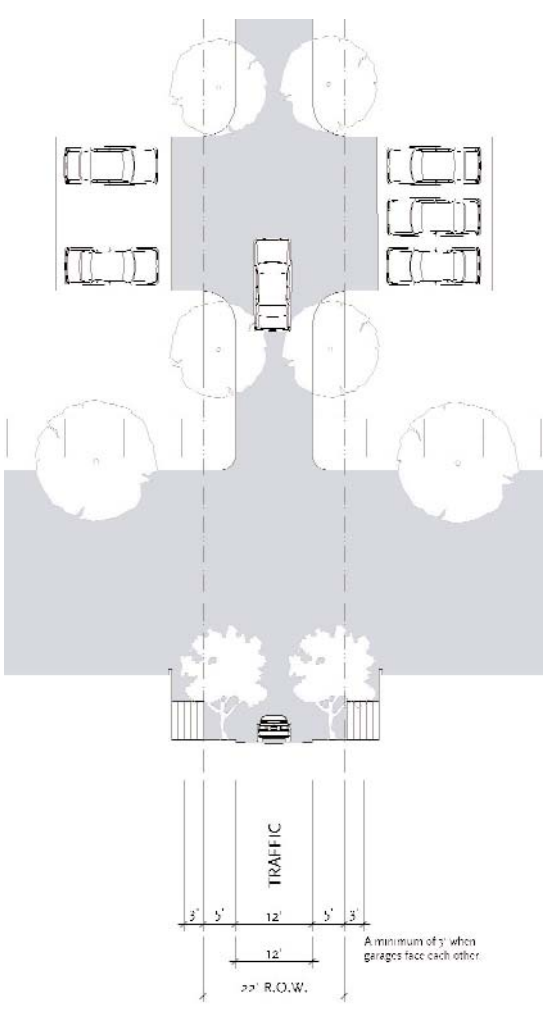
MOVEMENT / SPEED ..... Slow / 20 mph
CROSSING TIME ..... 11 seconds
ROW WIDTH ..... 52 ft
TRAFFIC LANES ..... 2 in 16 ft
PARKING ..... Both sides, not striped
CURB TYPE ..... Vertical
CURB RADIUS ..... 10 ft typical or 15 ft with bulb-outs
SIDEWALK WIDTH ..... 5 ft
PLANTER WIDTH ..... 6 ft
PLANTER TYPE ..... Continuous
PLANTING ..... 30 ft - 40 ft on center
PLANTING TYPE ..... consistent with City wide standards

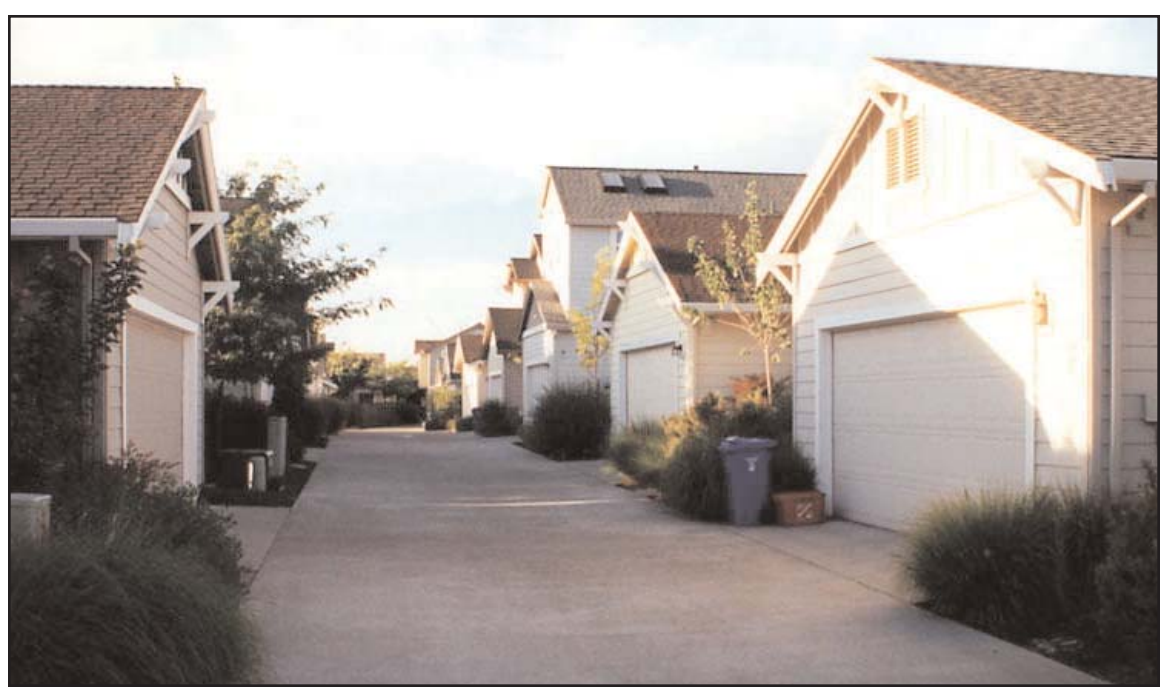
H. Yield Residential Street



MOVEMENT / SPEED ..... Yield / 20 mph
CROSSING TIME ..... 9 seconds
ROW WIDTH ..... 46 ft
TRAFFIC LANES ..... 1, shared in 12 ft
PARKING ..... Both sides, not striped
CURB TYPE ..... Vertical
CURB RADIUS ..... 10 ft typical or 15 ft with bulb-outs
SIDEWALK WIDTH ..... 5 ft
PLANTER WIDTH ..... 5 ft
PLANTER TYPE ..... Continuous
PLANTING ..... 30 ft - 40 ft on center
PLANTING TYPE ..... consistent with City wide standards

I. Alley





MOVEMENT / SPEED ..... Yield / 10 mph
CROSSING TIME ..... N/A
ROW WIDTH ..... 22 ft
TRAFFIC LANES ..... 1 in 12 ft
PARKING ..... Not allowed
CURB TYPE ..... None
CURB RADIUS ..... N/A
SIDEWALK WIDTH ..... N/A
PLANTER WIDTH ..... 5 ft
PLANTER TYPE ..... Between garages
PLANTING ..... N/A

5.1.010 - Purpose

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

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

5.1.020 - Applicability of Development Code Standards

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

A. **Regulating Plan.** The Regulating Plan (Section 5.2.010) defines the zones within the specific plan area that differentiate standards for building placement, design, and use; and identifies the parcels included within each zone.

B. **Land use standards.** Section 5.2.020 identifies the land use types allowed by the City in each of the zones established by the Regulating Plan. A parcel within the specific plan area shall be occupied only by land uses identified as allowed within the applicable zone by Section 5.2.020, subject to the type of City approval (for example, Precise Plan of Design, Conditional Use Permit, etc.) required by Section 5.2.020.

C. **Urban standards.** The urban standards in Chapter 5.2 regulate the features of buildings that affect the public realm. The urban standards regulate building placement, height, and facade design, and vary according to the zone applied to a parcel by the Regulating Plan. Proposed development and new land uses shall comply with all applicable standards in Chapter 5.2.

D. **Architectural Standards.** Beyond the regulations about where buildings can be placed and how they need to behave to positively shape the public realm, the Architectural Standards regulate the manner in which individual parcels and blocks are developed to create diverse and finely-grained development. This is accomplished through the use of three main components: a) architectural typologies (e.g., duplex, rowhouse, courtyard housing), b) frontage typologies (e.g., front yard/porch, stoop, arcade, shopfront) and, c) architectural styles (e.g., Main Street Commercial, Art Deco, Craftsman, etc).

E. **Effect on existing development and land uses.** Development and land uses that were lawfully established, and exist within the plan boundaires as of the effective date of this specific plan are affected by this code as follows:

1. Existing development and land uses that comply wtih all applicable requirements of this code shall continue to operate, and may be altered or replaced, only in compliance with this code.

2. Development or a land use that does not comply with the requirements of this code may continue to operate, and may be sold or otherwise transferred in compliance with the city's regulations for nonconformitites in Montclair Municipal Code Section 11.10.020. (An example of this circumstance would be a lawfully established existing land use that is not allowed by this code in the applicable zone, or an existing building that does not comply with the setback requirements or height limits of this code.)

3. Development or a land use that was nonconforming with respect to the requirements of the city's codes that applied before the adoption of this specific plan, and also does not comply with the requirements of this code, may continue to operate, and may be sold or otherwise transferred in compliance with the cityís regulations for nonconformities in Montclair Municipal Code Section 11.10.020.

F. **Effect on properties designated for civic buildings or parking structures.** A property designated by the Regulating Plan as a potential site for a civic building or parking structure may continue to be used as follows:

1. Existing land uses and development may continue on the site in compliance with Subsection E., above;

2. The property owner may choose to propose new development and land uses in compliance with this code; and

3. The property owner may choose to work with the city to develop the proposed public facility.

F. **Relationship to Zoning Code.** This Development Code is intended to supplement, and in some cases replace the requirements of the City's Zoning Code, Title 11 of the Montclair Municipal Code. The provisions of this Development Code supersede regulations in the Zoning Code on the same topic (for example, the requirements for numbers of parking spaces in Chapter 5.2 supersede the parking space requirements of the Zoning Code), but otherwise applicable requirements of the Zoning Code that are not covered by this Development Code apply to development within the specific plan area, as noted in this Code. If a conflict occurs between a requirement of this Development Code and the Zoning Code, the provisions of this Development Code shall control.

5.1.030 - Administration

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

5.1.040 - Peer Review

For the purposes of maintaining consistency with the Specific Plan; establishing a high standard of architectural quality and design variety; and compatiblity with adjoining properties, all development applications within the North Montclair Downtown Specific Plan will be subject to an external peer review. Such a review will be conducted by an architect, urban designer or planner in private practice, as chosen by the review authority. The review authority shall establish fees and procedures for such a review.

B. Code Organization and Use

The following diagram illustrates the three general types of land use or development actions and the corresponding process associated with implementing the plan. Generally, there are three categories of land use or development action as follows:
a) a new use in an existing building, b) a new use and new or modified building on a site less than 2 acres, and c) development on parcels 1.8 acres or larger

New Use in an Existing Building

1 Identify Zone for your parcel

A. REGULATING PLAN (5.2.010)
Town Center
Corridor Residential
Neighborhood Residential

2 Is/How is proposed use allowed?

B. LAND USE TABLE (5.2.020)*

P: Zoning Clearance Required
CUP: Conditional Use-Permit Required
-- : Use not allowed

** Also note Specific Use Regulations*
i.e Home Occupation, Telecommunications Facilties, Day Care, etc.

3 Prepare and Submit Application

Consult City's application submittal requirements for types of drawings, information and quantities to be prepared and submitted with the application along with any required processing fee.

New Use and New/Modified Building

1 Identify Zone for your parcel

A. REGULATING PLAN (5.2.010)
Town Center
Corridor Residential
Neighborhood Residential

2 Is/How is proposed use allowed?

B. LAND USE TABLE (5.2.020)*

P: Zoning Clearance Required
CUP: Conditional Use-Permit Required
-- : Use not allowed

** Also note Specific Use Regulations*
i.e Home Occupation, Telecommunications Facilties, Day Care, etc.

3 Apply Urban Standards per Zone

A. URBAN STANDARDS (5.2.030 - 5.2.050)
Design per standards for:
A. Intent
B. Building Placement
C. Parking
D. Building Profile

4 Apply Architectural Standards

A. ARCHITECTURAL TYPES (5.3.010)
Select and Design per standards for:
Mansion
Rowhouse
Bungalow Court
Sideyard Housing
Courtyard Housing
Courtyard w/ Tuck-Under Parking
Live/Work
Stacked Dwelling
Commercial Block
Liner

B. FRONTAGE TYPES (5.3.020)
Select and Design per standards for:
Frontyard / Porch
Stoop / Dooryard
Forecourt
Storefront
Gallery
Arcade

C. ARCHITECTURAL STYLES (5.3.030)
Select and Design per standards for:
Main Street Commercial
Mediterranean
Craftsman
Art Deco
Modern

5 Prepare and Submit Application

Consult City's application submittal requirements for types of drawings, information and quantities to be prepared and submitted with the application along with any required processing fee.

Development of 1.8 acres or more

1 Identify Zone for your parcel

A. REGULATING PLAN (5.2.010)
Town Center
Corridor Residential
Neighborhood Residential

2 Is/How is proposed use allowed?

B. LAND USE TABLE (5.2.020)*

P: Zoning Clearance Required
CUP: Conditional Use-Permit Required
-- : Use not allowed

** Also note Specific Use Regulations*
i.e Home Occupation, Telecommunications Facilties, Day Care, etc.

3 Apply Subdivision Standards

A. SUBDIVISION STANDARDS (5.4.030)
Design per standards for:
Blocks and Streets
Lots and Projects

4 Apply Urban Standards per Zone

A. URBAN STANDARDS (5.2.030 - 5.2.050)
Design per standards for:
A. Intent
B. Building Placement
C. Parking
D. Building Profile

5 Apply Architectural Standards

A. ARCHITECTURAL TYPES (5.3.010)
Select and Design per standards for:
Mansion
Rowhouse
Bungalow Court
Sideyard Housing
Courtyard Housing
Courtyard w/ Tuck-Under Parking
Live/Work
Stacked Dwelling
Commercial Block
Liner

B. FRONTAGE TYPES (5.3.020)
Select and Design per standards for:
Frontyard / Porch
Stoop / Dooryard
Forecourt
Storefront
Gallery
Arcade

C. ARCHITECTURAL STYLES (5.3.030)
Select and Design per standards for:
Main Street Commercial
Mediterranean
Craftsman
Art Deco
Modern

6 Prepare and Submit Application

Consult City's application submittal requirements for types of drawings, information and quantities to be prepared and submitted with the application along with any required processing fee.

5.2 - Urban Standards

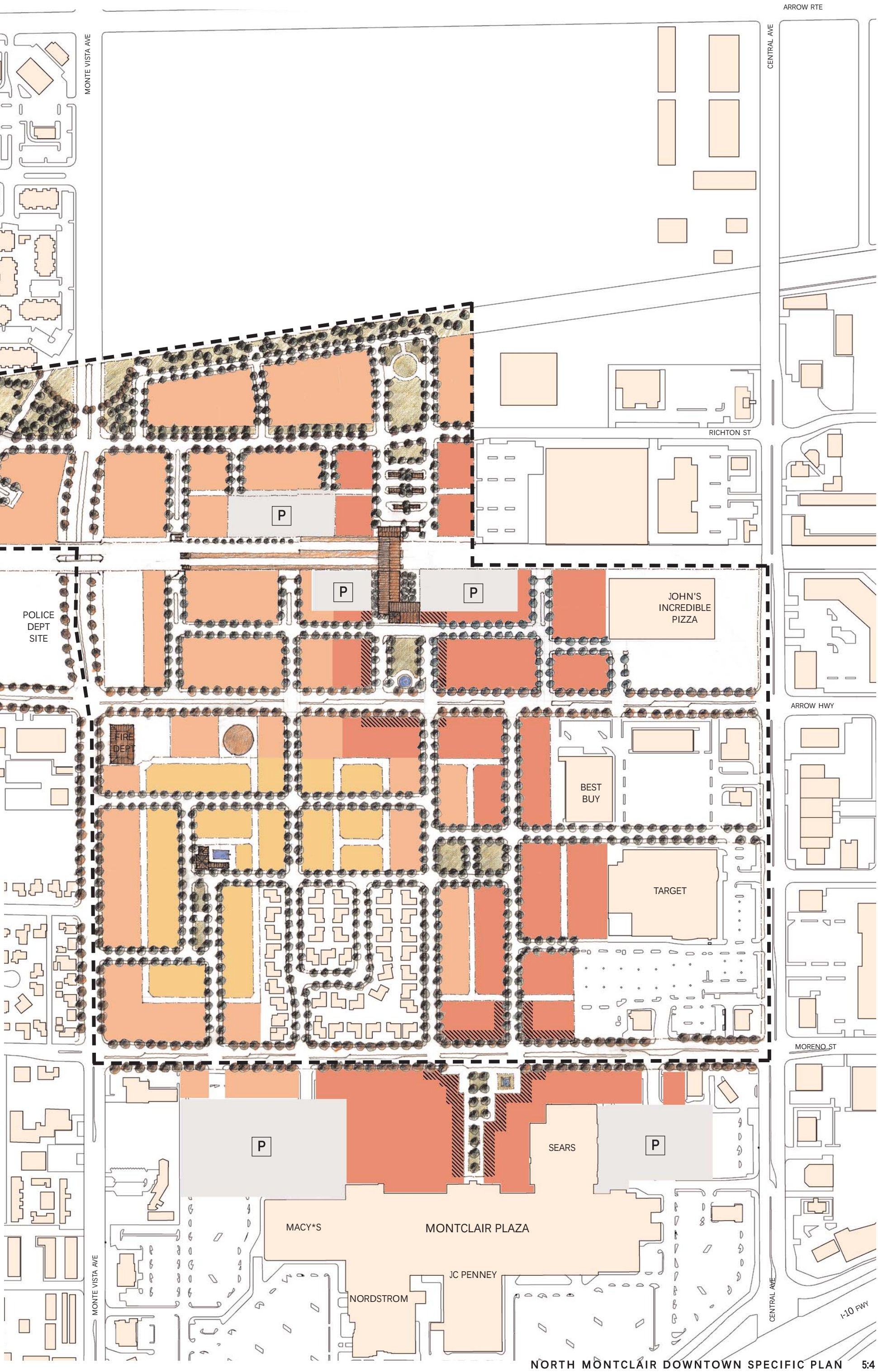
5.2.010 - Regulating Plan and Zones

A. **Purpose.** This Section establishes the zones applied to property within the specific plan area by the Regulating Plan. The Regulating Plan divides the specific plan area into separate zones that are based on a transect of intensity that ranges from the most urban types of development and land use within the specific plan area to the most suburban types, with most of the zones providing for a significant mixture of land uses within them.

This approach differs from conventional zoning maps that typically divide cities into zones that rigidly segregate residential, commercial, industrial, and institutional uses into separate areas, and thereby require residents to drive or use public transportation for nearly all daily activities. The use of transect-based zones instead of land use-based zones as the spatial basis for regulating development directly reflects the functions of, and interrelationships between, each part of the specific plan area. The zones also effectively implement the City's urban design objectives for each part of the specific plan area, to establish and maintain attractive distinctions between each zone.

The zones of the regulating plan allocate architectural types, frontage types, and land uses within the specific plan area, as well as providing detailed standards for building placement, height and profile.

B. **Zones established.** The zones identified in Sections 5.2.030 (Town Center), 5.2.040 (Corridor Residential), and 5.2.050 (Neighborhood Residential) are hereby established by this specific plan, and are applied to property within the specific plan area as shown on the Regulating Plan.


ARROW RTE
MONTE VISTA AVE
CENTRAL AVE
RICHTON ST
P
P
P
POLICE DEPT SITE
JOHN'S INCREDIBLE PIZZA
ARROW HWY
FIRE DEPT
BEST BUY
TARGET
MORENO ST
P
SEARS
P
MACY*S
MONTCLAIR PLAZA
JC PENNEY
NORDSTROM
MONTE VISTA AVE
CENTRAL AVE
I-10 FWY

5.2.020 - Allowable Land Uses and Planning Permit Requirements

A. **Allowable land uses.** A parcel or building within the specific plan area shall be occupied by only the land uses allowed by Table 5-1 within the zone applied to the site by the Regulating Plan. Each land use listed in the table is defined in Section 5.5 (Glossary).

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

2. **Use not listed.** A land use that is not listed in Table 5-1 is not allowed within the specific plan area, except as otherwise provided in following Subsection A.3. A land use that is listed in the table, but not within a particular zone, is not allowed within that zone.

3. **Similar and compatible use may be allowed.** The Director may determine that a proposed use not listed in Table 5-1 is similar to, and compatible with a listed use and may be allowed, after first making all of the following findings:

   (1) The characteristics of, and activities associated with the use are similar to one or more of the listed uses, and will not involve greater impacts than the uses listed in the zone;

   (2) The use will be consistent with the purposes of the applicable zone;

   (3) The use will be consistent with the General Plan and this specific plan;

   (4) The use will be compatible with the other uses allowed in the zone; and

   (5) The use is not listed as allowable in another specific plan zone.

   A determination that a use qualifies as a "similar use" and the findings supporting the determination shall be in writing. When the Director determines that a proposed, but unlisted, use is similar to a listed use, the proposed use will be treated in the same manner as the listed use in determining where it is allowed, what permits are required, and what other standards and requirements of this Development Code apply.

B. **Permit requirements.** Table 5-1 provides for land uses that are:

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

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

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

C. **Standards for specific land uses.** Where the last column in Table 5-1 ("Specific Use Regulations") includes a section number, the regulations in the referenced section of this Development Code or the Zoning Code apply to the use. Provisions in other sections of this Development Code may also apply.

TABLE 5-1
Allowed Land Uses and Permit Requirements

P	Permitted Use
CUP	Conditional Use Permit required
—	Use not allowed

LAND USE TYPE (1)	PERMIT REQUIRED BY ZONE			Specific Use Regulations
	TC	CR	NR	
RECREATION, EDUCATION & PUBLIC ASSEMBLY USES				
Commercial recreation facility - Indoor	P	—	—	11.44
Health/fitness facility	P	—	—	
Library, museum	P	CUP	—	
Meeting facility, public or private	CUP	—	—	
School, public or private	CUP(2)	CUP	—	
Studio - Art, dance, martial arts, music, etc.	P	CUP	—	
Theater, cinema or performing arts	CUP	CUP	—	
RESIDENTIAL USES				
Home occupation	P	P	P	11.58
Dwelling - Multi-family - Bungalow court	—	—	P	
Dwelling - Multi-family - Courtyard housing	—	P	P	
Dwelling - Multi-family - Duplex, triplex, quadplex	—	—	P	
Dwelling - Multi-family - Mansion apartment	—	P	P	
Dwelling - Multi-family - Rowhouse	—	P	P	
Dwelling - Multi-family - Sideyard housing	—	P	P	
Dwelling - Multi-family - Stacked dwellings	P(3)	P(3)	—	
Dwelling - Single family	—	P	P	
Live/work unit	P	CUP	—	
Residential accessory use or structure	P	P	P	
Residential care, 6 or fewer clients	—	P	P	
Residential care, 7 or more clients	—	CUP	CUP	
Second unit or carriage house	—	P	P	
RETAIL				
Bar, tavern, night club	CUP	—	—	
General retail, except with any of the following features	P	—	—	
Alcoholic beverage sales	CUP	—	—	
Drive-through facilities	—	—	—	
Floor area over 50,000 sf	CUP	—	—	
On-site production of items sold	CUP	—	—	
Operating between 9:00 pm and 7:00 am	CUP	—	—	
Used merchandise	CUP	—	—	
Neighborhood market	P	CUP	—	
Restaurant, café, coffee shop	P	CUP	—	
Service station	CUP	—	—	
SERVICES - BUSINESS, FINANCIAL, PROFESSIONAL				
ATM	P	—	—	
Bank, financial services	P	—	—	
Business support service	P	—	—	
Medical services - Clinic, urgent care	P(2)	—	P	
Medical services - Doctor office	P(2)	—	—	
Medical services - Extended care	—	CUP	CUP	
Office - Business, service, government, processing	P(2)	P	CUP	
Office - Professional, administrative	P(2)	P	CUP	
SERVICES - GENERAL				
Child day care - Large or small family day care home	—	P	P	11.48
Day care center - Child or adult	CUP	CUP	CUP	11.48
Drive-through service	—	—	—	
Lodging - Hotel or motel	CUP	—	—	
Personal services	P	—	—	
TRANSPORTATION, COMMUNICATIONS, INFRASTRUCTURE				
Parking facility, public or commercial	P	—	—	
Wireless telecommunications facility	CUP	CUP	—	11.73
Transit station or terminal	CUP	CUP	—	

Key to Zone Symbols

TC	Town Center	NR	Neighborhood Residential
CR	Corridor Residential		

Notes:

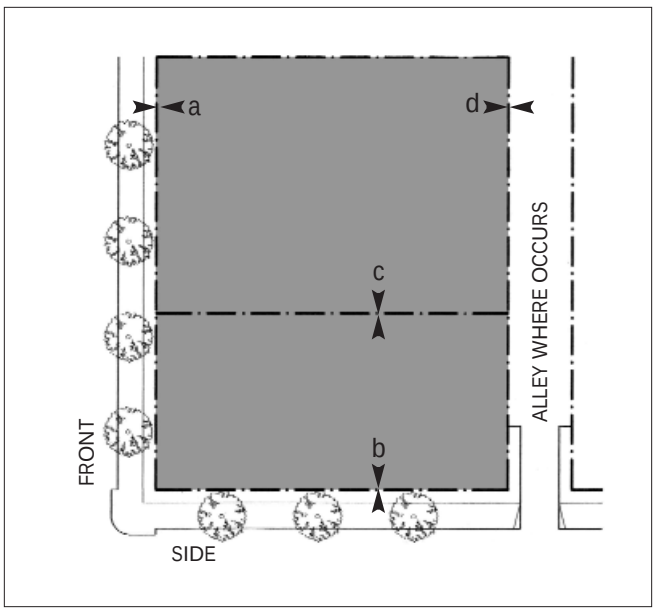
(1) A definition of each listed use type is in Section 5.5 (Glossary).
(2) Allowed only on second or upper floors, or behind ground floor use where Regulating Plan requires ground floor retail
(3) Allowed only on a second or upper floor as part of a vertical mixed use project or above another housing type that has ground floor access to each unit.

5.2.030 - Town Center : Mixed Use / Retail

Illustrative Photo

A. Intent

The Town Center zone is intended to generate a central place within the plan, that is accessible to the adjacent rail transit and allows for long-term commercial development in a pattern that is desirable for both visitors and residents. The parks are large, urban, regular in form and planted strictly in the interest of providing a sense of unique identity for the entire project. The architectural types preferred in this zone are denser and taller and they allow for a combination of uses including housing that generate a permanent town fabric. The Town Center code is written to allow 5 story mixed-use buildings of ground floor retail, 2 levels of stacked flats, topped by 2-story townhouses with rooftop terraces, with underground parking. Assuming this development potential, the Town Center zone is expected to yield a maximum of 40-60 units/acre (net).



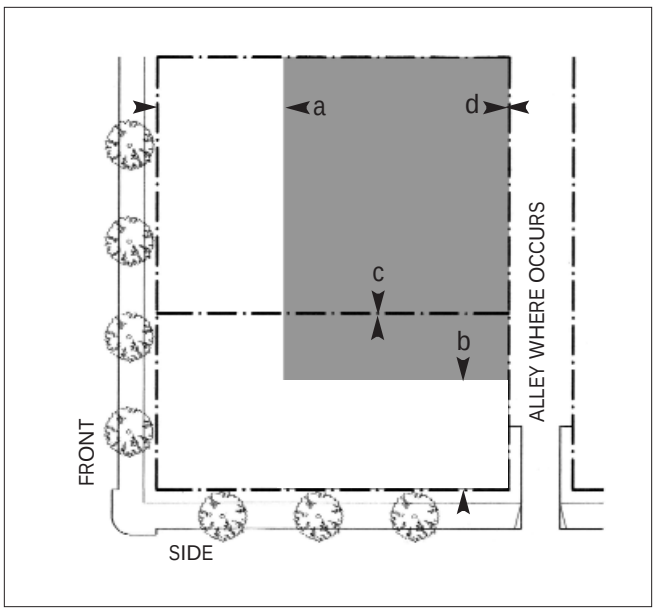
Plan Diagram

B. Building Placement

1. Setbacks

Buildings shall be placed within the shaded area as shown in the adjacent diagram, as measured from the property line.

(a) Front Setback: o ft min - 5 ft max (for 85% of lot frontage)
(b) Side Street Setback: o ft min - 5 ft max (for 85% of lot frontage)
(c) Sideyard Setback: o ft min - 10 ft max
(d) Rear Setback: o ft min



Plan Diagram

C. Parking

1. Parking Placement

On-grade parking is allowed in the shaded area as shown in the adjacent diagram, as measured from the property line.

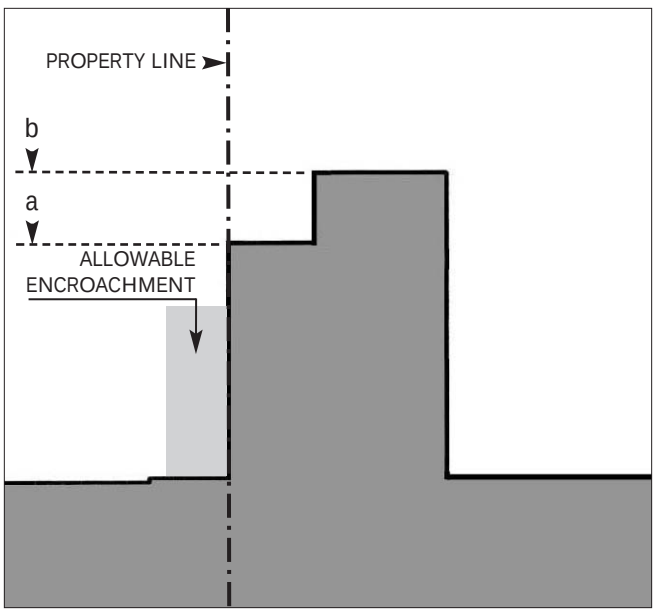
(a) Front setback: 20% lot depth
(b) Side street setback: 20% lot depth
(c) Side yard setback: 10 ft min
(d) Rear setback: 0 ft min

2. Parking Access

Vehicular access is permitted only from the alley or side streets.

3. Parking Requirements

Residential Uses: 1 space per unit (minimum)
Lodging Uses: 1 space per room
Live/Work: under 1500 sq ft = 1 space per unit; greater than 1500 sq ft = 1 space / 400 gross sq ft
All other uses: 1 space / 400 gross sq ft of building area



Section Diagram

D. Building Profile

1. Building Height *

(a) Maximum height: three stories or 38í
(b) Maximum height (setback 15 ft from street frontages): five stories or 55 ft
(c) Towers/Penthouses: an area equal to 10% of the buildingís ground floor footprint may exceed the height limit by 12 ft
* Building height shall be measured in a horizontal line from the highest point of natural grade

2. Encroachments

Encroachments into the public right-of-way will comply with the following:

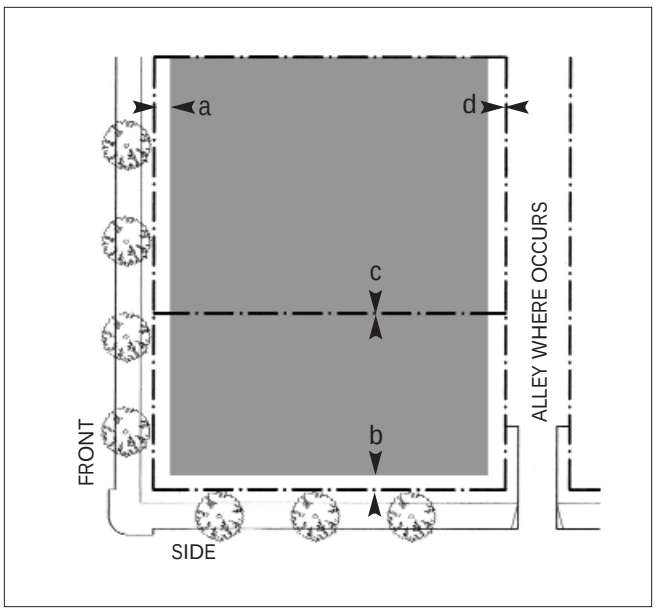
(a) Front encroachment: 8 ft max
(b) Side Street encroachment: 8 ft max
(c) Maximum height: 20 ft
(d) Maximum length: 50% of lot frontage
* Encroachments shall be limited to awnings, bay windows, balconies, and open arcades

3. Frontage Types (see Section 5.3.020 for Definitions and Design Standards)

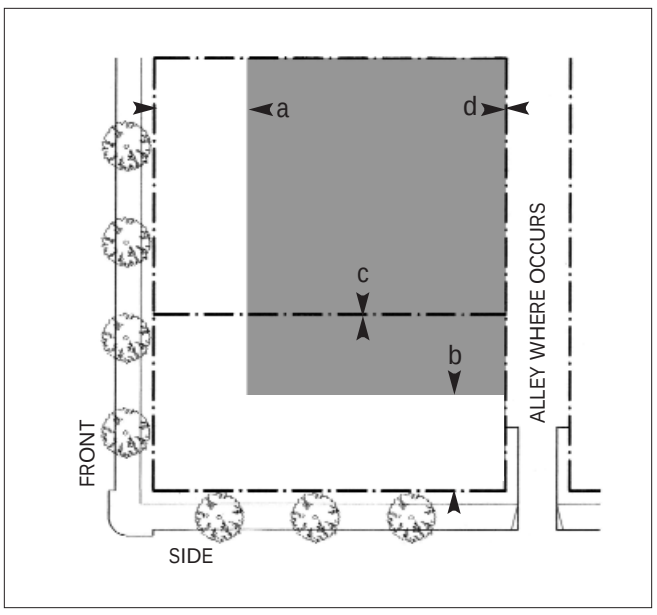
Arcade, Shopfront, Stoop

5.2.040 - Corridor Residential

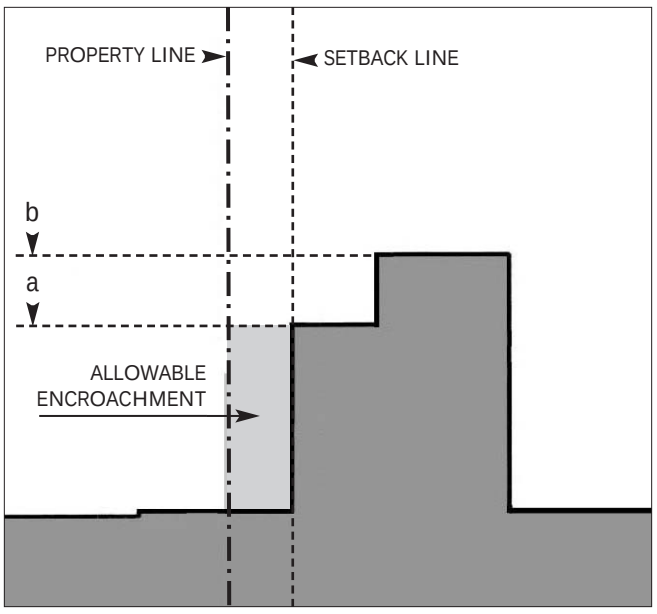
Illustrative Photo



Plan Diagram



Plan Diagram



Section Diagram

A. Intent

The Corridor Residential zone is intended to establish a denser fabric of residential buildings, appropriate for locations on arterial roads. It is therefore the portion of the plan where the more intense residential development is expected. The most typical buildings here will be 2-story lofts, and homes in stacked perimeter block and the densest forms of courtyard housing on full or semi-underground parking podiums - permitting up to 30-50 dwelling units/acre (net). The building height along Corridor Residential frontage will be primarily three stories, with a fourth story allowed if additionally setback from the frontage.

B. Building Placement

1. Setbacks

Buildings shall be placed within the shaded area as shown in the adjacent diagram as measured from the property line.

(a) Front Setback: 5 ft min -15 ft max (for 70% of lot frontage)
(b) Side Street Setback: 5 ft min -15 ft max (for 70% of lot frontage)
(c) Sideyard Setback: 8 ft min
(d) Rear Setback: 5 ft min

C. Parking

1. Parking Placement

On-grade parking is allowed in the shaded area as shown in the adajcent diagram.

(a) Front setback: 30% of lot depth
(b) Side street setback: 30% of lot depth
(c) Sideyard setback: 0 ft min
(d) Rear setback: 0 ft min

2. Parking Access

Vehicular access is permitted only from the alley or side streets.

3. Parking Requirements

Residential Uses: 1 space per unit (minimum)
Lodging Uses: 1 space per room
Live/Work: under 1500 sq ft = 1 space per unit; greater than 1500 sq ft = 1 space / 400 gross sq ft
All other uses: 1 space / 400 gross sq ft of building area

D. Building Profile

1. Building Height *

(a) Maximum height: three stories or 38 ft
(b) Maximum height (setback 20 ft from street frontages): four stories or 45 ft
(c) Towers/Penthouses: an area equal to 10% of the buildingís ground floor footprint may exceed the height limit by 12 ft
* Building height shall be measured in a line parallel to natural grade

2. Encroachments

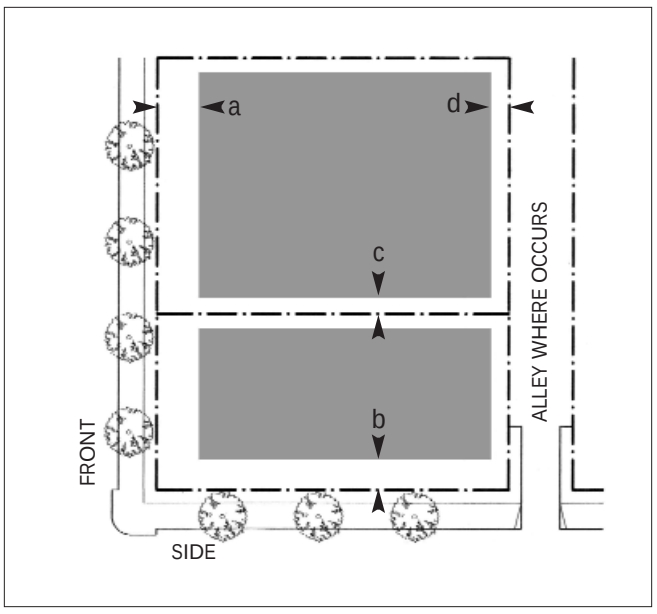
Encroachments into the setbacks will comply with the following:

(a) Front encroachment: 5 ft max
(b) Side Street encroachment: 5 ft max
(c) Maximum height: 20 ft
(d) Maximum length: 30% of lot frontage
* Encroachments shall be limited to awnings, bay windows, stoops, balconies, open porches, and open arcades

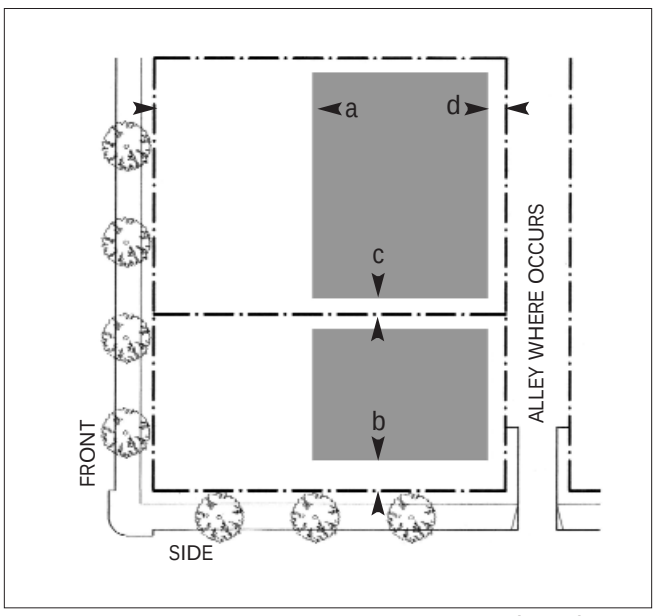
3. Frontage Types (see Section 5.3.020 for Definitions and Design Standard
Arcade, Shopfront, Stoop, Forecourt

5.2.050 - Neighborhood Residential

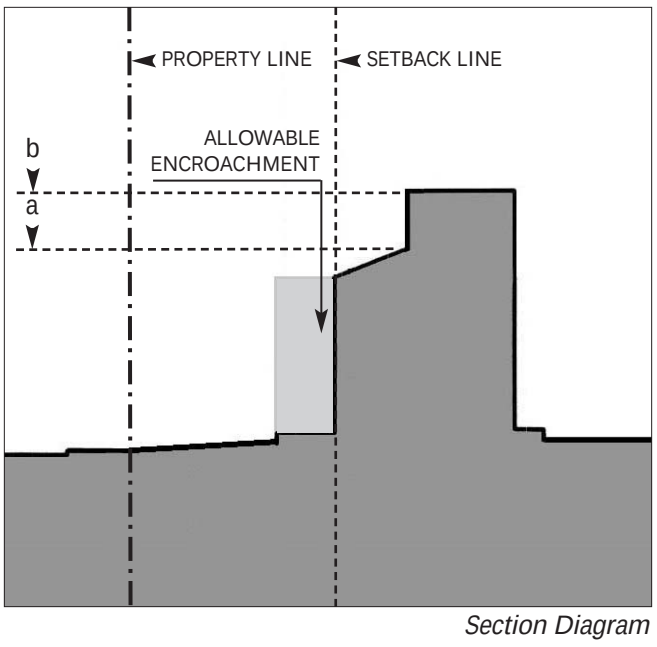
Illustrative Photo



Plan Diagram



Plan Diagram



Section Diagram

A. Intent

The Neighborhood Residential zone is intended to provide areas for a variety of residential architectural types at various densities, all of them single family house form-compatible. These zones are located within the interior of the Plan Area, in transition to the existing single family house neighborhoods. This is the most neighborhood typical, residential townscape of this project, and it is here more than anywhere else, that orchestrating the various architectural types well will have a great influence on the image and quality of life possible on every street and small park of North Montclair. Although courtyard housing with full or semi-underground parking of 20-30 units/acre (net) is permitted in Neighborhood Residential zone, less complicated kinds of development - mixture of rowhouses, bungalow courts, and other forms of attached, ìfee-simpleî homes - will generate between 10-20 dwelling units/acre (net).

B. Building Placement

1. Setbacks
Buildings shall be placed within the shaded area as shown in the adjacent diagram, as measured from the property line.

(a) Front Setback: 7 ft min - 10 ft max (for 60% of lot frontage)
(b) Side Street Setback: 7 ft min - 10 ft max (for 60% of lot frontage)
(c) Sideyard Setback: 5 ft min
(d) Rear Setback: 5 ft min

C. Parking

1. Parking Placement
On-grade parking is allowed in the shaded area as shown in the adjacent diagram, as measured from the property line.

(a) Front setback: 50% lot depth
(b) Side street setback: 10 ft min
(c) Side yard setback: 10 ft min
(d) Rear setback: 5 ft min

2. Parking Access
Vehicular access is permitted only from the alley or side streets.

3. Parking Requirements
Residential Uses: 1 space per unit (minimum)
Lodging Uses: 1 space per room
Live/Work: under 1500 sq ft = 1 space per unit; greater than 1500 sq ft = 1 space / 400 gross sq ft
All other uses: 1 space / 400 gross sq ft of building area

D. Building Profile

1. Building Height *
(a) Maximum height: two stories or 28 ft
(b) Maximum height (setback 25 ft from street frontages): three stories or 35 ft
* Building height shall be measured in a line parallel to natural grade

2. Encroachments
Encroachments into the setback will comply with the following:
(a) Front encroachment: 5 ft max
(b) Side Street encroachment: 5 ft max
(c) Maximum height: 10 ft
(d) Maximum length: 20% of lot frontage
* Encroachments shall be limited to balconies, bay windows, stoops, steps and open porches.

3. Frontage Types (see Section 5.3.020 for Definitions and Design Standards)
Frontyard

5.3 - Architectural Standards

5.3.010 - Architectural Types

A. Requirements

1. **Purpose.** This Chapter identifies the architectural types allowed within the Specific Plan area, and provides design standards for each type, to ensure that proposed development is consistent with the City's goals for building form, character, and quality within North Montclair. This Chapter serves the same function as specific ordinances utilized by other cities to establish design standards for particular building types (such as Pasadena's "City of Gardens" ordinance).

2. **Applicability.** Each proposed building shall be designed in compliance with the standards of this Chapter for the applicable architectural type, except for public and institutional buildings, which because of their unique disposition and application are not required to comply with building type requirements.

3. **Allowable architectural types by zone.** Each proposed building shall be designed as one of the types allowed by the following table for the zone applicable to the site:

Architectural Type	Architectural Types Allowed		
	NR	CR	TC
Mansion	Y	Y	
Rowhouse	Y	Y	
Bungalow Court	Y	Y	
Sideyard Housing	Y	Y	
Court	Y	Y	
Court with Tuck-under Parking	Y	Y	
Live/Work		Y	Y
Stacked Dwellings		Y*	Y**
Commercial Block			Y
Liner			Y
	Key: Y = Architectural type allowed		

* as part of hybrid building only
**as part of mixed-use building or hybrid building only

Mansion Apartment

Rowhouse

Bungalow Court

Sideyard Housing

Court

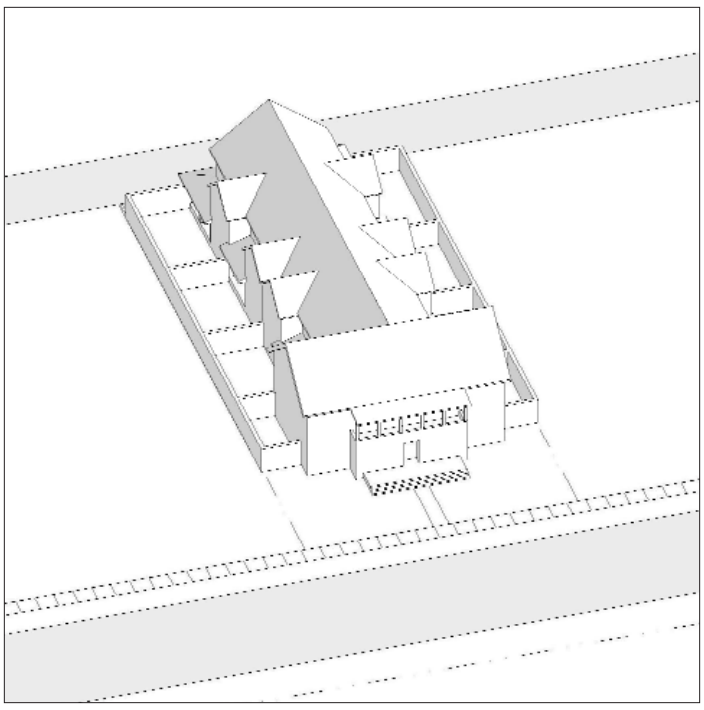
Court with Tuck-under Parking

Live/Work

Stacked Dwellings

Commercial Block

Liner



B. Mansion

A mansion is a house-like form that accommodates five to eight individual residences.

1: Lot Width
(a) Minimum: 75ft

2: Access
(a) Standards
i. The main entrance to the building shall be accessed directly from and face the street.
ii. Where an alley is present, parking and services shall be accessed through the alley.
iii. Where an alley is not present, parking and services shall be accessed by a ramped driveway from the street, located as close as possible to a side or rear property line.
iv. Access from resident parking to each dwelling shall be by way of an elevator, stairs, and corridor.
(b) Guidelines
i. Direct access from adjacent street to ground floor dwellings is encouraged.
ii. On a corner lot without access to an alley, parking and services may be accessed from the side street.

3: Parking
(a) Standards
i. Required parking shall be in an underground garage.
ii. Where an alley is present, services shall be located on the alley or underground.
iii. Where an alley is not present, services shall be underground or in a side or rear yard, at least 10 feet behind the facade and screened from view from the street with a hedge or fence.
(b) Guidelines
N.A.

4: Open Space
(a) Standards
i. Rear yards shall be no less than 15% of the area of each lot and of a regular geometry (e.g., rectangular).
ii. Each ground floor dwelling shall have a private or semi-private required yard of at least 80 square feet, and each upper floor dwelling shall have a balcony of at least 80 square feet, unless approved otherwise through Design Review.
iii. Required Yards shall be at least 8 feet wide, and enclosed by a fence, wall or hedge.
(b) Guidelines
i. Front yards are defined by the setback and frontage type requirements of the applicable zone.
ii. Side yards should be useable by and accessible from the dwellings where possible.
iii. Porches, stoops and dooryards may encroach into required yards. See Frontages, below.

5: Landscape
(a) Standards
i. Landscape shall not be used to separate a front yard from front yards on adjacent parcels. Front yard trees shall be of porch scale (no more than 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (no more than 1.5 times the height of the house at maturity).
ii. At least one large tree shall be provided in each rear yard for shade and privacy.
(b) Guidelines
i. Side yard trees may be placed to protect the privacy of neighbors.

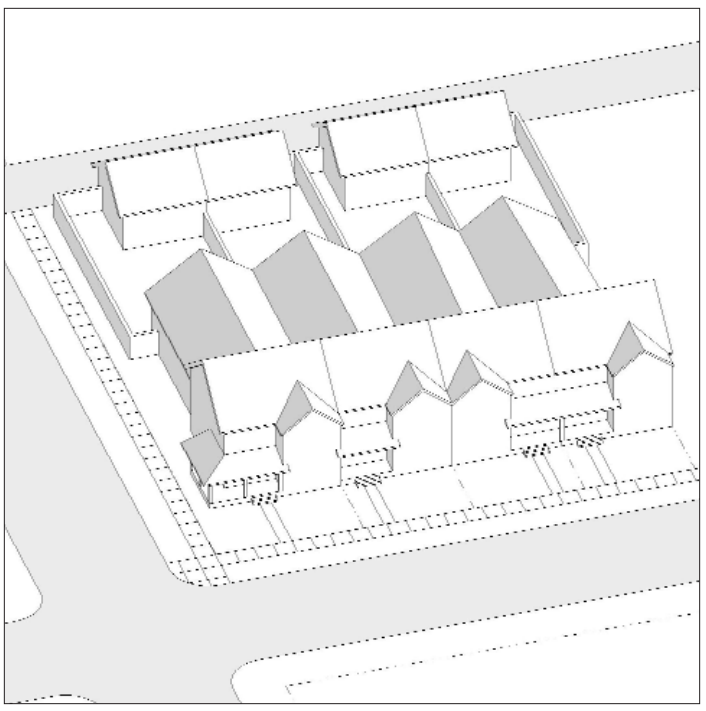
6: Frontage
(a) Standards
i. The building shall be designed so that living areas (e.g., living rooms, family rooms, dining rooms, etc.), rather than sleeping and service rooms, are oriented toward the fronting street.
ii. The applicable frontage requirements apply per Section 5.3.020.
(b) Guidelines
i. Frontage types that provide a transition from public to private, indoor to outdoor, at the main entrance, and at any direct entrances to individual dwellings, are required. Porches, loggias, dooryards and stoops are preferred.
ii. Stoops up to 3 feet in height and dooryards up to 2 feet in height may placed above subterranean parking, provided that they are landscaped and scaled to the street and building.
iii. See the requirements of the applicable zone for allowed encroachments into required setbacks.

7: Building Size and Massing
(a) Standards
i. Buildings shall be massed as large houses, composed principally of two and three story volumes.
ii. Building elevations abutting side yards shall be designed to provide at least one horizontal plane break of at least three feet, and one vertical break. Significant projecting architectural elements - such as bay windows, projecting rooms or covered balconies - may be provided in lieu of one plane break.
iii. Buildings on corner lots shall be designed with two front facades.
(b) Guidelines
i. Dwellings within the building may be flats and/or townhouses.
ii. Attic space may be occupied and not count as a story when applying the height limits of the applicable zone.

8: Accessory Dwellings
Not Allowed

C. Rowhouse

An individual structure occupied by one primary residence or a structure of multiple townhouse unit types arrayed side by side.



1: Lot Width
(a) Minimum: 25 ft

2: Access
(a) Standards
i. The main entrance to each unit shall be accessed directly from and face the street.
ii. Garages and services shall be accessed from an alley. This type is not allowed on a lot without an alley.
(b) Guidelines
N.A.

3: Parking
(a) Standards
i. Required parking shall be in a garage, which may be attached to or detached from the dwelling.
ii. Services, including all utility access, aboveground equipment, and trash containers, shall be located on an alley.
(b) Guidelines
N.A.

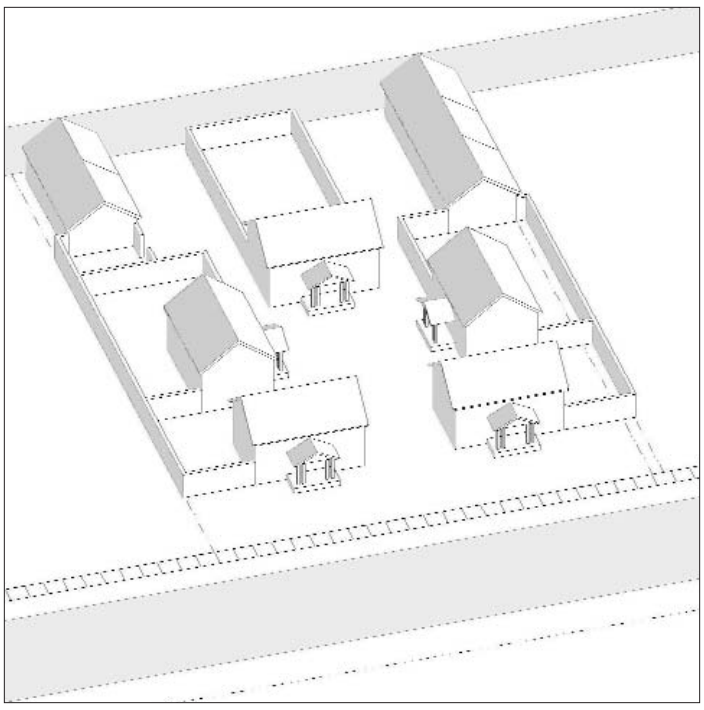
4: Open Space
(a) Standards
i. Rear yards shall be no less than 15% of the area of each lot and of a regular geometry (e.g., rectangular).
(b) Guidelines
i. Front yards are defined by the setback and frontage type requirements of the applicable zone.

5: Landscape
(a) Standards
i. Landscape shall not be used to separate a front yard from front yards on adjacent parcels. Front yard trees, if provided, shall be of porch scale (no more than 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (no more than 1.5 times the height of the house at maturity).
ii. At least one large tree shall be provided in each rear yard for shade and privacy.
(b) Guidelines
N.A.

6: Frontage
(a) Standards
i. Each rowhouse ground level shall be designed so that living areas (e.g., living room, family room, dining room, etc.), rather than sleeping and service rooms, are oriented toward the fronting street and/or to the courtyard.
ii. Frontage types that provide a transition from public to private, indoor to outdoor at the main entrance to each dwelling are required. Porches, dooryards and stoops are preferred types.
iii. The applicable frontage requirements apply per Section 5.3.020.
(b) Guidelines
i. See the requirements of the applicable zone for allowed encroachments into required setbacks.

7: Building Size and Massing
(a) Standards
i. Buildings shall be composed of 2- and/or 3-story volumes in compliance with the regulations for the applicable zone.
ii. Buildings on corner lots shall be designed with two front facades.
iii. Each rowhouse building shall maintain setbacks from property lines on at least 2 sides, with as much direct access to yards as possible.
(b) Guidelines
i. In a 3-story building, a townhouse dwelling may be stacked over a ground floor flat. In this case, the flat shall be accessed by its own front door at the frontage, and the townhouse dwelling shall be accessed by a separate front door and a stair.

8: Accessory Dwellings
See Section 5.5.020 "Second Unit or Carriage House"



D. Bungalow Court

Bungalow Courts are an architectural type consisting of freestanding single-family residences arranged around a common, shared courtyard. The individual buildings are arrayed next to each other to form a shared type that is wholly open to the street.

1: Lot Width
(a) Minimum: 125 ft

2: Access
(a) Standards
- i. Entrances to dwellings shall be directly from the front yard or from the courtyard. Access to second floor dwellings shall be by a stair, which may be open or enclosed.
- ii. Where an alley is present, parking and services shall be accessed through the alley.
- iii. Where an alley is not present, parking and services shall be accessed by of a driveway 7 to 10 feet wide, and with 2-foot planters on each side.

(b) Guidelines
- i. On a corner lot without access to an alley, parking and services may be accessed from the side street.

3: Parking
(a) Standards
- i. Required parking shall be in garages, which may contain up to four cars.
- ii. Where an alley is present, services, including all utility access and above ground equipment and trash container areas shall be located on the alley.
- iii. Where an alley is not present, utility access, above ground equipment and trash container areas shall be located in a side or rear yard, at least 10 feet behind the front of the house, and be screened from view from the street with a hedge or fence.

(b) Guidelines
- i. Garages on corner lots without alleys may front onto the side street only if provided with 1-car garage doors, and with driveways no more than 8 feet wide that are separated by planters at least 2 feet wide.

4: Open Space
(a) Standards
- i. A central courtyard shall comprise at least 15% of the lot area. See Courtyard Types.
- ii. Each ground floor dwelling shall have a private or semi-private required yard of at least 150 square feet, which may be located in a side yard, the rear yard, or the courtyard.
- iii. Required yards shall be at least 8 feet wide, and enclosed by a fence, wall or hedge.

(b) Guidelines
- i. Front yards are defined by the setback and frontage type requirements of the applicable zone.
- ii. Porches, stoops and dooryards may encroach into required yards. See Frontages, below.

5: Landscape
(a) Standards
- i. Landscape shall not be used to separate a front yard from front yards on adjacent parcels. Front yard trees shall be of porch scale (no more than 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (no more than 1.5 times the height of the house at maturity).
- ii. At least one large tree shall be provided in each rear yard for shade and privacy.

(b) Guidelines
- i. Side yard trees may be placed to protect the privacy of neighbors.

6: Frontage
(a) Standards
- i. Buildings shall be designed so that living areas (e.g., living room, family room, dining room, etc.), rather than sleeping and service rooms, are oriented toward the fronting street and/or to the courtyard.
- ii. Frontage types that provide a transition from public to private, indoor to outdoor at the main entrance to each dwelling are required. Porches, dooryards and stoops are preferred types, and may encroach into the courtyard.
- iii. The applicable frontage requirements apply per Section 5.3.020.

(b) Guidelines
- i. See the requirements of the applicable zone for allowed encroachments into required set-backs.

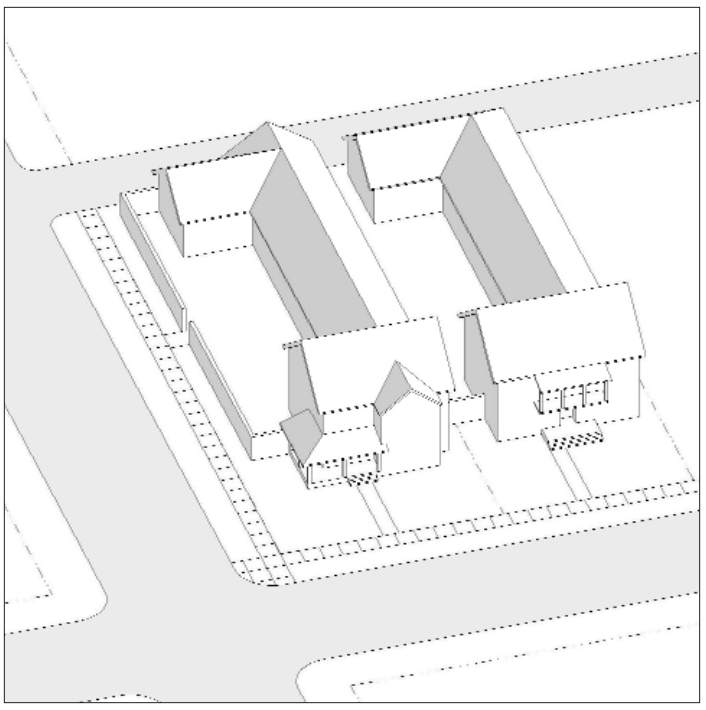
7: Building Size and Massing
(a) Standards
- i. Buildings shall be composed of one and/or two story volumes and massed as houses.
- ii. Building elevations abutting side yards shall be designed to provide at least one horizontal plane break of at least three feet, and one vertical break.

(b) Guidelines
- i. Dwellings within the buildings may be flats and/or townhouses.
- ii. Attic space may be occupied and not count as a story.

8: Accessory Dwellings
See Section 5.5.020 "Second Unit or Carriage House"

E. Sideyard Housing

A building or group of buildings containing one or more residences, that are arranged on the site in a row with the first unit near the front of the lot and the last unit near the rear of the lot, and with the primary entrance of each unit from a walkway parallel to and along one side of the lot. (The first unit in the row may also take its access from the fronting street sidewalk.



1: Lot Width

(a) Minimum: 50 ft

2: Access

(a) Standards

i. Entrances to dwellings shall be directly from the front yard or active side yard. Access to second floor dwellings shall be by a stair, which may be open or enclosed.

ii. Where an alley is present, parking and services shall be accessed through the alley.

iii. Where an alley is not present, parking and services shall be accessed by of a driveway 7 to 10 feet wide, and with 2-foot planters on each side.

(b) Guidelines

i. On a corner lot without access to an alley, parking and services may be accessed from the side street.

3: Parking

(a) Standards

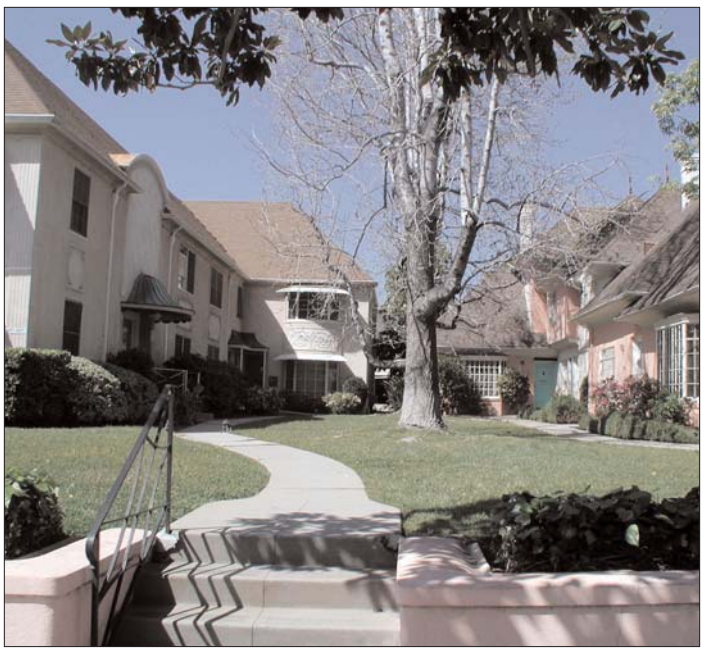
i. Required parking shall be in garages, which may contain up to four cars.

ii. Where an alley is present, services, including all utility access and above ground equipment and trash container areas shall be located on the alley.

iii. Where an alley is not present, utility access, above ground equipment and trash container areas shall be located in a side or rear yard, at least 10 feet behind the front of the house, and be screened from view from the street with a hedge or fence.

(b) Guidelines

i. Garages on corner lots without alleys may front onto the side street only if provided with 1-car garage doors, and with driveways no more than 8 feet wide that are separated by planters at least 2 feet wide.



4: Open Space

(a) Standards

i. The active side yard shall include a garden or court at least 20 feet wide, with major ground floor rooms opening to it with large windows and, where possible, doors.

ii. When located in an active side yard, a driveway shall be integrated into the design of the yard.

iii. The inactive side yard may be built with or without a fence at the property line. If built without a fence, windows in that side of the building shall be at least 6 feet above the grade of the yard, providing light and ventilation while ensuring privacy and compliance with UBC requirements.

(b) Guidelines

i. Front yards are defined by the setback and frontage type requirements of the applicable zone.

ii. Rear yards are not required for this type, as the private, useable outdoor space is provided in the side yard.

5: Landscape

(a) Standards

i. Landscape shall not be used to separate a front yard from front yards on adjacent parcels. Front yard trees shall be of porch scale (no more than 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (no more than 1.5 times the height of the house at maturity).

ii. At least one large tree shall be provided in each side yard for shade and privacy.

iii. Driveways in active side yards shall have pavement that contributes to the livability of the space and/or be separated from yard with low walls or hedges.

(b) Guidelines

i. Side yard trees may be placed to protect the privacy of neighbors.

6: Frontage

(a) Standards

i. Buildings shall be designed so that living areas (e.g., living room, family room, dining room, etc.), rather than sleeping and service rooms, are oriented toward the fronting street.

ii. The applicable frontage requirements apply per Section 5.3.020.

(b) Guidelines

i. Frontage types that provide a transition from public to private, indoor to outdoor at the entrance to each ground floor dwelling are required. Porches, dooryards and stoops are preferred types.

ii. See the requirements of the applicable zone for allowed encroachments into required setbacks.

7: Building Size and Massing

(a) Standards

i. Buildings shall be massed to the street as large houses of primarily two story volumes, and to the side yards as one-and two-story masses at the scale of houses.

ii. The building elevation abutting an inactive side yard shall be designed to provide at least one horizontal plane break of at least three feet, and one vertical break.

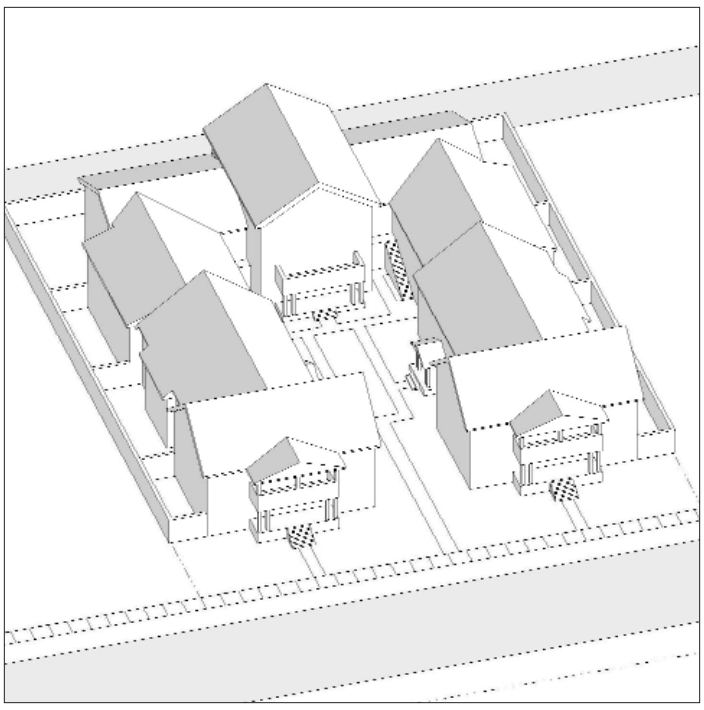
iii. Buildings on corner lots shall be designed with two front facades.

(b) Guidelines

i. Dwellings within the buildings may be flats and/or townhouses.

8: Accessory Dwellings

Not allowed



F. Court

Courts are an architectural type consisting of residences that can be arranged in four possible configurations: townhouses, townhouses over flats, flats, and flats over flats. These are arrayed next to each other , on one or more courts, to form a shared type that is partly or wholly open to the street.

1: Lot Width
(a) Minimum: 125 ft

2: Access
(a) Standards
- i. The main entrance to each ground floor dwelling shall be directly off a common courtyard or directly from the street.
- ii. Access to second story dwellings shall be through an open or roofed stair, serving no more than 2 dwellings.
- iii. Elevator access may be provided between the garage and podium only.
- iv. Where an alley is present, parking shall be accessed through the alley and services through the alley and side yards.
- v. Where an alley is not present, parking and services shall be accessed from the street by side yard driveways flanked by planters, at least 1-foot wide.
- vi. On a corner lot without access to an alley, parking and services shall be accessed from the side street and services shall be underground and/ or in the side and rear yards.

(b) Guidelines
N.A.

3: Parking
(a) Standards
- i. Required parking shall be in an underground garage, or may be surface parking, tuck under parking, an aboveground garage, or a combination of any of the above.
- ii. Where an alley is present, services, including all utility access and above ground equipment and trash container areas shall be located on the alley.
- iii. Where an alley is not present, services shall be located in compliance with the setback requirements of the applicable zone.

(b) Guidelines
- i. Dwellings may have direct on indirect access to their parking stall(s), or direct access to stalls enclosed within the garage. A combination of these conditions is encouraged.
- ii. Parking entrances to subterranean garages and/or driveways shall be located as close as possible to the side or rear of each lot.

4: Open Space
(a) Standards
- i. Courtyard housing shall be designed to provide a central courtyard and/or partial, multiple, separated or interconnected courtyards of a size of at least 15% of the lot.
- ii. In a project with multiple courtyards, at least two of the courtyards shall conform to the patterns below.
- iii. Minimum courtyard dimensions shall be 40 feet when the long axis of the courtyard is oriented East/West and 30 feet when the courtyard is oriented North/South.
- iv. In 40-foot wide courtyards, the frontages and architectural projections allowed within each urban zone are permitted on two sides of the courtyard. They are permitted on one side of 30-foot wide courtyards.
- v. Private patios may be provided at side yards, rear yards and courtyards.
- vi. Courtyards shall be connected to each other and to the public way by zaguans or paseos.
- vii. Surface parking for five cars or less is allowed in a front garden, screened from the street by a decorative wall.

(b) Guidelines
N.A.

5: Landscape
(a) Standards
- i. Landscape shall not obscure front yards on adjacent lots or the shopfront of the ground floor flex space. Front yard trees, if provided, shall be of porch scale (no more than 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (no more than 1.5 times the height of the house at maturity).
- ii. At least one large tree shall be provided in each rear yard for shade and privacy.
- iii. At least one large tree planted directly in the ground shall be provided in at least one courtyard for shade, privacy and scale.

(b) Guidelines
- i. Sideyard trees may be placed to protect the privacy of neighbors.
- ii. Courtyards located over garages should be designed to avoid the sensation of forced podium hardscape.

6: Frontage

(a) Standards

i. Entrance doors, living space (e.g., living rooms and dining rooms) shall be oriented toward the courtyard(s) and the fronting street to the degree possible. Service rooms shall be oriented backing to sideyards, service yards and rear yards to the degree possible.

ii. Frontage types are required that provide a transition from public to private, indoor to outdoor at the entrance to each dwelling. Porches, towers, loggias, dooryards entry stairs and stoops are allowed. No arcade or gallery may encroach into the required minimum width of a courtyard.

iii. Stoops up to 3 feet in height and dooryards up to 2 feet in height may placed above subterranean parking, provided that they are landscaped and scaled to the street and building.

iv. The applicable frontage requirements apply per Section 5.3.020.

(b) Guidelines

i. See the requirements of the applicable zone for allowed encroachments into required setbacks.

7: Building Size and Massing

(a) Standards

i. Buildings shall be composed of one, two and three story masses, each designed to house scale, and not necessarily representing a single dwelling.

ii. The intent of these regulations is to provide for courtyard housing projects with varying building heights. Suggested height ratios for various courts are as follows:

2.0 stories: 80% 2 stories, 20% 1 stories
2.5 stories: 60% 2 stories, 40% 3 stories
3.0 stories: 40% 2 stories, 50% 3 stories, 10% 4 stories

iii. Three story buildings shall be composed of single loaded and stacked dwellings. In this case, the visibility of elevators and of exterior corridors at the third story shall be minimized by incorporation into the mass of the building.

(b) Guidelines

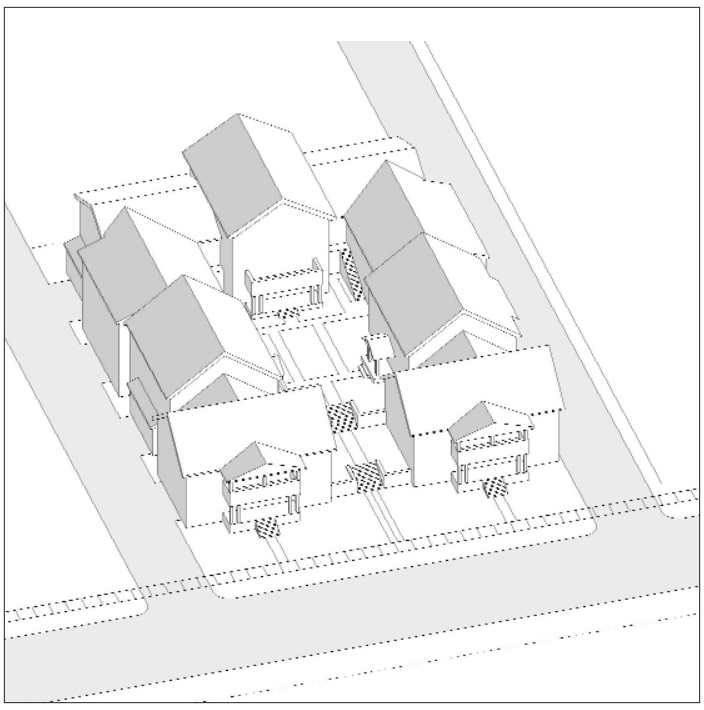
i. Buildings may contain any of four combinations of units: flats, flats over flats,townhouses, and townhouses over flats.

ii. Dwellings may be as repetitive or unique as deemed by individual designs.

iii. Four story masses should be minimized inside courtyards and apparent on street frontages.

8: Accessory Dwellings

Not allowed



G. Court with Tuck-under Parking

A variant of the Court, the Court with Tuck-under Parking (CTP) is flanked on each side by an alley, providing surface parking. Like Courts, the CTP type consists of residences that can be arranged townhouses, townhouses over flats, flats, and flats over flats. These are arrayed next to each other , on one or more courts, to form a shared type that is partly or wholly open to the street.

1: Lot Width
(a) Minimum: 125 ft

2: Access
(a) Standards
i. The main entrance to each ground floor dwelling shall be directly off a common courtyard or directly from the street.
ii. Access to second story dwellings shall be through an open or roofed stair, serving no more than 2 dwellings.
iii. Parking and services shall be accessed through the alley.

(b) Guidelines
N.A.

3: Parking
(a) Standards
i. Required parking shall be surface parking or tuck under parking or a combination of the two.
(b) Guidelines
i. Dwellings may have direct on indirect access to their parking stall(s).

4: Open Space
(a) Standards
i. Courtyard housing shall be designed to provide a central courtyard and/or partial, multiple, separated or interconnected courtyards of a size of at least 15% of the lot.
ii. In a project with multiple courtyards, at least two of the courtyards shall conform to the patterns below.
iii. Minimum courtyard dimensions shall be 40 feet when the long axis of the courtyard is oriented East/West and 30 feet when the courtyard is oriented North/South.
iv. In 40-foot wide courtyards, the frontages and architectural projections allowed within each urban zone are permitted on two sides of the courtyard. They are permitted on one side of 30-foot wide courtyards.
v. Private patios may be provided at side yards, rear yards and courtyards.
vi. Courtyards shall be connected to each other and to the public way by zaguans or paseos.
vii. Surface parking for five cars or less is allowed in a front garden, screened from the street by a decorative wall.
(b) Guidelines
N.A.

5: Landscape
(a) Standards
i. Landscape shall not obscure front yards on adjacent lots or the shopfront of the ground floor flex space. Front yard trees, if provided, shall be of porch scale (no more than 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (no more than 1.5 times the height of the house at maturity).
ii. At least one large tree shall be provided in each rear yard for shade and privacy.
iii. At least one large tree planted directly in the ground shall be provided in at least one courtyard for shade, privacy and scale.
(b) Guidelines
i. Sideyard trees may be placed to protect the privacy of neighbors.
ii. Courtyards located over garages should be designed to avoid the sensation of forced podium hardscape.

6: Frontage
(a) Standards
i. Entrance doors, living space (e.g., living rooms and dining rooms) shall be oriented toward the courtyard(s) and the fronting street to the degree possible. Service rooms shall be oriented backing to sideyards, service yards and rear yards to the degree possible.
ii. Frontage types are required that provide a transition from public to private, indoor to outdoor at the entrance to each dwelling. Porches, towers, loggias, dooryards entry stairs and stoops are allowed. No arcade or gallery may encroach into the required minimum width of a courtyard.
iii. Stoops up to 3 feet in height and dooryards up to 2 feet in height may placed above subterranean parking, provided that they are landscaped and scaled to the street and building.
iv. The applicable frontage requirements apply per Section 5.3.020.
(b) Guidelines
i. See the requirements of the applicable zone for allowed encroachments into required setbacks.

7: Building Size and Massing

(a) Standards

i. Buildings shall be composed of two and three story masses, each designed to house scale, and not necessarily representing a single dwelling.

ii. The intent of these regulations is to provide for courtyard housing projects with varying building heights. Suggested height ratios for various courts are as follows:

2.0 stories: 80% 2 stories, 20% 1 stories

2.5 stories: 60% 2 stories, 40% 3 stories

3.0 stories: 40% 2 stories, 50% 3 stories, 10% 4 stories

iii. Three story buildings shall be composed of single loaded and stacked dwellings. In this case, the visibility of elevators and of exterior corridors at the third story shall be minimized by incorporation into the mass of the building.

(b) Guidelines

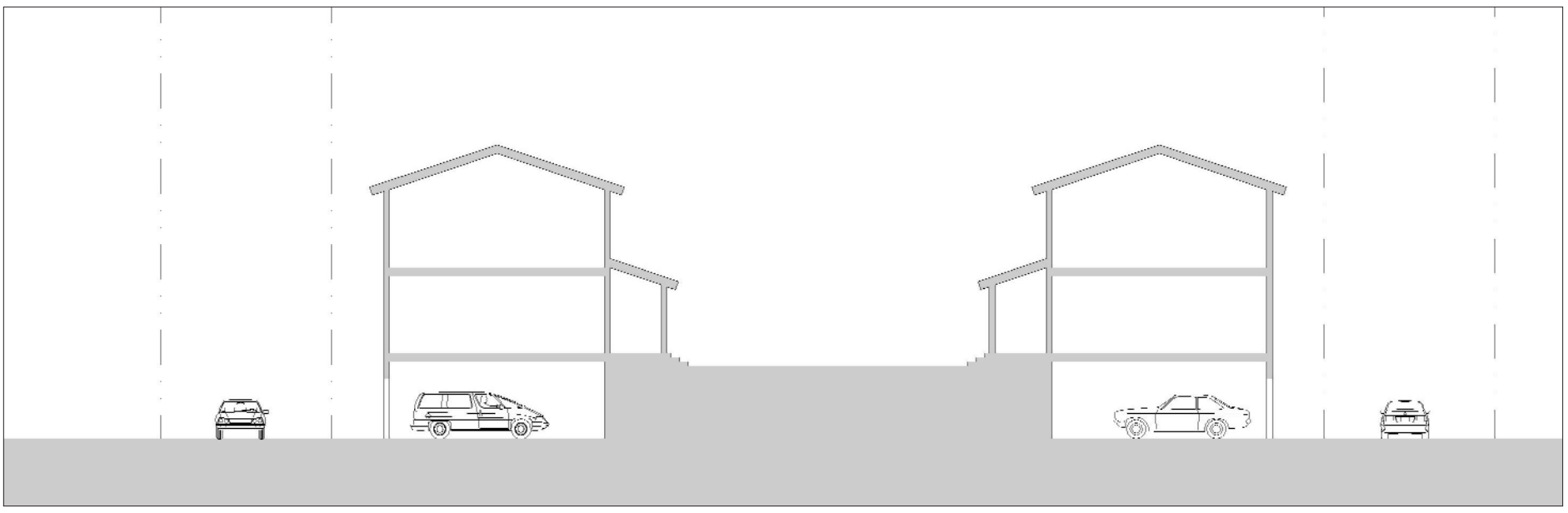
i. Buildings may contain any of four combinations of units: flats, flats over flats,townhouses, and townhouses over flats.

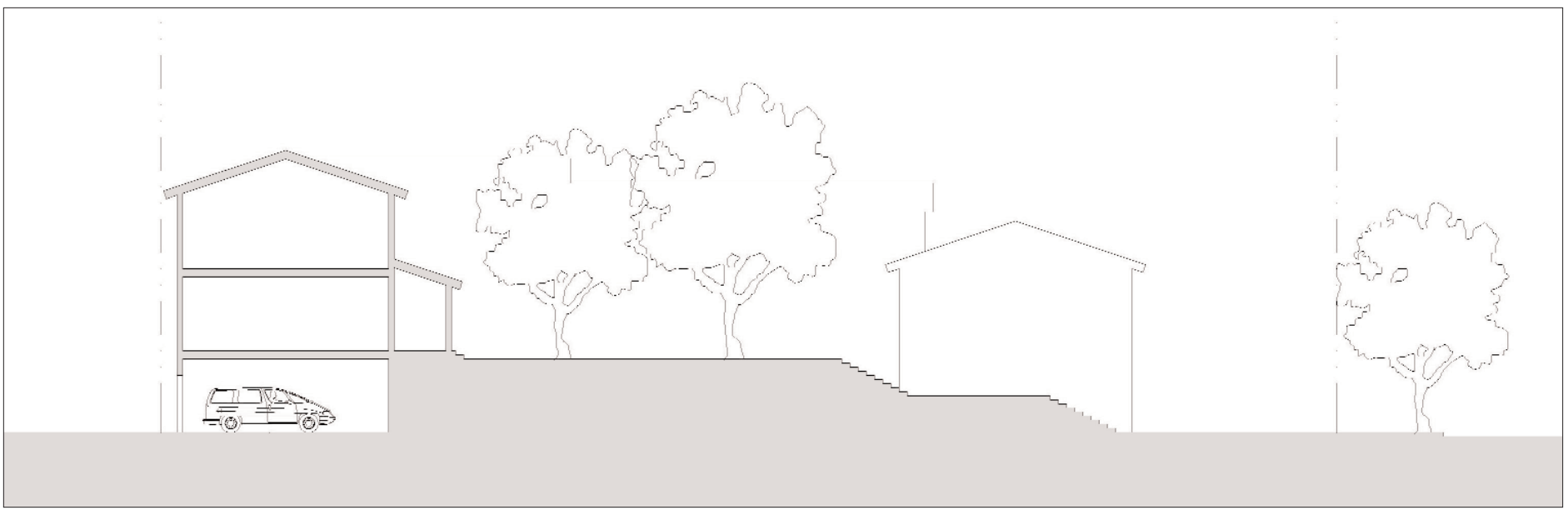
ii. Dwellings may be as repetitive or unique as deemed by individual designs.

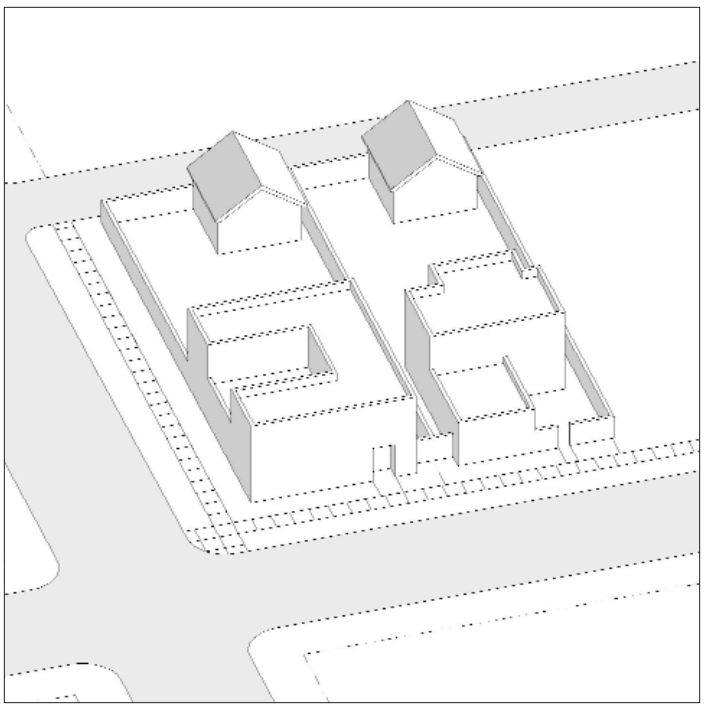
iii. Four story masses should be minimized inside courtyards and apparent on street frontages.

8: Accessory Dwellings

Not allowed







H. Live/Work

An integrated residence and working space, occupied and utilized by a single household in a structure, either single-family or multi-family, that has been designed or structurally modified to accommodate joint residential occupancy and work activity.

1: Lot Width
(a) Miminum: 25 ft

2: Access
(a) Standards
i. The main entrance to the ground floor flex space shall be accessed directly from and face the street.
ii. The upstairs dwelling shall be accessed by a separate entrance, and by a stair.
iii. Garages and services shall be accessed from an alley. This type is not allowed on a lot without an alley.
(b) Guidelines
N.A.

3: Parking
(a) Standards
i. At least one required parking space shall be in a garage, which may be attached to or detached from the dwelling.
ii. Services, including all utility access, aboveground equipment, and trash containers, shall be located on an alley.
(b) Guidelines
i. Additional required parking spaces may be enclosed, covered or open.

4: Open Space
(a) Standards
i. Rear yards shall be no less than 15% of the area of each lot and of a regular geometry (e.g., rectangular).
(b) Guidelines
i. Front yards are defined by the setback and frontage type requirements of the applicable zone.

5: Landscape
(a) Standards
i. Landscape shall not obscure front yards on adjacent lots or the shopfront of the ground floor flex space. Front yard trees, if provided, shall be of porch scale (no more than 1.5 times the height of the porch at maturity) except at the margins of the lot, where they may be of house scale (no more than 1.5 times the height of the house at maturity).
ii. At least one large tree shall be provided in each rear yard for shade and privacy.
(b) Guidelines
N.A.

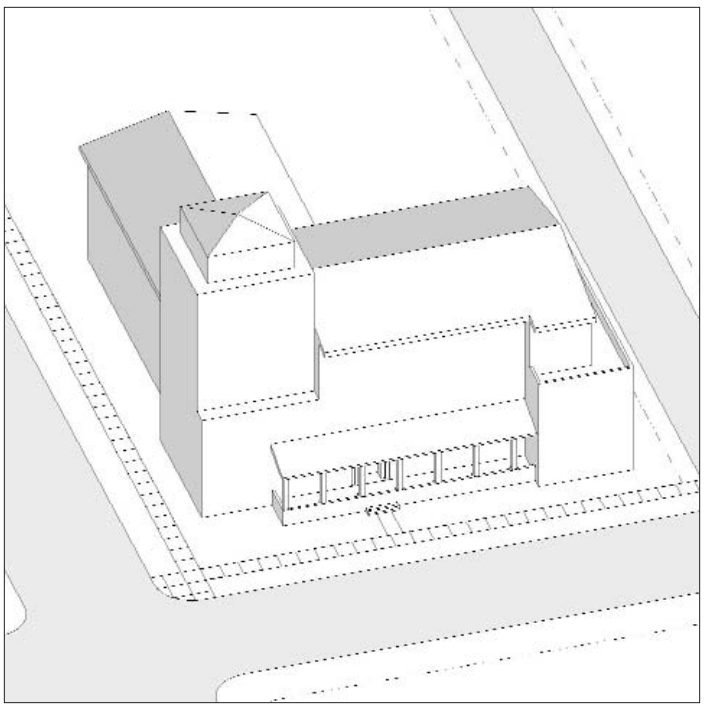
6: Frontage
(a) Standards
i. Each livework unit shall be designed so that living areas (e.g., living room, family room, dining room, etc.), rather than sleeping and service rooms, are oriented toward the fronting street and/or to the courtyard.
ii. The applicable frontage requirements apply per Section 5.3.020.
(b) Guidelines
i. Frontage types that provide a transition from public to private, indoor to outdoor at the main entrance to each dwelling are required. Shopfronts, dooryards and stoops are preferred types.
ii. See the requirements of the applicable zone for allowed encroachments into required setbacks.

7: Building Size and Massing
(a) Standards
i. Buildings shall be composed of 2- and/or 3-story volumes in compliance with the regulations for the applicable zone.
ii. Buildings on corner lots shall be designed with two front facades.
(b) Guidelines
N.A.

8: Accessory Dwellings
Not allowed

I. Stacked Dwellings

A structure of single-floor residences of similar configuration either above or below.



1: Lot Width
(a) Minimum: 125 ft

2: Access
(a) Standards
i. Entrance to the building is through a street level lobby, or through a combination of street/podium lobby directly accessible from the street.
ii. The main entrance to each ground floor dwelling is directly from the street. Secondary access is through an elevator and corridor.
iii. Interior circulation to each dwelling is through a corridor.
iv. Where an alley is present, parking may be accessed through the alley.
v. For corner lots without access to an alley, parking is accessed from the side street through the building.
vi. Where an alley is not present, parking is accessed from the street through the building.
(b) Guidelines
i. Elevator access should be provided between the garage, and every one of the levels of the building.

3: Parking
(a) Standards
i. Required parking is accommodated in an underground garage, surface parking, tuck under parking, or a combination of any of the above.
ii. Dwellings have indirect access to their parking stall(s).
iii. Services, including all utility access and above ground equipment and trash are located on alleys.
iv. Where alleys don't exist, utility access, above ground equipment and trash are located as provided under the urban regulations for each zone.
(b) Guidelines
i. Parking entrances to subterranean garages and/ or driveways are located as close as possible to the side or rear of each lot.

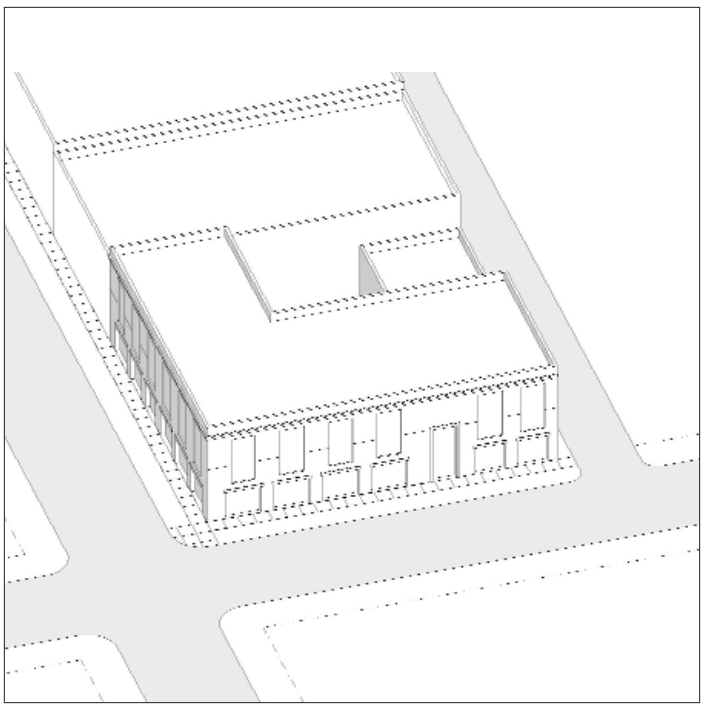
4: Open Space
(a) Standards
i. The primary shared open space is the rear yard designed as a courtyard. Courtyards can be located on the ground or on a podium. Side yards may also be formed to provide common use gardens.
ii. Minimum courtyard dimension shall be 40 feet when the long axis of the courtyard is oriented EW and 30 feet for a NS orientation. Under no circumstances will a courtyard be of a proportion of less than 1:1 between its width and height.
iii. In 40 foot wide courtyards, frontages and architectural projections allowed within each urban zone are permitted on two sides of the courtyard. They are permitted on one side of 30 foot wide courtyards.
(b) Guidelines
i. Private patios may be provided at side yards and rear yards.

5: Landscape
(a) Standards
i. In the front yard, trees shall be of a size lesser than the height of the buildings, except at the margins of the lot, where they can be used to frame and separate the building from its neighbors.
ii. At least one large tree planted directly in the ground shall be provided in the rear yard.
(b) Guidelines
i. Sideyard trees may be placed to create a particular sense of place.
ii. Courtyards located over garages should be designed to avoid the sensation of forced podium hardscape.

6: Frontage
(a) Standards
i. Living rooms, dining rooms and bedrooms are oriented fronting toward the courtyard(s) and street. Service rooms are oriented to the degree possible backing to corridors.
ii. The applicable frontage requirements apply per Section 5.3.020.
(b) Guidelines
ii. Frontage types that provide a transition from public to private, indoor to outdoor at the sidewalk are allowed. Stoops and porches are preferred.

7: Building Size and Massing
(a) Standards
i. The target height ratio for this type is as follows:
35% 2 stories, 55% 3 stories, 10% 4 stories
(b) Guidelines
i. Buildings may contain any of three types of dwellings: flats, town houses and lofts.
ii. Dwellings may be as repetitive or unique as deemed by individual designs.
iii. Buildings may be composed of one dominant volume, flanked by secondary ones.

8: Accessory Dwellings
Not Allowed



J. Commercial Block

A building designed for occupancy by retail, service, and/or office uses on the ground floor, with upper floors also configured for those uses or for residences.

1: Lot Width
(a) Minimum: 25 ft

2: Access
(a) Standards
- i. The main entrance to each ground floor commercial or residential storefront is directly from the street.
- ii. Entrance to the residential portions of the building is through a street level lobby, or through a podium lobby accessible from the street or through a side yard.
- iii. Interior circulation to each dwelling is through a corridor.
- iv. Where an alley is present, parking may be accessed through the alley.
- v. For corner lots without access to an alley, parking is accessed from the side street through the building.
- vi. Where an alley is not present, parking is accessed from the street through the building.

(b) Guidelines
- i. Elevator access should be provided between the garage, and every one of the levels of the building.

3: Parking
(a) Standards
- i. Required parking is accommodated in an underground garage, surface parking, tuck under parking, or a combination of any of the above.
- ii. Dwellings have indirect access to their parking stall(s).
- iii. Services, including all utility access and above ground equipment and trash are located on alleys.
- iv. Where alleys don't exist, utility access, above ground equipment and trash are located as provided under the urban regulations for each zone.

(b) Guidelines
- i. Parking entrances to subterranean garages and/ or driveways are located as close as possible to the side or rear of each lot.

4: Open Space
(a) Standards
- i. The primary shared open space is the rear yard designed as a courtyard. Courtyards can be located on the ground or on a podium. Side yards may also be formed to provide outdoor patios connected to ground floor commercial uses.
- ii. Minimum courtyard dimension shall be 40 feet when the long axis of the courtyard is oriented EW and 30 feet for a NS orientation. Under no circumstances will a courtyard be of a proportion of less than 1:1 between its width and height.
- iii. In 40 foot wide courtyards, frontages and architectural projections allowed within each urban zone are permitted on two sides of the courtyard . They are permitted on one side of 30 foot wide courtyards.

(b) Guidelines
- i. Private patios may be provided at side yards and rear yards.

5: Landscape
(a) Standards
- i. In the front yard, there is no landscape, but the streetscape.
- ii. At least one large tree planted directly in the ground shall be provided in the rear yard.
- iii. Courtyards located over garages should be designed to avoid the sensation of forced podium hardscape.

(b) Guidelines
- i. Sideyard trees may be placed to create a particular sense of place.

6: Frontage
(a) Standards
- i. Entrance doors. public rooms, such as living rooms and dining rooms are oriented to the degree possible fronting toward the courtyard(s) and street. Service rooms are oriented to the degree possible backing to corridors.
- ii. The applicable frontage requirements apply per Section 5.3.020.

(b) Guidelines
- i. Frontage types that provide a transition from public to private, indoor to outdoor at the entrance to commercial ground floor spaces are allowed. Store fronts, arcades and galleries are preferred.

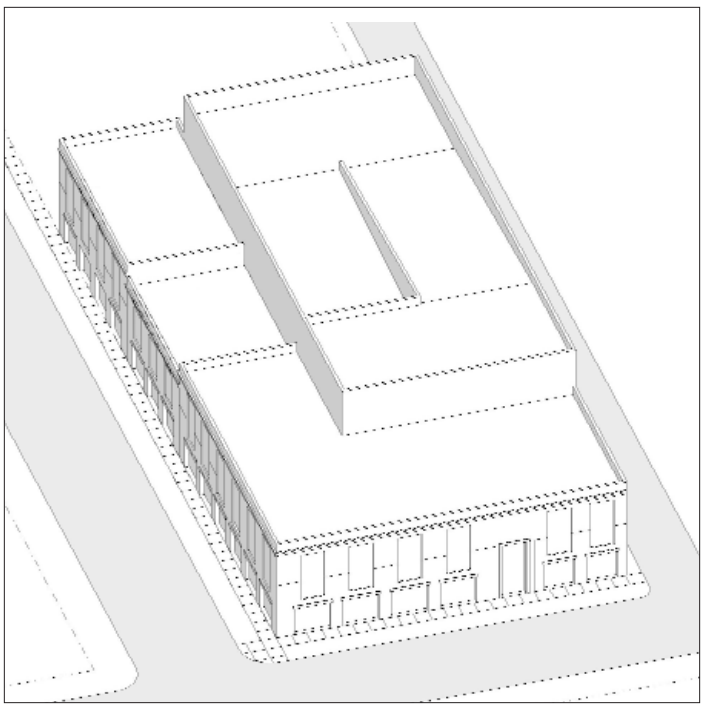
7: Building Size and Massing
(a)Standards
- i. Target height ratios for various commercial blocks are as follows:
  1.0 story: 100% 1 story
  2.0 stories: 85% 2 stories, 15% 3 stories
  3.0 stories: 40% 2 stories, 50% 3 stories, 10% 4 stories
- ii. Each dwelling may have only one side exposed to the outdoors with direct access to at least a dooryard, patio, terrace or balcony.

(b) Guidelines
- i. Buildings may contain any of three types of dwellings: flats, town houses and lofts.
- ii. Dwellings may be as repetitive or unique as deemed by individual designs.
- iii. Buildings may be composed of one dominant volume.

8: Accessory Dwellings
Not Allowed

K. Liner

A building that conceals a larger building such as a public garage that is designed for occupancy by retail, service, and/or office uses on the ground floor, with upper floors also configured for those uses or for residences.



1: Lot Width
(a) Minimum: 125 ft

2: Access
(a) Standards
i. The main entrance to each ground floor commercial or residential storefront is directly from the street.
ii. Entrance to the residential portions of the building is through a street level lobby, or through a podium lobby accessible from the street or through a side yard.
iii. Interior circulation to each dwelling is through a corridor.
iv. For corner lots without access to an alley, parking is accessed from the side street through the building.
v. Where an alley is not present, parking is accessed from the street through the building.
(b) Guidelines
i. Elevator access should be provided between the garage, and every one of the levels of the building.
ii. Where an alley is present, parking may be accessed through the alley.

3: Parking
(a) Standards
i. Required parking is accommodated in an underground or above-grade garage, tuck under parking, or a combination of any of the above.
ii. Dwellings have indirect access to their parking stall(s).
iii. Services, including all utility access and above ground equipment and trash are located on alleys.
iv. Where alleys don't exist, utility access, above ground equipment and trash are located as provided under the urban regulations for each zone.
(b) Guidelines
i. Parking entrances to subterranean garages and/ or driveways are located as close as possible to the side or rear of each lot.

4: Open Space
(a) Standards
i. The primary shared open space is the rear or side yard designed as a courtyard. Courtyards can be located on the ground or on a podium. Side yards may also be formed to provide out door patios connected to ground floor commercial uses.
ii. Minimum courtyard dimension shall be 20 feet when the long axis of the courtyard is oriented EW and 15 feet for a NS orientation. Under no circumstances will a courtyard be of a proportion of less than 1:1 between its width and height.
iii. In 20 foot wide courtyards, frontages and architectural projections allowed within each urban zone are permitted on two sides of the courtyard . They are permitted on one side of 15 foot wide courtyards.
(b) Guidelines
i. Private patios may be provided at side yards and rear yards.

5: Landscape
(a) Standards
i. In the front yard, there is no landscape, but the streetscape.
(b) Guidelines
i. Courtyards located over garages should be designed to avoid the sensation of forced podium hardscape.

6: Frontage
(a) Standards
i. Entrance doors. public rooms, such as living rooms and dining rooms are oriented, to the degree possible, fronting toward the courtyard(s) and street. Service rooms are oriented to the degree possible backing to corridors.
ii. The applicable frontage requirements apply per Section 5.3.020.
(b) Guidelines
i. Frontage types that provide a transition from public to private, indoor to outdoor at the entrance to commercial ground floor spaces are allowed. Storefronts, arcades and galleries are preferred.

7: Building Size and Massing
(a) Standards
i. Target height ratios for various liners are as follows:
1.0 story: 100% 1 story
2.0 stories: 75% 2 stories, 30% 3 stories
3.0 stories: 40% 2 stories, 50% 3 stories, 10% 4 stories
ii. Each dwelling may have only one side exposed to the outdoors with direct access to at least a dooryard, patio, terrace or balcony.
(b) Guidelines
i. Buildings may contain any of three types of dwellings: flats, town houses and lofts.
ii. Dwellings may be as repetitive or unique as deemed by individual designs.
iii. Buildings may be composed of one dominant volume.

8: Accessory Dwellings
Not Allowed

5.3.020 - Frontage Type Standards

A. **Purpose.** This Chapter identifies the frontage types allowed within the Specific Plan area, and for each type, provides a description, a statement as to the typeís intent and, design standards, to ensure that proposed development is consistent with the City's goals for building form, character, and quality within North Montclair.

B. **Applicability.** The provisions of this Chapter work in combination with the underlying Zone as identified on the Regulating Plan.

C. **Allowable Frontage types by zone.** Each Zone identifies the Frontage Types allowed and refers to this Chapter for the appropriate information.

D. **Definitions and Standards**

1. **Frontyard / Porch** - Frontyards are a common frontage associated with single family houses, where the facade is set back from the right of way with a front yard. An encroaching porch may also be appended to the facade. A fence or wall at the property line may be used to define the private space of the yard. The front yard may also be raised from the sidewalk, creating a small retaining wall at the property line with entry steps to the yard.
   (a) A great variety of porch designs are possible, but none shall be less than 6 feet deep (clear), 12 feet wide (clear) and 10 feet tall (clear).
   (b) Porches may be at grade or raised to transition into the building. In no case shall porches be raised more than 3 feet from the adjacent grade.
   (c) Fences defining the front yard shall not exceed 4 feet in height from the adjacent sidewalk.

2. **Stoop / Dooryard** - Stoops are elevated entry porches/stairs placed close to the frontage line with the ground story elevated from the sidewalk, securing privacy for the windows and front rooms. Dooryards are depressed entries to sub-basements, and are usually paired with a stoop. This type is suitable for ground-floor residential uses at short setbacks. This type may be interspersed with the shopfront frontage type. A porch or shed roof may also cover the stoop.
   (a) In no case shall the ground story be elevated more than 3 feet above the adjacent sidewalk.
   (b) Stoops must correspond directly to the building entry(s) and be at least 3 feet wide (perpendicular to or parallel with the adjacent sidewalk).
   (c) Sub-basements accessed by a dooryard shall not be more than 6 feet below the adjacent sidewalk.

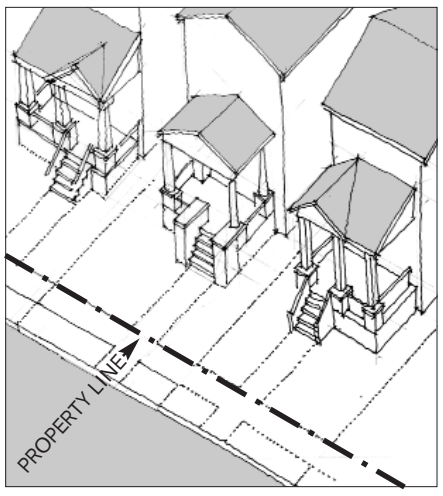
3. **Forecourt** - Forecourts are a recessed court within a storefront, gallery or arcade frontage. The court is suitable for gardens, vehicular drop offs, and utility off loading. This type should be used sparingly.
   (a) In no case, shall the forecourt be deeper than 40 feet.
   (b) A 1-story fence or wall at the property line may be used to define the private space of the yard.
   (c) The court may also be raised from the sidewalk, creating a small retaining wall at the property line with entry steps to the court, but should not exceed 36î above the sidewalk grade.

4. **Storefront** - Storefronts are facades placed at or close to the right-of-way line, with the entrance at sidewalk grade. This type is conventional for retail frontage and is commonly equipped with cantilevered shed roof(s) or awning(s). Recessed storefronts are also acceptable. The absence of a raised ground floor precludes residential use on the ground floor facing the street, although such use is appropriate above.
   (a) Shopfronts shall be between 10 feet and 16 feet tall, as measured from the adjacent sidewalk.
   (b) The corresponding storefront(s) opening(s) along the primary frontage shall be at least 65% of the 1st floor wall area and not have opaque or reflective glazing.

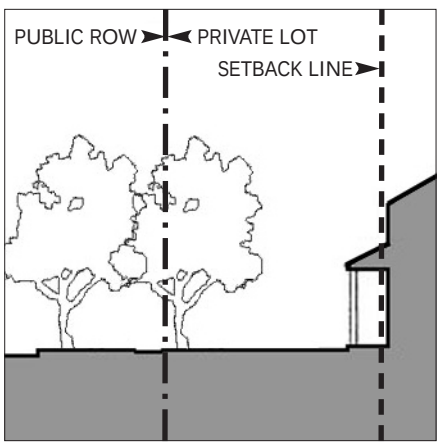
5. **Gallery** - Galleries are storefronts with an attached colonnade that projects over the sidewalk and encroaches into the public right of way. This frontage type is ideal for retail use but only when the sidewalk is fully absorbed within the colonade so that a pedestrian cannot bypass it.
   (a) Galleries shall be no less than 10 feet wide clear in all directions.
   (b) Along primary frontages, the arcade shall correspond to storefront openings.
   (c) Primary frontage storefront openings shall be at least 65% of the 1st floor wall area and not have opaque or reflective glazing.

6. **Arcade** - Arcades are facades with an attached colonnade, that is covered by upper stories. This type is ideal for retail use, but only when the sidewalk is absorbed within the arcade so that a pedestrian cannot bypass it. For Building Code considerations, this frontage type cannot cover the public r.o.w. as can the Gallery frontage type.
   (a) Arcades shall be no less than 10 feet wide clear in all directions.
   (b) Along primary frontages, the arcade shall correspond to storefront openings.
   (c) Primary frontage storefront openings shall be at least 65% of the 1st floor wall area and not have opaque or reflective glazing.

Frontyard / Porch



Frontyard / Porch : Diagram



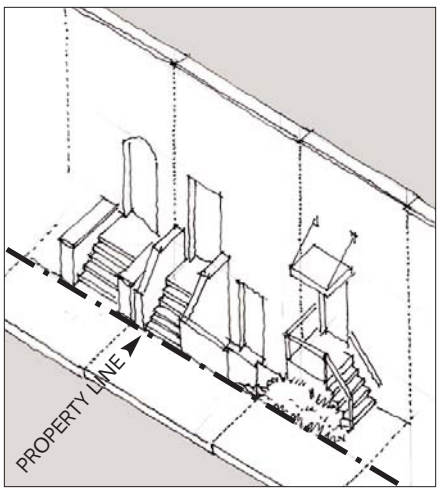
Frontyard / Porch : Section Diagram

Frontyard / Porch : Illustrative Photo

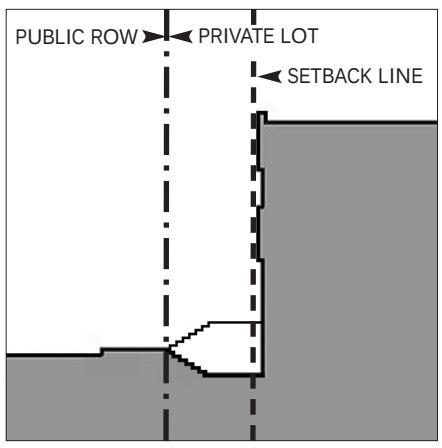
Frontyard / Porch : Illustrative Photo

Frontyard / Porch : Illustrative Photo

Stoop / Dooryard



Stoop / Dooryard : Diagram



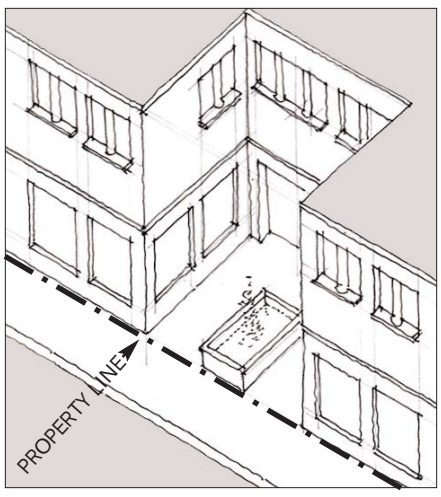
Stoop / Dooryard : Section Diagram

Stoop / Dooryard : Illustrative Photo

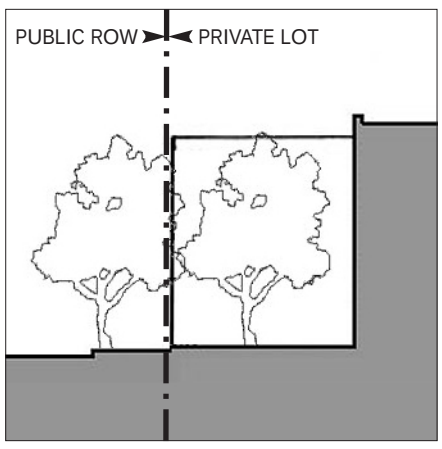
Stoop / Dooryard : Illustrative Photo

Stoop / Dooryard : Illustrative Photo

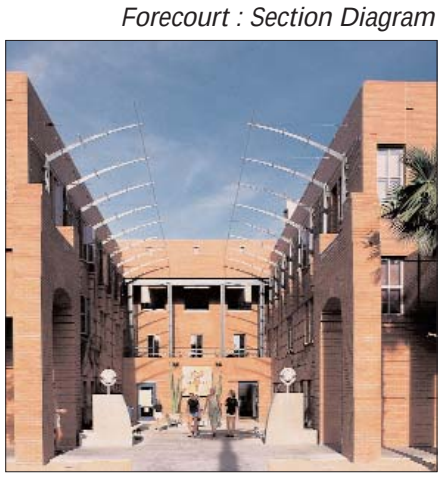
Forecourt



Forecourt : Diagram

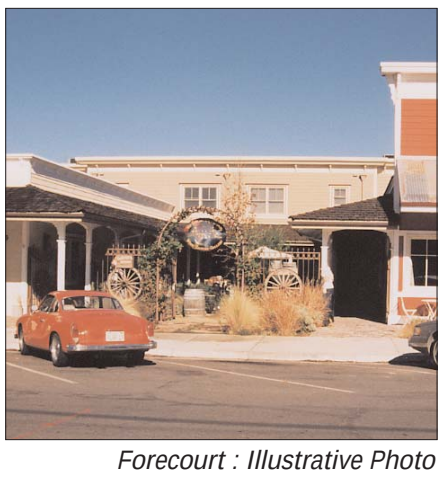


Forecourt : Section Diagram



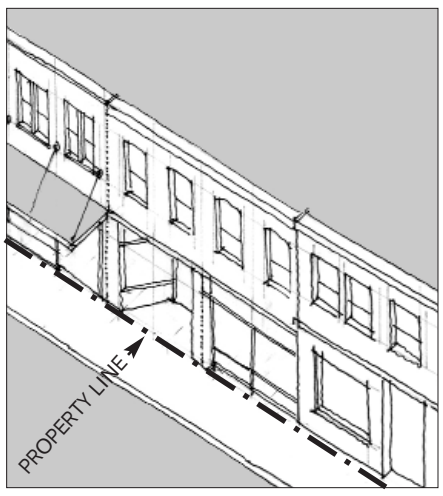
Forecourt : Illustrative Photo

Forecourt : Illustrative Photo

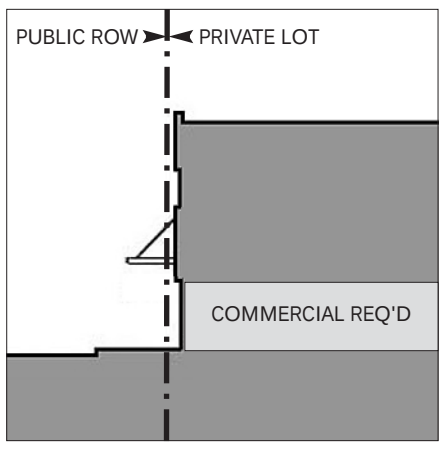


Forecourt : Illustrative Photo

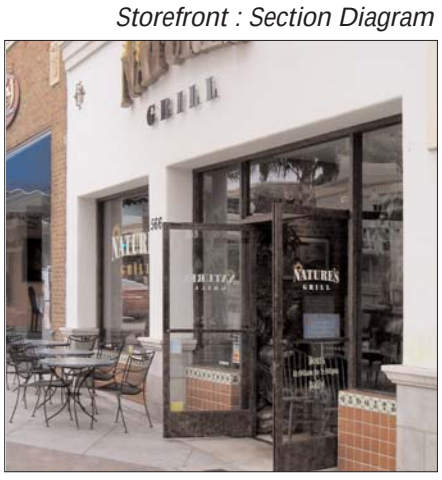
Storefront



Storefront : Diagram



Storefront : Section Diagram

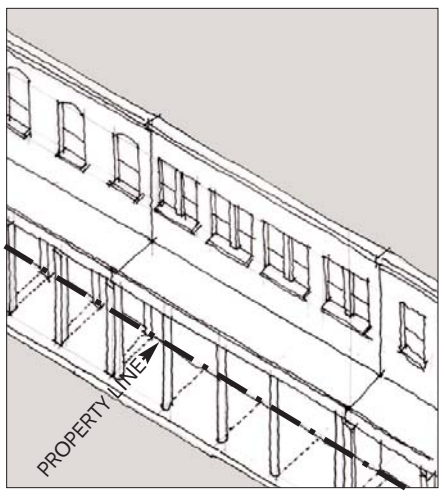


Storefront : Illustrative Photo

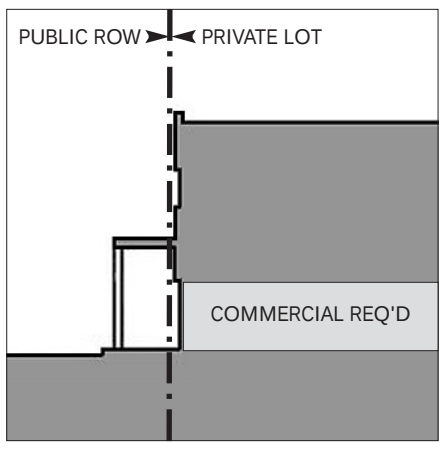
Storefront : Illustrative Photo

Storefront : Illustrative Photo

Gallery

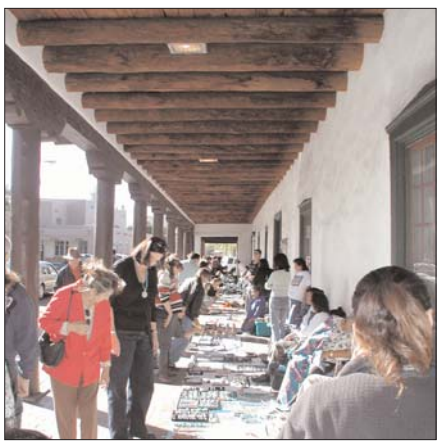


Gallery : Diagram

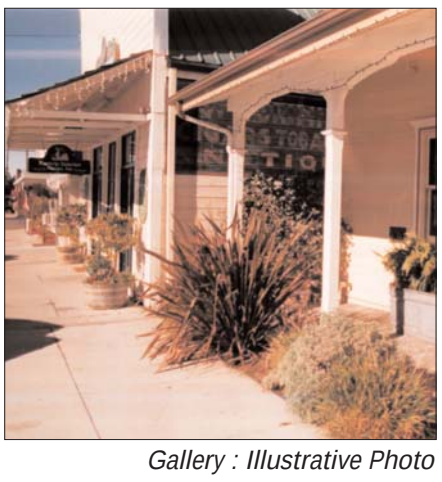


Gallery : Section Diagram

Gallery : Illustrative Photo

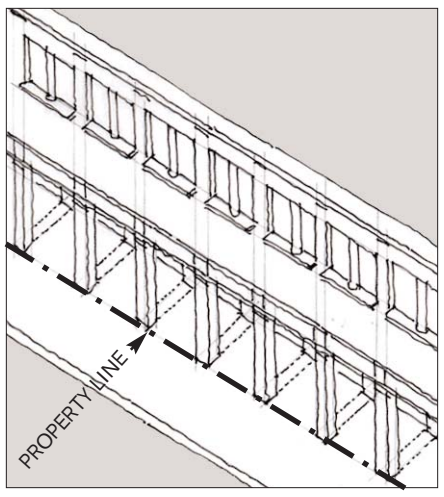


Gallery : Illustrative Photo

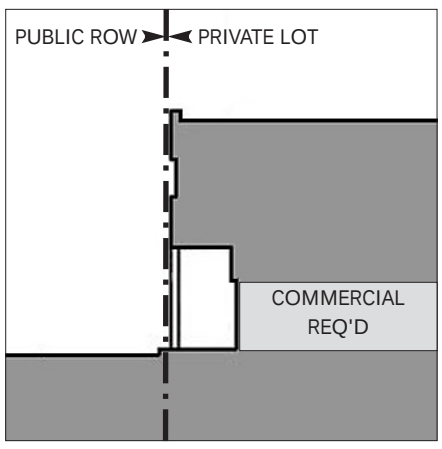


Gallery : Illustrative Photo

Arcade



Arcade : Diagram



Arcade : Section Diagram

Arcade : Illustrative Photo

Arcade : Illustrative Photo

Arcade : Illustrative Photo

5.3.030 - Architectural Style Guidelines

Intent - In preparing this Specific Plan, it was determined that a framework is necessary with which to both express architectural objectives within the project area and a set of clear guidelines that provides the City and future applicants a basis for proposing and reviewing development proposals. These guidelines are not intended as a style manual but rather as a framework that appropriately represents the salient characteristics of various traditional styles for design exploration and application in North Montclair projects. It is expected that the City will use them through a formal design review process, assisted by a consulting architect versed in these matters.

Five architectural styles were identified as relevant to the area's history and deserving of continued use and interpretation. These styles are:

A. Main Street Commercial

B. Mediterranean

C. Craftsman

D. Art Deco

E. California Contemporary

The above styles are described in terms that assist the user of this Specific Plan to understand their historic precedence and prepare contemporary designs in these historic styles. Each style is described, and differentiated from the others, through nine subjects. These describe their prevalent language of composition, technique, materiality and detail for the user to apply to new designs:

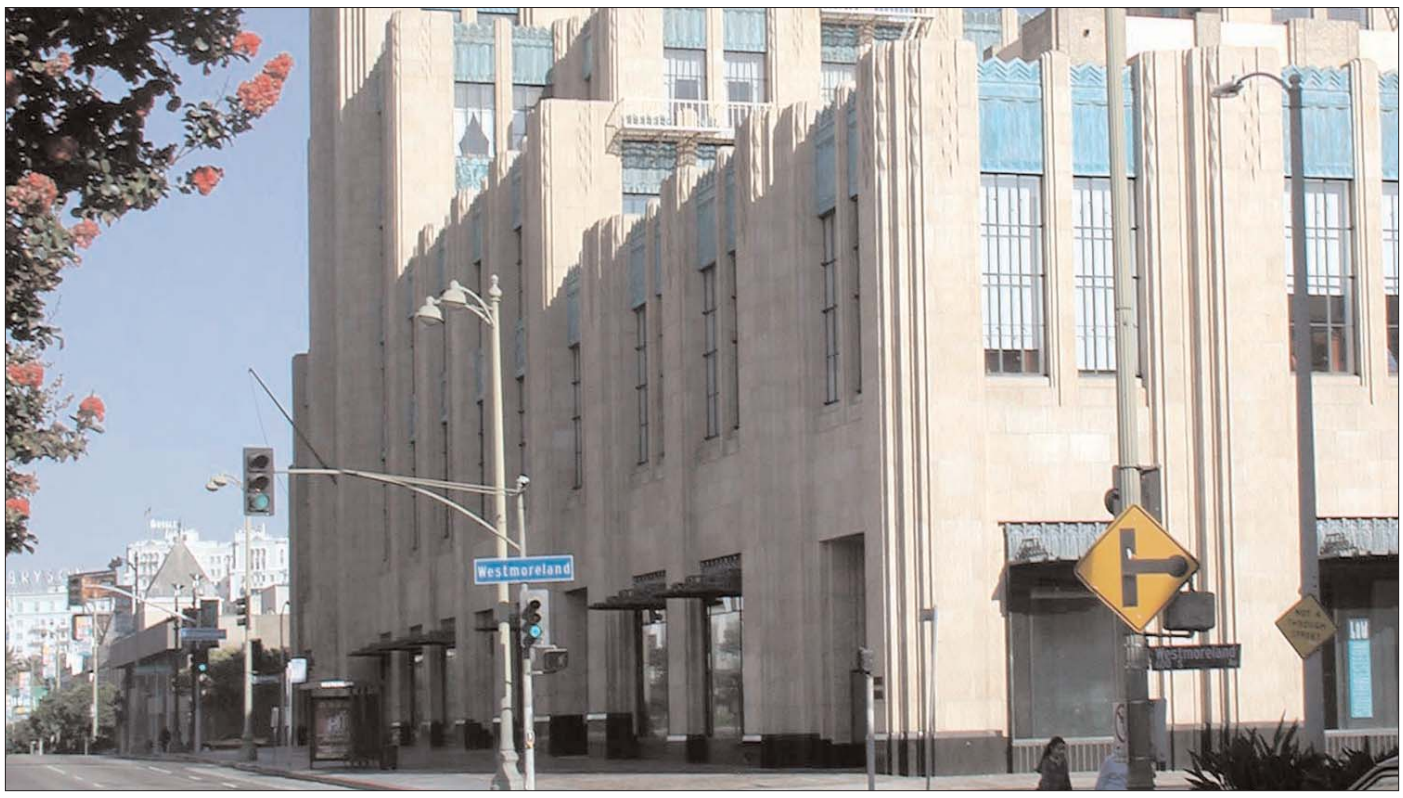
1. Base
2. Primary Walls
3. Roof-Wall Connections
4. Roof
5. Drainage
6. Openings
7. Attached Elements
8. Massing
9. Site Definition and Landscape

A. Main Street Commercial

B. Mediterranean

C. Craftsman

D. Art Deco



E. California Contemporary

5.3.030 - Architectural Style Guidelines

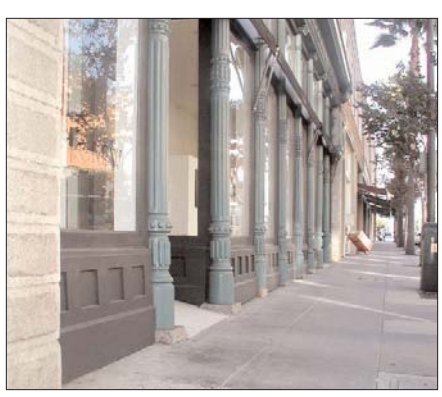
A. Main Street Commercial

The Main Street Commercial building is found on almost every pre-World War II American Main Street. Basically a decorated retangular masonry box in form, one-story buildings are always commercial in use, while multi-story buildings are mixed-use with commercial ground floors. Multi-story facades are typically divided into base, body and top with the ground floor taller than the shorter upper floor which is finished by a significant parapet. The ground floor has expansive glass interrupted by structural columns with transoms to allow light to penetrate deep into the interior. Upper floor windows are smaller with vertical windows directly relating to the ground floor openings.

1. Base

a. Multi-story buildings: ground floor is the base and is articulated by large storefront windows and, in some cases, walls or columns of different materials form upper floors.

b. Elements (not walls) setback within the wall, may have their own material connection to the ground, such as tile, wood, and/or cast iron.


Storefront with cast iron columns

Painted brick transom

Ground floor as base

2. Primary Walls

a. The primary walls, usually composed of brick, comprise the main body of the building's tripartite facade structure. The masonry-work can be very plain or highly decorative.

b. Decorative moldings, cornices, or an applied ornament of stone or cast concrete may be used to express the vertical division between the base, the body, and the top.

Single plane

Commercial frontage

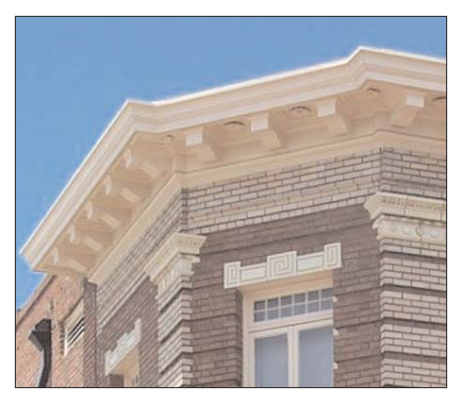
Oranamental brick frame

3. Roof-Wall Connections

a. The roof-wall connection is the top of the facade's tripartite elevational composition. This top, articulated as a substantial cornice, can be formed with the same material as the rest of the wall or fashioned of complimentray materials such as stone, concrete, or metal.

Brick cornice

Parapet and cornice


Italianate woven cornice

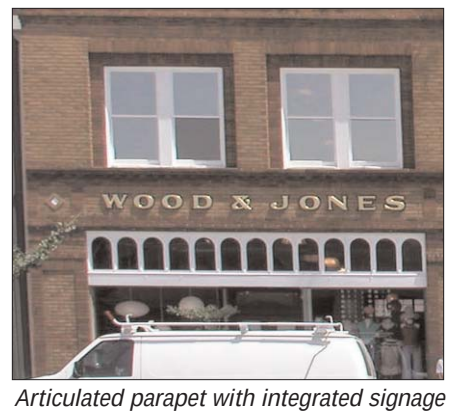
4. Roof

a. Invariably flat roofs are used. Parapets are articulated as an explicit exterior wall making a visual transition to the sky through plain or elaborate profiles.

b. Roofs may be accessible and be used as balconies or terraces.

Parapet

Roof garden



Articulated parapet with integrated signage

5. Drainage

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

Downspout on back side of building;

Awnings at commercial frontage

Drainage imbedded in exterior wall

6. Openings

a. Ground floor windows and doors are large and expansive, typically with a transom.

b. Upper floor windows are typically grouped with a rythym relating to the major storefront openings below.

c. Upper floor windows are typically double-hung (two lites) and vertically oriented.

Ground floor storefront windows

Grouped second-floor windows

Windows grouped in pairs

7. Attached Elements

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

Awnings at commercial frontage

Canopy frontage

Balcony frontage

8. Massing

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

2-story block with higher massing at center

One-story commercial block

Articulated corner block

9. Site Defintion and Landscape

a. Since buildings are typically zero-setback and urban, planting on ground floor street-facing facades is not permittted.

b. Landscape, however, is to be in internal courtyards and steet-facing forecourts.

Commercial frontage

Forecourt frontage

Courtyard within a commercial block

5.3.030 - Architectural Style Guidelines

B. Mediterranean

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

1. Base

a. Exterior walls reach the ground with an expression of weight, with or without a base.
b. An explicit element of base is described either as a painted band of traditional colors or an applied band of stone or cast concrete.
c. Elements setback within the wall, may have their own material connection to the ground, such as tile, plaster or concrete.

painted base with deep recess

monolithic wall and base

continuous material base or can be highlighted at corners

2. Primary Walls

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

Single plane composition

Intermediate molding at base

applique at cornice

3. Roof-Wall Connections

a. Exterior walls will transition into roof form by one of three devices: i) a projected wooden eave with exposed wooden rafters, ii) a plaster molding or, iii) a tile cap
b. Foam moldings are expressly prohibited.

expressed rafters, broad eave

clay tile with no eave

tile on profiled parapet

4. Roof

a. May be pitched at a 3:12 ratio and finished in Roman or Mission tile laid irregularly.

b. Flat roofs are allowed and shall be articulated as an explicit exterior wall (tile may be multi-color randomly placed) visual transition to the sky. May be accessible and used as balconies or terraces.

c. No birdstops allowed at end condition: must be mortar filled.

sloped tile roof

parapet with flat roof

roof as balcony behind articulated parapet

5. Drainage

a. May be conducted off pitched roofs by a traditional combination of gutters and downspouts.

b. Flat roofs may be drained by use of trumpet scuppers. Such roofs draining internally to the roof will need tile or ceramic scuppers on exterior walls.

c. Rainwater reaching the ground may be harvested in cisterns or temporarily collected in dry wells.

projecting scuppers

water retention and control

gutter and downspout

6. Openings

a. Deep-set (min 3" plaster return)and combined with deeper balcony, loggia, and arcade elements to generate complex building-wide vertical or horizontal compositions.

b. Such compositions can be symmetrical overall, locally symmetrical or, asymmetrical.

c. Shutters are the aggregate size of the associated opening.

d. Double-hung or multi-pane; No aluminum or white vinyl

deep, recessed openings

trimmed major openings

paired, recessed openings

7. Attached Elements

a. All allowable urban frontages in the project area can be expressed in terms particular to this architecture.

b. A number of architectural elements such as balconies, stairs and, chimneys can encroach beyond the primary exterior surface of buildings and into their setbacks.

useful balconies and grilles

integral stairs

integral chimneys

8. Massing

a. Volumetric compositions can be of a single primary volume offset by a variety of lesser ones. Also possible are compositions that are expressed in a single volume.

b. It is common and desirable to articulate building corners on corner lots.

c. Such designs can be devised at the geometric corner or adjacent to it.

vertical articulation of corner

single-volume composition

articulation of corner

9. Site Defintion and Landscape

a. Buildings typically collect surrounding public and private space into walled precincts consistent with their use. Forecourts, garden walls, and zaguans are common.

b. The landscape of gardens and courtyards heightens the spatial character of each such enclosed exterior room.

fountain as garden focus

1-story wall with doorway

forecourt with entry gate

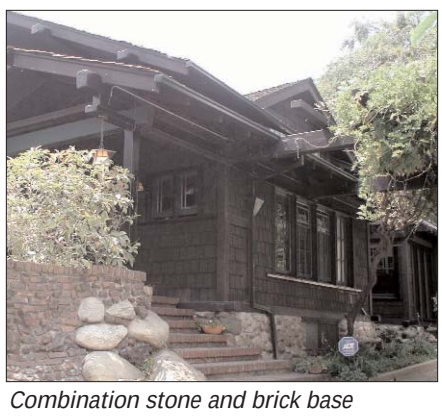
5.3.030 - Architectural Style Guidelines

C. Craftsman

This style was initiated in the Midwest and applied mildly to the Southern California climate. It carries strong Asian and Swiss influences and was most popular from 1900 to 1920. Buildings are composed of horizontal, single- and two-story volumes. An additional floor may be concealed within the volume of the roof. In its most simple form, it is a wood box surrounded by various attached elements. Walls are typically horizontally placed wood siding, shingles or board-and-batten, with a foundation base and piers in river stone, brick or stucco. Rafter tails and porch columns are exposed, smooth, woodwork. Windows and doors are vertical in proportion, trimmed in wood. Roofs are composed of shallow sloped gabled forms, and made of wood or asphalt shingles with broad overhangs and eaves.

1. Base

a. Craftsman houses invariaby rest upon a base of concrete, stone, or brick.
b. Stone is largest at the bottom and smallest at the top reflecting the natural stacking of the material.
c. The lower floor may be stucco (20-30 fine sand finish) with the upper floor(s) clad in wood or shingle siding.


Combination stone and brick base

Concrete base

Masonry and stone base

2. Primary Walls

a. Walls shall show no more than two materials along any vertical section of the building, with no more than 90% of the total wall surface in one material. Single family detached houses are exempt.
b. Piers are a minimum of 6"x6" if wood posts, and 18"x18" if stone or stucco.
c. Stone is largest at the bottom and smallest at the top.

Siding above painted plaster

Upainted siding above painted plaster

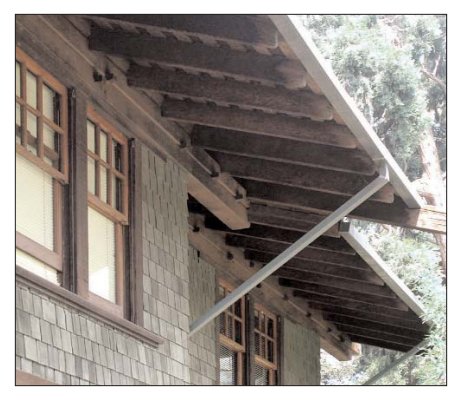
Painted shingles above painted lap siding

3. Roof-Wall Connections

a. Wide eaves with exposed rafters
b. Wood braces may be used.
c. Min 3' overhang
d. Decorative, spaced boards to vent attics

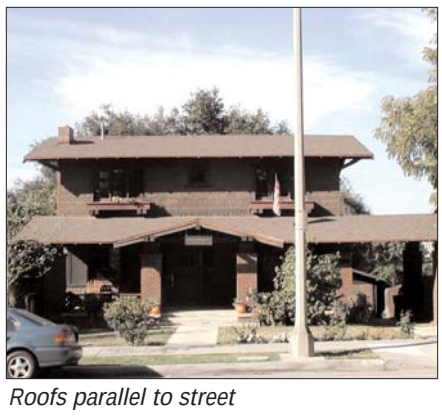
Brace and exposed rafters

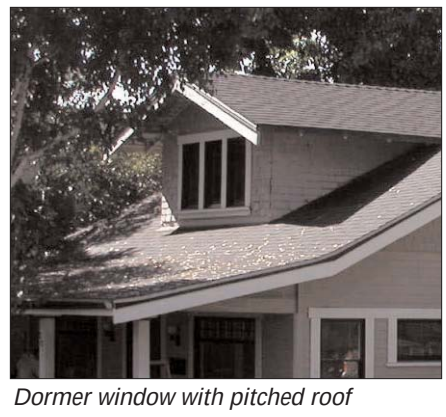
Structural elements as decoration

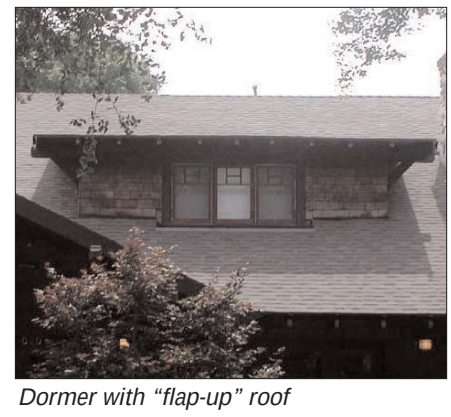

Large overhangs

4. Roof

a. Principal gables are between 3:12 and 4:12, and shed slopes are less than the principal slope (between 2:12 and 6:12).
b. Dormers may be used to provide light and air to rooms in the attic space.
c. Heavy timber throughout in lookouts and brackets (6x8 min)


Roofs parallel to street


Dormer window with pitched roof


Dormer with "flap-up" roof

5. Drainage

a. May be conducted off pitched roofs by a traditional combination of gutters and downspouts.
b. Rainwater reaching the ground may be harvested in cisterns or temporarily collected in dry wells.
c. Downspouts are painted or copper and typically round or square.

Gutter and downspout

Downspout

Gutter and downspout

6. Openings

a. Window openings should be oriented vertically, although several windows may abut to form a horizontal overall opening.
b. Window lites may be divided into equal increments or be divided on a portion of a window (such as the upper portion of a double-hung or casement window: 4 over 1, 3 over 1)

Vertical openings

'Ganged' vertical openings

Paired openings composed horizontally

7. Attached Elements

a. Porches, chimneys, and trellises can encroach beyond the primary exterior surface of buildings and into their setbacks.
b. Tapered, square columns
c. Deep porches to block sun and provide shade to interiors.

Front Porch

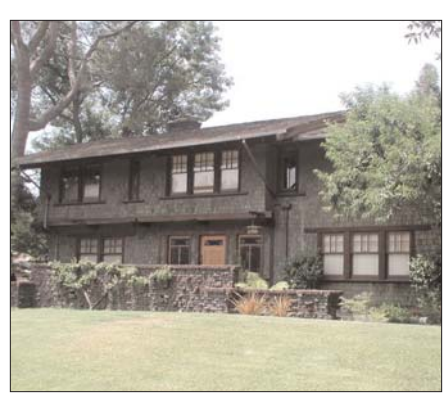
Chimney

Porte-cochere

8. Massing

a. 3rd story always concealed in roof with dormers
b. 2-story with 1-story components attached such as porches or veranda.
c. 1-story simple house forms with 1-story components attached such as porches or veranda.

Intersecting gables with porch

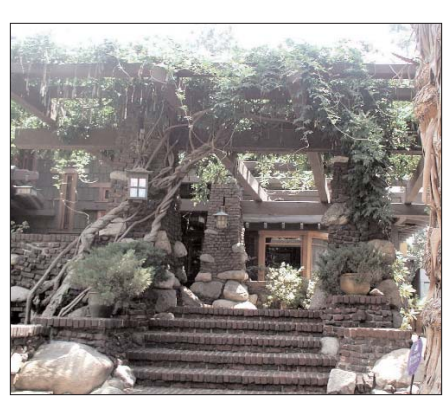

Horizontal volumes, projected upper floor

Hip with wrap-around verandah

9. Site Defintion and Landscape

a. Buildings typically face a front yard.
b. Garden walls of rounded stone and/or clinker brick, brick are common.
c. Trellis and other woodwork define outdoor porches and patios.

Walls comprised of natural materials to blend into landscape

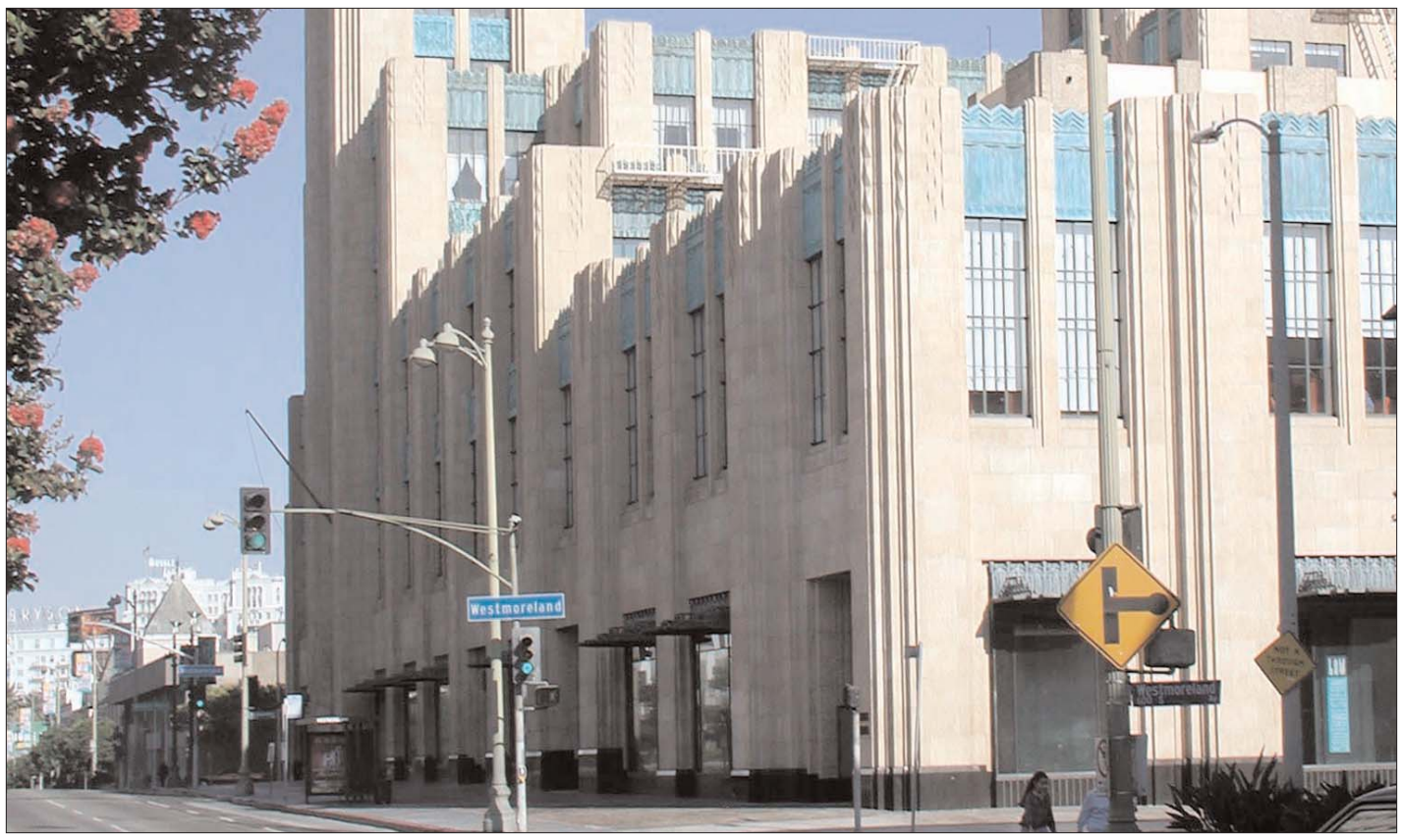

Trellis as entry

Natural materials with accented gate

5.3.030 - Architectural Style Guidelines

D. Art Deco

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



1. Base
a. Exterior walls are supported on a base composed of stone, cast concrete, glazed terra cotta tile, or glazed ceramic tile (bathroom tile is not permitted).
b. The entire ground floor height may be articulated as the base of the building.

Masonry base and monolithic wall

Marble base

Ground floor as base

2. Primary Walls
a. Exterior walls may be constructed of cast concrete or plaster.
b. Pilasters running the entire height of the building should be included as part of the facade design.
c. Windows shall be located between the pilasters.

Stone

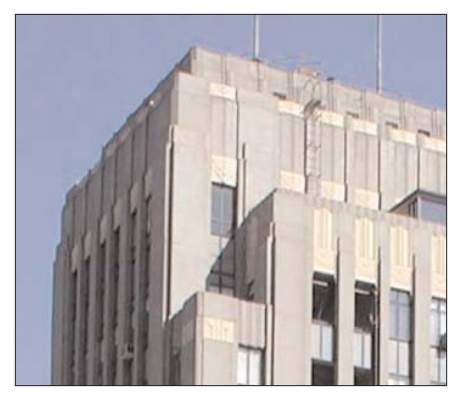
Plaster and metal

Glazed Terra Cotta

3. Roof-Wall Connections
a. Exterior walls shall extend beyond the roof level and form a parapet that is configured in one of three ways: i) pilasters that continue beyond height of interstitial walls, ii) walls that continue beyond height of the pilasters, iii) wall and pilaster that reach to same height.
b. Decorated metal, ceramic tile, or glazed terra cotta transoms may be incorporated as part of parapet.

Column extensions with metal transoms

Plaster wall extensions with metal columns


Undulating parapet

4. Roof

a. In most cases, roofs should be flat with the exterior walls extending beyond the roofline to form parapet walls.

b. Towers with whimsical roofs are permitted.

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

Decorative cap

Corner stepped tower

5. Drainage

a. To preserve the stylized lines of the Art Deco facades, roof drainage should located within walls of the buiding itself and therefore not visible on the facade

b. Where external scuppers and downspouts are utlized, they should be located on the side or rear facades.

Sloped roofs without gutters

Scupper and downspout on building side

Gutter with downspout into wall

6. Openings

a. Windows shall be situated between pilasters and shall be recessed.

b. Windows shall be multi-paned and be vertical in orientation.

c. Finely crafted, metal window grates are permitted.

d. Metal or tile transom panels between windows on consecutive floors are encouraged, but not requried.

Simple trim with operable shutters

Recessed metal window with metal transom

Recessed double-hung with metal decorative transoms

7. Attached Elements

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

b. Metal window grilles are permitted.

Decorative metal awnings

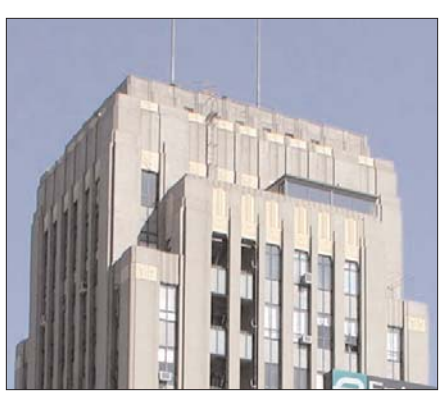
Metal window grille and metal balcony

Punched metal letter signage

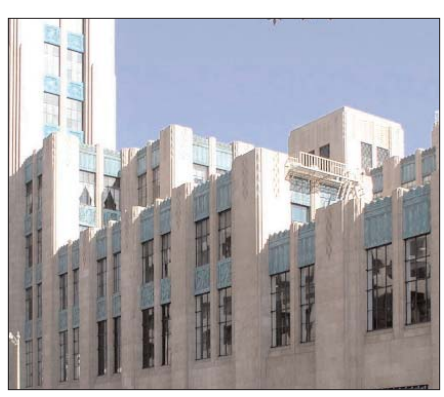
8. Massing

a. Upper stories should step back, particularly for tall buildings.

b. Pilasters should run the entire height of the building.



Stepped-back volumes



Stepped-back volumes

Higher volume at corner

9. Site Defintion and Landscape

a. Buildings may be situated in a zero-setback urban condition.

b. Buildings may also utilize the following frontages: front yard, porch, forecourt, arcade or storefront.

Storefront with awnings

Porches

Storefront

5.3.030 - Architectural Style Guidelines

E. California Contemporary

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

1. Base

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

Concrete block base

Ground floor as concrete base

No base

2. Primary Walls

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

Painted Hardiplank® siding

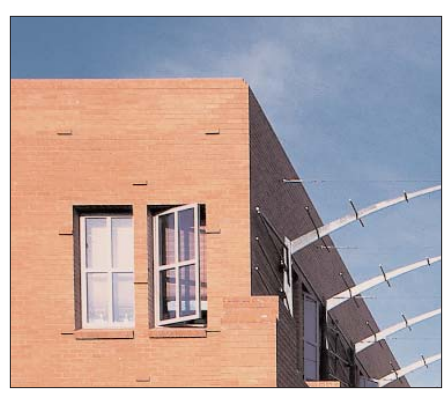
Cast concrete

Plaster combined with siding

3. Roof-Wall Connections

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

Parapet with cornice


Parapet with receding cornice

Overhang

4. Roof

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

Sloped metal roof

Metal barrel roof

Parapet

5. Drainage

a. Downspouts may be utilized as decorative vertical elements and facade accents.

b. Scuppers may be used to provide shadowed effects on flat facade surfaces.

c. Drainage components should be metal.

Scupper and downspout

Scupper and downspout

Scuppers and downspouts

6. Openings

a. Windows should be manufactured of quality materials such as metal or wood.

b. Window openings may be either framed or unframed.

c. Windows should be multi-paned and be vertical in orientation.

Projecting corner window

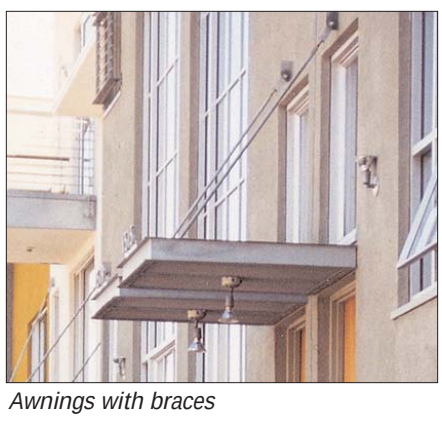
Metal Window with metal transom

Bay Window

7. Attached Elements

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

b. Arcades and galleries may also extend into the front setback.



Awnings with braces

Canvas Awning

Trellis

8. Massing

a. In order to avoid monolithic buildings of the same continuous height, buildings should be composed of interlocking volumes of differing heights and widths.

b. Though repetition of building volumes is permitted, the repetition should not be overbearing.

Volumes of differing height, width, color, and material

Repetitive interlocking volumes of differing height and width

Interlocking volumes and planes

9. Site Defintion and Landscape

a. Buildings may be situated in a zero-setback, urban condition where landscaping is limited to planted pots or planters.

b. Buildings may also utilize the following frontages: front yard, arcade, or forecourt.

c. Creative solutions to landscaping atop garage podiums should be sought.

Landscaped Driveway

Landscape over concrete podium

Raised planters

5.4 - Other Project Design and Development Standards

5.4.010 - Parking Design

A. Applicability

1. **Parking required.** Each building and land use, including a change or expansion of a building or land use, shall provide parking areas in compliance with this Section. No building shall be occupied and no land use shall be commenced until the improvements required by this Section are completed and approved by the Director.

2. **Number of parking spaces.**

   a. Off-street parking spaces shall be provided for each land use as required by Sections 5.2.030 through 5.2.050 for the applicable zone, except where the parking requirement is reduced or otherwise changed in compliance with Section 5.4.010.c.

   b. On-street parking along the frontage lines of the site shall be counted toward fulfilling the parking requirements.

   c. Where Sections 5.2.030 through 5.2.050 establish a parking requirement based upon square feet (for example: "1 space/300 sq. ft"), the term "square feet" means the gross square footage of floor area.

   d. Where Sections 5.2.030 through 5.2.050 establish a parking requirement based upon the number of units (for example: "1 space per unit"), the term "unit" means per dwelling unit, and each Live/Work Unit, including both its living space and working space, shall be counted as one dwelling unit.

   e. Where Sections 5.2.030 through 5.2.050 establish a parking requirement based upon the number of rooms (for example: "1 space per room"), the term "room" means a guest room or suite, and no additional spaces are required for accessory facilities such as restaurants, meeting rooms, swimming pools, etc.

B. Location of Parking

Required off-street parking shall be located on the same parcel as the uses served unless off-site parking is authorized in compliance with Subsection C.5 herein (Off-site parking). Parking shall be located in compliance with Parking Placement requirements in Sections 5.2.030 through 5.2.050.

C. Reduction of Parking Requirements

The number of parking spaces required by Sections 5.2.030 through 5.2.050 may be reduced, and the type or location of parking spaces required by this Section may be modified as follows:

1. **Alternative parking arrangements.** The City Council may reduce the number of parking spaces or eliminate on-site parking requirements for projects where the applicant executes an agreement with the City to:

   a. Pay a parking in-lieu fee;

   b. Waive the right to protest the formation of a parking district; or

   c. Provide some other fair share contribution acceptable to the review authority.

   The agreement shall be recorded.

   The parking in-lieu fee shall be set initially at $20,000 per parking space. Thereafter, the fee schedule for the City's parking in-lieu fees shall be reviewed and adjusted annually by the Director, with adjustments to the fee schedule coming into force on July 1 of each year. The fee schedule may include differing in-lieu fees for properties located in different geographical areas of the City. Considerations in setting this fee schedule shall include (but are not limited to) the incremental cost to add additional parking spaces in the area surrounding the site.

2. **Shared on-site parking.** Where two or more uses on the same site have distinct and differing peak parking usage periods, (e.g. a theater and a bank), a reduction in the required number of parking spaces may be allowed by the Director. Approval shall also require a recorded covenant running with the land, recorded by the owner of the parking lot, guaranteeing that the required parking will be maintained exclusively for the use or activity served for the duration of the use or activity. Possible options for determining shared parking arrangements include the Urban Land Institute publication "Shared Parking."

3. **Waiver of parking.** The Director may reduce or waive the number of parking spaces required based on quantitative information provided by the applicant that documents the need for fewer spaces (e.g., sales receipts, documentation of customer frequency, information on parking standards required for the proposed land use by other cities, etc.).

4. **Waiver of parking - Off-hour uses.** The review authority may waive the parking requirements of this Part for land uses that are determined by the review authority to operate exclusively when their peak parking demand occurs after the evening peak period parking demand for the North Montclair area, and adequate on-street or public parking is available.

5. **Off-site Parking.** A project that is not located within a parking assessment district may locate required parking away from the site of the proposed use.

   a. Location of Parking. Off-site parking shall be located within a 1250 foot walking distance of the site. (This distance corresponds to a five minute walk.) Where approved by the review authority, off-site parking may be located at a more remote site.

   b. Evaluation of proposal. In considering a request for off-site parking at a distance of greater than 1250 feet, the review authority shall consider whether adequate provisions, such as shuttle service, have been provided to bring drivers from the parking to the site.

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

   d. Loss of off-site spaces.

      (1) Notification to the City. The owner or operator of a business that uses approved off-site spaces to satisfy the parking requirements of this Section shall immediately notify the Director of any change of ownership or use of the property for which spaces are required, and of any termination or default of the agreement between the parties.

      (2) Effect of termination of agreement. Upon notification that a lease for required off-site parking has terminated, the Director shall determine a reasonable time in which one of the following shall occur:

         i. Substitute parking is provided that is acceptable to the Director;

         ii. The size or capacity of the use is reduced in proportion to the parking spaces lost; or

         iii. A parking in-lieu fee shall be paid for each space eliminated.

   e. Valet Parking. Off-site valet parking may be authorized through Conditional Use Permit approval, provided that the off-site parking location shall comply with the requirements of Subsection 5.c and 5.d above. Compliance with Subsections 5.a and 5.b is not required for valet parking.

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

1. Access to Parking

   a. Within the Specific Plan area, no parking shall be placed between a building and a street, except where allowed adjacent to a side street in the CR and NR zones.

   b. Parking, including parking garages, shall be accessed from an alley or secondary frontage when possible. The opening of a parking lot or garage on a frontage shall not exceed two lanes in width.

   c. Pedestrian entrances to all parking lots and parking garages shall be directly from a frontage line. Only underground parking garages may be entered directly from a building.

   d. Parking areas for nonresidential uses shall maintain a minimum unobstructed clearance height of 14 feet above areas accessible to vehicles.

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

3. **Parking space and lot dimensions.** Parking lots and stalls shall be designed with the following minimum dimensions.

Angle of Parking	Length of Pkg Stall	Width of Pkg Stall	Aisle Width
60° or less (one way) 90° (one way)	18 ft	8.5 ft	18 ft
90° (two-way)	18 ft	8.5 ft	24 ft

4. **Landscaping.** Parking areas shall be landscaped in compliance with the requirements as provided in Section 5.4.020, below.

5. **Lighting.** Parking lot lighting shall comply with the following requirements.

   a. Outdoor light fixtures shall be limited to a maximum height of 15 feet or the height of the nearest building, whichever is less.

   b. Lighting shall be energy-efficient, and shielded or recessed so that:

      (1) The light source (i.e., bulb, etc.) is not visible from off the site; and

      (2) Glare and reflections are confined to the maximum extent feasible within the boundaries of the site.

      Each light fixture shall be directed downward and away from adjoining properties and public rights-of-way.

   c. No lighting on private property shall produce an illumination level greater than one footcandle on any property within a residential zoning district except on the site of the light source.

   d. No permanently installed lighting shall blink, flash, or be of unusually high intensity or brightness, as determined by the Director.

6. **Striping and identification.**

   a. Vehicle spaces. Parking spaces shall provide understandable markings to indicate where drivers should park. Subtle markings, such as contrasting colors in paving stones, are encouraged.

   b. Restriping. The restriping of any parking space or lot shall require the approval of a restriping plan by the Director.

7. **Surfacing.**

   a. Parking spaces and maneuvering areas shall be provided with all-weather surfaces consistent with City standards and as approved by the review authority.

   b. The City desires to reduce stormwater run-off and water pollution, and to allow for the replenishment of groundwater. For parking areas, the goal is to reduce the amount of run-off generating surface area. Therefore, permeable surfaces for parking and maneuvering areas are encouraged. Acceptable permeable surfaces include:
      - pervious concrete;
      - pervious pavers (products such as Unipaver, Eco-stone and SF Rima or an approved equivalent);
      - gravel, bark or grass when reinforced to provide adequate load-bearing (including geotechnical structures such as Invisible Structures' Grasspave and Gravelpave products, or an approved equivalent);

      Other permeable surfaces may be approved by the Director.

8. **Loading.** No loading spaces are required. Off-street loading spaces may be striped "loading zone" by the City of Montclair by warrant.

E. **Sunset Clause: Establishment of Parking Infrastructure**

All minimum parking requirements for all uses may be waived after the City Council makes all of the following findings:

1. Protection of residential neighborhoods from 'spill-over' parking: Residential neighborhoods have the option of adopting Residential Parking Permit Districts to protect the on-street parking in their neighborhood from being overwhelmed by the cars of downtown employees or others.

2. Approval of New Public Parking: A secure site and a viable funding mechanism for new parking lots or garages, providing at least 300 net new parking spaces to the North Montclair Downtown Specific Plan are in place. This parking area (or areas) may be a public or public/private venture.

5.4.020 - Landscape Standards

A. **Street trees.** Proposed development shall include street trees as provided by Chapter 4 (Great Squares & Streets) of this specific plan.

B. **Parking facility landscaping.** Surface parking areas shall be planted with shade trees at a minimum ratio of one tree for every four spaces in an orchard planting arrangement. In the limited circumstances where this Development Code allows parking areas adjacent to a street or sidewalk, the parking area shall be screened with landscaping, and a decorative wall between 36 and 48 inches in height, as approved by the review authority.

C. **Irrigation.** Irrigation shall be provided for landscape areas.

5.4.030 - Subdivision Standards

A. Purpose. The desired pedestrian scale and character of North Montclair requires that new project development not appear as massive, monolithic structures, but instead as a series of smaller scale buildings. This goal is a particular challenge when one large ownership, or smaller consolidated parcels are proposed for development as a single project. The standards of this Section are intended to ensure that larger projects are designed as carefully conceived groups of separate structures, that each contribute to an attractive streetscape and the overall quality of North Montclair.

B. Applicability. The requirements of this Section apply to development proposed on a site that is equivalent to the size of one-half of a traditional downtown block (400 by 400 feet, or approximately 1.8 acres) or larger. A proposed subdivision shall consist of blocks and streets, and shall be designed and constructed with streets and alleys in compliance with the standards in Chapter 4 (Great Squares & Streets).

C. Application requirements. An application for project approval shall include a Regulating Plan that illustrates compliance with the requirements of this Section, and the other applicable requirements of this Code.

D. Design objectives. Each site shall be designed to be divided into smaller blocks with:

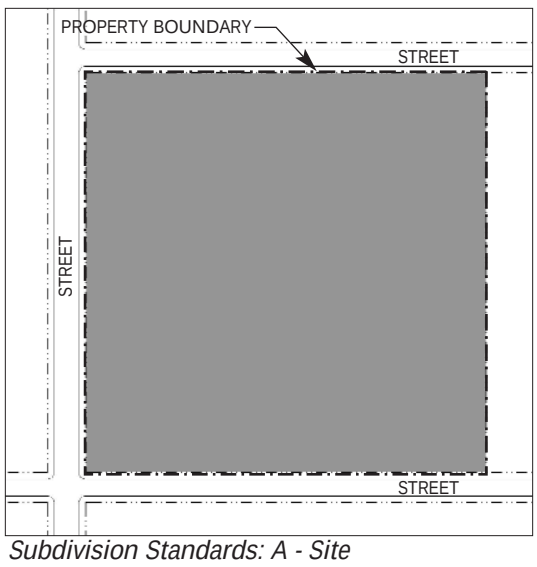
1. Internal streets, where appropriate to connect with off-site streets and/or to create a series of smaller, walkable blocks;
2. Service alleys within the new blocks; and
3. Multiple buildings on the site, with their entrances on bordering streets.

E. Subdivision requirements. Each site shall be designed as a subdivision in compliance with the following standards, and to achieve the objectives in Subsection D.

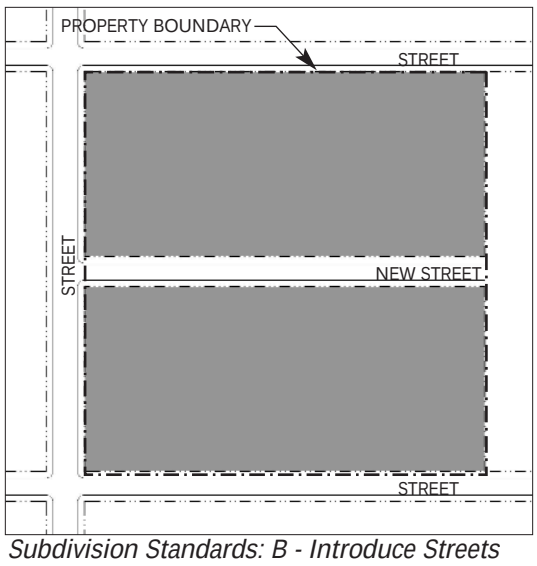
1. Each proposed building site shall not exceed one acre.
2. Each proposed parcel frontage shall not exceed a maximum width of 180 feet.

F. Building design. Buildings proposed on a site of one-half block or larger shall be designed in compliance with the following requirements, in addition to all other applicable provisions of this Code.

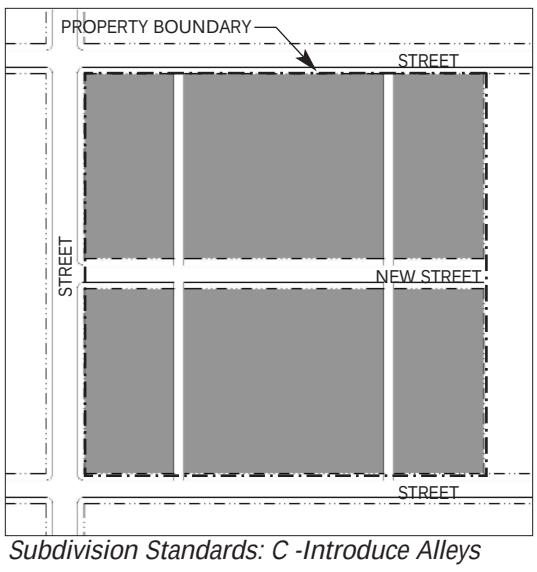
1. No more than 30 percent of dwelling units on the site may be stacked flats.
2. Buildings shall be designed to have fronts and backs, with front facades containing primary building entrances and facing streets.



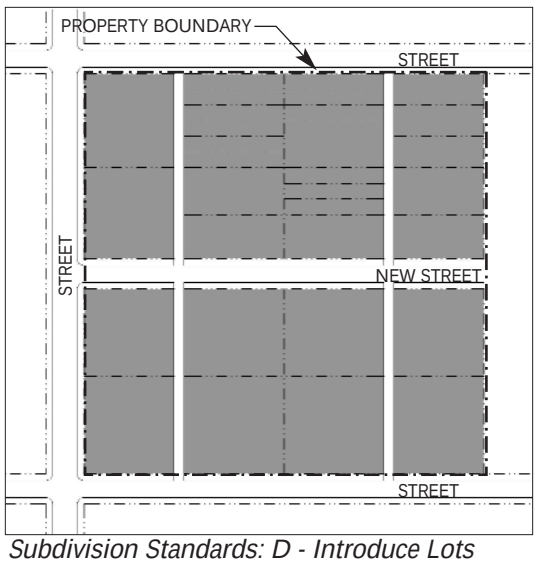
Subdivision Standards: A - Site



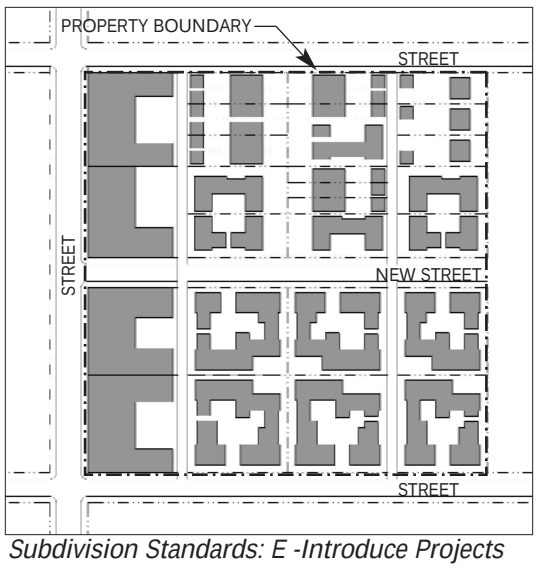
Subdivision Standards: B - Introduce Streets



Subdivision Standards: C -Introduce Alleys



Subdivision Standards: D - Introduce Lots



Subdivision Standards: E -Introduce Projects

5.5 - Glossary

5.5.010 - Purpose

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

5.5.020 - Definitions of Specialized Terms and Phrases

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

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

Bank, Financial Services. Financial institutions including:

banks and trust companies
credit agencies
holding (but not primarily operating) companies
lending and thrift institutions
other investment companies
securities/commodity contract brokers and dealers
security and commodity exchanges
vehicle finance (equity) leasing agencies

See also, "Automated Teller Machine." Does not include check cashing stores, which are instead defined under "Personal Services - Restricted."

Bar/Tavern. A business where alcoholic beverages are sold for on-site consumption, which are not part of a larger restaurant. Includes bars, taverns, pubs, and similar establishments where any food service is subordinate to the sale of alcoholic beverages. May also include beer brewing as part of a microbrewery ("brew-pub"), and other beverage tasting facilities. Does not include adult oriented businesses.

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

bowling centers
coin-operated amusement arcades
dance halls, clubs and ballrooms
electronic game arcades (video games, pinball, etc.)
ice skating and roller skating
pool and billiard rooms as primary uses

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

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

Day Care, Child. Facilities that provide non-medical care and supervision of minor children for periods of less than 24 hours. These facilities include the following, all of which are required to be licensed by the California State Department of Social Services.

1. **Day Care Center.** Commercial or non-profit child day care facilities designed and approved to accommodate 15 or more children. Includes infant centers, preschools, sick-child centers, and school-age day care facilities. These may be operated in conjunction with a school or church facility, or as an independent land use.

2. **Family Day Care Home.** As defined by Health and Safety Code Section 1596.78, a home that regularly provides care, protection, and supervision for 14 or fewer children, in the provider's own home, for periods of less than 24 hours per day, while the parents or guardians are away, and is either a large family day care home or a small family day care home.

3. **Large Family Day Care Home.** As defined by Health and Safety Code Section 1596.78, a day care facility in a single-family dwelling where an occupant of the residence provides family day care for seven to 14 children, inclusive, including children under the age of 10 years who reside in the home.

4. **Small Family Day Care Home.** As defined by Health and Safety Code Section 1596.78, a day care facility in a single-family residence where an occupant of the residence provides family day care for eight or fewer children, including children under the age of 10 years who reside in the home.

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

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

1. **Bungalow Court.** Four or more detached houses arranged around a shared courtyard, with pedestrian access to the building entrances from the courtyard and/or fronting street.

2. **Courtyard Housing.** A group of dwelling units arranged to share one or more common courtyards, where the individual units are townhouses or rowhouses, flats, or flats located over or under flats or townhouses.

3. **Duplex, Triplex, or Fourplex.** A structure containing two, three, or four dwelling units, respectively, where no unit is located over another unit.

4. **Mansion.** A detached building with the exterior appearance of a large house, which contains more than four dwelling units.

5. **Rowhouse.** Two or more detached two- or three-story dwellings with zero lot line side setbacks.

6. **Sideyard Housing.** A building or group of buildings containing one or more dwelling units, that are arranged on the site in a row with the first unit near the front of the lot and the last unit near the rear of the lot, and with the primary entrance of each unit from a walkway parallel to and along one side of the lot. (The first unit in the row may also take its access from the fronting street sidewalk.

7. **Single-Family.** A detached building designed as a residence for one household. A house may be used for other than residential purposes where allowed by the zoning of the site. Houses include frontyard and sideyard types. The frontyard type has its primary entrance accessed from the fronting street sidewalk; and the sideyard type has its primary entrance accessed from a walkway parallel to and along one side of the lot, through a side yard of a width comparable to a front yard that would otherwise provide access.

8. **Stacked Dwelling.** A single-floor dwelling unit in a structure with other dwelling units of similar configuration either above or below.

5.5 - Glossary (cont'd)

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

antique stores
appliances
art galleries, retail
art supplies, including framing services
bicycles
books, magazines, and newspapers
cameras and photographic supplies
clothing, shoes, and accessories
collectibles (cards, coins, comics, stamps, etc.)
computers, home electronics
department stores
drug stores and pharmacies
dry goods
fabrics and sewing supplies
florists and houseplant stores (indoor sales only)
furniture, home furnishings
groceries, specialty foods
hobby materials
jewelry
luggage and leather goods
musical instruments (small), parts and accessories (large instruments are under "Furniture, Furnishings, and Appliance Store")
orthopedic supplies
small wares
specialty shops
sporting goods and equipment
stationery
toys and games
variety stores
videos, DVDs, records, CDs, including rental stores

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

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

Home Occupation. The conduct of a business within a dwelling unit or residential site, employing only the occupants of the dwelling, with the business activity being subordinate to the residential use of the property.

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

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

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

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

Medical Services - Extended Care. Residential facilities providing nursing and health-related care as a primary use with in-patient beds. Examples of these uses include: board and care homes; convalescent and rest homes; extended care facilities; and skilled nursing facilities. Long-term personal care facilities that do not emphasize medical treatment are included under "Residential Care."

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

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

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

1. **Accessory**. Office facilities for administration, and/or on-site business and operations management, that are incidental and accessory to another business, sales, and/or service activity that is the primary use.

2. **Business/Service.** Establishments providing direct services to consumers. Examples of these uses include employment agencies, insurance agent offices, real estate offices, travel agencies, utility company offices, elected official satellite offices, etc. This use does not include "Bank, Financial Services," which are separately defined.

3. **Government.** Administrative, clerical, or public contact and/or service offices of a local, state, or federal government agency or service facilities.

4. **Processing.** Office-type facilities characterized by high employee densities, and occupied by businesses engaged in information processing, and other computer-dependent and/or telecommunications-based activities. Examples of these uses include:

   airline, lodging chain, and rental car company reservation centers
   computer software and hardware design and development
   consumer credit reporting
   data processing services
   health management organization (HMO) offices where no medical services are provided
   insurance claim processing
   mail order and electronic commerce transaction processing
   telecommunications facility design and management
   telemarketing

5. **Professional/Administrative.** Office-type facilities occupied by businesses that provide professional services, or are engaged in the production of intellectual property. Examples of these uses include:

   accounting, auditing and bookkeeping services
   advertising agencies
   attorneys
   business associations, chambers of commerce
   commercial art and design services
   construction contractors (office facilities only)
   counseling services
   court reporting services
   detective agencies and similar services
   design services including architecture, engineering, landscape architecture, urban planning
   educational, scientific and research organizations
   financial management and investment counseling
   literary and talent agencies
   management and public relations services
   media postproduction services
   news services
   photographers and photography studios
   political campaign headquarters
   psychologists
   secretarial, stenographic, word processing, and temporary clerical employee services
   security and commodity brokers
   writers and artists offices

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

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

1. Building facades that are highly articulated at the street level, with interesting uses of material, color, and architectural detailing, located directly behind the sidewalk;

2. Visibility into buildings at the street level;

3. A continuous sidewalk, with a minimum of intrusions into pedestrian right-of-way;

4. Continuity of building facades along the street with few interruptions in the progression of buildings and stores;

5. Signs oriented and scaled to the pedestrian rather than the motorist.

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

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

Personal Services. Establishments providing non-medical services to individuals as a primary use. Examples of these uses include:

barber and beauty shops
clothing rental
dry cleaning pick-up stores with limited equipment
home electronics and small appliance repair
laundromats (self-service laundries)
locksmiths
pet grooming with no boarding
shoe repair shops
tailors
tanning salons

These uses may also include accessory retail sales of products related to the services provided.

Personal Services - Restricted. Personal services that may tend to have a blighting and/or deteriorating effect upon surrounding areas and which may need to be dispersed to minimize their adverse impacts. Examples of these uses include:

check cashing stores
fortune tellers
palm and card readers
pawnshops
psychics
spas and hot tubs for hourly rental
tattoo and body piercing services

Residential Accessory Use or Structure. Any use and/or structure that is customarily a part of, and clearly incidental and secondary to a residence, and does not change the character of the residential use. This definition includes the following detached accessory structures, and other similar structures normally associated with a residential use of property.

garages
gazebos
greenhouses (non-commercial)
spas and hot tubs
storage sheds
studios
swimming pools
tennis and other on-site sport courts
workshops

Also includes the indoor storage of automobiles, personal recreational vehicles and other personal property, accessory to a residential use. Does not include: second units, which are separately defined; guest houses, which are included under the definition of second units; or home satellite dish and other receiving antennas for earth-based TV and radio broadcasts (see "Telecommunications Facilities").

Residential Care. A single-family dwelling or multi-unit facility licensed or supervised by a Federal, State, or local health/welfare agency that provides 24-hour non-medical care of unrelated persons who are disabled and in need of personal services, supervision, or assistance essential for sustaining the activities of daily living or for the protection of the individual in a family-like environment. Does not include day care facilities, which are separately defined.

Restaurant, Café, Coffee Shop. A retail business selling ready-to-eat food and/or beverages for on- or off-premise consumption. These include eating establishments where customers are served from a walk-up ordering counter for either on- or off-premise consumption ("counter service"); and establishments where customers are served food at their tables for on-premise consumption ("table service"), that may also provide food for take-out.

School. Includes the following facilities.

1. **Elementary, Middle, Secondary.** A public or private academic educational institution, including elementary (kindergarten through 6th grade), middle and junior high schools (7th and 8th grades), secondary and high schools (9th through 12th grades). May also include any of these schools that also provide room and board.

2. **Specialized Education/Training.** A school that provides education and/or training, including vocational training, in limited subjects. Examples of these schools include:

art school
ballet and other dance school
business, secretarial, and vocational school
computers and electronics school
drama school
driver education school
establishments providing courses by mail
language school
martial arts
music school
professional school (law, medicine, etc.)
seminaries/religious ministry training facility

Does not include pre-schools and child day care facilities (see "Day Care"). See also the definition of "Studio - Art, Dance, Martial Arts, Music, etc." for smaller-scale facilities offering specialized instruction.

Second Hand Store. A retail store that buys and sells used products, including clothing, furniture and household goods, jewelry, appliances, musical instruments, business machines and office equipment, tools, motors, machines, instruments, or any similar secondhand articles or objects. Does not include bookstores ("General Retail"); the sale of antiques and collectibles ("Antique or Collectible Store"); or pawnshops ("Personal Services - Restricted").

Second Unit or Carriage House. A second permanent dwelling that is accessory to a primary dwelling on the same site. A second unit or carriage house provides complete, independent living facilities for one or more persons, including permanent provisions for living, sleeping, eating, cooking, sanitation, and parking, and if attached to the primary dwelling, is provided exterior access separate from the primary dwelling. A carriage house is a second unit located on an upper floor above the detached garage of a single-family dwelling. Includes guest houses.

Service Station. A retail business selling gasoline and/or other motor vehicle fuels, and related products. Does not include neighborhood market/convenience stores, which are separately defined, and regulated by this Development Code as a separate land use type.

Studio - Art, Dance, Martial Arts, Music, etc. Small scale facilities, typically accommodating one group of students at a time, in no more than one instructional space. Larger facilities are included under the definition of "Schools - Specialized education and training." Examples of these facilities include: individual and group instruction and training in the arts; production rehearsal; photography, and the processing of photographs produced only by users of the studio facilities; martial arts training studios; gymnastics instruction, and aerobics and gymnastics studios with no other fitness facilities or equipment. Also includes production studios for individual musicians, painters, sculptors, photographers, and other artists.

Theater. An indoor facility for group entertainment, other than sporting events. Examples of these facilities include:

civic theaters, and facilities for "live" theater and concerts
movie theaters

See also "Sports and Entertainment Assembly."

Transit Station or Terminal. A passenger station for vehicular, and rail mass transit systems; also terminal facilities providing maintenance and service for the vehicles operated in the transit system. Includes buses terminals, taxi stands, railway stations, etc.

6.1 - Infrastructure Improvements

The following itemized list is an inventory of public works improvements the City of Montclair is expected to undertake during the course of this Plan. This list is provided in a rough order of priority.

A. Arrow Highway Streetscape
Between Central Avenue and Monte Vista Avenue, Arrow Highway will be reconstructed and landscaped as described by the Street Standards. The City should consider extending this reconstruction project east and west of the plan area.

(1) Proposed traffic lights and crosswalks

B. Fremont Avenue Streetscape
Fremont Avenue will be reconstructed and landscaped as described by the Street Standards.

C. Transit Square
The City will develop a public square at the head of the train station and Fremont Avenue. The Illustrative Plan shows a water fountain / feature at the south end of the Square, intended to screen the square from the noise and traffic of Arrow Highway, and serve as a symbolic identifier of the North Montclair Town Center to vehicles driving on Arrow Highway.

D. Train Station
The combined Metrolink / Gold Line station is expected to be developed as a significant piece of public architecture.

E. Bus Plaza
The bus turn-around and loops will be relocated and reconfigured as a public square located north of the train station.

F. South commuter / Park-Once garages/lots
Parking for commuters and Town Center visitors is expected to be provided in a series of public parking garages located adjacent to the rail tracks. In the short term, parking at these sites can be provided in surface lots, but the City should plan to construct parking structures here over time.

G. North commuter / Park-Once garage/lot
Parking for commuters will also be provided in a public parking garage located north of the rail tracks. In the short term, parking can be provided in a surface lot, but the City should anticipate building a parking structure here if necessary.

H. Richton Street Streetscape
Richton Street will be reconstructed and landscaped as described by the Street Standards.

I. Parks and Squares
Throughout the Plan area, various sites have been allocated for neighborhood parks and squares. The City should assist private developers in creating and maintaining these parks.

J. Huntington Parkway
The Huntington Drive right-of-way should be developed as a linear park, with lighted bikepaths and sidewalks. This park should extend from east edge of the Plan area into Claremont Village. The City of Montclair should coordinate with the City of Claremont to make this connection and impose consistent landscape design standards between the two municipalities.

K. North Gateway Garden
The City should develop and maintain a public garden and signage at Monte Vista Avenue to mark the north gateway of Montclair. This garden should be coordinated with the Huntington Parkway.

L. Neighborhood Streets
Throughout the Plan area, neighborhood streets created in the process of subdivision and individual development projects will be built constructed and landscaped as described by the Street Standards.

Illustrative Plan
0 225 450 900ft
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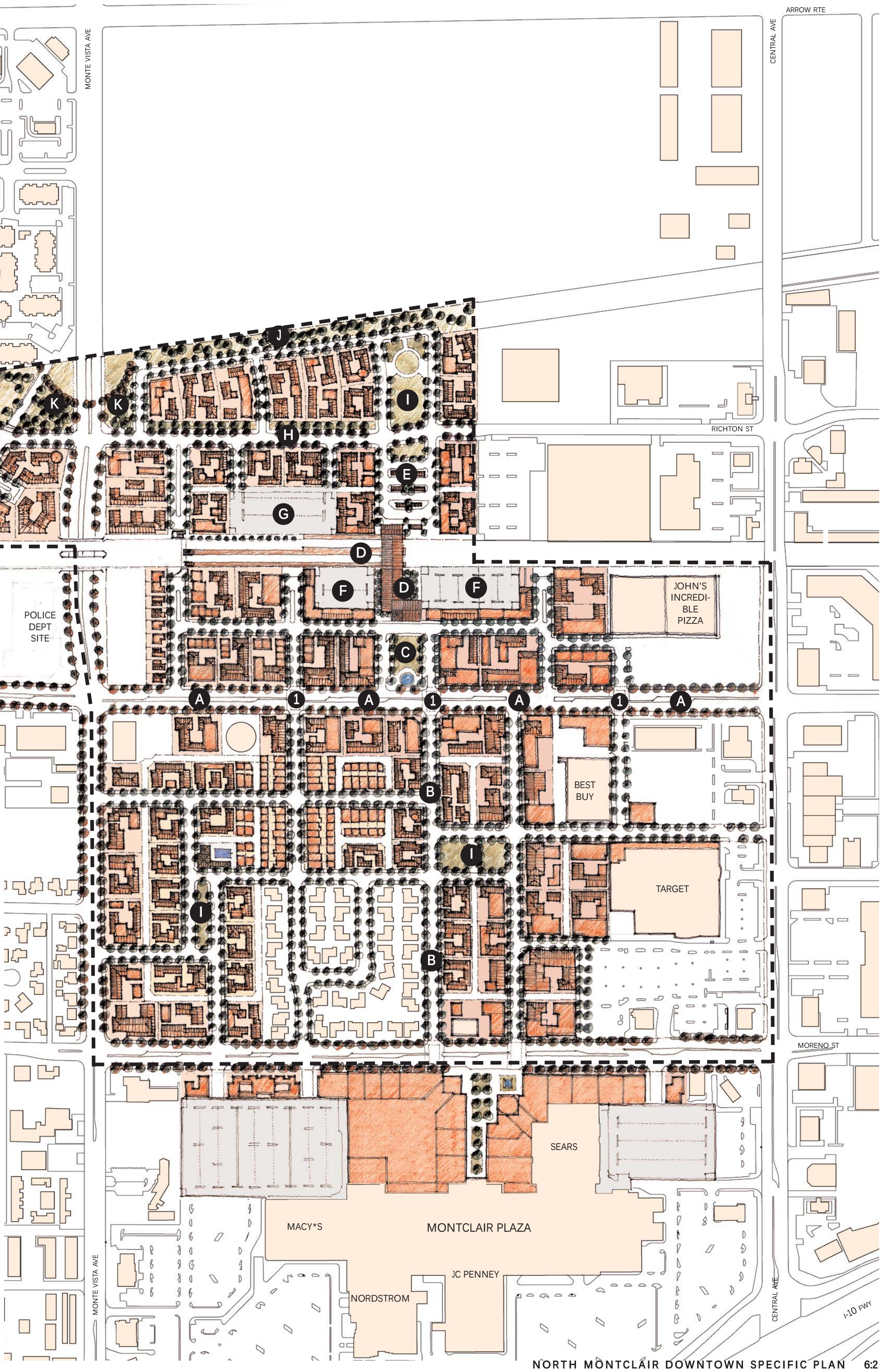
ARROW RTE
MONTE VISTA AVE
CENTRAL AVE
RICHTON ST
POLICE DEPT SITE
JOHN'S INCREDI-BLE PIZZA
BEST BUY
TARGET
MORENO ST
SEARS
MACY*S
MONTCLAIR PLAZA
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NORDSTROM
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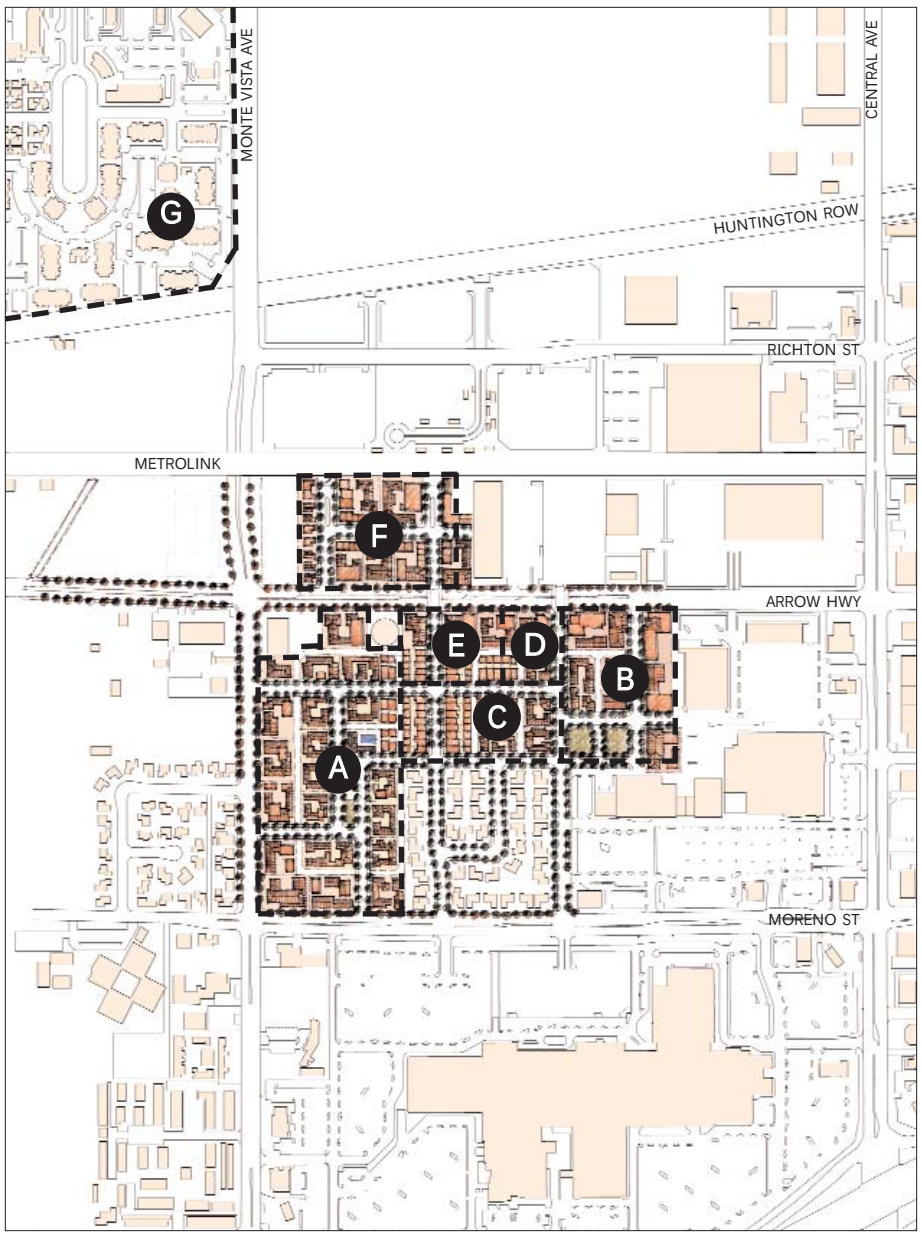
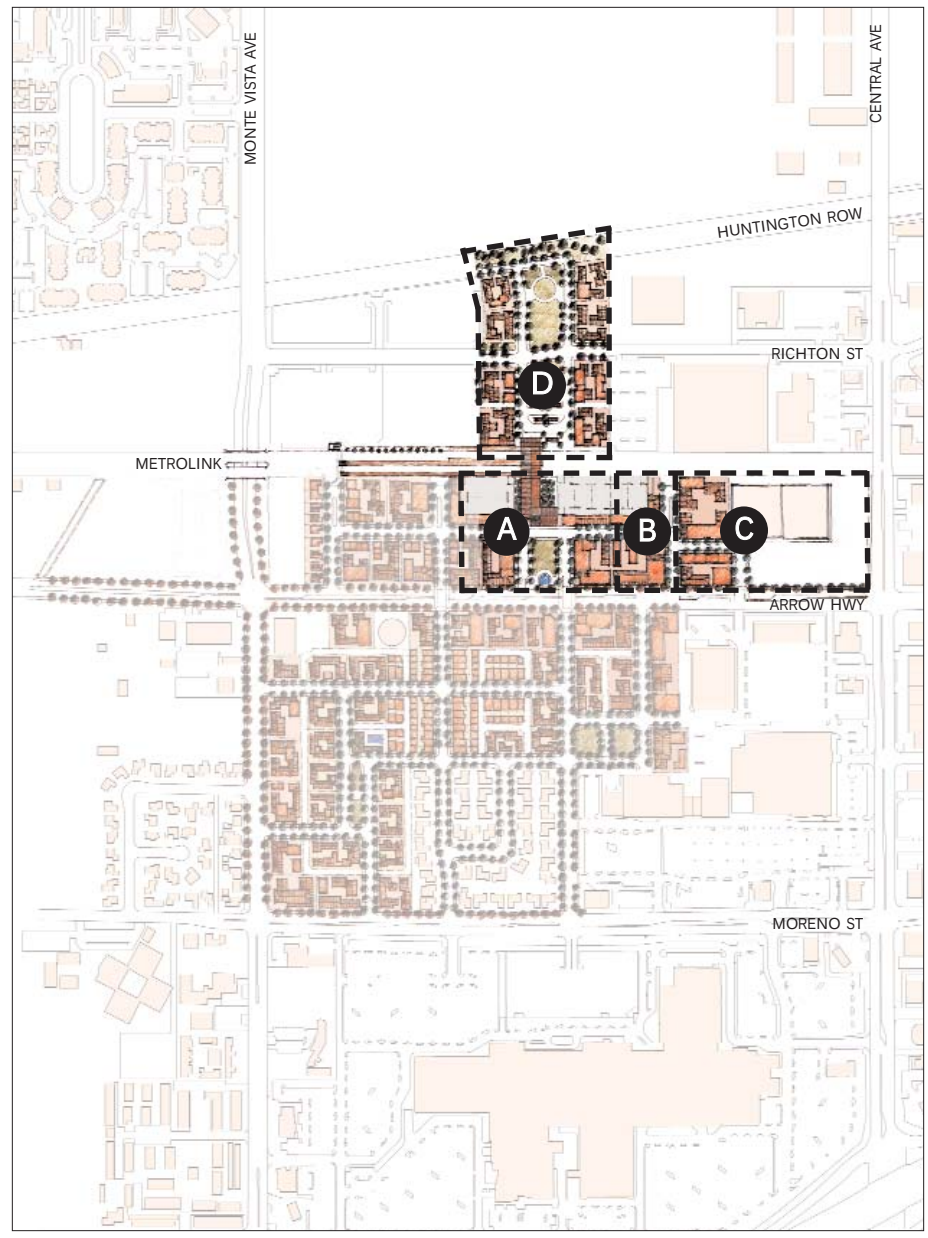




6.2.010 - Phase 1 : Town Center Residential

Timeframe : 0-10 years
Buildout : 1500-1700± residential units / 35,000-40,000± sq ft retail

A. 400± total units (owner: M&H Reality)
215± units in 40du/acre courtyard housing (8 courts x 20-30 units each)*
180± units in 20du/acre courtyard housing (12 courts x 10-15 units each)**
6± townhouses
* Moreno frontage could be mixed use
** 1 court is shown substituted as a community recreation center

B. 185± total units (owner: Jeff & Ying Chen)
15± units in 20du/acre courtyard housing (1 court x 10-15 units each)
170± units in live/work lofts, townhouses, stacked apartments, hybrid courtyard housing*
* Arrow frontage could be mixed use and/or retail (25,000± sq ft of retail)

C. 67± total units (owner: Anne Cheng)
22± townhouses
45± units in 20du/acre courtyard housing (3 courts x 10-15 units each)

D. 55± total units (owner: Mu-Wang Liu)
15± units in 20du/acre courtyard housing (1 court x 10-15 units each)
40± units in live/work lofts, townhouses, stacked apartments, hybrid courtyard housing*
* Arrow frontage could be mixed use and/or retail (13,500± sq ft of retail)

E. 90± total units (owner: Multiple Parcels)
55± units in 40du/acre courtyard housing (2 courts x 20-30 units each)*
14± townhouses
21± units in live/work lofts, townhouses, stacked apartments*
* Arrow frontage could be mixed use and/or retail

F. 200-250± units (owner: Larry Michael / Western Rock Company)
in live/work lofts, townhouses, hybrid courtyard housing

G. 498 units (owner/site: College Park development in Upland)

6.2.020 - Phase 2 : Town Center at Transit Station

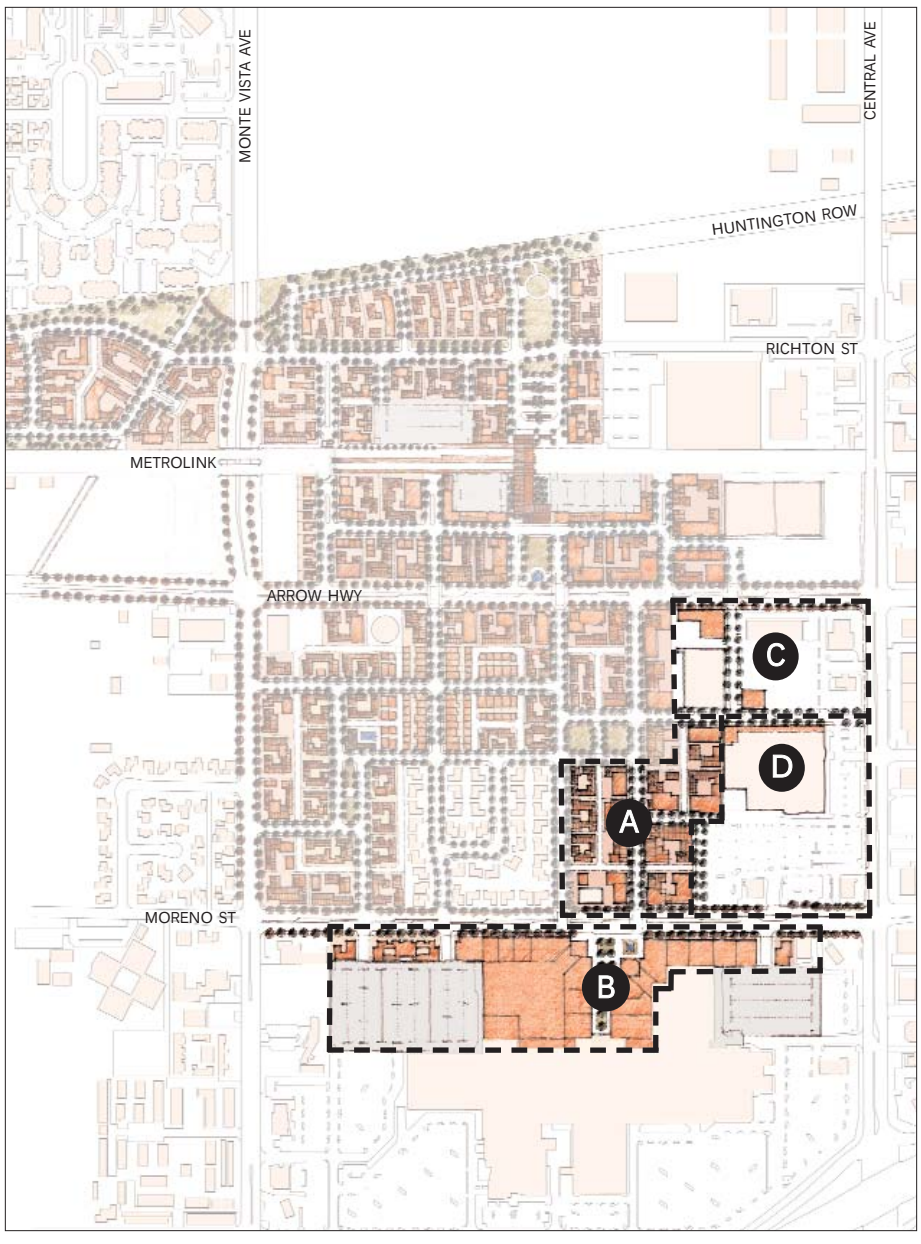
Timeframe : 5-10 years
Buildout : 500-680± residential units / 120,000-150,000± sq ft of retail

A. 100-150± units (owner: Thomas and Miriam Kendall)
in live/work lofts, townhouses, apts over retail, hybrid courtyard housing*
* Transit plaza and Arrow frontage is required retail (36,000± sq ft of retail)
** Property includes the transit plaza and train station
*** Addition of a hotel will increase unit total to: 400-450±

B. 50-80± units (owner/site: Eugene and Judy Flamma / Pep Boys)
in live/work lofts, townhouses, apts over retail, hybrid courtyard housing*
* Transit plaza and Arrow frontage is required retail (27,000± sq ft of retail)

C. Commercial only (owner/site: Former House-to-Home parcel)
* Arrow frontage is required retail
** Also includes 60,000± sq ft grocery store anchor

D. 200-250± units (owner/site: Metrolink Park-n-Ride lots)
in live/work lofts, townhouses, apts over retail*
* Bus plaza frontage could be mixed-use (22,500± sq ft retail)



6.2.030 - Phase 3 : North Gateway Residential

Timeframe : 10+ years
Buildout : 800± residential units

A. 315± units (owner/site: Metrolink Park-n-Ride lots)
in townhouses, courtyard housing, hybrid courtyard housing

B. 500± units (owner/site: multiple parcels)
in live/work lofts, townhouses, courtyard housing, hybrid courtyard housing

6.2.040 - Phase 4 : East of Fremont Avenue and Montclair Plaza

No time frame
Buildout : 400-500± residential units / 500,000± sq ft of retail

A. 400± units (owner/site: General Growth North Plaza)
45± units in 20du/acre courtyard housing (3 courts x 10-15 units each)
350± units in live/work lofts, townhouses, apartments over retail, and/or hybrid courtyard housing*
* Moreno frontage should be mixed use and/or retail (110,000± sq ft retail)

B. 30-60± units (owner/site: General Growth Montclair Plaza)
in live/work lofts, townhouses, apartments over retail
350,000± sq ft of retail including 140,000± sq ft anchor tenant

C. (owner/site: Best Buy)

D. (owner/site: Target)

NOTE : All buildout numbers are based on the Illustrative Plan as shown, and are provided to indicate relative magnitude of possible development. These numbers do not represent development caps, mandates or guidelines.

6.3 - Parking

Fundamental to the successful revitalization of North Montclair is the creation of a Park Once environment. The typical suburban pattern of isolated, single-use buildings requires two vehicular movements and a parking space to be dedicated for each visit to a shop, office, or civic institution. For three tasks, this requires six movements and three parking spaces. With virtually all parking held in private hands, spaces cannot be efficiently shared between uses, and each building's private lots are therefore typically sized to handle a worst-case parking load. Most significantly, when buildings in a proposed mixed-use district are required to provide such worst-case parking ratios, the result is often stagnation and decline. Proposed multi-story buildings often fail to materialize, as the cost of parking structures or underground garages required, at $20,000 per space or more, becomes prohibitive. When new buildings are built, they come in the form of free-standing office and retail boxes surrounded by cars, or pedestrian-hostile buildings that hover above parking lots; and the resulting low-density fabric generates too few pedestrians to let the district reach critical mass.

By contrast, the compactness and mixed-use nature of a transit-oriented development lends itself to significant savings in daily trips and required parking spaces, for three reasons:

1: Park Once - Those arriving by car follow a Park Once pattern, generating just two vehicle movements, parking just once, and completing multiple daily tasks on foot.

2: Shared Parking Among Uses with Differing Peak Times - Spaces can be efficiently shared between uses with differing peak hours, peak days, and peak seasons of parking demand (e.g., offices experience peak demand during the day, while restaurants see peak demand in the evening)

3: Shared Parking To Spread Peak Loads - The downtown parking supply can be sized to meet average parking loads (instead of the worst-case parking ratios needed for isolated suburban buildings), since the common supply allows shops and offices with above-average demand to be balanced by shops and offices that have below-average demand or are temporarily vacant.

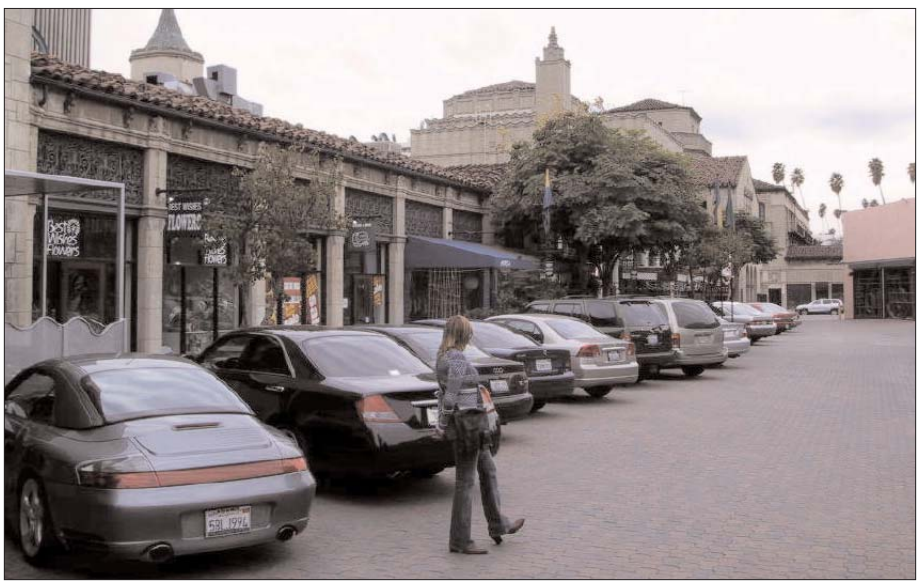
Studies indicate that the parking required for mature mixed-use districts typically ranges from 1.4 to 2.5 spaces per 1,000 square feet of non-residential built space, or approximately one-third to one-half that required for conventional suburban development. The traditional downtown pattern also generates more pedestrian traffic accompanied by less vehicular congestion. Daily vehicle trips can be reduced by half or more. But most importantly, the transformation of drivers into walkers is the immediate generator of pedestrian life: crowds of people animate public life on the streets and generate the patrons of street friendly retail businesses. It is this "scene" created by pedestrians in appropriate numbers that provides the energy and attraction to sustain a thriving Main Street environment.

Park Once Garage: Boulder CO

Parking Design - A critical element of the Park Once environment is the presence of on-street parking on both sides of nearly all blocks, and the concealment of other parking from view from the street with a "wrapper" of shops and offices. This is achieved by locating parking in the interior of blocks, or by fronting parking decks with a veneer of retail floor space and by designing the exterior of the parking structures to disguise their interior use. Additionally, it is important that the pedestrian landing is into a public space such as the sidewalk, an arcade, or public building lobby.

For the past century, no dictum has been more descriptive of the fate of our cities than "form follows parking." The proposed resolution of the parking load for North Montclair is based on the proposition that parking is not an end in itself. Its purpose is to generate a pedestrian environment where people and cars mix under controlled circumstances that favor the person on foot. The consequence of this change in policy and design will be the kind of vitality and prosperity that is within North Montclair's potential, but cannot be achieved under existing codes.

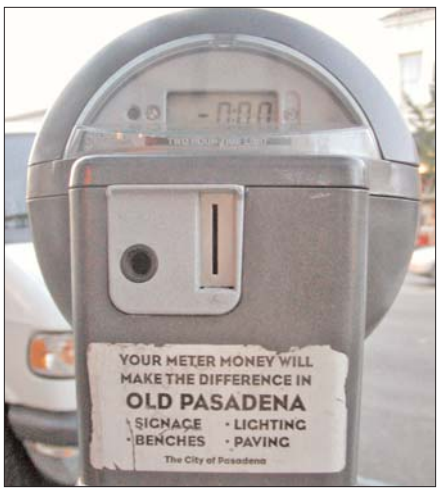
The Present: Conventional Single-Use Parking Standards and Policies



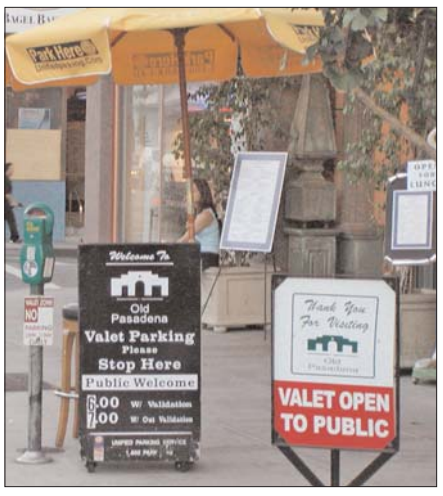
The Desired Future: Shared, Park-Once Standards and Policies

Parking Signage

Residential Parking District



Parking Meter: Pasadena



Sidewalk signs: Pasadena

Priority	Type of parking
Most convenient spaces for customers	2-hour on-street parking near retail destinations
	3-hour parking in mid-block parking lots
Least convenient for employees & park-and-ride commuters	All day parking on upper garage floors or the periphery

To achieve these savings on parking demand, allow desired development and enliven North Montclair, several steps must be taken. The following strategy is modeled after the successful precedents of downtown Boulder, Colorado, and Old Pasadena (both described in *Technical Memorandum #1, Peer Review of Parking and Transportation*) and other thriving mixed-use centers:

1: Form a Transportation Improvement District - Parking must be managed as a public utility, just like streets and sewers, with public parking provided in strategically placed municipal lots and garages. Parking should not be dedicated to a single building or use but rather shared between nearby uses. A District, with authority to determine parking rates, collect parking revenue, and to allocate parking revenues, is essential for this purpose. The District should be able to allocate parking revenues for a wide range of improvements within the District's boundaries, including parking construction and operations, streetscape improvements; transit, bicycle and pedestrian improvements, Transportation Demand Management programs, and other programs that benefit the District, such as security, street cleaning, and marketing.

2: Abolish minimum parking requirements and establish a market for parking - Developers should be allowed to build as much or as little parking as they choose, subject to design standards. If they choose to build little or no on-site parking, they must be able to purchase permits for public lots from the District for resale to their tenants' employees. Whether parking is built on-site or rented in public lots, each development's conditions of approval must require that parking costs are "unbundled" from the cost to buy or lease building space: that is, parking spaces are required to be sold or rented at full cost, as a separately charged item, so that building tenants can buy or rent as much or as little parking as they choose. Conditions of approval must also require that building tenants make the true costs of parking visible to their employees: tenants must either charge their employees full market-rate for parking, or if they choose to offer employees free parking, then they must also offer employees the option of taking the cash value of the parking space instead.

Park-and-ride commuters, no less than any other users, must be required to pay for the cost of the parking that they use, with parking charges phased in over time as the District develops. If a transit-oriented development attempts to simply replace existing surface park-and-ride lots with parking garages, which are then given away free to commuters, its prospects of being financially feasible become remote indeed: the high capital costs of garages which generate no revenue cannot be borne.

3: Provide public parking - Public parking lots are an essential component of the Park Once strategy. There are several options for providing them in North Montclair:

a. The City buys the land for the Town Center outright, and issues a request for proposals to develop the train station, public square, parking structures and lots, and related development parcels.

b. The City, acting via the Transportation Improvement District, leases or purchases the proposed future garage sites and operates them as surface parking lots until funds can be accumulated to build the actual garages. To provide initial funding, the district could assess commercial properties in the plan area. This funding would later be supplemented by parking revenues from both tenants and park-and-ride commuters.

c. The City leaves it to private developers in the plan area to build the initial surface parking lots, but uses the requirements in this Specific Plan for the placement of parking to ensure that the sites for the future parking garages are kept free of buildings. Via development agreement or similar arrangement, the City can either require that developers make these surface lots available to the public, or can lease these lots and make them available as public parking.

d. The City brokers a land swap between Caltrans, which owns the current park-and-ride lots, and the current owners of the proposed parking garage sites. In this arrangement, the current owners of the garage sites would become the owners of the park-and-ride lots, which are far more suitable for residential development, while Caltrans would become the owners of the town center garage sites. This would place the garages where they can advantageously serve both park-and-ride commuters and the town center. A final step in the swap could be for Caltrans to relinquish ownership of the garage sites to the City of Montclair, which has a strong local interest in seeing that the garages are built, and then successfully managed and operated.

4: Put customers first - Always available, convenient, on-street customer parking is of primary importance for ground level retail to succeed. The Transportation Improvement District, which will have the authority to operate and enforce both on street parking and public parking lots, has a critical role to play in ensuring that short-term parking is readily available. Short-term parking that is strictly enforced creates rapid turnover and gives the motorist a reason to stop on a whim, adding to the retailers' profits. Business owners and their employees (and park-and-ride commuters) must therefore relinquish the best spaces to customers, and park instead in upper garage floors (if they are willing to bear the cost) or in all-day spots at the periphery, where spaces can be less expensively provided. As downtown grows, thrives and transitions from free to paid parking, parking prices and validated parking programs must be set to reward short-term, sales-tax generating customer trips (e.g. free parking for the first 30 minutes), while discouraging long-term employee parking in the best spots.

Invest in All Transportation Modes

The cost to construct parking garages in North Montclair can be expected to exceed $20,000 per space gained, resulting in a total cost to build, operate and maintain new spaces of more than $125 per month per space, every month for the expected 40-year lifespan of the typical garage. These dismal economics for parking garages lead to a simple principle: it can often be cheaper to reduce parking demand than to construct new parking. Therefore, Montclair should invest in the most cost-effective mix of transportation modes for access to North Montclair, including both parking and transportation demand management strategies.

By investing in the following package of demand reduction strategies, the City can expect to cost-effectively reduce parking demand in North Montclair (and the resulting traffic loads) by one-quarter to one-third. The Transportation Improvement District for North Montclair should invest a portion of parking revenues (and other fees, assessments, and/or transportation funds, if available) to establish the following transportation services and policies for the benefit of all North Montclair employers and residents:

1: Provide a Universal Transit Pass for every employee and resident. Universal transit passes will give every employee and resident of a district a free annual pass for local transit, with the passes purchased at a deeply-discounted bulk rate by the Transportation Improvement District. For the transit agency, universal transit passes can provide a stable source of income, while helping them meet their ridership goals.

2: Provide ride-sharing services, such as a carpool and vanpool incentives, customized ride-matching services, a Guaranteed Ride Home program (offering a limited number of emergency taxi rides home per employee), and an active marketing program to advertise the services to employees and residents.

3: A Transit Resource Center, a storefront office that provides personalized information on transit routes and schedules, carpool and vanpool programs, bicycle routes and facilities and other transportation options. The center would also house the Transportation Improvement District's staff, and would take responsibility for administering and actively marketing all demand management programs. (Parking operations and administration could be housed here as well.)

4: Bicycle facilities, such as clothes lockers, secure bike parking, and shower facilities.

5: Parking charges, structured so that they primarily reduce drive-alone employee trips and reduce resident car ownership, while accommodating shoppers and diners (as described in the Parking section), provide the major financial incentive for drivers to choose other modes. Rather than monthly fees, which encourage employees to drive every day to "get their money's worth", modern fee-collection systems can be set to bill employees by the day or hour for parking, allowing them to save money every day that they choose an alternative mode. For apartments, developers must be required to "unbundle" the full cost of parking from the cost of the apartment itself, by creating a separate parking charge. This provides a financial reward to households who decide to dispense with one of their cars, and helps attract that niche market of households, who wish to live in a transit-oriented neighborhood where it is possible to live well with only car, or even no car, per household.

6: Parking Cash Out - When employers do buy or lease parking and then offer it to employees free of charge, the District should require that these employers offer employees who do not drive the cash value of the parking space. Santa Monica is one example of a California jurisdiction that actively enforces this policy on leased parking for many employees, providing a strong incentive to reduce single occupancy vehicle use.

7: Residential Parking Permits, limiting on-street parking in the primary residential areas to residents' cars only, will prevent overspill parking from commuters trying to avoid parking time limits and charges in the center of the District. However, allowing a limited number of commuters to buy on-street parking permits in these areas (e.g., limited to four per block face, on blocks where average occupancy is lower than 75%), allows excess parking to be used efficiently by commuters, while the commuter fees can pay for the costs of the residential permit program.

8: Car Sharing - Companies such as City Carshare provide car rentals by the hour, using telephone and Internet based reservations systems to allow their members to make hassle-free rentals. This strategy has proven successful in reducing both household vehicle ownership and the percentage of employees who drive alone because of the need to have a car for errands during the workday. However, because these programs work best in fully built out, mature districts, they should be seen as a longer-term strategy to be implemented later.

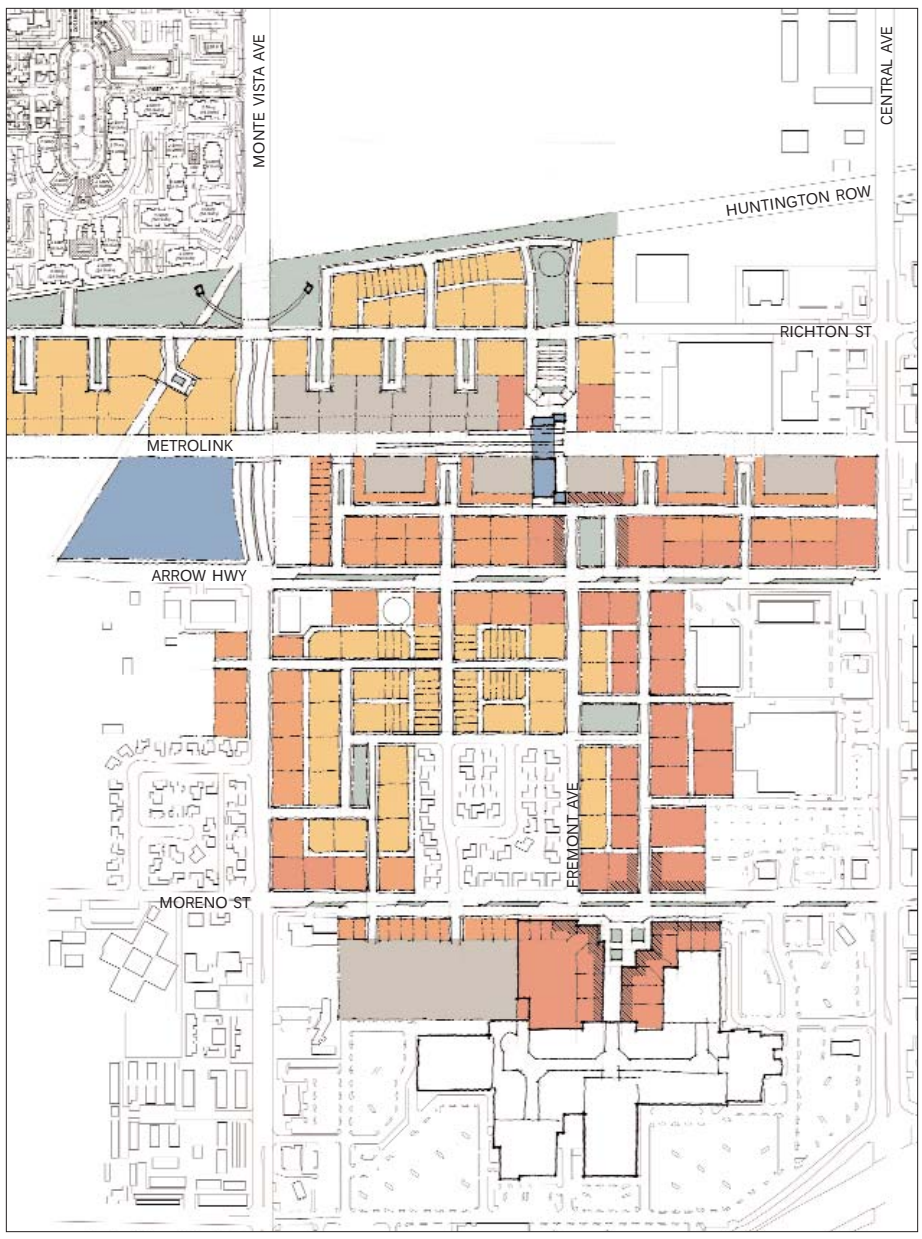
9: Improved Transit - Higher frequency transit into North Montclair can serve a number of needs: providing feeder transit to the rail station, serving as a park-and-ride shuttle to more remote parking areas, and taking employees and residents to work.

APPENDIX 1

ALTERNATIVE REGULATING PLANS

During the process of developing the Specific Plan Update, a variety of street grid and zoning configurations were explored before arriving upon a preferred alternative. These studies are presented here as Alternative Regulating Plans.

The purpose is to demonstrate various site plans by which the design intention of the Specific Plan can be executed, and thereby provide developers and the City some flexibility in submitting and reviewing proposed subdivision and development applications.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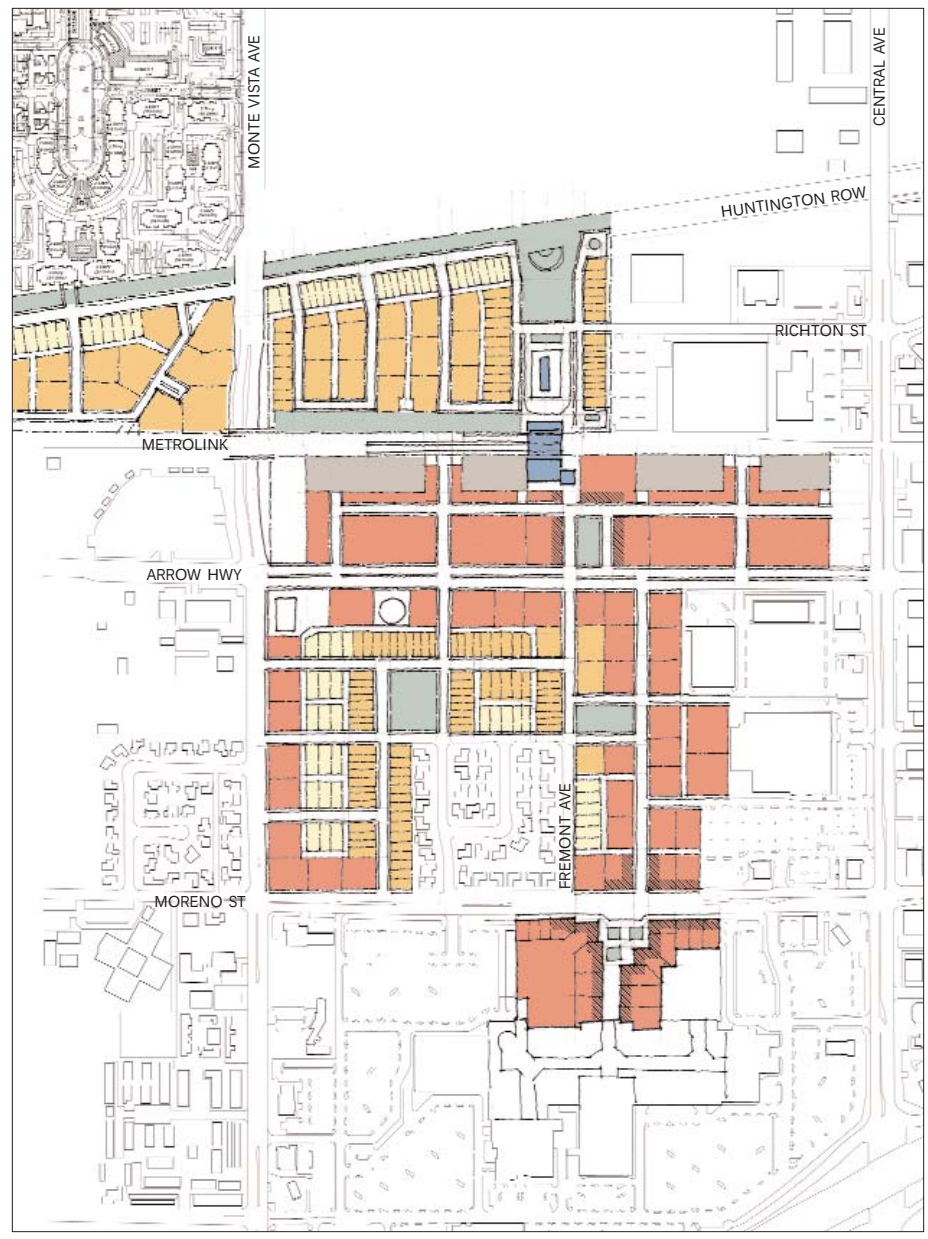
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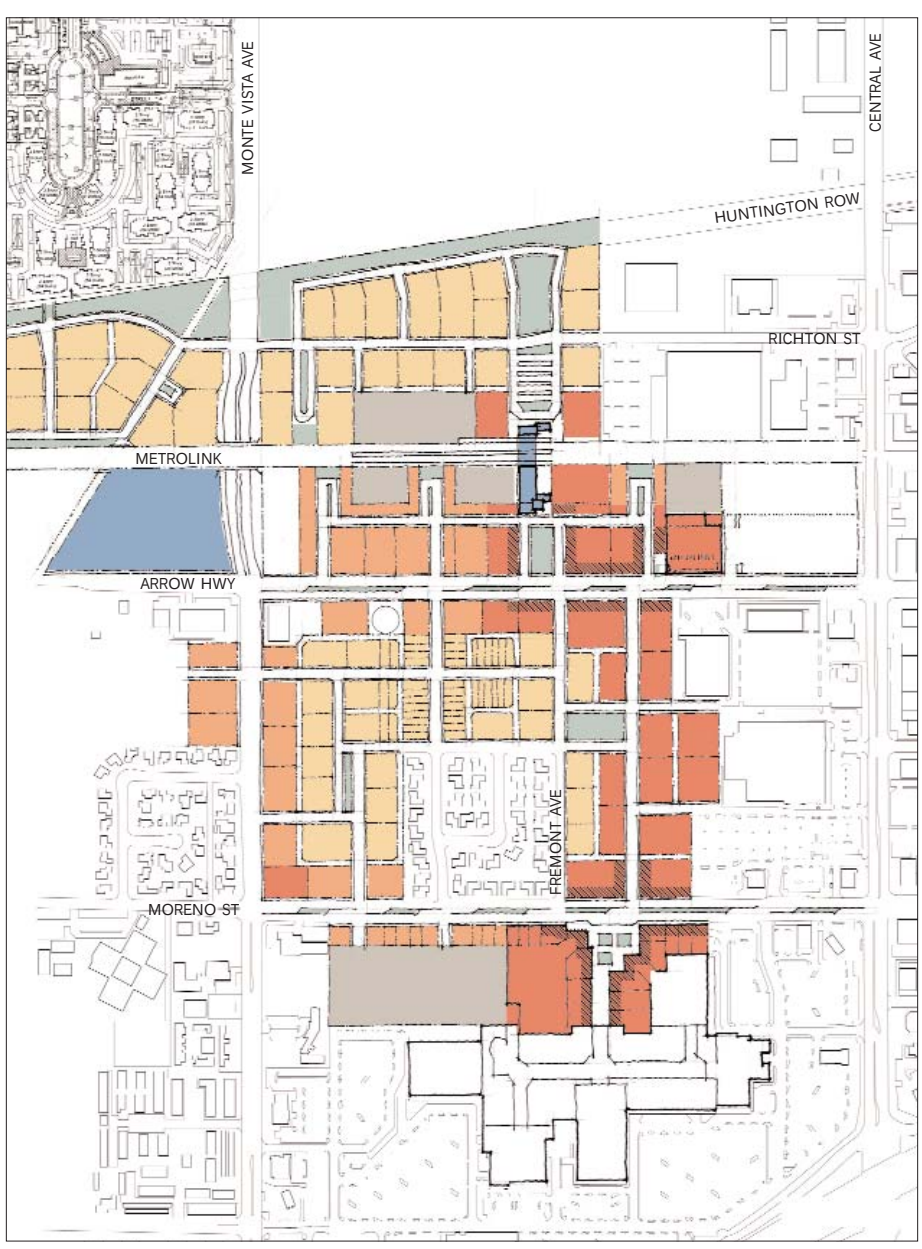
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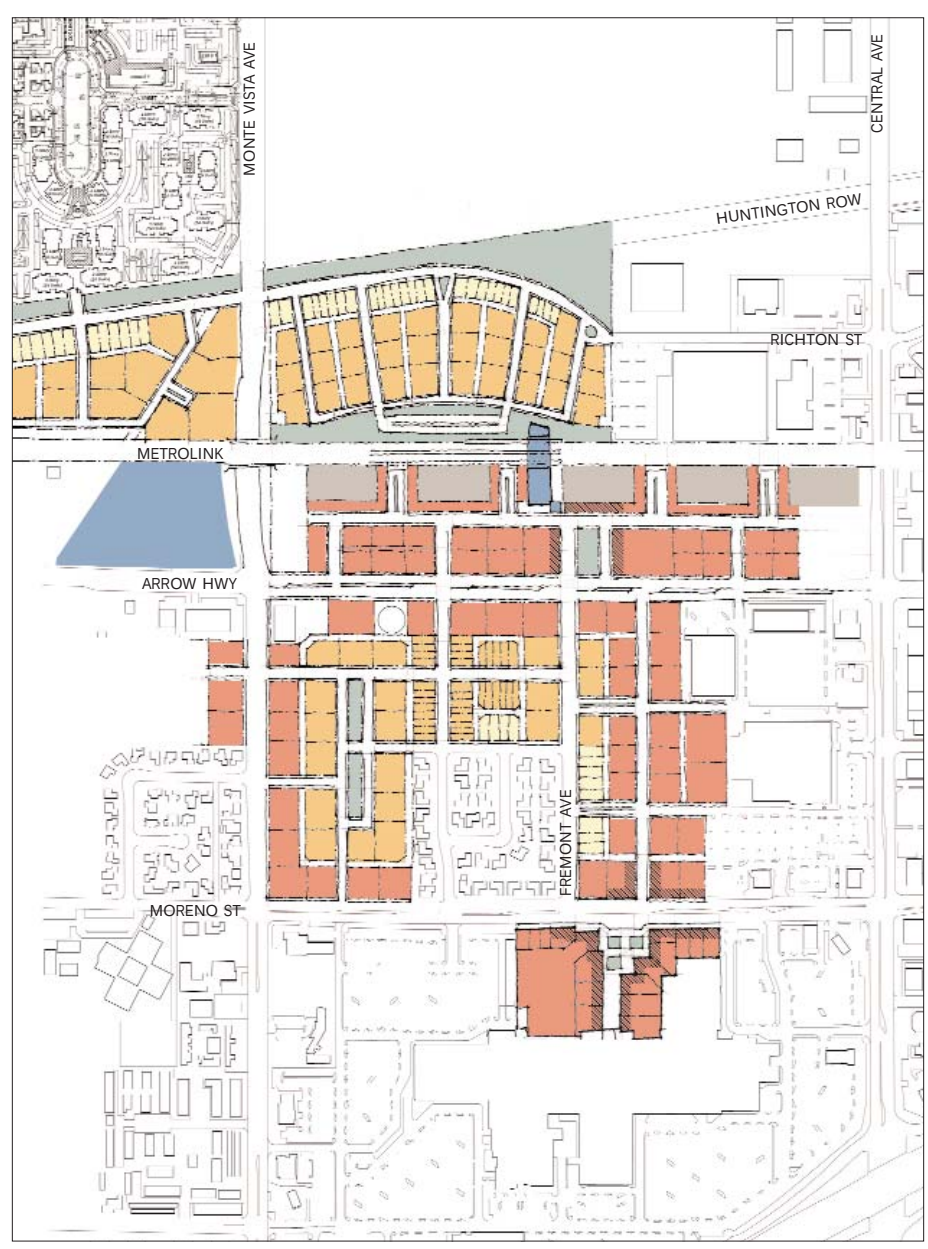
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RICHTON ST
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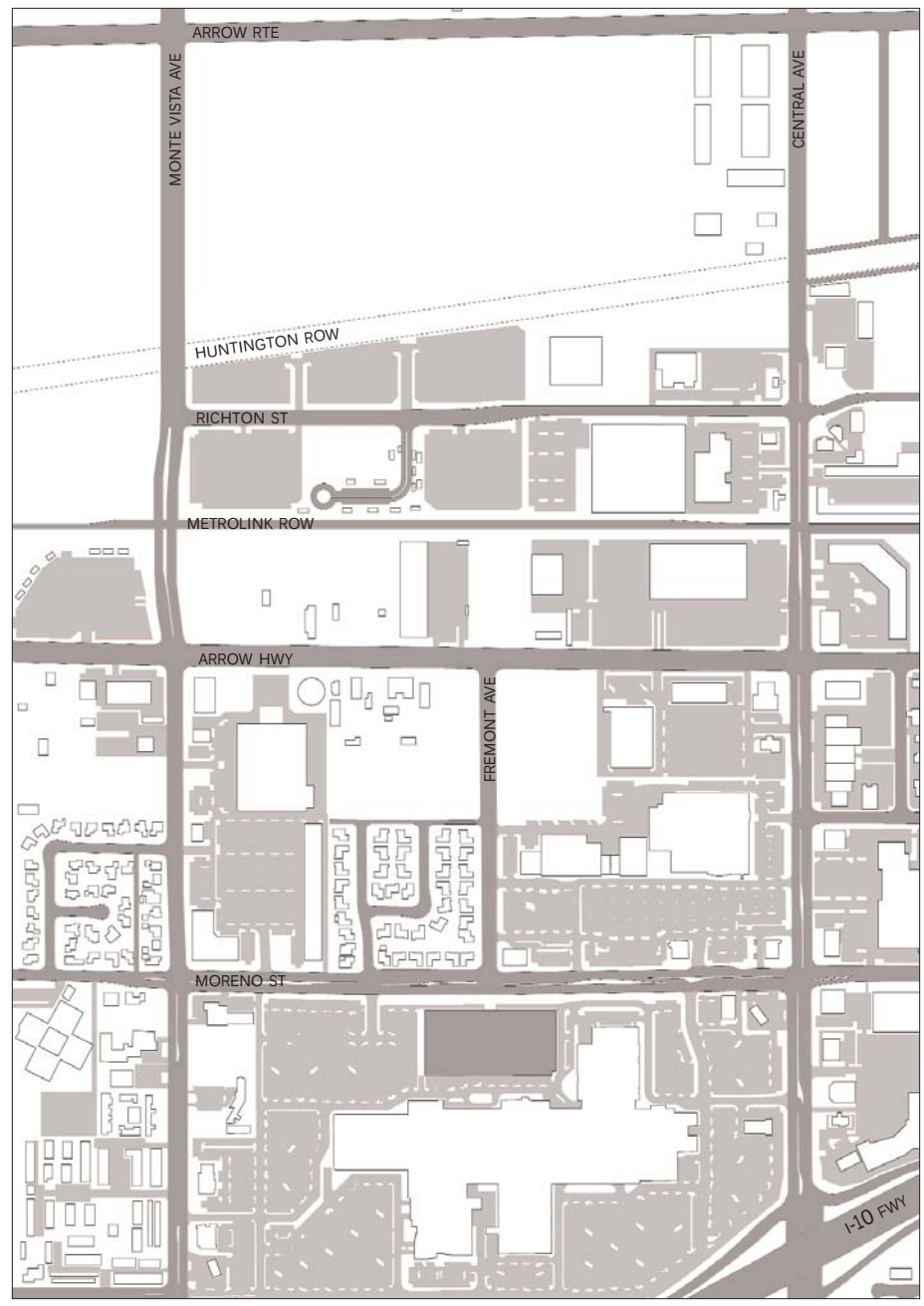
FREMONT AVE
MORENO ST

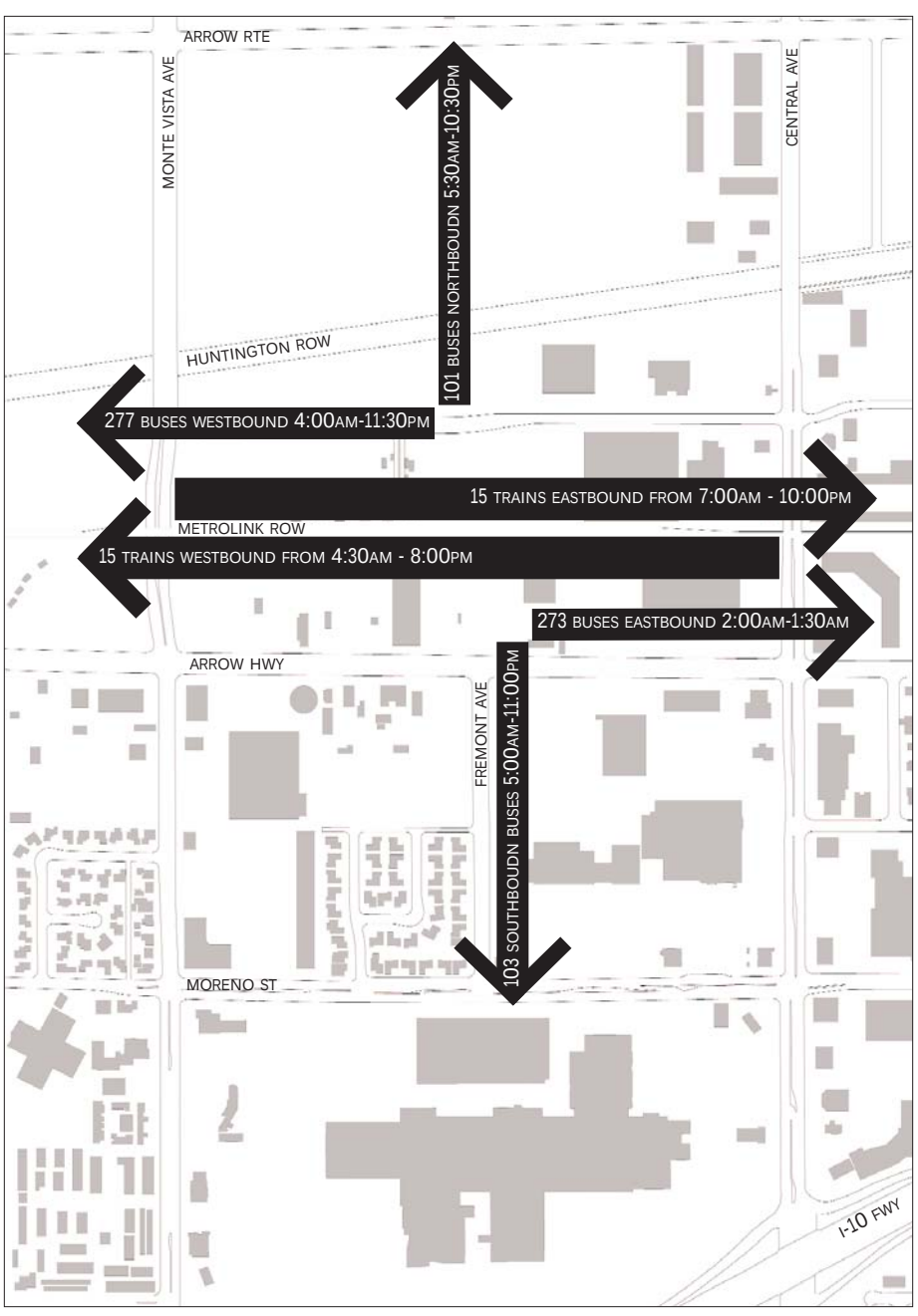
Figure-Field Plan at 1 " = 800 '

Reverse Figure-Field Plan at 1 " = 800 '

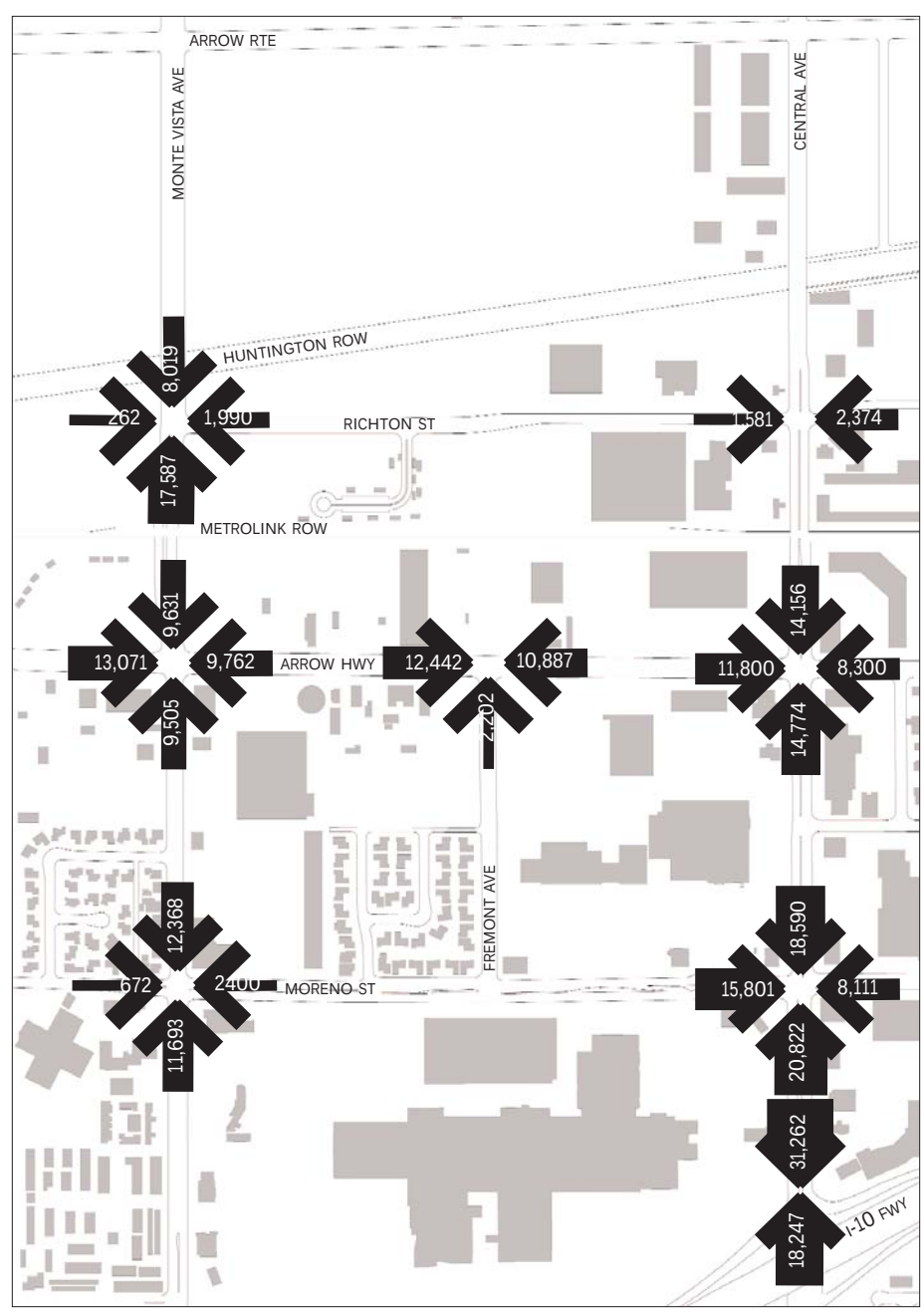
Road Network Plan at 1 " = 800 '



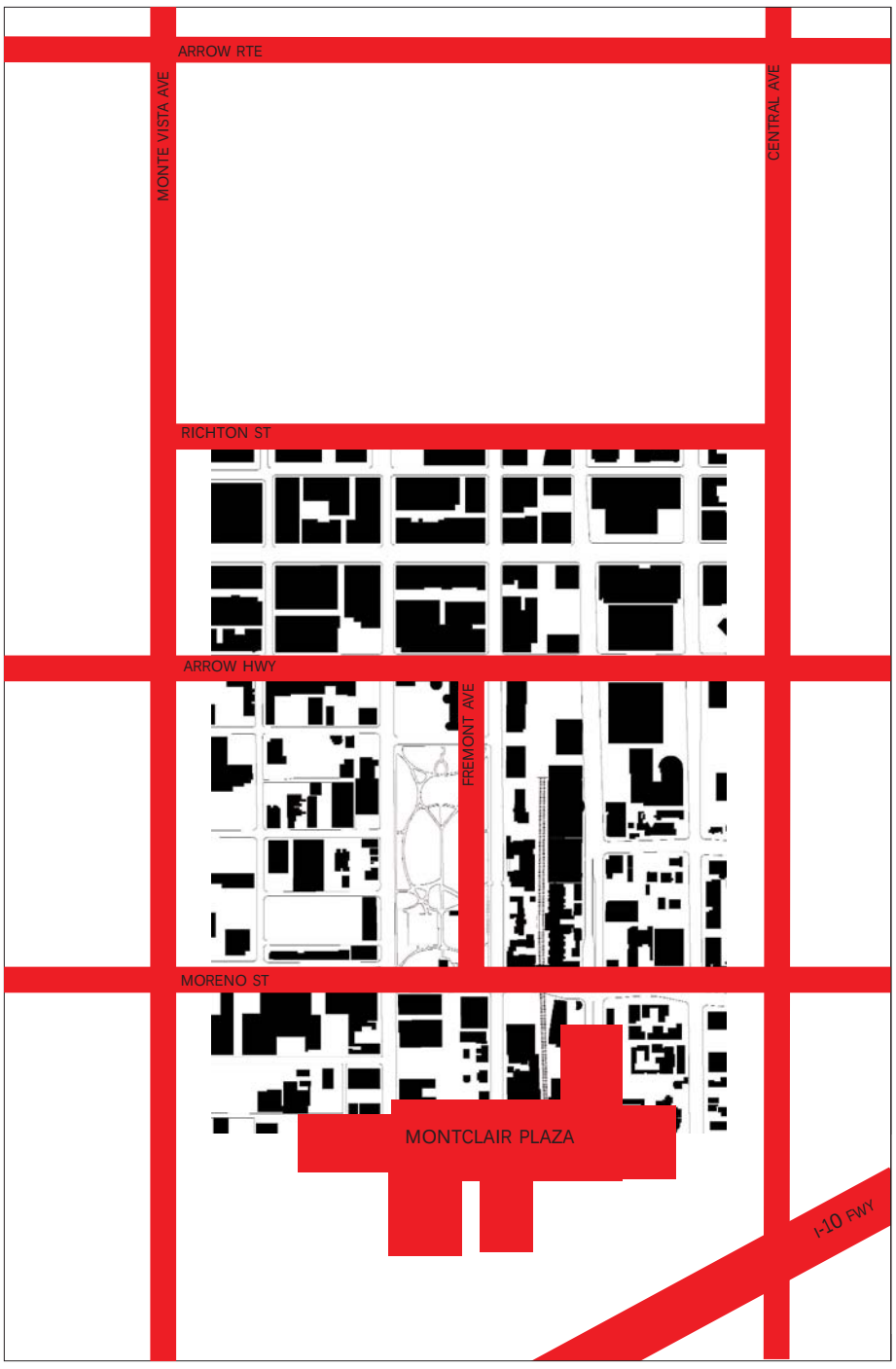
Paving Plan at 1 " = 800 '



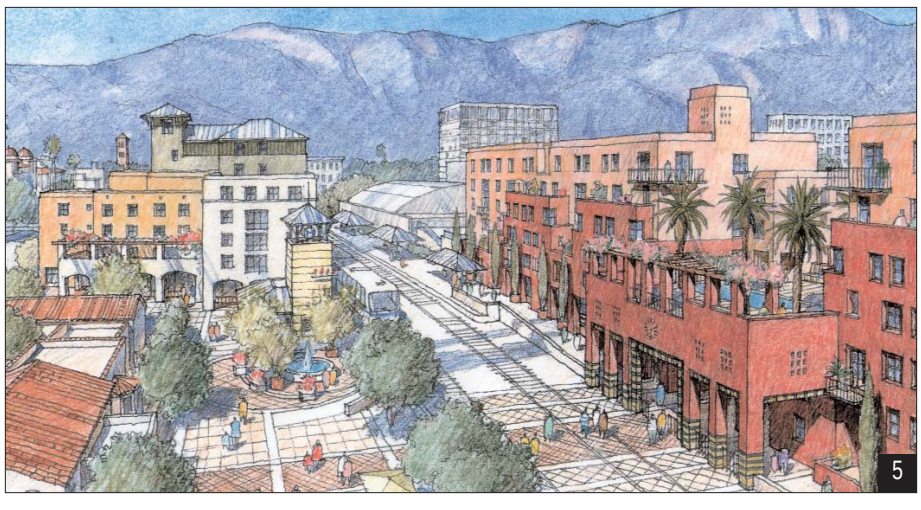
Transit Frequence at 1 " = 800 '



Average Daily Traffic Volumes at 1 " = 800 '



Comparative Plan (Montclair streets in red; Old Pasadena in black) at 1 " = 800 '



Old Pasadena

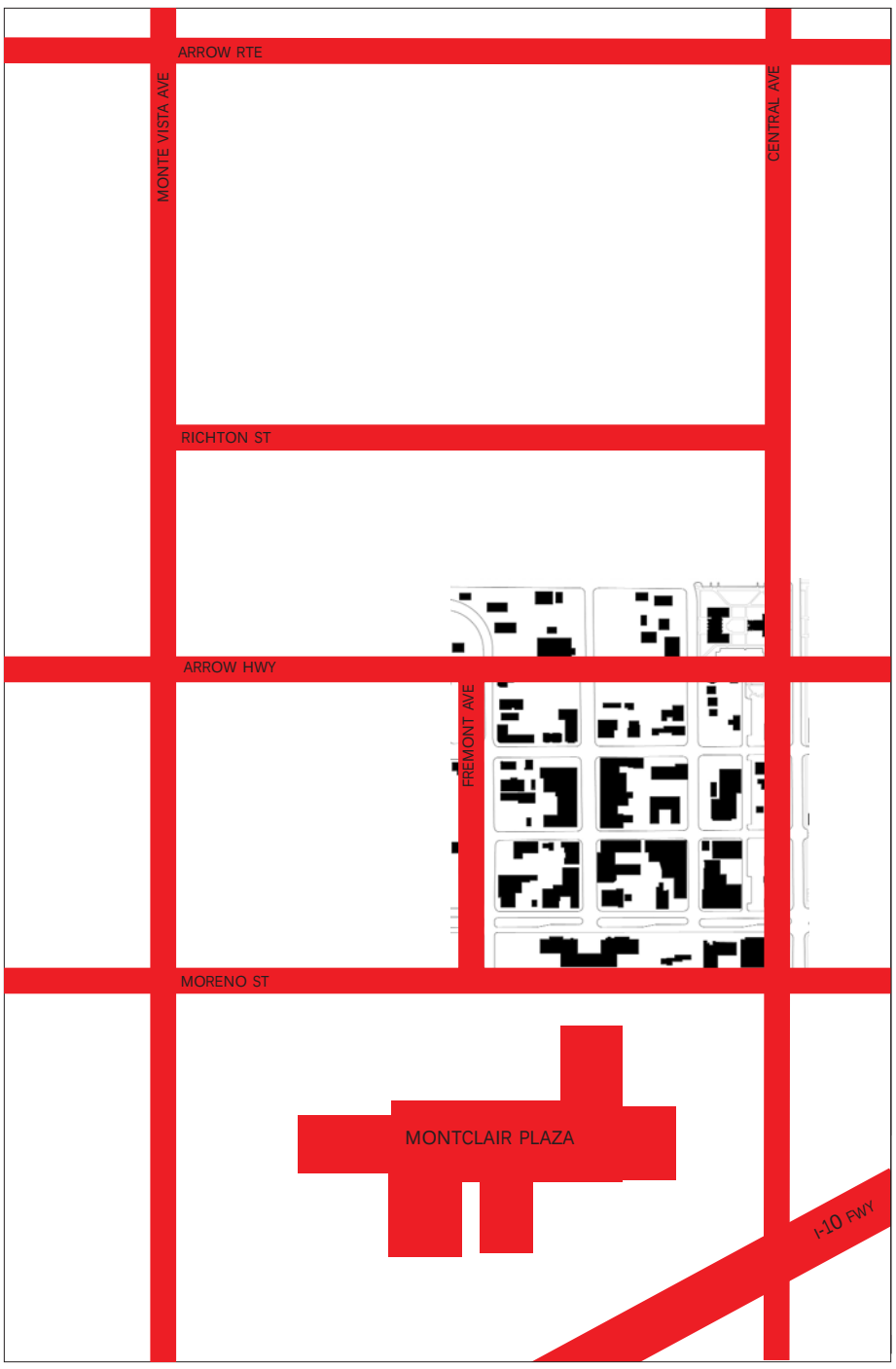
1: Public plazas and parks create focal points for retail and community events.

2: Historic and new two-story buildings and storefronts face the sidewalk.

3: Parking is located in shared garages designed to look like buildings, including ground level storefronts.

4: Alleys are have storefronts, decorations and landscape to make an intimate pedestrian-only environment in addition to the street sidewalks.

5: Gold Line trains stop at public plazas and parks, surrounded by high-density housing.



Comparative Plan (Montclair streets in red; Claremont in black) at 1 " = 800 '

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5

Claremont Village

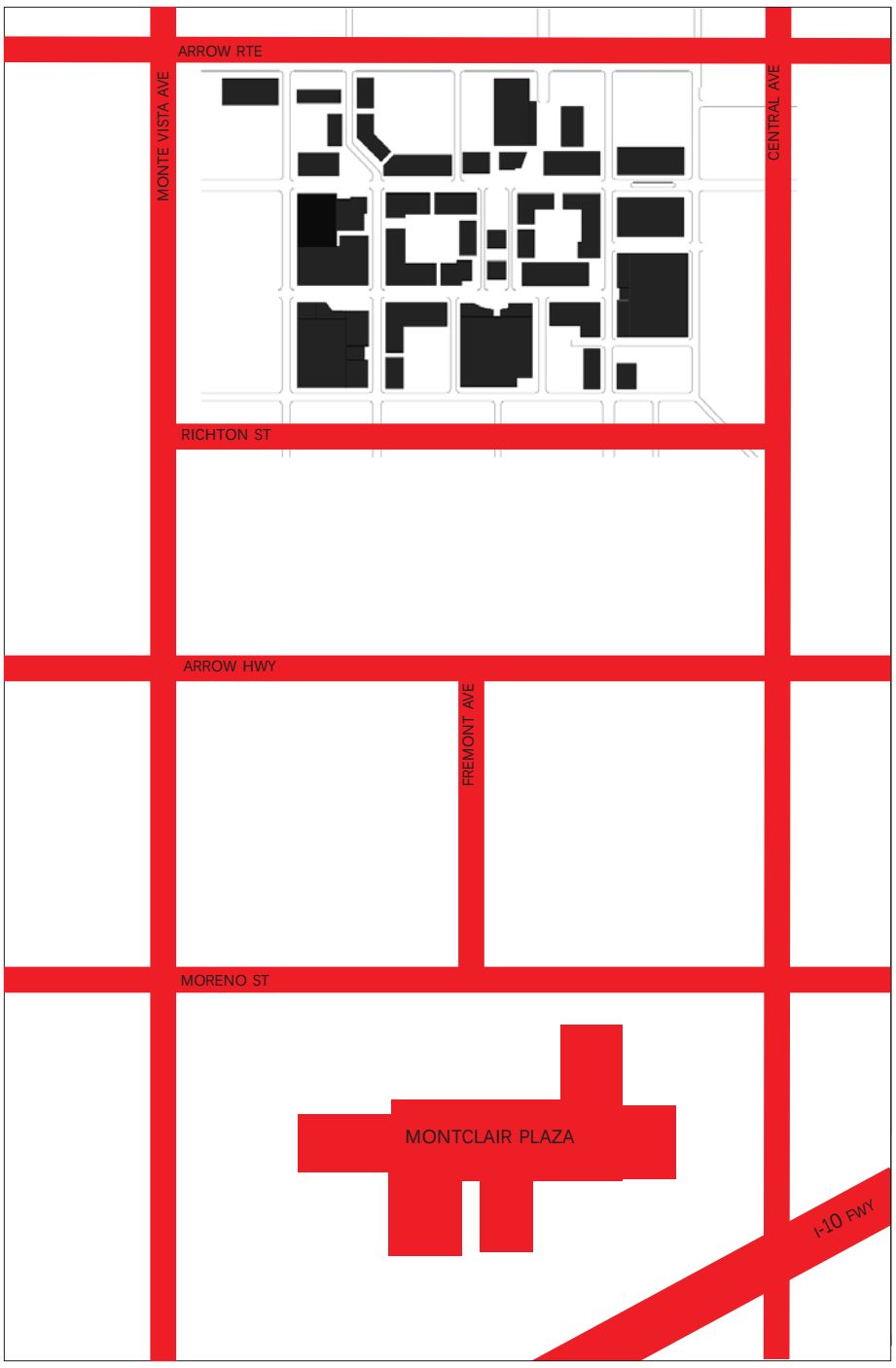
1: Public buildings are located in the Village

2: Narrow, tree-lined streets with on-street parking create an intimate, village atmosphere.

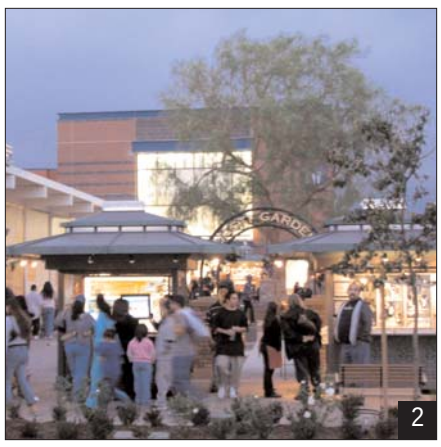
3: Parking is located in the center of blocks in "parking courts" hidden from the street.

4: Landscaped passages connect streets, sidewalks, and parking courts.

5: Wide pedestrian friendly sidewalks provide room for outdoor dining and street furniture.



Comparative Plan (Montclair streets in red; Victoria Gardens in black) at 1" = 800'



Victoria Gardens, Rancho Cucamonga

1: A "town square" with views to the mountains establishes a public center for sidewalk cafes and cultural buildings.

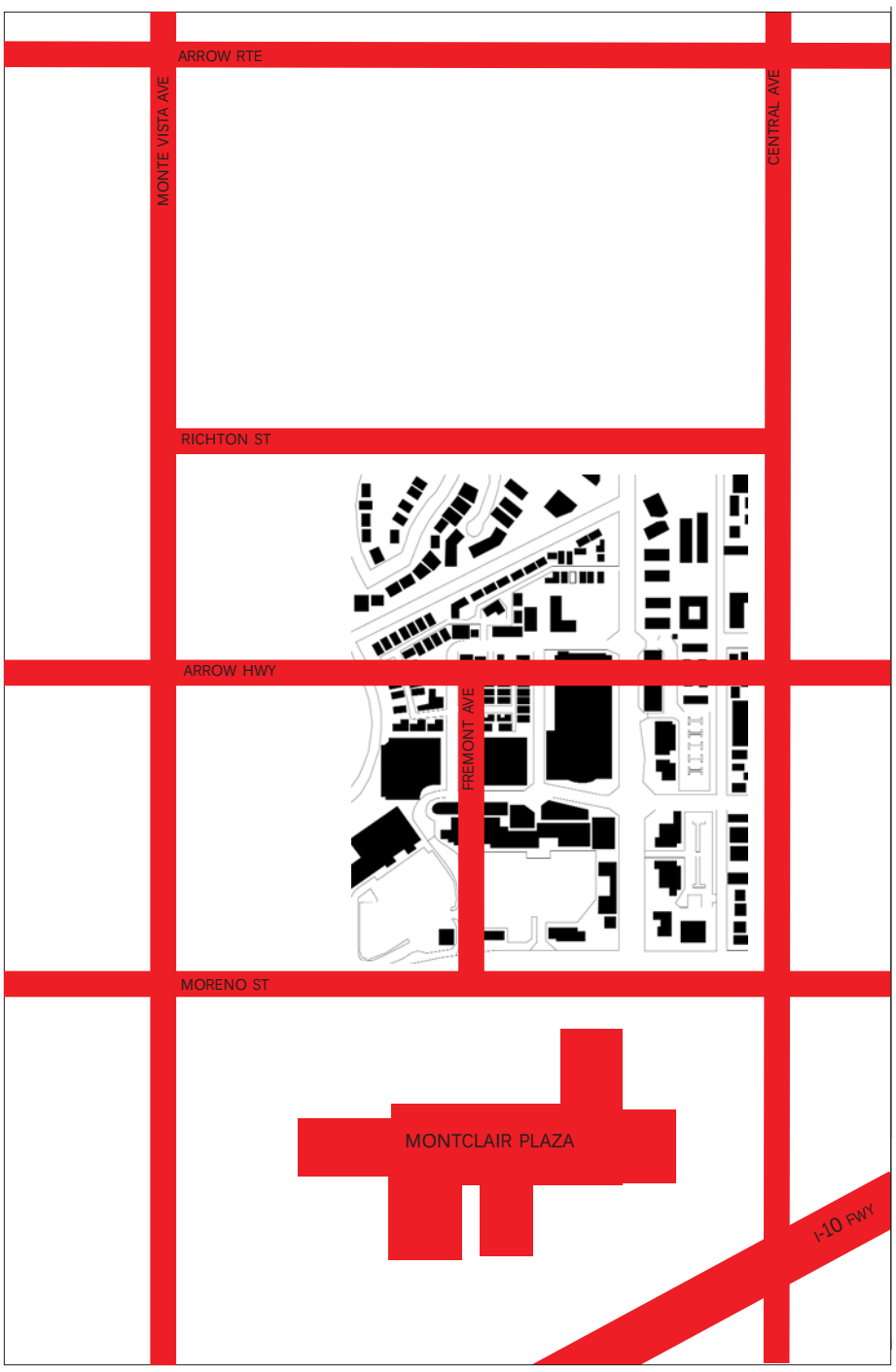
2: Pocket parks and lush public space are scattered throughout.

3: Front doors to department stores terminate public plazas and streets.

4: Various building styles and types create variety.

5: Minor retail anchors occupy corner buildings

6: Parking is located in the center of blocks in "parking courts" hidden from the street.



Comparative Plan (Montclair streets in red; Brea in black) at 1 " = 800 '

Downtown Brea

1: Wide pedestrian friendly sidewalks provide room for outdoor dining and street furniture.

2: Ground-level, sidewalk-oriented retail shares the same building as second upper level residential lofts.

3: Front doors of national retail chains open to sidewalks, not parking lots.

4: Commercial and residential development is adjacent.

5: Buildings are of various styles, sizes, and types.

1

2

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