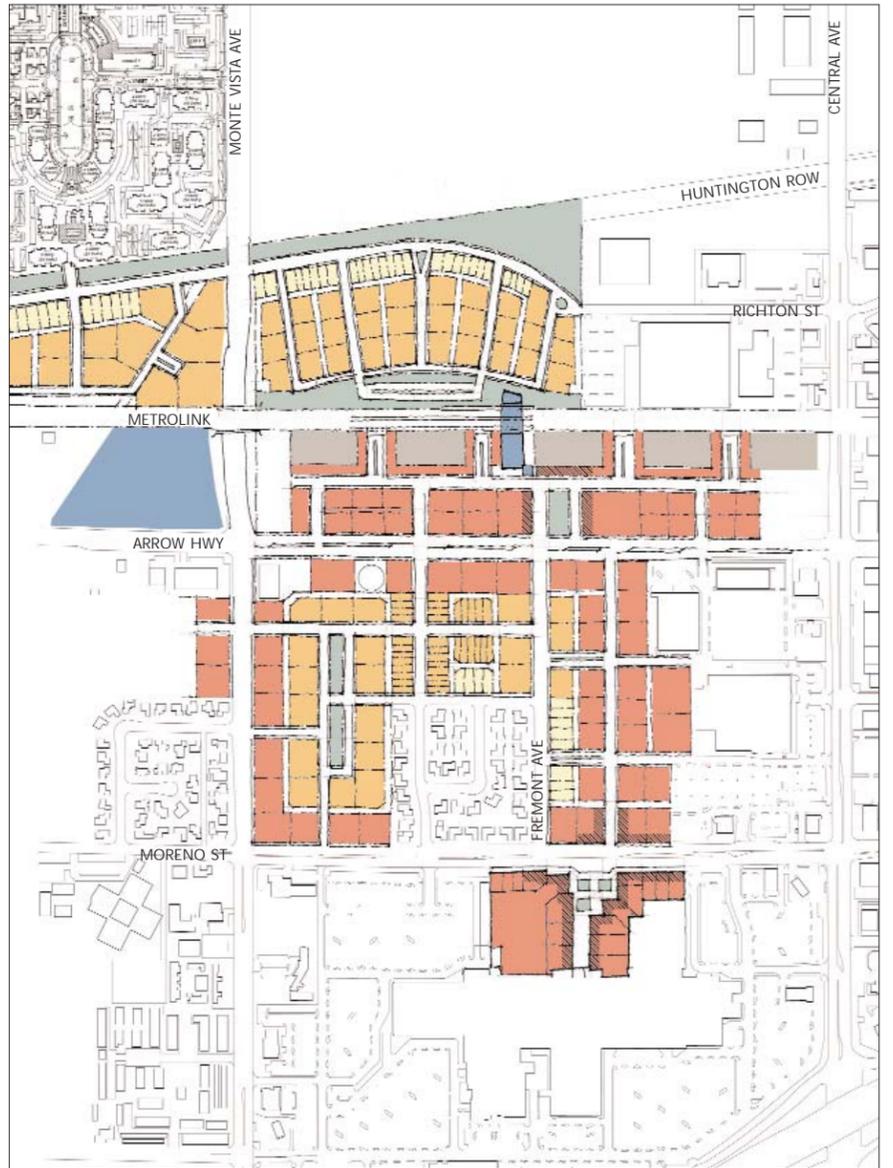
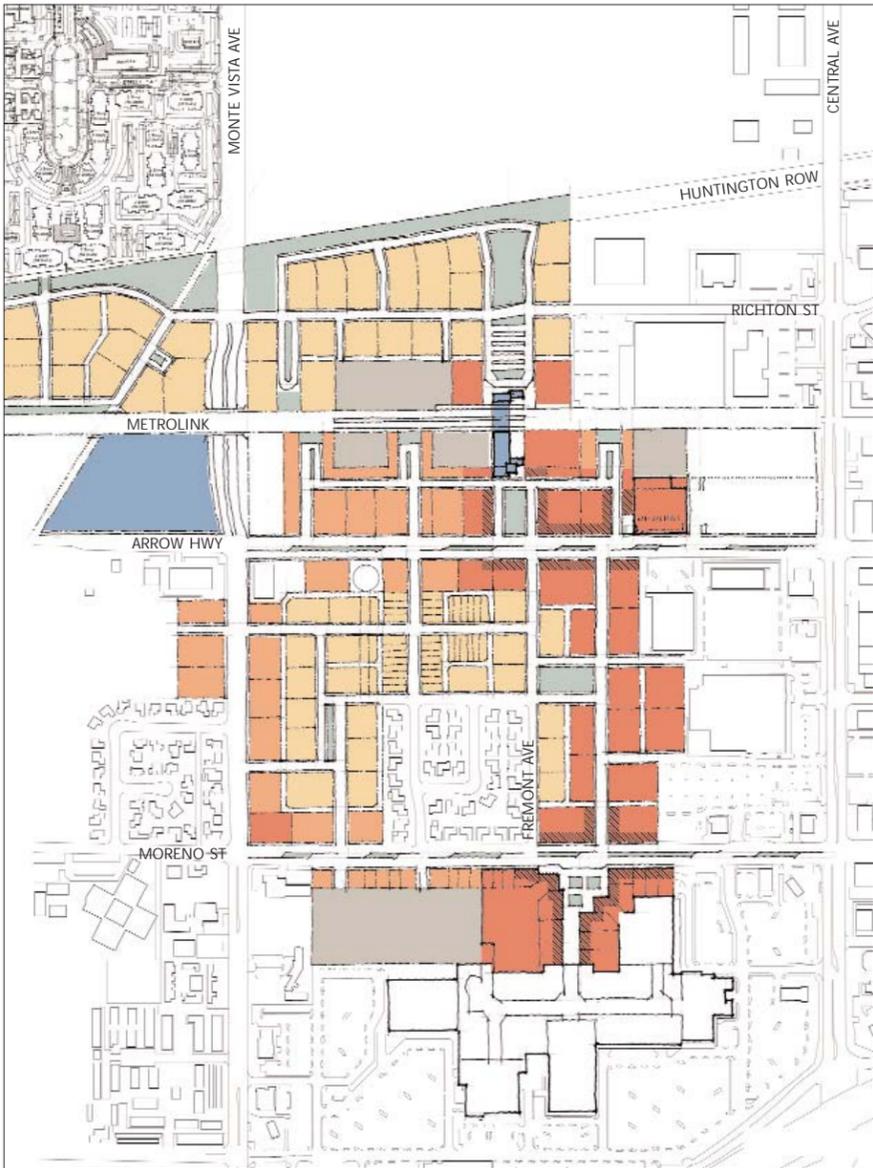
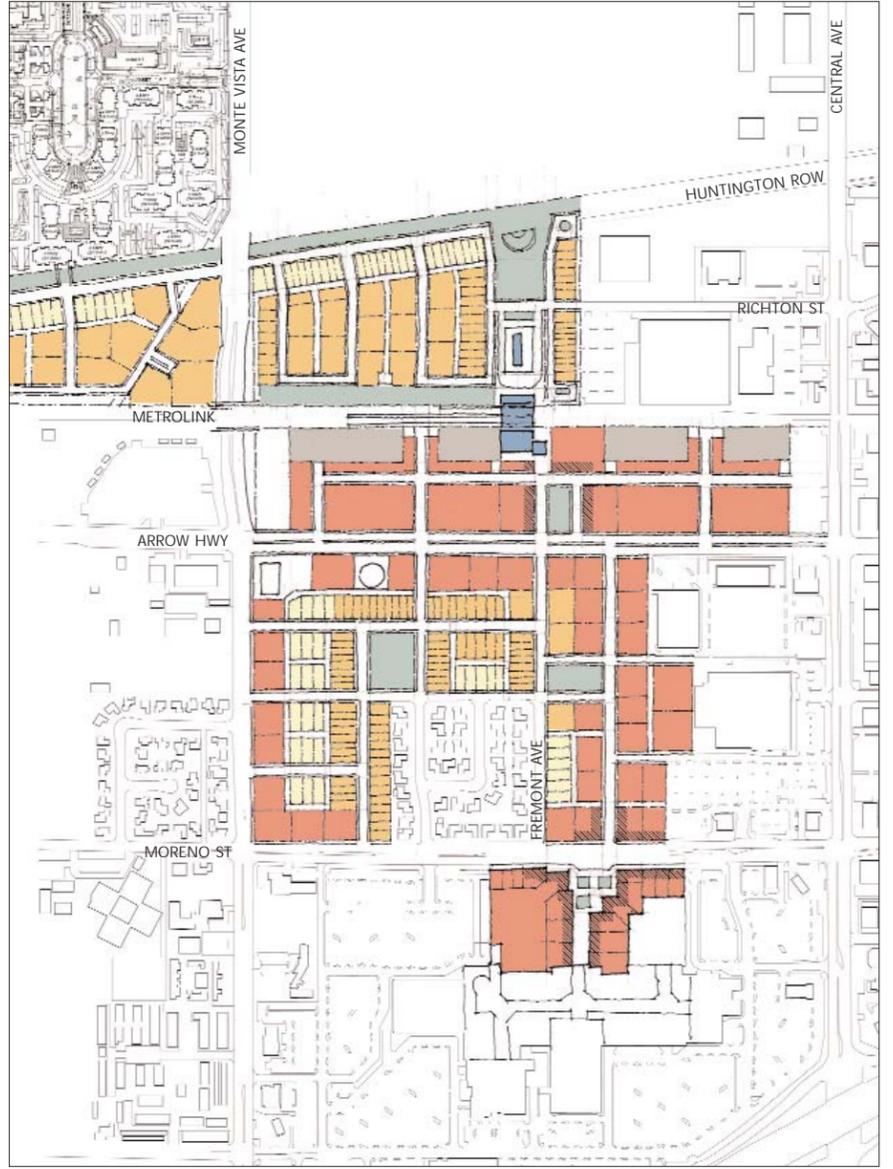
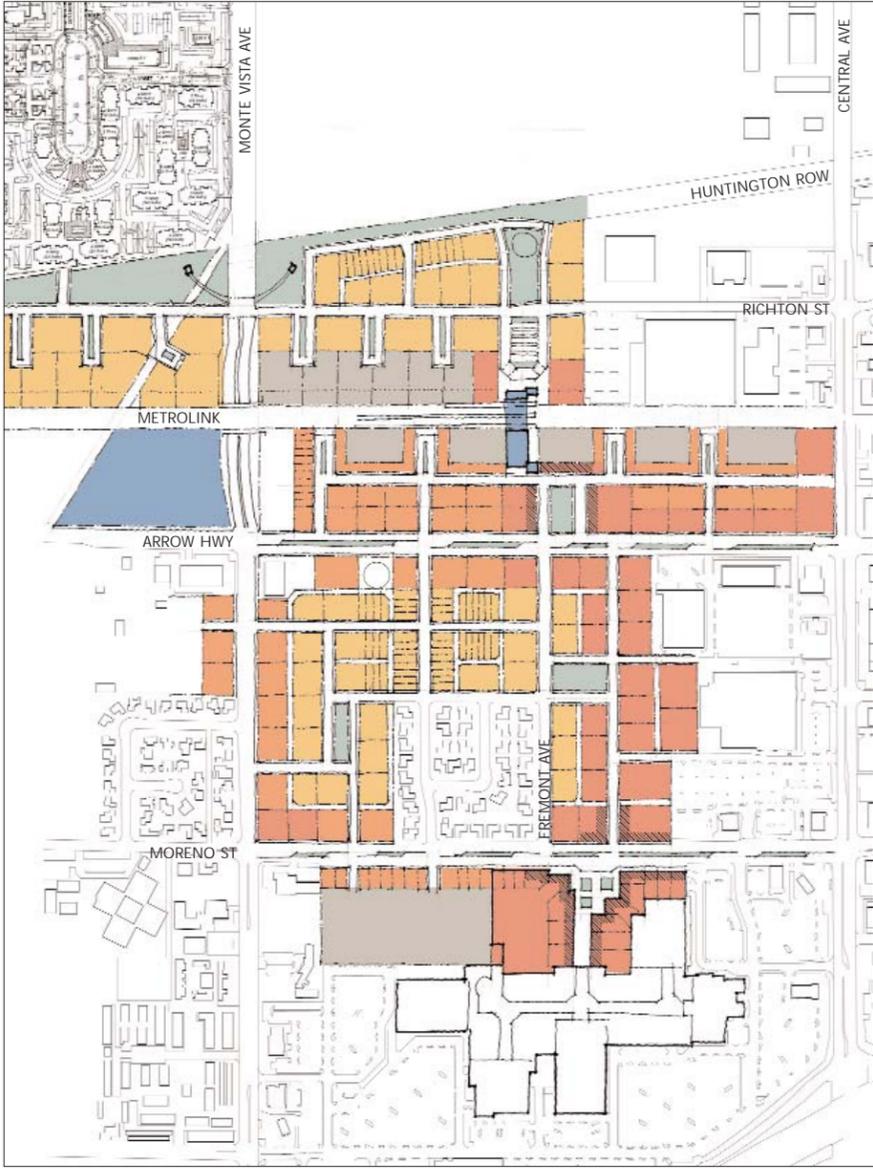


APPENDIX 1

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.



APPENDIX 2
EXISTING CONDITIONS ANALYSIS



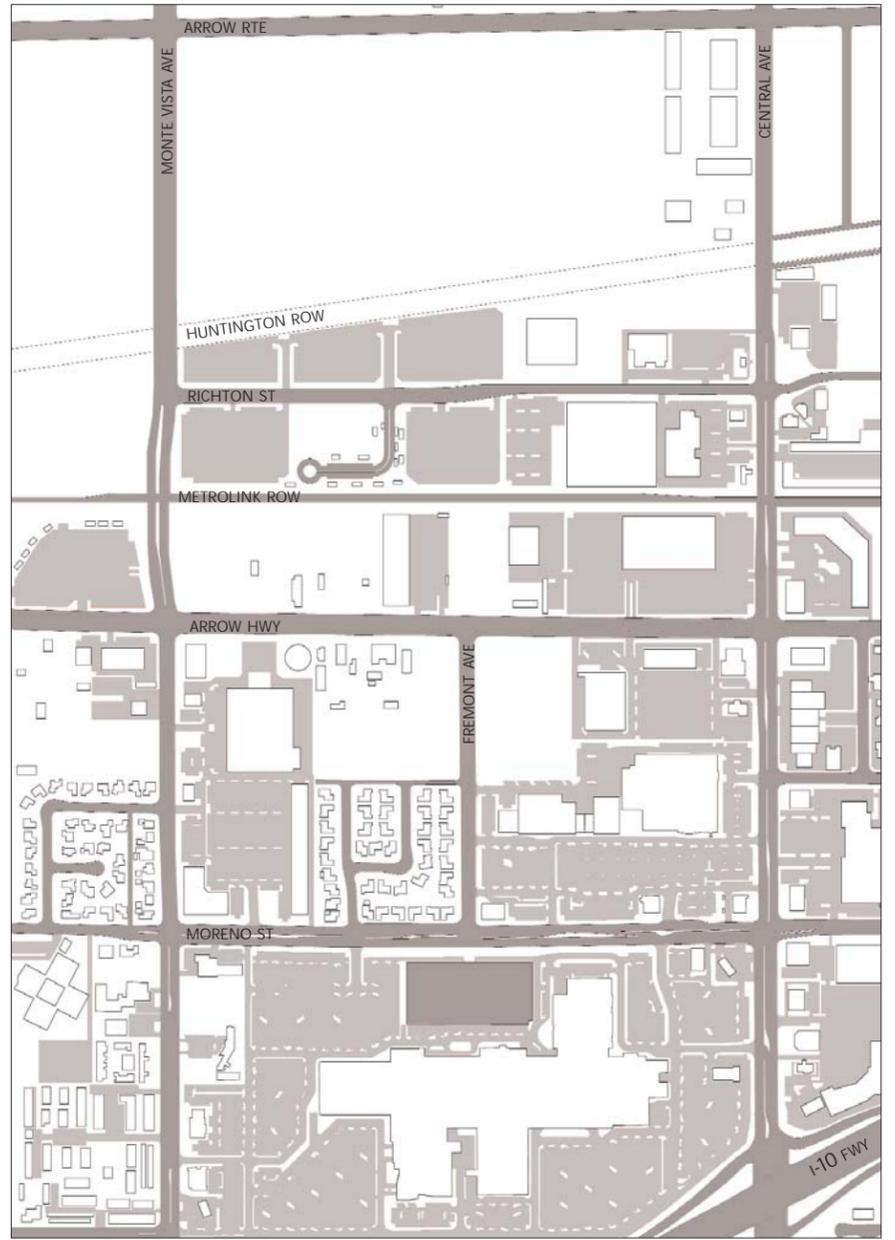
Figure-Field Plan at 1" = 800'



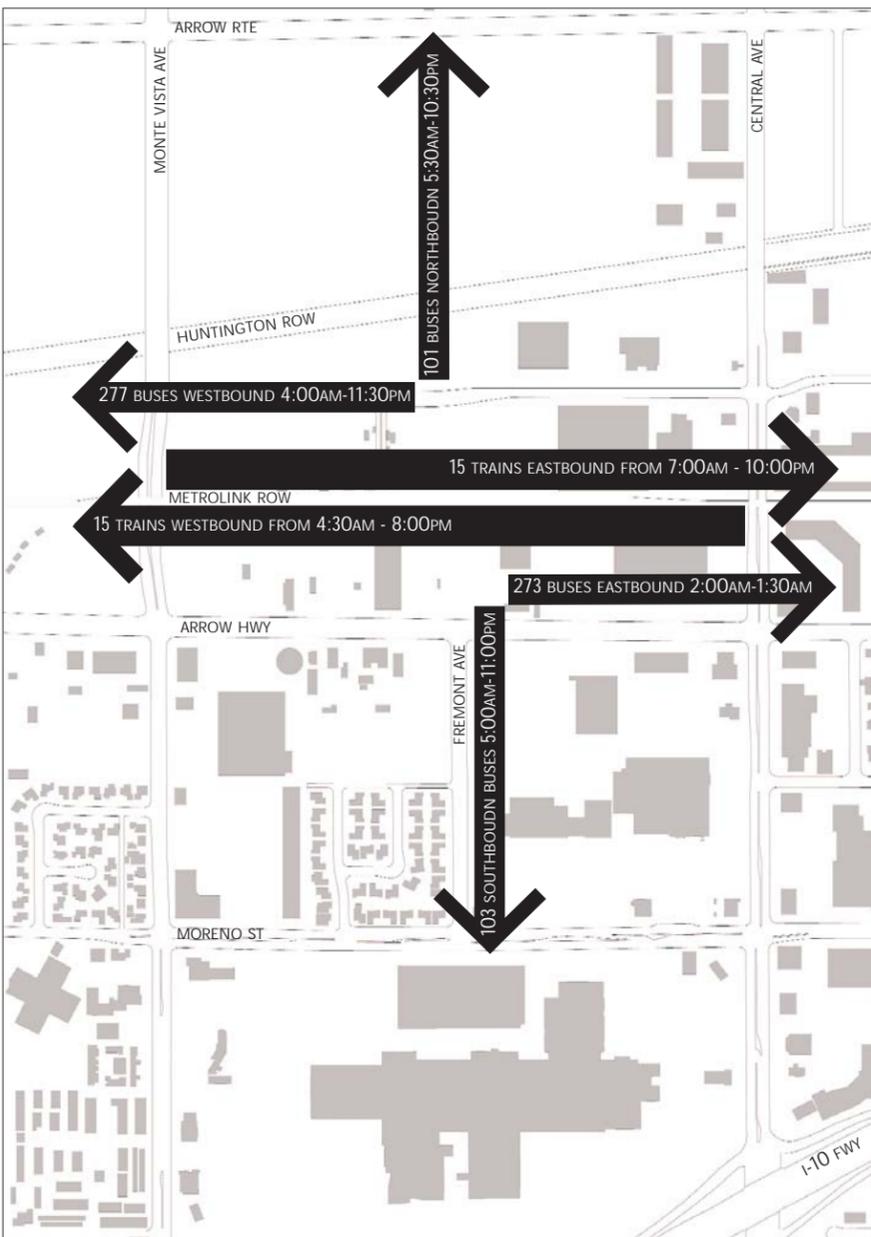
Reverse Figure-Field Plan at 1" = 800'



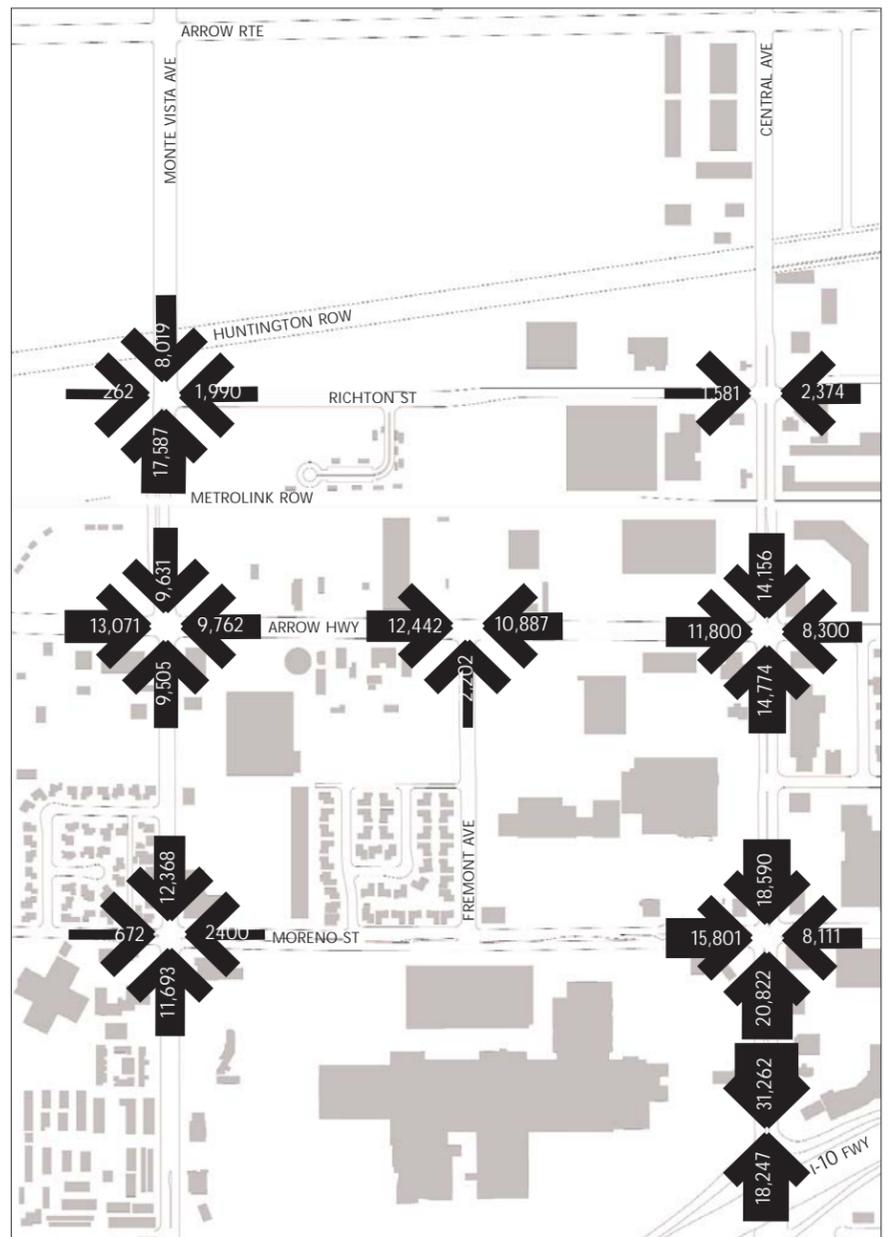
Road Network Plan at 1" = 800'



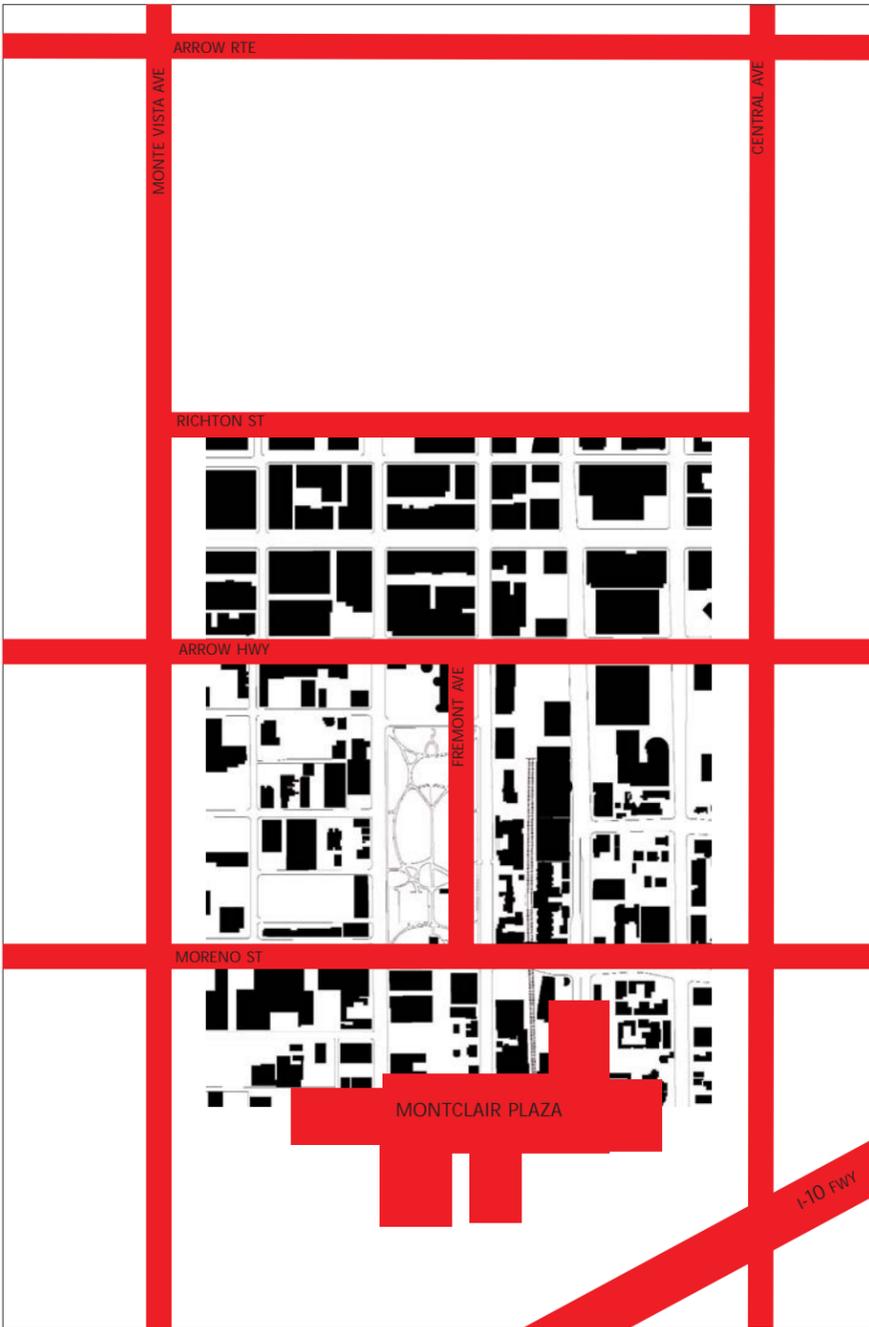
Paving Plan at 1" = 800'



Transit Frequency at 1" = 800'



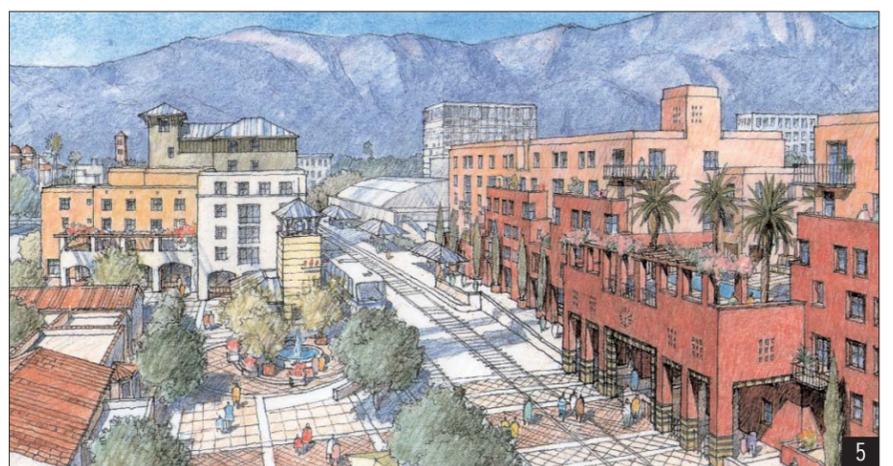
Average Daily Traffic Volumes at 1" = 800'

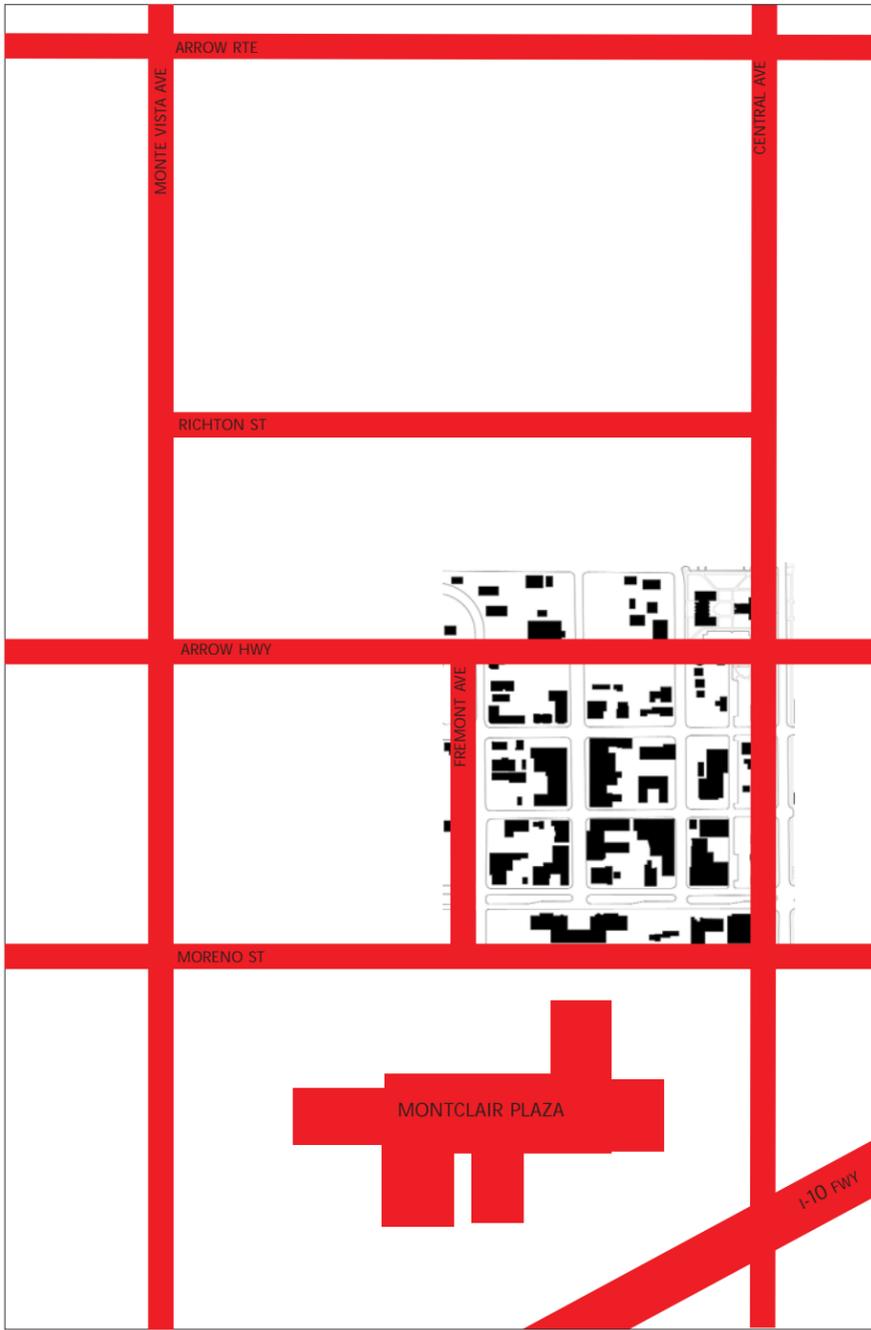


Comparative Plan (Montclair streets in red; Old Pasadena in black) at 1" = 800'

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 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.



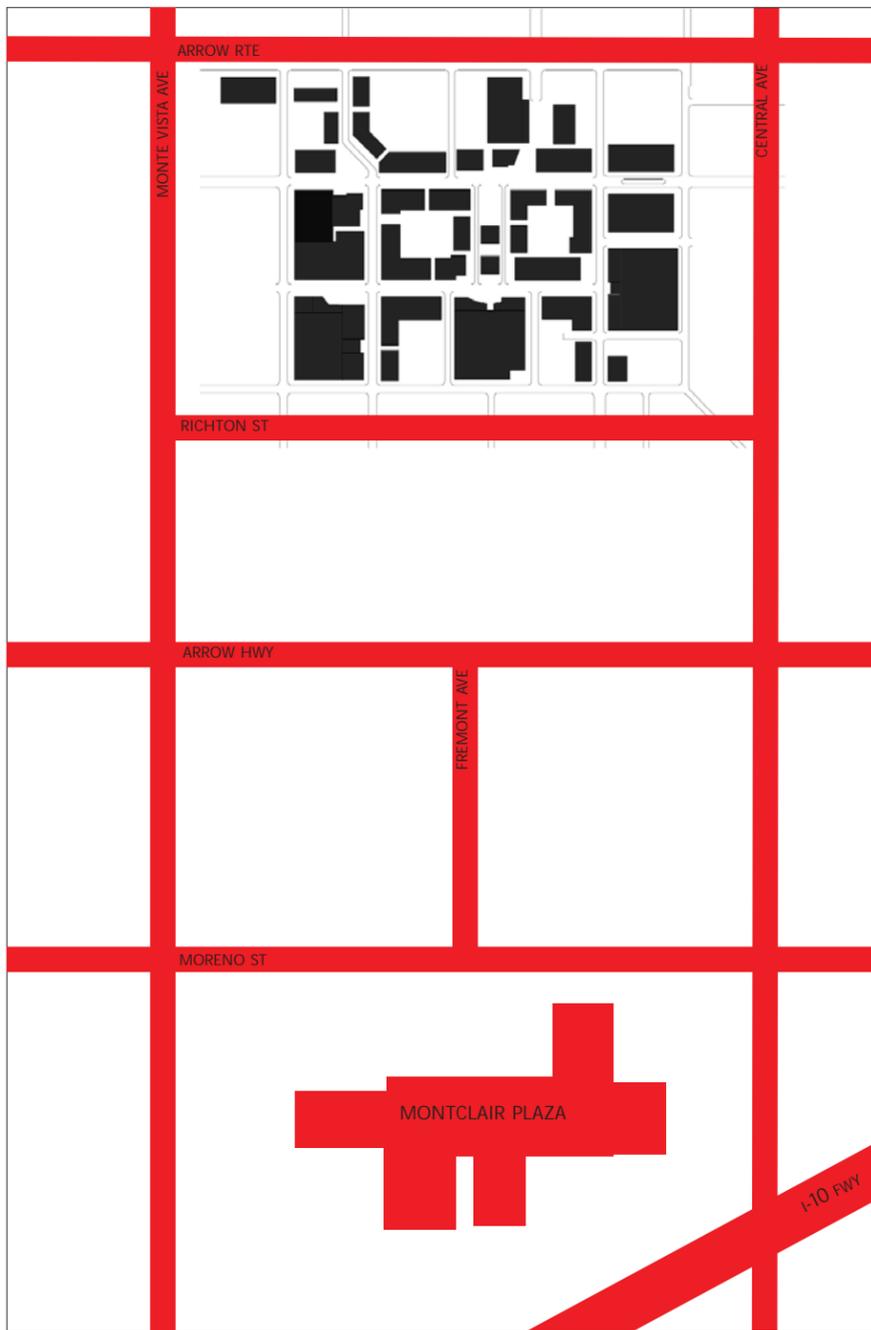


Comparative Plan (Montclair streets in red; Claremont in black) at 1" = 800'

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.



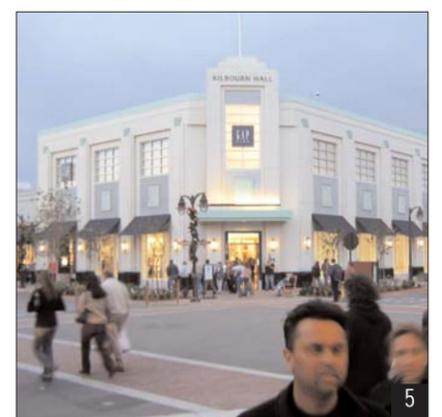
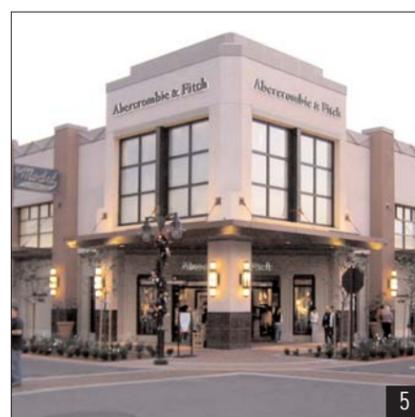


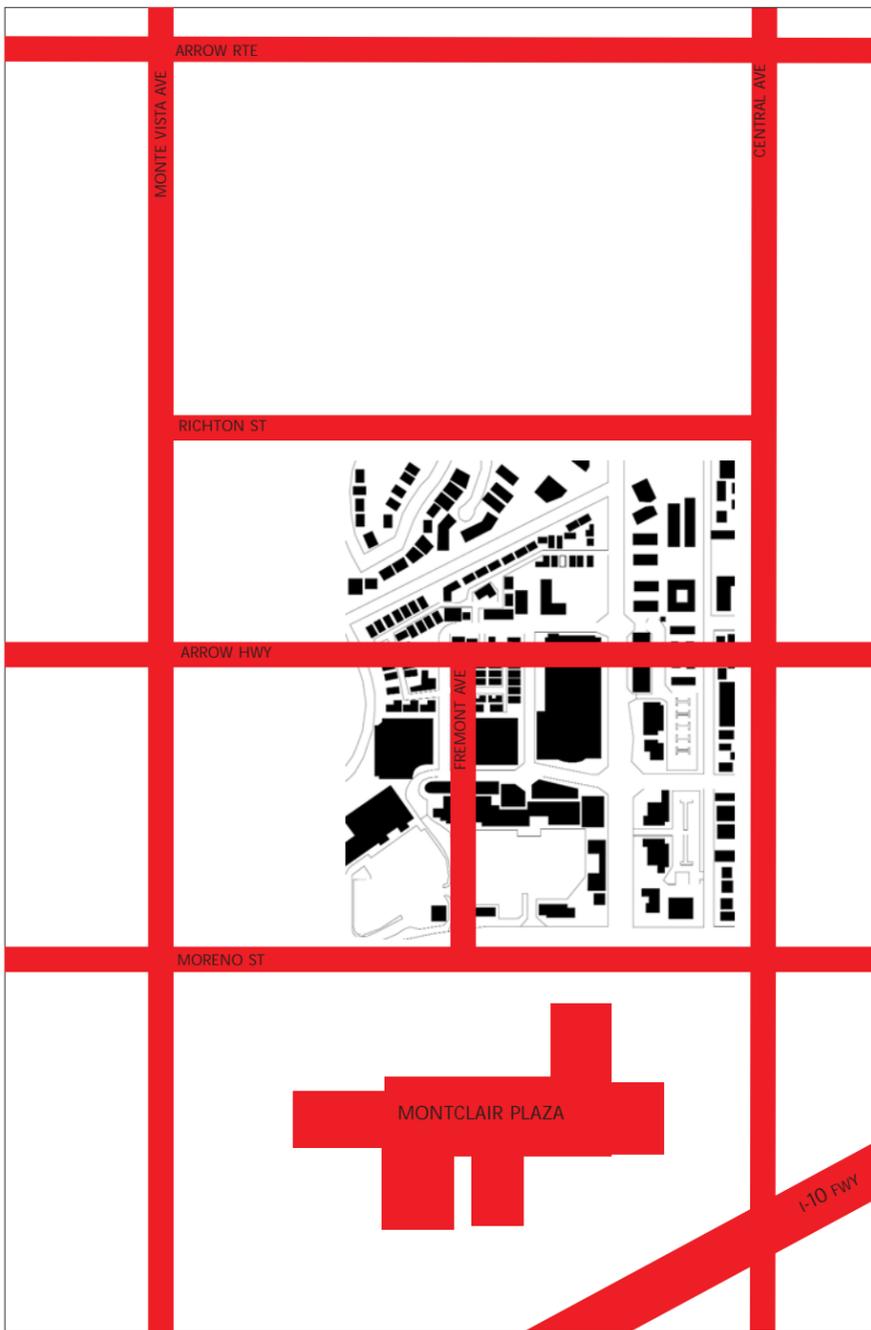
Comparative Plan (Montclair streets in red; Victoria Gardens in black) at 1" = 800'



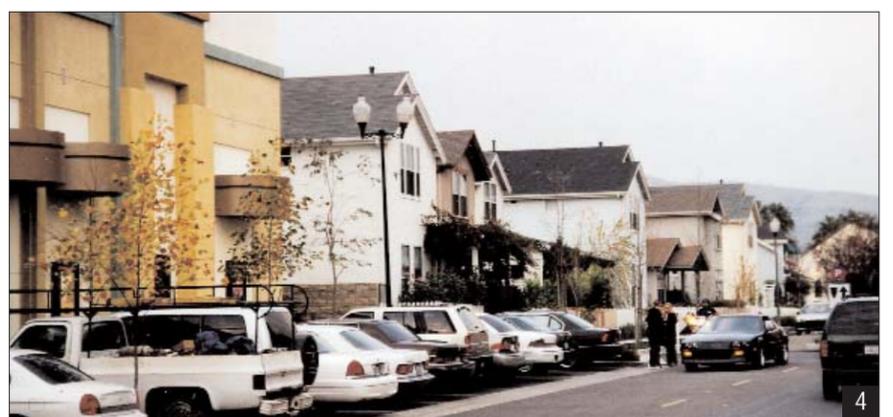
Victoria Gardens, Rancho Cucamonga

- 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.