

# NORTH MONTCLAIR DOWNTOWN SPECIFIC PLAN UPDATE

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CITY OF MONTCLAIR

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Plan Purpose and Context

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.

**Chapter 2 : The Plan** ..... pg 2:1 - 2:4  
Concepts and Programs

Due to the growing challenges to, and competitiveness of, regional-serving retail, the Plan recommends a program mix that begins with transit-oriented housing and local-serving retail, evolving into revitalization of existing regional retail.

**Chapter 3 : Illustrative Projects** .....pg 3:1 - 3:10  
Design Concepts for Specific Sites

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 Transcenter. Phase Three proposes additional residential development on land located between Claremont, Upland and North Montclair. The transformation of the regional retail along the eastern edge of the Specific Plan area is described as Phase Four, the final component of development.

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Standards and Guidelines for the Public Realm

Creating a “pedestrian first” mixed-use district requires an extensive, connected network of public spaces. This is achieved through the dedication of significant public buildings and open space, and the proper balance of cars and pedestrian amenities on public streets. The Plan establishes standards for the development of the public realm.

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Standards and Guidelines for the Private Realm

The Plan proposes a “form-based” code to regulate private development. In contrast to conventional zoning that divides land by uses, the North Montclair Downtown Specific Plan Code is organized by geography of place. The Code provides regulations for four unique places: 1) Station District, 2) Town Center, 3) Corridor Residential, and 4) Neighborhood Residential, with an emphasis on the design of individual buildings directed to form the public realm.

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Implementation of the Plan is described through an itemization of public infrastructure improvements in support of the Plan, and the expected density yield of each phase of development.

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A conformance matrix is provided to help potential applicants determine whether or not a proposed development conforms with this Specific Plan. Analytical, technical and background information and reference material produced during the development of the Plan is also provided here.



Chapter 1 : Introduction/Context



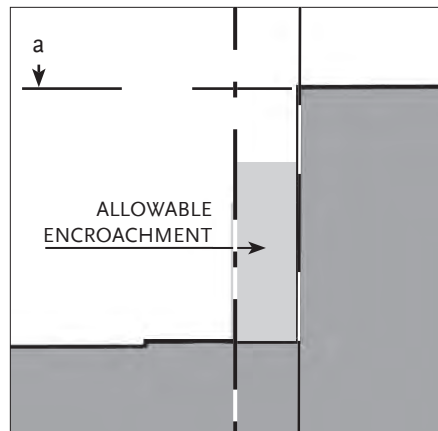
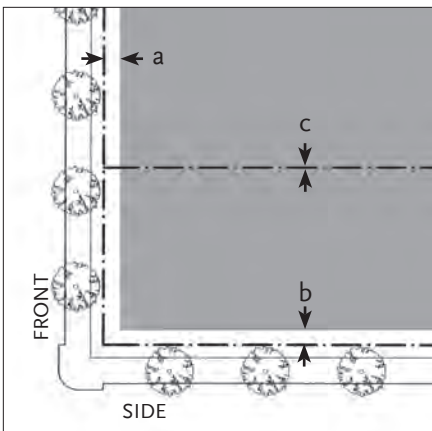
Chapter 2 : The Plan



Chapter 3 : Illustrative Projects



Chapter 4 : Great Squares & Streets



Chapter 5 : The Code



## PREFACE

This North Montclair Downtown Specific Plan (NMDSP) update amends the original NMDSP, adopted in 2006. The 2006 NMDSP established a framework and development strategy for a pedestrian-oriented commercial and residential District surrounding the City's regional Transcenter, which is served by local buses and regional Metrolink rail, and is designated by law as the future terminus of the eastern extension of Metro Goldline light rail service. The update focuses on the 150 acres of vacant lots, strip malls and other marginal land uses located between Montclair Place and the Transcenter.

Primary objectives of this Proposed Specific Plan Update, illustrated in Figure 1 at right, include the following:

1. Expand the area of the current specific plan boundary to incorporate approximately 10 acres of land at the southwest corner of Arrow Highway/Monte Vista Avenue (Monte Vista/Arrow Highway Expansion Area) and approximately 22 acres of land on the west side of Central Avenue at Richton Street (Northeast Expansion Area) and determine appropriate land use zones, allowed land uses, development potential, and street patterns for these areas.

The Northeast Expansion Area overlaps the Turner Specific Plan (TSP). The TSP will be repealed upon the adoption of this NMDSP and the provisions of this NMDSP will completely replace the regulations of the TSP.

2. Clarify the land use zones, allowed land uses, development potential, and street pattern for the existing retail areas in the "Big Box" area generally bounded by Central Avenue, Moreno Street, Fremont Avenue, and the railroad right-of-way.
3. Plan for the anticipated arrival of the Metro Gold Line light rail extension and expansion of the Transcenter bus bays.
4. Provide for additional transit-oriented development adjacent to and near the station by introducing a new land use zone - the Station District (SD) - north of the railroad right-of-way that permits taller, higher-density mixed-use development adjacent to the Transcenter and proposed Metro Gold Line station.
5. Clarify the lot size and development standards for the existing single-family lots along the south side of Huntington Drive.
6. Adjust the proposed street network in response to residential developments built since the 2006 NMDSP was adopted and to better conform to the underlying parcel boundaries.
7. Account for an increased number of dwelling units and additional commercial space square footage, located primarily in the expanded areas. The maximum development potential for the updated Specific Plan area is 5,900 dwelling units and 1,680,000 square feet of commercial/office area.
8. Update the Regulating Plan and development standards to successfully implement the NMDSP.

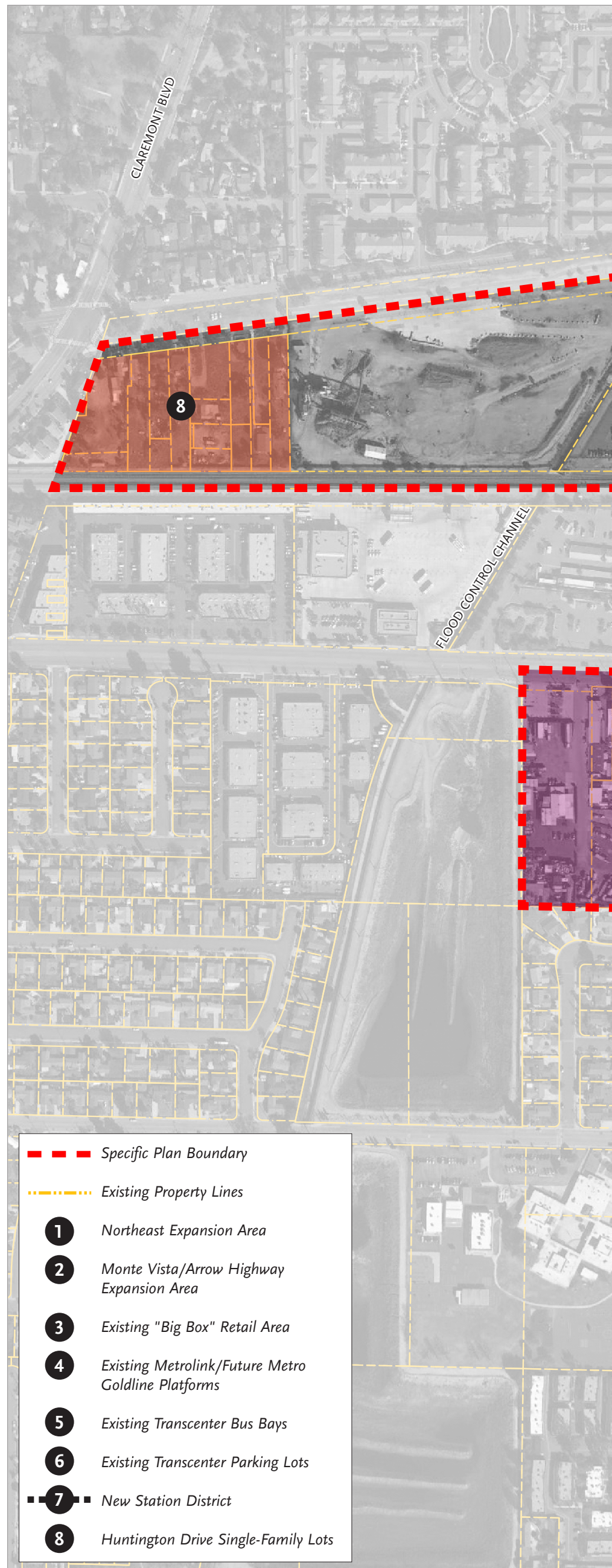
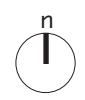
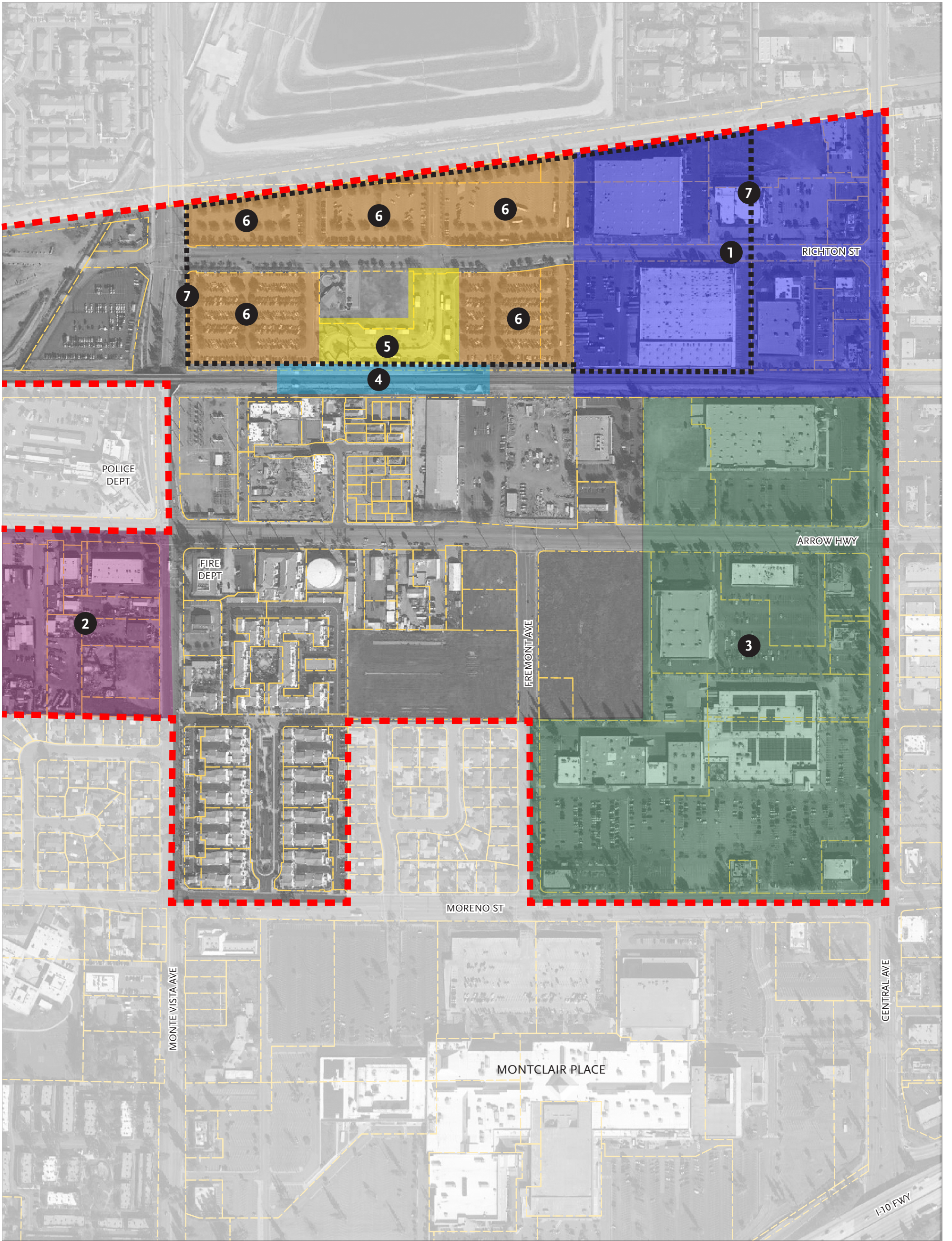


Figure 1: Revised Project Area







**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 and defined by Central Avenue along the east, Moreno Street along the south, Monte Vista Avenue generally along the west except for a pocket west of Monte Vista Avenue bounded by San Antonio Wash to the west, Arrow Highway to the north, an established single-family development to the south, and City boundaries along the north and west. The Plan Area also encompasses the existing commuter parking lots to the north of the Transcenter as well as the area north of the rail road right-of-way between Monte Vista Avenue and Claremont Boulevard (see plan on pages iii-iv). 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 1940s are architecturally undistinguished and urbanistically destructive, as they both absorb and eliminate the local landscape while generating a placeless, undistinguished fabric of buildings.

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 decades as an alternative to conventional suburban development. It stems from the recognition that commuter lines and stations can and should 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 - known as the walkability shed - encompasses the neighboring population within an average 5-minute walk of the commercial center. Thus, the maximum size of a district is determined not by density but by the 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 that is appropriate and desirable and possible to recreate 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.



*Square*

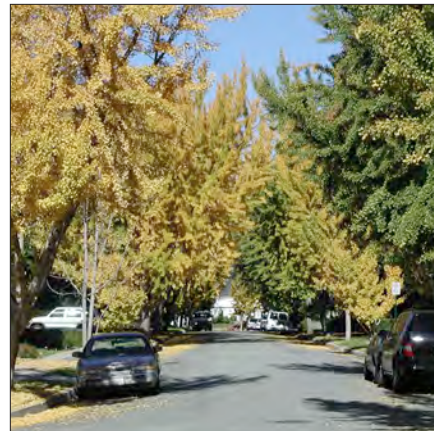


*Public Building*



*Plaza*

**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 Street*



*Great Retail Street*

**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. On larger streets, intersection bulbouts reduce the pedestrian crossing distance and time and also provide space for landscaping and street furniture. 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** - The quality and amount of housing in a district determine its particular character. In the case of mixed-use environments, one of the most appealing characteristics is the opportunity for people to live above stores, providing residents the ability to take advantage of the proximity of uses provided in such an environment, while reducing their reliance on a car. Such dwellings allow for a variety of families to live near diverse services, while providing a constant 24/7 rhythm of use for the district.





Contemporary architecture



Mix of architecture types and styles



Traditional architecture



Pedestrian Friendly Sidewalk



Local Retail



National Retail

**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.

**Get the Retail Right** - Retail should reflect the housing, retail, restaurants, entertainment, education of a true community. 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 accommodating cars and on-street parking. Long-term parking should be located in shared "park once" lots or structures, convenient to and compatible with 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



Mixed-Use Building



Court



Parking as Urban Building



Attractive and Clear signage



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 fifteen miles of various regional destinations and transportation links, such as Ontario Airport and the I-15 and I-210 freeways (see Figures 1-1, 1-2, and 1-3). Direct regional access to Montclair is provided by the I-10 freeway and Metrolink's San Bernardino commuter rail. The City will also be the eastern terminus of the Gold Line light rail, which will link Montclair to Claremont, Pomona, LaVerne, San Dimas, the foothill communities of the San Gabriel Valley, 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 to Montclair opens for passenger service in 2025-26, 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 City's northern edge. North Montclair is in proximity to both a lively, pedestrian-oriented downtown in Claremont and the regional mall at Montclair Place, is convenient to the I-10 freeway, and is a ten-minute drive to Ontario International Airport. 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 upwardly mobile 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 last 10 - 20 years 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 local job centers. 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. It is an ideal location for higher density attached housing within a mixed-use setting.

**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 Montclair Place and Victoria Gardens in Rancho Cucamonga.

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 due historically to the absence of households within the plan area - a condition that has already begun to turn around with the recent construction of the Paseos at Montclair North and Arrow Station projects and other projects, including the Alexan Montclair, in various approval phases.

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 and 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.

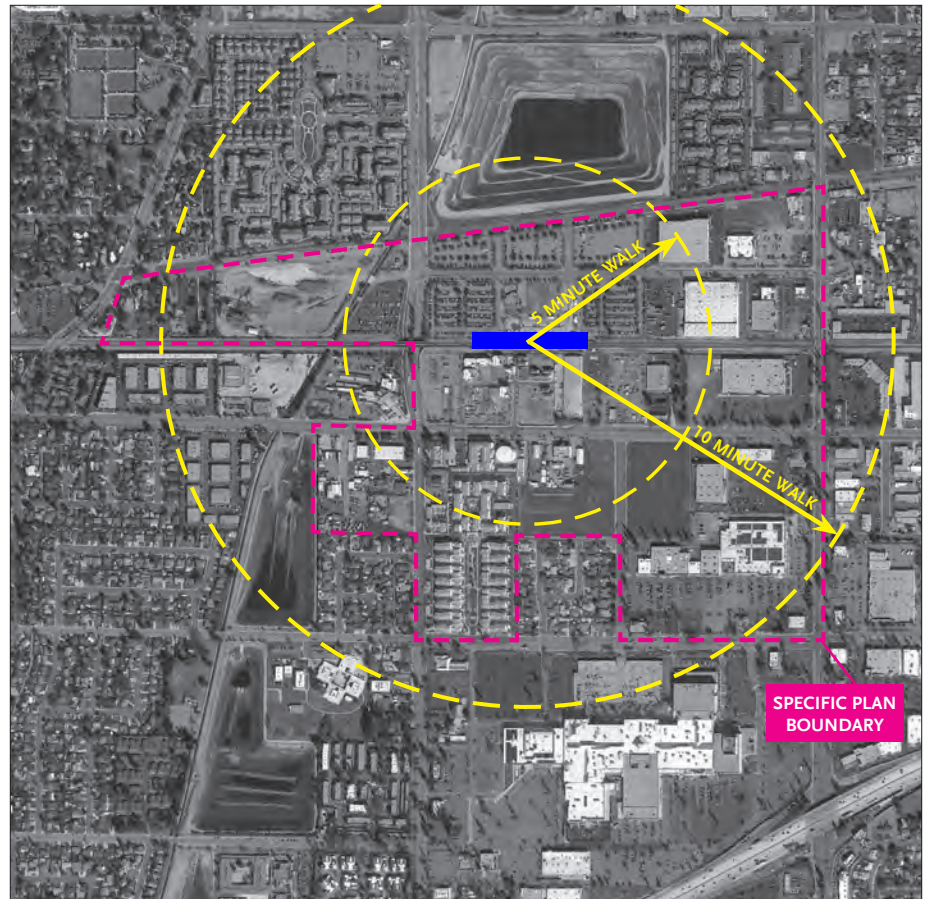
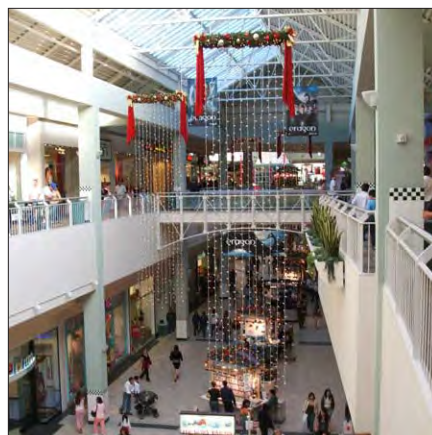


Figure 1-1: Aerial photo of existing conditions



Public sculpture encircles the bus round-about at the Montclair Transcenter



Montclair Place



Target Store



San Gabriel Mountains





Figure 1-2: Local Retail Context Within a 5 and 10 Minute Walking Radius

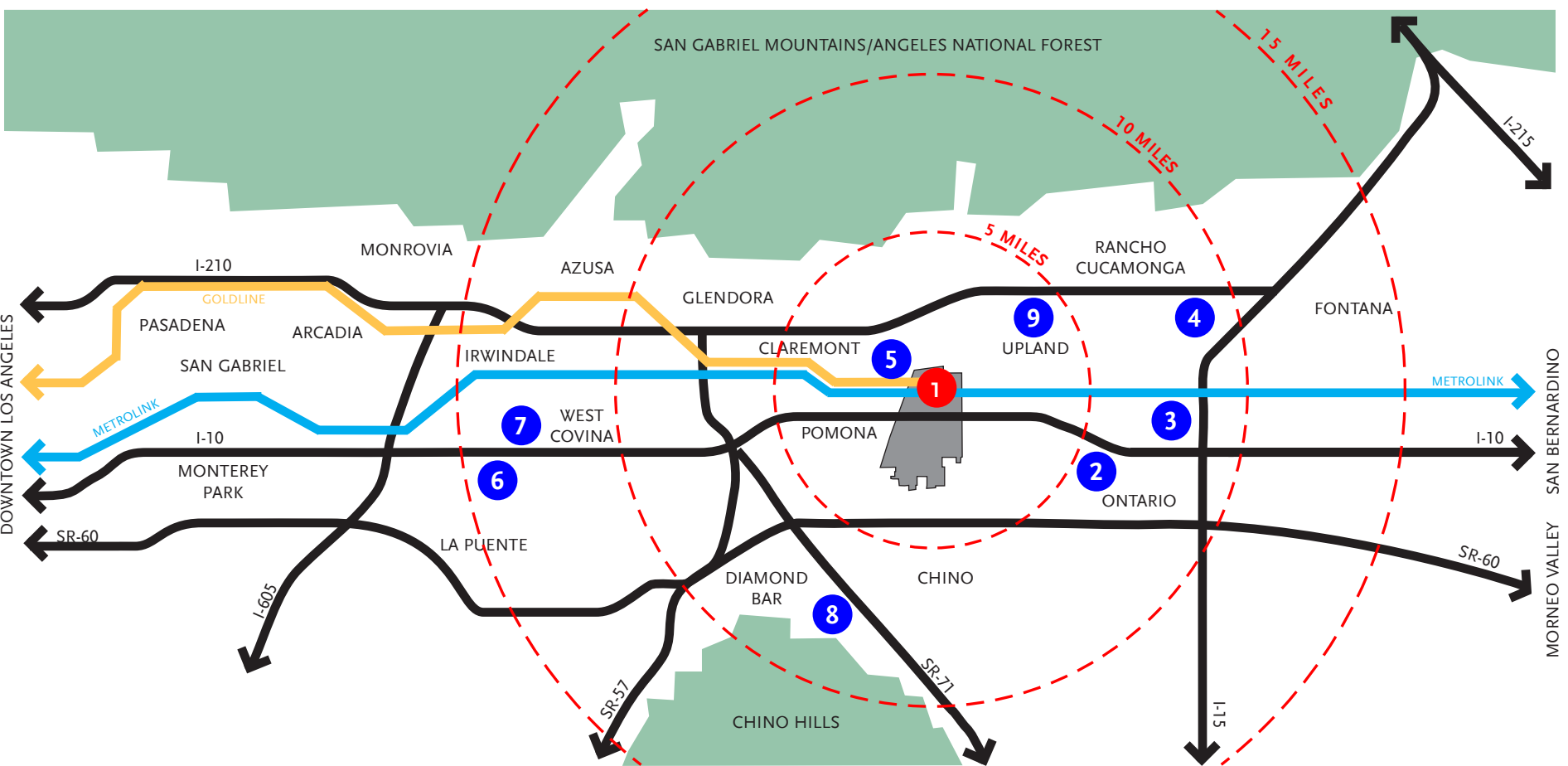


Figure 1-3: Regional Context Within a 15-Mile Radius

- |  |   |  |
|--|---|--|
| <b>1</b> Montclair Transcenter         | <b>4</b> Victoria Gardens, Rancho Cucamonga | <b>7</b> Eastland Center/IKEA, West Covina |
| <b>2</b> Ontario International Airport | <b>5</b> Claremont Village and Colleges     | <b>8</b> The Shoppes at Chino Hills        |
| <b>3</b> Ontario Mills Mall            | <b>6</b> Plaza West Covina                  | <b>9</b> Colonies Crossroads, Upland       |





## 2.0 - The Plan Program and Concept

The North Montclair Specific Plan proposes an ambitious mixed-use, transit-oriented district between the existing Metrolink/future Gold Line Station and the Montclair Place 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 housing and the competitive supply of existing and planned retail and housing 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, designed to organize the Plan, including the following policy components:

- Introduce buildings that accommodate a variety of housing types and are designed with massing configurations and architectural styles in keeping with the spirit of a transit 'village.' Housing types to include lofts, townhouses and courtyard housing, and stacked flats.
- Build a mix of uses: residential, commercial, office, retail and flex live-work.
- Activate ground floor frontages with retail, restaurant, and flex uses to enhance the pedestrian activity of the streets.
- Design a continuous hierarchy of public open spaces, including the transit square, numerous parks and retail courts, various streetscapes and intimate private residential courtyards.
- Increase the connectivity of both sides of Arrow Highway by providing pedestrian crosswalks and landscaped medians.
- Reject the megablock approach and create a network of pedestrian-friendly blocks and streets that promote walking and bicycling.
- Integrate parking seamlessly into the project through on-street and subterranean parking, and lined parking garages.
- Encourage 'Park Once' by sharing localized parking for train and bus commuters with retail customers.
- Encourage use of public transportation and alternate transportation forms such as bicycling and walking.

The Specific Plan therefore articulates in sequence, the following conceptual ideas:

- A market-driven program of uses and development opportunities. (Section 2.1)
- 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)
- 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 Place's plans and the performance of nearby retail centers such as Victoria Gardens in Rancho Cucamonga.

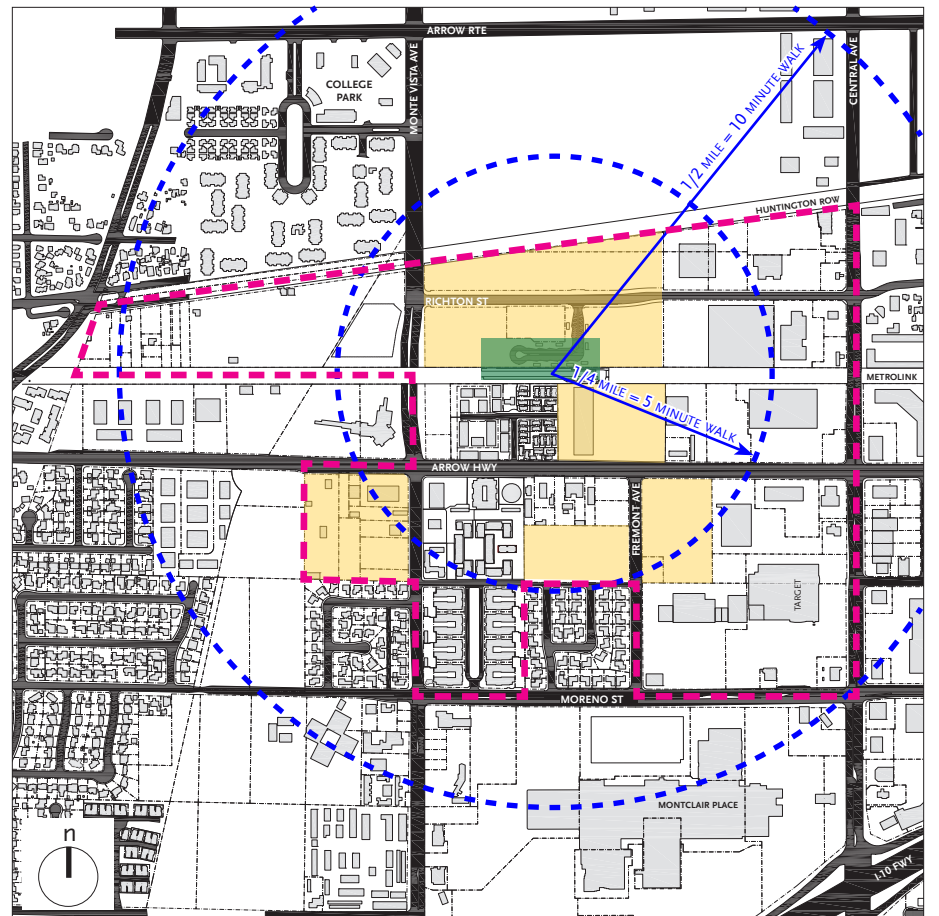


Figure 2-1: Initial Location of Housing

- Montclair Transcenter ■
- Specific Plan Boundary - - -
- Initial Location 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, and beyond.

Given the intense demand for housing in the western Inland Empire, the 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 2035, the estimated life of the Plan.

Residential developers interviewed emphasized the importance of proximity to the Transcenter and expressed interest in building mostly small two bedroom units at 35 to 40 dwelling units per acre. They foresee 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 or even lower. The most dense, attached residential component of the Plan should be located near the Transcenter, a major amenity for residential development and convenient for walking to the station and commuting.

**Location and Design** - It is recommended that in the near- and mid-term most of this housing be located west of Fremont Avenue and as far north as the Montclair-Upland boundary (see Figure 2-1). 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 mostly removed from the auto-oriented commercial development on Central Avenue; and these properties are essentially equidistant from the primary activity centers of North Montclair - the Montclair Place shopping center, the future Town Center at the Transcenter, 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, and entertainment opportunities. In the long-term once the areas west of Fremont Avenue and around the Transcenter have developed, the parking lots of the "Big Box" stores east of Fremont Avenue could infill with mixed-use and residential buildings. Commercial parking could be accommodated in park-once garages.



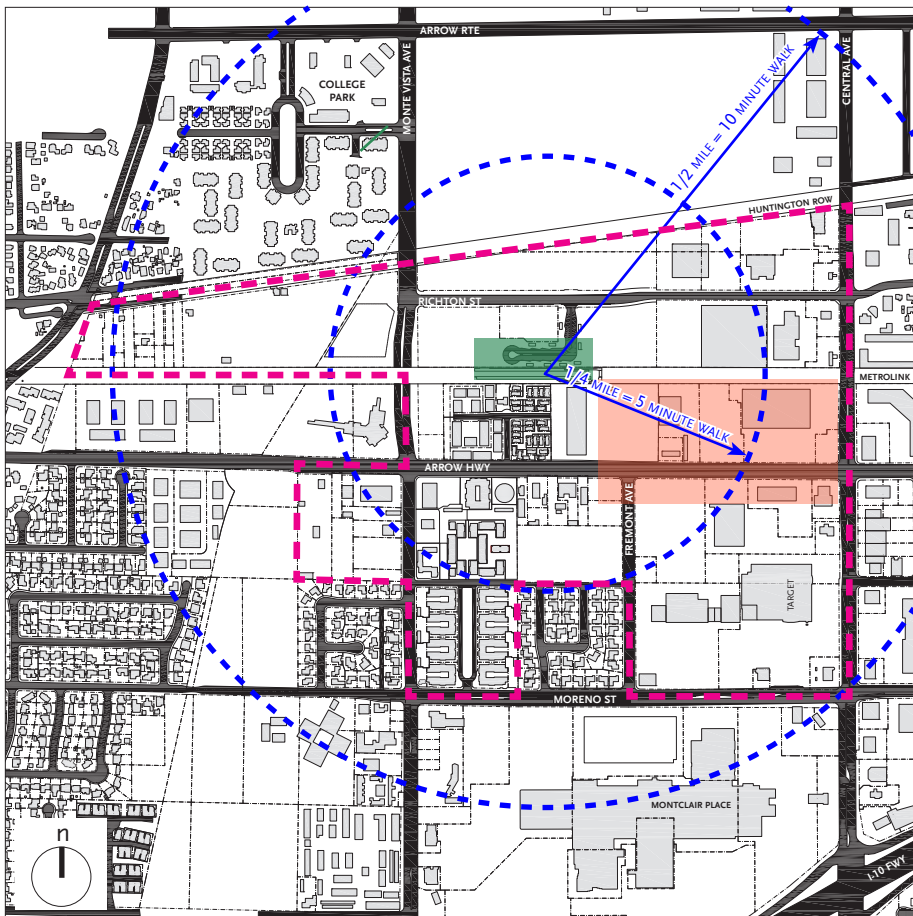


Figure 2-2: Concentration of Local Serving Retail

- Montclair Transcenter
- Specific Plan Boundary
- Local 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 is possible. This center will provide new North Montclair residents with daily needs and services, from groceries to dry-cleaning to hair salons and barber shops.

The local-serving 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 may not be appropriate or feasible 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 Transcenter and Arrow Highway, extending east to Central Avenue (see Figure 2-2). 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-oriented plaza located at the northern terminus of Fremont Avenue.

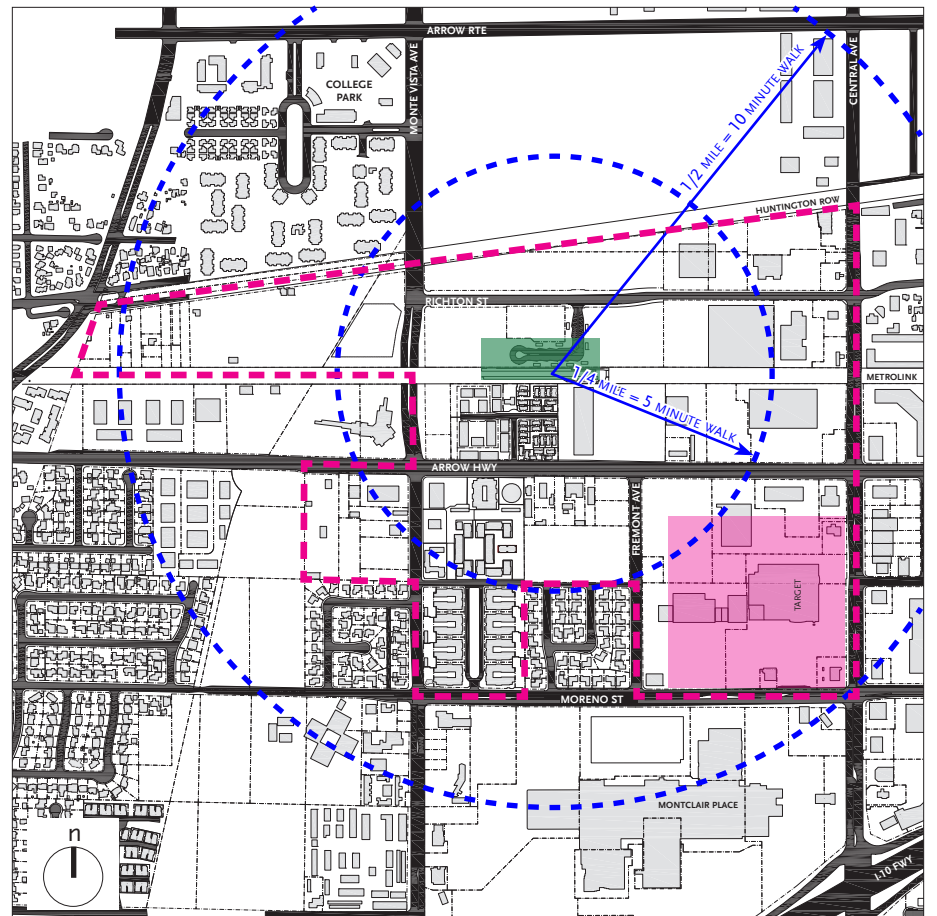


Figure 2-3: Concentration of Regional Serving Retail

- Montclair Transcenter
- Specific Plan Boundary
- Regional Serving Retail

**Entertainment** - After migrating from traditional downtowns to suburban shopping malls, multiplexes are successfully integrating 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. Other entertainment venues could include a performing arts theater, a bowling alley, sports bars, microbreweries, arcades, and themed restaurants.

**Regional Retail** - The amount of additional major regional-serving retail that can be supported within the Plan area is difficult to estimate given Montclair Place's developing plans. It is recommended that over time the existing "Big Box" parcels along the north side of Moreno Street be consolidated and redeveloped with more intense regional retail and/or mixed-use development. Similar intensification could also occur within Montclair Place's parking lots.

It is recommended that, over time, existing regional-serving big box be concentrated along Central Avenue and Moreno Street, closer to Montclair Place, distinct from the mixed-use portions of the plan, and further out from the transit amenities.

**Location and Design** - The expansion of regional retail and entertainment should, as much as possible, enhance pedestrian connections north towards the Transcenter, Town Center, and planned neighborhoods (see Figure 2-3). Along with a remodel of Montclair Place, significant public and pedestrian entry to Montclair Place is encouraged to be located on Moreno Street, preferably at the southern terminus of Fremont Avenue.



## 2.2 - The Plan Concept

In addition to the mix of economic and development programs described on the previous pages, 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 for future development within the Plan area.

The Plan Concept as outlined here and illustrated in Figure 2-4 is intended to accomplish the following urban design goals:

- Establish an identifiable Town Center adjacent to trains
- Provide commercial mixed-use development around the Transcenter
- Build interconnected Neighborhoods
- Connect the District with the Montclair Place shopping center
- Integrate auto-oriented big box retail with pedestrian-oriented neighborhoods
- Connect the District with Claremont Village and Upland's College Park



Terminated Street Vista



Continuous Retail Arcade



Continuous Retail Frontage



Terminated Street Vista



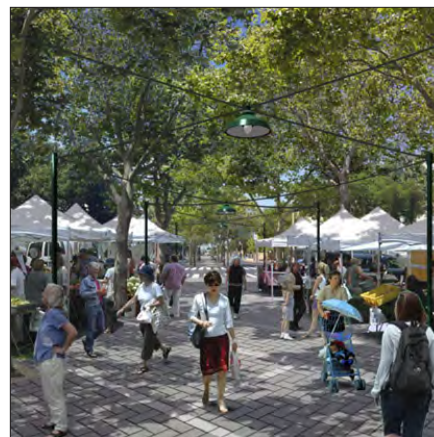
Neighborhood Streets and Parks



Commercial Streets and Plazas



A commercial street that accommodates parking in the center median. The street can be closed to traffic to accommodate special events such as farmers' markets.



- ■ ■ Specific Plan Boundary
- Preferred Street Extensions and Connections
- ■ ■ Potential Street Extensions and Connections
- Civic Spaces and Facilities (Squares, Parks, Greenways, Train Station, Community Centers, etc.)
- ✱ Architectural Feature (Tower, Prominent Facade or Building Entry, Train Station, etc.)
- Principal Retail Frontages (Continuous Storefronts, Galleries, or Arcades)
- P Proposed Parking Structures
- Montclair Transcenter

**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 accommodate big box retail with surface parking.

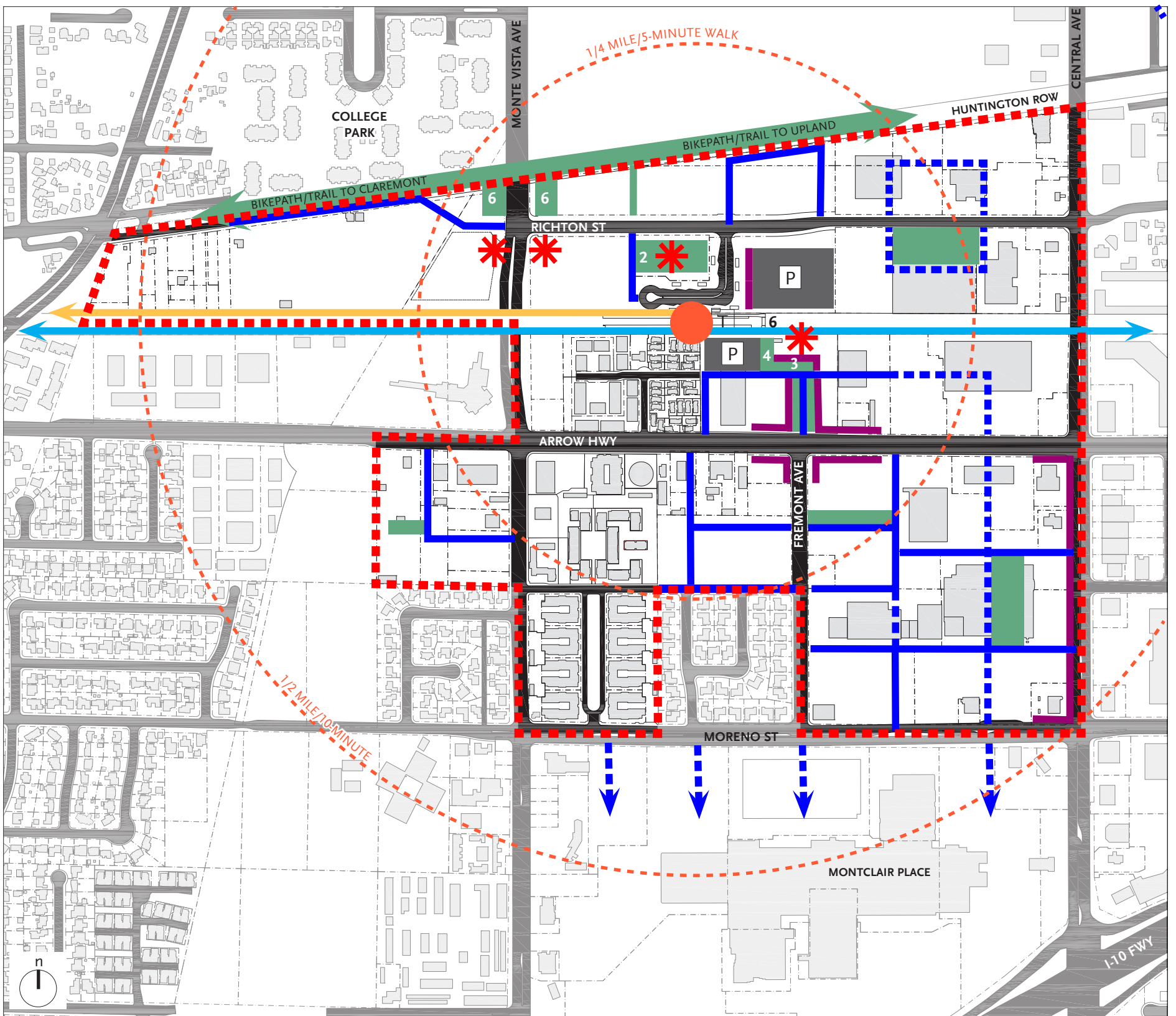
In contrast, most pedestrian-oriented neighborhoods and villages are located within an interconnected street grid of blocks no longer than 600 feet in any given direction. To transition North Montclair into such a mixed-use district requires an increase in the number of streets and reduction of parcel sizes within the Plan area. It is equally important that new streets connect both with each other and with 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 appropriately 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.

The axial relationship along Fremont Avenue between the Montclair Place shopping center and the Transcenter is strengthened with the introduction of a multi-purpose median that accommodates parking. The median slows down vehicular traffic speeds and accommodates trees, making for a more pedestrian-friendly walking environment. The street can also be closed to vehicular traffic to accommodate special events such as farmers' markets.

To achieve the Plan's goal of an interconnected street network, developers of parcels over two acres in size should introduce streets consistent with this Plan's street standards across their property that connect with existing neighboring streets and introduce building sites less than one acre in size. To establish this pattern, property owners may need to legally subdivide their existing parcels, although they may opt to divide the site up into smaller building parcels that are not necessarily legally recorded, but nevertheless result in a fine grained, walkable network of streets and building parcels (see Section 5.4.030 Subdivision Standards).4:2





**Figure 2-4: Plan Concept**

**Civic Spaces and Facilities** - Districts require public sites of unique qualities that establish an identifiable sense of place. This can be achieved 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.

Key sites identified for civic buildings and open spaces include a transit square north of the tracks next to the Transcenter bus bays (identified in Figure 2-4 as 2) and a small plaza south of the tracks at the northern terminus of Fremont Avenue (identified in Figure 2-4 as 3). A small station building providing ticketing, restrooms, and other services should be located in the transit square.

Although current access to the Metrolink platforms is only from the north side of the tracks, the Plan proposes access also be provided from the south. This is enabled by a wide passageway located just west of the commercial plaza (identified in Figure 2-4 as 4) that leads to the existing tunnel beneath the tracks (identified in Figure 2-4 as 5). If the transit parking garage south of the tracks is built, the tunnel can be replaced with a pedestrian bridge providing enhanced pedestrian access for residents in the core area of the transit district.

Additional open spaces include the Huntington right-of-way, 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 in Figure 2-4 as 6).

Other sites identified by the Plan are of lesser significance, 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. All parks and open spaces, including open spaces of private projects that are meant to function as public space, should be oriented towards, and accessible, from adjacent sidewalks.

**Parking** - Parking for transit commuters and retail customers 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 key intersections should be ringed with active ground level building facades, which may be continuous storefronts or arcades. Ground floor storefronts at these key locations may be occupied by residential, office, live-work, or other uses until the market for retail is established.



**3.0 - Illustrative Concepts**

The Plan envisions a vibrant town center in North Montclair, oriented around two distinct places (see Figure 3-1). The first is a mixed-use neighborhood surrounding the Transcenter; the second is a pedestrian- and bicycle-friendly Fremont Avenue connecting the Montclair Place shopping center to the Transcenter. All around these two places is a collection of residential and mixed-use 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 20 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 five- to ten-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 area bordered by the Metrolink tracks, Montclair Place, Monte Vista Avenue and Fremont Avenue - especially between Arrow Highway and Moreno Street - is ideally suited for residential use. Abutting the existing subdivision of ranch homes governed by Specific Plan 81-2, this area is also centrally located between Montclair Place to the south and the Station District transit-oriented development to the north. A range of multi-family housing types in this location - rowhouses, courtyard apartments, lofts, and stacked flats - should appeal to potential residents interested in living near the amenities of North Montclair.

**Phase 2 : Station District**

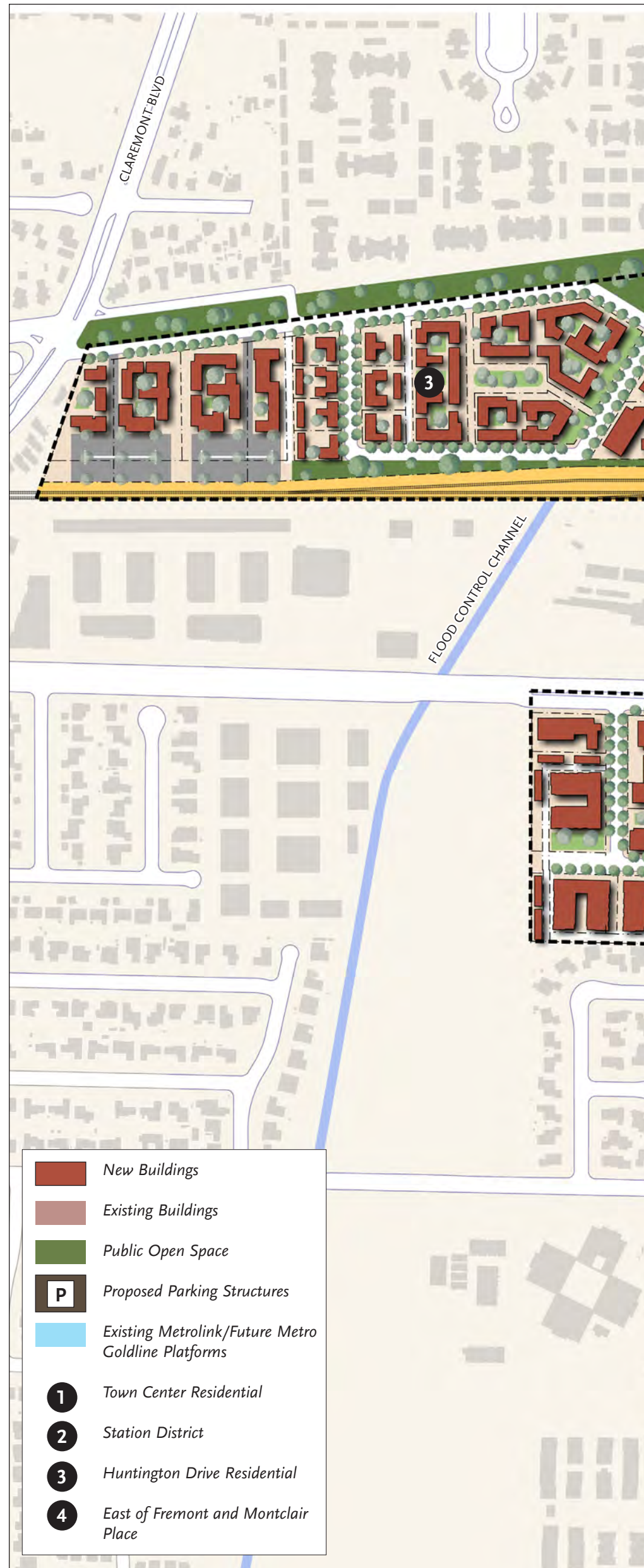
The Station District is the social and commercial heart of North Montclair. It will be anchored by the Metrolink/Gold Line train station to the north, and contain a compact, walkable mixture of housing and community-oriented retail. Parking will be located in the Station District in garages concealed by topography and “liner” buildings.

**Phase 3 : Huntington Drive Residential**

As the North Montclair Downtown Specific Plan area matures, properties north of the Metrolink right-of-way and west of Monte Vista Avenue will become desirable as a new residential location. Residences of this area will be within a short walk or bike ride of Claremont Village and the Colleges and within a five- to ten-minute walk of Montclair Place, the existing Montclair Transcenter, and regional destinations via existing Metrolink and future Gold Line transit service. 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 a former asphalt batch plant, the Plan foresees attractive residential development between Claremont and North Montclair, connected to both with shaded walking/bike paths and beautiful streets.

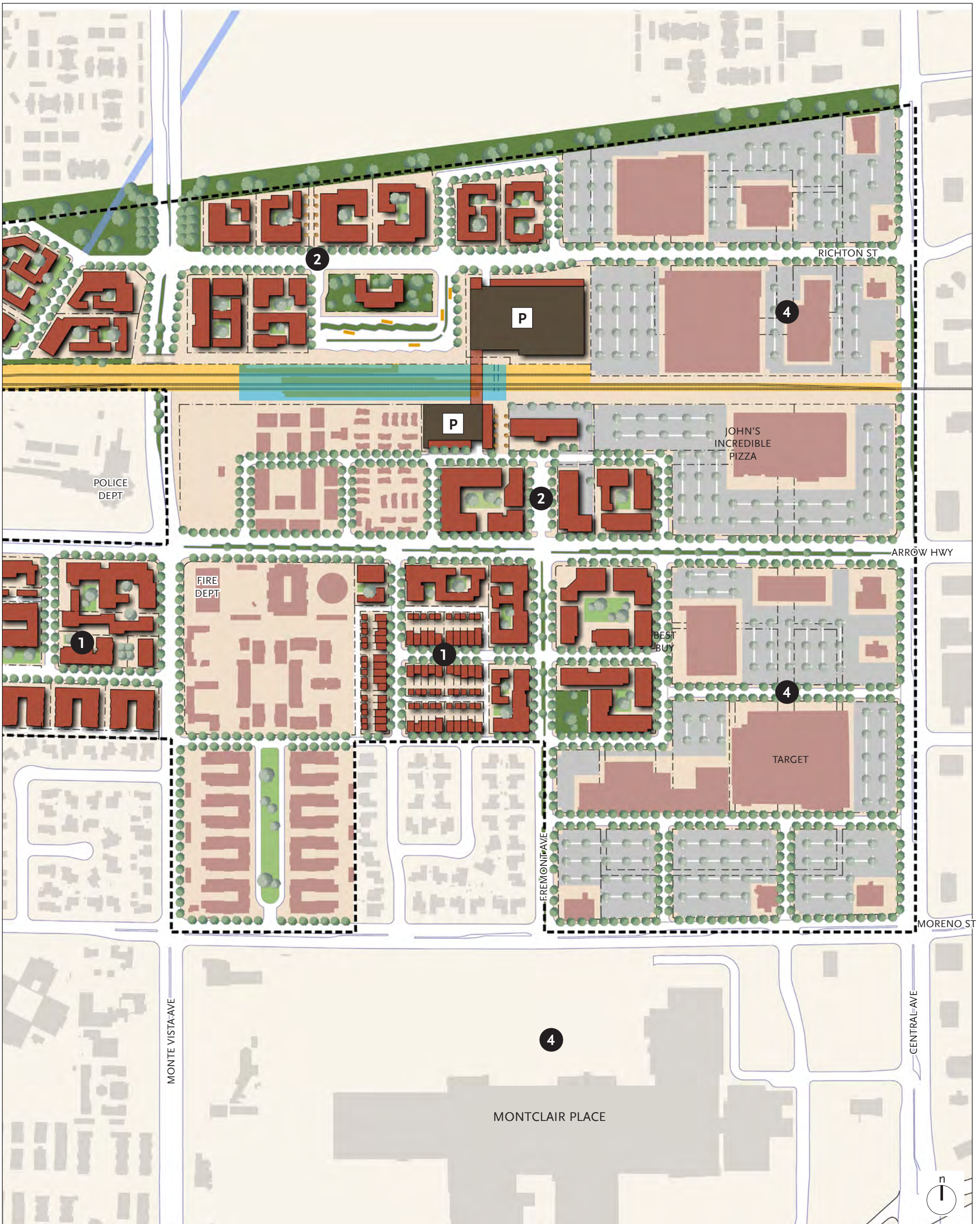
**Phase 4 : East of Fremont Avenue and Montclair Place**

Between Fremont Avenue and Central Avenue, the Plan anticipates the transformation and maturation, once market conditions are ripe, of Montclair’s current regional retail power center into a pedestrian-oriented shopping district. This will consist of the selected and strategic reconstruction of the existing big box retail Power Center, filling in the surface parking lots with commercial or mixed-use buildings, or a combination of the two. As infill occurs, the required parking can be accommodated in a park-once garage. Introducing an inviting pedestrian entrance to Montclair Place at the southern terminus of Fremont Avenue would help complete the integration of the regional retail with the transit-oriented areas to the north.



**Figure 3-1: Illustrative Plan**





The particular version of the Plan illustrated above describes one possible way of arranging all future buildings throughout the North Montclair Downtown Specific Plan. This Illustrative Plan serves as a guide for understanding the greater goals of the Plan: 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.



### 3.1 - 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, entertainment, 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, accelerating the process of residential development, particularly in its first phases.

**A. Neighborhood Housing** - Recommended building types for the Town Center core are multi-family types that provide direct access from the sidewalk, such as townhouses and courtyard housing (see Figure 3-2). Townhouses, or rowhouses, are a classic urban home type. 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. Courtyard housing arranges a collection of approximately 10-20 flats and/or 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. Typically located on lots of at least 150' x 150' and featuring tuck-under, surface, or underground parking, the courtyard housing typology can accommodate up to 30 units/acre without compromising the appearance of a neighborhood street.

**B. Mixed-Use Blocks** - Mixed-use development is encouraged at the sites opposite the future Town Center, at the north end of Fremont Avenue.-Mixed-use projects should simply combine ground level commercial space - vertically or horizontally - with housing.

**C. Corridor Housing** - Housing along the arterial streets of Moreno Street - Monte Vista Avenue and Arrow Highway - can be of a higher density than within the core of the Town Center. Recommended building types include hybrid courts, live-work housing, and stacked dwellings. Hybrid courtyards are buildings that conform to the courtyard housing typology on at least two sides of the court-with three- and four-story stacked flats or lofts elsewhere. On lots of 160' x 200' with underground parking, this form of housing can comfortably achieve a density of 40-50 units/acre. Surface parked - either as tuck-under or in lots - can achieve densities of around 30 units/acre.

Professionals with home offices may find the immediate proximity of the Transcenter and various commercial uses an attractive location to live and work. Anticipating the possible expansion of the proposed Town Center, live/work housing could be included in the mixture of housing choices near the Transcenter. Live/work housing can be accommodated in various combinations of lofts, townhouses, and ground level retail/office space for home businesses or rental property.

**D. Neighborhood Squares and Parks** - Various sites should be acquired and/or dedicated to small neighborhood squares and parks, of sufficient size to accommodate modest playgrounds, dog-runs, or minor public monuments. These open spaces should be oriented towards, and accessible from, adjacent sidewalks.

**E. 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.

**F. 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. Wide streets and large corner radii encourage cars to drive faster and make faster turns, creating an environment that is intimidating and even dangerous to pedestrians trying to cross the street. 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 walkability 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 foresees it as a slow speed, narrow tree-lined street, appropriate to residential living.



A. Townhouses



B. Mixed-Use Block



C. Courtyard Housing



D. Live/Work Housing



F. Neighborhood Park



G. Pedestrian Streets - Arrow Highway Transformed





Neighborhood Park fronted by Courtyard Housing

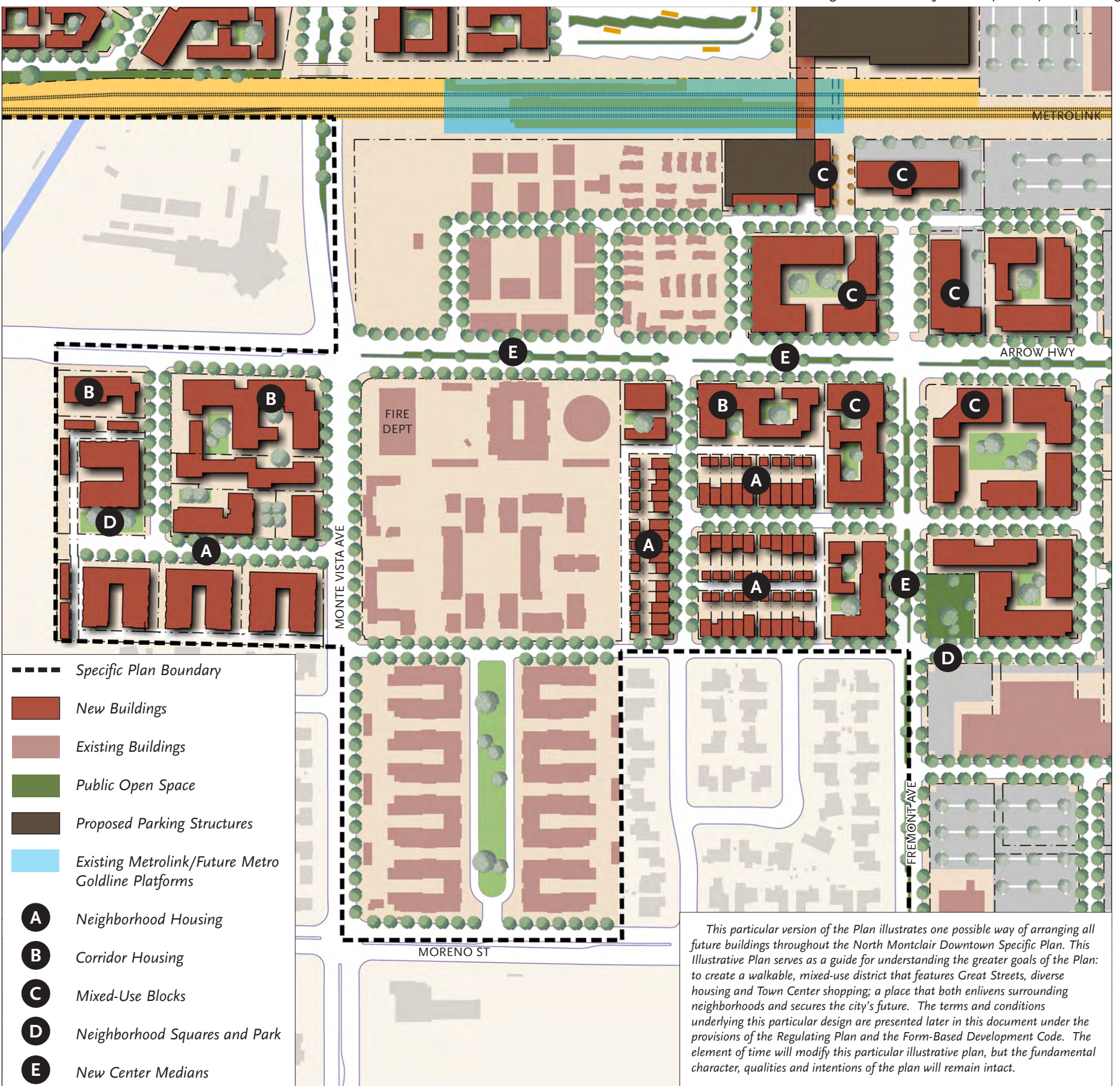


Figure 3-2: Illustrative Plan - Town Center Residential



### 3.2 - Station District

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 (see Figure 3-3). 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.

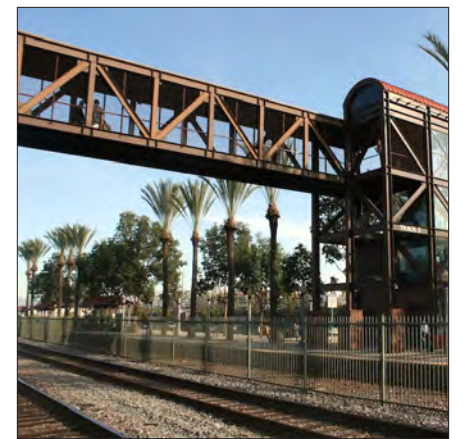
- A. Gold Line and Metrolink Platforms** - The Plan accommodates the existing Metrolink platforms and future Gold Line light rail platforms: As the engineering of the Gold Line continues, the Plan recommends a parallel configuration of platforms typical of classic train stations, rather than a tandem configuration.
- B. Bus Platforms** - The existing bus platforms are expanded to accommodate more buses, improve transfers between buses and trains, and establish an urban location. To achieve this, the bus area should be, to the extent possible, detailed as an urban square surrounded by residential buildings to the west, a station building to the north, and a parking structure with a ground floor, commuter-oriented retail liner to the east. The City should consider relocating the public sculpture that currently encircles the bus round-about into an amphitheater, playground or other space regularly inhabited by people.
- C. Train Station** - With the addition of the Gold Line platforms and expanded bus service, Montclair’s existing Transcenter becomes a small-scale transit 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, public restrooms, 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 underestimated, and it is important that this building - although modest in scale - be of high architectural caliber.
- D. Transit Square** - The train station sits within a landscaped square just to the north of the bus platforms. Surrounded with high-density residential buildings, the plaza is designed for pedestrians first, with ample landscape, benches, attractive lighting, and other amenities such as outdoor cafes and public restrooms. 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. Mixed-Use Blocks** - Between the Commercial and Transit Square are blocks for mixed-use development. The ground level of these blocks should be able to accommodate retail and commercial uses. Residential and office uses should be allowed on the upper levels.
- F. Commuter Parking Garages** - Development north of the railroad tracks will only be possible if the 1,600 parking spaces in the existing Montclair Transcenter lots are accommodated in one or two multi-level garages that are located adjacent to the railroad tracks. Dispersed in this manner, the garages will provide a buffer from the noise and dirt of the trains and distribute their related traffic loads. Additionally, because of the slight drop in topography along the tracks, the garage along the south side of the tracks, if it is needed, will be relatively small in appearance from the north and if concealed by “wrapper” buildings on its south side, they will also be imperceptible from the Town Center.



A. Gold Line and Metrolink Platform



C. Train Station



C. Train Station



D. Transit Square



E. Grocery Store/Market



F. Mixed-Use Block



G. Mixed-Use Block

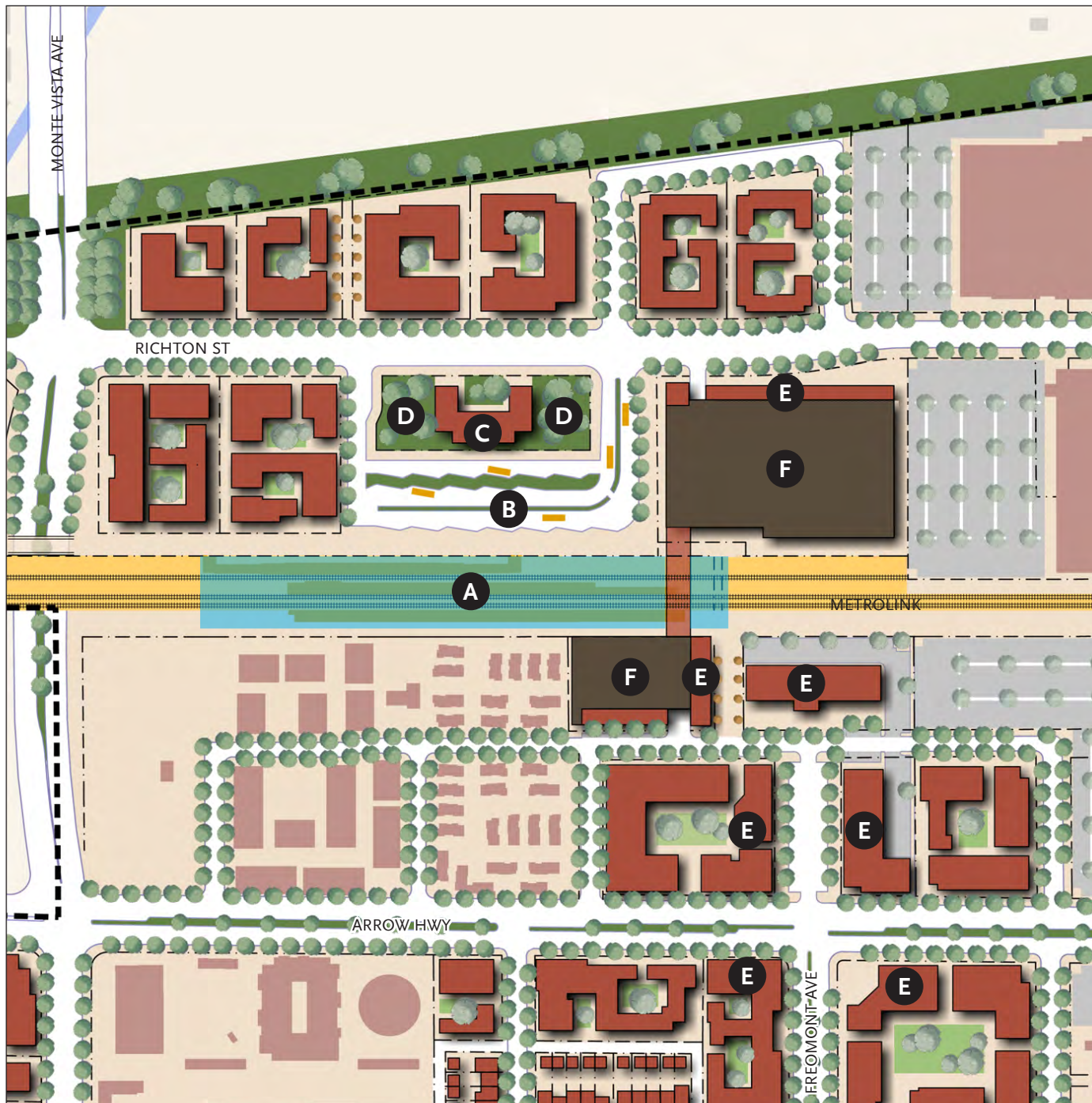


H. Lined Parking Garage





Train Station and Square (viewed from Arrow Highway)



The particular version of the Plan illustrates one possible way of arranging all future buildings throughout the North Montclair Downtown Specific Plan. This Illustrative Plan serves as a guide for understanding the greater goals of the Plan: 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.

- Specific Plan Boundary
- New Buildings
- Existing Buildings
- Public Open Space
- Proposed Parking Structures
- A Existing Metrolink/Future Metro Goldline Platforms
- B Bus Platforms
- C Train Station Building
- D Transit Square
- E Mixed-Use Blocks
- F Commuter Parking Garages

Figure 3-3: Illustrative Plan - Station District



### 3.3 - Huntington Drive Neighborhood

As the North Montclair Town Center matures, properties north of the Metrolink right-of-way and west of Monte Vista Avenue will become desirable as a new residential neighborhood. Residences of this neighborhood will be within a five- to ten-minute walk of the Montclair Town Center, Claremont Village, the Claremont Colleges, and the regional transportation network of Metrolink and Gold Line rail systems (see Figure 3-4). And, because this site is a small mesa relative to the surrounding properties, this area will enjoy spectacular views of the San Gabriel Mountains to the north and hills to the southwest. Although today this location is an empty parking lot and a former asphalt batch plant, the Plan foresees attractive residential development 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 city line, should become a shaded, linear park with walkways and bike path. This pathway should extend west directly into Claremont Village via Huntington Drive.
- C. Neighborhood Housing** - Housing in the Gateway area should be of an average density of between 20 and 30 units/acre. This suggests a combination of town houses, courtyard housing, and hybrid courts (as described for Phase 1). Higher density corridor housing is provided along Monte Vista Avenue. Buildings should face the street with ample windows and residential frontage types such as porches and stoops. Building entries should also face the street.
- D. Pedestrian Bridge over Monte Vista Avenue** - When the railroad right-of-way is widened to make room for the Gold Line tracks, a pedestrian passage should be included along the north side of the train bridge. This will provide a direct link between the Huntington Drive neighborhood and the Transcenter.
- E. San Antonio Creek Flood Control Channel** - Currently the Huntington Drive Neighborhood is separated from the rest of the Plan Area by the San Antonio Creek flood control channel. In order to provide a more fluid connection, the existing San Antonio Creek flood channel should be covered with a neighborhood street flanked by a linear park.



A. North Gateway



B. Linear Park/Bikeway

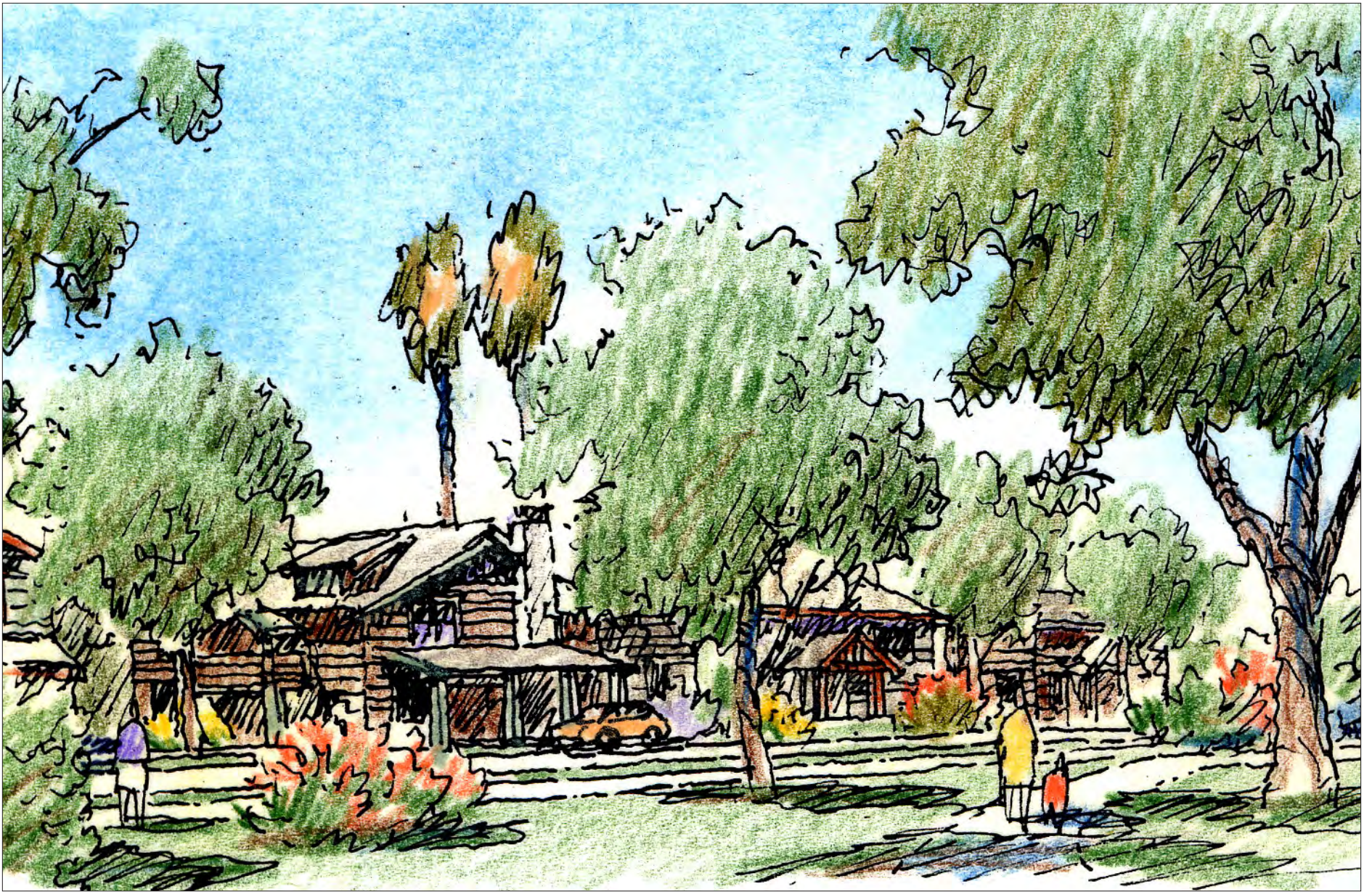


C. Courtyard Housing



C. Housing along Huntington Drive





Courtyard Housing along the linear park



Figure 3-4: Illustrative Plan - Huntington Drive Neighborhood



3.4 - East of Fremont Avenue and Montclair Place

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, filling in the surface parking lots with commercial or mixed-use buildings, or a combination of the two. As infill occurs, the required parking can be accommodated in a park-once garage. The end result of this effort will be the integration of the regional retail with the transit-oriented Town Center.

- A. Fremont Avenue** - The connection along Fremont Avenue between the Montclair Place shopping center and the Transcenter is strengthened with the introduction of a landscaped, center median. The median narrows Fremont Avenue, slowing vehicular speeds, introduces bike lanes, and together with street trees along both sides of the street, provides a landscaped transition between the existing single-family neighborhood along the west side of Fremont Avenue and the commercial and mixed-use uses along the east side of Fremont Avenue.
- B. Montclair Place** - Like most suburban shopping centers, Montclair Place is an indoor-oriented building, physically isolated from its surroundings by parking lots. Future design considerations to connect Montclair Place to the Specific Plan area could include an extension of the Plaza’s center court into an outdoor public piazza atop the existing parking deck. This piazza would create locations for “lifestyle” retailers and an inviting pedestrian entrance to the shopping center via Fremont Avenue and Moreno Street. \*
- C. Mixed-Use Blocks** - The north side of Moreno Street between Central Avenue and just west of Fremont Avenue, directly opposite the entrance to Montclair Place, is an optimum location for mixed-use development. Buildings on these blocks should have retail ground floors, with residential or office uses above.
- D. Near-term "Big Box Retail" Improvements** - In the near-term, the big box retail area can be improved by planting tree "orchards" in the parking lots in order to provide shade and "green" the large expanses of paving area (see Figure 3-5). In addition, the interconnected street network could begin to be introduced by detailing drive aisles as real streets lined by street trees and even sidewalks. To make the sidewalk experience more pleasant, the blank back and side walls of Target and Best Buy could 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.
- E. Central Avenue Revitalization/Infill** - New development within the big box retail area is focused along the west side of Central Avenue. New commercial and mixed-use buildings are built at or near the sidewalk and provide street-facing windows and entries. Over time, the east side of Central Avenue develops with similar buildings.



A. New Fremont Avenue



B. Montclair Place Gateway



E. Live/Work Townhouses



F. Mixed-Use Blocks



F. Mixed-Use Blocks



G. Pedestrian connections to Big Box Retail

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



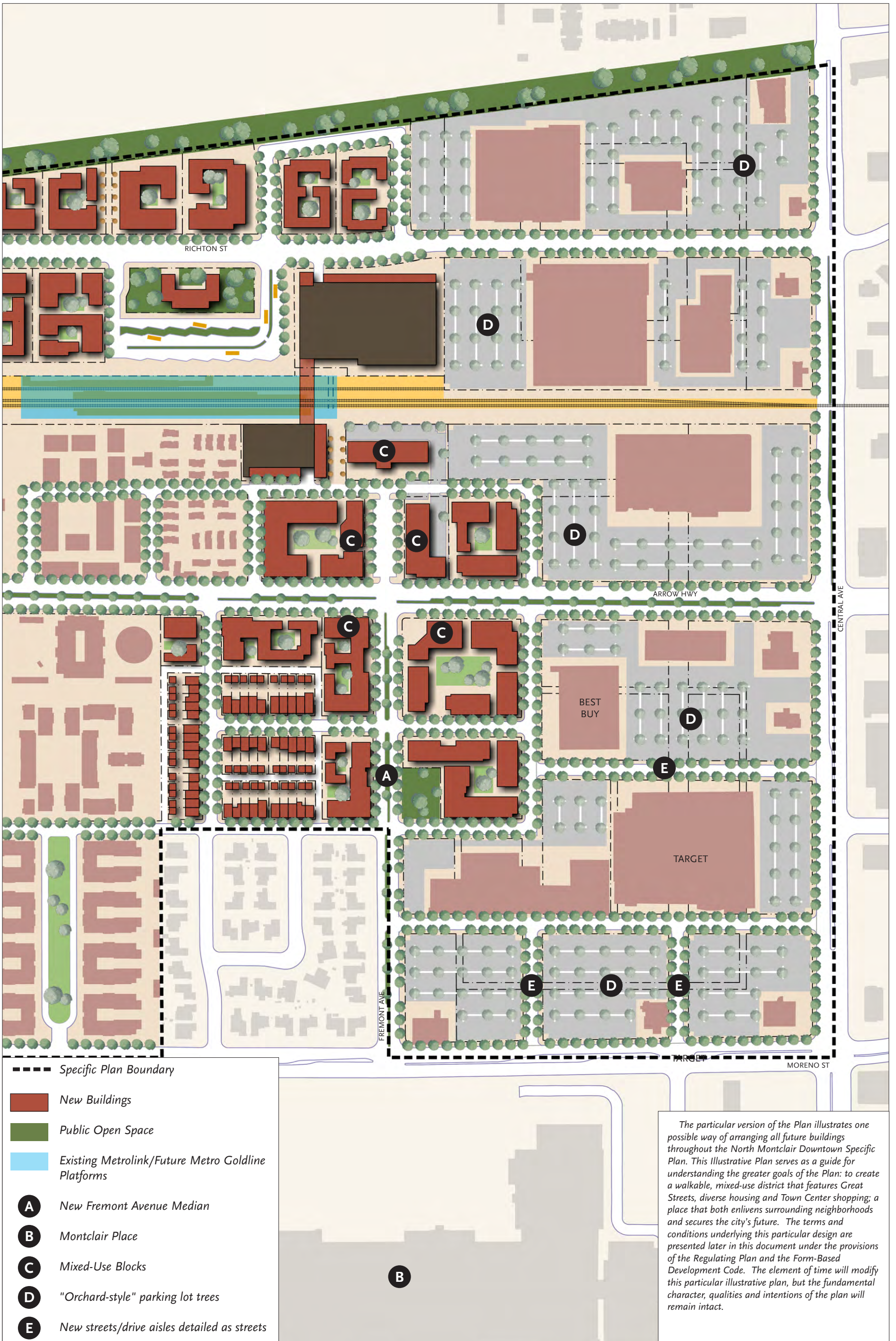


Figure 3-5: Illustrative Plan - East of Fremont Avenue and Montclair Place



#### 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, more so 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 frequently associated with a public building or 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 (see Figure 4-1). Although the Montclair Place shopping mall and associated big box retail will continue to be the commercial center of the City, a public square north of 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.

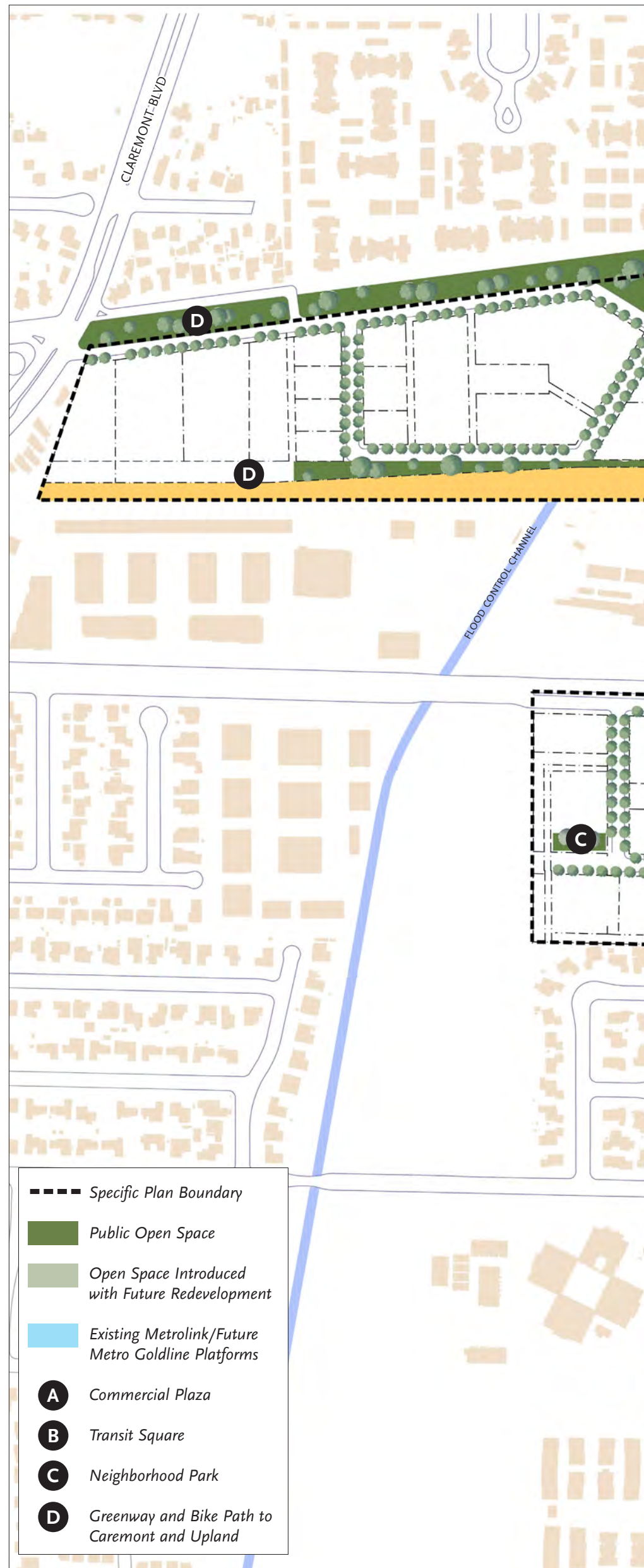
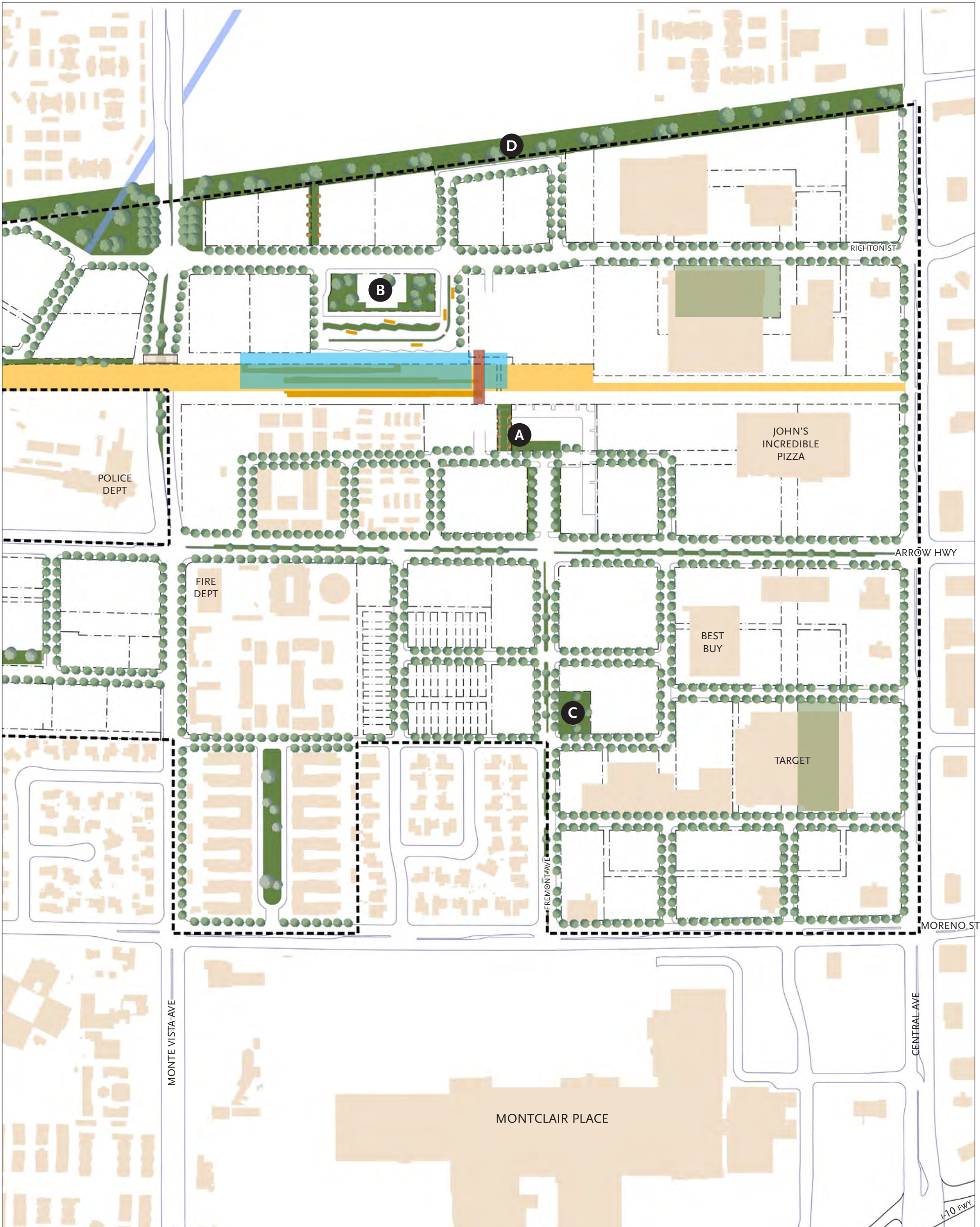


Figure 4-1: Public Realm Plan







4.2.010 - Public Spaces

**A. Transit 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 or in front of important civic buildings such as train stations. 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, public restrooms, and transit information can provide a civic anchor to the square.



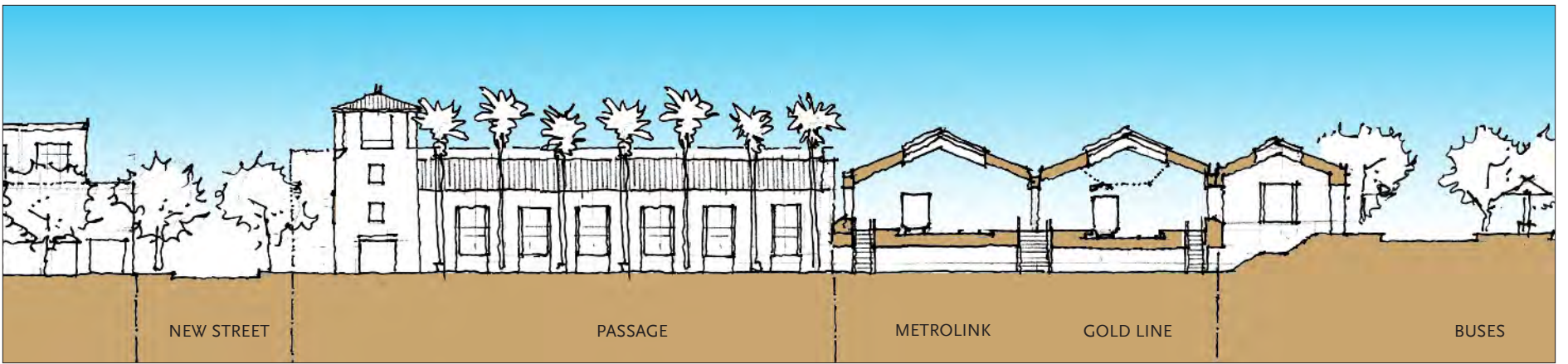
Transit Plaza: El Monte CA



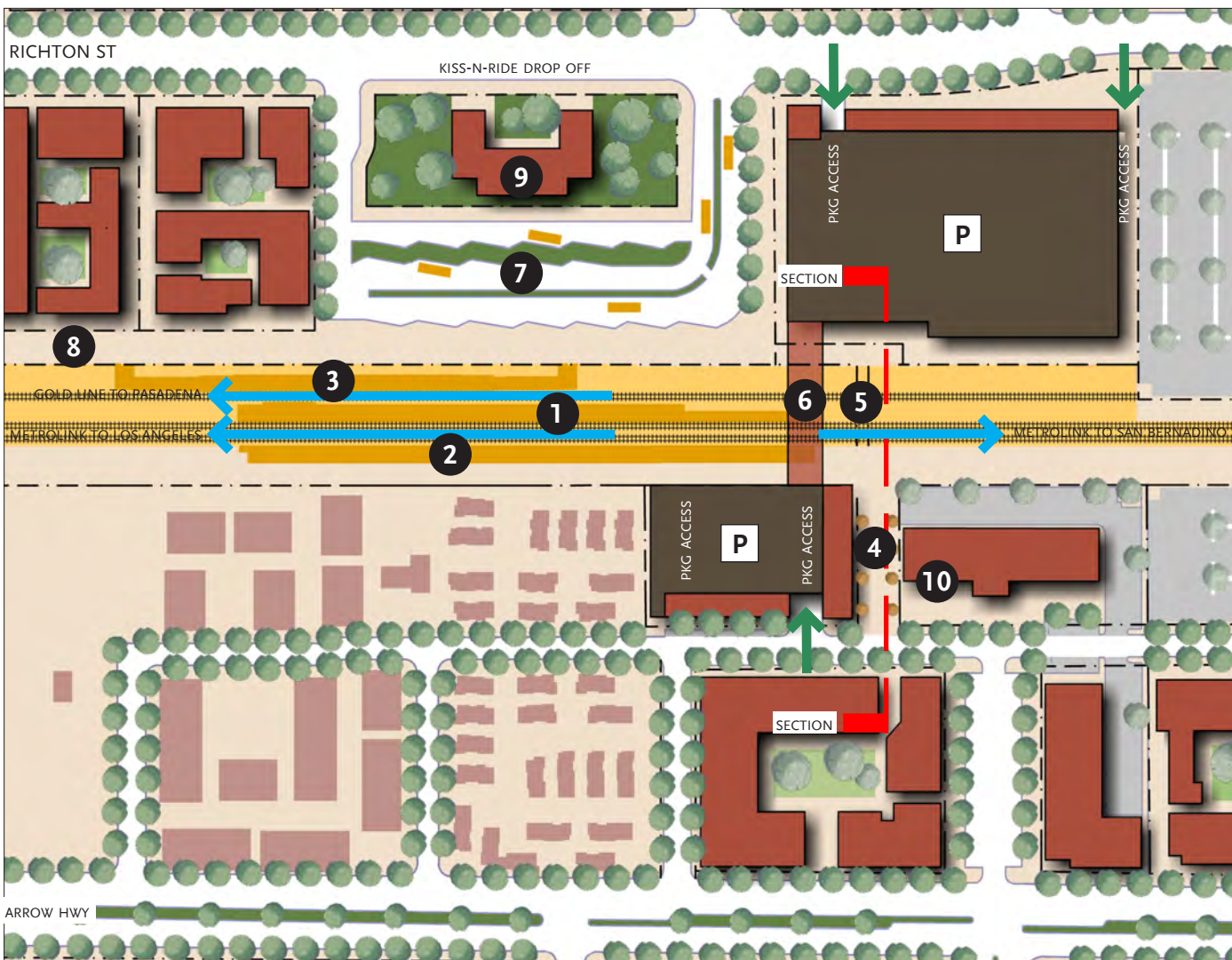
Great Square: Orange CA



Great Station: Paso Robles CA



Section



Commercial Plaza

KEY

- 1: West-bound Metrolink platform
- 2: East-Bound Metrolink platform
- 3: Gold Line platform
- 4: Passage to existing tunnel/future bridge access, with ticket sales, transit info and other services
- 5: Existing Tunnel beneath tracks
- 6: Future bridge over tracks
- 7: Bus platforms
- 8: Landscaped walk to pedestrian bridge over Monte Vista Avenue
- 9: Train Station
- 10: Commercial Plaza
- P: Commuter Parking

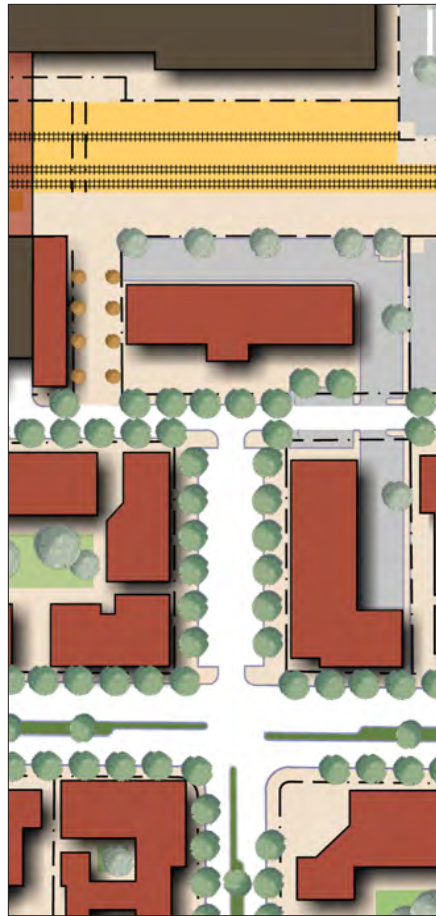




Piazza



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

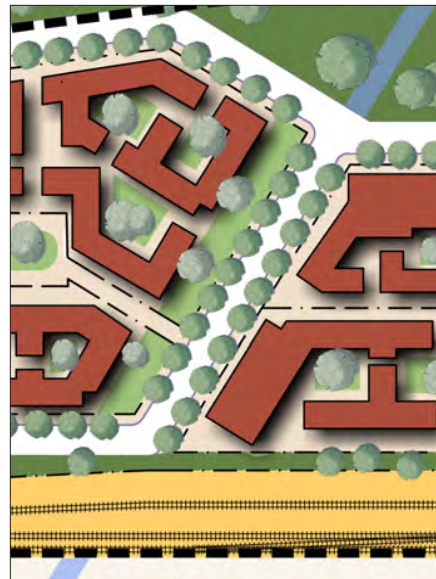


Neighborhood Square



Neighborhood Square

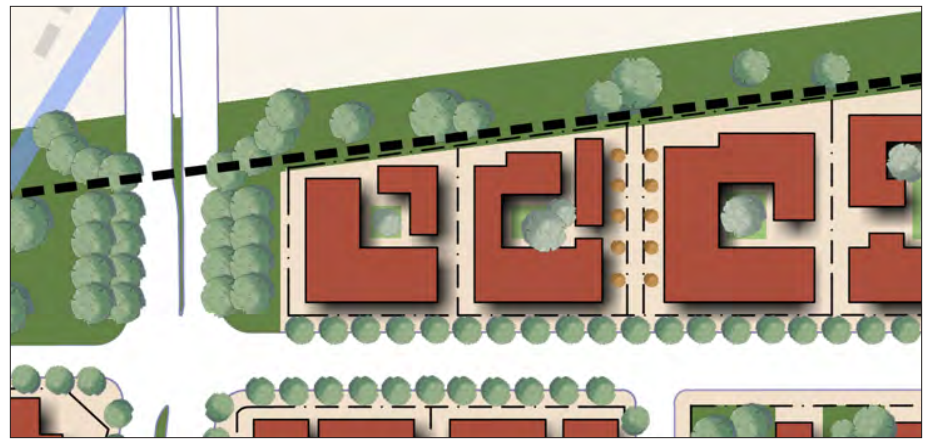
**D. Neighborhood Parks** - Neighborhood parks are medium-sized public spaces available for unstructured recreation, with a landscape consisting of grassy and trees, naturalistically disposed and requiring only limited maintenance. Such parks are appropriate locations for playgrounds, dog runs, and other 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



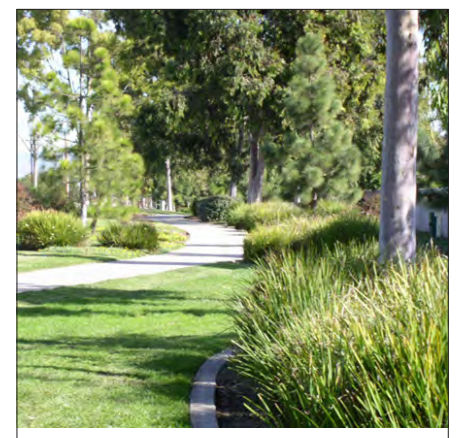
Neighborhood Park



Greenway



Greenway



Greenway

**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 enables parking to be located away from the sidewalk, either underground, in the middle of the block, or in the street.

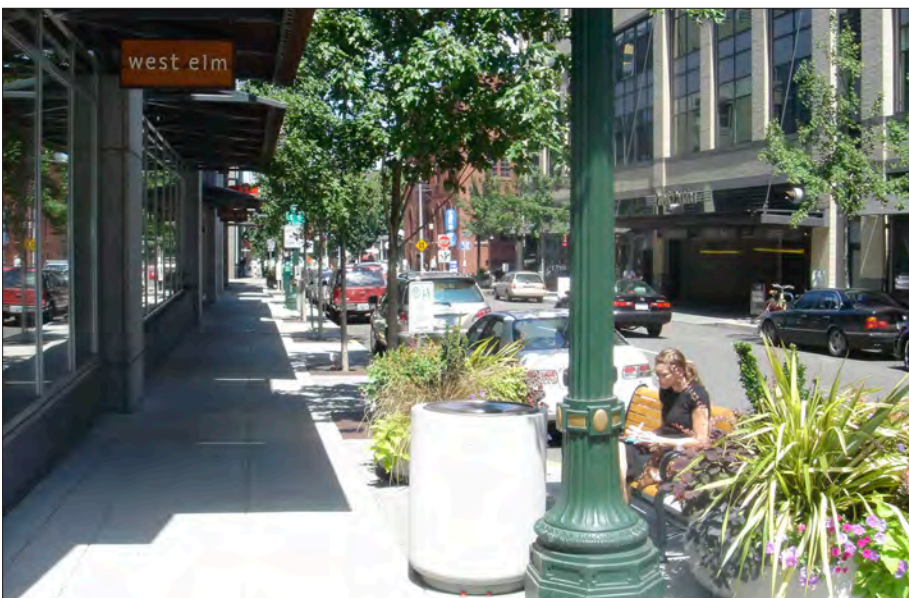
*Configuration* - Independent of shape, city blocks are to be lotted so that all of their sides can define public space. A variety of widths and depths of individual lots determine the range of building types and densities that will eventually establish the intended city fabric. Alleys absorb parking 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 of building structure built up to them 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.

#### 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 rights-of-way of residential and commercial thoroughfares. This approach is called 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



An urban street flanked by sidewalks lined with street trees, street furniture, and large street-facing shopfront windows.

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 (see Figure 4-2) 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 In Section 4.3.010.



Ample outdoor dining faces onto this urban street.



### 4.3 - Public Realm Standards

#### 4.3.010 - General Street and Block Design Standards

- A. Purpose.** This Section provides standards to ensure that development is consistent with the City's goals for an interconnected and walkable network of blocks and streets that supports the intended physical character, land use activity and quality.
- B. Applicability.** All blocks and streets shall be in compliance with the applicable requirements of this section. Where a property is not required to be divided into new blocks (parcels less than 2.0 acres in size), the adjacent streetscapes shall be improved as identified in Section 4.3.010.F, G, and H.
- C. Required Findings.** In order to be approved, each application involving Section 4.3.010 shall meet the following criteria, as applicable.
- Generates or maintains an interconnected network of walkable, pedestrian-oriented blocks defined by pedestrian-oriented streets, as shown in Figure 4-2 and envisioned in this NMDSP;
  - Provides for vehicular/service access to blocks through alleys or as otherwise allowed to maintain a pedestrian-oriented streetscape while adequately servicing individual buildings; and
  - Complies with the applicable requirements of Section 4.3.010.D.
- D. Allowed Street Types.** Each proposed street or existing street to be modified shall be designed per the street types identified in Figure 4-2 (Proposed Street Network Plan). Alternative street designs, particularly the configuration of on-street parking, that meet the intent of this Specific Plan may be approved by the Public Works Director and Community Development Director.

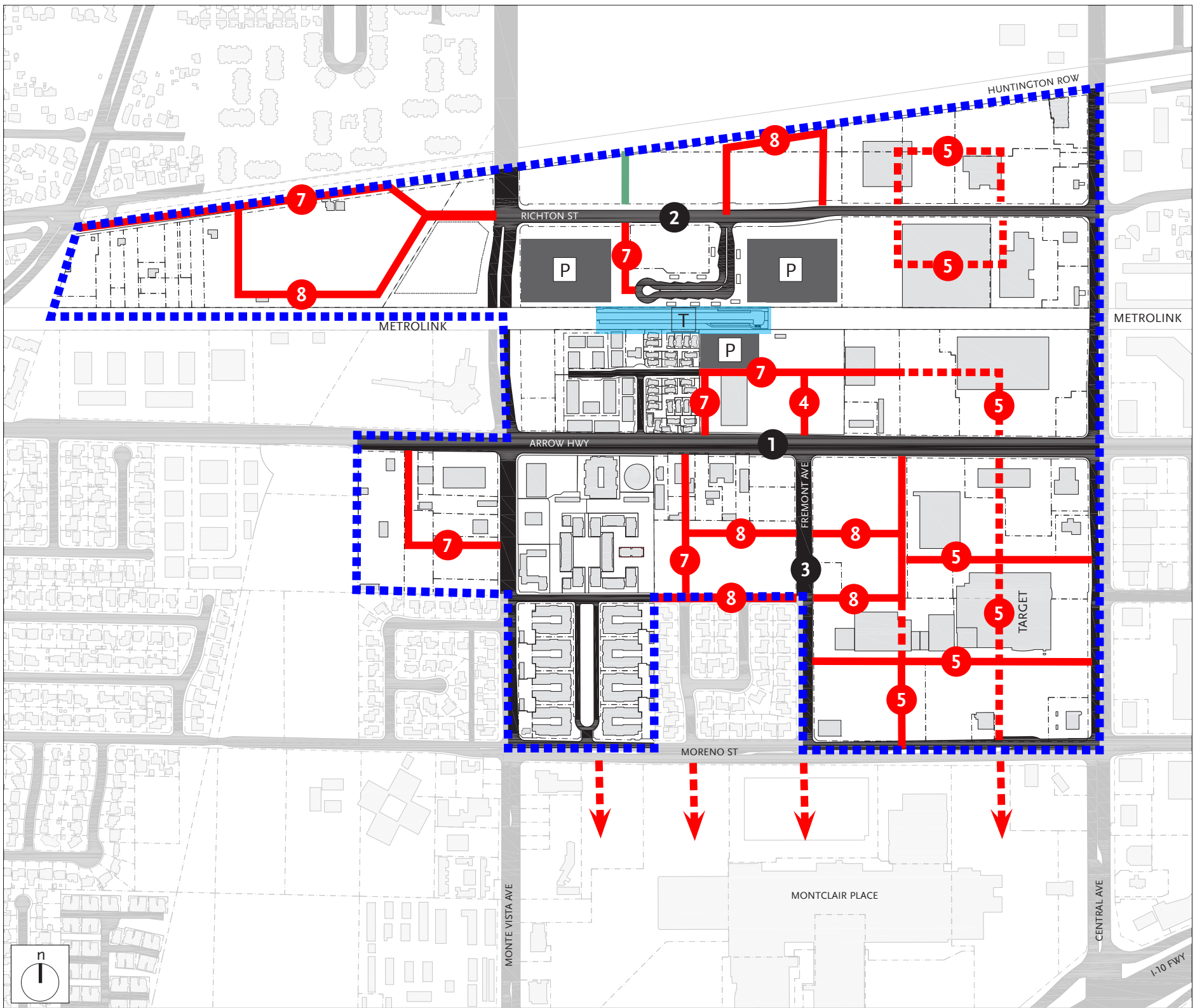


Figure 4-2: Proposed Street Network Plan

- Modified Existing Streets (see street standards on pages 4:7 - 4:12)
- Preferred Streets (see street standards on pages 4:7 - 4:12)
- Potential Streets (see street standards on pages 4:7 - 4:12)
- Train Platforms
- Transit Parking
- Specific Plan Boundary

4.3.010 - General Street and Block Design Standards



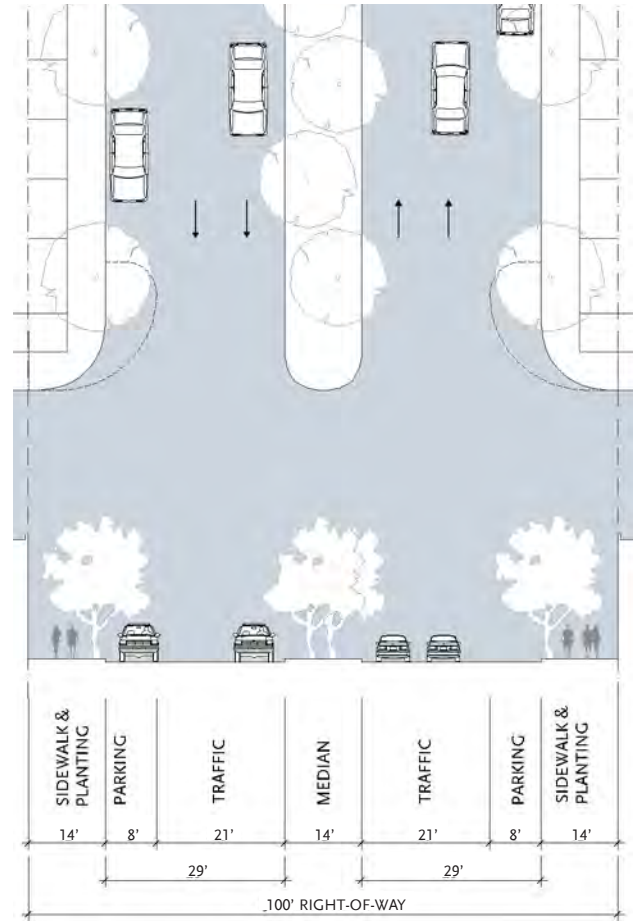
1 Arrow Highway

a. Proposed \*

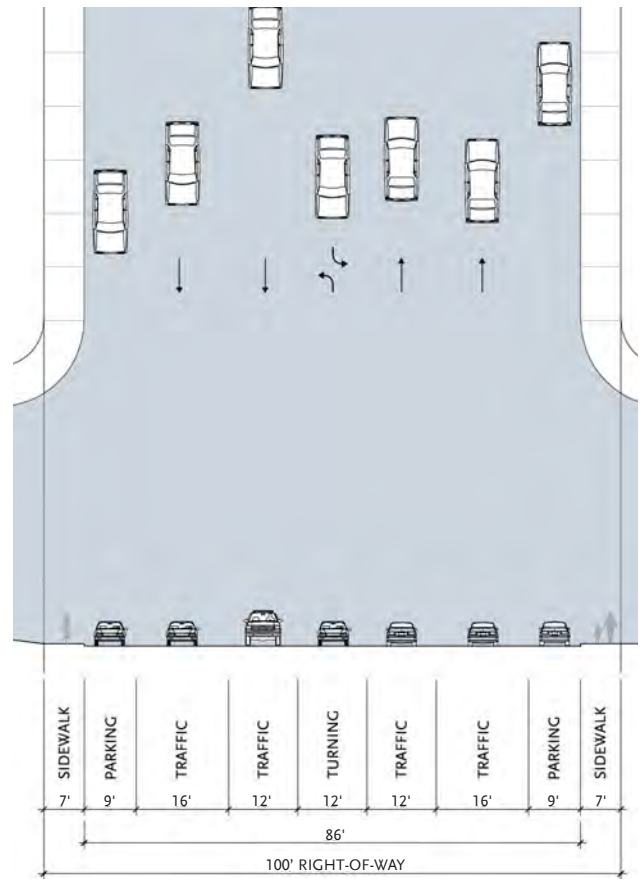


- MOVEMENT/SPEED ..... Free/35 mph
- CROSSING TIME ..... 16 seconds with bulbout/21 seconds without bulbout
- ROW WIDTH ..... 100'
- TRAFFIC LANES ..... 2 in each direction
- PARKING ..... Both sides
- CURB TYPE ..... Vertical
- CURB RADIUS ..... 10' typical or 15' with bulb-outs
- SIDEWALK WIDTH ..... 6'
- PLANTER WIDTH ..... 8'
- PLANTER TYPE ..... Continuous
- PLANTING ..... 30'-40' on center
- PLANTING TYPE ..... Consistent with City wide standards

\* Arrow Highway may be modified to include bicycle lanes



b. Existing



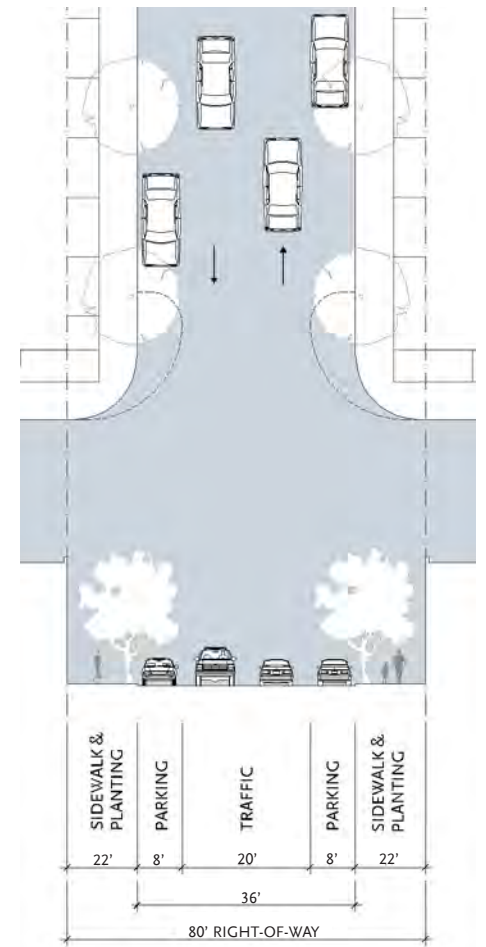


**2 Richton Street**

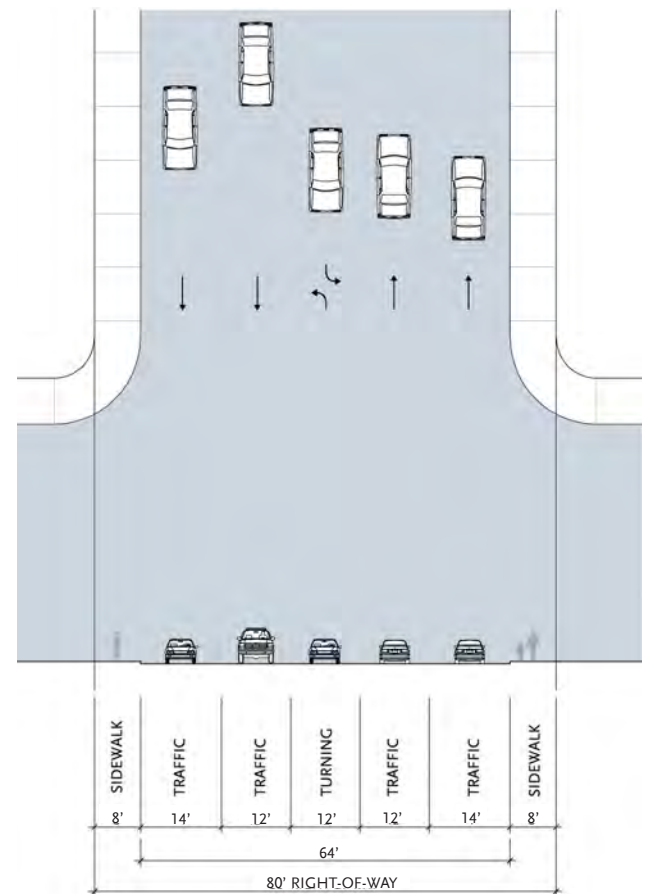
**a. Proposed**



- MOVEMENT/SPEED ..... Free/20-25 mph
- CROSSING TIME ..... 6 seconds with bulbout/10 seconds without bulbout
- ROW WIDTH ..... 80'
- TRAFFIC LANES ..... 2 in each direction
- PARKING ..... Both sides, not striped
- CURB TYPE ..... Vertical
- CURB RADIUS ..... 10' typical or 15' with bulb-outs
- SIDEWALK WIDTH ..... 5'
- PLANTER WIDTH ..... 6'
- PLANTER TYPE ..... Continuous
- PLANTING ..... 30'-40' on center
- PLANTING TYPE ..... Consistent with City wide standards



**b. Existing**



4.3.010 - General Street and Block Design Standards

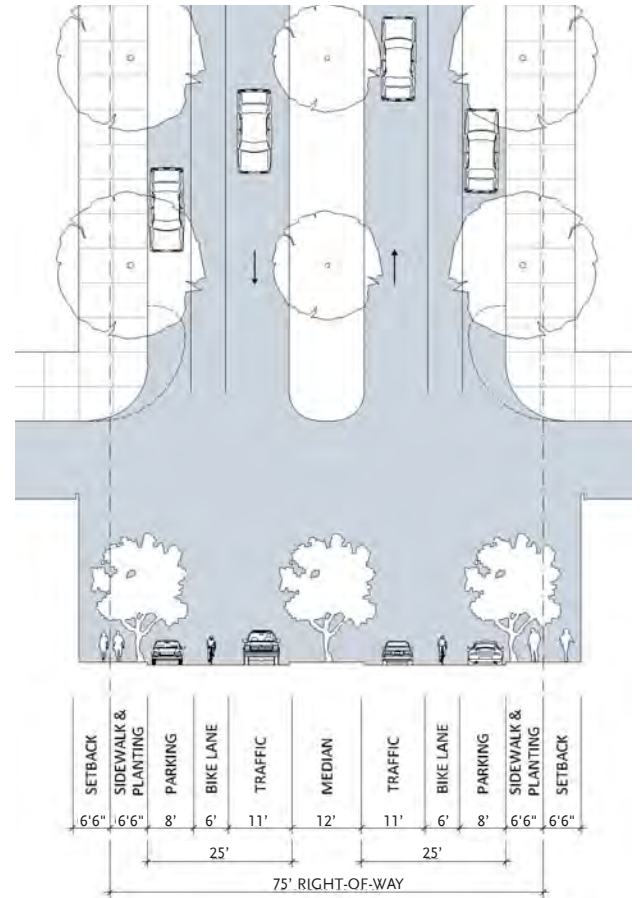


3 Fremont Avenue - Moreno Avenue to Arrow Highway

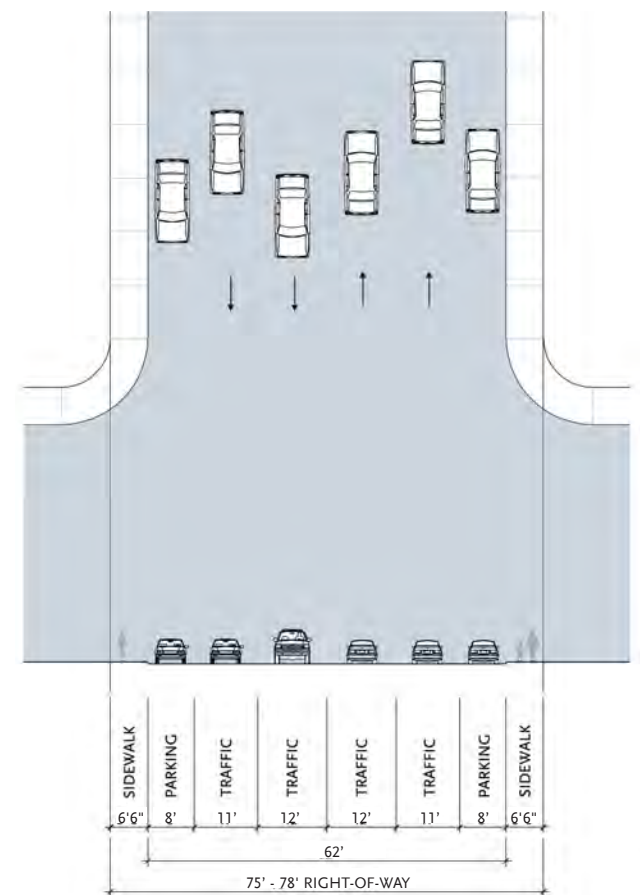
a. Proposed



MOVEMENT/SPEED .....	Free/20-25 mph
CROSSING TIME .....	13 seconds with bulbouts/18 seconds without bulbouts
ROW WIDTH .....	75'
TRAFFIC LANES .....	1 in 11' each
BIKE LANES.....	6'
PARKING .....	Both sides, not striped
CURB TYPE .....	vertical
CURB RADIUS .....	10' typical or 15' with bulb-outs
SIDEWALK WIDTH .....	5'
PLANTER WIDTH .....	6'
PLANTER TYPE .....	Continuous
PLANTING .....	30'-40' on center
PLANTING TYPE .....	consistent with City wide standards



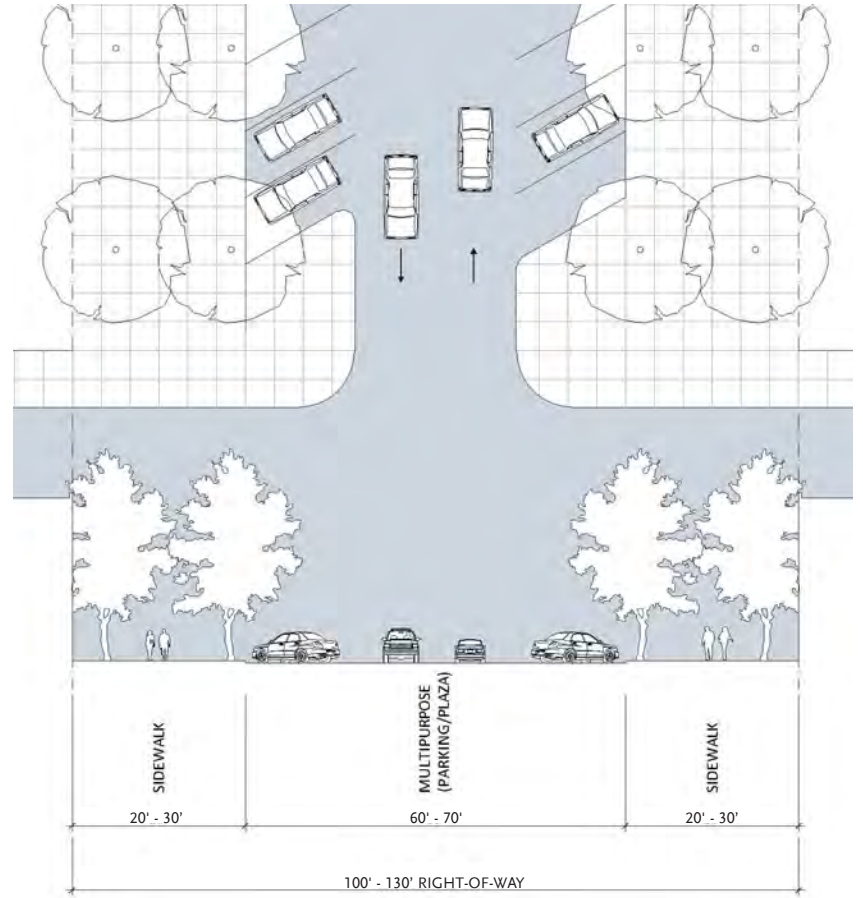
b. Existing





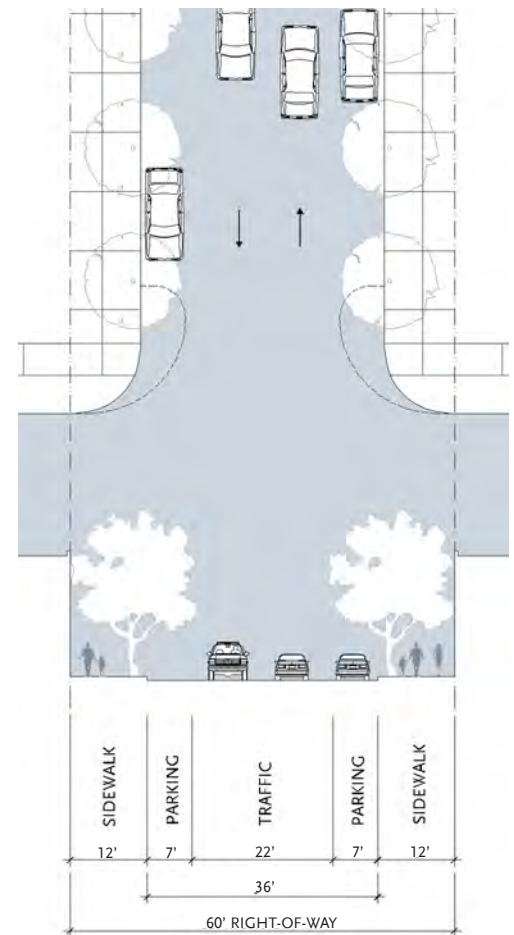
**4 Fremont Avenue - North of Arrow Highway**

**a. Proposed**



- MOVEMENT/SPEED ..... Free/20-25 mph
- CROSSING TIME ..... 8 seconds at bulbouts
- ROW WIDTH ..... 126'
- TRAFFIC LANES ..... 1 in each direc
- BIKE LANES..... Sharrow
- PARKING ..... Both sides, angled
- CURB TYPE ..... Vertical
- CURB RADIUS ..... 10' typical
- SIDEWALK WIDTH ..... 30'
- PLANTER WIDTH ..... 6'
- PLANTER TYPE ..... Wells or Continuous
- PLANTING ..... 30'-40' on center
- PLANTING TYPE ..... Consistent with City wide standards

**5 Mixed-Use/Retail Main Street (Parallel Parking)**



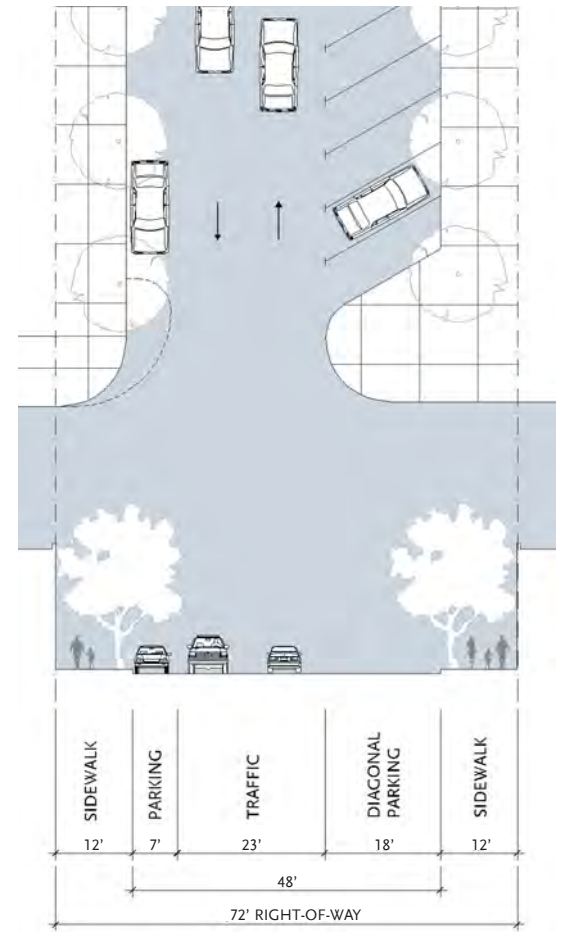
- MOVEMENT/SPEED ..... Free/20-25 mph
- CROSSING TIME ..... 6 seconds with bulbouts/10 seconds without bulbouts
- ROW WIDTH ..... 60'
- TRAFFIC LANES ..... 1 in each direction
- PARKING ..... Both sides, striped
- CURB TYPE ..... Vertical
- CURB RADIUS ..... 10' typical or 15' with bulb-outs
- SIDEWALK WIDTH ..... 12'
- PLANTER WIDTH ..... In wells
- PLANTER TYPE ..... Continuous
- PLANTING ..... 30' on center
- PLANTING TYPE ..... Consistent with City wide standards



**6** Mixed-Use/Retail Main Street (Mixed Parking)



- MOVEMENT/SPEED ..... Slow/20 mph
- CROSSING TIME ..... 12 seconds with bulbouts/10 seconds without bulbouts
- ROW WIDTH ..... 72'
- TRAFFIC LANES ..... 1 in each direction
- PARKING ..... Both sides, striped
- CURB TYPE ..... Vertical
- CURB RADIUS ..... 10' typical or 15' with bulb-outs
- SIDEWALK WIDTH ..... 12'
- PLANTER WIDTH ..... In wells
- PLANTER TYPE ..... Continuous
- PLANTING ..... 30' on center
- PLANTING TYPE ..... Consistent with City wide standards



**7** Residential Street (Free-Flow)



- MOVEMENT/SPEED ..... Free/20-25 mph
- CROSSING TIME ..... 6 seconds with bulbouts/10 seconds without bulbouts
- ROW WIDTH ..... 56'
- TRAFFIC LANES ..... 2 in 20'
- PARKING ..... Both sides, not striped
- CURB TYPE ..... vertical
- CURB RADIUS ..... 10' typical or 15' with bulb-outs
- SIDEWALK WIDTH ..... 5'
- PLANTER WIDTH ..... 6'
- PLANTER TYPE ..... Continuous
- PLANTING ..... 30'-40' on center
- PLANTING TYPE ..... consistent with City wide standards

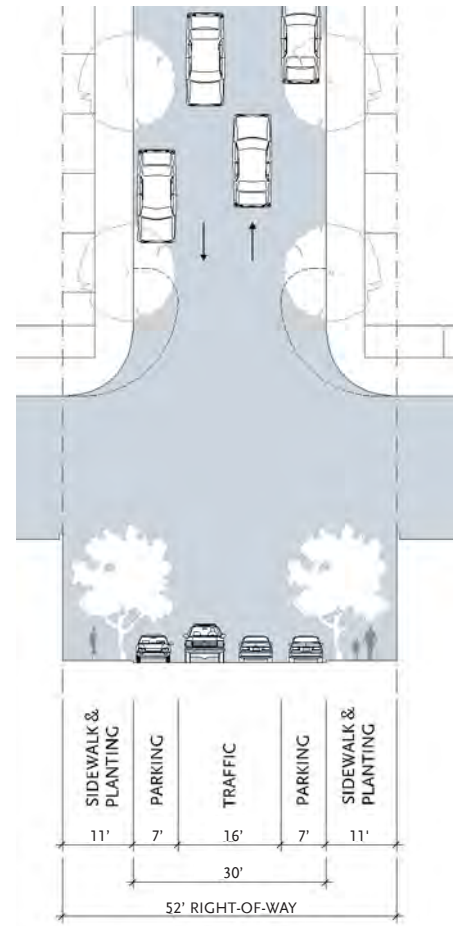




**8** Slow Residential Street



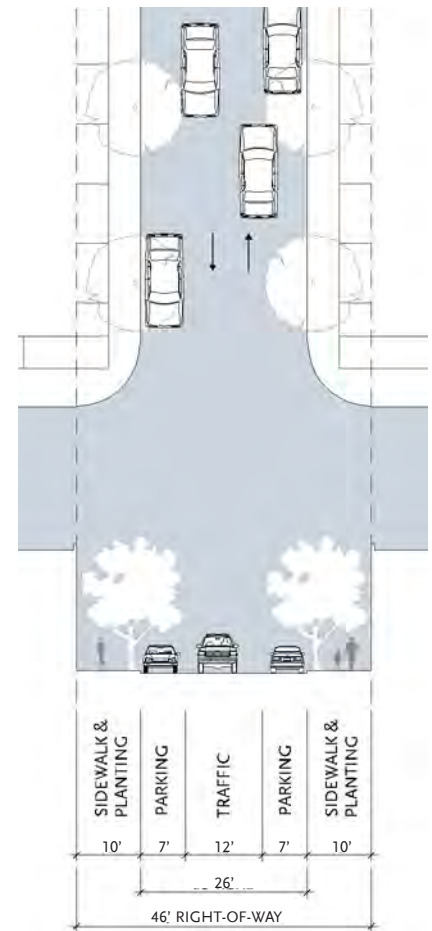
- MOVEMENT/SPEED ..... Slow/20 mph
- CROSSING TIME ..... 5 seconds with bulbouts/9 seconds without bulbouts
- ROW WIDTH ..... 52'
- TRAFFIC LANES ..... 1 in each direction
- PARKING ..... Both sides, not striped
- CURB TYPE ..... Vertical
- CURB RADIUS ..... 10' typical or 15' with bulb-outs
- SIDEWALK WIDTH ..... 5'
- PLANTER WIDTH ..... 6'
- PLANTER TYPE ..... Continuous
- PLANTING ..... 30'-40' on center
- PLANTING TYPE ..... Consistent with City wide standards



**9** Yield Residential Street

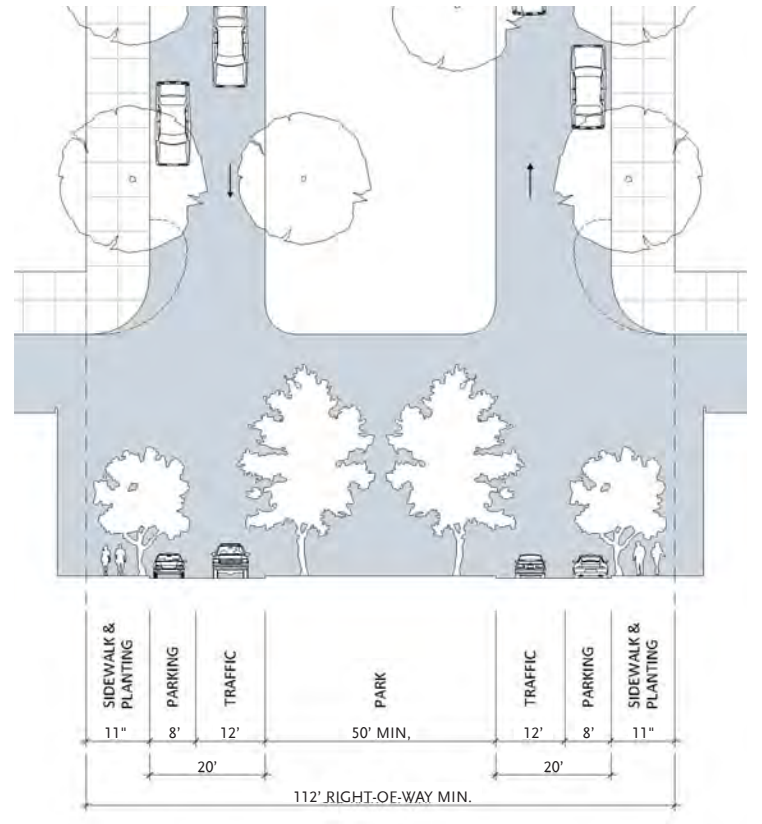


- MOVEMENT/SPEED ..... Yield/20 mph
- CROSSING TIME ..... 7 seconds
- ROW WIDTH ..... 46'
- TRAFFIC LANES ..... 1, shared, in each direction
- PARKING ..... Both sides, not striped
- CURB TYPE ..... Vertical
- CURB RADIUS ..... 10' typical or 15' with bulb-outs
- SIDEWALK WIDTH ..... 5'
- PLANTER WIDTH ..... 5'
- PLANTER TYPE ..... Continuous
- PLANTING ..... 30'-40' on center
- PLANTING TYPE ..... Consistent with City wide standards



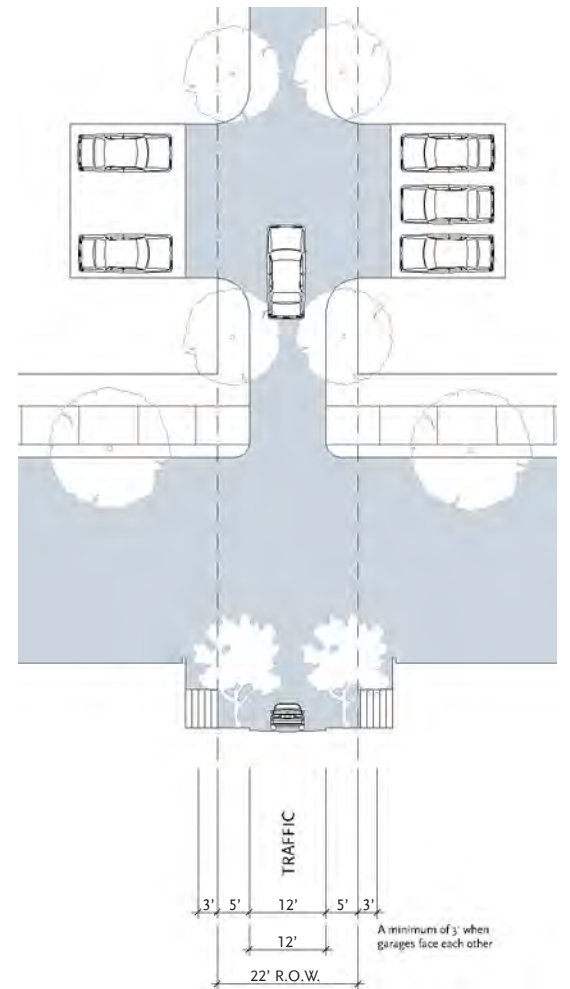


**10** Residential Street (One-Way with Center Park)



- MOVEMENT/SPEED ..... Free/20-25 mph
- CROSSING TIME ..... 3 seconds with bulbouts/6 seconds without bulbouts
- ROW WIDTH ..... 112' Min.
- TRAFFIC LANES ..... 1 in each direction, one-way
- PARKING ..... Both sides, not striped
- CURB TYPE ..... vertical
- CURB RADIUS ..... 10' typical or 15' with bulb-outs
- SIDEWALK WIDTH ..... 5'
- PLANTER WIDTH ..... 6'
- PLANTER TYPE ..... Continuous
- PLANTING ..... 30'-40' on center
- PLANTING TYPE ..... Consistent with City wide standards

**11** Alley



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



### 4.3 - Public Realm Standards (continued)

**E. Block Design Standards.** All new and modified blocks shall be designed per the following requirements:

1. Length Along Front Street: 450 ft. max.
2. Depth along Side Street: 450 max.

**F. Sidewalks and Street trees.** Proposed development shall include sidewalks and street trees as follows:

1. Developments 2.0 acres in size or larger. Development larger than 2.0 acres in size shall provide new streets that include sidewalks per the requirements of Section 4.2.030 (Great Streets) and street trees along both sides of the street.
2. New Buildings and Additions. New buildings and additions that are 50 percent or more of existing floor area in size shall construct sidewalks per the requirements of Section 4.3.010.D, remove and replace dead or overgrown landscaping, and plant street trees.
3. All other projects requiring planning permits/approval shall remove and replace missing or dead landscaping (including street trees).
4. All new streets shall be improved with curbs, gutters and sidewalks per the requirements of Section H of the zone, 'Block and Street Standards'.
5. Street tree spacing shall be between 25 feet and 45 feet on center with adjustments in spacing pursuant to public works standards.
6. Street trees on a given block shall be of the same species and shall be selected per the primary solar orientation of the street as follows:
  - a. Streets oriented primarily in a north-south direction: Deciduous or Evergreen Trees.
  - b. Streets oriented primarily in an east-west direction: Deciduous Trees.
7. Where appropriate, native California tree species shall be used in combination with other drought tolerant species.
8. All runoff from public right-of-way shall be treated per the water quality standards of the City's Water Quality Management Plan and as approved by the City.
9. Irrigation to parkways or tree wells shall be provided as an extension of the on-site system and is the responsibility of the property owner.

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

**H. Street Furnishings**

1. Street furnishings are allowed within the public R.O.W. as pedestrian amenities within the Station District (SD) zone, the Town Center (TC) zone, and within all parks and open spaces.

2. Street furnishings include but are not limited to: benches, waste receptacles, bicycle racks and similar items that help to define pedestrian use areas. Additional and optional amenities include: tables, chairs, umbrellas, kiosks, and planters.
3. The following materials should be used for street furnishings:
  - a. Benches should be made of wood, metal, stone, terra cotta, cast stone, cast concrete, hand-sculpted concrete, or composite materials that resemble wood.
  - b. Trash cans and bike racks should be made of metal.
  - c. Planters and pots should be made of metal, stone, terra cotta, cast stone, cast concrete, hand-sculpted concrete, or composite material that resemble wood.
  - d. Outdoor restaurant chairs and tables may be wood, metal, stone, or high quality plastic, subject to approval of Community Development Director.
4. Street furnishings such as tables and chairs should not be stored in a location that is visible from the street.
5. Advertising on street furnishings within the public right-of-way is prohibited.
6. The following street furnishings are not permitted within the public right-of-way or open space area(s):
  - a. Vending machines;
  - b. Photo booths;
  - c. Automated machines such as, but not limited to, penny crunching machines, blood pressure machines, fortune-telling machines, video games, animated characters and other such machines that are internally illuminated, or have moving parts, or make noise, or have flashing lights; and

**I. Outdoor Seating Areas, Cafes, and Restaurants**

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

**J. Crosswalks and Curb Extensions**

1. Crosswalks should be clearly marked with high contrast "zebra" or "continental" striping, or materials with contrasting colors and textures such as unit pavers and colored concrete.



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



Crosswalks finished with pavers and cast concrete borders lead to a landscaped corner curb extension.



2. Curb extensions should be provided to reduce the pedestrian crossing distance and time, thus improving pedestrian comfort and safety, especially along:
  - a. Arrow Highway
  - b. Richton Street
  - c. Moreno Street

#### 4.3.020 - General Park, Plaza, and Open Space Design Standards

- A. Purpose.** This Section provides standards to ensure that development is consistent with the goals of the NMDSP for open space and landscape distribution, physical character and quality.
- B. Applicability.** All blocks and streets shall be in compliance with the applicable requirements in this section. Where a property is not required to be divided into new blocks (parcels less than 2.0 acres in size), the adjacent streetscapes shall be improved as identified in Section 4.3.010.F, G, and H.
- C. Required Findings.** In order to be approved, each application involving Section 4.3.020 shall meet the following criteria, as applicable.
1. Supports public open space corresponding to the intended physical character and role of the adjacent zone(s);
  2. Supports safe, conveniently-located public open spaces that are accessible from adjacent public streets and transit;
  3. Complies with the open space locations identified in Figure 5-1 (Regulating Plan) and the applicable park and plaza design standards of Section 4.3.020.D.

#### D. Park and Plaza Design Standards

##### 1. Location and Size

- a. Parks, plazas, and open spaces shall be provided as shown in Figure 5-1 (Regulating Plan). Such spaces shall remain open to the public year-round and in perpetuity, and shall be accessible to pedestrians. All such spaces shall comply with ADA accessibility standards.
- b. Parks, plazas and open spaces are considered distinct spaces and must be designed as such. Their placement and operation should take into consideration adjacent commercial and residential uses to ensure they add to the character of the site and not detract from it.
- c. Parks, plazas, and open spaces shall have a minimum width of 40 ft. and a minimum length of 125 ft.
- d. The size and location of parks, plazas, and open spaces may deviate per the requirements of Section 5.020.E (Minor Deviations).

#### 2. Access from Public Streets

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

#### 3. Frontage

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

#### 4. Parking

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

#### 5. Landscape and Lighting

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



*Metal outdoor restaurant chairs and tables.*



*A small neighborhood park.*



## 6. Building and Improvements

### a. Transit Plaza:

- i. Permitted amenities: pedestrian and bicycle amenities such as benches, tables, garbage cans, drinking fountains, bike racks, public art and water features.
- ii. Permitted buildings and structures: kiosks, a bandstand, an informal stage, or a civic building such as a train or transit station. Public restrooms are required within the Transit Plaza.

### b. Commercial Plazas:

- i. Permitted amenities: pedestrian and bicycle amenities such as benches, tables, garbage cans, drinking fountains, bike racks, public art or a water features.
- ii. Permitted buildings and structures: kiosks, a bandstand, an informal stage.

### c. Parks:

- i. Amenities: Pedestrian amenities (benches, tables, drinking fountains, etc.), bike racks, playground equipment, informal athletic courts, water features that provide a focus to the park may be provided.
- ii. Buildings and structures: pergolas, picnic shelters may be provided.



### 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 motorists; and
- C. New and remodeled buildings work together to define the pedestrian-oriented space of the public streets within the specific plan area, and are harmonious with each other and the desired character of the specific plan area.

### 5.1.020 - Applicability of Development Code Standards

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

- A. Regulating Plan.** The Regulating Plan (Section 5.2.010) defines the zones within the specific plan area that differentiate standards for building placement, design, and use; and identifies the parcels included within each zone.
- B. Land use standards.** Section 5.2.020 identifies the land use types allowed 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 of the street, sidewalk, and public open spaces. The urban standards regulate building placement, height, and facade design, and vary according to the zone applied to a parcel by the Regulating Plan. Proposed development and new land uses shall comply with all applicable standards in 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. Minor Deviations.**
  - 1. A Minor Deviation permits a practice that is not consistent with a specific provision of this Development Code, but is justified by its ability to fulfill this Specific Plan's intent while not compromising its vision and intent.
  - 2. All development standards within this Development Code may deviate up to a maximum of ten percent (10%).
  - 3. Minor Deviations are subject to Community Development Director review prior to Planning Commission and City Council consideration.
  - 4. Minor Deviations are discouraged but may be permissible when they fulfill the plan's goals, policies and actions.
- F. Effect on existing development and land uses.** Development and land uses that were lawfully established, and exist within the plan boundaries as of the effective date of this specific plan are affected by this code as follows:
  - 1. Existing development and land uses that comply with all applicable requirements of this code shall continue to operate, and may be altered or replaced, only in compliance with this code.
  - 2. Nonconforming uses and development.
    - a. It shall not be the intent of this title to render previously legally created building lots or legally constructed buildings which do not comply with the new property development regulations or other requirements of

this title to be nonconforming where these lots or buildings complied with the ordinances in effect at the time of their creation or construction. However, proof of compliance with ordinances in effect at the time of creation or construction shall be the sole burden of the applicant or property owner. Such proof may include building permits, minutes of council or commission action, case files, or other documentation.

- b. Development or a land use that does not comply with the requirements of this code may continue to operate, and may be sold or otherwise transferred.
- c. Non-conforming uses that change to conforming uses shall not revert back to the original non-conforming use.

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

- 1. Existing land uses and development may continue on the site in compliance with Subsection 5.1.020.F, above;
- 2. The property owner may choose to propose new development and land uses in compliance with this code; and
- 3. The property owner may choose to work with the city to develop the proposed public facility.

**H. Relationship to Zoning Code.** This Development Code replaces the requirements of the City's Zoning Code, Title 11 of the Montclair Municipal Code. Otherwise applicable requirements of the Zoning Code that are not covered by this Development Code apply to development within the specific plan area, as noted in this Code. If a conflict occurs between a requirement of this Development Code and the Zoning Code, the provisions of this Development Code shall control.

**I. Relationship to Building Code, Fire Code, Health Code and other Requirements and Regulations.** The implementation of all development standards and provisions of this Development Code are subject to the requirements and regulations of the Building Code, Fire Code, Health and Safety Code, and other State and Federal regulations.

### 5.1.030 - Administration

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

### 5.1.040 - Submittal Requirements

#### A. Submittals.

- 1. Determine the type of development for which the application will be submitted for City review.
  - a. New use within or renovation of an existing building.
  - b. Additions to existing buildings within the Transition Overlay that are less than 20% of total existing gross floor area.
  - c. Additions to existing buildings within the Transition Overlay that are more than 20% of total existing gross floor area.
  - d. New buildings on sites less than 2 acres, and
  - e. Development on parcels 2 acres or larger

Refer to Diagram 5-1 (Code Organization and Use) to determine the sections of the Development Code that apply.

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



### 5.1.050 - Peer Review

- A. For the purposes of maintaining consistency with the Specific Plan; establishing a high standard of architectural quality and design variety; and compatibility with adjoining properties, all development applications within the North Montclair Downtown Specific Plan will be subject to an external peer review.
- B. Such a review will be conducted by an architect, urban designer, or planner in private practice, as chosen by the review authority (City). The review authority shall establish fees and procedures for such review.
- C. Peer review will occur in two phases as outlined below:
- Schematic Design Review.** Projects reviewed per Schematic Design Review are judged on compliance with the standards of this Specific Plan, compatibility with the existing context, site planning, building massing, and architectural design. Following are the minimum submittal requirements for Concept Design Review.
    - CD – Containing digital files of all materials listed below:
    - APPLICATION – One (1) copy
    - CONFORMANCE MATRIX – Five (5) copies of completed Conformance Matrix (see Appendix 1 of this Specific Plan)
    - SCHEMATIC DESIGN PLANS – One (1) full-size copy and five (5) 11”X 17” reductions.
    - COVER SHEET
      - Applicant name, address and phone number.
      - Project site address.
      - Vicinity Map – ½-mile radius street system with project site highlighted.
      - Total area of site in square feet.
      - Number of buildings and dwelling units to be removed (including sizes and construction dates).
      - Number of proposed new buildings with total square footage for each (including parking structures).
      - Square footage for each building’s footprint and the percentage of the site covered by the building(s).
      - Number of stories for each building.
      - Number of parking and loading spaces (including existing, proposed, and required by zoning).
      - Landscaped areas and percentage of the total site dedicated for landscaping.
      - Paved area and percentage of the total site dedicated for hardscape/paving (i.e., driveways, walkways, courtyards, and trash storage).
      - Existing and proposed UBC occupancy group.
      - Proposed floor area ratio (FAR) and/or residential density (du/ acre).
      - Existing zoning and land use designation.
    - EXISTING CONTEXT PHOTOS
      - Color photographs of existing buildings on the site and existing buildings on both sides of the street between two cross streets. Photographs should identify the address of the property depicted and should be taken perpendicular to the building. If the project is on a corner lot, photographs should include both streets.
      - A minimum of four (4) colored photos of varied angles of the project site, showing walls, trees, and existing structures.
    - SURVEY
      - Existing conditions on the site and footprint of adjacent buildings.
    - DEMOLITION PLAN
    - CONTEXT SITE PLAN
      - Proposed site plan within context of building footprints within one block, in all directions.
    - PROJECT SITE PLAN
      - Property lines.
      - Setbacks (front street and side street setbacks measured from back of sidewalk).
      - Internal and external rights-of-way and any vehicular access or other easements.
      - Sidewalk/planter dimensions (from face of curb to back of sidewalk).
    - FLOOR PLANS
      - Proposed plans and existing plans (if to be retained), including perimeter dimensions and openings in exterior walls.
    - ROOF PLAN
      - Roof pitch and material.
      - Preliminary location of all exterior mechanical equipment, if applicable.
    - ELEVATIONS
      - All building elevations (in color and black and white)
      - Building heights
      - Preliminary proposed materials
      - Elevations of existing buildings adjacent to front elevation
      - Conceptual locations of signs
    - SECTIONS (cross and longitudinal)
      - Building walls (including freestanding walls)
      - Floor-to-floor dimensions
      - Cuts and fills, as required
    - PRELIMINARY LANDSCAPE PLAN
      - Softscape (including trees and shrubs)
      - Hardscape (identify proposed materials)
      - Preliminary Landscape Palette.
    - CONCEPTUAL GRADING PLAN
    - FIRE MASTER PLAN
    - PHASING PLAN (for multi-phased projects)
    - DIGITAL MASSING MODEL
      - Simple digital building form/massing model of the project. Internal building elements, landscaping, people, cars, etc. not required.
  - Final Design Review.** Final Design Review is the final phase of the Design Review process and focuses on construction details, finishes, materials, landscaping, and on consistency of the project, with the design approved during Concept Design Review (as well as compliance with the conditions of the approved Concept Design Review).
    - CD – Containing digital files of all materials listed below:
    - APPLICATION – One (1) copy
    - RESPONSE TO SCHEMATIC DESIGN REVIEW COMMENTS
      - Written narrative describing how the project’s design concept responds to conditions of approval provided at the conclusion of the Schematic Design Review process.
    - FINAL DESIGN PLANS – One (1) full-size copy and five (5) 11”X 17” reductions.
    - COVER SHEET
      - Applicant name, address and phone number.
      - Project site address.
      - Vicinity Map – ½-mile radius street system with project site highlighted.
      - Total area of site in square feet.
    - EXISTING buildings (if to be retained) and proposed building locations and dimensions with uses labeled.
    - Location and purpose of proposed open space.
    - Location of structures on adjacent properties and their uses.
    - Topography and/or any existing site-specific conditions that must be addressed
    - Dimensions of driveway widths, existing and proposed curb cuts, parking spaces (use arrows to indicate traffic circulation)
    - Sidewalks and walkways (include existing and proposed). Indicate existing paved areas to be removed.
    - Walls and fences (include materials and dimensions for existing and proposed). Indicate walls and fences to be removed.
    - Street lights (include existing and proposed); Indicate existing proposed for removal.
    - Trees: show existing trees with accurate canopies and overlap, if any, between proposed building footprints and canopy/root system of existing street trees or large.
    - Conceptual location of electrical vault, gas and electrical meters, fire sprinkler valves, backflow preventer, HVAC condensers, etc.



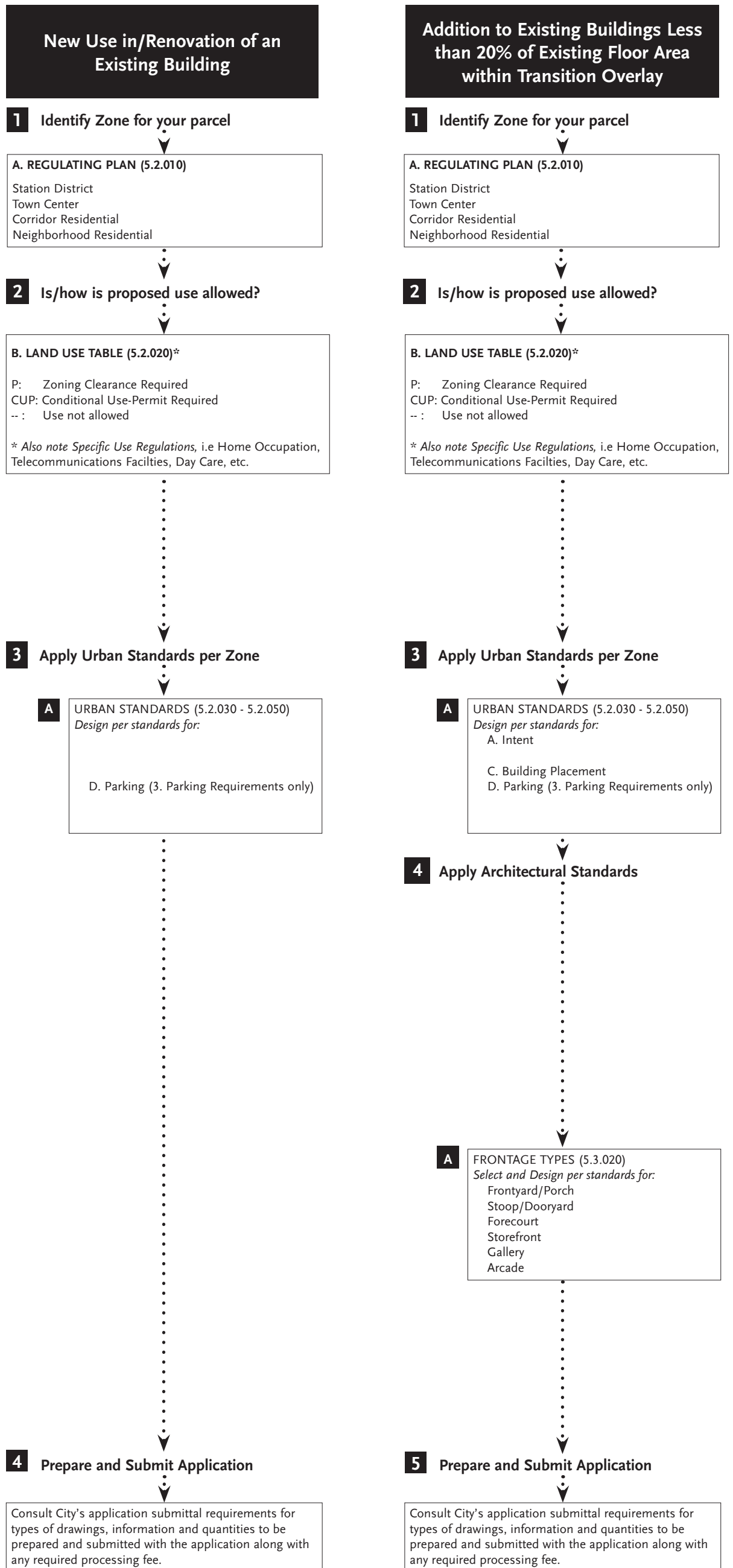
- e) Number of buildings and dwelling units to be removed (including sizes and construction dates).
  - f) Number of proposed new buildings with total square footage for each (including parking structures).
  - g) Square footage for each building's footprint and the percentage of the site covered by the building(s).
  - h) Number of stories for each building.
  - i) Number of parking and loading spaces (including existing, proposed, and required by zoning).
  - j) Landscaped areas and percentage of the total site dedicated for landscaping.
  - k) Paved area and percentage of the total site dedicated for hardscape/paving (i.e., driveways, walkways, courtyards, and trash storage).
  - l) Existing and proposed UBC occupancy group.
  - m) Proposed floor area ratio (FAR) and/or residential density (du/acre).
  - n) Existing zoning and land use designation.
- SURVEY
    - a) Existing conditions on the site and footprint of adjacent buildings
- DEMOLITION PLAN
- CONTEXT SITE PLAN
    - a) Proposed site plan within context of building footprints within one block, in all directions.
- PROJECT SITE PLAN
    - a) Property lines.
    - b) Setbacks (front street and side street setbacks measured from back of sidewalk).
    - c) Internal and external rights-of-way and any vehicular access or other easements.
    - d) Sidewalk/planter dimensions (from face of curb to back of sidewalk).
    - e) Existing buildings (if to be retained) and proposed building locations and dimensions with uses labeled.
    - f) Location and purpose of proposed open space.
    - g) Location of structures on adjacent properties and their uses.
    - h) Topography and/or any existing site-specific conditions that must be addressed
    - i) Dimensions of driveway widths, existing and proposed curb cuts, parking spaces (use arrows to indicate traffic circulation)
    - j) Sidewalks and walkways (include existing and proposed). Indicate existing paved areas to be removed.
    - k) Walls and fences (include materials and dimensions for existing and proposed). Indicate walls and fences to be removed.
    - l) Street lights (include existing and proposed); Indicate existing proposed for removal.
    - m) Trees: show existing trees with accurate canopies and overlap, if any, between proposed building footprints and canopy/root system of existing street trees or large.
    - n) Final location of electrical vault, gas and electrical meters, fire sprinkler valves, backflow preventer, HVAC condensers, etc.
- FLOOR PLANS
    - a) Proposed plans and existing plans (if to be retained), including perimeter dimensions and openings in exterior walls.
- ROOF PLAN
    - a) Roof pitch and material.
    - b) Location of all exterior mechanical equipment, if applicable.
- ELEVATIONS
    - a) All building elevations, including courtyard and other secondary elevations.
    - b) Building heights.
    - c) Proposed materials.
    - d) Elevations of existing buildings adjacent to front elevation.
    - e) Locations of signs.
- SECTIONS (cross and longitudinal)
    - a) Building walls (including freestanding walls).
    - b) Floor-to-floor dimensions.
    - c) Cuts and fills, as required.
    - d) Exterior details/sections (including canopies, balconies, doors, eaves, reveals, soffits, returns, surface-applied materials, roof edge caps, and flashing).
- DESIGN DETAILS
    - a) Large-scale details/sections of windows, showing dimensioned recess, casings, and method of operation. Also include a manufacturer's catalog cut sheet of window assemblies or at the request of staff, a window sample.
    - b) Door and window schedule
    - c) Exterior lighting plan and product specifications (including locations, dimensions, type of fixture, and catalog cut sheets)
    - d) Gutters and downspouts (indicate the location of gutters and downspouts on the building elevations)
    - e) Mechanical plans showing locations of exterior equipment, through-the-wall vents, and ventilation shafts
- LANDSCAPE PLAN
    - a) Planting plan showing location, spacing, common name, botanical name, container size, quantity of all proposed new plant material with distinct plant symbols for each specimen.
    - b) Landscape construction plan with dimensions, materials, and finishes (drawings, catalog cuts, and/or photographs and an existing installation)
    - c) Hardscape details (including paving, trash enclosure, raised planters, water features, fences, walls, site furniture, etc.)
    - d) Exterior lighting (including type of fixture and catalog cut sheets)
    - e) Existing plant material (including trees). Trees with a 4-inch diameter or greater shall be identified by species and diameter-at-breast-height.
- EXTERIOR SIGNS AND OTHER GRAPHICS
    - a) Location, dimensions, type (including illuminated or non-illuminated) and use (i.e., building sign, tenant sign, wayfinding sign). Include light fixtures, electrical raceways, and all other designs, materials, lettering font, graphics, and colors used as identification or for calling attention to the project or tenant. Include color and material samples on the color and material board.
- COLOR AND MATERIAL BOARD – One (1) 11"x 17" copy.
    - a) Identify board with project address, architect name, address, telephone number, fax number, email address, and date. Include samples of all proposed exterior materials, paint colors, and materials for glazing and paving (except clear glass).
    - b) Identify all samples with manufacturer name and item specification number (including catalog cut – photographs of existing installation may be accepted in place of project literature).
- GRADING PLAN
- FIRE MASTER PLAN
- PHASING PLAN (for multi-phased projects)
- DIGITAL MASSING MODEL
    - a) Simple digital building form/massing model of the project. Internal building elements, landscaping, people, cars, etc. not required.



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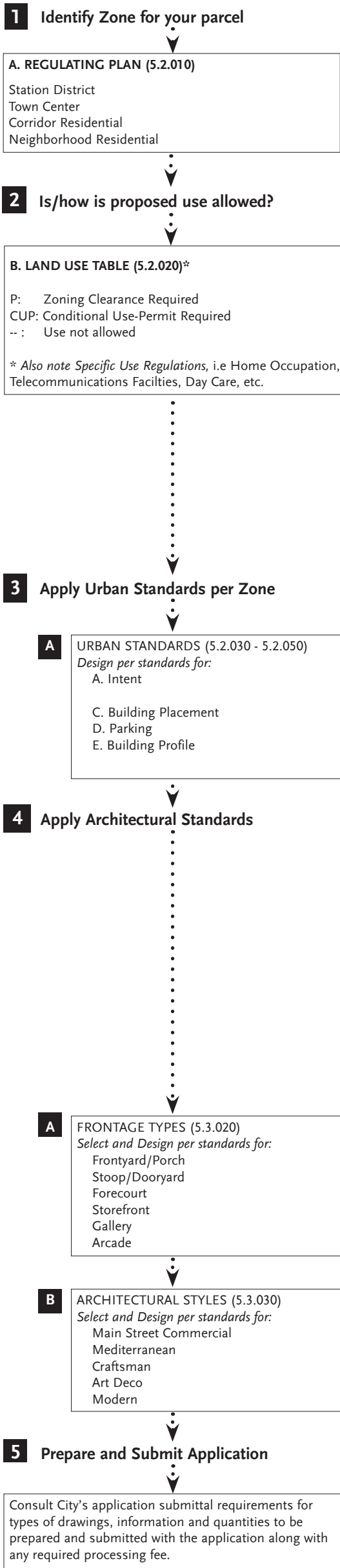


Diagram 5-1: Code Organization and Use

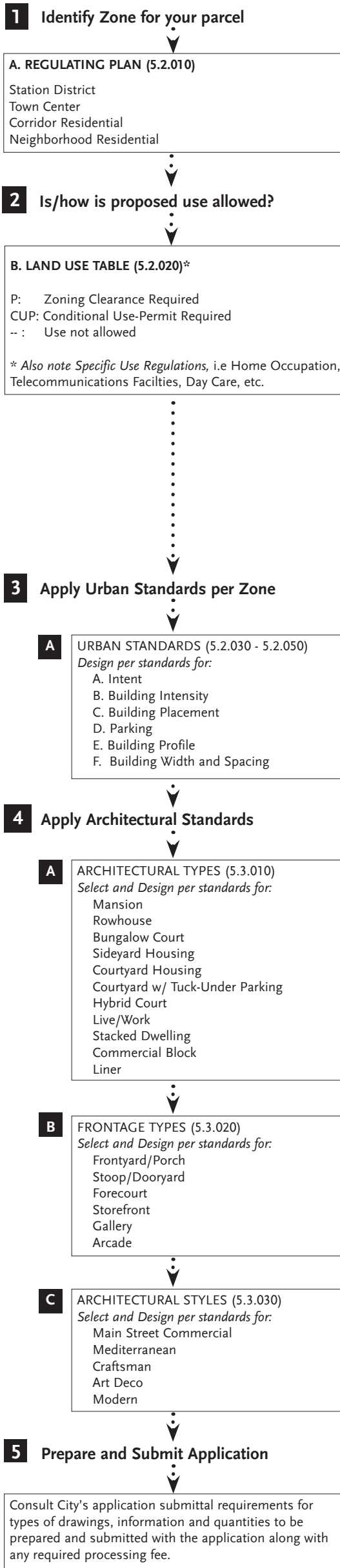




**Addition to Existing Buildings More than 20% of Existing Floor Area within Transition Overlay**



**New Building on site less than 2.0 acres in area**



**Development of 2.0 acres or more**

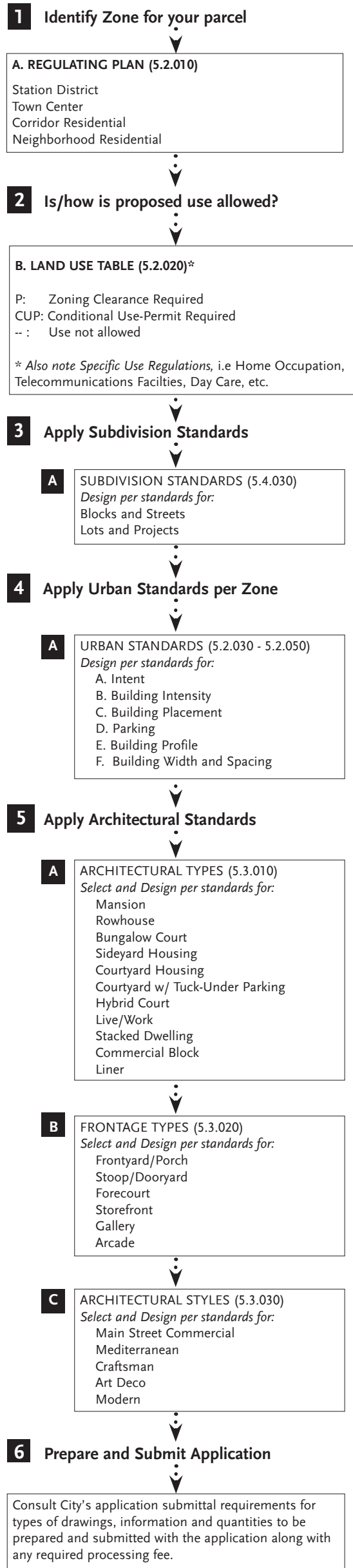


Diagram 5-1: Code Organization and Use



## 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 (Figure 5-1) 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 (Station District), 5.2.040 (Town Center), 5.2.050 (Corridor Residential), and 5.2.060 (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 (Figure 5-1).

#### C. Overlays.

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

- a. **Transition Overlay (TO).** The Transition Overlay applies to property located along the eastern edge of the Plan Area, generally between Central Avenue and Fremont Avenue as shown on the Regulating Plan (Figure 5-1) and Transition Overlay Plan (Figure 5-2).
- b. **Shopfront Overlay (SO).** The Shopfront Overlay requires the shopfront frontage type be provided along street-facing ground floor frontages at key locations. Ground floor spaces must conform to the requirement of Section 5.3.010.G (Ground Floor Commercial Lease Space Standards) and Section 5.3.020.D.6(Shopfront).

#### 2. Property subject to the Transition Overlay.

- a. **Existing Uses.** Existing auto-oriented, commercial, light industrial land uses, and/or other uses not listed in Table 5-2 (Allowed Land Uses and Permit Requirements) are permitted within existing buildings per the requirements of Section 5.2.020.C (Transitional Uses).
- b. **Change of use.** Change of uses within existing buildings are permitted per the applicable Development Code requirements identified in Table 5-1 (Transition Overlay Requirements).
- c. **Renovations and alterations of existing buildings.** Renovations and alterations of existing buildings that do not comply with the Urban Standards and Architectural Standards of this Development Code are permitted per the applicable Development Code requirements identified in Table 5-1 (Transition Overlay Requirements).
- d. **Additions to existing buildings.** Existing buildings that do not comply with the Urban Standards and Architectural Standards of this Development Code may be expanded per the applicable Development Code requirements identified in Table 5-1 (Transition Overlay Requirements).
- e. **New Buildings.** New buildings, regardless of the use, shall conform to the standards of this Development Code as shown in Table 5-1 (Transition Overlay Requirements). New development of properties over three acres in size are subject to the subdivision standards of Section 5.4.030 (Subdivision Standards).

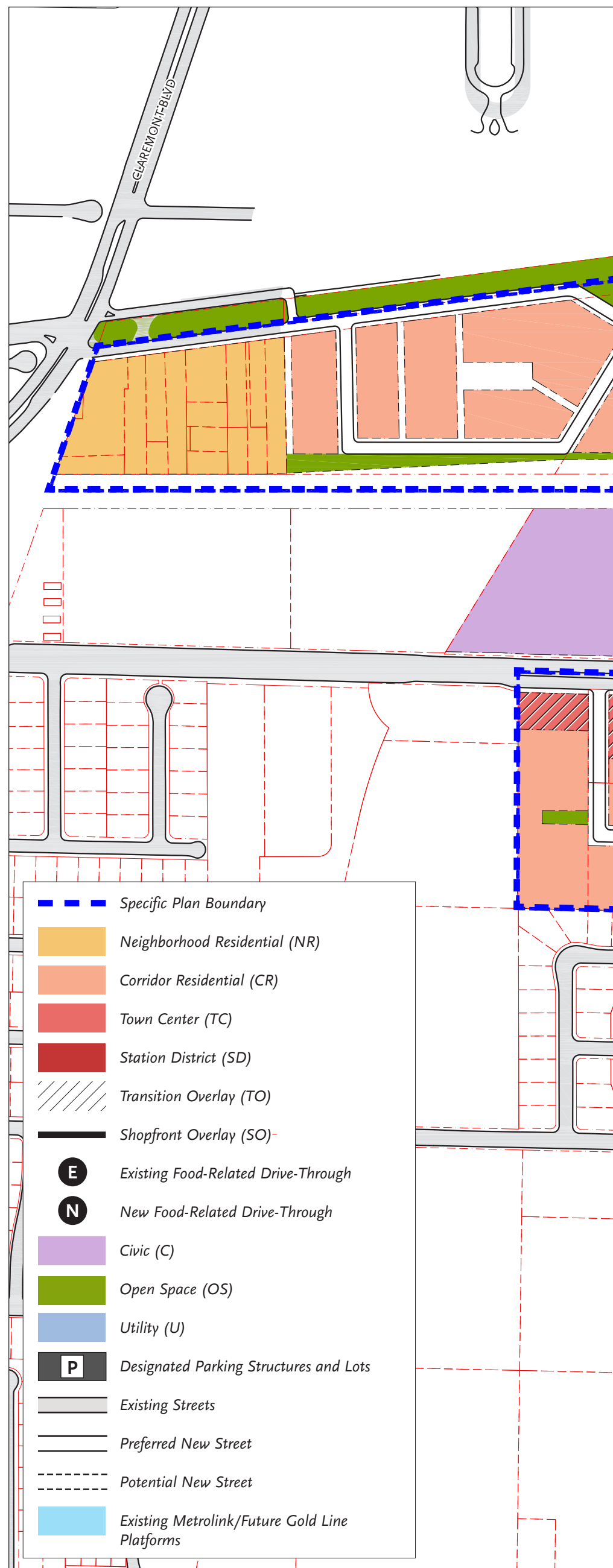
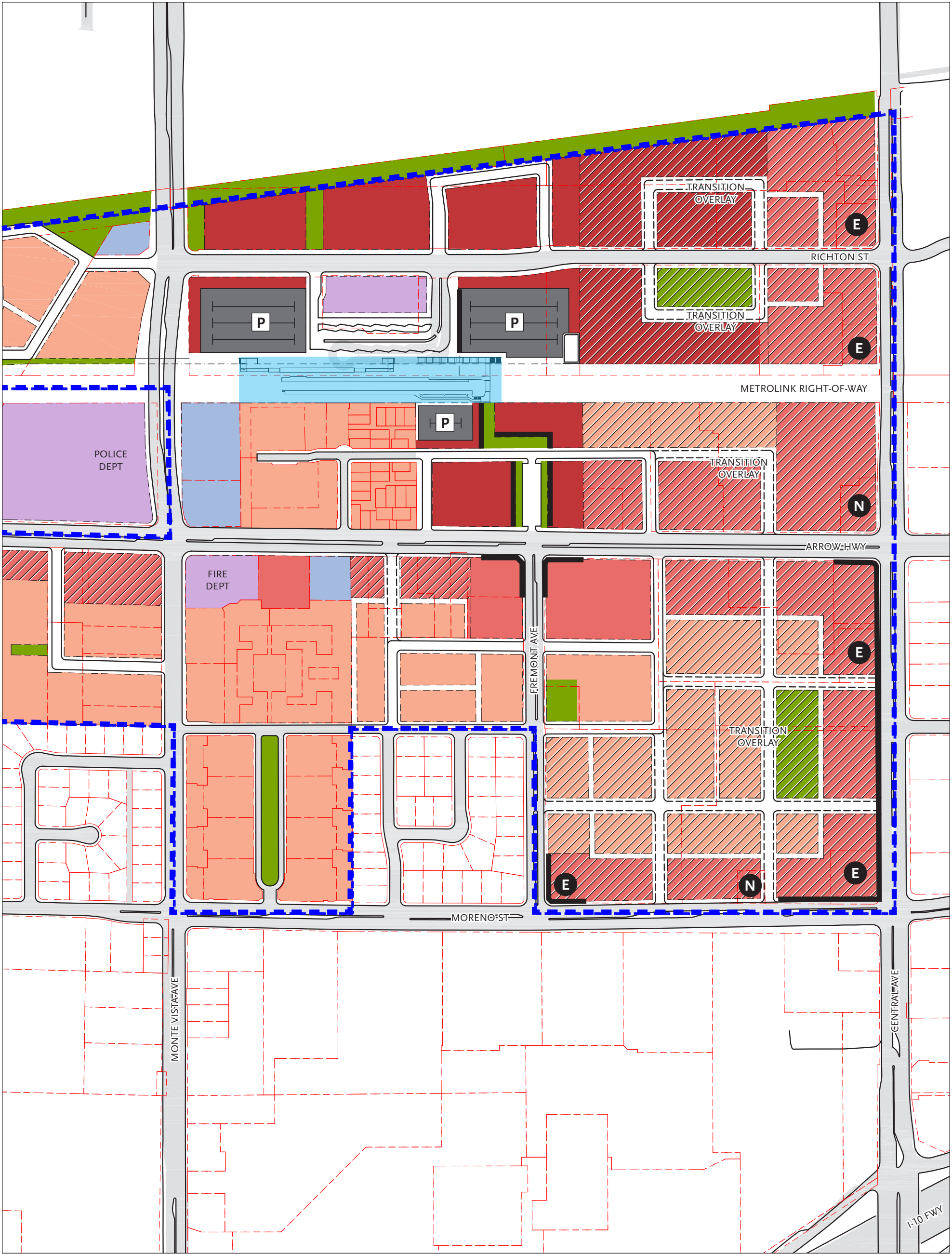


Figure 5-1: Regulating Plan





5.2.010 - Regulating Plan and Zones





**3. Property subject to the Shopfront Overlay.**

- a. Properties subject to the Shopfront Overlay shall provide ground floor shopfront frontage types per the requirements of Section 5.3.020.C.6.
- b. Preferred street-facing, ground floor land uses for properties subject to the Shopfront Overlay are active uses such as retail and restaurants uses as identified in Table 5-2 (Allowed Land Uses and Permit Requirements).
- c. Interim land uses are permitted if parking for the active uses is provided per the requirements of Section 5.4.010.2.b.
- d. Buildings subject to the Shopfront Overlay that contain ground floor residential interim uses at corner locations along Arrow Highway and Central Avenue, must accommodate infrastructure at these corner lease spaces for potential future restaurant uses, including vertical chases through upper floors, dual plumbing, and grease interceptors.

**D. Required Findings.**

- 1. In order for an application to be approved, each application involving Section 5.2.010 shall meet the following criteria, as applicable.
  - a. Complies with the applicable requirements of the zone(s) and Figure 5-1 (Regulating Plan).
  - b. Generates or maintains the intended physical character of the zone(s) as described in Sections 5.2.030, 5.2.040, 5.2.050, and/or 5.2.060 as applicable;

**Table 5-1: Transition Overlay Requirements**

Development Code Standard	Development Code Section Reference	Applicable Development Code Sections			
		Renovation of Existing Buildings	Additions to Existing Buildings Less than 20% of Existing Floor Area	Additions to Existing Buildings More than 20% of Existing Floor Area	New Buildings
<b>Urban Standards</b>	<b>5.2</b>				
Allowable Land Uses and Planning Permit Requirements	5.2.020 and Table 5-2	Required	Required	Required	Required
Min. Floor Area Ratio (FAR)	5.2.030.B.1, 5.2.040.B.1, or 5.2.050.B.1				Required
Minimum Lot Width	5.2.030.C.1, 5.2.040.C.1, or 5.2.050.C.1				Required
Setbacks	5.2.030.C.2, 5.2.040.C.2, or 5.2.050.C.1		Required	Required	Required
Parking Placement	5.2.030.D.1, 5.2.040.D.1, or 5.2.050.D.1			Required	Required
Parking Access	5.2.030.D.2, 5.2.040.D.2, or 5.2.050.D.2			Required	Required
Parking Requirements	5.2.030.D.3, 5.2.040.D.3, or 5.2.050.D.3	Required	Required	Required	Required
Building Height	5.2.030.E.1, 5.2.040.E.1, or 5.2.050.E.1			Required	Required
Encroachments	5.2.030.E.2, 5.2.040.E.2, or 5.2.050.E.2			Required	Required
Frontage Types	5.2.030.E.3, 5.2.040.E.3, or 5.2.050.E.3		Required	Required	Required
Building Width and Spacing	5.2.030.F, 5.2.040.F, or 5.2.050.F				Required
<b>Architectural Standards</b>	<b>5.3</b>				
Building Articulation and Massing	5.3.010.E			Required	Required
Allowable Architectural Types	5.3.010.K				Required
Allowable Frontage Types	5.3.020.D		Required	Required	Required
Sign Regulations	5.3.030		Required	Required	Required
Architectural Style	5.3.040				Required
<b>Other Project Design and Development Standards</b>	<b>5.4</b>				
Number of Parking Spaces	5.4.010.A.2	Required	Required	Required	Required
Location of Parking	5.4.010.B			Required	Required
Parking Design and Development Standards	5.4.010.D			Recommended	Required
Landscape and Outdoor Lighting Standards	5.4.020			Required	Required



**5.2.020 - Allowable Land Uses and Planning Permit Requirements**

**A. Allowable land uses.** A parcel or building within the specific plan area shall be occupied by only the land uses allowed by Table 5-2 within the zone applied to the site by the Regulating Plan. Each land use listed in the table is defined in Section 5.5 (Glossary).

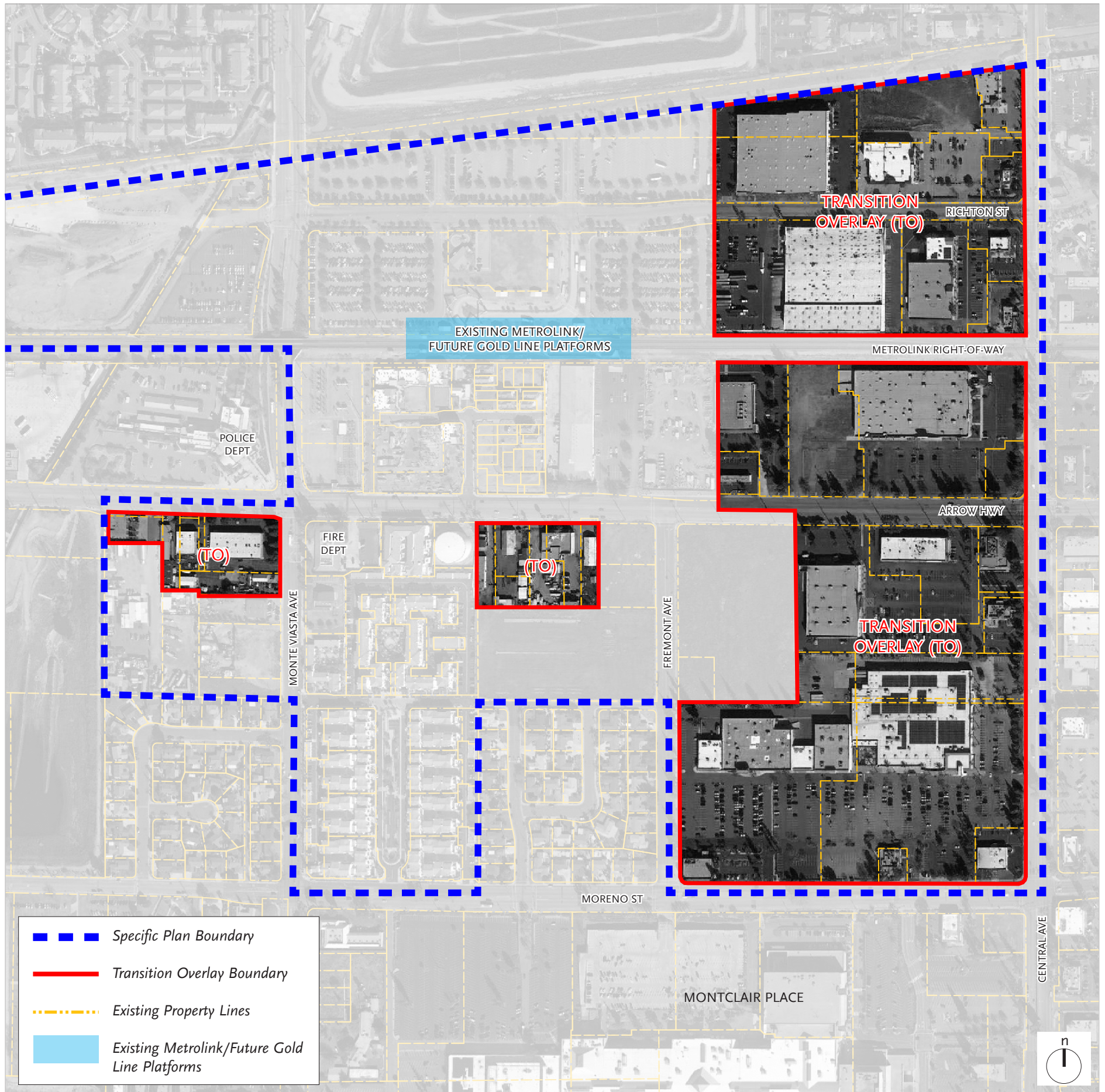
1. **Multiple uses.** Any one or more land uses identified by Table 5-2 as being allowable within a specific zone may be established on any parcel within that zone, subject to the planning permit requirement listed in the table, and in compliance with all applicable requirements of this Development Code.
2. **Use not listed.** When a use is not specifically listed in Table 5-2, the Community Development Director or his/her designee, shall have the authority to determine whether the proposed use is permitted based on the finding that the use is similar to, and no more detrimental than, those

permitted in the zone. Uses not listed, or otherwise determined by the Community Development Director or his/her designee to be permitted, are prohibited.

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

1. Permitted subject to compliance with all applicable provisions of this Development Code, and a Precise Plan of Design in compliance with Zoning Code Chapter 11.80. These are shown as "P" uses in the tables;
2. Allowed subject to the approval of a Conditional Use Permit in compliance with Zoning Code Chapter 11.78, and shown as "CUP" uses in the tables; and
3. Not allowed in particular zones, and shown as a "-" in the tables.

**Figure 5-2: Transition Overlay Plan**



5.2.020 - Allowable Land Uses and Planning Permit Requirements



C. Transitional Uses.

1. Definitions

- a. **Transitional Use or Structure.** A transitional use or structure shall be defined as the use of land or use of a building or structure which was legally established according to the applicable zoning and building codes in effect at the time the original use or building/structure was established or constructed, but does not conform to the applicable requirements of the NMDSP.
- b. **Abandoned Transitional Use or Structure.** An abandoned or vacated transitional use or structure shall be defined as a transitional use or structure that for other than an act of nature is discontinued for a period of 180 days or more or application is made to change or reconstruct it to a conforming use or structure at which point it ceases as a transitional use or structure. Once a transitional use or structure is deemed by the Community Development Director abandoned or vacated, it shall not be reestablished, and any use of the building or structure shall thereafter be in conformity with all applicable regulations of the NMDSP. For purposes of this section, abandonment of a transitional use or structure shall include discontinuance and/or cessation of a use or structure without intent to reestablish the use or structure.

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

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

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

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

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

- a. The expansion or reuse proposal substantially advances one or more of the goals of the Specific Plan and promotes a reduction in the non-conformity of the use and/or structure; and
- b. The expansion or reuse proposal represents a high quality project that is consistent with the design guidelines as provided in the amended specific plan; and
- c. The expansion or reuse results in a direct benefit to community (Example: Small commercial, social, or other similar land uses in existing structures that provide support services to adjacent residential uses); and
- d. The expansion or reuse does not impair neighborhood character (e.g., does not create increased traffic, parking, noise, odors, etc.).

Any transitional use and/or structure modified in accordance with this

section shall not be reestablished to its previous use or physical condition.

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

- a. The transitional use and/or facility structures is voluntarily demolished by the property owner and the site is cleared of all existing development; or
- b. The transitional use or structure becomes a nuisance as defined in Section 7.24 of the Montclair Municipal Code, and the property owner, after notification by the City, fails to make necessary improvements to abate all nuisance conditions.

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

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

- a. Shall not occupy any portion of the lot that was not occupied by the previous building or structure; and
- b. Have a greater floor area than the previous building or structure; and
- c. Exceed the height or number of stories contained in the previous building; and
- d. Diminish the number or size of the off-street loading or parking spaces located on the property before the disaster; and
- e. The owner of the property submits plans to rebuild within nine (9) months from the date of destruction to obtain a building permit, and within three (3) months from the date of issuance of a building permit construction commences.

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

- a. Improvements made necessary to comply with required accessibility standards of the Building Code, or Fire Code, or Health Department Code mandates, etc.; or
- b. Routine repair and maintenance including exterior appearance improvements, such as new paint, exterior material changes, updated signs, site lighting and landscaping; or
- c. Interior remodels that do not change the nature of the use or result in a change of occupancy that is not part of an approved adaptive reuse plan.
- d. Building additions not exceeding 10 percent of the existing floor area, subject to the approval of a Precise Plan of Design (PPD) by the City Council.

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

- D. **Standards for specific land uses.** Where the last column in Table 5-2 ("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 5-2: Allowed Land Uses and Permit Requirements**

LAND USE TYPE (1)	PERMIT REQUIRED BY ZONE				Additional Regulations per Montclair Municipal Code (MMC)
	SD	TC	CR	NR	
<b>PROHIBITED USES</b>					
Check cashing stores	—	—	—	—	
Consignment shops	—	—	—	—	
Fire arms and ammunition sales	—	—	—	—	
Fortune tellers	—	—	—	—	
Hookah shops/lounges	—	—	—	—	
Massage services as a stand alone business and not part of an approved hair salon or day spa.	—	—	—	—	
Medical or recreational marijuana dispensaries/cultivation/deliveries	—	—	—	—	
Palm and card readers	—	—	—	—	
Pawnshops	—	—	—	—	
Recycling collection centers for aluminum glass, paper, plastic, hazardous/toxic items, including self-serve reverse-vending machines	—	—	—	—	
Self-service vending machines	—	—	—	—	
Smoke Shop/Tobacco/E-Cigarette Store	—	—	—	—	
Spas and hot tubs for hourly rental	—	—	—	—	
Tattoo and body piercing services	—	—	—	—	
Thrift stores, including standalone donation bins	—	—	—	—	
<b>RECREATION, EDUCATION &amp; PUBLIC ASSEMBLY</b>					
Commercial recreation facility - Indoor	—	CUP	—	—	MMC 11.44
Health/fitness facility	CUP	CUP	—	—	
Library, museum	—	P	CUP	—	
Meeting facility, public or private, including: <ul style="list-style-type: none"> <li>Community centers</li> <li>Religious assembly facilities such as churches, mosques, synagogues, etc.</li> <li>Civic and private auditoriums</li> <li>Grange halls, union halls, meeting halls for clubs and other membership organizations</li> </ul>	—	CUP	—	—	
Studio - Art, dance, martial arts, music, yoga, etc. < 2,000 sf	P	P	P	—	
Studio - Art, dance, martial arts, music, yoga, etc. > 2,000 sf	CUP	CUP	CUP	—	
Theater, cinema or performing arts	—	CUP	CUP	—	
<b>RESIDENTIAL</b>					
Dwelling - Mixed-use project residential component	P	P	P	—	
Dwelling - Multi family	P	P	P	P	
Dwelling - Single-family detached	—	—	—	P(2)	
Home occupation	P	P	P	P	MMC 11.58
Live/work	P	P	P	—	
Residential accessory use or structure, including: <ul style="list-style-type: none"> <li>Garages</li> <li>Gazebos</li> <li>Greenhouses (non-commercial)</li> <li>Spas and hot tubs</li> <li>Storage sheds</li> <li>Studios</li> <li>Swimming pools</li> <li>Tennis and other on-site sport courts</li> <li>Workshops</li> </ul>	—	—	—	P	
Second dwelling unit	—	—	—	P	MMC 11.23
<b>RETAIL</b>					

**Key to Zone Symbols**

<b>SD</b>	Station District
<b>TC</b>	Town Center
<b>CR</b>	Corridor Residential
<b>NR</b>	Neighborhood Residential

**Key to Permit Types:**

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

**Notes:**

- (1) A definition of each listed use type in Section 5.5 (Glossary). Uses not listed in Table 3-2 are not allowed within the specific plan area. Similar and compatible use may be allowed with Community Development Director. See Subsections 5.2.020.A.2 and 5.2.020.A.3.
- (2) Single-family detached dwellings only permitted on existing, undivided lots within the Neighborhood Residential (NR) zone or as part of a Bungalow Court Architectural Type per Section 5.3.010.K.
- (3) Alcohol sales require Conditional Use Permit (CUP)
- (4) Drive-throughs only permitted on locations identified on Figure 5-2 (Regulating Plan).
- (5) Subject to City Ordinance
- (6) Transit station or terminal must provide public restrooms.



**Table 5-2: Allowed Land Uses and Permit Requirements**

LAND USE TYPE (1)	PERMIT REQUIRED BY ZONE				Additional Regulations per Montclair Municipal Code (MMC)
	SD	TC	CR	NR	
Bar, tavern, night club, microbrewery, wine tasting	CUP(3)	CUP(3)	—	—	
Farmers' Market	CUP	CUP	—	—	
General retail, including: <ul style="list-style-type: none"> <li>• Appliances, household</li> <li>• Art galleries, retail</li> <li>• Art supplies, including framing services</li> <li>• Bakery</li> <li>• Bicycle shop</li> <li>• Books, magazines, and newspapers</li> <li>• Cameras and photographic supplies</li> <li>• Clothing, shoes, and accessories</li> <li>• Collectibles (cards, coins, comics, stamps, etc.)</li> <li>• Computers, home electronics</li> <li>• Drug stores and pharmacies</li> <li>• Fabrics and sewing supplies</li> <li>• Florists and houseplant stores (indoor sales only - outdoor sales are "Building and Landscape Materials Sales")</li> <li>• Furniture, home furnishings</li> <li>• Groceries, specialty foods, health food</li> <li>• Hobby stores</li> <li>• Jewelry/watch store (including incidental repair services)</li> <li>• Luggage and leather goods</li> <li>• Musical instruments (small), parts and accessories (large instruments are under "Furniture, Furnishings, and Appliance Store")</li> <li>• Office supplies</li> <li>• Optical, specialty stores</li> <li>• Orthopedic supplies</li> <li>• Photo processing</li> <li>• Small housewares</li> <li>• Specialty shops</li> <li>• Sporting goods and equipment</li> <li>• Stationery store/greeting card shops</li> <li>• Toys and games</li> <li>• Variety stores</li> <li>• Videos, DVDs, records, CDs, including rental stores</li> </ul>	P	P	—	—	
Department store	CUP(3)	CUP(3)	—	—	
Food Truck	P(5)	P(5)	—	—	
Neighborhood market/convenience store	P(3)	P(3)	—	—	
Restaurant, café, coffee or tea shop	P(3)	P(3)	—	—	
Restaurant, drive-through	—	CUP(4)	—	—	
Temporary public event/gathering	SEP	SEP	—	—	
Temporary seasonal sales	SEP	SEP	—	—	

**SERVICES - BUSINESS, FINANCIAL, PROFESSIONAL**

Animal services	—	—	—	—	
Automated teller machine (ATM)	P	P	—	—	
Bank, financial services, including: <ul style="list-style-type: none"> <li>• Banks and credit unions</li> <li>• Credit agencies</li> <li>• Lending and thrift institutions</li> <li>• Other investment companies</li> </ul>	P	P	—	—	
Business service, including: <ul style="list-style-type: none"> <li>• Elected official satellite offices</li> <li>• Employment agencies</li> <li>• Insurance agent offices</li> <li>• Real estate offices including on and off-site real estate management and real estate leasing</li> <li>• Retail shipping, postal, printing and business service centers,</li> <li>• Travel agencies</li> <li>• Utility company offices</li> </ul>	P	P	—	—	

**Key to Zone Symbols**

<b>SD</b>	Station District
<b>TC</b>	Town Center
<b>CR</b>	Corridor Residential
<b>NR</b>	Neighborhood Residential

**Key to Permit Types:**

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

**Notes:**

- (1) A definition of each listed use type in Section 5.5 (Glossary). Uses not listed in Table 3-2 are not allowed within the specific plan area. Similar and compatible use may be allowed with Community Development Director. See Subsections 5.2.020.A.2 and 5.2.020.A.3.
- (2) Single-family detached dwellings only permitted on existing, undivided lots within the Neighborhood Residential (NR) zone or as part of a Bungalow Court Architectural Type per Section 5.3.010.K.
- (3) Alcohol sales require Conditional Use Permit (CUP)
- (4) Drive-throughs only permitted on locations identified on Figure 5-2 (Regulating Plan).
- (5) Subject to City Ordinance
- (6) Transit station or terminal must provide public restrooms.



**Table 5-2: Allowed Land Uses and Permit Requirements**

LAND USE TYPE (1)	PERMIT REQUIRED BY ZONE				Additional Regulations per Montclair Municipal Code (MMC)
	SD	TC	CR	NR	
Medical services - Clinic, urgent care	—	P	—	P	
Medical services - Doctor office	—	P	—	—	
Office - Business, service, government	P	P	P	CUP	
Office - Professional, administrative, including: <ul style="list-style-type: none"> <li>• Accounting, auditing and bookkeeping services</li> <li>• Advertising agencies</li> <li>• Attorneys</li> <li>• Business associations, chambers of commerce</li> <li>• Commercial art and design services</li> <li>• Construction contractors (office facilities only)</li> <li>• Court reporting services</li> <li>• Detective agencies and similar services</li> <li>• Design services including architecture, engineering, landscape architecture, urban planning</li> <li>• Educational, scientific and research organizations</li> <li>• Financial management and investment counseling</li> <li>• Literary and talent agencies</li> <li>• Management and public relations services</li> <li>• Media postproduction services</li> <li>• News services</li> <li>• Photographers and photography studios</li> <li>• Political campaign headquarters</li> <li>• Psychologists and other counseling services</li> <li>• Secretarial, stenographic, word processing, and temporary clerical employee services</li> <li>• Security and commodity brokers</li> <li>• Writers and artists offices</li> </ul>	P	P	P	CUP	
<b>SERVICES - GENERAL</b>					
Day care center - Child or adult	CUP	CUP	CUP	CUP	MMC 11.48
Drive-through facilities(4)	—	—	—	—	
Hotel or motel	CUP	CUP	—	—	
Personal services, including: <ul style="list-style-type: none"> <li>• Barber and beauty shops. Incidental massage services may be allowed pursuant to the provisions contained in Section 4.56 of the Montclair Municipal Code.</li> <li>• Clothing rental</li> <li>• Dry cleaning pick-up stores with limited equipment</li> <li>• Home electronics and small appliance repair</li> <li>• Locksmiths</li> <li>• Nail shops - manicure, pedicure</li> <li>• Shoe repair shops</li> <li>• Tailors</li> <li>• Tanning salons</li> </ul>	P	P	—	—	
<b>TRANSPORTATION, COMMUNICATIONS, INFRASTRUCTURE</b>					
Parking facility, public or commercial	P	P	—	—	
Wireless telecommunications facility	CUP	CUP	CUP	—	MMC 11.73
Transit station or terminal(6)	CUP	CUP	CUP	—	

**Key to Zone Symbols**

<b>SD</b>	Station District
<b>TC</b>	Town Center
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<b>NR</b>	Neighborhood Residential

**Key to Permit Types:**

P	Permitted Use
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SEP	Special Event Permit Required
—	Use not allowed

**Notes:**

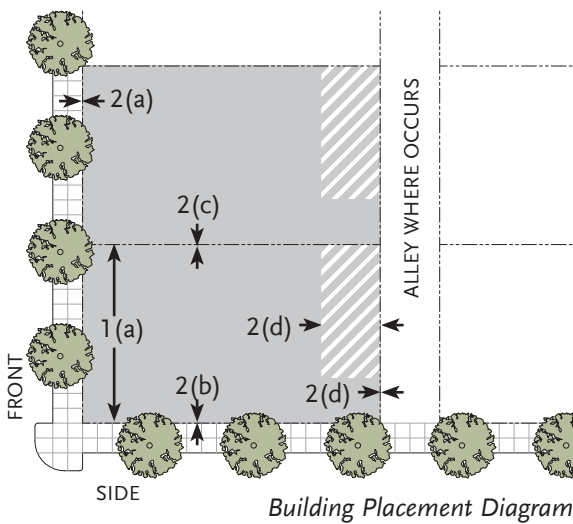
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- (2) Single-family detached dwellings only permitted on existing, undivided lots within the Neighborhood Residential (NR) zone or as part of a Bungalow Court Architectural Type per Section 5.3.010.K.
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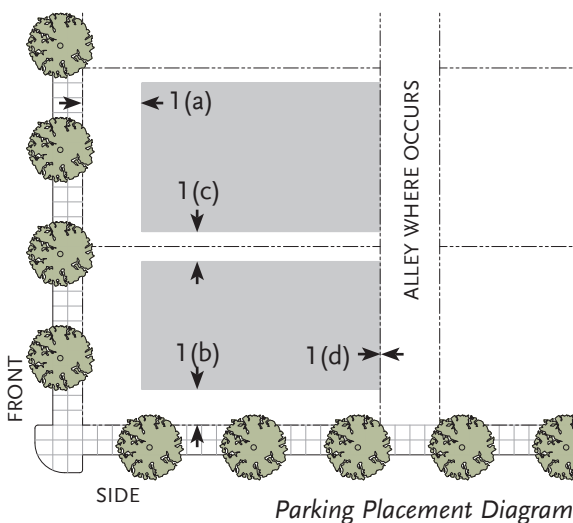
5.2.030 - Station District (SD)



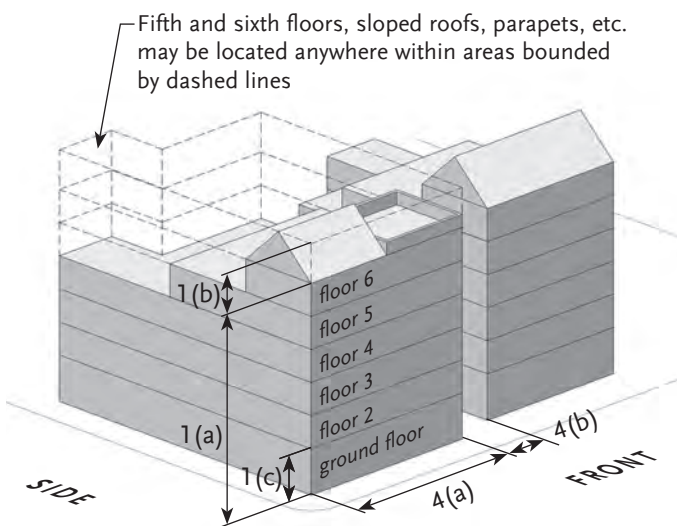
Illustrative Photo



Building Placement Diagram



Parking Placement Diagram



Building Height Diagram

\* Building Height Diagram is intended to illustrate the allowed building envelope and should not be interpreted as a building design.

**A. Intent**

The Station-District zone introduces urban, multi-story buildings up to 6-stories in height and located at or near the sidewalk. Primary building access is from the sidewalk and parking is behind buildings or subterranean. It is a flexible zone that allows a wide range of uses, including residential, office, service, and retail uses. Buildings with retail ground floors are located right behind the sidewalk while buildings with residential ground floors are set back with small front yards. Buildings are expected to yield between 60 and 80 du/acre (net).

**B. Building Intensity:**

1. **Minimum Floor Area Ratio (FAR):** 2.0

**C. Building Placement**

1. **Lot Width and Area**

- (a) Minimum Lot Width: 175 ft.
- (b) Maximum Lot Area: 1 acre. See Section 5.4.030 (Subdivision Standards)

2. **Setbacks.** Buildings shall be placed within the shaded area as shown in the adjacent diagram, as measured from the property line and/or the back of sidewalk, whichever is closer.

- (a) Front setback: Commercial: 0 ft. min. - 5 ft. max.  
Residential: 5 ft. min.
- (b) Side street Setback: Commercial: 0 ft. min. - 5 ft. max.  
Residential: 5 ft. min.
- (c) Sideyard setback: Commercial: 0 ft. - 10 ft. max.  
Residential: 10 ft. min.
- (d) Rear setback: 0 ft. min. for 25% of lot width  
20 ft. min. for remaining 75% of lot width

**D. 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. See Section 5.4.010.B.1 for exceptions.

- (a) Front setback: 20% lot depth
- (b) Side street setback: 20% lot depth
- (c) Sideyard setback: 5 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: 1.5 spaces 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.
- Office, Retail, Civic uses: 1 space/300 gross sq. ft. of building area
- Food Uses (Restaurants, Cafes, or similar): 1 space/200 gross sq. ft. of building area
- Guest: 1 space for every 4 units min.

**E. Building Profile**

1. **Building Height.** See Section 5.5 (Glossary) for definition of how building height is measured.

- (a) Maximum height limit: six (6) stories/65 ft. to top of plate as follows: up to 30% of the building footprint area may be six (6) stories/65 ft. to top of plate, provided an equal amount of building footprint area is no taller than four (4) stories/45 ft. to top of plate. Towers should generally be located at corners and/or on axis with street terminations.
- (b) Exceptions to maximum height limit:
  - i. Roof trellises, and roof structures for the housing of elevators, stairways, tanks, ventilating fans or similar equipment required to operate and maintain the building may exceed the height limits established in Sections 5.2.030.E.1(a) by 12 ft., measured to top of structure.
  - ii. Chimneys per building code.
  - iii. Parapets, measured to the top of parapet, may exceed the height limit by 4 ft.
  - iv. Sloped roofs, measured to the top of ridge, may exceed the height limit by 12 ft.
- (c) Minimum ground floor to floor height: Commercial: 15 ft.  
Residential: 12 ft.

2. **Encroachments.** Encroachments into the public right-of-way shall be limited to awnings, bay windows, balconies, and open arcades and shall 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: 50% of lot frontage

3. **Frontage Types.** Each building shall provide street-facing frontage types per Section 5.3.020 (Frontage Type Standards). Allowed frontage types include arcades, shopfronts, stoops, and forecourts.

4. **Building Width and Spacing**

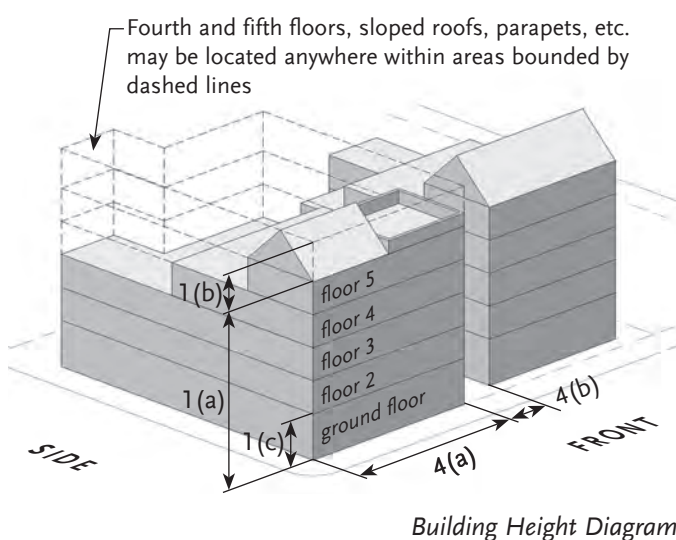
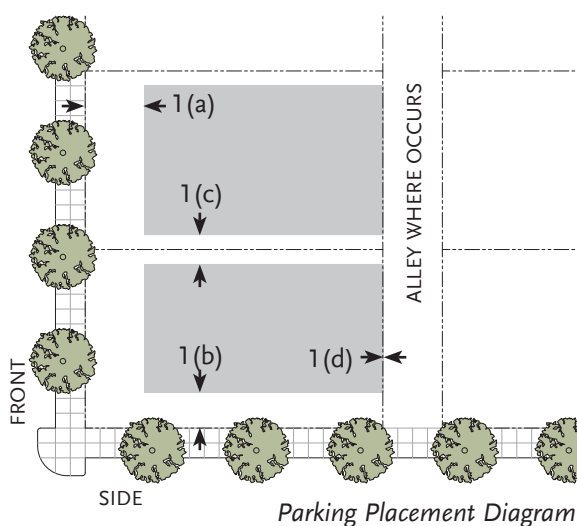
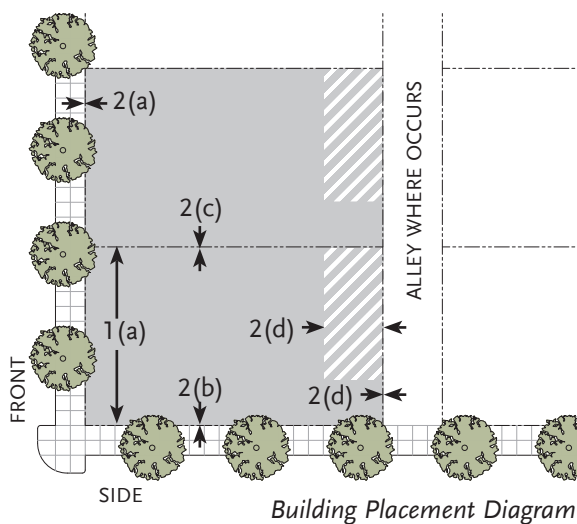
- (a) Building width along Front Street: 175 ft. max.
- (b) Space between buildings along Front Street: 15 ft. min.



## 5.2.040 - Town Center (TC)



Illustrative Photo



\* Building Height Diagram is intended to illustrate the allowed building envelope and should not be interpreted as a building design.

### A. Intent

The Town Center zone is intended to generate a central place within the plan; that is accessible to adjacent rail transit and allows for long-term residential, commercial, and mixed-use development in a pattern that is desirable for both visitors and residents. The preferred architectural types in this zone are denser and taller and allow for a combination of uses, including housing, that generate a permanent town fabric. New buildings, expected to yield 50 and 60 units/acre (net), are located at or near the sidewalk and accessed directly from the sidewalk to encourage pedestrian activity.

### B. Building Intensity

1. **Minimum Floor Area Ratio (FAR):** 1.5

### C. Building Placement

#### 1. Lot Width and Area

- Minimum Lot Width: 150 ft.
- Maximum Lot Area: 1 acre. See Section 5.4.030 (Subdivision Standards)

2. **Setbacks.** Buildings shall be placed within the shaded area as shown in the adjacent diagram, as measured from the property line and/or the back of sidewalk, whichever is closer.

- Front setback: Commercial: 0 ft. min. - 5 ft. max.  
Residential: 5 ft. min.
- Side street Setback: Commercial: 0 ft. min. - 5 ft. max.  
Residential: 5 ft. min.
- Sideyard setback: Commercial: 0 ft. - 10 ft. max.  
Residential: 10 ft. min.
- Rear setback: 0 ft. min. for 25% of lot width  
20 ft. min. for remaining 75% of lot width

### D. 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. See Section 5.4.010.B.1 for exceptions.

- Front setback: 20% lot depth
- Side street setback: 20% lot depth
- Sideyard setback: 5 ft. min.
- Rear setback: 0 ft. min.

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

#### 3. Parking Requirements

- Residential Uses: 1.5 spaces 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.
- Office, Retail, Civic uses: 1 space/300 gross sq. ft. of building area
- Food Uses (Restaurants, Cafes, or similar): 1 space/200 gross sq. ft. of building area
- Guest: 1 space for every 4 units min.

### E. Building Profile

1. **Building Height.** See Section 5.5 (Glossary) for definition of how building height is measured.

- Maximum height limit: six (5) stories/65 ft. to top of plate as follows: up to 30% of the building footprint area may be five (5) stories/55 ft. to top of plate, provided an equal amount of building footprint area is no taller than three (3) stories/38 ft. to top of plate. Towers should generally be located at corners and/or on axis with street terminations.
- Exceptions to maximum height limit:
  - Roof trellises, and roof structures for the housing of elevators, stairways, tanks, ventilating fans or similar equipment required to operate and maintain the building may exceed the height limits established in Sections 5.2.040.E.1(a) by 12 ft., measured to top of structure
  - Chimneys per building code.
  - Parapets, measured to the top of parapet, may exceed the height limit by 4 ft.
  - Sloped roofs, measured to the top of ridge, may exceed the height limit by 12 ft.
- Minimum ground floor to floor height: Commercial: 15 ft.  
Residential: 12 ft.

2. **Encroachments.** Encroachments into the public right-of-way shall be limited to awnings, bay windows, balconies, and open arcades and shall comply with the following:

- Front encroachment: 5 ft. max.
- Side Street encroachment: 5 ft. max.
- Maximum height: 20 ft.
- Maximum length: 50% of lot frontage

3. **Frontage Types.** Each building shall provide street-facing frontage types per Section 5.3.020 (Frontage Type Standards). Allowed frontage types include arcades, shopfronts, stoops, and forecourts.

#### 4. Building Width and Spacing

- Building width along Front Street: 150 ft. max.
- Space between buildings along Front Street: 15 ft. min.



5.2.050 - Corridor Residential (CR)



Illustrative Photo

**A. Intent**

The Corridor Residential zone applies primarily to the plan area's corridors. New development, ranging in density between 30 and 50 du/acre (net), will facilitate the transformation of these existing corridors into vibrant, highly walkable areas with broad, pedestrian-friendly sidewalks, trees, landscaping, and local-serving uses. Buildings are located at or near the sidewalk and accessed directly from the sidewalk to encourage pedestrian activity.

**B. Building Intensity:**

1. Minimum Floor Area Ratio (FAR): 0.8

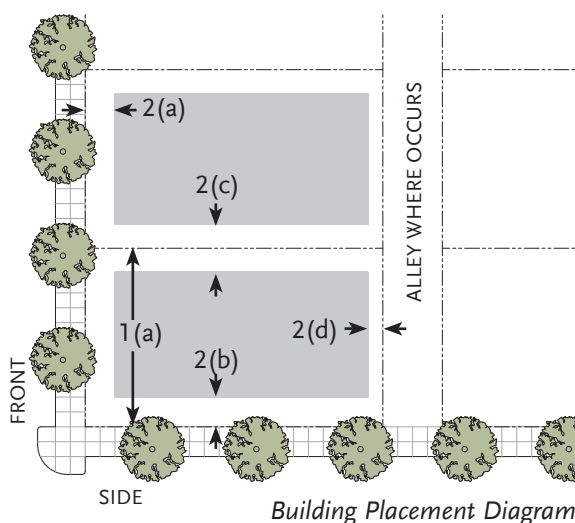
**C. Building Placement**

**1. Lot Width and Area**

- (a) Minimum Lot Width: 125 ft. Lot may be subdivided into smaller lots to accommodate individual rowhouses, live-work units, etc.
- (b) Maximum Lot Area: 1 acre. See Section 5.4.030 (Subdivision Standards)

**2. Setbacks.** Buildings shall be placed within the shaded area as shown in the adjacent diagram as measured from the property line and/or the back of sidewalk, whichever is closer.

- (a) Front Setback: 5 ft. min. -15 ft. max.
- (b) Side Street Setback: 5 ft. min -15' max.
- (c) Sideyard Setback: 8 ft. min.
- (d) Rear Setback: 5 ft. min.



Building Placement Diagram

**D. Parking**

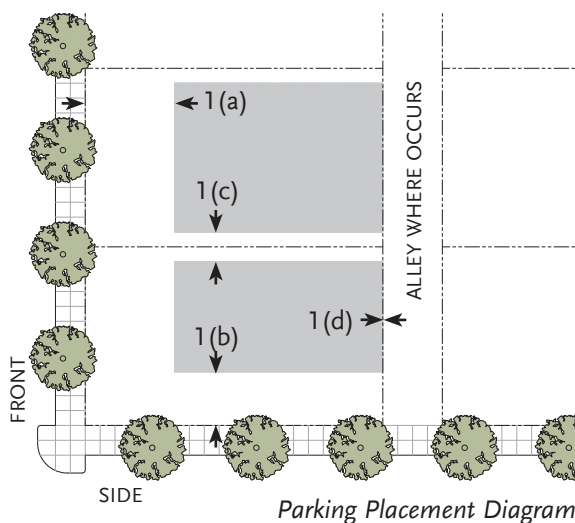
**1. Parking Placement.** On-grade parking is allowed in the shaded area as shown in the adjacent diagram. See Section 5.4.010.B.1 for exceptions.

- (a) Front setback: 30% of lot depth
- (b) Side street setback: 30% of lot depth
- (c) Sideyard setback: 5 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: 1.5 spaces 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.
- Office, Retail, Civic uses: 1 space/300 gross sq. ft. of building area
- Food Uses (Restaurants, Cafes, or similar): 1 space/200 gross sq. ft. of building area
- Guest: 1 space for every 4 units min.



Parking Placement Diagram

**E. Building Profile**

**1. Building Height.** See Section 5.5 (Glossary) for definition of how building height is measured.

- (a) Maximum height limit: four (4) stories/45 ft. to top of plate as follows: up to 30% of the building footprint area may be six (4) stories/45 ft. to top of plate, provided an equal amount of building footprint area is no taller than four (2) stories/28 ft. to top of plate. Towers should generally be located at corners and/or on axis with street terminations.

(b) Exceptions to maximum height limit:

- i. Roof trellises, and roof structures for the housing of elevators, stairways, tanks, ventilating fans or similar equipment required to operate and maintain the building may exceed the height limits established in Sections 5.2.050.E.1 (a) by 12 ft., measured to top of structure.
- ii. Chimneys per building code.
- iii. Parapets, measured to the top of parapet, may exceed the height limit by 4 ft.
- iv. Sloped roofs, measured to the top of ridge, may exceed the height limit by 12 ft.

- (c) Minimum ground floor to floor height: Commercial: 15 ft.  
Residential: 12 ft.

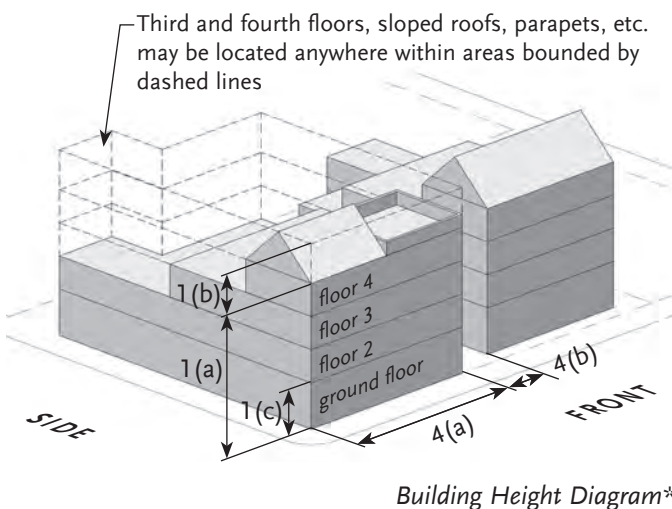
**2. Encroachments.** Encroachments into the public right-of-way shall be limited to awnings, bay windows, balconies, and open arcades and shall comply with the following:

- (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

**3. Frontage Types.** Each building shall provide street-facing frontage types per Section 5.3.020 (Frontage Type Standards). Allowed frontage types include arcades, shopfronts, stoops, and forecourts.

**4. Building Width and Spacing**

- (a) Building width along Front Street: 150 ft. max.
- (b) Space between buildings along Front Street: 15 ft. min.



Building Height Diagram\*

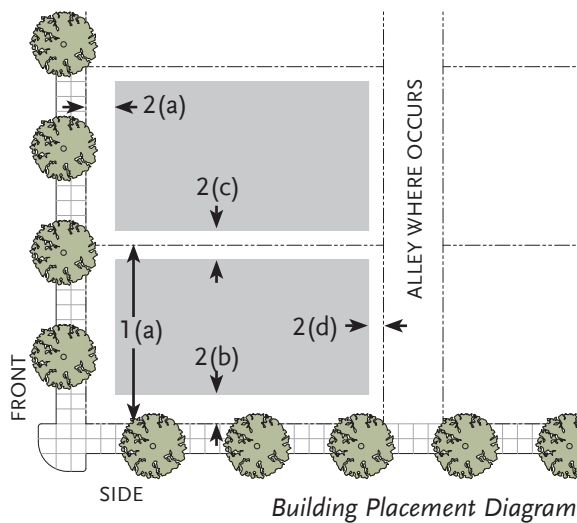
\* Building Height Diagram is intended to illustrate the allowed building envelope and should not be interpreted as a building design.



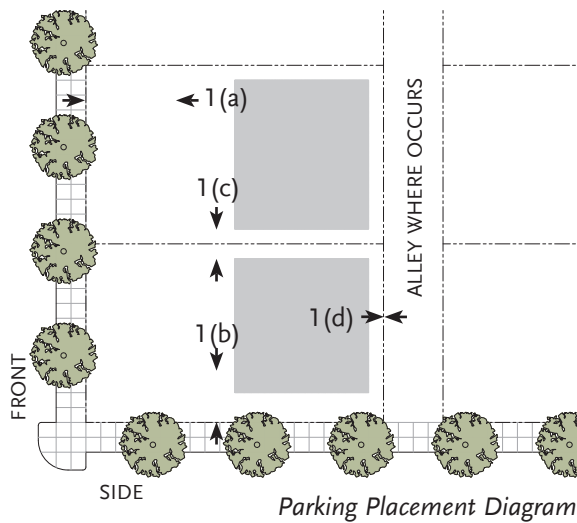
## 5.2.060 - Neighborhood Residential (NR)



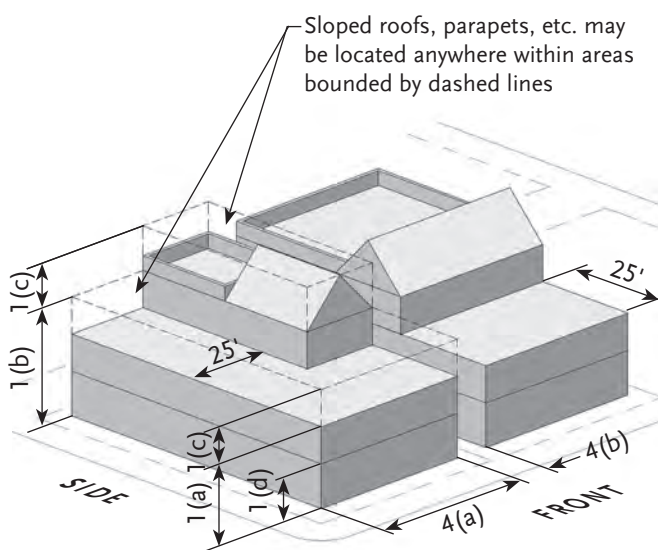
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Building Placement Diagram



Parking Placement Diagram



Building Height Diagram

\* Building Height Diagram is intended to illustrate the allowed building envelope and should not be interpreted as a building design.

### A. Intent

Located at the northwest corner of the Plan Area, the Neighborhood Residential zone applies to the narrow and very deep lots (50' - 60' wide by almost 400' deep) along the south side of Huntington Drive. The vision for these lots is to assemble them into larger lots and introduce multi-family attached housing that is within walking distance of the existing Montclair Metrolink station and Transcenter and the future Gold Line station. Unassembled lots may continue to be developed with single-family houses, but may not be developed with multi-family housing. Buildings between 20-30 du/acre (net) are single-family house in form, are setback from the sidewalk behind landscaped front yards, and face the street with ground floor residential frontages such as porches and stoops.

### B. Building Intensity:

1. Minimum Floor Area Ratio (FAR): 0.5

### C. Building Placement

#### 1. Lot Width and Area

- (a) Minimum Lot Width: 100 ft. Lot may be subdivided into smaller lots to accommodate individual rowhouses, live-work units, etc.
- (b) Maximum Lot Area: 1 acre. See Section 5.4.030 (Subdivision Standards)

#### 2. Setbacks. Buildings shall be placed within the shaded area as shown in the adjacent diagram, as measured from the property line and/or the back of sidewalk, whichever is closer.

- (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.

### D. 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: 5 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: 1.5 spaces 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.
- Office, Civic uses: 1 space/300 gross sq. ft. of building area
- Guest: 1 space for every 4 units min.

### E. Building Profile

#### 1. Building Height. See Section 5.5 (Glossary) for definition of how building height is measured.

- (a) Maximum height limit at street frontage: two (2) stories/28 ft. to top of plate.
- (b) Maximum height limit setback 25 ft. from street frontages: three (3) stories/35 ft. to top of plate.
- (c) Exceptions:
  - i. Roof trellises, and roof structures for the housing of elevators, stairways, tanks, ventilating fans or similar equipment required to operate and maintain the building may exceed the height limits established in Sections 5.2.060.E.1 (a) and 5.2.060.E.1 (b) by 12 ft.
  - ii. Chimneys per building code.
  - iii. Parapets, measured to the top of parapet, may exceed the height limit by 4 ft.
  - iv. Sloped roofs, measured to the top of ridge, may exceed the height limit by 12 ft.
- (d) Minimum ground floor to floor height: 12 ft., measured to top of structure

#### 2. Encroachments. Encroachments into the setback shall be limited to balconies, bay windows, stoops, steps, and open porches and shall 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

#### 3. Frontage Types. Each building shall provide street-facing frontage types per Section 5.3.020 (Frontage Type Standards). Allowed frontage types include frontyards and stoops.

#### 4. Building Width and Spacing

- (a) Building width along Front Street: 100 ft. max.
- (b) Space between buildings along Front Street: 15 ft. min.



5.3 - Architectural Standards

5.3.010 - Architectural Types

**A. 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 architectural types (such as Pasadena's "City of Gardens" ordinance).

**B. 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 these architectural type requirements. All buildings designs are subject to the applicable requirements and regulations of the Building Code, Fire Code, Health Code, etc.

**C. Required Findings.** In order for applications to be approved, each application involving Section 5.3.010 shall meet the following criteria, as applicable:

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

**D. Design for Security**

1. The proposed layout, building, and landscape design should promote natural surveillance. Physical features and activities should be oriented and designed in ways that maximize the ability to see throughout the site. For example, window placement, the use of front porches or stoops, use of low or see-through walls, and appropriate use of landscaping and lighting can promote natural surveillance. Sight-obscuring shrubs and walls should be avoided, except where necessary for buffering between commercial uses and lower density residential, to the extent practicable.
2. The proposed site layout and building design should encourage activity in public spaces. For example, locating outdoor seating in areas that are visible from inside a restaurant helps to discourage crime and supports the activity of dining.
3. The development should control access wherever possible by properly siting and designing entrances and exits (i.e., clear view from the store) and through the appropriate use of lighting, signs and/or other features.
4. Residential units shall be designed to ensure the security of residents through the provision of separate and secured entrances and exits that are directly accessible to secured parking areas. Where residential units are in the same structure as a commercial use, access to residential units shall be from a secured area located on the first floor at the ground level.
5. Nonresidential and residential uses located on the same floor shall not have common entrance hallways or common balconies.



Mansion Apartment



Rowhouse



Bungalow Court



Sideyard Housing



Court



Court with Tuck-under Parking



Live/Work



Stacked Dwellings



Commercial Block



Liner



**E. Building Articulation and Massing.** Buildings shall be composed of simple, well-proportioned masses. Building massing and elevations shall be designed according to a combination of the following massing and articulation techniques:

1. **Horizontal Articulation.** Step a portion of the street-facing facade forward or backward from the predominant facade plane a minimum of two (2) feet for a minimum distance of 25 feet.
2. **Vertical Articulation.** Step a portion of the street-facing facade upward or downward from the predominant building height a minimum of two (2) feet for a minimum distance of 25 feet. This technique is useful for "stepping down" the scale of a new building adjacent to an existing smaller building.
3. **Architectural Projections.** Append or project facade elements such as balconies, bay windows, cantilevered rooms, and/or awnings.
4. **Architectural Recessions.** Recess architectural elements or spaces – such as recessed porches, covered passages, recessed balconies, and windows – into the plane of the facade.
5. **Horizontal facade differentiation.** Articulate the facade to express the building's floor levels:
  - a. **Ground Floor/Upper Floor Differentiation.** Use finishes, colors, window sizes, or architectural details to differentiate ground floor facades from upper floor facades.
  - b. **Ground Floor.** Provide a substantial horizontal articulation of the facade at the top of the first story such as a cornice, belt course, or other such architectural element which is appropriate to the style of the building.
  - c. **Top Floor.** Buildings or portions of buildings which are four stories in height or taller may provide articulation for the top story of the building. This can be accomplished by a color change, material change, a cornice/belt course at the bottom of the uppermost story, or by stepping the uppermost story back at least five feet.
6. **Vertical facade differentiation.** Design the facade to appear as though it is composed of two or three distinct "buildings" with differing material and/or color combinations on each "building."

**F. Materials, Color Variation, and Architectural Styles.** In addition, to the above articulation and massing strategies, building facades may employ the following material, color, and architectural style techniques:

- a. **Variety of materials and colors.** Utilize different materials and colors to divide building facades into vertical and/or horizontal increments or to emphasize certain architectural elements or features.
- b. **Diversity of architectural styles.**
  - i. Employ a variety architectural styles in order to give large buildings the appearance they are comprised of multiple, smaller, attached, village-scale "buildings." See Section 5.3.040 (Architectural Style Guidelines).
  - ii. On project sites that accommodate more than one building, multiple architectural styles are required. The number, disposition, and location of architectural styles shall be determined during the design review process. See Section 5.1.050 (Peer Review).

**G. Ground Floor Commercial Lease Space Standards**

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

1. The minimum depth of commercial space shall be sufficient to accommodate the anticipated use(s), but in no case shall the average minimum depth be less than forty (40) feet.
2. Ground floor commercial spaces shall be primarily transparent. A minimum of 50 percent of all first floor facades with primary street frontage should consist of pedestrian entrances, display windows or windows affording views into retail, offices, gallery, restaurant, or lobby space. This standard shall also apply to the secondary street facades on corner lots.
3. All glass in windows and doorways shall be clear for maximizing visibility into stores. A minimal amount of neutral tinting of glass to achieve sun control is acceptable if the glass appears essentially transparent when viewed from the outside. Spandrel, opaque and/or reflecting glass shall not be used.



*A mixed-use building with inset windows and projecting decorative balconies.*



*A multi-story mixed-use building set backs portions of its facade.*



*A portion of this mixed-use building is set back from the rest of the building, making room for a gallery frontage.*





A third-story covered balcony, along with second floor French balconies help articulate this three-story mixed-use building.



A recessed storefront accommodates covered, outdoor seating.



A combination of a prominent corner tower and building masses with parapets and pitched roofs reduced the apparent size of this building.



Upper floor balconies project from this mixed-use building.



A multi-family building where the massing is broken down into smaller volumes, giving the build the appearance that it is made up of separate, individual buildings.



Three-story bay windows and balconies project from the facade of this mixed-use building.

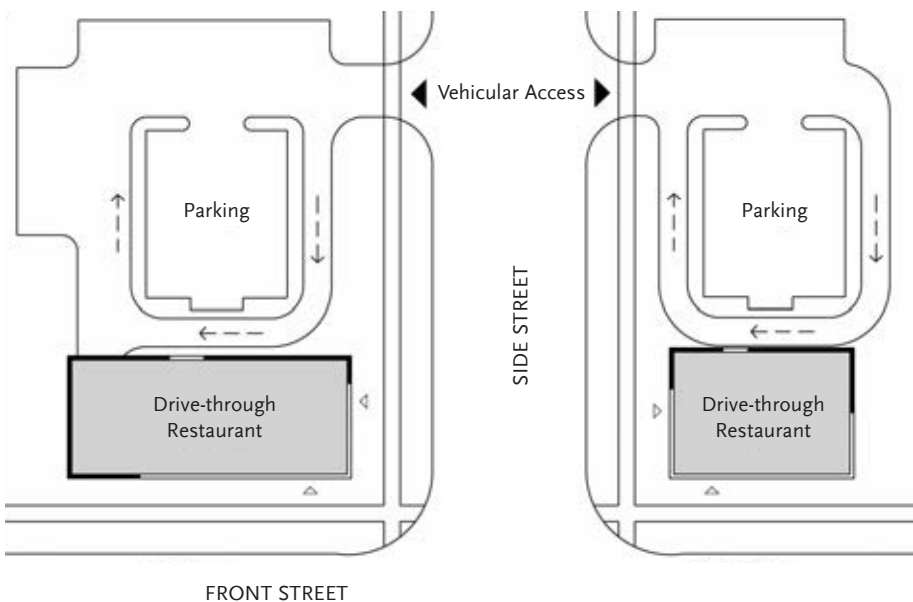


**H. Drive-Through Standards**

1. Development Standards for All Drive-Thru Uses. The following development guidelines shall apply to drive-through uses constructed in the North Montclair Downtown Specific Plan Transition Overlay areas.
  - a. In order to define and support the street edge, buildings with drive-through facilities should be located at the Front Street and/or Side Street setback lines.
  - b. The main building entrance should be accessed directly from the public sidewalk. On corner lots, the main entrance should be accessed from the Front Street.
  - c. Uses/activities that support the street along the public sidewalk (such as restaurant seating or offices) should face the street(s).
  - d. Building walls along the street frontage and visible from the street should be transparent with windows and doors, maximizing views in and out of the building, emphasizing the relationship between interior and exterior, and supporting and animating the public street and sidewalk.
  - e. Driveways and stacking lanes.
    - i. Driveways and stacking lanes should be located perpendicular to the street.
    - ii. Stacking lanes should not be located between the building and the street.
    - iii. Multiple windows servicing a single stacking lane (e.g. order window, payment window, pickup window) are encouraged to promote reduced idling.
    - iv. Multiple stacking lanes are discouraged.
    - v. Stacking lanes that are visible from the street should be screened with low walls, hedges, and canopy trees.
  - f. Sufficient signage should be provided to indicate direction of vehicular travel, no entrance areas, etc.

**5.3.010 - Architectural Types (continued)**

- I. **Solar Panels.** Ensure solar devices and other emerging energy systems are hidden from the view of the street and/or are fully integrated into the overall form of new buildings from the earliest stages of design, even if such devices or systems are not installed at initial project build-out.
- J. **Electric Vehicle Charging Stations.** New residential development shall provide for EVCS in the manner prescribed as follows:
  1. **In new multiple-family projects of ten (10) dwelling units or less,** twenty (20) percent of the total required parking spaces shall be provided with a gang box (four inches by four inches) connected to a conduit linking the covered parking spaces or garages with the electrical service, in a manner approved by the building and safety official, to allow for the future installation of electric vehicle supply equipment to provide EVCSs at such time as it is needed for use by residents. EVCSs shall be provided in disabled person parking spaces in accordance with state requirements.



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

2. **In new multiple-family projects of more than ten (10) dwelling units,** ten (10) percent of the total parking spaces required shall be provided with a gang box (four inches by four inches) connected to a conduit linking the covered parking spaces or garages with the electrical service, in a manner approved by the building and safety official. EVCSs shall be provided in disabled person parking spaces in accordance with state requirements.

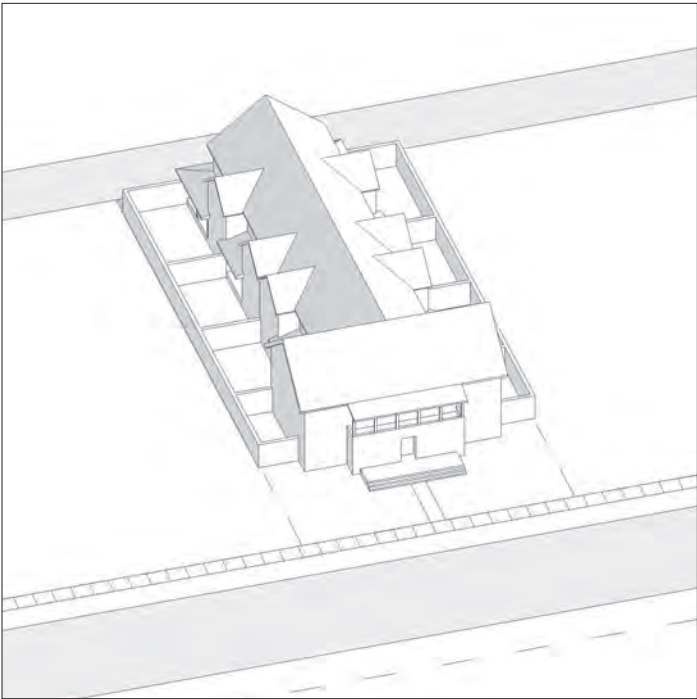
**K. Allowable Architectural Types by Zone.** Each proposed building shall be designed as one of the types allowed by the following table for the zone applicable to the site:

Architectural Type	Architectural Types Allowed			
	SD	TC	CR	NR
1. Mansion Apartment			Y	Y
2. Rowhouse			Y	Y
3. Bungalow Court			Y	Y
4. Sideyard Housing			Y	Y
5. Court			Y	Y
6. Court with Tuck-under Parking			Y	Y
7. Hybrid Court	Y	Y	Y	
8. Live/Work		Y	Y	
9. Stacked Dwellings	Y	Y	Y	
10. Commercial Block	Y	Y	Y	
11. Liner	Y	Y		
Key: Y = Architectural type allowed				



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





## 1. Mansion Apartment

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

### a. Lot Width

- i. Minimum: 75ft

### b. Access

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

### c. Parking and Services

- i. Standards
  - (1) Required parking shall be in an underground garage.
  - (2) Where an alley is present, services shall be located on the alley or underground.
  - (3) 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.
- ii. Guidelines
  - N.A.

### d. Open Space

- i. Standards
  - (1) Rear yards shall be no less than 15% of the area of each lot and of a regular geometry (e.g., rectangular).
  - (2) 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.
  - (3) Required Yards shall be at least 8 feet wide, and enclosed by a fence, wall or hedge.
- ii. Guidelines
  - (1) Front yards are defined by the setback and frontage type requirements of the applicable zone.
  - (2) Side yards should be useable by and accessible from the dwellings where possible.
  - (3) Porches, stoops and dooryards may encroach into required yards. See Frontages, below.

### e. Landscape

- i. Standards
  - (1) 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).
  - (2) At least one large tree shall be provided in each rear yard for shade and privacy.
- ii. Guidelines
  - (1) Side yard trees may be placed to protect the privacy of neighbors.

### f. Frontage

- i. Standards
  - (1) 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.
  - (2) The applicable frontage requirements apply per Section 5.3.020.
- ii. Guidelines
  - (1) 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.
  - (2) Stoops up to 3 feet in height and dooryards up to 2 feet in height may be placed above subterranean parking, provided that they are landscaped and scaled to the street and building.
  - (3) See the requirements of the applicable zone for allowed encroachments into required setbacks.

### g. Building Size and Massing

- i. Standards
  - (1) Buildings shall be massed as large houses, composed principally of two and three story volumes.
  - (2) 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.
  - (3) Buildings on corner lots shall be designed with two front facades.
- ii. Guidelines
  - (1) Dwellings within the building may be flats and/or townhouses.
  - (2) Attic space may be occupied and not count as a story when applying the height limits of the applicable zone.

### h. Accessory Dwellings

Not Allowed



## 2. Rowhouse

Two or more detached two- or three-story dwellings arrayed side by side with zero lot line side setbacks. The building is located at the front of the lot, with the garage at the rear of the lot, separated from the primary building by a rear yard.

### a. Lot Width

- i. Minimum: 25 ft

### b. Access

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

### c. Parking and Services

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

### d. Open Space

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

### e. Landscape

- i. Standards
  - (1) 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).
  - (2) At least one large tree shall be provided in each rear yard for shade and privacy.
- ii. Guidelines  
N.A.

### f. Frontage

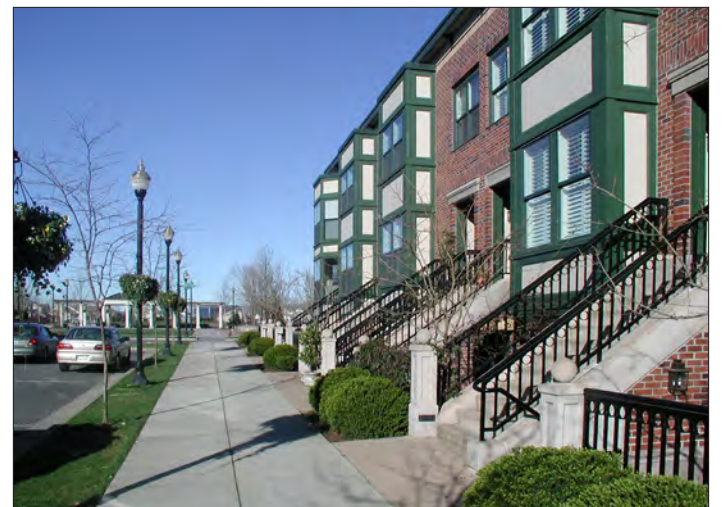
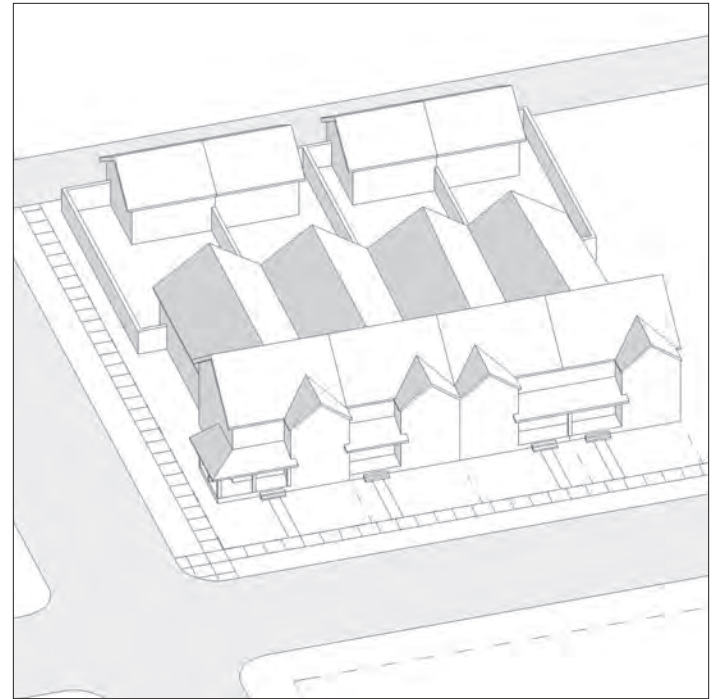
- i. Standards
  - (1) Each rowhouse ground level shall be designed so that living areas (e.g., living room, family room, dining room, etc.), rather than sleeping and service rooms, are oriented toward the fronting street and/or to the courtyard.
  - (2) Frontage types that provide a transition from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

### g. Building Size and Massing

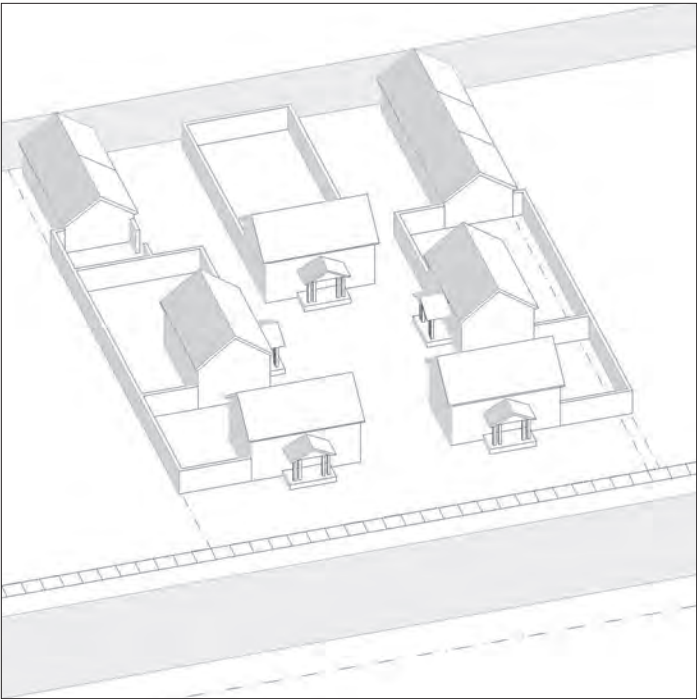
- i. Standards
  - (1) Buildings shall be composed of 2- and/or 3-story volumes in compliance with the regulations for the applicable zone.
  - (2) Buildings on corner lots shall be designed with two front facades.
  - (3) Each rowhouse building shall maintain setbacks from property lines on at least 2 sides, with as much direct access to yards as possible.
- ii. Guidelines
  - (1) 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.

### h. Accessory Dwellings

Not Allowed







### 3. 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.

#### a. Lot Width

- (a) Minimum: 125 ft

#### b. Access

##### i. Standards

- (1) 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.
- (2) Where an alley is present, parking and services shall be accessed through the alley.
- (3) 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.

##### ii. Guidelines

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

#### c. Parking and Services

##### i. Standards

- (1) Required parking shall be in garages, which may contain up to four cars.
- (2) Where an alley is present, services, including all utility access and above ground equipment and trash container areas shall be located on the alley.
- (3) 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.

##### ii. Guidelines

- (1) 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.

#### d. Open Space

##### i. Standards

- (1) A central courtyard shall comprise at least 15% of the lot area. See Courtyard Types.
- (2) 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.
- (3) Required yards shall be at least 8 feet wide, and enclosed by a fence, wall or hedge.

##### ii. Guidelines

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

#### e. Landscape

##### i. Standards

- (1) 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).
- (2) At least one large tree shall be provided in each rear yard for shade and privacy.

##### ii. Guidelines

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

#### f. Frontage

##### i. Standards

- (1) 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.
- (2) 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.
- (3) The applicable frontage requirements apply per Section 5.3.020.

##### ii. Guidelines

- (1) See the requirements of the applicable zone for allowed encroachments into required setbacks.

#### g. Building Size and Massing

##### i. Standards

- (1) Buildings shall be composed of one and/or two story volumes and massed as houses.
- (2) 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.

##### ii. Guidelines

- (1) Dwellings within the buildings may be flats and/or townhouses.
- (2) Attic space may be occupied and not count as a story.

#### 8: Accessory Dwellings

Not allowed



## 4. 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.)

### a. Lot Width

- i. Minimum: 50 ft

### b. Access

- i. Standards
  - (1) 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.
  - (2) Where an alley is present, parking and services shall be accessed through the alley.
  - (3) 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.
- ii. Guidelines
  - (1) On a corner lot without access to an alley, parking and services may be accessed from the side street.

### c. Parking and Services

- i. Standards
  - (1) Required parking shall be in garages, which may contain up to four cars.
  - (2) Where an alley is present, services, including all utility access and above ground equipment and trash container areas shall be located on the alley.
  - (3) 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.
- ii. Guidelines
  - (1) 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.

### d. Open Space

- i. Standards
  - (1) 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.
  - (2) When located in an active side yard, a driveway shall be integrated into the design of the yard.
  - (3) 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.
- ii. Guidelines
  - (1) Front yards are defined by the setback and frontage type requirements of the applicable zone.
  - (2) Rear yards are not required for this type, as the private, useable outdoor space is provided in the side yard.

### e. Landscape

- i. Standards
  - (1) 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).
  - (2) At least one large tree shall be provided in each side yard for shade and privacy.
  - (3) 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.
- ii. Guidelines
  - (1) Side yard trees may be placed to protect the privacy of neighbors.

### f. Frontage

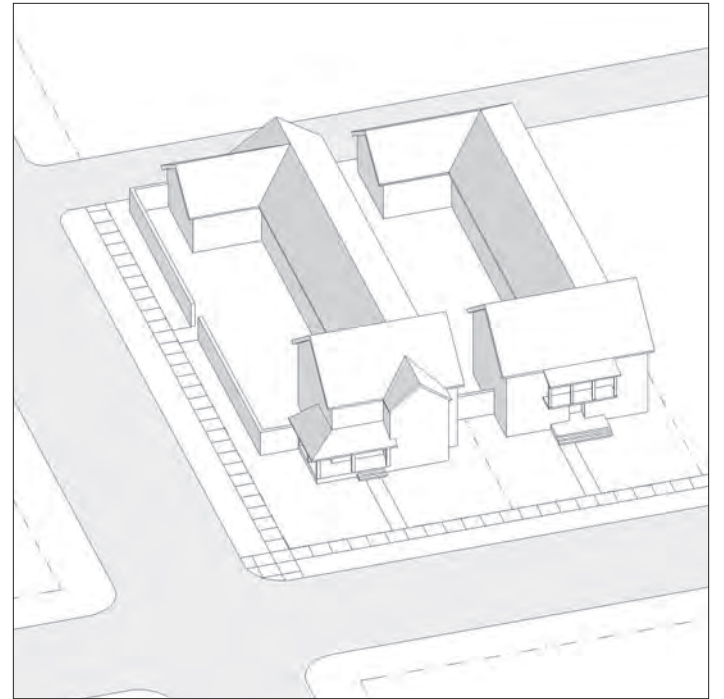
- i. Standards
  - (1) Buildings shall be designed so that living areas (e.g., living room, family room, dining room, etc.), rather than sleeping and service rooms, are oriented toward the fronting street.
  - (2) The applicable frontage requirements apply per Section 5.3.020.
- ii. Guidelines
  - (1) 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.
  - (2) See the requirements of the applicable zone for allowed encroachments into required setbacks.

### g. Building Size and Massing

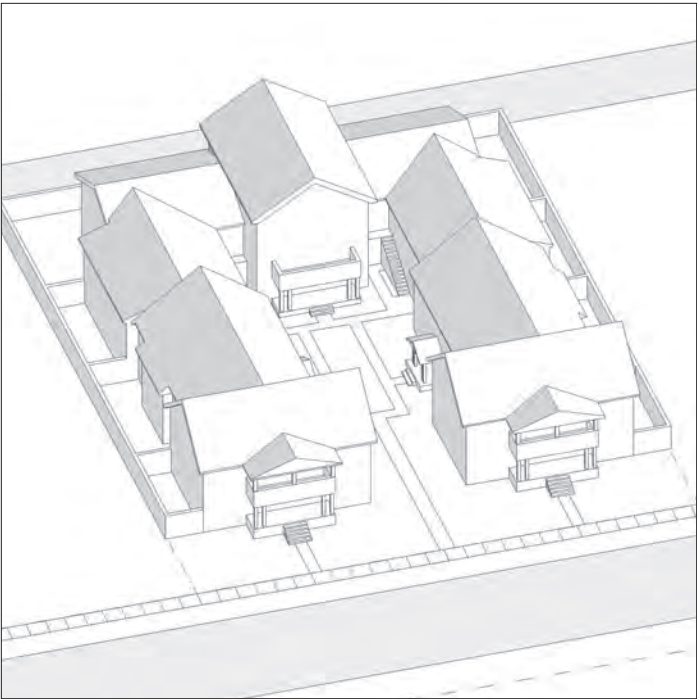
- i. Standards
  - (1) Buildings shall be massed to the street as large houses of primarily two story volumes, and to the side yards as one-and two-story masses at the scale of houses.
  - (2) The building elevation abutting an inactive side yard shall be designed to provide at least one horizontal plane break of at least three feet, and one vertical break.
  - (3) Buildings on corner lots shall be designed with two front facades.
- ii. Guidelines
  - (1) Dwellings within the buildings may be flats and/or townhouses.

### h. Accessory Dwellings

Not allowed







## 5. Court

A group of attached dwelling units arranged to share one or more common courtyards, with pedestrian visitor access taken from the courtyard, Front Street, and/or Side Street. The courtyard is intended to be a semi-public outdoor area that is visible from and accessed from the Primary Street. Courtyard buildings may accommodate housing as well as ground floor commercial uses in either a live-work configuration or as commercial/retail space that directly faces the Primary Street, if and as allowed by the zone.

### a. Lot Width

- i. Minimum: 125 ft

### b. Access

- i. Standards
  - (1) The main entrance to each ground floor dwelling shall be directly off a common courtyard or directly from the street.
  - (2) Access to second story dwellings shall be through an open or roofed stair, serving no more than 2 dwellings.
  - (3) Elevator access may be provided between the garage and podium only.
  - (4) Where an alley is present, parking shall be accessed through the alley and services through the alley and side yards.
  - (5) 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.
  - (6) 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.
- ii. Guidelines
  - N.A.

### c. Parking and Services

- i. Standards
  - (1) 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.
  - (2) Where an alley is present, services, including all utility access and above ground equipment and trash container areas shall be located on the alley.
  - (3) Where an alley is not present, services shall be located in compliance with the setback requirements of the applicable zone.
- ii. Guidelines
  - (1) Dwellings may have direct or indirect access to their parking stall(s), or direct access to stalls enclosed within the garage. A combination of these conditions is encouraged.
  - (2) Parking entrances to subterranean garages and/or driveways shall be located as close as possible to the side or rear of each lot.

### d. Open Space

- i. Standards
  - (1) 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.
  - (2) In a project with multiple courtyards, at least two of the courtyards shall conform to the patterns below.
  - (3) 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.
  - (4) 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.
  - (5) Private patios may be provided at side yards, rear yards and courtyards.
  - (6) Courtyards shall be connected to each other and to the public way by zaguans or paseos.
  - (7) Surface parking for five cars or less is allowed in a front garden, screened from the street by a decorative wall.
- ii. Guidelines
  - N.A.

### e. Landscape

- i. Standards
  - (1) 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).
  - (2) At least one large tree shall be provided in each rear yard for shade and privacy.
  - (3) At least one large tree planted directly in the ground shall be provided in at least one courtyard for shade, privacy and scale.
- ii. Guidelines
  - (1) Sideyard trees may be placed to protect the privacy of neighbors.
  - (2) Courtyards located over garages should be designed to avoid the sensation of forced podium hardscape.



**f. Frontage**

i. Standards

- (1) 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.
- (2) 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.
- (3) Stoops up to 3 feet in height and dooryards up to 2 feet in height may be placed above subterranean parking, provided that they are landscaped and scaled to the street and building.
- (4) The applicable frontage requirements apply per Section 5.3.020.

ii. Guidelines

- (1) See the requirements of the applicable zone for allowed encroachments into required setbacks.

**g. Building Size and Massing**

i. Standards

- (1) Buildings shall be composed of one, two and three story masses, each designed to house scale, and not necessarily representing a single dwelling.
- (2) 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
- (3) 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.

ii. Guidelines

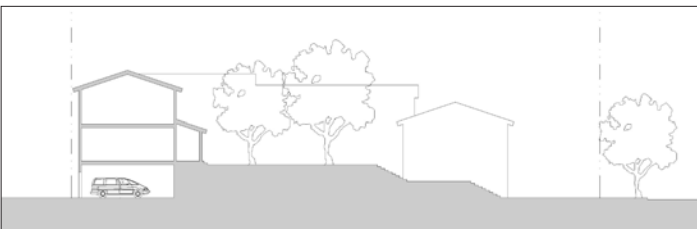
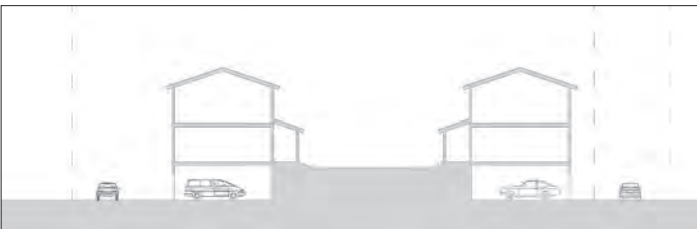
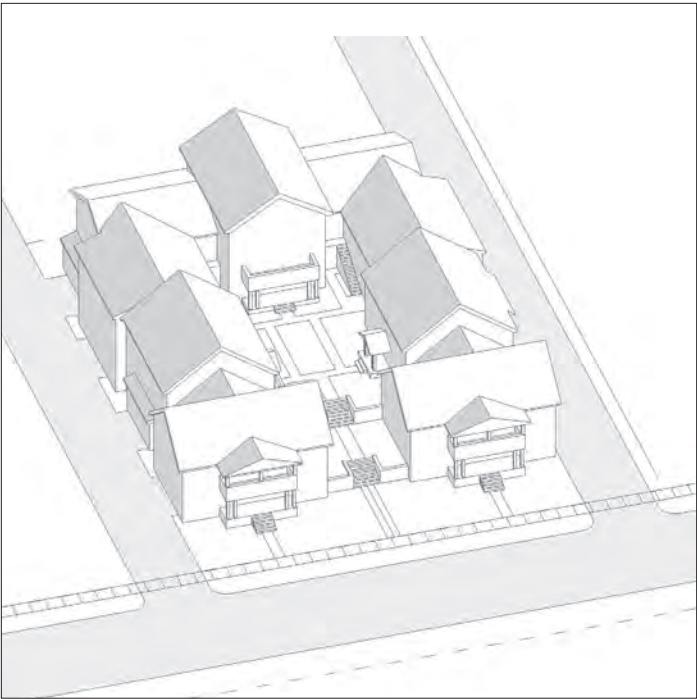
- (1) Buildings may contain any of four combinations of units: flats, flats over flats, townhouses, and townhouses over flats.
- (2) Dwellings may be as repetitive or unique as deemed by individual designs.
- (3) Four story masses should be minimized inside courtyards and apparent on street frontages.

**h. Accessory Dwellings**

Not allowed







## 6. 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.

### a. Lot Width

- i. Minimum: 125 ft

### b. Access

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

- ii. Guidelines
  - N.A.

### c. Parking and Services

- i. Standards
  - (1) Required parking shall be surface parking or tuck under parking or a combination of the two.
- ii. Guidelines
  - (1) Dwellings may have direct or indirect access to their parking stall(s).

### d. Open Space

- i. Standards
  - (1) 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.
  - (2) In a project with multiple courtyards, at least two of the courtyards shall conform to the patterns below.
  - (3) 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.
  - (4) 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.
  - (5) Private patios may be provided at side yards, rear yards and courtyards.
  - (6) Courtyards shall be connected to each other and to the public way by zaguanes or paseos.
  - (7) Surface parking for five cars or less is allowed in a front garden, screened from the street by a decorative wall.

- ii. Guidelines
  - N.A.

### e. Landscape

- i. Standards
  - (1) 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).
  - (2) At least one large tree shall be provided in each rear yard for shade and privacy.
  - (3) At least one large tree planted directly in the ground shall be provided in at least one courtyard for shade, privacy and scale.
- ii. Guidelines
  - (1) Sideyard trees may be placed to protect the privacy of neighbors.
  - (2) Courtyards located over garages should be designed to avoid the sensation of forced podium hardscape.

### f. Frontage

- i. Standards
  - (1) 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.
  - (2) 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.
  - (3) Stoops up to 3 feet in height and dooryards up to 2 feet in height may be placed above subterranean parking, provided that they are landscaped and scaled to the street and building.
  - (4) The applicable frontage requirements apply per Section 5.3.020.
- ii. Guidelines
  - (1) See the requirements of the applicable zone for allowed encroachments into required setbacks.



**g. Building Size and Massing**

i. Standards

- (1) Buildings shall be composed of two and three story masses, each designed to house scale, and not necessarily representing a single dwelling.
- (2) 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
- (3) 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.

ii. Guidelines

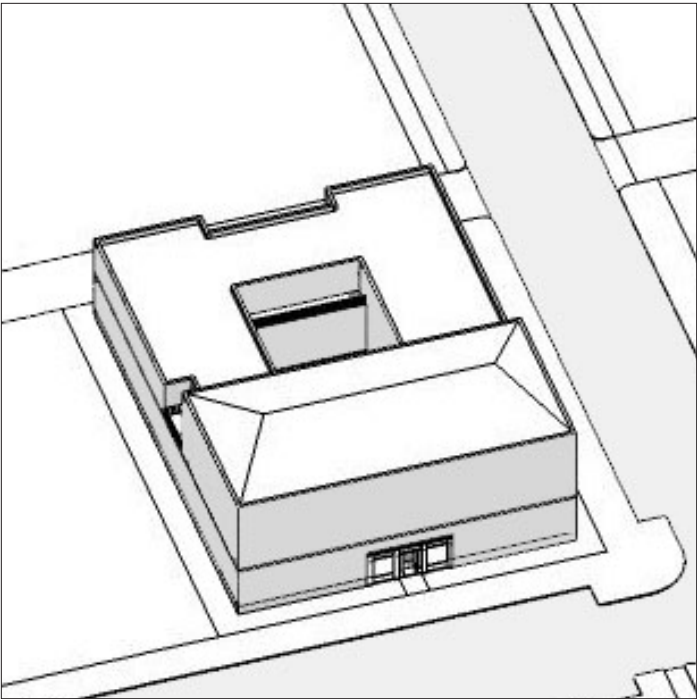
- (1) Buildings may contain any of four combinations of units: flats, flats over flats, townhouses, and townhouses over flats.
- (2) Dwellings may be as repetitive or unique as deemed by individual designs.
- (3) Four story masses should be minimized inside courtyards and apparent on street frontages.

**h. Accessory Dwellings**

Not allowed







## 7. Hybrid Court

A building that combines a lobby-access portion of the building with a walk-up portion. The building may be 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.

### a. Lot Width

- i. Minimum: 150 ft

### b. Access

- i. Standards
  - (1) The main entrance to each ground floor use is directly from the street.
  - (2) Entrance to the residential portions of the building is through a dedicated street level lobby, or through a dedicated podium lobby accessible from the street or through a side yard.
  - (3) Interior circulation to each unit above the second level in double-loaded corridor element of the building is through a corridor. For other units, access is directly from a common courtyard or through stairs serving up to 3 dwellings.

- ii. Guidelines
  - N.A.

### c. Parking and Services

- i. Standards
  - (1) Required parking shall be accommodated in an underground garage, surface parking, tuck under parking, or a combination of any of the above.
  - (2) Driveways to parking shall not exceed 25 feet in width.
- ii. Guidelines
  - (1) Dwellings may have direct or indirect access to their parking stall(s).

### d. Open Space

- i. Standards
  - (1) The primary shared open space is the rear yard designed as a courtyard. This area shall be equal to 15% of the lot and must be open to the sky. Courtyards can be located on the ground or on a podium. Side yards can be formed as common use gardens.
  - (2) Minimum courtyard dimension is 40 feet when the long axis of the courtyard is oriented EW and 30 feet for a NS orientation. Courtyard proportions may not be less than 1:1 between its width and height for at least 2/3 of the court's perimeter. Horizontal shifts in upper floors adjacent to a court shall not exceed 1/2 the height of each upper floor.
  - (3) In 40 foot wide courtyards, frontages and architectural projections allowed within each zone are permitted on two opposing sides of the courtyard provided a minimum courtyard width of 40 feet. They are permitted on one side of 30 foot wide courtyards provided a minimum courtyard width of 30 feet.
  - (4) Private open space is required for each residential unit and shall be no less than ninety (90) square feet with a minimum dimension of five (5) feet in each direction.

- ii. Guidelines
  - N.A.

### e. Landscape

- i. Standards
  - (1) At least one large tree planted directly in the ground shall be provided in at least one courtyard for shade, privacy and scale.
- ii. Guidelines
  - (1) Sideyard trees may be placed to protect the privacy of neighbors.
  - (2) Courtyards located over garages should be designed to avoid the sensation of forced podium hardscape.

### f. Frontage

- i. Standards
  - (1) 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.
  - (2) 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.
  - (3) 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.
  - (4) The applicable frontage requirements apply per Section 5.3.020.
- ii. Guidelines
  - (1) See the requirements of the applicable zone for allowed encroachments into required setbacks.





**g. Building Size and Massing**

i. Standards

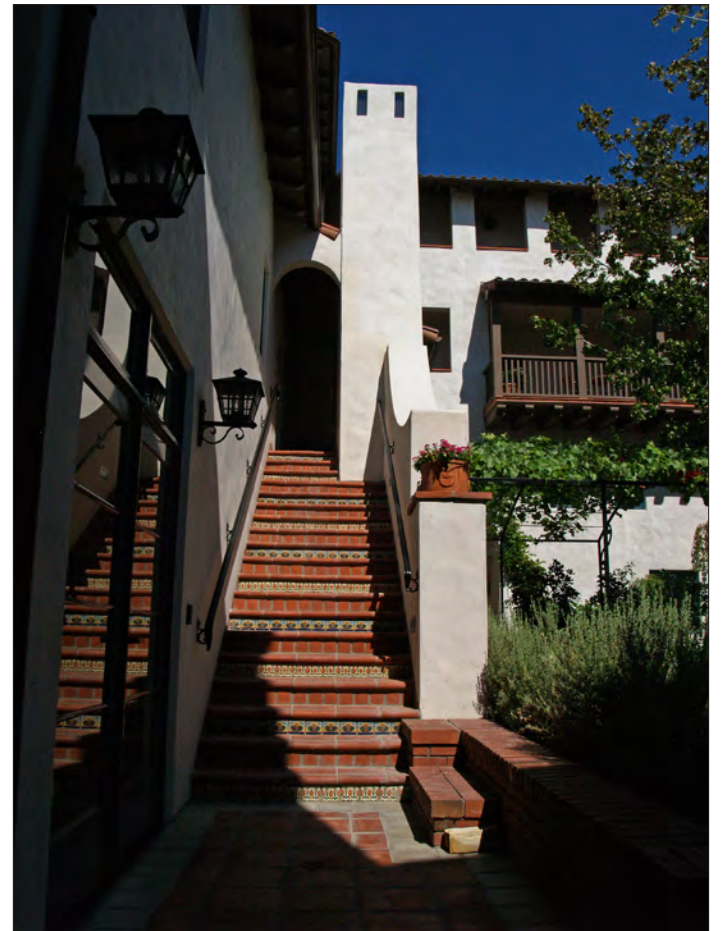
- (1) Buildings shall be composed of two and three story masses, each designed to house scale, and not necessarily representing a single dwelling.
- (2) The intent of these regulations is to provide for courtyard housing projects with varying building heights. Suggested height ratios for various courts 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
- (3) 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.

ii. Guidelines

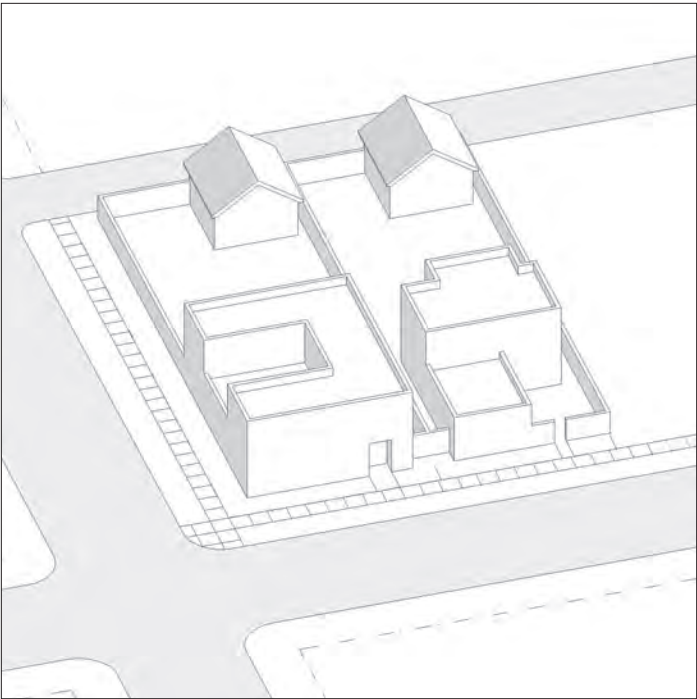
- (4) Buildings may contain any of four combinations of units: flats, flats over flats, townhouses, and townhouses over flats.
- (5) Dwellings may be as repetitive or unique as deemed by individual designs.
- (6) Four story masses should be minimized inside courtyards and apparent on street frontages.

**h. Accessory Dwellings**

Not allowed







## 8. Live/Work

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.

### a. Lot Width

- i. Minimum: 25 ft

### b. Access

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

### c. Parking and Services

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

### d. Open Space

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

### e. Landscape

- i. Standards
  - (1) 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).
  - (2) At least one large tree shall be provided in each rear yard for shade and privacy.
- ii. Guidelines
  - N.A.

### f. Frontage

- i. Standards
  - (1) 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.
  - (2) The applicable frontage requirements apply per Section 5.3.020.
- ii. Guidelines
  - (1) 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.
  - (2) See the requirements of the applicable zone for allowed encroachments into required setbacks.

### g. Building Size and Massing

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

### h. Accessory Dwellings

Not allowed



## 9. Stacked Dwellings

A building comprised typically of single-floor dwellings usually accessed from a central lobby that provides access to individual units via corridors. Ground floor dwellings facing the street may additionally take direct access via stoops or semi-private dooryards.

### a. Lot Width

- i. Minimum: 125 ft

### b. Access

- i. Standards
  - (1) Entrance to the building is through a street level lobby, or through a combination of street/podium lobby directly accessible from the street.
  - (2) The main entrance to each ground floor dwelling is directly from the street. Secondary access is through an elevator and corridor.
  - (3) Interior circulation to each dwelling is through a corridor.
  - (4) Where an alley is present, parking shall be accessed through the alley.
  - (5) For corner lots without access to an alley, parking shall be accessed from the side street through the building.
  - (6) Where an alley is not present, parking is accessed from the street through the building.

### c. Parking and Services

- i. Standards
  - (1) Required parking is accommodated in an underground garage, surface parking, tuck under parking, or a combination of any of the above. Standalone garages and carports are permitted provided they are properly screened from the view of the street per Section 5.4.010.B.1.b.
  - (2) Services, including all utility access and above ground equipment and trash are located on alleys.
  - (3) Where alleys do not exist, utility access, above ground equipment and trash are located as provided under the urban regulations for each zone.
- ii. Guidelines
  - (1) Parking entrances to subterranean garages and/or driveways are located as close as possible to the side or rear of each lot.

### d. Open Space

- i. Standards
  - (1) The primary shared open space is the rear yard or side yard designed as a courtyard or a garden. Courtyards and/or gardens may be located on the ground or on a podium.
  - (2) 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 shall a courtyard or garden be of a proportion of less than 1:1 between its width and the height of buildings that front the courtyard.
  - (3) 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.
- ii. Guidelines
  - (1) Private patios may be provided at side yards and rear yards.

### e. Landscape

- i. Standards
  - (1) 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.
  - (2) At least one large tree planted directly in the ground shall be provided in the rear yard.
- ii. Guidelines
  - (1) Sideyard trees may be placed to create a particular sense of place.
  - (2) Courtyards located over garages should be designed to avoid the sensation of forced podium hardscape.

### f. Frontage

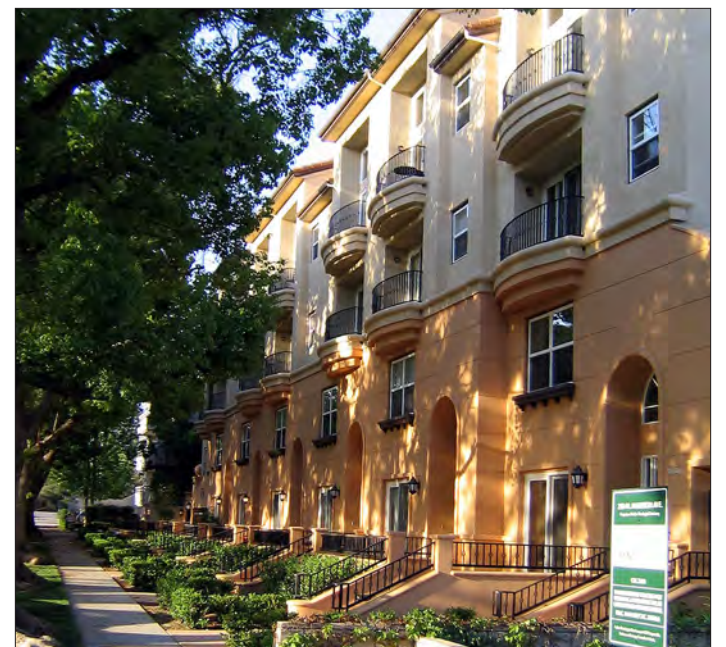
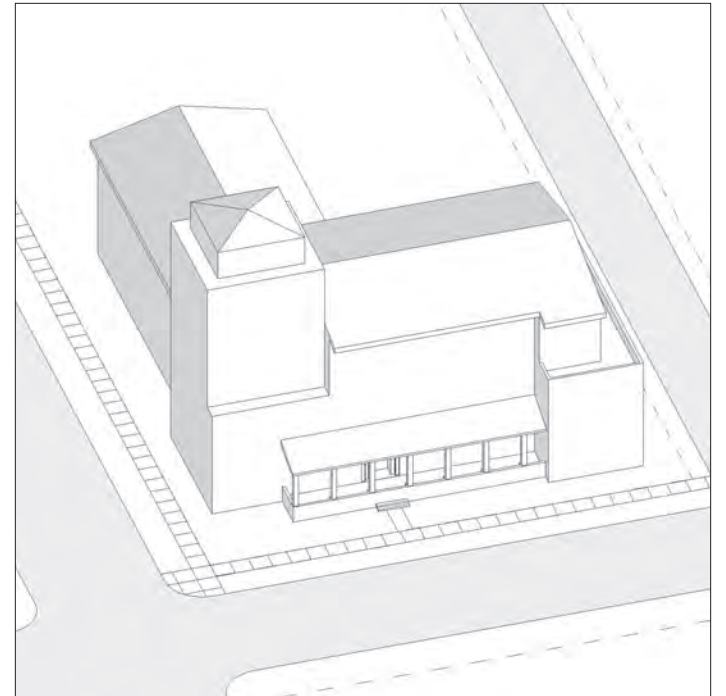
- i. Standards
  - (1) Living rooms, dining rooms and bedrooms are oriented fronting toward the courtyard(s) and street. Service rooms are oriented to the degree possible backing to corridors.
  - (2) The applicable frontage requirements apply per Section 5.3.020.
- ii. Guidelines
  - (1) Frontage types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

### g. Building Size and Massing

- i. Standards
  - (1) Buildings shall be composed of 3- to 6-story volumes in compliance with the regulations for the applicable zone.
  - (2) Buildings on corner lots shall be designed with two front facades.
- ii. Guidelines
  - (1) Buildings may contain any of three types of dwellings: flats, town houses and lofts.
  - (2) Dwellings may be as repetitive or unique as deemed by individual designs.
  - (3) Buildings may be composed of one dominant volume, flanked by secondary ones.

### h. Accessory Dwellings

Not Allowed







## 10. Commercial Block

A building designed for occupancy by retail, service, and/or office uses on the ground floor, with upper floors also configured for service, office, and/or residential uses as allowed by each zone's use requirements. The upper floor may be accessed directly from the street via a stair or through a street-level lobby.

### a. Lot Width

- i. Minimum: 25 ft

### b. Access

- i. Standards
  - (1) The main entrance to each ground floor commercial or residential storefront is directly from the street.
  - (2) 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.
  - (3) Interior circulation to each dwelling is through a corridor.
  - (4) Where an alley is present, parking may be accessed through the alley.
  - (5) For corner lots without access to an alley, parking is accessed from the side street through the building.
  - (6) Where an alley is not present, parking is accessed from the street through the building.
- ii. Guidelines
  - (1) Elevator access should be provided between the garage, and every one of the levels of the building.

### c. Parking and Services

- i. Standards
  - (1) Required parking is accommodated in an underground garage, surface parking, tuck under parking, or a combination of any of the above. Standalone garages and carports are permitted provided they are properly screened from the view of the street per Section 5.4.010.B.1.b.
  - (2) Dwellings have indirect access to their parking stall(s).
  - (3) Services, including all utility access and above ground equipment and trash are located on alleys.
  - (4) Where alleys don't exist, utility access, above ground equipment and trash are located as provided under the urban regulations for each zone.
- ii. Guidelines
  - (1) Parking entrances to subterranean garages and/or driveways are located as close as possible to the side or rear of each lot.

### d. Open Space

- i. Standards
  - (1) 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.
  - (2) 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.
  - (3) 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.
- ii. Guidelines
  - (1) Private patios may be provided at side yards and rear yards.

### e. Landscape

- i. Standards
  - (1) In the front yard, there is no landscape, but the streetscape.
  - (2) At least one large tree planted directly in the ground shall be provided in the rear yard.
  - (3) Courtyards located over garages should be designed to avoid the sensation of forced podium hardscape.
- ii. Guidelines
  - (1) Sideyard trees may be placed to create a particular sense of place.

### f. Frontage

- i. Standards
  - (1) 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.
  - (2) The applicable frontage requirements apply per Section 5.3.020.
- ii. Guidelines
  - (1) 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.

### g. Building Size and Massing

- i. Standards
  - (1) 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
  - (2) Each dwelling may have only one side exposed to the outdoors with direct access to at least a dooryard, patio, terrace or balcony.
- ii. Guidelines
  - (1) Buildings may contain any of three types of dwellings: flats, town houses and lofts.
  - (2) Dwellings may be as repetitive or unique as deemed by individual designs.
  - (3) Buildings may be composed of one dominant volume.

### h. Accessory Dwellings

Not Allowed



## 11. Liner

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

### a. Lot Width

- i. Minimum: 125 ft

### b. Access

- i. Standards
  - (1) The main entrance to each ground floor commercial or residential storefront is directly from the street.
  - (2) Entrance to the residential portions of the building is direct access to individual residential ground floor units through an allowed frontage type, through a street level lobby, through a podium lobby accessible from the street, or through a side yard.
  - (3) Interior circulation to each dwelling is through a corridor.
  - (4) For corner lots without access to an alley, parking is accessed from the side street through the building.
  - (5) Where an alley is not present, parking is accessed from the street through the building.
- ii. Guidelines
  - (1) Elevator access should be provided between the garage, and every one of the levels of the building.
  - (2) Where an alley is present, parking may be accessed through the alley.

### c. Parking and Services

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

### d. Open Space

- i. Standards
  - (1) Liner buildings are not required to provide shared open space.
- ii. Guidelines
  - (1) Private patios enclosed by the Dooryard frontage type may be provided at front yards.

### e. Landscape

- i. Standards
  - (1) In the front yard, there is no landscape, but the streetscape.
- ii. Guidelines
  - (1) Courtyards located over garages should be designed to avoid the sensation of forced podium hardscape.

### f. Frontage

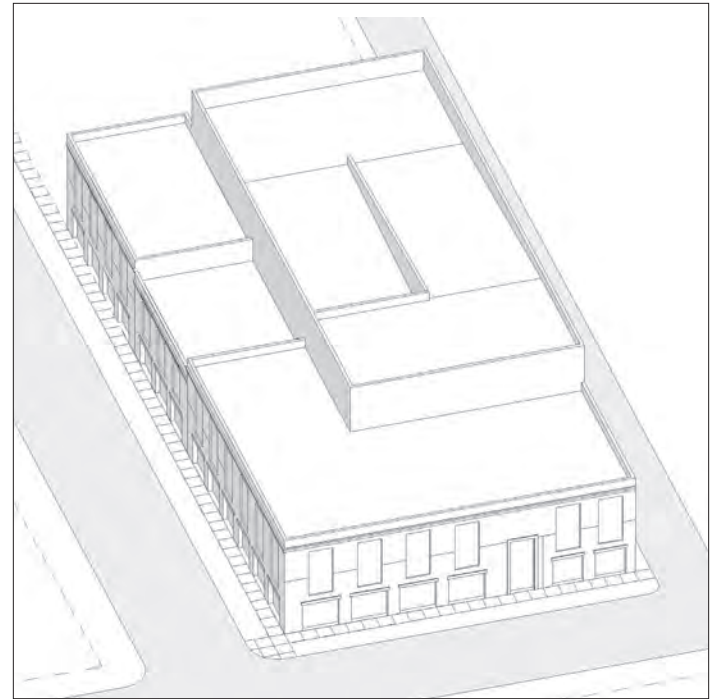
- i. Standards
  - (1) Entrance doors, public rooms, such as living rooms and dining rooms are oriented, to the degree possible, fronting toward the courtyard(s) and street. Service rooms are oriented to the degree possible backing to corridors.
  - (2) The applicable frontage requirements apply per Section 5.3.020.
- ii. Guidelines
  - (1) 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.

### g. Building Size and Massing

- i. Standards
  - (1) 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
  - (2) Each dwelling may have only one side exposed to the outdoors with direct access to at least a dooryard, patio, terrace or balcony.
- ii. Guidelines
  - (1) Buildings may contain any of three types of dwellings: flats, town houses and lofts.
  - (2) Dwellings may be as repetitive or unique as deemed by individual designs.
  - (3) Buildings may be composed of one dominant volume.

### h. 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 type's 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. All buildings designs are subject to the applicable requirements and regulations of the Building Code, Fire Code, Health Code, etc.
- C. Required Findings.** In order for applications to be approved, each application involving Section 5.3.020 shall meet the following criteria, as applicable:
  - a. Generates or maintains the pedestrian-oriented streetscape(s) envisioned in this NMDSP through the appropriate design of frontages;
  - b. Generates or maintains an appropriate transition from the public streetscape to each building and its site;
  - c. Complies with the requirements of the applicable frontage type(s);
- D. Allowable Frontage types by zone.** Each Zone identifies the Frontage Types allowed and refers to this Chapter for the appropriate information.

1. Frontyard

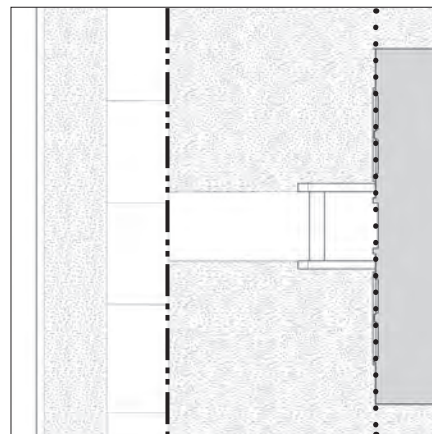
**a. Definition.** The Front Yard comprises the area between the building facade and the property line. Front Yards may be visually continuous with adjacent yards with a common landscape, or enclosed by a low fence, wall, or hedge. On sloping sites, front yards may be raised above the level of the adjacent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

**b. Standards**

- i. Front yard landscape shall be maintained in an orderly and neat condition and shall remain free of weeds, debris, or high grass (with the exception of purposely cultivated native species, which shall be allowed).
- ii. Continuous planters along the primary and side streets shall be landscaped and maintained in an orderly and neat condition and shall remain free of weeds, debris, or high grass (with the exception of purposely cultivated native species, which shall be allowed).
- iii. Front yard fence and wall materials and design shall be compatible with the architectural style of the building.
- iv. Fences defining the front yard shall not exceed 4 feet in height from the adjacent sidewalk.



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## 2. Porch

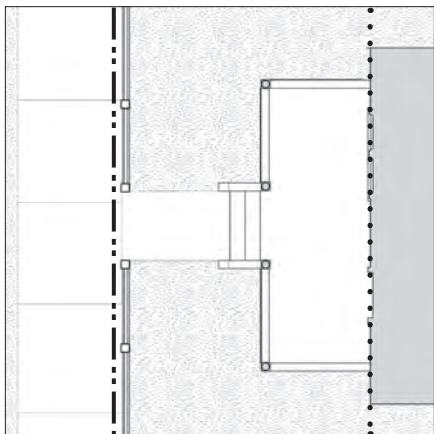
**a. Definition.** A Porch is a roofed, unenclosed room attached to the exterior of a building that provides a physical transition between the sidewalk and the building. Porches may be provided on buildings that are set back from the Primary and/or Side Street property lines and may encroach into the front yard and side street yard.

### b. Standards

- i. 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).
- ii. 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.



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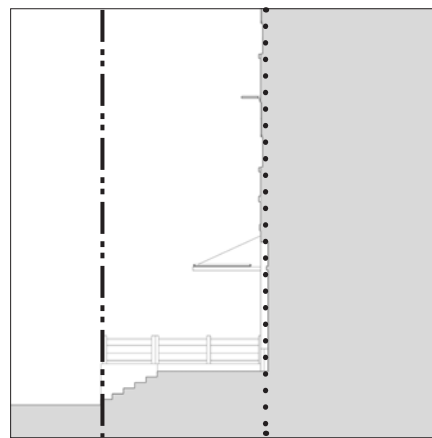


## 3. Dooryard

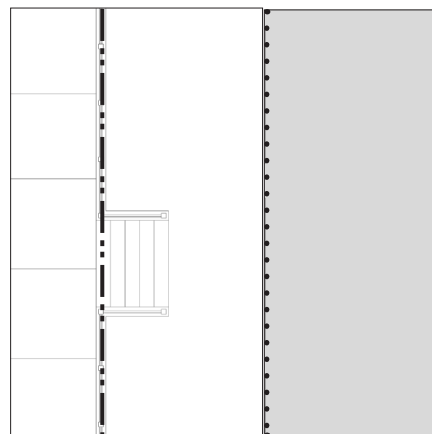
**a. Definition.** A Dooryard is an elevated or at-grade garden or terrace in the front yard setback that is enclosed by a low wall located at or near the property line. For raised Dooryards, access from the sidewalk to the Dooryard is via a stair or ramp. The Dooryard can accommodate a variety of activities, ranging from dining patios for commercial uses to patios for residential uses. In addition, the interior building spaces are separated from the adjacent sidewalk by the depth of the Dooryard and in the case of raised Dooryards, by the terrace height.

### b. Standards

- i. Dooryards are enclosed by decorative low walls. Raised Dooryards may additionally have a low fence or wall that extends above the Dooryard terrace floor level to ensure safety from tripping and falling.
- ii. The average grade of the Dooryard shall not be more than three feet higher than the adjacent sidewalk or public open space. Walls may extend an additional two (2) feet and fences or railings to the height required by the California Building Code (CBC).
- iii. Walls and/or fences shall be consistent with the architectural style of the building in their design, materials, and finishes.



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#### 4. Stoop

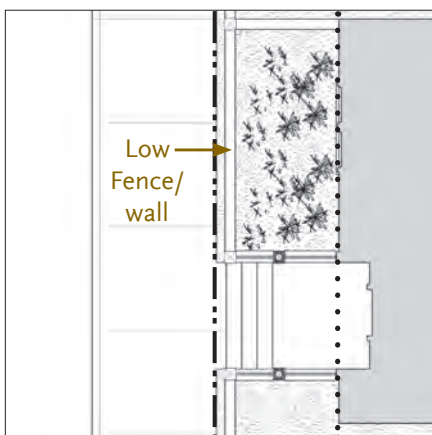
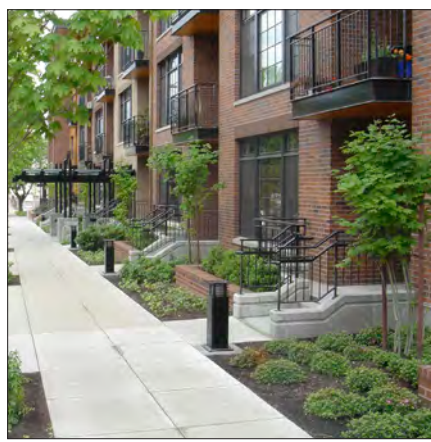
**a. Definition.** A stoop is a stair and landing leading directly from the sidewalk to a building entrance. The ground floor of the building is raised to provide privacy for the rooms facing the public street. This frontage type is ideal for ground floor housing that is near the street.

#### b. Standards

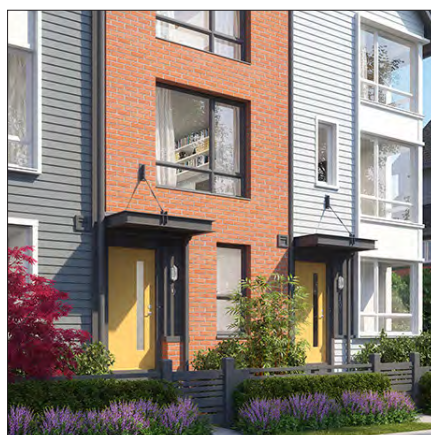
- i. Stoops may be at grade or raised to transition into the building. In no case shall the ground story be elevated more than 3 feet above the adjacent sidewalk.
- ii. Stoops must correspond directly to the building entry(s) and be at least 3 feet wide (perpendicular to or parallel with the adjacent sidewalk).
- iii. Sub-basements accessed by a dooryard shall not be more than 6 feet below the adjacent sidewalk.



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#### 5. Forecourt

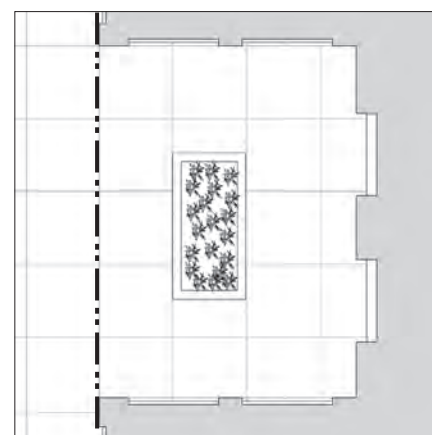
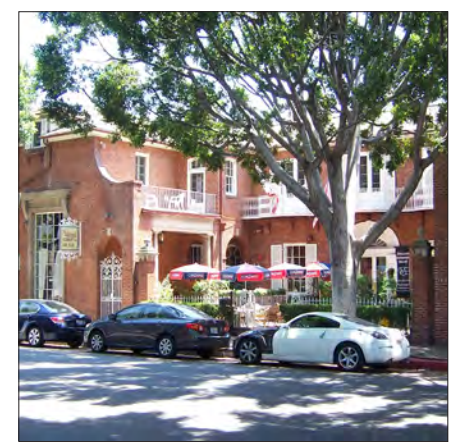
**a. Definition.** A Forecourt is a public space formed by a recess in the façade of a building. The Forecourt is typically at grade but may be raised from the sidewalk per ADA accessibility standards. Forecourts are generally appropriate for commercial or civic uses, or when of sufficient size they may be used for vehicular drop-off at a civic building or hotel. Forecourts may be further defined by low walls or landscape between the sidewalk and adjacent property line. Forecourts may be landscaped or paved. Landscape may include lawn, grasses, small shrubs, and accent trees of the type to allow views of the building facade.

#### b. Standards

- i. In no case shall the Forecourt be deeper than 40 feet.
- ii. A 1-story fence or wall at the property line may be used to define the private space of the yard.
- iii. The Forecourt may also be raised from the sidewalk, creating a small retaining wall at the property line with entry steps to the Forecourt, but should not exceed 36" above the sidewalk grade.



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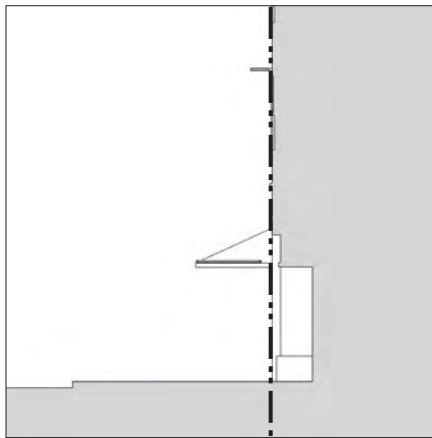
## 6. Shopfront

- a. Definition.** Shopfronts are large openings in the facade at or near the sidewalk, enclosed with doors and transparent glass in a storefront assembly. The primary shop entrance is at the grade of the sidewalk and provides direct access to the commercial/retail use(s) on the ground floor. The basic required architectural elements comprising the storefront are large windows, doors with glass, transom windows, and a solid base (bulkhead). Optional elements include awnings, cantilevered shed roof or canopy, signage, lighting, and cornices.

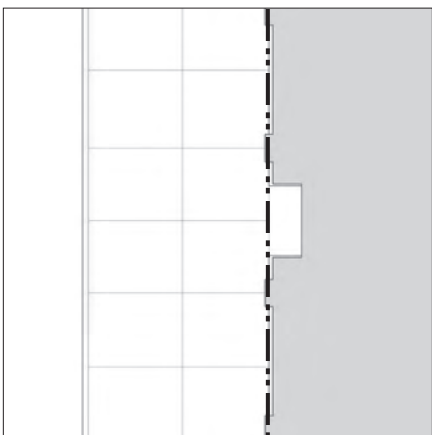
Awnings or canopies may encroach into the public right-of-way over the sidewalk, extending to a distance within two feet of the face of curb. Primary Street and Side Street setbacks, if any, are to be paved with a paving material that is consistent with or matches the adjacent sidewalk.

### b. Standards

- i. Shopfronts shall be between 10 feet and 16 feet tall, as measured from the adjacent sidewalk.
- ii. 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.



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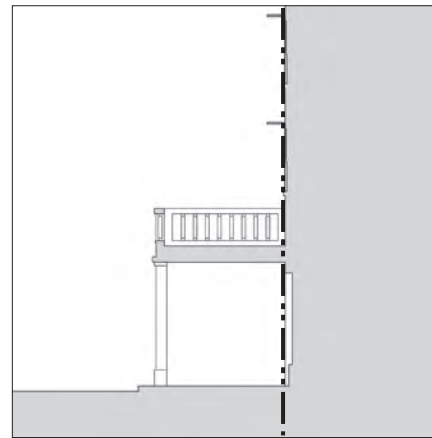
## 7. Gallery

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

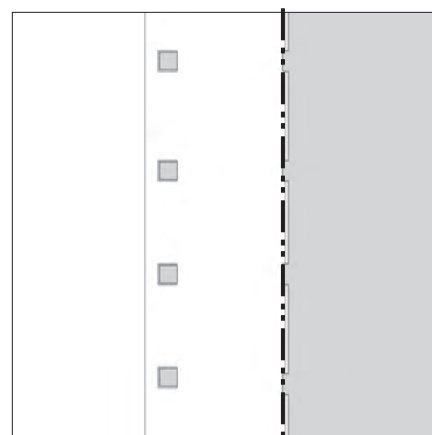
Planter boxes or pots may be placed in between columns to provide enclosure for such uses as cafe seating, provided that adequate throughway access is maintained.

### b. Standards

- i. Galleries shall be no less than 10 feet wide clear in all directions.
- ii. Along primary frontages, the Gallery shall correspond to storefront openings.
- iii. Primary frontage storefront openings shall be at least 65% of the 1st floor wall area and not have opaque or reflective glazing.



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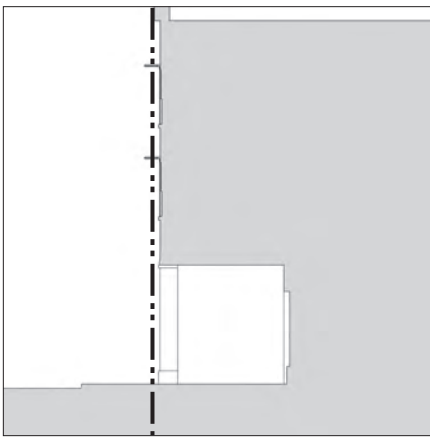
## 8. Arcade

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

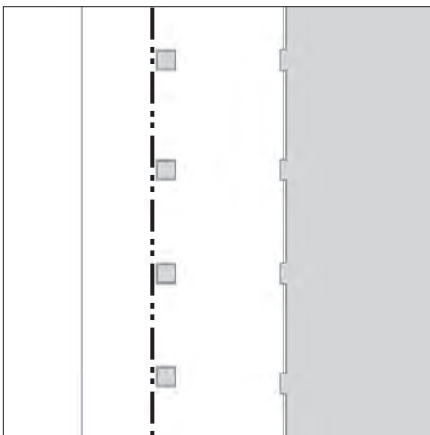
Planter boxes or pots may be placed in between the columns to provide enclosure for such uses as cafe seating.

### b. Standards

- i. Arcades shall be no less than 10 feet wide clear in all directions.
- ii. Along primary frontages, the arcade shall correspond to storefront openings.
- iii. Primary frontage storefront openings shall be at least 65% of the 1st floor wall area and not have opaque or reflective glazing.



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## 5.3.030 Sign Guidelines

- A. Purpose and Intent.** Signs permitted in the North Montclair Downtown Specific Plan (NMDSP) shall be designed to contribute to the creation of a rich urban environment that demonstrates variety, quality and design integrity. While each sign may be unique in its placement, materials, lighting, or colors, each sign shall be designed to complement the architectural design of the buildings to which they are attached.

- B. Applicability.** All signs shall be subject to Community Development Department review and approval prior to installation. Any signs fabricated and installed without City review and approval (including the issuance of required sign and building permits) shall be removed at the owner's expense.

- C. Definitions.** Definitions of the specialized terms and phrases used in this Section are in the Section 5.5 (Glossary) under "Signage."

- D. Required Findings.** In order to be approved, each application involving Section 5.3.030 shall meet the following criteria as applicable:

1. Generates or maintains a pedestrian-oriented streetscape through the design of signage which is contextually appropriate to the involved frontage(s);
2. Is consistent with the intent of the streetscape along which the building(s) is located; and
3. Complies with the requirements of the applicable signage type(s)

- E. Sign Design Objectives.** The sign design objective is to generate well designed and creative exterior signs through the application of imaginative design treatments and distinctive logos and typestyles. Plastic-faced box and cabinet signs are prohibited

### 1. Design Criteria.

- a. Building facades should be designed to provide appropriate locations for signs.
  - b. Signs may only be located adjacent to entries or storefronts, typically above the ground floor openings.
  - c. Signs should not overlap or conceal architectural elements such as window or door openings, cornices, moldings, etc.
  - d. Signs for businesses above the first floor in a multi-story and multi-tenant building shall be placed on directory signs located in the first floor lobby or at the entrance(s) to the building.
  - e. Signs shall employ outstanding graphic and lighting design in the use of materials, color, typography and iconographic form.
  - f. Signs incorporating creative logos or graphic elements that convey the business identity are encouraged.
  - g. Signs shall incorporate only "trade names." Tag lines, bylines, merchandise, or service descriptions are prohibited.
- d. All copy and graphic elements shall fit comfortably within allotted sign areas, leaving sufficient margins or negative space where appropriate to avoid a cramped appearance. Wall signs shall appear balanced and in scale with sign space and the overall building. Copy shall have a minimum margin of four (4) inches from any edge of the sign face area.
  - e. Letter heights, kerning, stroke weights, and colors of sign lettering shall be visually balanced and in proportion to other signs on the building.
  - f. Dimensional letters and plaques shall be affixed without visible means of attachment unless attachments make an intentional design statement and are approved in advance by the Landlord and the City.
  - g. All sign designs shall be generated from "camera-ready" logo artwork prepared by a professional designer, and submitted to the Landlord and City for approval prior to further development of the sign.

- F. Number of Signs.** Each business or tenant shall be permitted a minimum of one (1) sign per street frontage, and up to a maximum of three signs when approved as part of a sign program for the site or development.

### G. Maximum Sign Size.

1. Signs on the front building elevation (and for side elevation facing a City street) are allowed one square foot per one linear foot of tenant street frontage on ground floor only.



2. Signs on side or rear building elevations (not facing a City street) are allowed ½ square foot of sign area per one linear foot of tenant frontage.
3. Maximum total sign area per single occupant building or for a tenant space in multi-tenant or mixed use development is 50 square feet. In limited cases, the Community Development Director may allow an increase in the total area for specific signs. The increase shall be limited to increments of 10 square feet up to 100 square feet when building characteristics would warrant a larger sign and such sign is proportionally integrated into the overall architectural design.
4. Sign area is determined by including the entire sign within the smallest rectangle or recognized geometric shape.

**H. Letter Typestyles.** Tenants may adapt established typestyles, logos and/or images provided such elements are architecturally compatible with the design of the building and approved by the Landlord and Community Development Department. Type may be arranged in multiple lines of copy and may consist of upper and/or lower case letters.

**I. Lighting.** The use of creative signage lighting is expected and encouraged, within the following guidelines:

1. Where signs are internally illuminated, light-transmitting surfaces shall be non-gloss, matte materials.
2. Only letters and logos may transmit light; backgrounds shall remain opaque. Illuminated backgrounds and boxes are prohibited.
3. All exposed or skeletal neon shall have an opaque back coating, and must be approved in writing by the property owner and the Community Development Department. All housings and posts for exposed neon must be painted to match the sign background immediately behind.
4. Exposed raceways (unless an integral design element) conduit, junction boxes, transformers, exposed lamps or tubing, or neon crossovers of any type are prohibited.

**J. Color.**

1. Sign colors shall provide sufficient contrast against sign background, and shall be different from those of adjacent tenants.
2. The color of letter returns shall contrast with building colors for good daytime readability.
3. All sign colors are subject to the property owner and Community Development Department review and approval.

**K. Materials.**

1. Acceptable sign materials are:
  - a. Dimensional geometric shapes coated or burnished for variety in color and texture.
  - b. Painted metal.
  - c. Screens, grids or mesh.
  - d. Etched or polished metal.
  - e. Cut, or fabricated metals.
  - f. Dimensional (prismatic) letter forms with seamless edge treatments made of durable metal, resin, or acrylic materials. The use of wood letters is discouraged.
2. The following materials are prohibited
  - a. Fluorescent or reflective materials, such as mirror.
  - b. Simulated materials, such as wood-grain plastic laminate, wall coverings, cardboard, or similar non-durable materials.

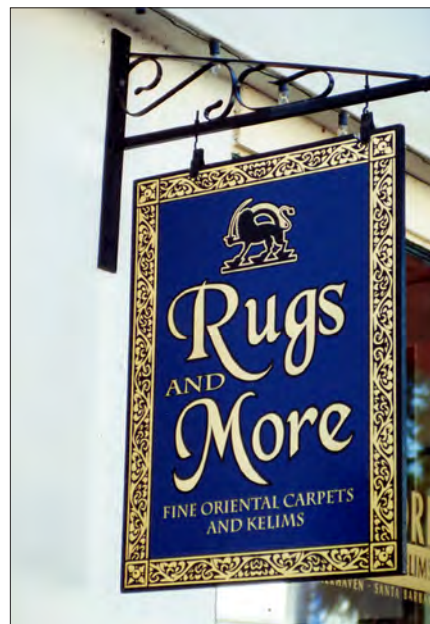
**L. Sign Types.**

**1. Awnings**

- a. Awnings shall be limited to ground floor lease spaces unless specifically approved by the Community Development Department as an integral design element at the time a building project and/or a comprehensive sign program is approved for the site.
- b. Each awning shall correspond to a storefront per applicable requirements of Section 5.3.020.D.4.



*Awning Sign*



*Blade Sign*



*Blade Sign*



*A-frame Sign*



*A-frame Sign*



*Freestanding (Monument) Signs*



*Freestanding (Monument) Signs*



- c. Awnings should be used for added color and variety but not in place of architecture or signage.
- d. Awnings should be positioned so that signage is not obstructed and so that substantial shade is cast onto the sidewalk at critical times of the day.
- e. Awning materials shall have the appearance of traditional fabric; materials which are shiny, stiff and obviously synthetic shall be avoided.
- f. Awnings shall be fabricated of code-compliant fire-resistant canvas. Plastic and synthetic fabrics are prohibited.
- g. Letters shall be silkscreened printed or sewn only onto the valance, or lower vertical surface of the awning. Signage on the main panel is prohibited.
- h. Awning color(s) and pattern(s) shall be coordinated with the design of the building. As appropriate awning colors may vary between adjacent Tenants.
- i. Solid color awnings are preferred; stripes are to be avoided
- j. Internally illuminated and backlit awnings and any associated light diffusers are prohibited.
- k. Awning locations, sizes, and configurations shall be indicated on sign elevations and included in the property owner's sign design drawing submittal to the City for review and approval.
- l. Awning shape and configuration shall be approved by Landlord and the City prior to fabrication and installation.
- m. Upper floor awnings as part of a sign program may be provided as follows:
  - i. Each individual awning shall cover no more than one opening.
  - ii. Signage is not permitted on upper floor awnings.
  - iii. Materials and colors of upper floor awnings shall conform to the requirements of above Sections 5.3.030.L.e, f, h, and i.

**2. Blade Sign**

- a. The creative use of logo shapes is encouraged in the design of blade signs.
- b. Tenants are encouraged to use a variety of colors, graphic elements, and typestyles for a whimsical and energetic sign. Forms layered to give three-dimensional effects are encouraged.
- c. Flat blade signs shall be fabricated of painted metal. Wood and sign foam are permitted only in creating three-dimensional forms
- d. Signs shall be either wall mounted by a decorative metal bracket or suspended from a trellis by metal supports
- e. Placement shall be considerate of all nearby signs.
- f. Indirect illumination of blade signs is encouraged.
- g. A minimum of 8-feet clearance from the bottom edge of the blade sign to the finished floor surface below shall be provided.

**3. Building Identification Sign.** Multi-story commercial buildings may provide one (1) Building Identification Sign per building frontage. Sign shall be located above the openings on the uppermost story of the building.

**4. Chalkboards, A-frame sandwich boards, marker boards or restaurant menus**

- a. Limit of one sign per business
- b. Signs shall be placed in front of building/business identified on sign.
- b. If freestanding, sign shall not exceed four feet in height and shall not be placed in the public right-of-way.
- c. Maximum size: 6 square feet.



Individual Reverse-Channel Letters



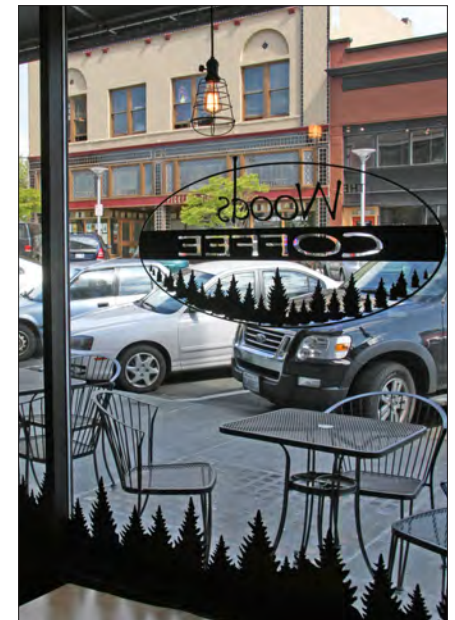
Marquee Sign



Marquee Sign



Window Sign



Window Sign



Externally illuminated sign



- d. Sign must be constructed of durable materials and complementary to the theme or appearance of the business which it represents..
- e. Sign must be stored indoors overnight.

**5. Freestanding (Monument) Signs**

- a. Freestanding or Monument signs shall only be allowed in the Southeast and Northeast Land Use Overlay zones as depicted on the NMDSP Regulating Plan, when:
  - i. Approved as part of comprehensive sign program for the site; and
  - ii. A freestanding sign is the only appropriate means by which the business conducted on the premises can have the same degree of identification to the traveling and shopping public as that available to businesses on neighboring premises in the NMDSP planning area.
- b. Maximum of one (1) freestanding per street frontage on any one lot.
- c. Freestanding signs shall be limited to a maximum of two (2) faces.
- d. Maximum sign area of a freestanding sign shall not exceed 60-square feet, unless the City Planning Commission determines that a lesser square footage is appropriate in a particular location. In computing the area of a double-faced freestanding sign, only one face of the sign shall be included; provided, that the two faces are parallel and not more than eighteen inches apart at any one point.
- e. The maximum height of a freestanding sign shall be no higher than 10 feet above ground level.
- f. Acrylic or Plexi-glass sign panels shall be prohibited. Sign copy on freestanding signs shall be individual, internally or halo-illuminated channels letters attached to, or routed into the opaque sign panel background.
- g. No freestanding sign shall project into or over a public street or thoroughfare.
- h. Existing freestanding signs are exempt, unless modified or replaced with a sign approved by the City.

**6. Marquee Signs.**

- a. In specific situations where a proposed development or use includes a hotel, theater, playhouse, or similar use, a marquee may be approved as an integral part of a building design when it is determined to be substantive in character and thoughtfully designed and detailed.
- b. The marquee shall be professionally designed and fabricated of durable, high quality materials.
- c. Signage (including any changeable copy) on a marquee shall be commensurate with the nature of the establishment it identifies.

**7. Wall Signs, Including Individual Reverse-Channel Letter Signs**

- a. Maximum: 1 Wall Sign per business frontage.
- b. Wall Signs shall be located above the ground floor openings.
- c. Maximum width of wall signs shall be limited to a maximum of 75 percent of the width of the associated fascia or lease space.
- d. The height of letters shall be in proportion to and visually balanced to the size and scale of the building or available sign area of a specific lease space.
- e. Minimum distance between the Wall Sign or Building Identification Sign and eave or parapet shall be 12 inches.
- f. Reverse channel letters shall be of painted metal.
- g. All seams shall be welded and ground smooth
- h. Channel depth and extension from the wall surface shall be proportionate to the letter size. Mounts shall be threaded anchor bolts with round sleeves and shall be concealed.

**8. Window Signs and Graphics**

- a. All permanent signs or applied graphics shall be adhered to the interior surface or the glass.
- b. Maximum window coverage allowance with signs or applied graphics shall be limited to 25 percent. Opaque or see through applied sign graphics shall be counted towards the maximum window coverage allowance.
- c. Windows (storefront) of commercial businesses or uses which face a public street or sidewalk shall not be obstructed by means of dark or mirror tinting, blinds, drapes, or other graphics more than 25 percent of any window pane.
- d. Holiday window painting, such as for Christmas and Halloween, shall be permitted and shall be exempt from the window sign limitations. However, such painting shall contain no reference to named goods or services, and shall be removed within 10 days after the applicable holiday.

**M. Sign Programs.** Projects with more than one (1) use or more than two businesses are required to prepare a comprehensive sign program for Community Development Department review and approval. The purpose of a comprehensive sign program is to establish guidelines to ensure that signs for each project are appropriate in number, design, types of signs, size, placement, and are complementary to the architectural design for each development or area. Well-designed sign programs contribute to the value of the property, and help to streamline the sign review process. Building permits would still be required for all sign face changes and installation.

An approved master sign program may include provisions that are more and/or less restrictive than the regulations established in the NMDSP, as it relates to issues of size, location, color, construction materials and design of the sign, based on the particular and unique features of each development. For some projects, specific design criteria (e.g., letter style, illumination, allowed colors, logo styles, etc.) may be prearranged, while other sign programs may be designed to allow more creative flexibility within certain limits.

**1. Projects Requiring a Comprehensive Sign Program.**

- a. Mixed Use Projects;
- b. Station District Projects
- c. New or Existing land uses with two or more businesses on a property; or
- d. When the Community Development Director determines that due to unique project or site circumstances the preparation of a sign program is necessary.

**2. Contents of a Comprehensive Sign Program.** The following basic information is required for review of a comprehensive signs program

- a. Site plan showing proposed locations of all wall or ground signs.
- b. Wall sign design criteria, including letter style, illumination, allowed colors, logo styles, permitted locations, and installation details of each sign.

**N. Sign Maintenance.** All signs displayed within the NMDSP boundaries shall be maintained in good physical condition at all times, including associated supports, braces, guys, anchors, and electrical components, etc. All defective or broken parts shall be replaced. Exposed surfaces shall be kept clean, in good repair, free of graffiti and etchings, and painted when paint color has substantially faded, or is otherwise damaged. The Community Development Director may order the repair or removal of any sign determined by the Community Development Director to be unsafe, defective, damaged, or substantially deteriorated.

**O. Prohibited Signs.** All sign types and sizes not expressly allowed by this Chapter shall be prohibited. Examples of prohibited signs include, but are not limited to the following:

- 1. Any signs advertising the availability of employment opportunities.
- 2. Balloons and inflatable signs
- 3. Canned/Cabinet Signs (Internally illuminated plastic panels within a sheet metal box enclosure).
- 4. Flashing or otherwise light-animated signs which contain or are



illuminated by flashing or moving lights or lights which are intermittently on and off, change in intensity, or which create the illusion of flashing in any manner.

5. Electronic message center displays as specifically permitted by the Montclair Municipal Code.
6. Fluorescent or highly reflective sign colors
7. Illuminated back-lit canopies, and associated diffusers
8. Off-premises signs, including billboards.
9. Pennants, banners, or flags identifying individual tenants
10. Portable signs, such as A-frame type, except as specifically permitted above.
11. Roof top signs.
12. Rotating, revolving, or otherwise moving signs designed to attract attention by visual means through the movement or semblance of movement of the whole or any part of the sign, including rotation, special lighting or wind actuated devices.
13. Signs attached, painted or otherwise affixed to tents or umbrellas. However, such signs may be permitted when approved by the Community Development Department as part of an approved sign program for the property.
14. Signs attached, painted on, or otherwise affixed, to trees, vegetation, hardscape, landscaping or natural materials.
15. Signs that simulate in color, size, or design, any traffic control sign or signal, or that make use of words, symbols, or characters in a manner that interferes with, misleads, or confuses pedestrian or vehicular traffic.
16. Signs with exposed raceways, conduit, junction boxes, transformers, lamps, tubing, or neon crossovers of any type.
17. Signs which emit sound, odor or visible matter, or which bear or contain statements, words or pictures of an obscene, pornographic or immoral character
18. Trailer signs and other signs affixed to vehicles which include directional arrows or other instructions which direct potential customers to a business or other enterprise.
19. Vacuum-formed (molded) illuminated signs
20. Vehicles signs (other than business identification or advertisement on a vehicle used primarily in the business, provided it is painted on or otherwise affixed so as not to project from the usual profile of the vehicle).
21. Human signs and air puppets.

**P. Nonconforming Signs.** A nonconforming sign is any permanent or temporary sign that was legally established and maintained in compliance with the provisions of all applicable laws in effect at the time of original installation but that does not now comply with the provisions of this specific plan.

**1. General requirements.** A nonconforming sign shall not be:

- a. Changed to another nonconforming sign;
- b. Structurally altered to extend its useful life;
- c. Enlarged;
- d. Re-established after a business is discontinued for 60 days or more; or
- e. Re-established after damage or destruction to 50 percent or more of the value of the sign, or its components, as determined by the Community Development Director.

**2. Maintenance and change.** Sign copy and face changes, nonstructural modifications, and nonstructural maintenance (e.g., painting, rust removal) are allowed without a sign permit up to a maximum of 25 percent of the existing total area of the sign. Face changes not including copy, and any nonstructural modifications exceeding 25 percent of the existing total area of the sign, and any structural changes shall comply with all applicable standards of this Chapter.



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**5.3.040 - 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





**5.3.040 - Architectural Style Guidelines**

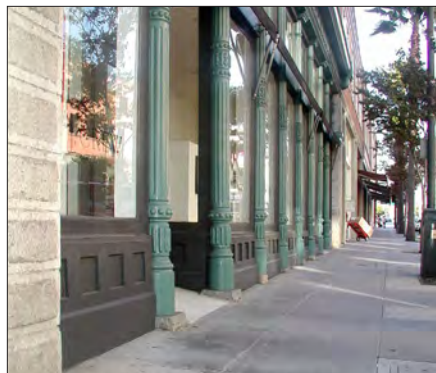
**A. Main Street Commercial**

The Main Street Commercial building is found on almost every pre-World War II American Main Street. Basically a decorated rectangular masonry box in form, one-story buildings are always commercial in use, while multi-story buildings are mixed-use with commercial ground floors. Multi-story facades are typically divided into base, body and top with the ground floor taller than the 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. Roofs are composed of shallow sloped gabled forms, and made of wood or asphalt shingles with broad overhangs and eaves. Sloped roofs are clad in metal or tile.



**1. Base**

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

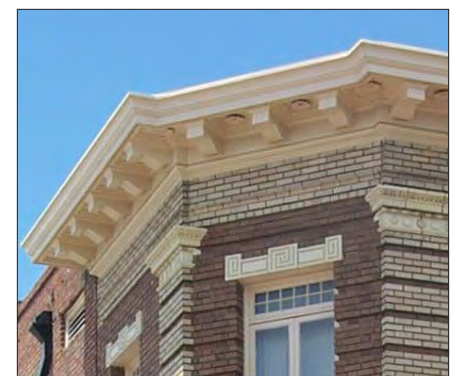
- a. The roof-wall connection is the top of the facades tripartite elevational composition. This top, articulated as a substantial cornice, can be formed with the same material as the rest of the wall or fashioned of complimentary materials such as stone, concrete, or metal.



*Brick cornice*



*Parapet and cornice*



*Italianate woven cornice*



**4. Roof**

- a. Invariably flat roofs are used. Parapets are articulated as an explicit exterior wall making a visual transition to the sky through plain or elaborate profiles. Sloped roofs clad in tile or metal.
- 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*



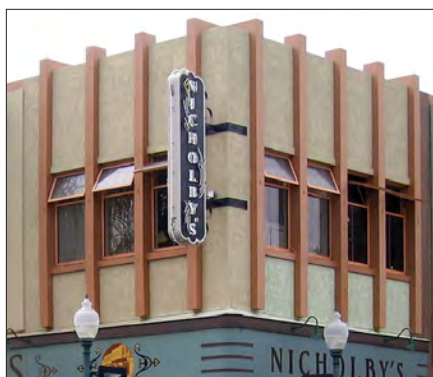
*Drainage imbedded in exterior wall*

**6. Openings**

- a. Ground floor windows and doors are large and expansive, typically with a transom.
- b. Upper floor windows are typically double-hung (two lites), vertically, and grouped with a rhythm relating to the major storefront openings below.
- c. See Section 5.3.040.F for additional standards.



*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 rectangular boxes. However, subtle variations in height can add interest to a facade, emphasize important architectural features such as a building entrance, or can accentuate a corner condition.



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



*Commercial frontage*



*Forecourt frontage*



*Courtyard within a commercial block*



**5.3.040 - Architectural Style Guidelines (continued)**

**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. Roofs are clad in terra cotta or concrete tile.



**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**

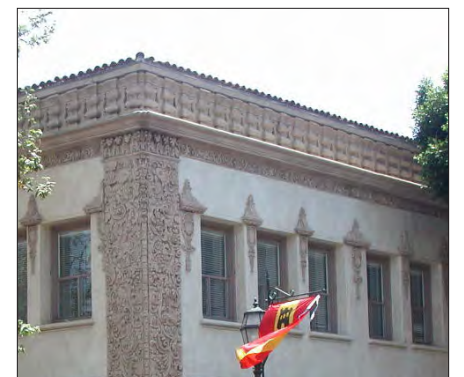
- a. Expressed as single-plane expanses of plaster wall.
- b. May be articulated by traditional moldings or applied ornament of stone or cast concrete to describe the vertical divisions into base, body and top.
- c. Plaster finish shall be Santa Barbara Mission-Stucco, Humpy-Bumpy brown coat 16/20 finish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



*Single plane composition*



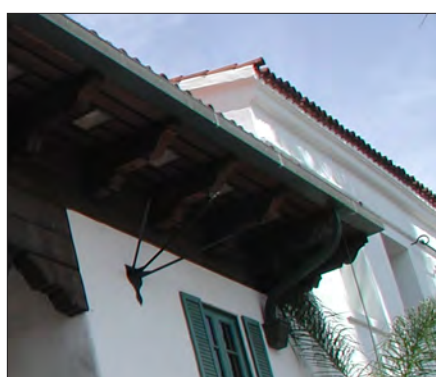
*Intermediate molding at base*



*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 permitted only on the second floor or above and should not be used in occupied or high-use areas such as doorway trim or facing balconies.



*expressed rafters, broad eave*



*clay tile with no eave*



*tile on profiled parapet*



**4. Roof**

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



*sloped tile roof*



*parapet with flat roof*



*roof as balcony behind articulated parapet*

**5. Drainage**

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



*projecting scuppers*



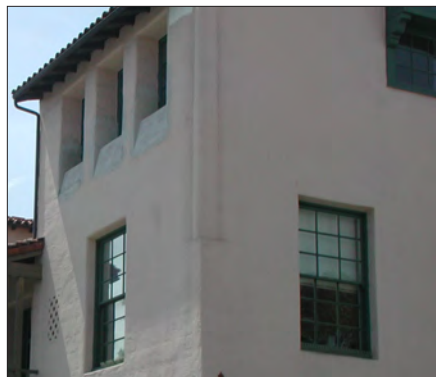
*water retention and control*



*gutter and downspout*

**6. Openings**

- a. Deep-set (min 3" plaster return) and combined with deeper balcony, loggia, and arcade elements to generate complex building-wide vertical or horizontal compositions.
- b. Such compositions can be symmetrical overall, locally symmetrical or, asymmetrical.
- c. Shutters are the aggregate size of the associated opening.
- d. See Section 5.3.040.F for additional standards.



*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*



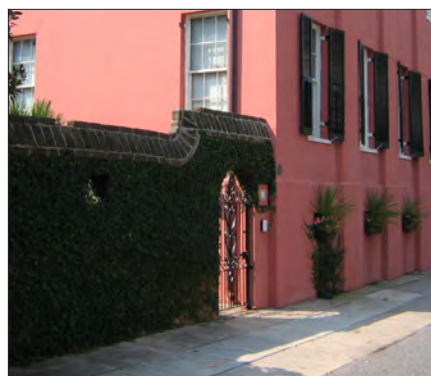
*articulation of corner*

**9. Site Definition 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*



**5.3.040 - Architectural Style Guidelines (continued)**

**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 invariably 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*



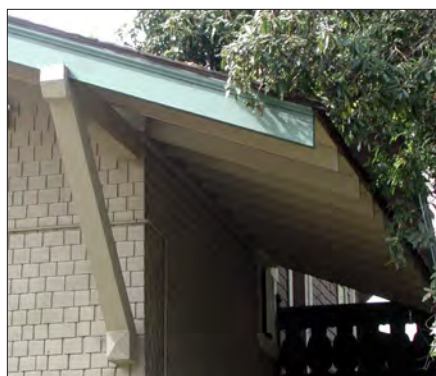
*Unpainted siding above painted plaster*



*Painted shingles above painted lap siding*

**3. Roof-Wall Connections**

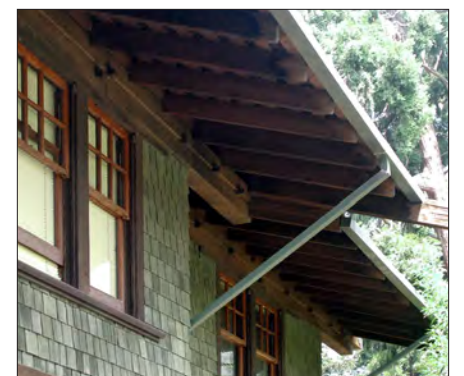
- a. Wide eaves with exposed rafters
- b. Wood braces may be used.
- c. Min 3' overhang
- d. Decorative, spaced boards to vent attics



*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)
- d. Clad in asphalt shingles.



*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**

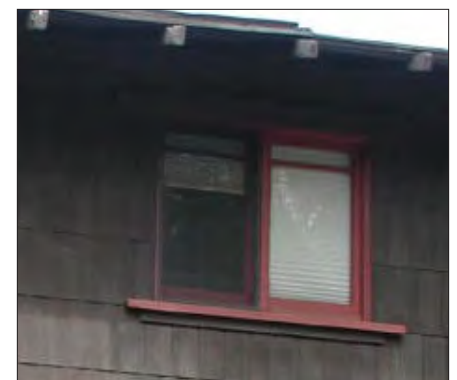
- a. Window openings should be oriented vertically, although several windows may abut to form a horizontal overall opening.
- b. Window lites may be divided into equal increments or be divided on a portion of a window (such as the upper portion of a double-hung or casement window).
- c. See Section 5.3.040.F for additional standards.



*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 Definition 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 composed of natural materials to blend into landscape*



*Trellis as entry*



*Natural materials with accented gate*



**5.3.040 - Architectural Style Guidelines (continued)**

**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. Roofs are flat, although towers may have roofs clad in metal.



**1. Base**

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



*Masonry base and monolithic wall*



*Marble base*



*Ground floor as base*

**2. Primary Walls**

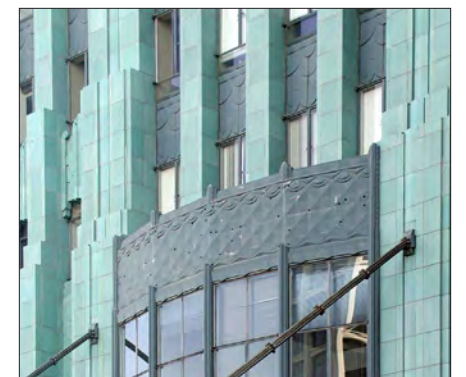
- a. Exterior walls may be constructed of cast concrete or plaster.
- b. Pilasters running the entire height of the building should be included as part of the facade design.
- c. Windows shall be located between the pillasters.



*Stone*



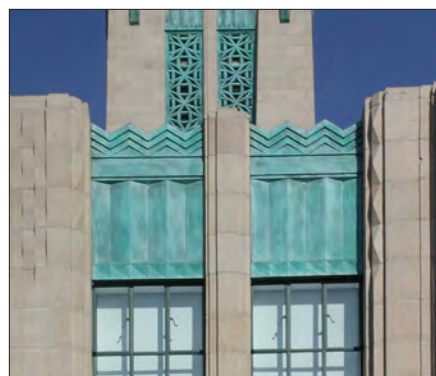
*Plaster and metal*



*Glazed Terra Cotta*

**3. Roof-Wall Connections**

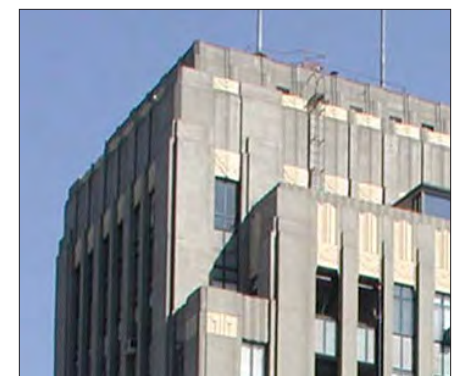
- a. Exterior walls shall extend beyond the roof level and form a parapet that is configured in one of three ways: i) pilasters that continue beyond height of interstitial walls, ii) walls that continue beyond height of the pilasters, iii) wall and pilaster that reach to same height.
- b. Decorated metal,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



*Column extensions with metal transoms*



*Plaster wall extensions with metal columns*

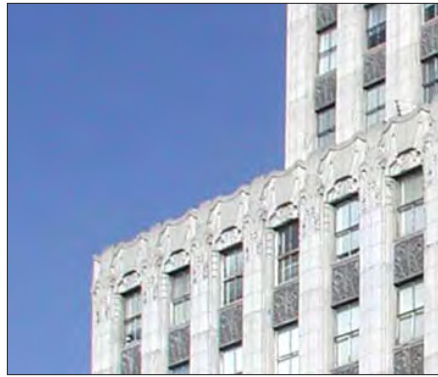


*Undulating parapet*

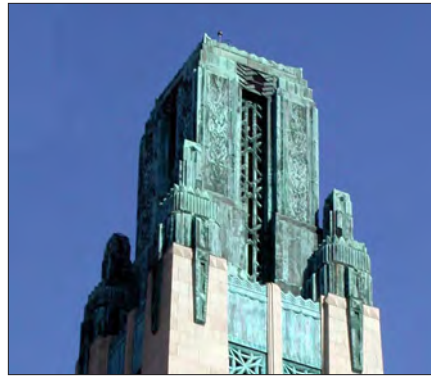


**4. Roof**

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



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



*Decorative cap*



*Corner stepped tower*

**5. Drainage**

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



*Sloped roofs without gutters*



*Scupper and downspout on building side*



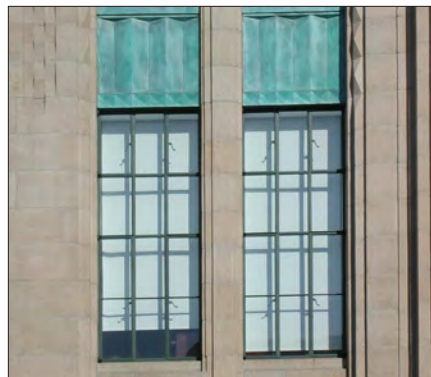
*Gutter with downspout into wall*

**6. Openings**

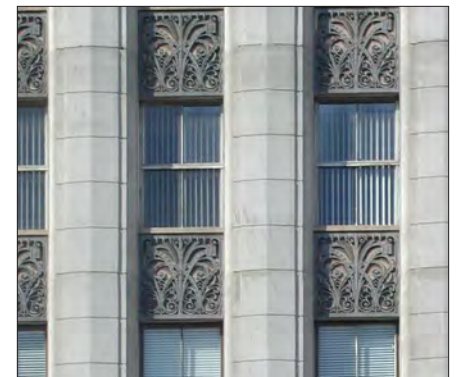
- a. Windows shall be situated between pilasters and shall be recessed.
- b. Windows shall be multi-paned and be vertical in orientation.
- c. Finely crafted, metal window grates are permitted and metal or tile transom panels between windows on consecutive floors are encouraged.
- d. See Section 5.3.040.F for additional standards.



*Simple trim with operable shutters*



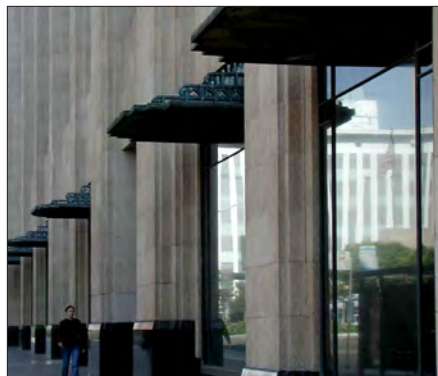
*Recessed metal window with metal transom*



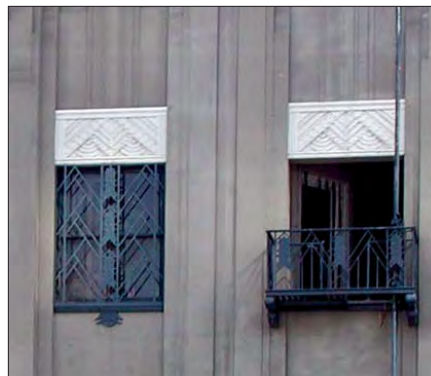
*Recessed double-hung with metal decorative transoms*

**7. Attached Elements**

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



*Decorative metal awnings*



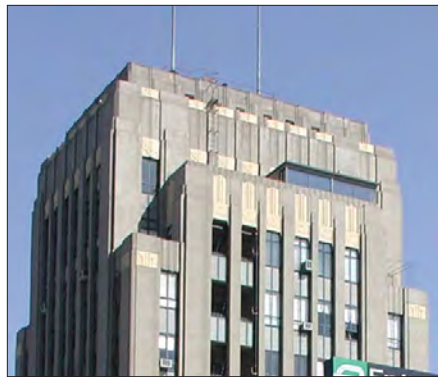
*Metal window grille and metal balcony*



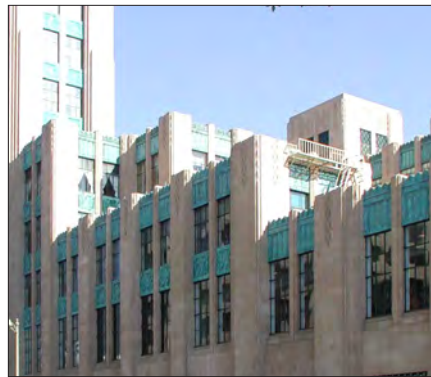
*Punched metal letter signage*

**8. Massing**

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



*Stepped-back volumes*



*Stepped-back volumes*



*Higher volume at corner*

**9. Site Definition and Landscape**

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



*Storefront with awnings*



*Porches*



*Storefront*



**5.3.040 - Architectural Style Guidelines (continued)**

**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, rather than repetitive, “cookie-cutter” facades and/or large, unarticulated building volumes. Architectural elements such as awnings, balconies, and trellises are appended to the volumes, often occurring in the interstitial spaces between volumes. Roofs may be flat with parapets, sloped, barrel-shaped, domed, or a combination thereof and are clad in metal or tile.



**1. Base**

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



*Brick base*



*Concrete base with brick columns and walls*



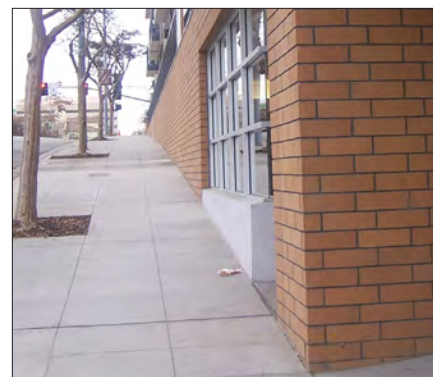
*No base with glass infill panels*

**2. Primary Walls**

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



*Painted cementitious siding*



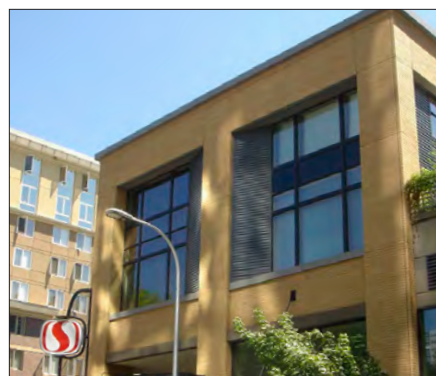
*Brick*



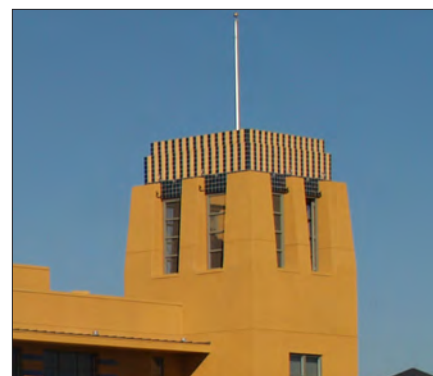
*Plaster ground floor*

**3. Roof-Wall Connections**

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



*Simple brick pattern beneath parapet with cornice*



*Parapet with receding cornice*



*Overhangs*



**4. Roof**

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



*Sloped metal roof*



*Metal barrel roof*



*Flat roof with decorative parapet*

**5. Drainage**

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



*Scupper and downspout*



*Scupper and downspout*



*Scuppers and downspouts*

**6. Openings**

- a. Window openings may be either framed or unframed.
- b. Windows should be multi-paned and be vertical in orientation.
- c. See Section 5.3.040.F for additional standards.



*Openings spanning multiple floors.*



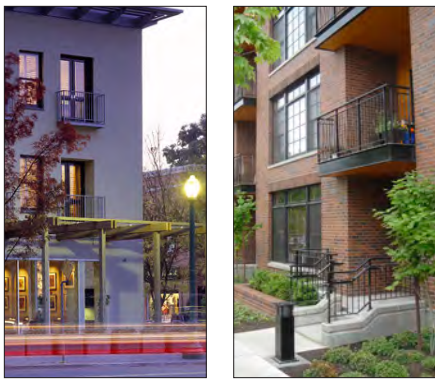
*Openings punched into mass wall*



*Corner windows, Bay Window*

**7. Attached Elements**

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



*Balconies, trellis structures*



*Wood trellis, metal awning (foreground)*



*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.



*Volume steps back from the street*



*Additive volumes*



*Interlocking volumes and planes*

**9. Site Definition 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*



**5.3.040 - Architectural Style Guidelines (continued)**

**F. Windows and Doors**

**1. Materials and Types.**

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

**2. Configurations and Methods.**

- a. Window openings shall be vertical or square in proportion. Multiple windows may be grouped side by side, resulting in an overall opening that is horizontal in proportion, provided the individual windows are vertical or square in proportion.

- b. Accent windows may additionally be circular, elliptical, octagonal or hexagonal. A maximum of two accent windows per facade is recommended.
- c. Windows shall be recessed in a manner that is specific to each building's architectural style (e.g., provide greater recesses for Mediterranean style buildings, etc.), but should be no less than 2 inches for any style (see Figure 5-5).
- d. Accent windows may additionally be pivoted or hopper configuration.
- e. Dormer windows may be hinged casement or hopper.
- f. Windows within storefronts may be fixed.
- g. If used, muntins shall be of a substantial dimension (e.g., not flat) and shall be placed on the exterior of windows.
- h. Head casing shall be equal in width to or wider than jamb casing.
- i. Public and visitor building entrances to upper floors shall be directly visible from the street and shall be easily identifiable and distinguishable from first floor storefronts by:
  - i. Locating the entrance in the center of the facade, as part of a symmetrical overall composition; or
  - ii. Accentuating the entrance with architectural elements, such as columns, overhanging roofs, awnings, or ornamental light fixtures.
- j. Doors shall be only side hinged, except:
  - i. Garage doors, which may be overhead; and
  - ii. Sliding glass doors, which may face back yards.
- k. Garage door widths shall not exceed 16 feet.



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



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

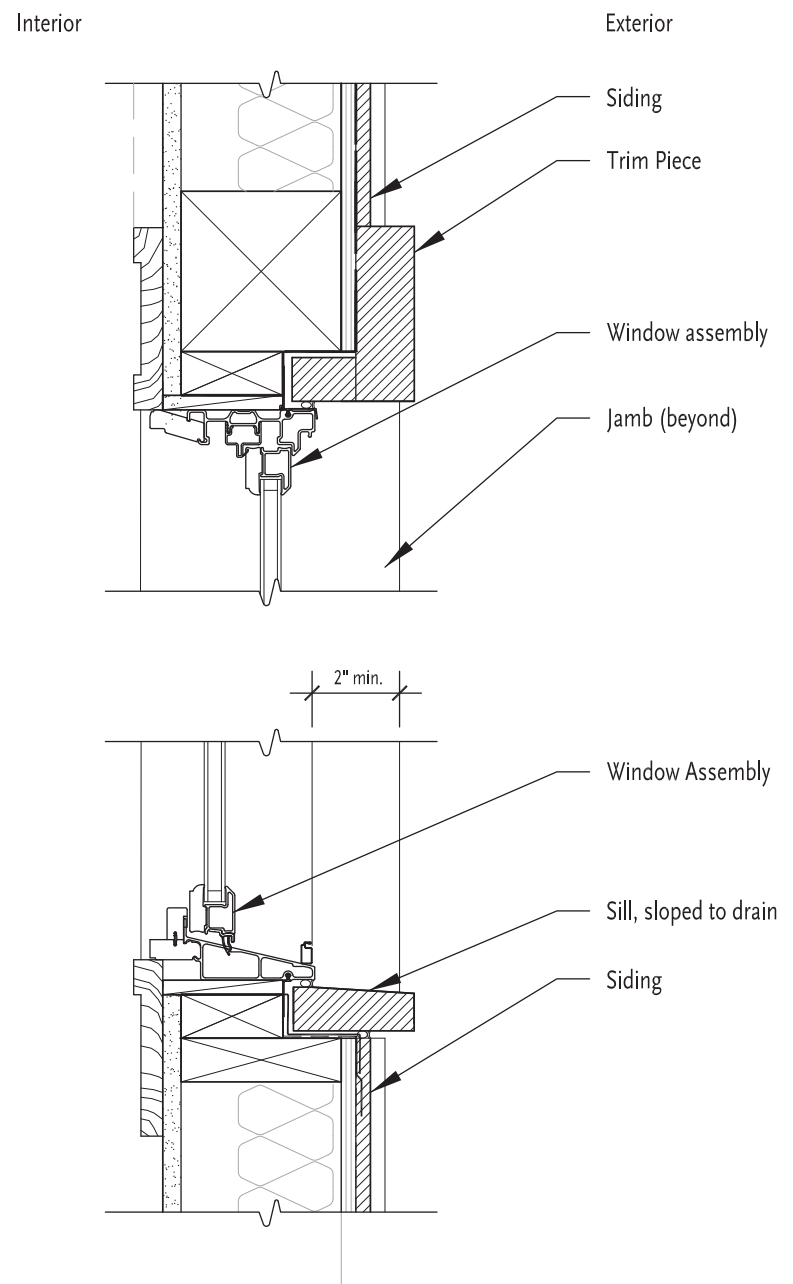


Figure 5-5: Typical window detail.



## 5.4 - Other Project Design and Development Standards

### 5.4.010 - Parking Design

#### A. Applicability

1. **Parking required.** Every use, including change or expansion of a use, or structure, shall have appropriately maintained parking and loading spaces or areas in compliance with the regulations identified in this chapter. A use shall not be commenced and structures shall not be occupied until improvements required in this chapter are satisfactorily completed.
2. **Permanency.** Parking and loading spaces shall be permanently available, marked, and properly maintained for parking or loading purposes for the use they are intended to serve.
3. **Number of parking spaces.**
  - a. Off-street parking spaces shall be provided for each land use as required by Sections 5.2.030 through 5.2.060 for the applicable zone, except where the parking requirement is reduced or otherwise changed in compliance with Sections 5.4.010.A.3.b.ii and 5.4.010.C.
  - b. **Spaces for multiple uses and mixed-use developments.** If more than one use is located on a site, including multiple uses under a single ownership:
    - i. The number of off-street parking and loading spaces to be provided shall be equal to the sum of the requirements identified for each individual use, unless a shared parking arrangement has been approved by the City.
    - ii. The number of parking spaces may be reduced if joint parking is approved based on the requirements of Section 5.4.010.C.1.(Shared On-Site Parking). However, in no case shall the combined required parking for the mixed-use development provide less than the minimum required for the residential use.
    - iii. In mixed use projects, required on-site residential parking spaces may be reserved, but commercial parking spaces must be made available for visitors or overflow from residences.
  - c. **On-Street Parking.**
    - i. On-street parking located along the development's frontage may be counted towards fulfilling the minimum number of spaces for the commercial component within the development up to twenty-five percent (25%) of the minimum required number of off-street parking spaces.
    - ii. In no case shall on-street parking be used for meeting minimum residential parking requirements within a mixed-use development.
    - iii. Where street parking spaces are counted toward meeting required on-site parking as allowed by this section, all such on street spaces must remain available for common use and not be exclusively assigned or reserved to any individual use.
  - d. Where Sections 5.2.030 through 5.2.060 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.
  - e. Where Sections 5.2.030 through 5.2.060 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.
  - f. Where Sections 5.2.030 through 5.2.060 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.
  - g. **Parking Calculation.** The parking requirement is based on the gross floor area of the entire use, unless stated otherwise. When the calculation of required parking results in a fractional number, it shall be rounded to the next highest whole number if the fraction is one-half or more; otherwise it shall be rounded down to the next lowest whole number.

#### G. Trim

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



A California Contemporary building with deep-set windows.



A Mediterranean style building with deep-set windows.



**5.4 - Other Project Design and Development Standards (continued)**

**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 5.4.010.C.5 (Off-site parking). Parking shall be located in compliance with Parking Placement requirements in Sections 5.2.030 through 5.2.060.

- 1. Exceptions within SD, TC, and CR Zones.** On-grade parking may be located closer to the front street and/or side street than the distance specified in Sections 5.2.030 through 2.050 provided:
  - a. Parking is lined with occupiable, usable space that is a minimum of 20 feet deep, and/or
  - b. Parking is located adjacent to a side street and is screened from the view of the street by a garden wall designed with materials consistent with the style of the overall building and/or is enclosed within a covered garage. Carports may not be provided along street frontages.
  - c. The parking is accessed from an alley and the parking spaces are screened from the view of the street by:
    - i. A large canopy tree and a low wall, hedge, and/or landscaping; or
    - ii. An enclosed garage with landscaping between the street-facing garage wall and the sidewalk.
  - d. **Vehicles for sale.** Vehicles or trailers shall not be parked upon a public or private street, parking lot, vacant lot, or public or private property within NMDSP area for the purpose of displaying the vehicle or trailer for sale, hire, or rental, unless the property is appropriately zoned, the vendor is licensed to transact the applicable business at that location, and the vendor has obtained all the appropriate land use approvals.

**C. Parking Reduction Requirements.** The number of parking spaces required by Sections 5.2.060 may be reduced, and the type or location of parking spaces required by this Section may be modified as follows:

- 1. Parking Reduction.** In general, the total requirement for off-street parking facilities shall be the sum of the requirements for the various uses computed separately. However, the required number of off-street parking spaces (including visitor spaces) for all residential and the residential portion of a mixed use developments may be reduced by up to a maximum of fifteen (15) percent, if such developments are under single ownership, and/or under the control of the same professional management company, subject to the following approval authority requirements:

Development Type	Percentage Reduction	Approval Authority
Residential only	up to 15%	City Council
Residential portion of mixed-use development	up to 15%	City Council

The applicant shall submit a written statement with the factual reasons for requesting the reduction in parking spaces. The statement must also include a detailed description of the proposed use(s) and calculations of the required number of parking spaces and a description of the number, size, and location of proposed off-street parking spaces. The required site

plan must include a parking plan showing the dimensions and locations of all parking spaces, drive aisles and the abutting alley width, if applicable.

The reductions specified herein shall only be considered if the Community Development Director finds that:

- a. After any allowed reduction, there remains an adequate amount of on-site parking for the uses on the site, and the parking reduction will not limit the use of the property for other uses that would otherwise be permitted on the property; and
- b. The operating characteristics of the proposed use are such that granting the parking reduction will not cause unreasonable negative impacts to the surrounding property owners or neighborhoods; and
- c. Parking for residential uses in mixed use developments will be accommodated through a shared parking agreement, as authorized by this section; and
- d. A Parking Management Plan (PMP) has been approved for the project, pursuant to the requirements of Section 5.4.010.E (Parking Management Plan); and
- e. The PMP and an appropriate legal instrument of agreement among the affected owner(s) of the property(ies) is recorded with the County Recorder. This legal instrument shall be binding upon the owner and his successors and assigns and shall limit and control the use of land included in the development to those uses and conditions approved by the Community Development Director.

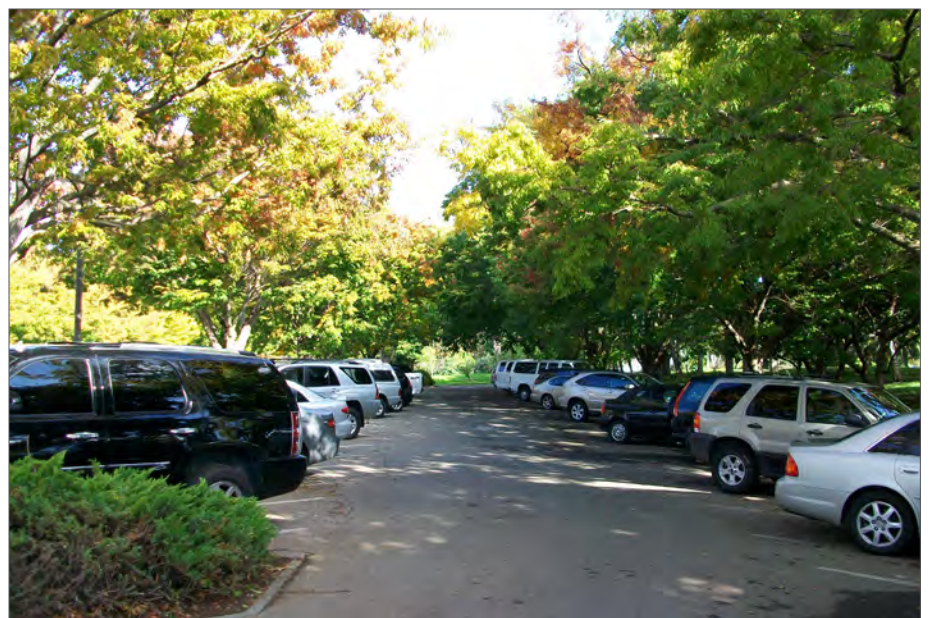
No person benefiting from a parking reduction shall make any changes to the use that would increase parking.

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

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



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



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



3. **Waiver of parking.** The City Council 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 similar proposed land uses by other cities, etc.).
4. **Waiver of parking - Off-hour uses.** The City Council 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.** Spaces available in parking structures located within one quarter mile (1,320 feet) of the subject use may be counted up to twenty-five percent (25%) of the minimum required number of off-street parking spaces for commercial uses, if such parking structure is available for public parking.
  - b. **Evaluation of proposal.** In considering a request for off-site parking at a distance of greater than 1,320 feet, the City Council shall consider whether adequate provisions, such as shuttle service, have been provided to bring drivers from the parking to the site.
  - c. **Guarantee of continued availability.** Required parking spaces that are off-site shall be committed by a recordable covenant, lease or other agreement, acceptable to the City Attorney. The parties to the covenant, lease, or agreement shall include the owners, and if applicable, the lessees of the off-site parking spaces and the owners, and if applicable, the lessees of the subject site, with covenants reflecting the conditions of approval and the approved off-site parking plan.
  - d. **Loss of off-site spaces.**
    - i. Notification to the City. The owner or operator of a business that uses approved off-site spaces to satisfy the parking requirements of this Section shall immediately notify the Community Development Director of any change of ownership or use of the property for which spaces are required, and of any termination or default of the agreement between the parties.
    - ii. Effect of termination of agreement. Upon notification that a lease for required off-site parking has terminated, the Community Development Director shall determine a reasonable time in which one of the following shall occur:
      - (1) Substitute parking is provided that is acceptable to the Community Development Director;
      - (2) The size or capacity of the use is reduced in proportion to the parking spaces lost; or
      - (3) A parking in-lieu fee shall be paid for each space eliminated.
  - e. **Valet Parking.** Valet parking service may be permitted for nonresidential uses, upon approval of a project parking analysis by the Community Development Director. On street parking spaces may not be used for valet service activities.

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

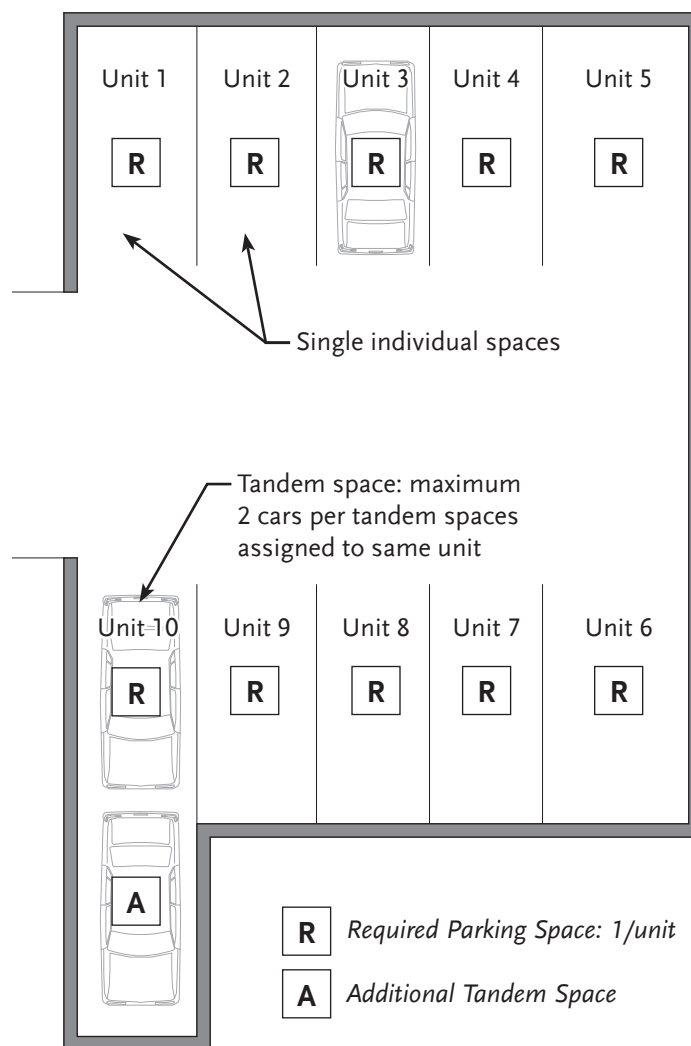
**1. Access to Parking**

- a. Within the Specific Plan area, no new parking shall be placed between a building and a street, except where allowed adjacent to a side street 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 new parking lots and parking garages shall be directly from a frontage line. Only underground parking garages may be entered directly from a building.
- d. Parking areas for nonresidential uses shall maintain a minimum unobstructed clearance height of 14 feet above areas accessible to vehicles.
- e. Direct, continuous pedestrian connections, using pedestrian walkways or sidewalks, shall be provided between any on-street parking, remote (off-site) parking or public parking facilities and the uses served.
- f. Visitor parking areas should be located and designed to be convenient in order to minimize parking in residential neighborhoods.

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

**3. Tandem Parking.**

- a. Tandem parking is allowed within multi-family projects and the residential component of mixed-use projects subject to the following standards and as shown in Figure 5-6:



**Figure 5-6: Parking for 10-unit residential building**



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



**5.4 - Other Project Design and Development Standards (continued)**

- i. No more than two (2) cars may park in each tandem space.
- ii. Both tandem spaces shall be assigned to the same dwelling unit.
- iii. Each residential unit shall be provided with a minimum of one (1) parking space. Second, tandem spaces shall be in addition to the single required parking space.
- iv. Up to 30 percent of the total required off-street parking spaces may be provided in a tandem configuration. The maximum number of spaces permitted in a tandem configuration refers to the total individual spaces, not the total number of tandem spaces. For example, if twenty (20) total residential spaces are required, two (2) tandem space with two (2) cars in the tandem space for a total of six (6) individual spaces may be provided.
- v. Vehicle movements necessary to move cars parked in a tandem configuration shall not take place on any public street.
- vi. Guest parking spaces shall not be provided in a tandem configuration.

b. Tandem parking may be considered for non-residential uses on a case by case basis when it can be demonstrated that the site in question provides adequate site maneuverability and access and a Parking Management Plan is approved by the Community Development Director and Chief of Police to insure that proper management and oversight of the use of the proposed tandem spaces will occur.

**4. Compact Parking Spaces Prohibited.** Compact spaces shall not be allowed in the NMDSP area.

**5. Disabled Parking Spaces.** Parking spaces for the disabled shall be provided in compliance with the requirements of State Law (California Administrative Code [Title 24, Part 2, Chapters 2B71]. Disabled spaces required by this Section shall count toward fulfilling off-street parking requirements.

**6. Loading Spaces.** A minimum of one (1) off-street loading space shall be provided for every non-residential or mixed use building over 3,000 sf in gross area. Loading spaces shall be generally located at the rear of a building or along the alley when present in a fashion that allows for adequate maneuvering, loading, or unloading of vehicles without interfering with the orderly movement of traffic or pedestrians on the street.

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

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

**8. Landscaping.** Parking areas shall be landscaped in compliance with the following requirements.

- a. Surface parking areas shall be planted with shade trees at a minimum ratio of one tree for every four spaces in an orchard planting arrangement.
- b. Parking areas adjacent to a street or sidewalk shall be screened with landscaping and a decorative wall between 36 and 48 inches in height as approved by the review authority.
- c. Landscaping and trees shall be planted around the perimeter of the parking lot.
- d. Irrigation. Automatic irrigation shall be provided for all landscaped areas.

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

- a. Outdoor light fixtures shall be limited to a maximum height of 15 feet or the height of the nearest building, whichever is less.
- b. Lighting shall be energy-efficient, and shielded or recessed so that:
  - i. The light source (i.e., bulb, etc.) is not visible from off the site; and
  - ii. Glare and reflections are confined to the maximum extent feasible within the boundaries of the site.
- c. Each light fixture shall be directed downward and away from adjoining properties and public rights-of-way.
- d. No lighting on private property shall produce an illumination level greater than one footcandle on any property within a residential zoning district except on the site of the light source.
- e. No permanently installed lighting shall blink, flash, or be of unusually high intensity or brightness, as determined by the Community Development Director.

**10. Striping and identification.**

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

**11. Surfacing.**

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

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

**12. Loading.** No loading spaces are required. Off-street loading spaces may be striped "loading zone" by the City of Montclair as approved by the Community Development Director.

**13. Parking Structure Standards.** Off-street parking facilities in above-grade structures shall comply with the following design standards:

- a. Parking structures shall be located to the side or rear of buildings, and/or underground. Retail or other pedestrian oriented uses shall be incorporated into the ground floor of the structure facing a street.
- b. Parking structures shall comply with applicable ground floor setbacks required for the main structure.
- c. The ground-level of a parking structure shall be a minimum of fifteen (15) feet, floor to floor, in vertical height.
- d. All sides of the parking structure shall have architecturally articulated facades designed to screen the view of parked cars and be visibly similar in character and scale to adjacent buildings to the greatest extent possible, except on sides abutting adjacent buildings. Blank wall planes facing the street are prohibited.



- e. Vehicle entries to off-street parking structures shall be integrated into the placement and design of adjacent buildings or oriented away from the primary street frontage. At a minimum, parking structure facilities shall have user vehicle access from locations that minimize conflicts with pedestrian circulation.
- f. When a parking structure provides commercial parking or is integrated into a building containing primarily nonresidential uses, at least eighty percent (80%) of the ground floor level of any side of an above-grade parking structure that is adjacent to a public street (except an alley) or adjacent to a public open space/plaza shall be constructed to an adequate depth to permit occupancy by any commercial or other non-parking principal use allowed in the district.

**E. Parking Management Plan.**

1. All properties in NMDSP shall be required to prepare and administer a Parking Management Plan (PMP). The PMP shall provide definitive parking regulations for tenants and for property owners which are enforced by the owner and/or project's property manager. The objective of the PMP is to ensure available parking spaces, garages, and/or parking structures are properly utilized by residents, property owners, guests, and or the public in an efficient manner at all times to reduce or eliminate parking conflicts.
2. PMP's must be customized to fit the particular context of the proposed site and development. The PMP, and any subsequent amendments, shall be reviewed and approved by the Community Development Director and Chief of Police.
3. The PMP shall incorporate at a minimum the following basic elements:
  - a. **Site Plan.** All parking areas and spaces within the project shall be depicted on a professionally rendered site plan showing the locations and dimensions of all parking spaces on the subject site. Each space shall be clearly numbered on the plan and accounted for on an accompanying table/matrix that identifies how spaces are allocated (e.g., tenant, guest, disabled, delivery, etc.) and/or assigned to respective units or lease spaces. Spaces shall be marked in the field to accurately correspond to the approved site plan to allow for easy monitoring of parking within the project site.
  - b. **Prospective Tenant Notification.** As part of the initial rental/lease application and/or purchase process, each potential renter or owner of a unit within the project shall be given written notice by the on-site manager or seller of on-site parking conditions and requirements at the complex. All executed rental/lease agreements or purchase contracts will contain the entire PMP as an exhibit to their rental/lease or purchase contract, including a signed acknowledgment form that records the resident(s) agreement with the terms of the PMP.
  - c. **Parking Decal Program.** Establish number and branded windshield decals for every registered car in the project to be issued at the time of resident move-in and voided upon rental/lease termination or sale of unit.
  - d. **Visitor (Guest) Parking.** Visitor (Guest) parking policy for short term guest parking passes specifying date, time, duration, and other restrictions.
  - e. **Enforcement Strategy.** Formulate policies to encourage compliance with the PMP by residents and guests, including but not limited to the following:
    - i. Installation of signs and ground surface markings on the site to identify resident reserved parking stalls and locations of guest parking stalls. Project signs shall be designed to complement the design and appearance of the project buildings.
    - ii. Retention of a licensed and qualified towing company. Signs shall contain appropriate written language identifying that the development is private property, that unauthorized vehicles will be towed at vehicle owner's expense, and emergency contact information.
    - iii. Violation Policy – prepare guidelines to handle violations of the provisions contained in the PMP and consequences for repeated violations.

**F. Sunset Clause: Establishment of Parking Infrastructure.** All minimum parking requirements for all uses may be waived after the City Council makes all of the following findings:

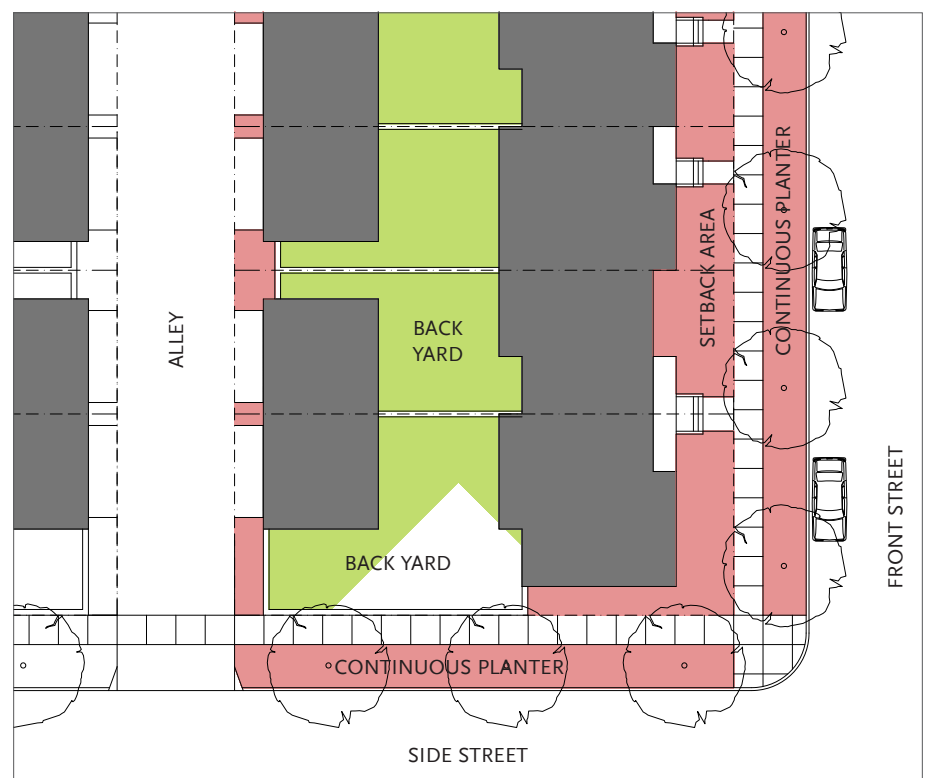
1. Protection of residential neighborhoods from 'spill-over' parking. Residential neighborhoods have the option of adopting Residential Parking Permit Districts to protect the on-street parking in their neighborhood from being overwhelmed by the cars of downtown employees or others.
2. Approval of New 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 and Outdoor Lighting Standards**

**A. Context appropriate landscaping** shall be provided for each project and designed to achieve an attractive "urban" landscape setting. Landscaping is also instrumental in creating and delineating public and private spaces. Appropriate landscaping will depend on factors such as the setbacks, shape, size, and orientation of the building.

**1. Landscape materials**

- a. Proposed developments shall incorporate site amenities such as linear planting beds or seat walls, street furniture, enhanced paving surfaces, public art, lighting, etc, where appropriate. These features should be architecturally compatible with the styles, materials and colors of the principal building on the lot and those in the immediate area.
- b. Plant species should be selected based on their suitability for an urban environment, for their cleanliness, and for their ability to survive in a healthy state despite constrained growing conditions. Ease of maintenance should also be considered.
- c. The majority of plant materials shall consist of drought tolerant and/or native plants with minimum water requirements.
- d. Turf is prohibited in development proposals, except where approved as a recreational use.
- e. Turf shall not be located in continuous planters or in Front Street or Side Street setback areas between the sidewalk and building facade as shown in Figure 5-7.



**Figure 5-7: Areas where turf permitted/prohibited**

- Turf Permitted
- Turf Prohibited



#### **5.4 - Other Project Design and Development Standards (continued)**

- f. The use of canopy trees for shading and cooling is encouraged where appropriate, particularly in publically accessible open spaces and plazas, to mitigate the urban heat island effect. Where canopy trees are used, site design should provide sufficiently sized tree pits or planting beds and appropriate planting medium to provide for healthy tree growth.
- g. No artificial trees, shrubs, turf or plants shall be used as landscape within the public right of way, any parking area, or within an open space area directly visible to from the public right of way.
- h. Decorative water features shall use re-circulating water and, where available, shall use recycled water

**B. Irrigation.** Permanent and automatic irrigation systems shall be provided for all landscaped areas in compliance with the State model ordinance.

**C. Sustainable storm water management.** The intent of this NMDSP is to create an urban walkable community based on urbanist and form-based code principles. When fully implemented, the development of the NMDSP planning area will result in an urban setting characterized by high density mid-rise residential and mixed use buildings, and structured or underground parking on sites with minimal to no landscape areas available at grade. In some cases, buildings could approach 100 percent coverage of the site.

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

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

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

#### **E. Site Lighting**

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



### 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. Definitions.** The following terms are used in this section:

1. **Site.** A legal parcel as shown in Figure 5-9.
2. **Building Site.** Smaller sites within the legal parcel, as shown in Figure 5-12, subdivided per the minimum lot width requirements of Sections 5.2.030.C.1, 5.2.040.C.1, 5.2.050.C.1, and 5.2.060.C.1; the building width and spacing requirements of Sections 5.2.030.E.4, 5.2.040.E.4, 5.2.050.E.4, and 5.2.060.E.4; and the maximum lot area requirements of Subsection F.1 of this Section. Building sites are established for design purposes in order to meet the minimum and maximum area requirements needed to effectively design buildings that meet the intended physical character of the applicable zone. The permanence of the building site lines as legal lots is not required by these standards.
3. **Remnant Site.** A Site within a city block that is not included in an adjacent assembly of one or more contiguous parcels and that does not meet the minimum lot width requirements of Sections 5.2.030.C.1, 5.2.040.C.1, 5.2.050.C.1, and 5.2.060.C.1. Remnant Sites are of special concern in locations where the Site currently meets the minimum lot width requirements of the zone, but would fail to meet the requirements when new streets are introduced as shown in Figure 4-2 (Proposed Street Network) and Figure 5-1 (Regulating Plan).

**C. Applicability.** The requirements of this Section apply to development proposed on a Site that is approximately the size of one-half of a traditional downtown block (200 by 400 feet, or approximately 2.0 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).

**D. 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. Submission of a Regulating Plan is also required when Remnant Sites are created as the result of the assembly of adjacent, contiguous parcels, particularly if the Remnant Parcel will fail to meet the minimum lot width requirements of Sections 5.2.030.C.1, 5.2.040.C.1, 5.2.050.C.1, and 5.2.060.C.1 due to the introduction of a future street as shown in Figure 4-2 (Proposed Street Network) and Figure 5-1 (Regulating Plan).

**E. 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 per Section 4.3.010;
2. Service alleys within the new blocks that preferably are accessed from side streets per Section 4.3.010; and
3. Multiple buildings on the Site, with their entrances on bordering streets per Section 5.3.

**F. Subdivision requirements.** Each Site shall be designed as a subdivision in compliance with the following standards, and to achieve the objectives in Subsection E of this Section.

1. Each proposed Building Site shall not exceed one acre.
2. Proposed parcel frontages shall comply with the lot width requirements of Sections 5.2.030.C.1, 5.2.040.C.1, 5.2.050.C.1, and 5.2.060.C.1.

**G. 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. Buildings shall comply with the building width and spacing requirements of Sections 5.2.030.E.4, 5.2.040.E.4, 5.2.050.E.4, and 5.2.060.E.4.
2. Buildings shall be designed to have fronts and backs, with front facades containing primary building entrances and facing streets and shall comply with the architectural standards of Section 5.3.

5.2.030.C.1 (Lot Width)

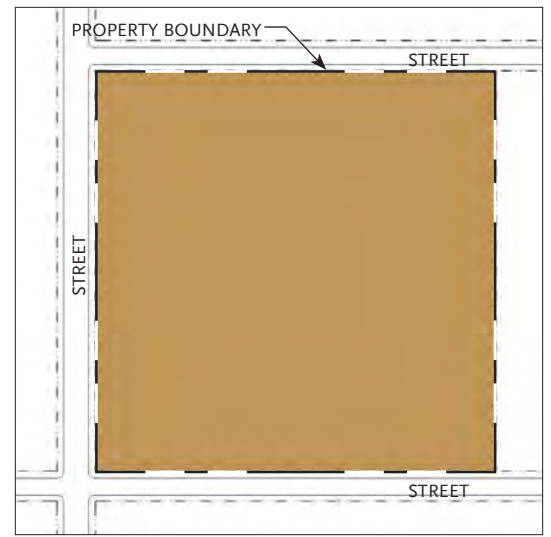


Figure 5-9. Site

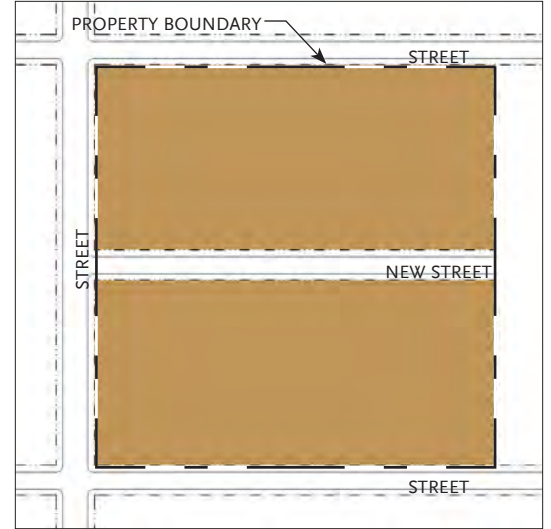


Figure 5-10. Introduce Streets

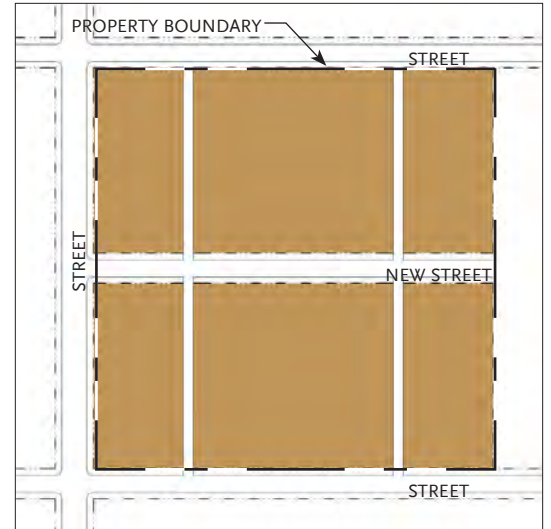


Figure 5-11. Introduce Alleys

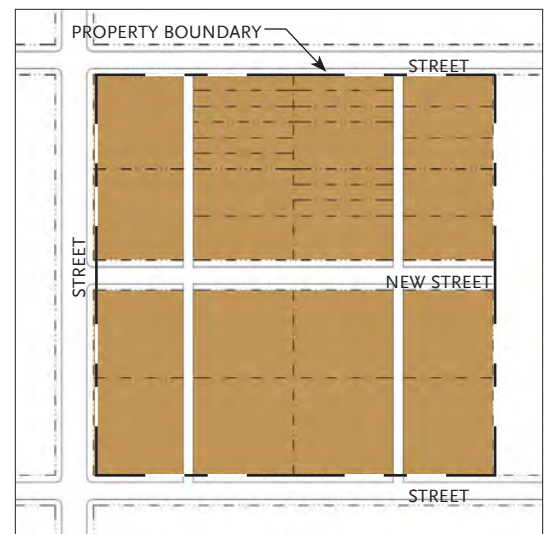


Figure 5-12. Introduce Building Sites

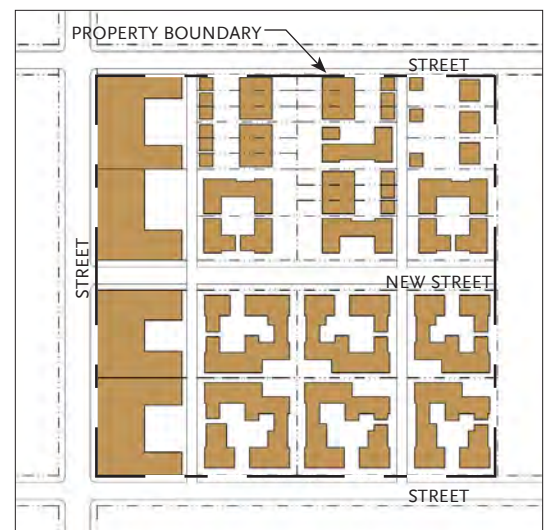


Figure 5-13. Introduce Buildings



**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 Community Development 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.

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

**Architectural Types.**

1. **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. **Commercial Block.** A building designed for occupancy by retail, service, and/or office uses on the ground floor, with upper floors also configured for service, office, and/or residential uses as allowed by each zone's use requirements. The upper floor may be accessed directly from the street via a stair or through a street-level lobby.
3. **Court.** A group of attached dwelling units arranged to share one or more common courtyards, with pedestrian visitor access taken from the courtyard, Front Street, and/or Side Street. The courtyard is intended to be a semi-public outdoor area that is visible from and accessed from the Primary Street. Courtyard buildings may accommodate housing as well as ground floor commercial uses in either a live-work configuration or as commercial/retail space that directly faces the Primary Street, if and as allowed by the zone.
4. **Hybrid Court.** A building that combines a lobby-access portion of the building with a walk-up portion. The building may be 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.
5. **Liner.** A building that conceals a larger building such as a public garage, theater, or "big box" store that is designed for occupancy by retail, service, and/or office uses on the ground floor, with upper floors also configured for those uses or for residences.
6. **Live/Work.** 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.
7. **Mansion Apartment.** A detached building with the exterior appearance of a large house, which contains more than four dwelling units.
8. **Rowhouse.** Two or more detached two- or three-story dwellings arrayed side by side with zero lot line side setbacks. The building is located at the front of the lot, with the garage at the rear of the lot, separated from the primary building by a rear yard.
9. **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.)
10. **Stacked Dwelling.** A building comprised typically of single-floor dwellings usually accessed from a central lobby that provides access to individual units via corridors. Ground floor dwellings facing the street may additionally take direct access via stoops or semi-private dooryards.

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

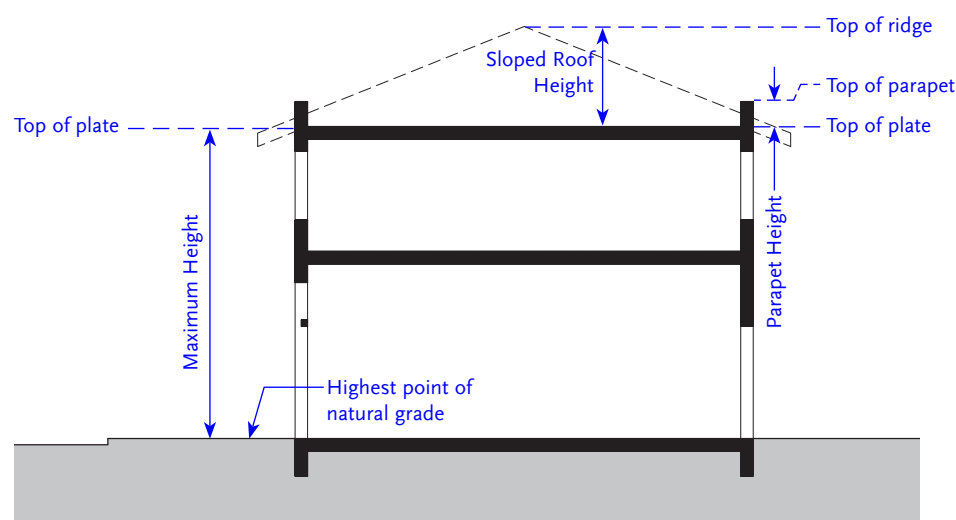
**Bank, Financial Services.** Financial institutions including:

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

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

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

**Building Height.** Building heights per Sections 5.2.030.E.1, 5.2.040.E.1 5.2.050.E.1, and 5.2.060.E.1 shall be measured as shown below:



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

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

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

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

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

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

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



## 5.5 - Glossary (continued)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Neighborhood Market.** See "Convenience Store."

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

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

- Accounting, auditing and bookkeeping services
- Advertising agencies
- Attorneys
- Business associations, chambers of commerce
- Commercial art and design services



## 5.5 - Glossary (continued)

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

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

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

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

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

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

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

- Barber and beauty shops. Incidental massage services may be allowed pursuant to the provisions contained in Section 4.56 of the Montclair Municipal Code.
- Clothing rental
- Dry cleaning pick-up stores with limited equipment
- Home electronics and small appliance repair
- Locksmiths
- Nail shops - manicure, pedicure
- Shoe repair shops
- Tailors
- Tanning salons

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

**Prohibited Uses.** Uses that may tend to have a blighting and/or deteriorating effect upon surrounding areas and potential adverse impacts. Examples of these uses include:

- Check cashing stores
- Consignment shops
- Fire arms and ammunition sales
- Fortune tellers
- Hookah shops/lounges
- Massage services as a stand alone business and not part of an approved hair salon or day spa.
- Palm and card readers
- Pawnshops
- Recycling collection centers for aluminum glass, paper, plastic, hazardous/toxic items, including self-serve reverse-vending machines
- Self-service vending machines
- Smoke Shop/Tobacco/E-Cigarette Store
- Spas and hot tubs for hourly rental

- Tattoo and body piercing services
- Thrift stores, including standalone donation bins

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

- Garages
- Gazebos
- Greenhouses (non-commercial)
- Spas and hot tubs
- Storage sheds
- Studios
- Swimming pools
- Tennis and other on-site sport courts
- Workshops

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

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

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

**Signage.**

1. **Address Sign.** As required by the City of Montclair, the store, suite number or building address shall be applied to the exterior building facade or glazing, either mounted flush or incised into the building facade. The numbers shall be visible to the street, of a particular height and of suitable color and/or contrast to the facade for legibility
2. **Animated Sign.** A sign with action or motion, moving characters, changing colors or change of light, which require electrical energy, but not including wind actuated elements, such as flags or banners.
3. **Applied Window Graphics.** Signage or graphics applied directly to window glazing, whether by silk screening, vinyl application, metal appliqué, glass etching or sandblasting
4. **Awning Sign.** A sign in which a tenant's name and/or logo is applied to the valance, or lower vertical portion, of a canvas awning projecting from a facade.
5. **Back Door Sign.** A sign at a tenant's back entrance for delivery and service access. The size, location, type, color, etc., of such signs shall be controlled by these criteria for consistency.
6. **Blade Sign.** A double-sided non-internally-illuminated sign mounted perpendicular to a tenant's building facade or storefront, suspended from a decorative metal bracket. Blade signs may be fabricated of metal, wood, or high-density foam and having any of various finishes. Blade signs are often sculpted or sandblasted into dimensional shapes, or have layered forms or letters providing a three-dimensional effect.
7. **Canned/Cabinet Signs.** Internally illuminated plastic panels within a sheet metal box enclosure.
8. **Canopy Sign.** A sign in which a Tenant's name and/or logo, formed as individual dimensional letters, is applied to the forward edge of a canopy, either by: a ) standing atop the canopy edge; b) applied against the canopy face; or c) suspended beneath the canopy edge.



## 5.5 - Glossary (continued)

- 9. External (Indirect) Illumination.** A light source not part of a sign, but mounted adjacent to or near the sign, so as to indirectly illuminate the sign face
- 10. Flashing Sign.** A sign, or portion thereof, exhibiting sudden or marked changes in lighting effects.
- 11. Freestanding Sign.** A sign supported by column(s), pole(s), or base, permanently attached to the ground, independent of any building.
- 12. Horizontal Band/Storefront Sign Band.** A horizontal zone across a building facade or above a storefront designed as a background for signs
- 13. Inlaid Floor/Sidewalk Sign.** A pattern, medallion, individual letters or sign recessed into the sidewalk at a premises entrance, set flush into the surrounding paving or flooring
- 14. Internally Illuminated Channel Letter.** A sign containing light source(s) within including neon and exposed lamp signs.
- 15. Interior Sign.** A sign suspended behind storefront glazing visible from the exterior.
- 16. Letter Height.** The height of a normal capital letter of a type font, excluding swashes, ascenders, and descenders.
- 17. Logo.** Any symbol(s), figure(s), letter(s), or design element(s) forming a distinct, unique identifying mark. Logo sizes are regulated when they appear separate from sign lettering
- 18. Marquee.** Any permanent roofed structure projecting over public property or right-of-way, attached to and supported by a building.
- 19. Marquee Sign.** Sign copy and/or imagery affixed to a marquee canopy, sometimes referring to the canopy itself along with the message text and images. Typical marquee signage is found at the entry to theaters and movie houses overhanging the box office and announcing current and future shows.
- 20. Operational Sign.** Any sign indicating miscellaneous information particular to a given tenant, such (as hours of operation, telephone numbers, rules or regulations). Such signs are typically placed on the glazing of an entry door or adjacent window
- 21. Property Owner/Landlord.** The party possessing legal title to the property or site in question
- 22. Real Estate Sign.** A temporary sign advertising the sale, rental, or lease of property on which the sign is located.
- 23. Rotating Sign.** A sign designed to revolve or rotate in any manner
- 24. Sign.** Any name identification, .description, display, illustration or device affixed directly or indirectly on a building structure or land in view of the general public, and directing attention to a product place, activity, person, institution, or business.
- 25. Sign Copy, Area.** The area of a sign, exclusive of margins, in which copy and graphics occur. Copy area shall be computed by surrounding each graphic element with a regular geometric shape (e.g., circle, rectangle, trapezoid, ellipse), calculating the area contained within those shapes, and totaling the sum of those areas. Minor elements such as simple lines or other decorative touches that extend beyond the limits of the geometric shapes shall not be included as part of the copy area.
- 26. Sign Face Area.** The area allocated for a sign and sign placement, including margins, as designated by the Landlord as being available for display of copy and graphic elements
- 27. Wall Mounted Plaque.** A small surface-mounted sign either inset flush or pin-mounted off a wall surface. Typical locations for wall mounted plaques are directly adjacent to an entrance or adjacent to display windows.

**Smoke Shop/Tobacco/E-Cigarette Store.** Any premises dedicated to the display, sale, distribution, delivery, offering, furnishing, or marketing of tobacco, tobacco products, or tobacco paraphernalia, including E-cigarettes. Products provided, however, that any grocery store, supermarket, convenience store, or similar retail use that only sells conventional cigars, cigarettes, or tobacco as an ancillary sale shall not be defined as a "Smoke Shop/Tobacco/E-Cigarette Store" and shall not be subject to the restrictions in this chapter. The juice in E-cigarettes typically contains nicotine and for this reason E-cigarettes and their juice can be classified as both tobacco products and tobacco paraphernalia.

**Studio - Art, Dance, Martial Arts, Music, Yoga, etc.** Small scale facilities, typically accommodating one group of students at a time, in no more than one instructional space. Studio spaces less than 2,000 square feet in size are permitted uses in the zones indicated. Larger facilities shall require the approval of a Conditional Use Permit.

**Temporary Public Event/Gathering.** A public event or gathering that is temporary because of its nature (e.g., related to a holiday, or dependent on good weather). These uses include, but are not limited to seasonal, civic, patriotic, religious, cultural, community, charitable events, and include fairs, festivals, carnivals, and parades.

**Temporary Seasonal Sales.** A use that is temporary because of the nature of the product or service (e.g., related to a holiday or dependent on good weather). Seasonal sales include, for example, the sale of Christmas trees during the winter, pumpkins during the fall.

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

- Theaters for the performing arts, civic theaters, that accommodate "live" theater and concerts
- Cinemas/movie theaters

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



## 6.1 - Airport Compatibility

All development subject to this North Montclair Downtown Specific Plan shall be consistent with the Airport Land Use Compatibility Plan of Ontario International Airport.

## 6.2 - 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, illustrated in Figure 6-1 at right, 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 in the Street Standards. The City should consider extending this reconstruction project east and west of the plan area.

(I) Proposed traffic light and crosswalk

**B. Fremont Avenue Streetscape.** A landscaped center median is introduced along Fremont Avenue as described in the Street Standards.

**C. Transit Square and Train Station.** The City will develop a public square north of the train platforms and Transcenter. Situated in the middle of the square is a station building that can provide seating, ticketing, restrooms, and small food amenities such as a coffee shop.

**D. Transcenter.** The existing Transcenter is expanded to accommodate more buses, improve transfers between buses and trains, and establish an urban location. The public sculpture that currently encircles the bus round-about is removed or relocated and incorporated into an amphitheater, playground, or other space regularly inhabited by people.

**E. North commuter garages/lots.** Parking for commuters is expected to be provided in one or two 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.

**F. South commuter/Park-Once garage/lot.** Parking for commuters could also be provided in a public/private parking garage located south of the rail tracks. In the short term, parking could be provided in a surface lot, if the parking garage is not needed to accommodate parking associated with development of the associated parcel.

**G. Richton Street Streetscape.** Richton Street will be landscaped as described in the Street Standards.

**H. Parks and Squares.** Throughout the Plan area, various sites have been allocated for neighborhood parks and squares.

**I. 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 the 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.

**J. North Gateway Landscape.** The City should introduce and maintain a double row of trees and signage at Monte Vista Avenue to mark the north gateway of Montclair. This streetscape should be coordinated with the Huntington Parkway.

**K. 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 in the Street Standards.

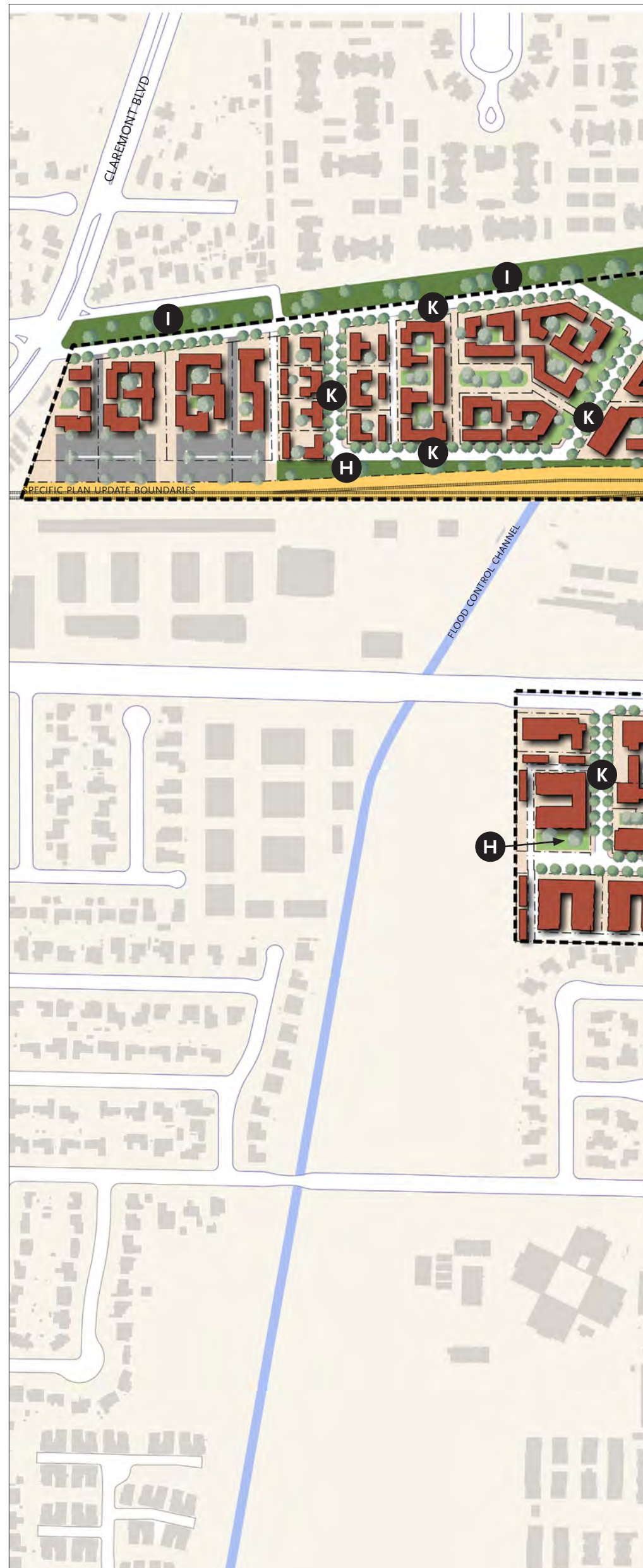
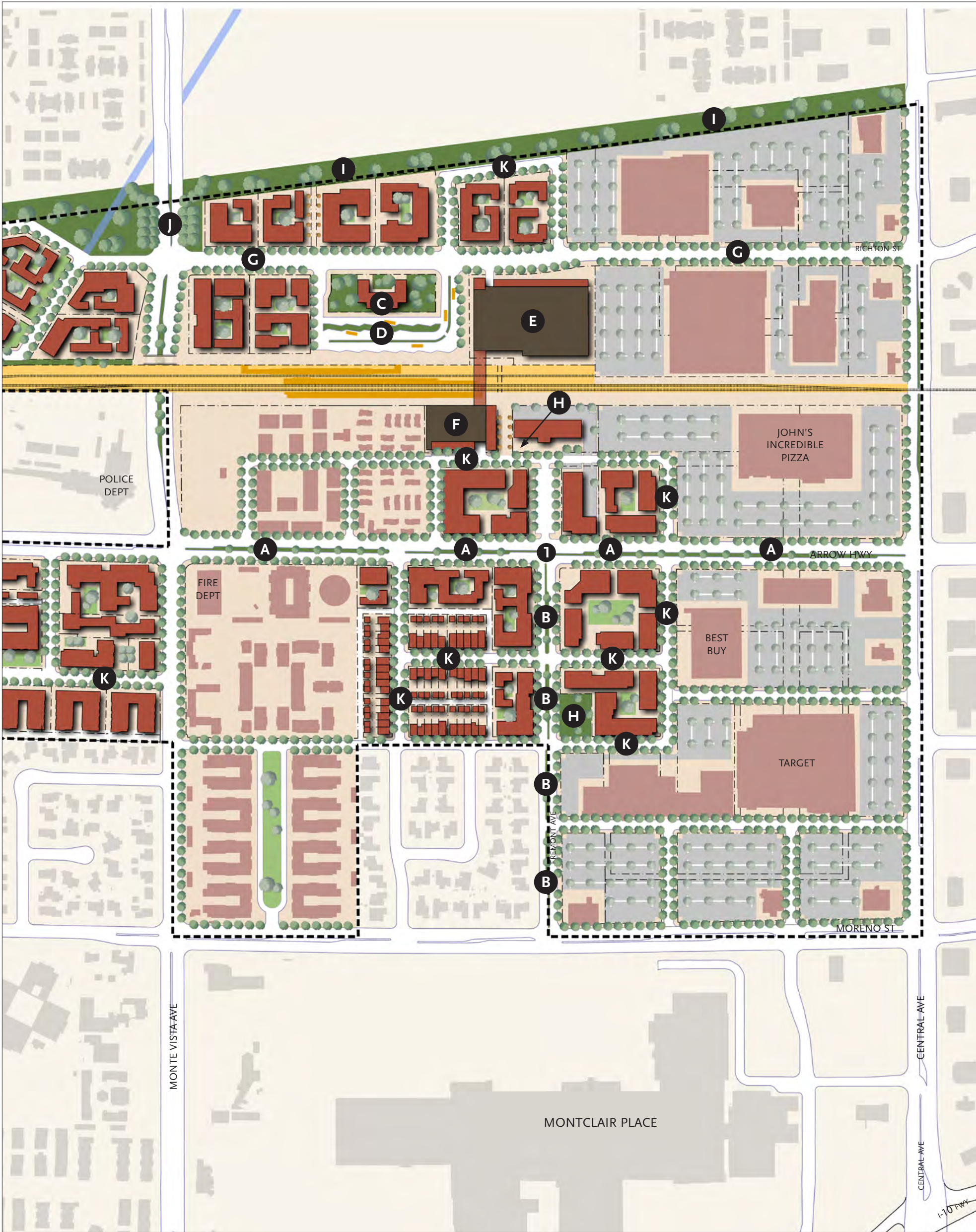


Figure 6-1: Illustrative Plan

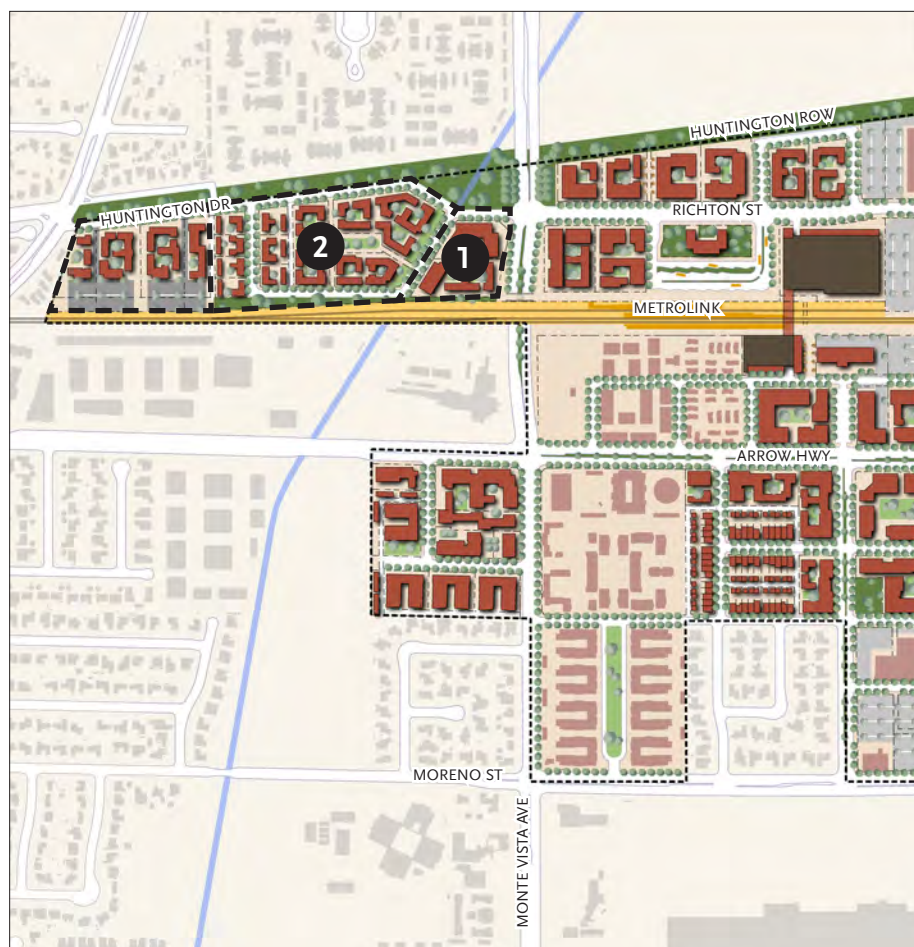
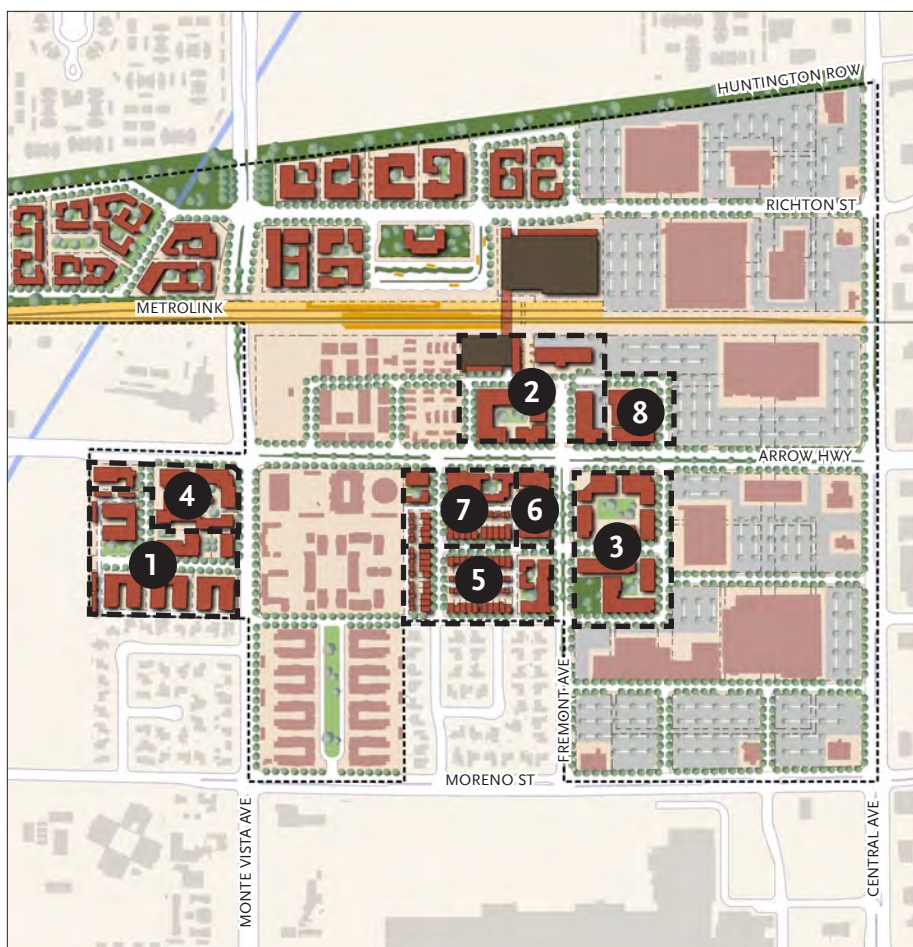






The particular version of the Plan illustrated above describes one possible way of arranging all future buildings throughout the North Montclair Specific Plan. This Illustrative Plan serves as a guide for understanding the greater goals of the Plan: to create a walkable, mixed use district that features 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.





**6.3.010 - Phasing**

**A. Phase 1: Town Center Residential**

Time frame : 0-10 years  
Build-out : 1,340 units/462,000 sf commercial\*

1. 250 units
2. 290 units/158,000 sf commercial
3. 230 units/90,000 sf commercial
4. 150 units/55,000 sf commercial
5. 150 units
6. 60 units/44,000 sf commercial
7. 140 units/62,000 sf commercial
8. 70 units/53,000 sf commercial

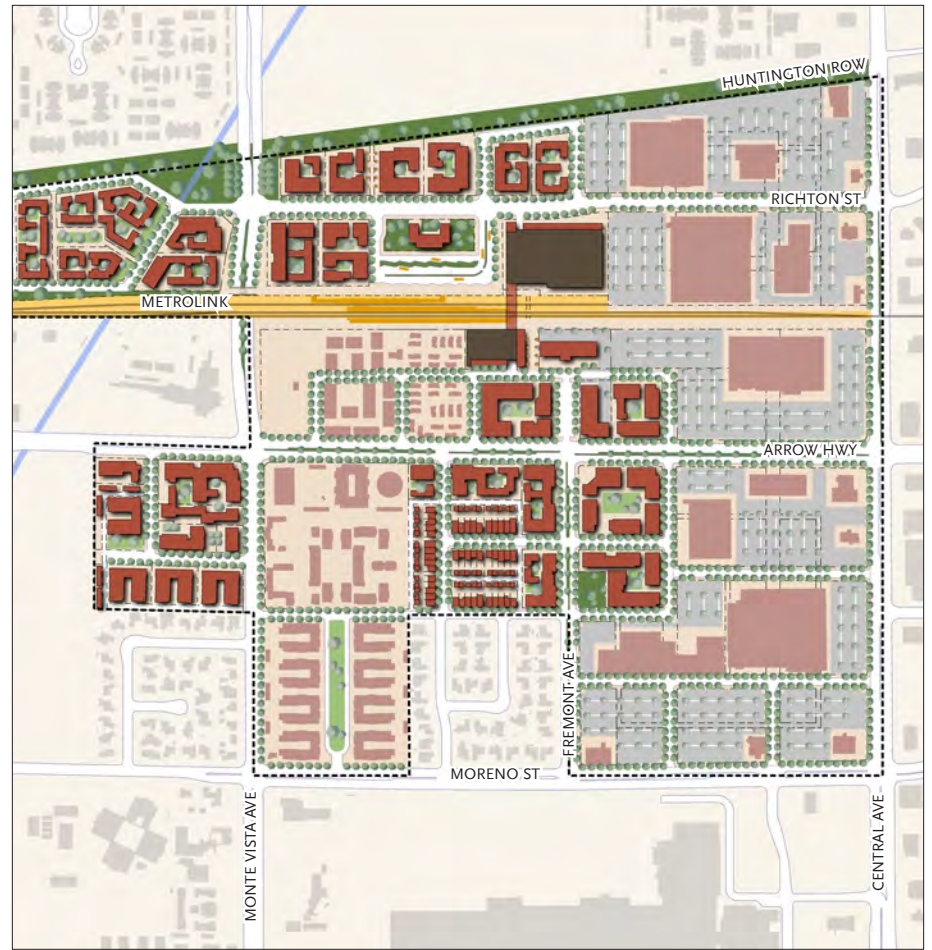
**B. Phase 2: North Gateway Residential**

Time frame : 10+ years  
Build-out : 520 residential units\*

1. 105 units
2. 300 units

\* Build-out numbers are the maximum development potential studied by the Environmental Impact Report (EiR). All development is subject to the Public Realm Standards (Chapter 4) and Development Standards (Chapter 5) of this Specific Plan.





**C. Phase 3: Town Center at Transit Station**

Time frame : 5-10 years  
 Build-out : 815 residential units/445,000 sf commercial\*

- 1. 215 units/117,000 sf commercial
- 2. 600 units/328,000 sf commercial
- 3. 115 units

**D. Phase 4: Southeast and Southwest**

No time frame  
 Build-out : 3,225 residential units/773,000 sf commercial\*

\* Build-out numbers are the maximum development potential studied by the Environmental Impact Report (EiR). All development is subject to the Public Realm Standards (Chapter 4) and Development Standards (Chapter 5) of this Specific Plan.



6.4 - Parking

**A. Park Once and Shared 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.

**B. 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



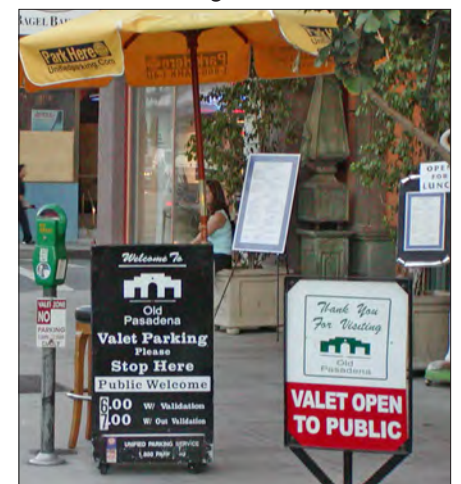
Parking Signage



Residential Parking District



Parking Meter: Pasadena



Sidewalk signs: Pasadena



Park Once Garage: Boulder CO

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 long term 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. **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.
  - 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, unless parking garages are used by developers to satisfy parking requirements for their project. 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.
- 3: **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.

### C. 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  
CONFORMANCE MATRIX

The following matrix shall be used by applicants to determine whether a proposed project conforms to the requirements of this Specific Plan.

Project Name: \_\_\_\_\_

Zone(s) per Figure 5-1: \_\_\_\_\_

Development Type per Section 5.1.040.A.1: \_\_\_\_\_

Parcel Size: \_\_\_\_\_

Gross Commercial Square Footage: \_\_\_\_\_

Residential Units: 1 BR \_\_\_\_\_ 2 BR \_\_\_\_\_ 3 BR \_\_\_\_\_ Total \_\_\_\_\_

**A. LAND USE**  
(Section 5.2.020 and Table 5-2)

<b>1. List the proposed use(s) below:</b>	<b>Are the proposed use(s) listed in Table 5-2?</b>	
a. _____	yes	no
b. _____	yes	no
c. _____	yes	no
d. _____	yes	no
e. _____	yes	no
f. _____	yes	no
<b>2. What are the permit requirements for the proposed use(s)?</b>	<b>Please circle one</b>	
a. _____	P	CUP      not allowed
b. _____	P	CUP      not allowed
c. _____	P	CUP      not allowed
d. _____	P	CUP      not allowed
e. _____	P	CUP      not allowed
f. _____	P	CUP      not allowed
<b>3. If the proposed uses(s) are not listed in Table 5-2, are:</b>		
• The characteristics of, and activities associated with the use(s), similar to one or more of the listed use, and will not involve greater impacts than the uses listed in the zone;		
• The use(s) consistent with the purposes of the applicable zone;	yes	no
• The use(s) consistent with the General Plan and this specific plan;		
• The use(s) compatible with the other uses allowed in the zone; and		
• The use(s) not listed as allowable in another specific plan zone?		

**B. SUBDIVISION, STREET, AND BLOCK STANDARDS**  
(Sections 4.3.010 and 5.4.030)

	Required/Permitted	Proposed	Please circle one		Notes
<b>1. Is the proposed parcel 2.0 acres or larger in size? If no, skip to "C. Building Placement."</b>			yes      no		
<b>2. Are internal streets introduced to connect with off-site streets and/or to create a series of smaller, walkable blocks? List proposed street type(s) per Section 4.3.010.D here:</b>			yes      no		
a. _____					
b. _____					
c. _____					
d. _____					
<b>3. Are proposed street type dimensions, including sidewalk and planter widths, in conformance with the requirements of Section 4.3.010.D?</b>					
<b>4. Are the proposed blocks smaller than 450 ft. x 450 ft. per Section 4.3.010.E?</b>	_____	_____	yes      no		
<b>5. As appropriate, are service alleys introduced that are preferably accessed from side streets?</b>			yes      no		
<b>3. Are proposed alley dimensions in conformance with the requirements of Section 4.3.010.D.11?</b>					
<b>7. Are proposed building sites 1.0 acres or less in area per Section ?</b>	_____	_____	yes      no		



C. BUILDING PLACEMENT (Sections 5.2.030.C, 5.2.040.C, 5.2.050.C, or 5.2.060.C)	Required/Permitted	Proposed	Please circle one		Notes
1. Does the lot meet the minimum lot width requirements?	_____	_____	yes	no	_____
2. Does the proposed building design meet the following building setback requirements?					
a. Front Setback					
i. Commercial	_____	_____	yes	no	_____
ii. Residential	_____	_____	yes	no	_____
b. Side Street Setback					
i. Commercial	_____	_____	yes	no	_____
ii. Residential	_____	_____	yes	no	_____
c. Sideyard Setback					
i. Commercial	_____	_____	yes	no	_____
ii. Residential	_____	_____	yes	no	_____
d. Rear Setback	_____	_____	yes	no	_____

D. PARKING PLACEMENT AND REQUIREMENTS (Sections 5.2.030.D, 5.2.040.D, 5.2.050.D, or 5.2.060.D)	Required/Permitted	Proposed	Please circle one		Notes
1. Does the proposed project meet the following minimum parking placement setback requirements and/or does it conform to the allowed parking placement exceptions of Section 5.4.010.B.1?					
a. Front Setback	_____	_____	yes	no	_____
b. Side Street Setback	_____	_____	yes	no	_____
c. Sideyard Setback	_____	_____	yes	no	_____
d. Rear Setback	_____	_____	yes	no	_____
2. Is parking accessed from an alley or side street?			alley	side street	_____
3. Does the project meet the minimum parking requirements (minimum number of parking space) per Sections 5.2.030.D.3, 5.2.040.D.3, 5.2.050.D.3, or 5.2.060.D.3?					
a. Residential	_____	_____	yes	no	_____
b. Lodging	_____	_____	yes	no	_____
c. Live/Work	_____	_____	yes	no	_____
d. Other Uses	_____	_____	yes	no	_____
e. Guest	_____	_____	yes	no	_____
3. Does the project include tandem parking?			yes	no	
4. If provided, does tandem parking comply with the requirements of Section 5.4.010.D.3?			yes	no	

E. BUILDING PROFILE (Sections 5.2.030.E, 5.2.040.E, 5.2.050.E, or 5.2.060.E)	Required/Permitted	Proposed	Please circle one		Notes
1. Does the proposed building design meet the building height requirements per Sections 5.2.030.E.1, 5.2.040.E.1, 5.2.050.E.1, or 5.2.060.E.1?					
a. Height/% of ground floor footprint area	_____	_____	yes	no	_____
b. Height/% of ground floor footprint area	_____	_____	yes	no	_____
c. Height/% of ground floor footprint area	_____	_____	yes	no	_____



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2. Does the building have any encroachments into setbacks or the public right-of-way per Sections 5.2.030.E.2, 5.2.040.E.2, 5.2.050.E.2, or 5.20.060.E.2?

a. Front Street

i. Encroachment depth	_____	_____	yes	no	_____
ii. Encroachment height	_____	_____	yes	no	_____
iii. Encroachment length	_____	_____	yes	no	_____

b. Side Street

i. Encroachment depth	_____	_____	yes	no	_____
ii. Height	_____	_____	yes	no	_____
iii. Length	_____	_____	yes	no	_____

3. Does the proposed building design meet the maximum building width and spacing requirements per Sections 5.2.030.E.4, 5.2.040.E.4, 5.2.050.E.4, or 5.20.060.E.4?

a. Building width along Front Street	_____	_____	yes	no	_____
b. Building spacing along Front Street	_____	_____	yes	no	_____

<b>F. ARCHITECTURAL TYPE (Section 5.3.010)</b>	<b>Required/Permitted</b>	<b>Proposed</b>	<b>Please circle one</b>	<b>Notes</b>
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1. Does the proposed building employ design for security strategies that promote natural surveillance per Section 5.3.010.D?

yes      no

2. Is the proposed building more than 35 feet long (NR Zone) or 50 feet long (CR, TC, SD Zones)?

yes      no

3. If the answer to question 2 above is "yes," please list the facade articulation techniques used per Section 5.3.010.E.

- a. \_\_\_\_\_
- b. \_\_\_\_\_
- c. \_\_\_\_\_
- d. \_\_\_\_\_
- e. \_\_\_\_\_

4. Does the proposed building include ground floor commercial space? If, does it meet the following design requirements of Section 5.3.010.G?

yes      no

a. Minimum depth of forty (40) feet)?	_____	_____	yes	no
b. Minimum of 50 percent (50%) of first floor facades with primary street frontage consist of pedestrian entrances, display windows or windows affording views into retail, offices, gallery, restaurant, or lobby space.	_____	_____	yes	no
c. For corner lots, minimum of 50 percent of first floor facades with secondary street frontage consist of pedestrian entrances, display windows or windows affording views into retail, offices, gallery, restaurant, or lobby space.	_____	_____	yes	no
d. All glass in windows and doorways is clear or provides a minimal amount of neutral tinting to achieve sun control.	_____	_____	yes	no

5. Does the proposed building include solar panels or any other emerging systems and are they hidden from the view of the street and/or integrated into the overall form of the building per Section 5.3.010.I?

yes      no

6. Does the project provide the required amount of electrical vehicle charging stations per Section 5.3.010.J?

yes      no



7. Proposed architectural type(s) Section 5.3.010.K: \_\_\_\_\_

\_\_\_\_\_

8. Does the proposed building design meet the architectural type requirements?

a. Minimum Lot Width	_____	_____	yes	no	_____
b. Access					
i. Entrance to building/ground floor units	_____	_____	yes	no	_____
ii. Parking access	_____	_____	yes	no	_____
c. Parking and Services					
i. Parking type/location	_____	_____	yes	no	_____
ii. Services/utilities location(s)	_____	_____	yes	no	_____
iii. Services/utilities access	_____	_____	yes	no	_____
d. Open Space					
i. Primary shared open space location	_____	_____	yes	no	_____
ii. Shared open space/courtyard dimensions/area	_____	_____	yes	no	_____
iii. Frontage encroachments into shared open space/courtyard	_____	_____	yes	no	_____
iv. Private open space type/location	_____	_____	yes	no	_____
e. Landscape	_____	_____	yes	no	_____
f. Frontage					
i. Living rooms, dining rooms, and bedrooms oriented towards street	_____	_____	yes	no	_____
g. Building Size and Massing	_____	_____	yes	no	_____
h. Accessory Dwellings	_____	_____	yes	no	_____

<b>G. FRONTAGE TYPE</b> (Section 5.3.020)	<b>Required/Permitted</b>	<b>Proposed</b>	<b>Please circle one</b>	<b>Notes</b>
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1. Proposed frontage type(s): \_\_\_\_\_

\_\_\_\_\_

2. Does the proposed building design meet the frontage type requirements?

a. Width	_____	_____	yes	no	_____
b. Depth	_____	_____	yes	no	_____
c. Height	_____	_____	yes	no	_____
d. Open Space	_____	_____	yes	no	_____
e. Floor Height	_____	_____	yes	no	_____
f. Fence/Wall/Hedge Height	_____	_____	yes	no	_____
g. % of ground floor wall area (storefront)	_____	_____	yes	no	_____
h. Corresponds to storefront openings (gallery, arcade)	_____	_____	yes	no	_____

<b>H. SIGNAGE</b> (Section 5.3.030)	<b>Required/Permitted</b>	<b>Proposed</b>	<b>Please circle one</b>	<b>Notes</b>
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1. Proposed signage type(s): \_\_\_\_\_

\_\_\_\_\_

2. Does the proposed building design meet the signage type requirements?

a. Quantity	_____	_____	yes	no	_____
b. Location	_____	_____	yes	no	_____
c. Sign dimensions	_____	_____	yes	no	_____
d. Encroachment into setback or public right-of-way	_____	_____	yes	no	_____



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e. Illumination \_\_\_\_\_ yes no \_\_\_\_\_

**H. ARCHITECTURAL STYLE (Section 5.3.040)** Please circle one Notes

1. Proposed Architectural Style(s): \_\_\_\_\_

- |   |     |    |
|---|-----|----|
| 2. Is this one of the recommended architectural styles?                                 | yes | no |
| 3. Is the proposed building design consistent with the building design recommendations? |     |    |
| a. Base   | yes | no |
| b. Primary Walls  | yes | no |
| c. Roof-Wall Connections  | yes | no |
| d. Roof   | yes | no |
| e. Drainage   | yes | no |
| f. Openings   | yes | no |
| g. Attached Elements  | yes | no |
| h. Massing  | yes | no |
| i. Site Definition and Landscape  | yes | no |

**I. PARKING DESIGN STANDARDS (Section 5.4.010)** Please circle one Notes

- |   |     |    |
|---|-----|----|
| 1. Does the project meet the following parking access criteria (Section 5.4.010.D.1)?   |     |    |
| a. No parking between building and street   | yes | no |
| b. Opening of parking lot or garage does not exceed two lanes in width.   | yes | no |
| c. Pedestrian entrance to all new parking lots and/or garages directly from frontage line (except subterranean garages).            | yes | no |
| d. Parking garages of non-residential uses maintain a minimum unobstructed clearance of 14 feet above areas accessible to vehicles. | yes | no |
| 2. Does the proposed project meet the parking area design standards?  |     |    |
| a. Minimum parking space and aisle dimensions (Section 5.4.040.D.4)   | yes | no |
| b. Parking area landscaping (Section 5.4.040.D.5)   | yes | no |
| c. Parking area lighting (Section 5.4.040.D.6).   | yes | no |
| d. Parking area striping and identification (Section 5.4.040.D.7)   | yes | no |
| e. Parking area surfacing (Section 5.4.040.D.8)   | yes | no |



**J. LANDSCAPE AND OUTDOOR LIGHTING STANDARDS**  
**(Section 5.4.020)**

Please circle one

Notes

**1. Does the project meet the following landscaping and outdoor lighting criteria?**

- |  |     |    |
|--|-----|----|
| a. Plant species selected based on suitability for an urban environment  | yes | no |
| b. The majority of plant materials consist of drought tolerant and/or native plants with minimum water requirements  | yes | no |
| c. Commercial and Industrial projects: turf not used   | yes | no |
| d. Turf not located within front or side street setback areas or within continuous planter areas   | yes | no |
| e. As appropriate, canopy trees provided, particularly in publically accessible open spaces and plazas. Site design provides sufficiently sized tree pits or planting beds and appropriate planting medium to provide for healthy tree growth  |     |    |
| f. No artificial trees, shrubs, turf or plants are used as landscape within the public right of way, any parking area, or within an open space area directly visible to from the public right of way.  |     |    |
| g. Decorative water features use re-circulating water and/r where recycled water   |     |    |
| h. Permanent and automatic irrigation systems provided for all landscaped areas  | yes | no |
| i. To the extent possible, project utilizes Best Management Practices (BMP) alternatives and Low Impact Development (LID) practices to addressing drainage, infiltration, and stormwater quality for the site, including drainage from roofs, plazas, courtyards, and any surface parking areas. | yes | no |
| j. If provided, surface infiltration basins accommodated either within an active or passive park or open space that can be closed during flood events, or are not visible from a street or public open space and are in addition to the required on-site open space.                             |     |    |
| k. Site lighting is shielded by permanent attachments to light fixtures so that light sources are not visible from a public way and to prevent off-site glare.   | yes | no |
| l. Site light illuminates parking areas, buildings, pedestrian routes, and public ways   | yes | no |



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