Fruits of Justice

Sowing Seeds of Resiliency in Pomona, CA

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2023 Master of Landscape Architecture Capstone Project

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Maria Vargas

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Fruits of Justice

Abstract

California Senate Bill 1000 requires cities to create a plan to combat the unequal distribution of environmental and social outcomes, described as the environmental justice element of a city's general plan. As part of their effort to comply with this requirement, we were tasked with proposing spatial and policy recommendations for Pomona, a city on the eastern edge of Los Angeles County. In recent years, it has emerged as a warehousing and distribution logistics hub, and the spatial distribution of these uses has contributed to uneven impacts of these developments. Within Pomona, the area we've identified as emblematic of these inequities, and chosen to focus on for this proposal, is a mixture of housing, commercial and industrial uses in the eastern portion of the city, referred to in this report as the East Corridors Focus Area.

By focusing upon a disproportionately burdened part of the city, we aim to encourage the equitable allocation of resources and develop solutions that may apply to the rest of the city. Spatial challenges we've identified include nearby industrial uses, significant traffic, a lack of active transit infrastructure, high housing burden, unemployment, and a disproportionate pollution burden. This contributes to unequal outcomes that concentrate linguistic isolation, lower educational attainment, and high rates of asthma and heart disease. These populations are the most vulnerable to the projected impacts of climate change.

Despite these challenges, we see many opportunities to build momentum. Recent initiatives to combat the challenges include a moratorium on new warehousing facilities, a ban on new waste and recycling processing facilities, and increased funding for parks and the arts through development fees. Other opportunities include rethinking underdeveloped infrastructure like streets and vacant parcels that can provide space for new parks, pedestrians, and active transit users. The most valuable assets are the people. The residents of Pomona represent diverse backgrounds, perspectives and skills which contribute to the resilience and momentum of the city.

The proposed design and policy recommendations envision an equitable Pomona where every resident has the opportunity for the highest possible quality of life. Where residents have the opportunity for meaningful involvement in decisions that affect them, and those historically marginalized are prioritized in policy-making and thoughtful investment. To address the unequal outcomes documented in our analysis, the plan includes efforts to identify and prioritize neighborhoods for investment based on equity. The proposed goals target mobility, economic health, community connection, public health and climate change resiliency.

Many of the interventions proposed in this plan center around transportation and public space improvements. Improved networks for alternative transportation shift the city away from car-centric infrastructure. Proposed interventions support emerging local economies, provide good local jobs, and affordable housing to strengthen residents' economic health. Public space improvements and community engagement strategies lead to strong community connections and encourage active involvement of residents. Public health outcomes are improved by supporting healthy lifestyles, enhancing social connections, and mitigating air pollution. Strategies are also provided to strengthen Pomona's resilience to the impacts of climate change.

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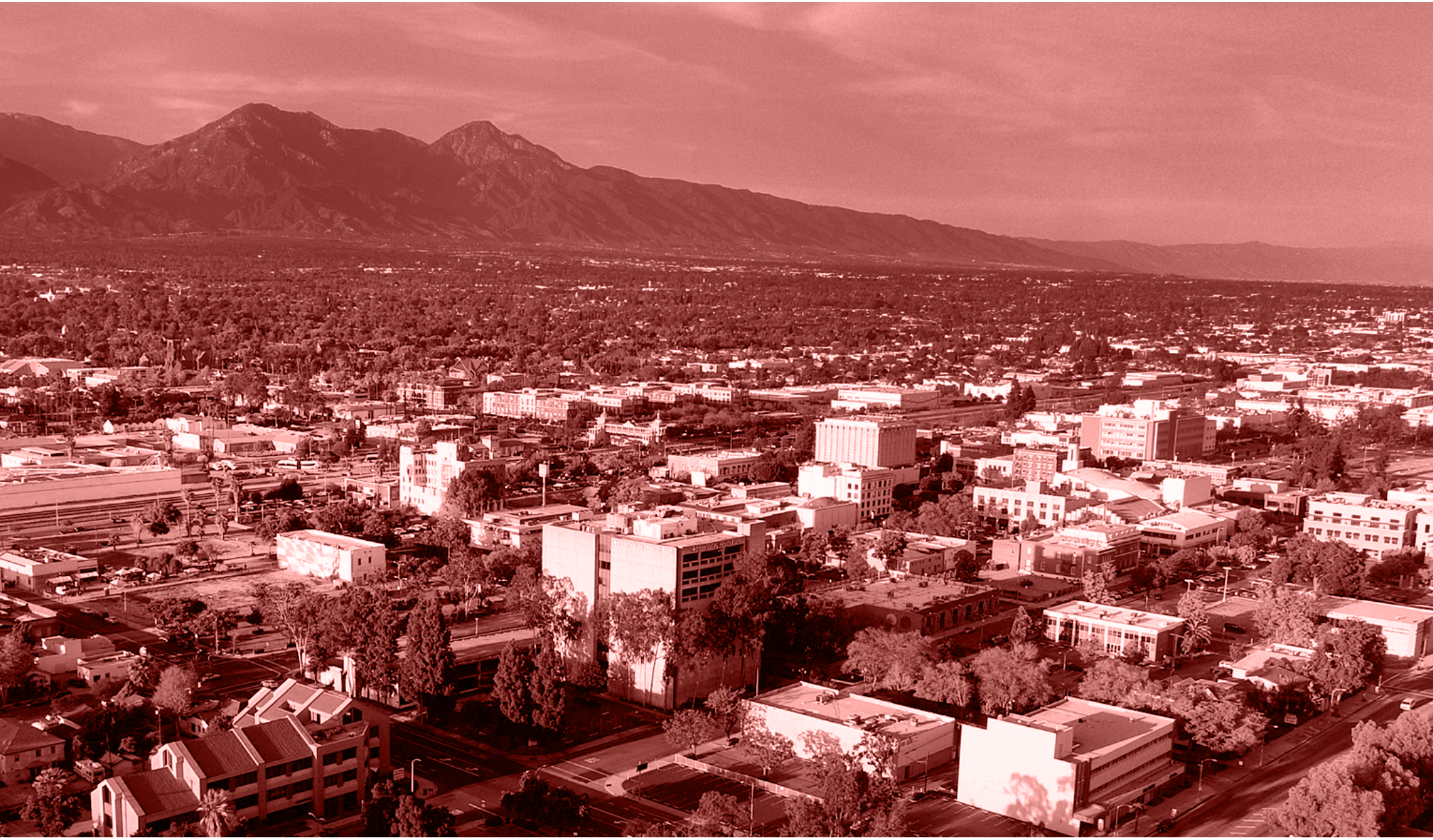

Introduction

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Context

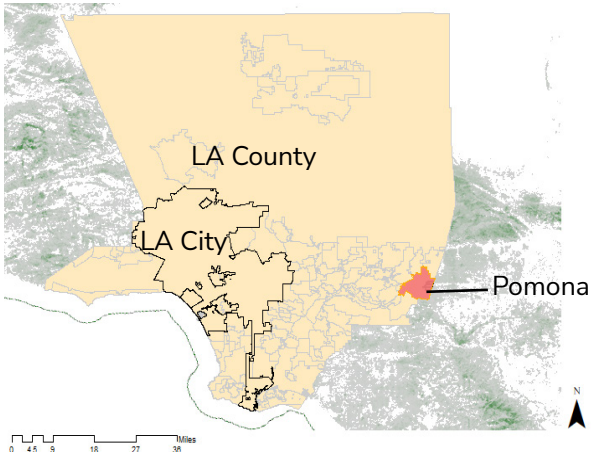


Figure 1.1 *LA County in yellow, LA City outlined in black, and Pomona in Pink*

Data Source: US Census Data | ACS 2020| LA County GeoHub

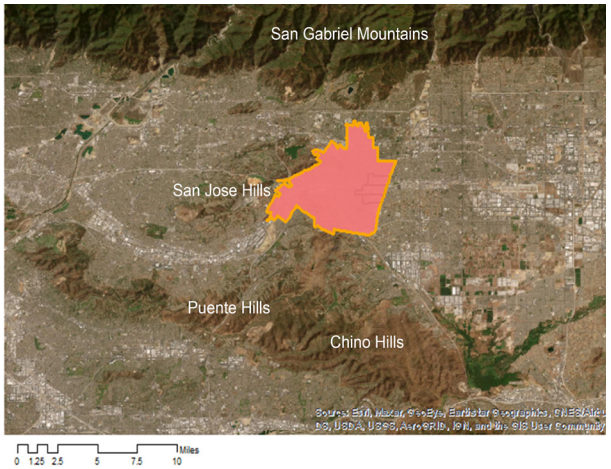


Figure 1.2 *Pomona in pink, situated in a valley surrounded by San Gabriel Mountains to the North and Hills to the South and West*

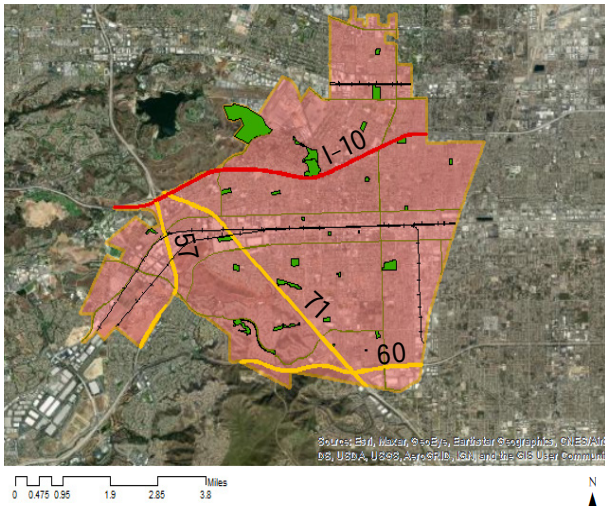
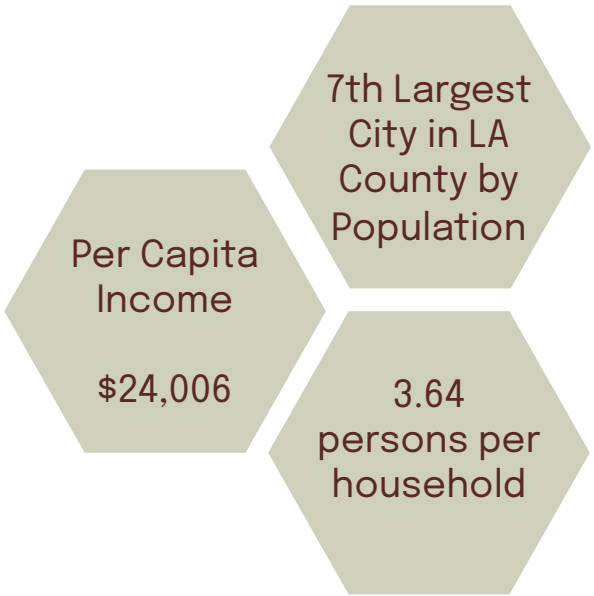


Figure 1.3 *Pomona and major Roads*

Data Source: US Census Data | ACS 2020| LA County GeoHub

Pomona is a city of approximately 150,000 located on the Eastern most edge of Los Angeles County, approximately 30 miles east of Downtown Los Angeles. The San Gabriel Mountains are to the North, the San Jose Hills to the West, and the Puente and Chino Hills to the South. These geologic conditions situate Pomona in a Valley that is between the San Gabriel Valley to the West and San Bernadino Valley to the East.

Pomona is the 7th largest City in LA County by Population. It has a per capita income of $24,006 (ACS 2021 5-year) which is almost $10,000 less than the per capita income of LA County. There are 3.64 persons per household in Pomona, which is more than the LA county average of 2.96. The I- 10 Freeway runs through the city seen in red. With the 71, 60 and the 57 on the western side of the city seen in yellow. The railroad transects the city in the center running east to west, and in the southeastern regions, running north to south



Project Introduction

Our community partners, the City of Pomona are in the process of drafting an Environmental Justice Element to be included in the general plan. The City is interested in understanding conditions in neighborhoods that may be designated “Environmental Justice Communities”. This includes existing and anticipated challenges, assets, and opportunities that may contribute to policy regarding land use, transportation and open space. We were tasked with identifying challenges and opportunities through neighborhood level analysis of “Environmental Justice Communities”. We created proposals for policy development and spatial visualizations of possibilities to enhance pubic infrastructure to support resiliency.

To support this effort we wanted to look at definitions of Environmental Justice. The state definition from the office of California State website, government code section 65040.12 states “Environmental Justice” means the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies.” In 2016 SB 1000 was signed which requires local governments to identify environmental justice communities (“disadvantaged communities”) and address environmental justice in their general plans (OAG).

Part of our project philosophy is to broaden our vision and definition of Environmental Justice. To do this we encompass Spatial Justice as a whole, meaning equitable access to the best quality of life. In order to accomplish this, we aim to build from the momentum already in the community, focus on assets within the communities, and grow the community from within.

During our initial phases of research we explored many models, two in particular that have guided the development of this project are The Asset Based Community Development Model, and The Regenerative Framework.

The Asset Based Community Development Model is used to frame possibilities within a city or community from a strengths-based perspective versus a deficits perspective. By identifying existing assets within a community and building from existing gifts and relationships.

The Regenerative Framework uses 5 different indicators of what a community senses within itself, meeting these different indicators can lead to a more regenerative community. These indicators are: a sense of momentum, sense of possibility, sense of community worth, sense of belonging, and sense of well-being.

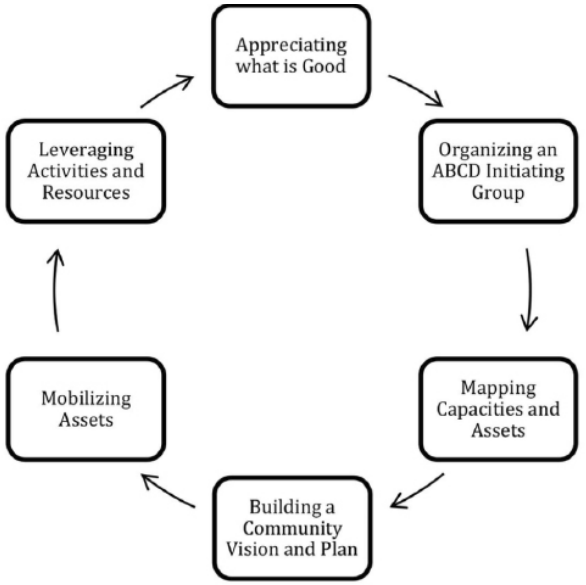


Figure 1.4 *Asset Based Community Development Model*
Diagram source: Misener, L., & Schulenkorf, N. (2016)

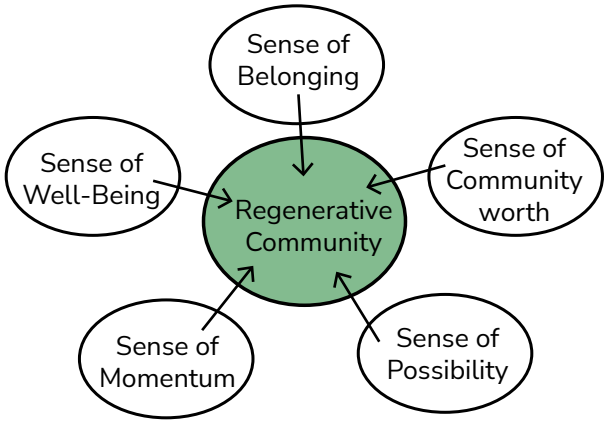


Figure 1.5 *Regenerative Community Model adapted from Kyle D. Brown PHD*

A People's History of Pomona

In order to address environmental justice in the city of Pomona we must recognize historic and structural injustices that contribute to present day inequities. This analysis is not exhaustive, and more work should be done to reveal the less well-known stories of Pomona's past and present inhabitants.

Indigenous History

The area now known as Pomona is part of the unceded ancestral land of the Gabrielino Tongva, the aboriginal peoples of the Los Angeles Basin. The name "Gabrielinos" refers to association with the San Gabriel Mission, established in 1771 and built by enslaved members from the surrounding villages (Stickel 2016). In 1834 many Indigenous peoples were forcibly relocated to the missions after secularized mission land became part of Rancho San Jose for grazing and agriculture. Many suffered during this period from smallpox outbreaks, violence, murder, and cultural erasure at the hands of colonizers. The survivors were enslaved or forced to work for ranchers. Several unsuccessful revolts occurred during the years of 1779, 1785, and 1812 (Pomona College). Today the Tongva remain landless and unrecognized as a tribal group. Despite these hardships, descendants continue to live in Pomona (the LA Basin) and beyond.

Citrus Industry

From the late 1800's to the mid 20th century, Pomona was a major center for the citrus industry. By the 1920's Pomona had the highest per capita levels of income in the US and through the 1950's was an important economic and cultural center for the region. This is evident today in the architectural styles preserved in Pomona's historic district and various landmarks throughout the city. The wealth generated during this time period depended on a diverse group of laborers who lived and worked in highly segregated and repressive conditions. *A World of Its Own: Race, Labor, and Citrus in the Making of Greater Los Angeles* describes how Ranchers suppressed labor organizing and solidarity by keeping the different ethnic groups segregated in housing and work. Systemic forms of inequality also included the Chinese exclusion act (1882) and Alien Land laws (1913) that made it illegal for non-citizens to own land (Garcia 2002).

Redlining

As with other US cities at the time, significant social disparities were deepened by redlining practices and racially restrictive covenants, leading to patterns of segregation and divestment that are still evident today. In Pomona, the area near Ganesha Park was labeled on the Homeowners Loan Corporation (HOLC) maps as green, for "best", blue for Lincoln Park and yellow was selected for homes that bordered the railway in South Pomona. The neighborhood south of Edison Historic District, west of Downtown, was labeled red for "hazardous", citing Hispanic and African American communities living there as indicators of greater risk (Figure 1.6). Today, the racial segregation worsened by these maps continues to influence demographic patterns, with relatively affluent neighborhoods like Lincoln Park and Ganesha Hills housing a larger percentage of white residents, and historically marginalized communities in south Pomona maintaining large immigrant populations. Redlining prevented residents from securing loans and made it very difficult to purchase a home, depleting the ability of affected communities from being able to pass down wealth between generations in the form of home ownership. The legacy of redlining has been associated with divestment, industrial zoning, reduced tree canopy, and freeway placement and has implications for public health and other environmental justice issues (Lee et. al. 2002).

Japanese Internment

Pomona was featured prominently in the unjust internment of people of Japanese decent in WWII. The Los Angeles County Fairgrounds located in North Pomona was one of 13 temporary detention camps established until more permanent concentration camps were built. From May 7th to August 24th 1942, 5,514 people of Japanese decent were confined at the Pomona Assembly Center (Wallis 2018).

Freeways and Suburban Development

The construction of freeways such as the I-10 led to an influx of families and suburban development farther away from the cities' core (Deborah Clifford, personal conversation). Pomona now has two interstates and three state freeways, contributing to high levels of air pollution affecting Pomona residents including Diesel Particulate matter (CalEnviroscreen 4.0).

Industrial Development

During the 1970's, Pomona adopted a general plan which embraced heavy industry, making truck traffic, air, and noise pollution a part of daily life particularly for low-income neighborhoods living near the industrial corridors in the Southeast part of the City and the along the railroad tracks. This, paired with regional divestment led residents to share in conversation with the team that Pomona had become a 'dumping ground' for surrounding cities. The development of Pomona's industrial corridors has continued produce disproportionate harm to Pomona's largely Hispanic and Latino neighborhoods (CalEnviroscreen 4.0).

Pomona Today

Recently, residents have pushed to change the industrial trajectory of the city's economy. In 2017, after years of community efforts Pomona passed legislation banning the construction of new waste and recycling facilities, and in 2022 Pomona passed a temporary moratorium on new warehouses to examine the issue further before introducing more permanent legislation. Community organizing has focused on improving conditions for Pomona residents around issues of pollution, policing, housing and more. The legacy of injustices highlighted here risk being reinforced unless there is meaningful participation in decision-making by historically marginalized groups. Engaging in public procedures to advocate for community needs requires time and knowledge of the process, privileges that we hope can be one day be held by all Pomona residents. Efforts must be made to meet the people where they are, uncover hidden histories, and begin to create a more just Pomona.

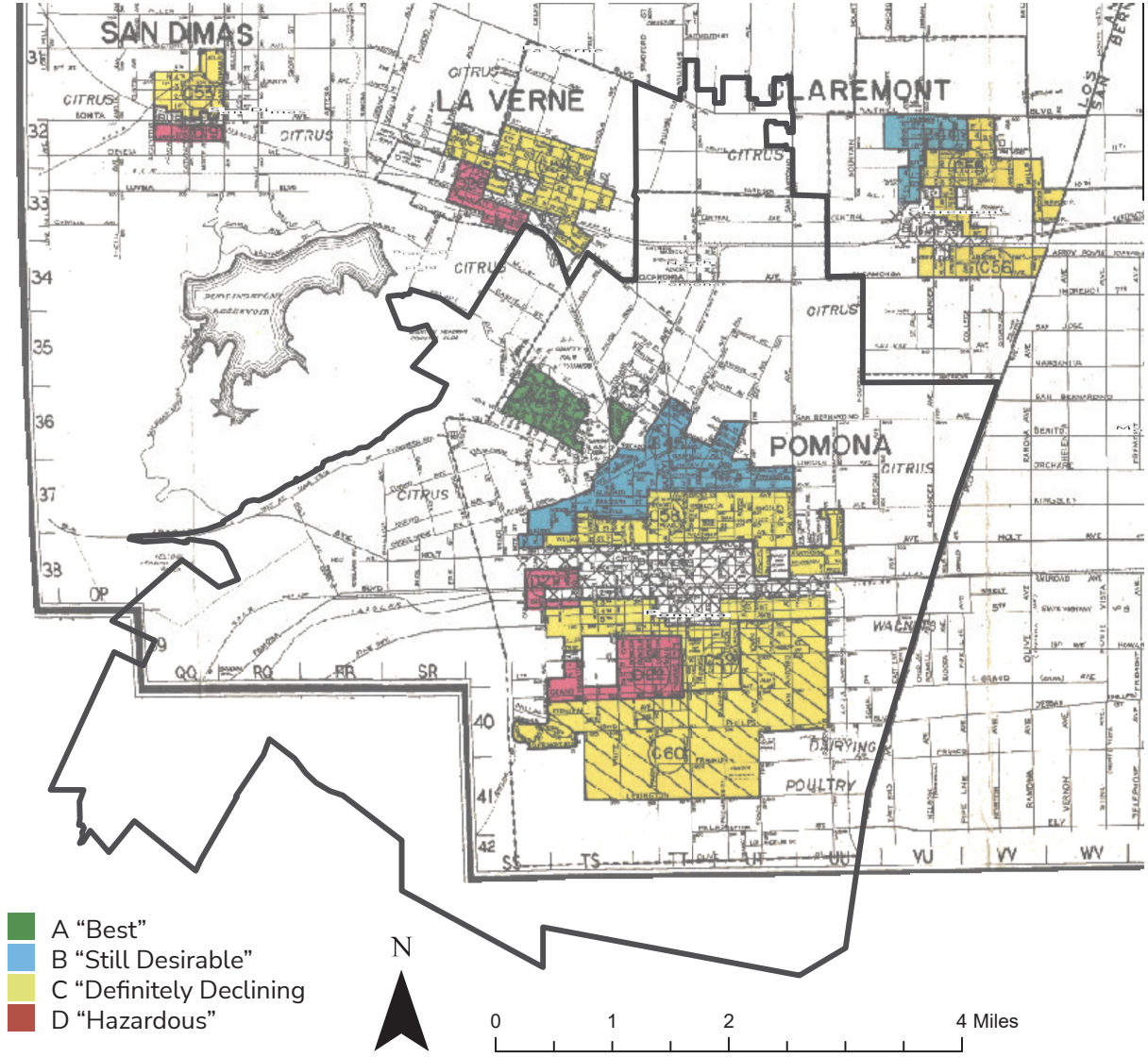
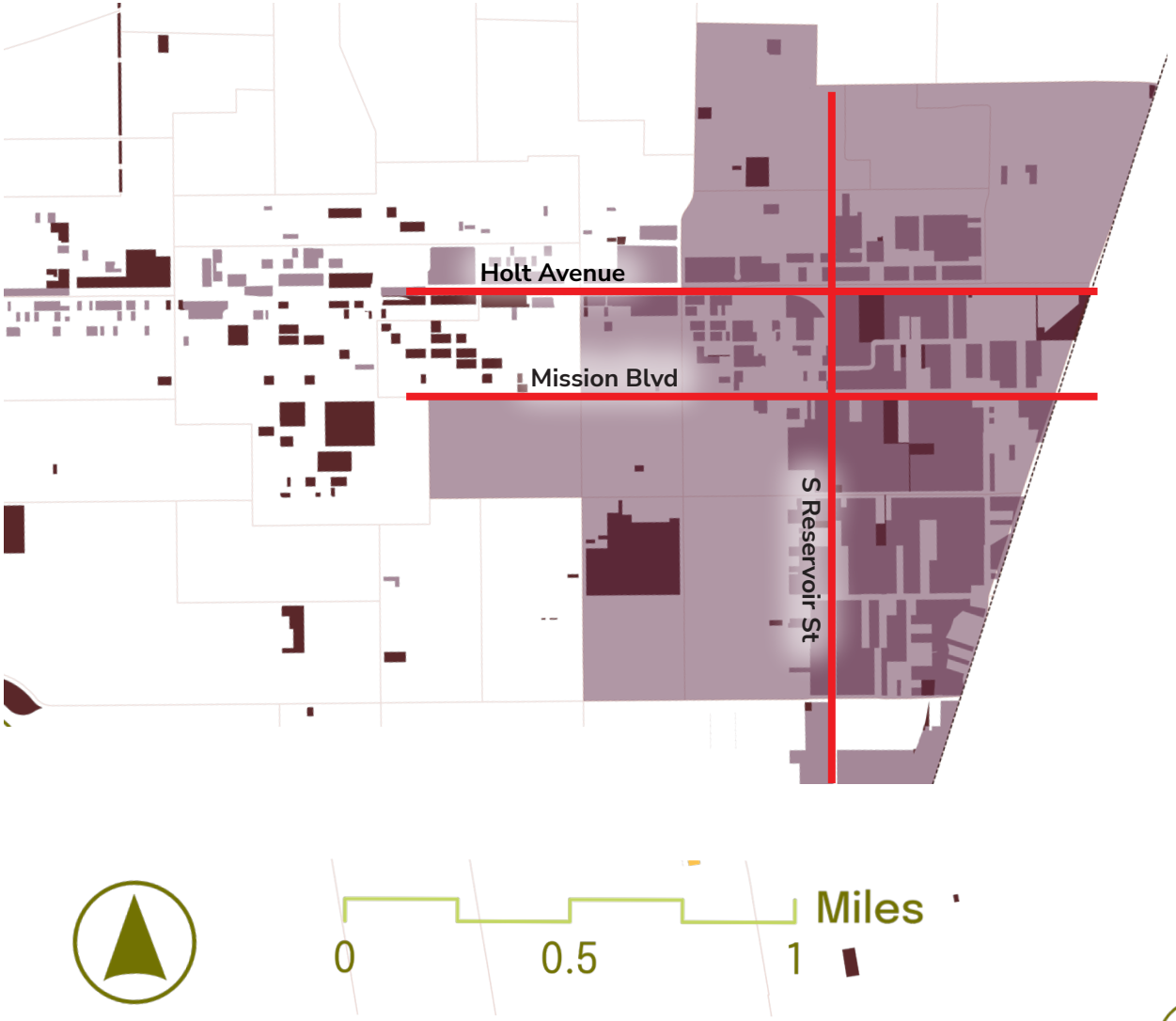


Figure 1.6 *HOLC Map of Pomona Ca. Many of the neighborhoods marked declining or hazardous illustrate a pattern of divestment and underdevelopment that is still evident today. Source: Richmond University, Mapping Inequality.*

East Corridor Focus Area



The economic, social, environmental and health burdens that affect Pomona are not evenly distributed and often have over-lapping and compounding effects. Issues such as urban heat island, pollution, housing Burden, asthma and linguistic isolation affect South East Pomona in particular. Through our analysis and the input of the city we've chosen an area of the city that is disproportionately burdened to be the focus of our pilot study in order to find solutions that might apply to the rest of the city. This area, surrounding the eastern corridors of Holt Avenue, Mission Boulevard, and Reservoir Street, is emblematic of the places that the city wants to develop and ties into the city's corridor plan to turn the Mission and Holt corridors into a transition area connecting the residential edges to the center and each other.

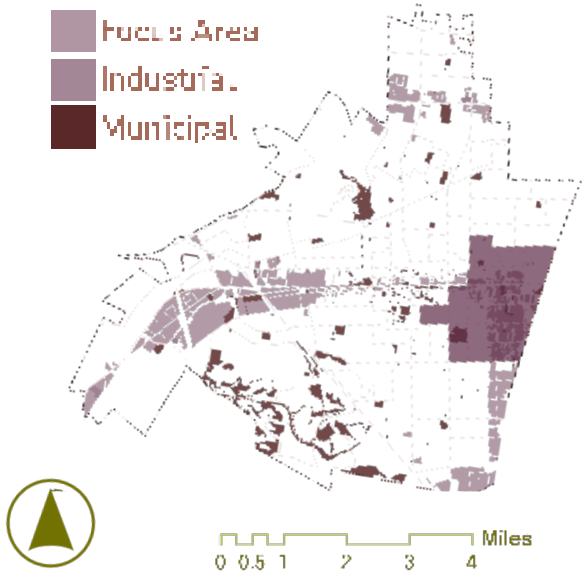


Figure 1.7 *Focus area*
Data Source: | LA County GeoHub | LA County Assessor

Community Challenges

2

Mobility
Economic Health
Spatial Equity
Public Health
Climate Change Impacts

Mobility

Much like other cities in Southern California Pomona is car dependent. 90% of Pomona Residents travel by car to work (Figure 2.2).

More than 80% of residents travel 15 minutes or more to work (Figure 2.3), this may indicate that many residents are traveling outside of Pomona for their jobs. This high percentage of vehicular travel mode may be impacting the community and particularly pedestrian safety.

Figure 2.1 *Intersection of Holt Avenue and Clark Avenue, Pomona, CA. Image source: Google*

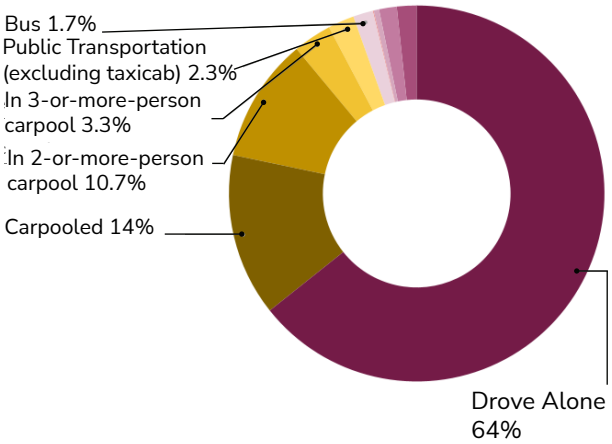
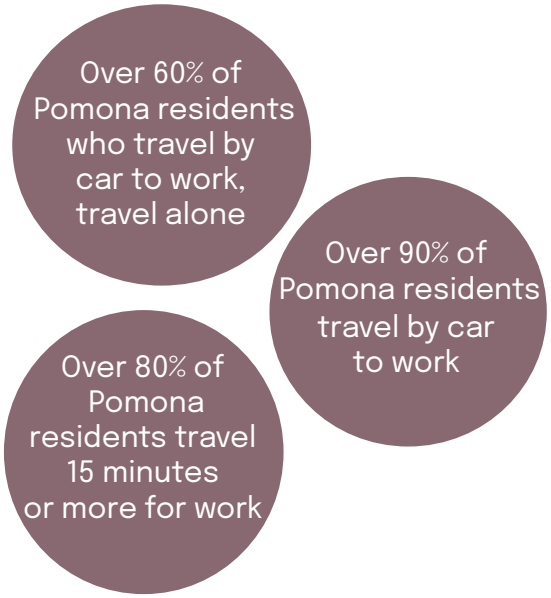


Figure 2.2 *Pomona Residents Travel Mode to work*
Data Source: US Census Data | ACS 2020| LA County GeoHub



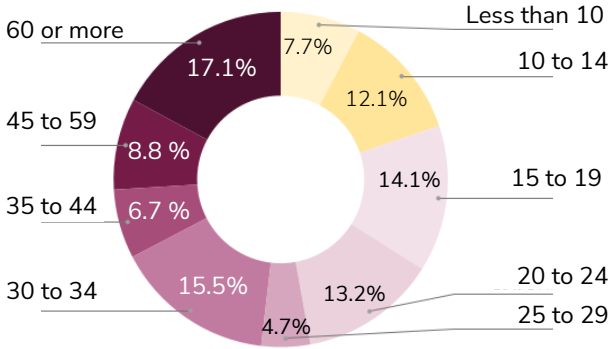


Figure 2.3 *Pomona Residents Travel Time Estimates to work in Minutes*
Data Source: US Census Data | ACS 2020| LA County GeoHub

Street Widths and Speed

The Transportation Injury Mapping System has created a geocoded system to apply information from the Statewide Integrated Traffic Record System on crash summaries. The intersection in our focus area at Holt Avenue and Reservoir Street has had some of the highest number and most severe bicycle and pedestrian accidents in the City between 2016-2021 (19 incidents). Holt Ave, Mission Blvd, and Reservoir street has also having a high incidence of accidents involving pedestrians and bicyclists. Figure 2.4 is a heat map from the TIMS Transportation Injury Mapping System, the more yellow and red the higher number of collisions.

We analyzed what physical conditions of street design and policy may be impacting this high incidence of accidents, and impacting safety for the community.

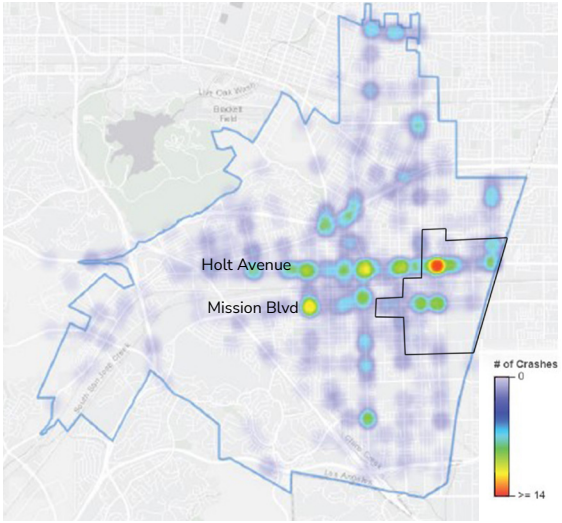


Figure 2.4 *Collision heat map shows high incidence of collisions in Eastern Corridor focus area.*

Source: Transportation Injury Mapping System (TIMS), Safe Transportation Research and Education Center, University of California, Berkeley. 2023

Pomona has wide streets, within the focus area at Holt and Reservoir the width of the street is at least 78 feet curb to curb. According to the National Associate of City Transportation Officials, street lanes wider than 11 feet each can encourage speeding. Based on the standards for street lanes and parking width, a 4 lane street with parking on either side should be between 58-66 feet.

Roughly 10 extra feet of street width is at this intersection. This is an example of conditions that exist on a number of streets within our focus area.(Figure 2.5) Holt ave is an example of many streets in Pomona that are wider than needed or recommended.

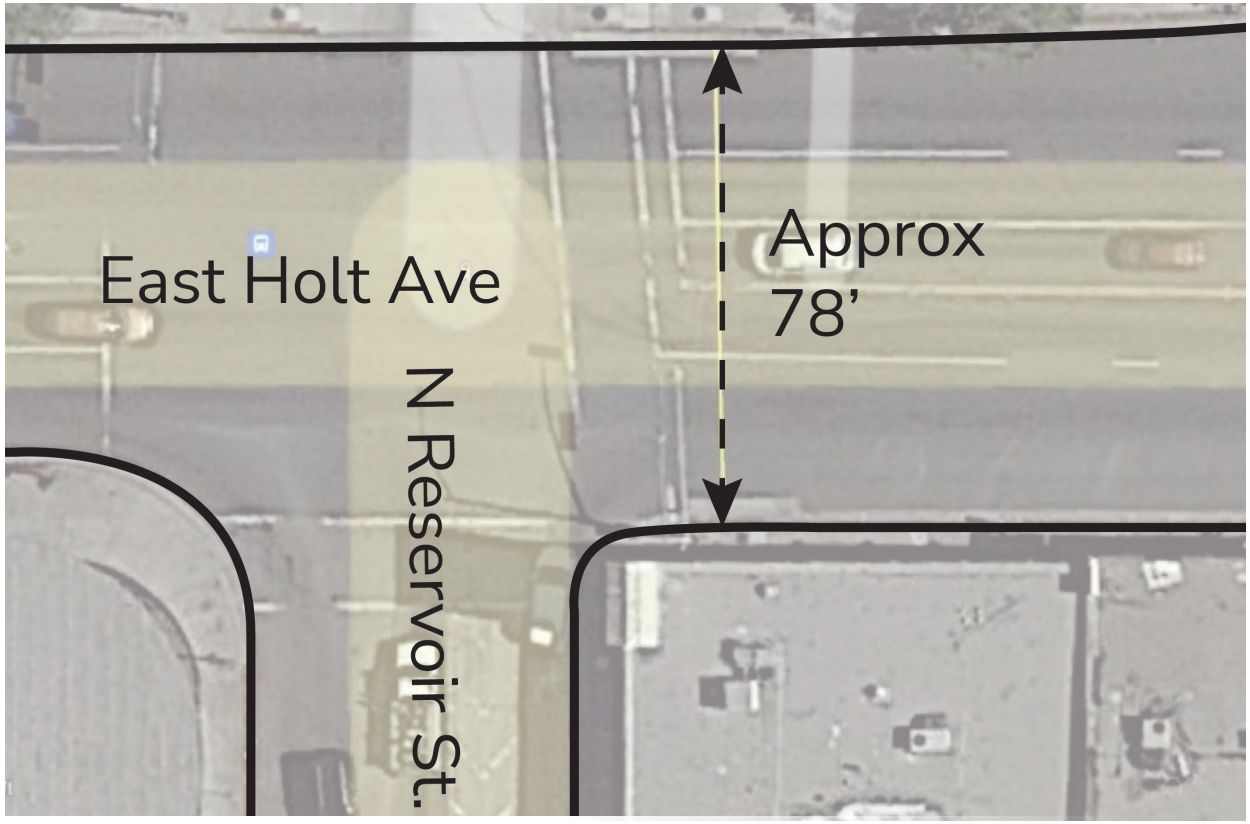


Figure 2.5 *Street Width at Holt Avenue*

Image Source: Google

Figure 2.6 *Holt Avenue and South Reservoir Street*

Image Source: Google

Along Holt Avenue shown in figure 2.6, the street striping is minimal and worn down, and there is no pedestrian signage. If we look at the recommended 7-9 feet for parking, and measure from the curb on Holt, the next lane is 15 feet. Much wider than the recommended 10-11 feet for travel lanes. Wider lane widths have been associated with speeding.

Based on a map from the City of Pomona for the average Traffic volumes 2013, Mission Blvd and Reservoir have speed limits of 40 MPH, Holt has a speed limit of 35 MPH. According to NACTO cities should be designed using target speed, rather than operating speed, and this should fall between 10-30 MPH on most urban streets(NACTO). The Maximum target speed for urban arterials should be 35MPH, and most urban collector or local streets should be 20-30 MPH.

Given this information, opportunities exist to reduce speeds along roadways and use road diet strategies reduce width and increase safety.

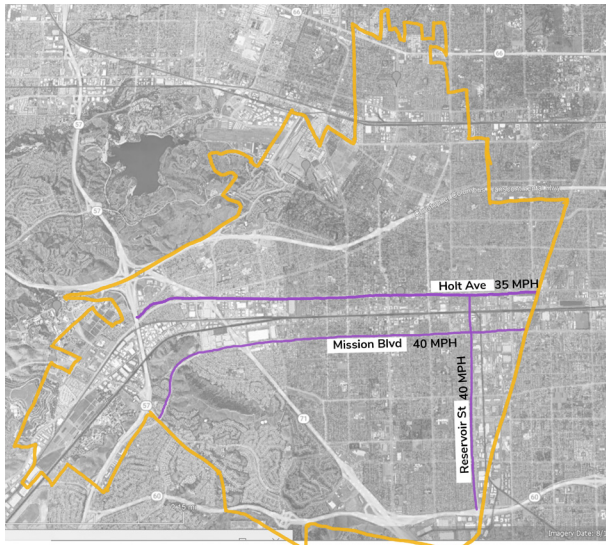


Figure 2.7 *Street Speeds, Holt, Mission, Reservoir Image Source: Google*

Large Youth Population

The Eastern Corridors focus area has a higher percentage of persons under 18 compared to the City and County Average. The focus area has the documented incidents of pedestrian and bicycling accidents. Having walkable streets greatly impacts younger persons, as young people are not drivers and may travel by walking or biking.

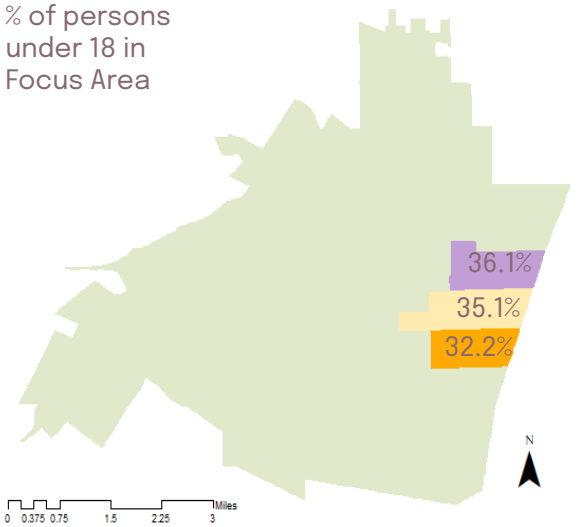


Figure 2.8 *Percentage of Persons under 18 in Focus Area*

Data Source: US Census Data | ACS 2020| LA County GeoHub

Economic Health

Occupational Profile

The highest percentages of Pomona residents work in Education and Healthcare (19%), Retail (13%), Manufacturing (11%) and Professional or scientific fields (10%). These numbers represent industries that employ Pomona's residents within and outside of the city. Changes in reported employment from 2010 to 2019 reflects a trend of decrease in manufacturing and retail, a strong increase in Professional, Scientific, Management, and Administrative Services, and a small increase in Arts, entertainment, recreation, accommodation, and food service industries (ACS 2020 5-Year Estimates)

Prevalent Local Industries

To determine which industries provide local jobs, we looked at the industries that employ a higher proportion of Pomona residents than the county average and the overall percentage of employed residents. The most prevalent local industries for the city of Pomona include Education and Health Care, Retail Trade, Manufacturing, Construction, Transportation and Warehousing and wholesale trade (ACS 2020 5-Year Estimates). Though the location quotient shows agriculture is a strong local sector (figure 2.10), there are relatively few residents employed in this industry (figure 2.9). The proportion of residents employed in Education and Healthcare is less than the county average, but this the largest industry of employment in Pomona.

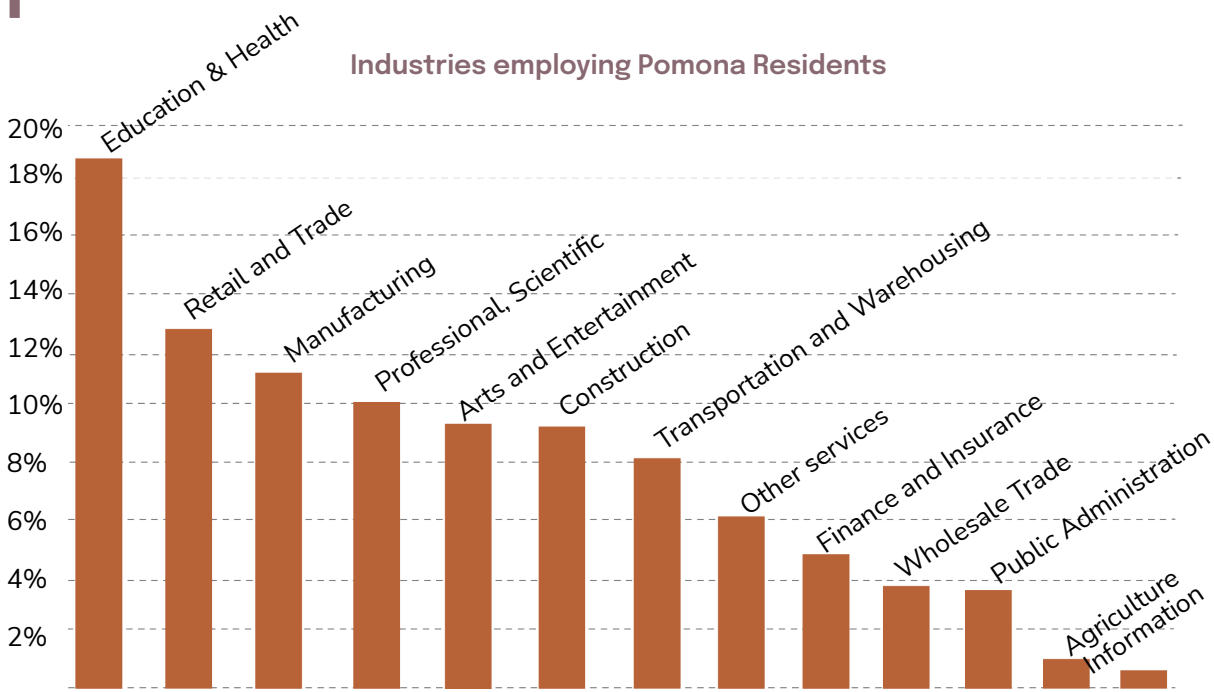


Figure 2.9 *Industries employing Pomona residents based on US Census data (ACS 2020 5-Year estimates.)*

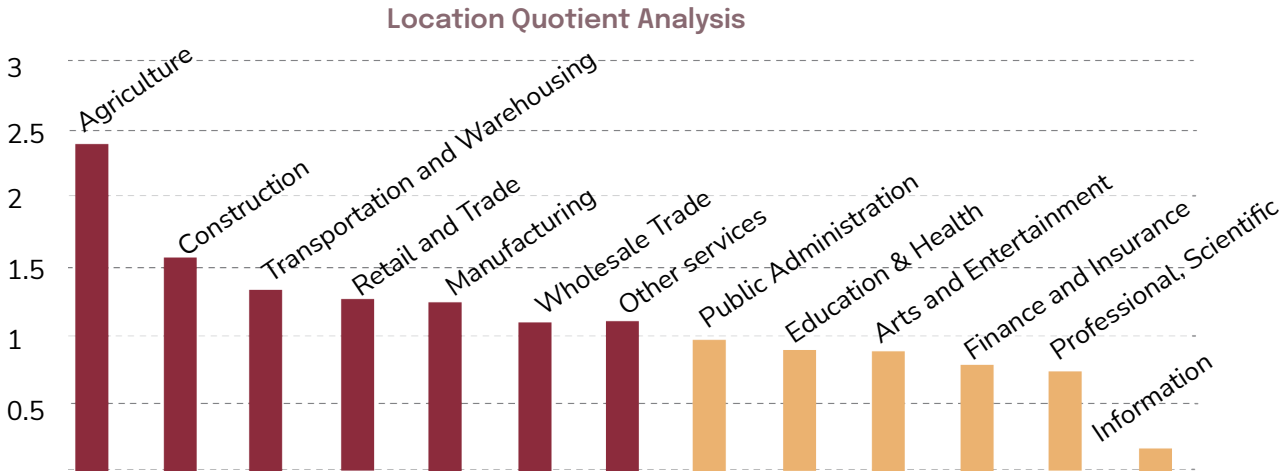


Figure 2.10 *The location Quotient is determined by dividing the percentage of residents employed in each industry in Pomona by the percentages employed in LA County The industries that show an LQ over 1.0 represent an area of strength for the local economy.*

Living Wage Analysis

MIT's living wage calculator shows a livable wage for 2 working adults with one child living in LA County at $24.24 per hour. The calculation considers cost of food, childcare, housing, transportation, civic engagement, broadband, and other necessities. Higher than average housing burden, household size and commute times may contribute to a raised cost of living for Pomona residents. Census data on the annual median wages suggests that Education, healthcare and Construction are the only locally prevalent industries likely to pay a living wage for a household with two adults and one child.

Do Pomona residents earn a living wage?

Industry of Employment	Percentage of Workers	Median Hourly	Living Wage? Y/N
Education & Hea	18.97%	$33.02	Y
Retail Trade	12.76%	$18.28	N
Manufacturing	11.28%	$17.71	N
Construction	9.31%	$24.51	Y
Transpo & Ware	8.28%	$17.85	N
Other Services	6.26%	$14.23	N
Wholesale Trade	3.65%	$20.13	N
Agriculture	1.04%	$15.15	N

Figure 2.11 *Source: Industry of Employment: ACS 2020 5-Year Estimates. Median Hourly: Occupation by Median Earnings, ACS 2021 1-yr estimate. MIT Living Wage Calculator. Local industries based on analysis of ACS 2020 5-Year Estimate employment data.*

Household Economic Health

Annual median incomes are lower in Pomona than for LA County, while household sizes are larger and are more housing burdened. In our focus area these issues are heightened. Higher than average household sizes might indicate more dependents, multi-generational households, or shared housing as a response to high costs of living (ACS 2020 5-Year Estimates).

Median Income

Pomona: At $62,407, the median household income is nearly $10,000 less than the median for the county.
Focus Area: Within our focus area the median income is about $45,000. The most populous census tract in our focus area has a median household income of just over $38,000.

Household Size

Pomona: The average household size in Pomona is 3.6, higher than the county average of 2.96 people per household.
Focus Area: The household sizes for the tracts in our focus area are higher still, at 3.76, 4.46, and 4.41.

Housing Burden

Pomona: 58% of residents are considered housing burdened, spending 30% or more of their income on housing
Focus Area: 60% of residents in our focus area are considered housing burdened.

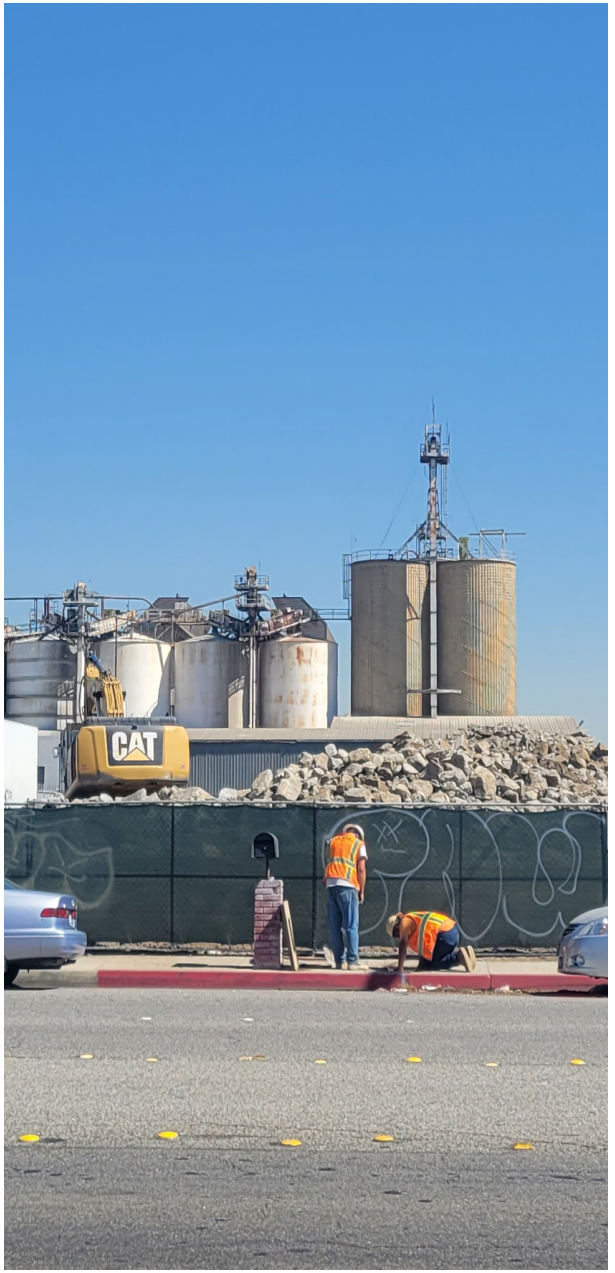


Figure 2.12 *Business on Reservoir St.*

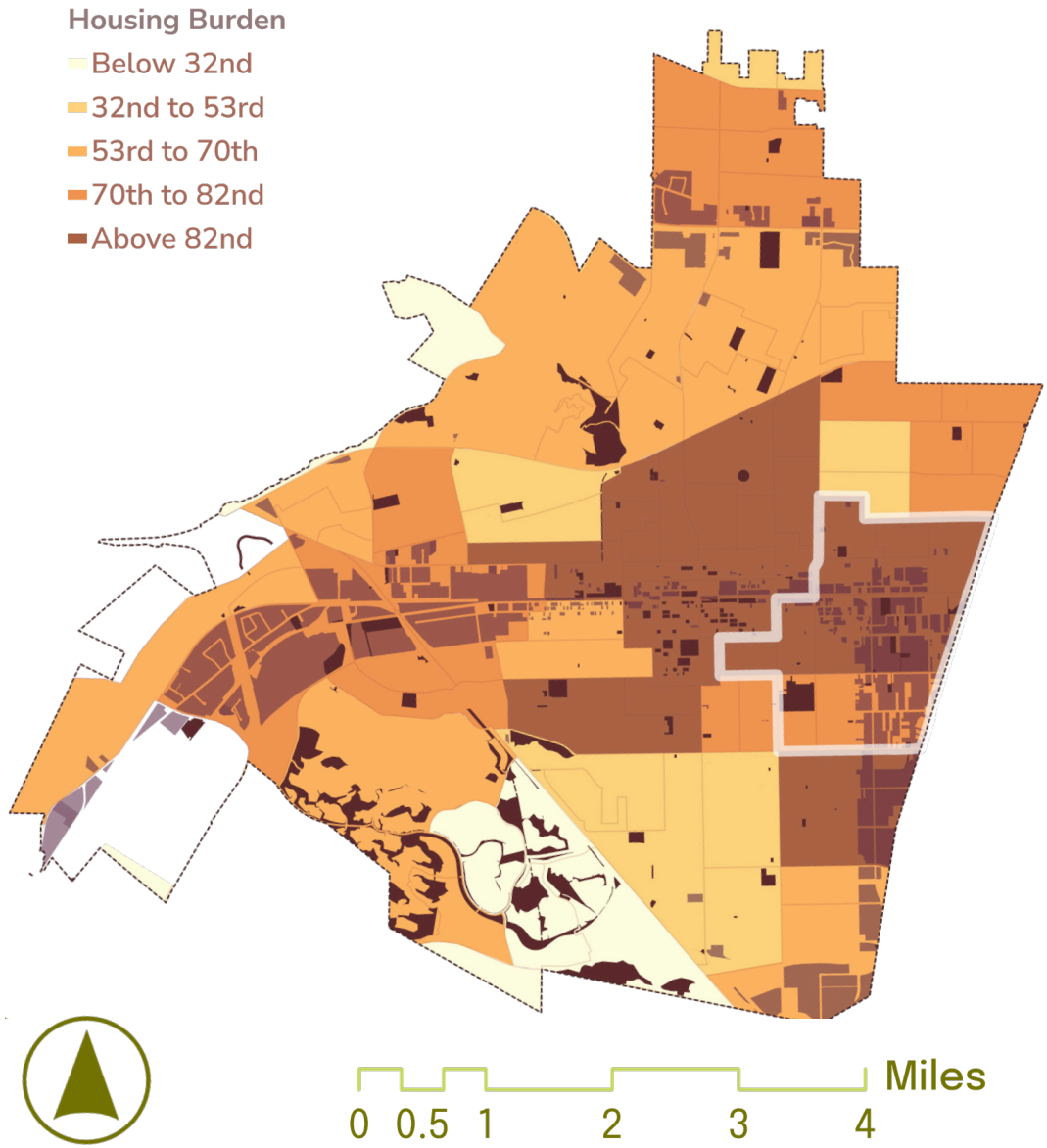


Figure 2.13 *Housing Burden*
Data Source: US Census Data | ACS 2020| LA County

Traffic Impact and Housing Burden

These maps show the distribution of both traffic impact and housing burden according to CalEnviroscreen 4.0. Census data indicates that 96% of residents travel by car for work, with 66% traveling 20 minutes or more, indicating that most residents are working at jobs outside of Pomona. This observation paired with the traffic impact data shows that the East Corridor has less traffic, so is likely one of the areas with lower commute times. Comparing this to the distribution of housing burden reveals that those who travel less experience more housing burden, implying local jobs do not pay a living wage.

East Corridor: Our focus area also fits this description. Considering our employment sector analysis, we believe this indicates that many residents in our focus area work locally in industries that do not pay a living wage.

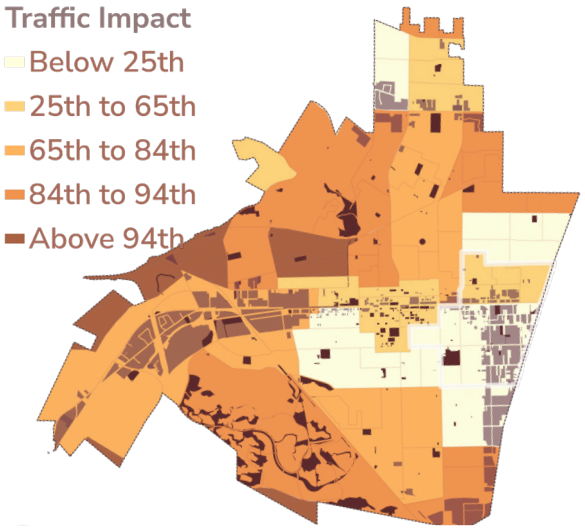


Figure 2.14 *Traffic Impact*
Data Source: US Census Data | ACS 2020| LA County GeoHub

Spatial Equity

Disinvestment and Displacement

The most well understood mechanism of gentrification is the cycle of investment and disinvestment. Value is produced when a commodity is sold for more than the owner invested in it. In the case of real estate, the primary investments in property are purchase and improvements. This profit motive disincentivizes property owners from paying for the improvement or maintenance of their properties in order to keep that aspect of their investment low.

Once the value of an area is low enough, speculative investors begin to buy property at a low price, minimizing that investment and freeing up capital for improvement investments. These improvements bring in new residents that pay more and increase the value of all of the property owners' investments.

In this cycle, the long term residents suffer twice; once with property owners refusing to improve or maintain their homes and surrounding properties and twice when they are displaced by wealthier new-comers.

Pomona has several areas that are currently in the disinvestment phase of this process. In order to better understand the repercussions of this disinvestment and the historical land uses within these areas, we've examined several environmental and social indicators.

All of the following CalEnviroscreen data is presented as percentiles grouped to show ranges with the highest variation to make the information clearer.

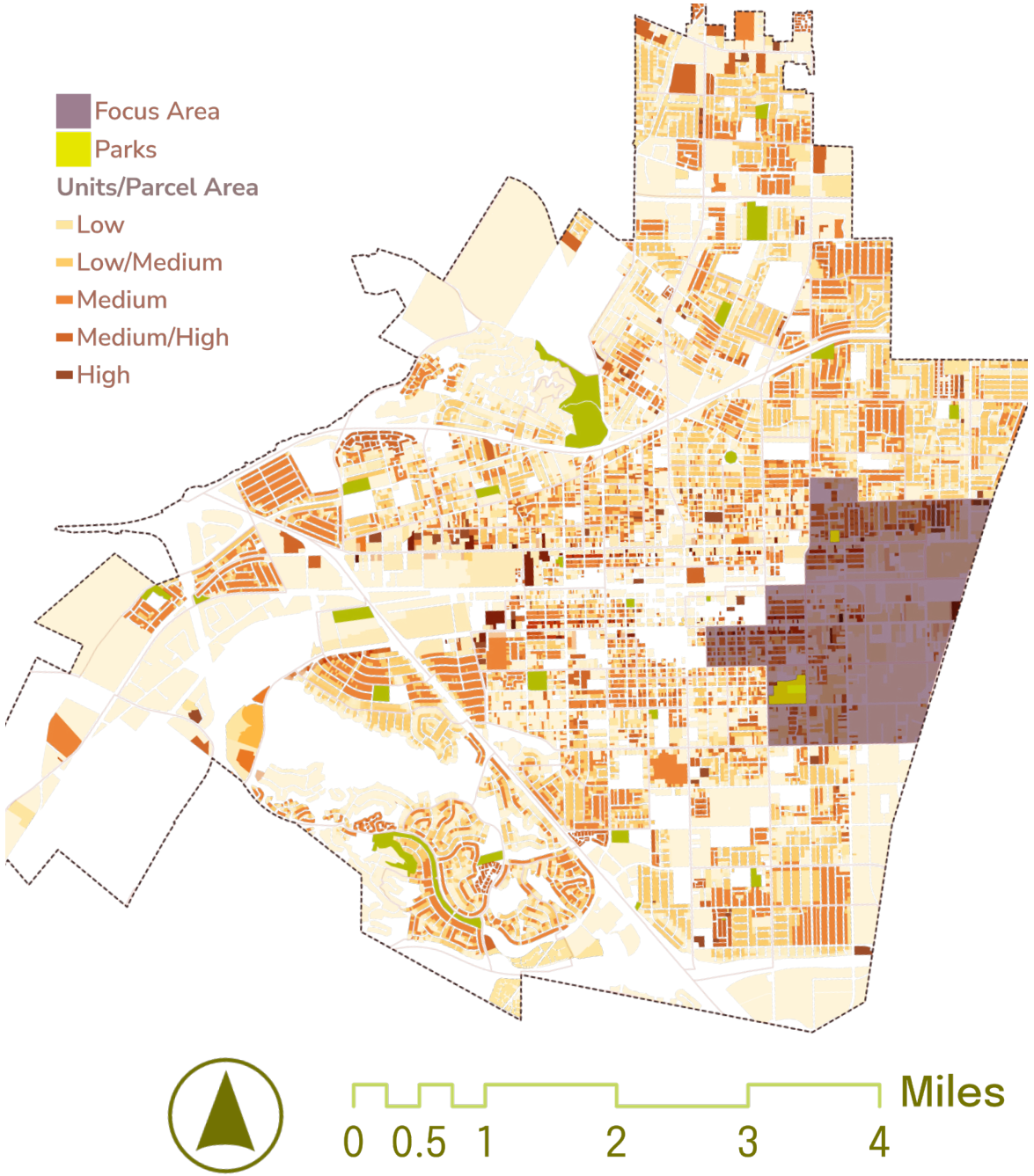


Figure 2.15 *Parcel data from the LA County Assessor.*

Cumulative Pollution Burden

Figure 2.16

CalEnviroscreen 4.0(CES 4.0) data shows the highest cumulative pollution burden in Pomona to be near industrial areas and areas subject to their runoff.

Of these areas, the East Corridor has the highest housing density. We believe this is the result of a combination of two of CalEnviroscreen's pollution indicators; Diesel exhaust from the trucks carrying goods from warehouses and other particulate matter under 2.5 micrometers (PM 2.5) that come from manufacturing and other industrial uses.

Diesel Particulate Matter

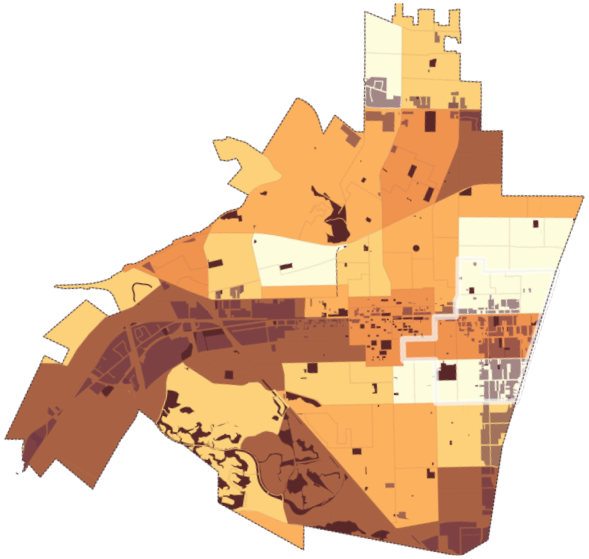


Figure 2.17

A side effect of the concentration of manufacturing and warehousing industry is the uneven distribution of diesel particulate matter resulting from the trucks used to move the goods produced and stored within the city. CalEnviroscreen considers this indicator because:

- The very small particles of diesel PM can reach deep into the lung, where they can contribute to a range of health problems.
- Children and the elderly are especially vulnerable to the effects of diesel PM.

Cleanup Sites

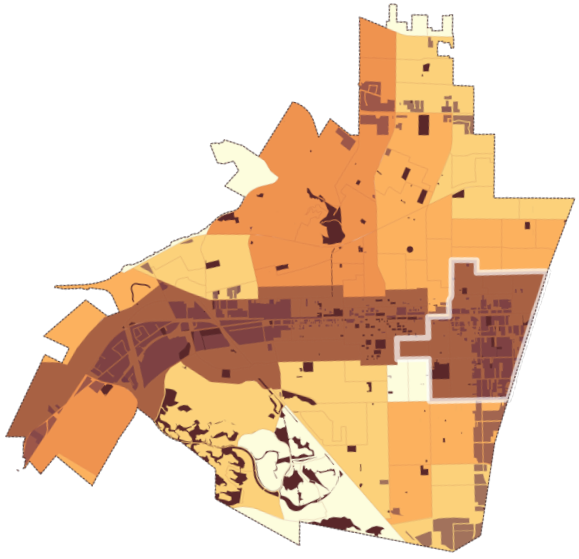


Figure 2.18

Another byproduct of industrial uses are hazardous waste cleanup sites. The East Corridor is one of the areas with the highest population density and most hazardous waste cleanup sites. CalEnviroscreen considers this indicator because:

- Chemicals at cleanup sites can move into nearby communities
- The land may take many years or decades to clean up
- Scientists have found toxic metals in house dust and pesticides in the blood of people who live near contaminated sites.

Figures 2.16-2.18 *Environmental indicators from CalEnviroscreen 4.0.*

Social Indicators

One of the goals of CalEnviroscreen is to illustrate the relationship between the distribution of various negative environmental indicators with the distribution of negative health and social outcomes.

The map to the right represents the overall population characteristic percentile score as calculated by CES4.0. It represents what they consider to be indicators of socioeconomic health within an area. They describe these indicators as "... conditions that may increase people's stress or make healthy living difficult and cause them to be more sensitive to pollution's effects."

These are some of the chronic environmental stressors associated with vulnerable populations. These factors contribute to an areas resilience to acute shocks such as those that would be presented by climate change.

All of the following CalEnviroscreen data is presented as percentiles grouped to show ranges with the highest variation to make the information clearer.

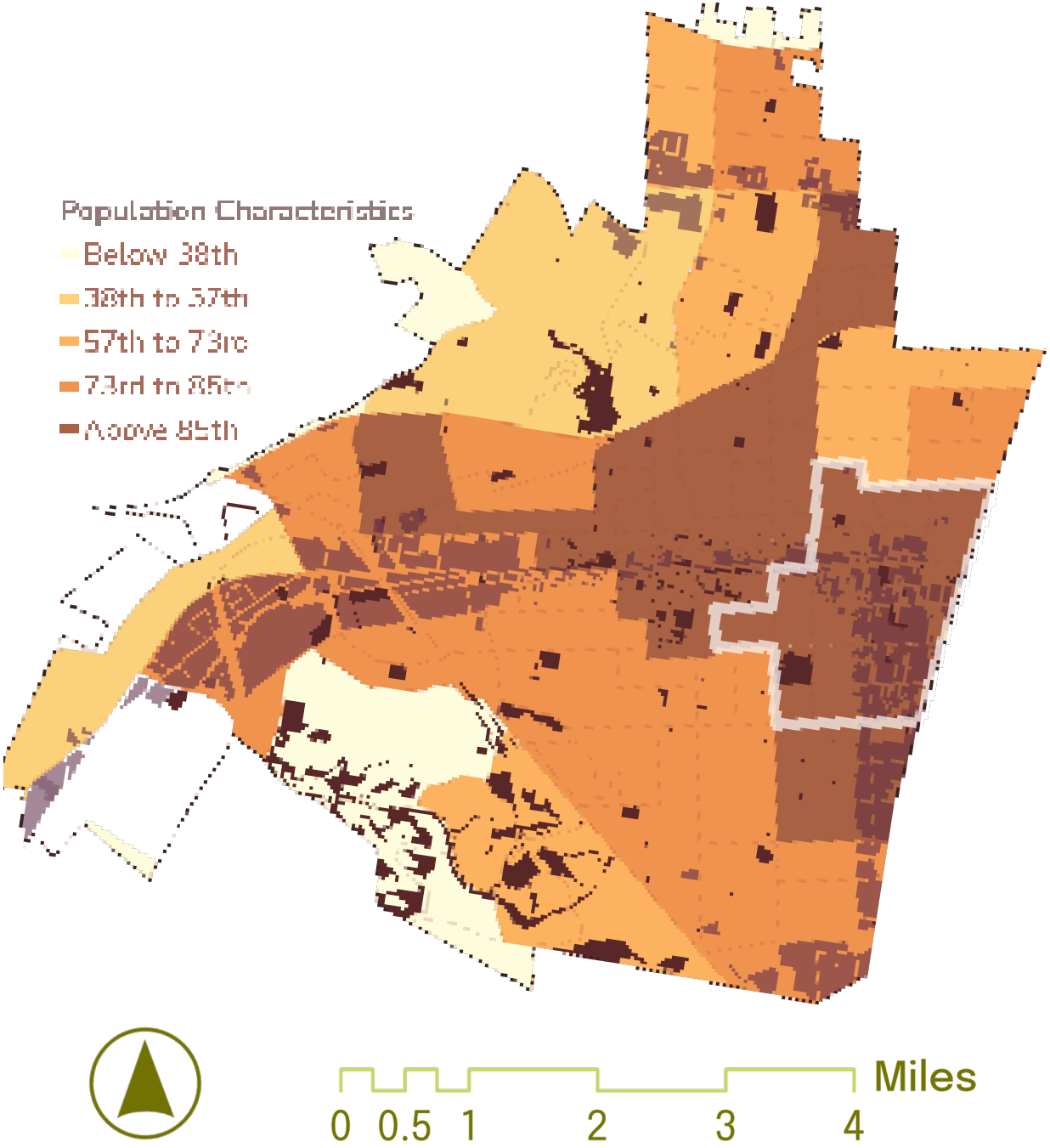


Figure 2.19 *Overall population characteristic score percentile as calculated by CalEnviroscreen 4.0*

Linguistic Isolation

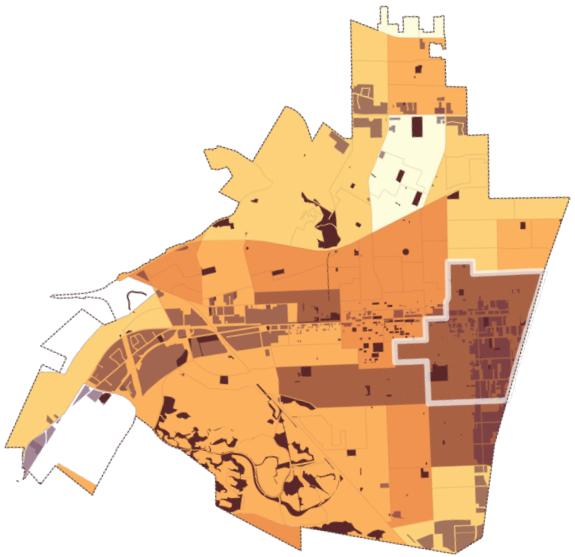


Figure 2.20

Linguistic isolation is particularly high in the focus area. The US Census Bureau describes linguistic isolation as households with limited English speaking ability. CES4.0 considers this indicator because:

- Adults who are not able to speak English well often have trouble talking to the people who provide social services and medical care. As a result, they might not get the health care and information they need.
- Linguistically isolated households may not hear or understand important information when there is an emergency like an accidental chemical release or spill.

Educational Attainment

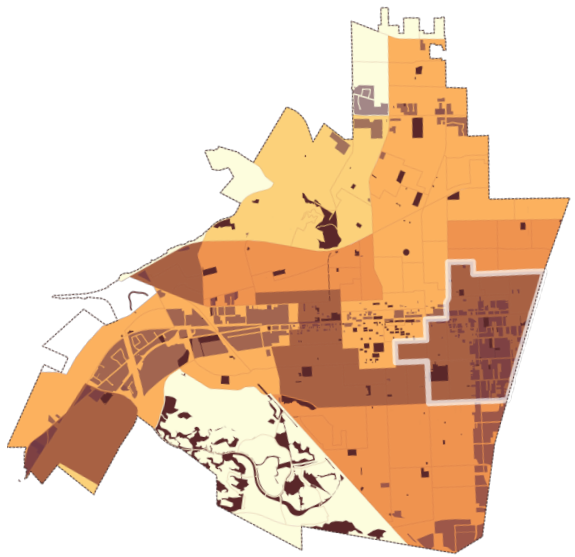


Figure 2.21

Educational attainment describes the percentage of the population with less than a high school education. Although we believe some of these reasons have other contributors to their apparent correlation, CES4.0 considers this indicator because:

- People with more education are more likely to have better health and live longer.
- Studies have found that communities of more educated people are less polluted.
- Adults with less education have more pollution-related health problems. They are more likely to die from the effects of air pollution.

Poverty

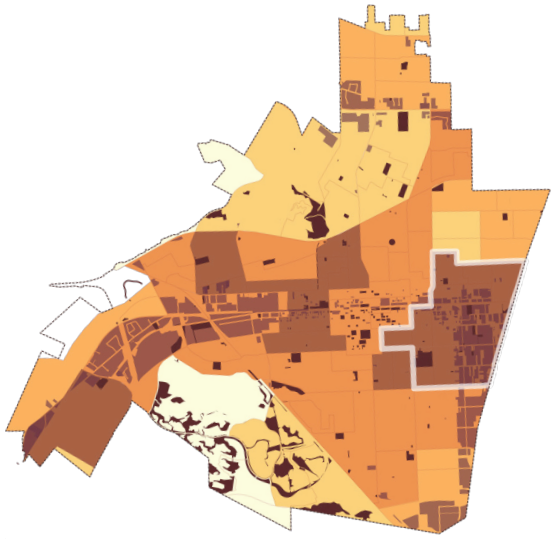


Figure 2.22

The Federal Poverty Level is based on the size of the household and the ages of family members. CES4.0 considers this indicator because:

- Poor communities are more likely to be exposed to pollution and to suffer health effects
- People cannot afford healthy living and working conditions, nutritious food and necessary medical care.
- Poor communities are often located in areas with high levels of pollution.
- Stress weakens the immune system.

Figures 2.20-2.22 *Population characteristics from CalEnviroscreen 4.0.*

Public Health

Pomona residents experience a higher pollution burden than the county average associated with transit and industrial corridors, which cause or worsen negative health outcomes and disproportionately impact low-income communities.

Transit is a major source of pollution, and especially in Pomona where over 90% of residents travel by car.

Not only is Pomona more heavily burdened in comparison to L.A. County, but the residents in our Focus Area experience considerable pollution burden compared to the city. Within our Focus Area, pollution burden is concentrated in the center of our project area near major traffic-heavy roads, such as Holt Ave and Mission Blvd; and home to Pomona's well-known Swap Meet. Low-income residential homes east of our Focus Area are of great concern due to the high level of pollution burden.

Numerous roads intersect and segment our Focus Area which is predominately residential and industrial. These residents to the east suffer significant consequences of disproportionate pollution burden, caused by truck traffic and from cleanup sites, hazardous wastes, and solid waste sites associated with industrial use.

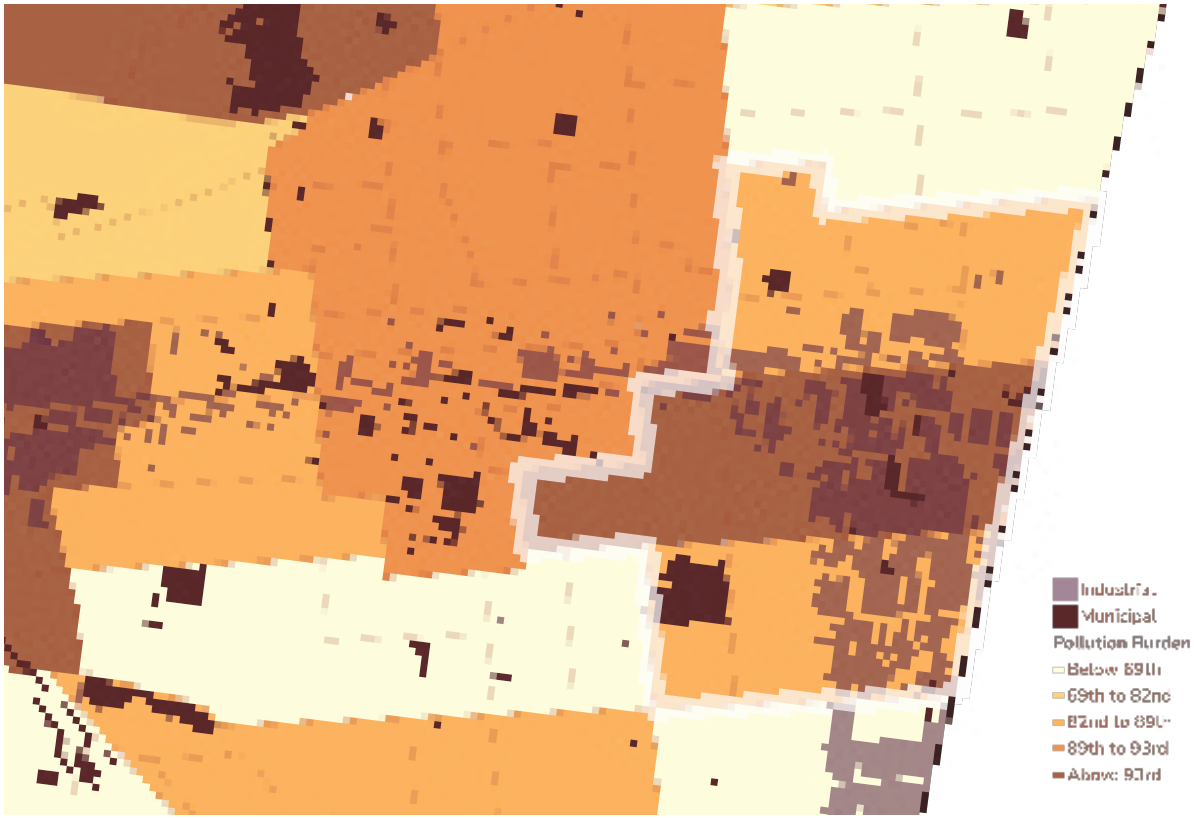


Figure 2.23 *CalEnviroScreen Pollution Burden Percentile*

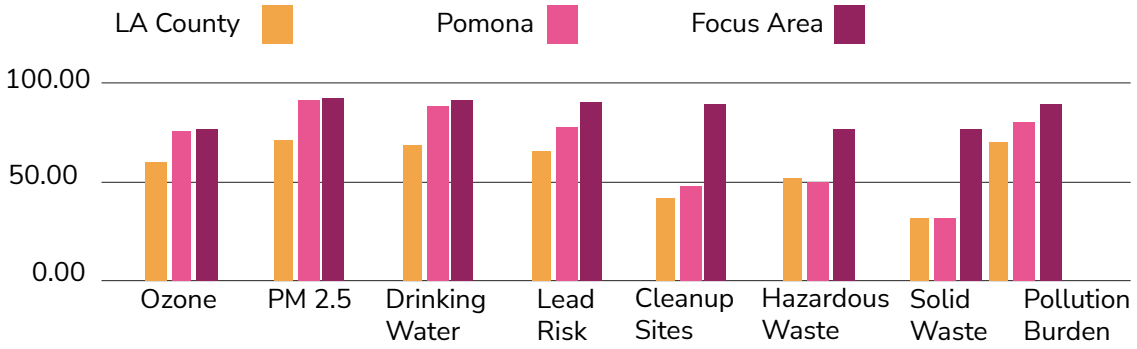


Figure 2.24 *Pollution Burden Percentile Comparison. Data source: CalEnviroscreen 4.0*

Figure 2.25 *Housing Adjacent to Industrial Use*

Compared to L.A County and the State, there is a pattern of increasing inequity regarding disproportionate pollution burden within our Focus Area and Pomona.

Studies have found that cleanup, hazardous, and solid waste facilities are often located near poor neighborhoods and communities of color, as in the case of our focus area, being primarily low-income. In our Focus Area, cleanup sites, hazardous waste and solid waste facilities are of particular concern.

CalEnviroscreen 4.0 documents that the cleanup sites percentile for the census tracts within our focus area ranges from 84% to 96% indicating the number and type of cleanup sites is higher than 84% to 96% of the census tracts in California. Cleanup sites are places that are contaminated with hazardous chemicals and require clean up by the property owners or government. Chemicals at cleanup sites can move through the air or groundwater.

For hazardous waste, the tracts in the focus area are in the 57th to 87th percentile. Hazardous waste contains chemicals that may be harmful to health. Hazardous waste can range from used automotive oil to highly toxic waste materials produced by factories and businesses. Only certain facilities are allowed to treat, store or dispose of this type of waste.

For solid waste, the focus area ranges from the 61st to 90th percentile. Solid waste facilities are places where household garbage and similar kinds of waste are collected, processed, or stored. These include landfills and composting or recycling facilities.

These issues particularly affect the residents along E Holt Ave, Mission Blvd, and S Reservoir St. Residents living close to these contaminated sites can experience poor health quality of life and should be addressed to ensure equitable, healthy quality living conditions for all of Pomona residents.

Spatial Distribution of Negative Health Outcomes Caused by Air Pollution

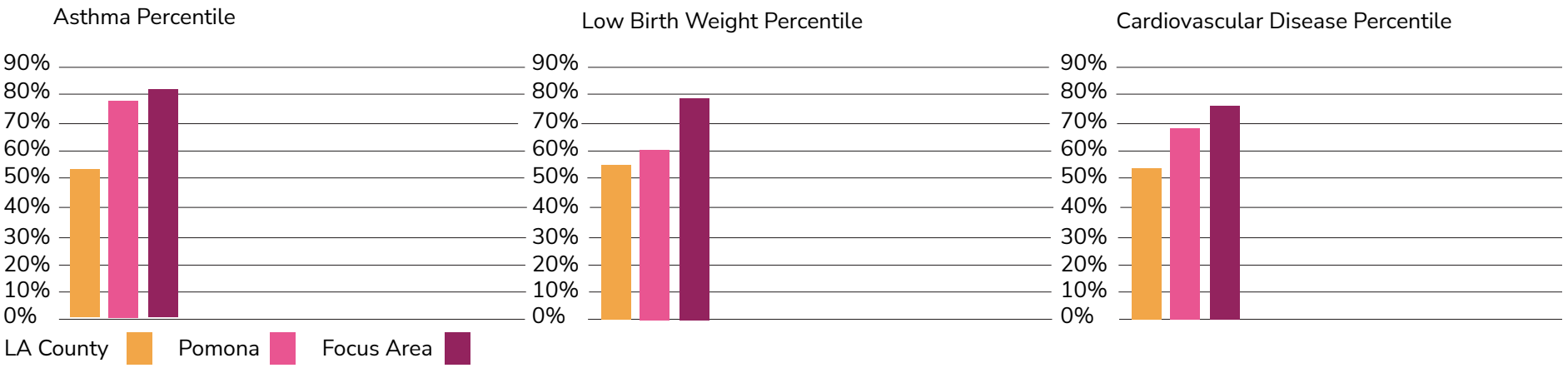


Figure 2.26 *Asthma, Cardiovascular Disease, Low Birth Weight Percentile, Source: CalEnviroscreen 4.0*

Residents in the greater Pomona area and our Focus Area suffer from high Ozone and Particulate Matter Percentile (PM2.5). Transit is the major cause of this air pollution, such as proximity to freeways, the inland empire, industrial corridors, warehousing truck traffic, and major roads, such as Holt Ave, Mission Blvd, and Reservoir St.

Ozone is the main component of smog which are highest on hot days, raising the alarm from the increase of peak heat days Pomona is projected to face due to climate change effects. Ozone can irritate the lungs, cause inflammation, and worsen chronic illness, even at low levels of exposure.

Particulate Matter Percentile is a very small airborne particle pollution that, because of its size, can travel deep into the lungs causing various health problems, including heart and lung disease (CES 4.0).

Ozone and PM2.5 cause several health outcomes, including asthma, low birth weight, and cardiovascular disease. Those which disproportionately affect our Focus Area (CES 4.0).

Residents spending ample time outdoors may get affected by the negative health outcomes caused by air pollution, threatening these individuals from cultivating healthy lifestyles by participating in leisure/active outdoor activities.

Figure 2.27 *Asthma % Focus Area*

Outdoor air pollution triggers asthma attacks which both our Focus Area and Pomona suffer more from compared to LA County and California.

Industrial
Municipal

CalEnviroScreen 4.0

Asthma

Below 31st
31st to 59th
59th to 75th
75th to 84th
Above 84th

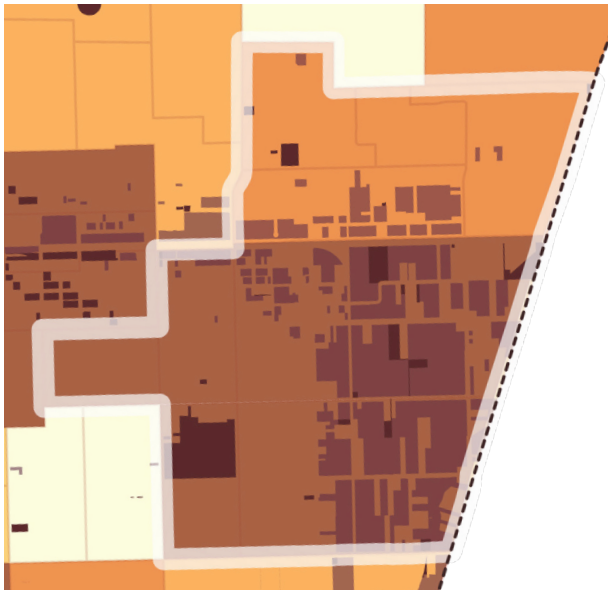


Figure 2.28 *Low Birth Weight % Focus Area*

Cardiovascular disease can lead to heart attacks, and those who suffer from cardiovascular events are more susceptible to future ones, especially those exposed to particulate matter.

Industrial
Municipal

CalEnviroScreen 4.0

Low Birth Weight

Below 28th
28th to 49th
49th to 65th
65th to 78th
Above 78th

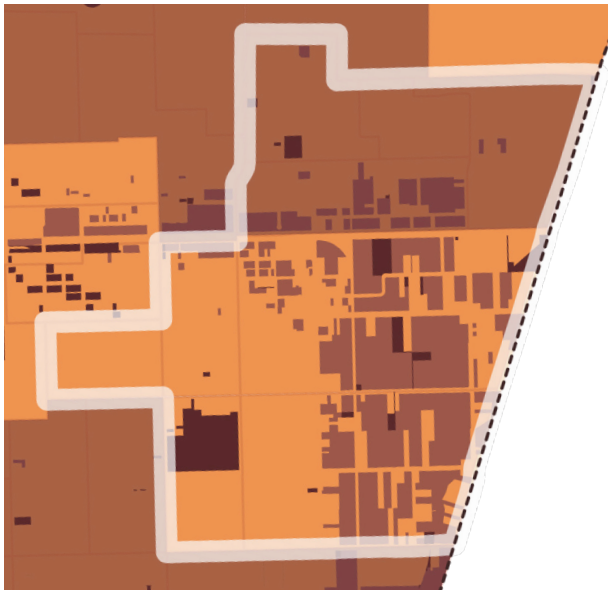


Figure 2.29 *Cardiovascular Disease % Focus Area*

Studies suggest that air pollution could be a factor in low birth weights, which scores significantly high in the southern part of our focus area.

Industrial
Municipal

CalEnviroScreen 4.0

Cardiovascular Disease

Below 42nd
42nd to 58th
58th to 70th
70th to 78th
Above 78th

Climate Change Impacts

Cal Adapt is a tool to explore peer-reviews data on how climate change might affect California at the State Level. Emissions scenarios are provided to demonstrate future green house gas emissions and how that would impact conditions such as temperature. In a medium emissions scenario, in which emissions peak in 2040 and then decline, Pomona will experience a rise and annual max temperature and extreme heat days. In a high emissions scenario, where no the mitigation occurs the impacts are even graver.

The number of extreme heat days is projected to increase. Even if measures are taken to reduce climate change impacts we will still see an increase of maximum heat days from 11 to 18 days. Heat waves are known to have health impacts.

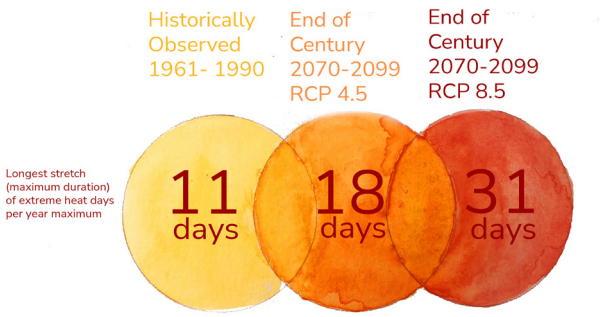


Figure 2.30 *Graphic based on Cal Adapt data*

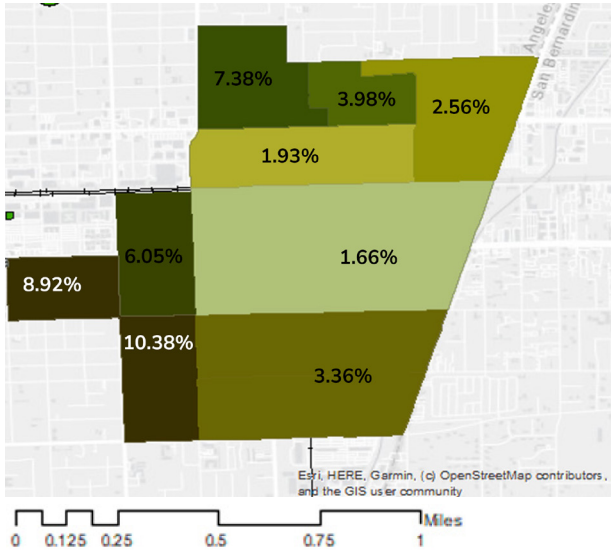
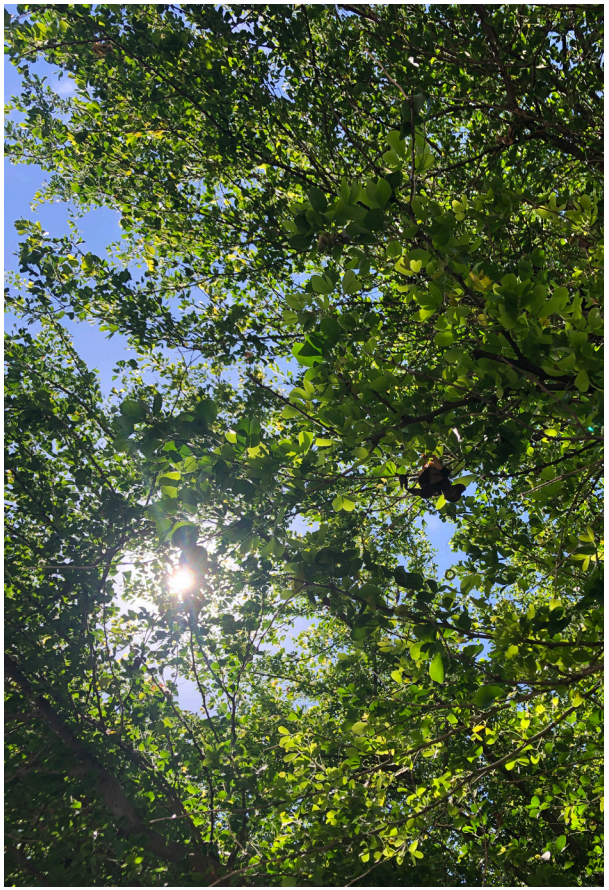


Figure 2.31 *Graphic of Tree Canopy Percentage by Block Group*
Data Source: US Census Data | LA County GeoHub | Itree

The image in figure 2.31 shows information from itree, a tool from the USDA Forest Service that provides forestry analysis and benefits assessment tools . Figure 2.31 shows the tree canopy percentage in our focus area by block group. Darker green represents a higher tree canopy percentage. Our entire study area is 1,141.6 acres, of this acreage only 45.6 acres or 4% has tree Canopy. This is less than the overall tree canopy in Pomona which is at 7.8%.

We know that Pomona will be experiencing higher temperatures for longer days. This pattern of tree cover shows minimal canopy, making this area less prepared for climate change impacts. During extreme heat events it is crucial that people are able to have adequate shade for themselves and homes.



Land use Impacts

Here is an aerial of the relationship of residential and industrial zoned land in our focus area. You can see minimal tree canopy in residential area on the left and large impermeable surfaces in industrial section on the right.

Lack of tree canopy combined with high percentage of impermeable surfaces make the focus area more vulnerable to the impacts of increased temperature.

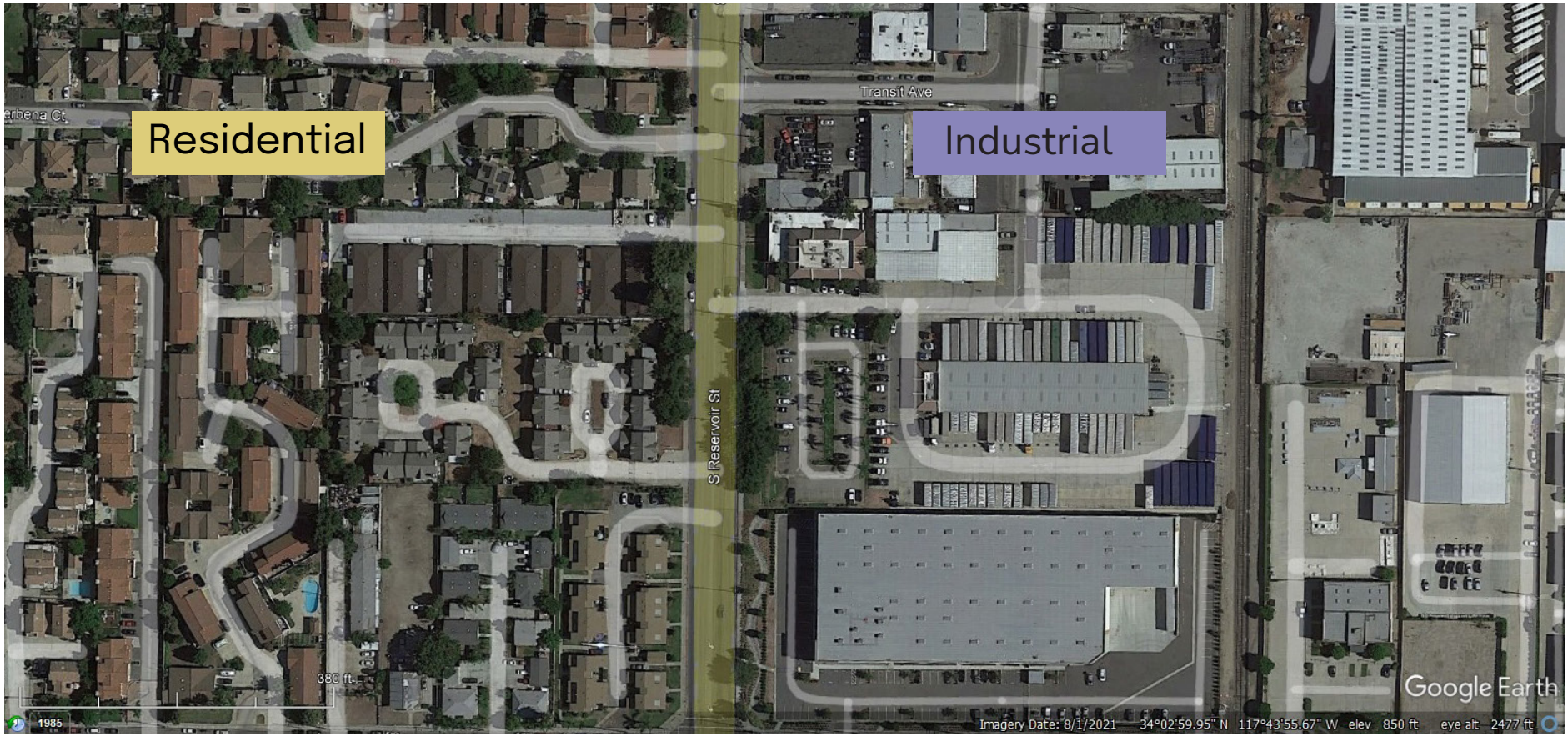


Figure 2.32 *Aerial of the land use conditions along South Reservoir, residential and industrial land use in close proximity. Image Source: Google*

Community Assets

3

Underutilized Spatial Assets
Local Institutions
Community Based Assets
City Initiatives

Underutilized Spatial Assets

Foothill Transit and Bike Lanes

As mentioned earlier, the majority of Pomona's residents use single occupancy vehicles for their commutes despite the fact that foothill transit operates many stops in the city.

As we can see from this map, the south of the city is not as well connected as the north, limiting the residents access to the rest of the city.

The bike routes represented are the planned and completed bike routes as compiled by the Southern California Association of Governments (SCAG)

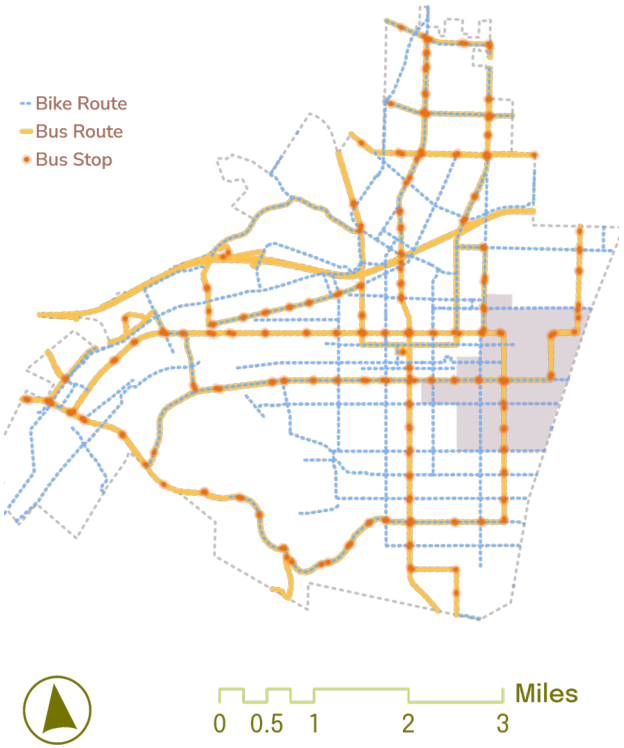


Figure 3.1 *Public Transit in Focus Area and Context. Data Source: Footlhill Transit*

Under Developed Parcels

This map highlights parcels with low improvement ratios within 1/4 mile of the East Corridor. The improvement ratio was calculated using freely available parcel data from the LA County Assessor as the improvement value divided by the improvement value added to the land value.

Low improvement ratios are defined here as those over 1.5 standard deviations below the rest of the city.

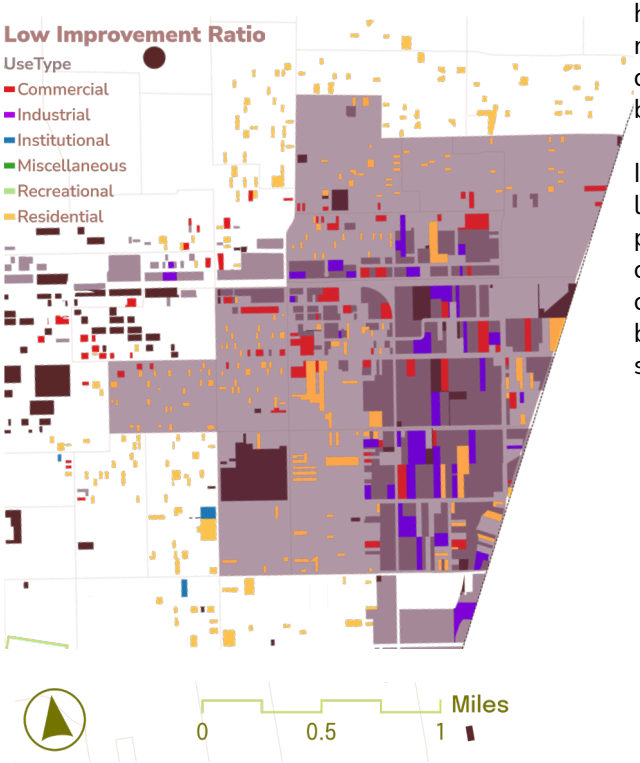


Figure 3.2 *Improvement Ratio. Data Source: LA County Assesor*

Pomona has plans to improve their transit networks in their 2012 Green Plan and Active Transportation Plan.

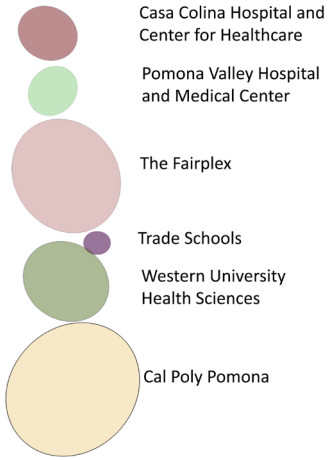
These two plans outline the ways the city plans to mitigate the effects of greenhouse gas emissions and other pollution associated with single occupancy vehicle use. Within these documents the city outlines plans not only for new bike and pedestrian infrastructure but improved access to appropriate good jobs within the city, increased housing density, and intentionally distributed mixed use activity centers in order to reduce the distance residents need to commute to access basic amenities and employment.

In 2022, the city opened a protected two-way bike lane along Valley Boulevard. This bikeway was prioritized for construction because of numerous car accidents involving bikes. In early 2023, the city also announced plans to construct a multi-use bikeway along San Jose Creek which will connect several schools and lead to Cal Poly Pomona.

Local Institutions

Pomona has many local institutions that could be leveraged for jobs, resources and collaboration that would benefit residents. This asset can address Economic Health, Public Health,Social Equity and generate opportunities for personal and professional growth.

Many of these institutions are oriented toward the central north, central west and downtown region. From our previous analysis we know that Pomona residents are disproportionately economically burdened compared to the County averages. We also have learned that our focus area is disproportionately burdened by environmental impacts, and experiences socioeconomic inequities. Opportunity exists to leverage these institutional assets, though there is spatial separation.



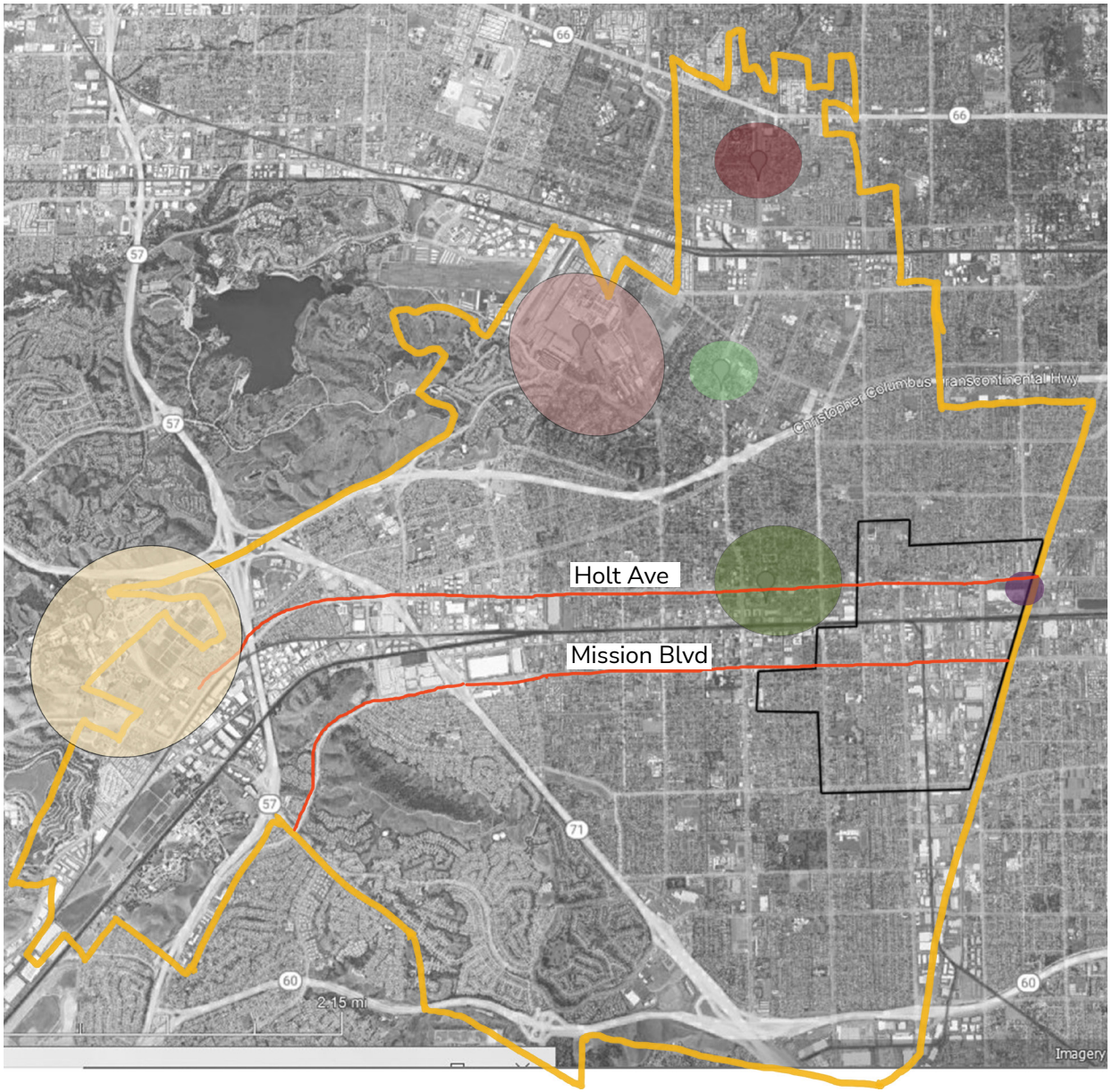


Figure 3.3 *Institutions in Pomona Image Source Google*

Community Based Assets

Community-Based-Organizations (CBOs)

The City of Pomona exhibits hope in its existing-momentum-driven CBOs (Community-Based Organizations).

Pomona residents represent a diverse group of faith beliefs and resilient skill set backgrounds, leading to local businesses and CBOs, which support and enrich residents' well-being.

Our team has identified several organizations that provide important support for residents including youth programming, family services, economic opportunities and advocacy for environmental justice and affordable housing.

The following is a list of some that have aided our team in our analysis of the city but recognize that other numerous inspiring CBO'S exist within, contributing to a better Pomona each day.

Connections have also begun between our team and some of these CBOs, such as PUSH (Pomona United for Stable Housing), United Voices of Pomona, and the Latina/Latino Round Table.

We recognize and admire these existing CBOs and encourage the wider community to explore and get involved with these resources.

Youth/Multi-Generational

Gente Organizada
Has an intergenerational focus serving the youth and linguistically isolated immigrant families through an asset-based-appraoch, empowering them to organize community action.

Pomona Hope
Faith-based organization offering community space and holistic programs for all backgrounds, especially the youth and their families. Services include, youth services, young adult scholars (YAS), mentoring programs, emergency food, personal goods and a community garden.

Figure 3.4 *Pomona Hope*

Housing Justice

PUSH (Pomona United for Stable Housing)
Housing rights organization proposing rent control. Organizes tenants, voters, and the community to fight housing injustices, secure policies that empower neighborhoods and protect against displacement, and build institutions that further this vision.

Hope for Home
Provides shelter for the homeless population in Pomona and services such as health, substance abuse, mental health, and employment sessions, etc.

Figure 3.5 *Pomona United for Stable Housing*

Environmental Justice

Clean & Green Pomona
Improves environmental quality, safety and appearance of Pomona's industrial zone and neighborhoods through urban greening, park advocacy, climate change action, etc.

United Voices of Pomona for Environmental Justice
Conducts "toxic tours" for youth and interested community members to raise awareness about the number of waste and recycling centers and to show their visible pollution, dangers and disregard for state and city regulations.

Figure 3.6 *Clean & Green Pomona*

Economic

Latino / Latina Roundtable
Improves quality of life and socio-economic justice for the Latinx community and those facing inequities through advancing education, providing mental health services, job opportunities, leadership development, and civic participation.

Pomona Economic Opportunity Center
Empowers and provides opportunities for day laborers, household workers, and other low-wage, immigrant workers to find safe work at a fair wage and obtain new trades and skills.

Figure 3.7 *Pomona Economic Opportunity Center*

City-Organized Community Gatherings

The City of Pomona works hard to cultivate a lively sense of community through its ongoing efforts of organized community gathering events.

Pomona's Downtown is a vibrant weekend location, especially during its consistent events like the well-known 2nd Saturday Art Walks.

The City also organizes seasonal/holiday events, such as during the summer with live showings and performances like 'Movies at the Park' and 'Hope Fest Pomona.' Other seasonal/holiday events include a Christmas parade, various spring recreational programs, and events for the elderly, youth, and families.

We applaud the City of Pomona for promoting community spirit and encourage them to continue their efforts to create more spaces where the wider community can gather and celebrate.

Figure 3.8 *Hope Fest Pomona Summer 2022 Festival*

City Initiatives

Recycling and Waste Facility Ban

In 2017 Pomona city council passed a ban on the establishment or expansion of recycling and waste processing businesses within the city. The ban was a response to community organizing in opposition to the construction of the Valley Transfer Station in southeast Pomona in 2012, and concerns over fires, odors, truck traffic and air pollution.

Temporary Warehouse Moratorium

On August 15th , 2022, Pomona City Council passed a 10 month and 15 day moratorium on warehouse and related industrial uses within the city. Urgency Ordinance No. 4231 prohibits warehouses, trucking facilities, common carrier trucking companies and trucking stations. The temporary moratorium comes from increasing public concern over warehouse facilities emerging across the region and their impacts on local economies and public health.

Park and Recreation Improvement Fee

In 2021 Pomona City Council voted to increase Development Impact Fees to generate revenue to help fund public infrastructure and services, including a Park and Recreation Fee which was increased, now ranging from $6,422 to $18,080 per dwelling unit depending on unit size and other factors. These fees contribute to a fund “to provide for the development, expansion or improvement of park and recreation facilities” (City of Pomona).

Art in Public Places

The Art in Public Places Program established in 2011 features a public art requirement for private development. Under the policy, new development projects may either provide public art on site or contribute to an in-lieu fee fund towards the installation of public art elsewhere in the city. The arts registrar map indicates that there is a higher concentration of public art investments in the downtown area (Figure 3.10).

Figure 3.9 *This Mural in Downtown Pomona was a collaboration between local and visiting artist and part of a community based project called “Envisioning the Future” (2002-2004)*

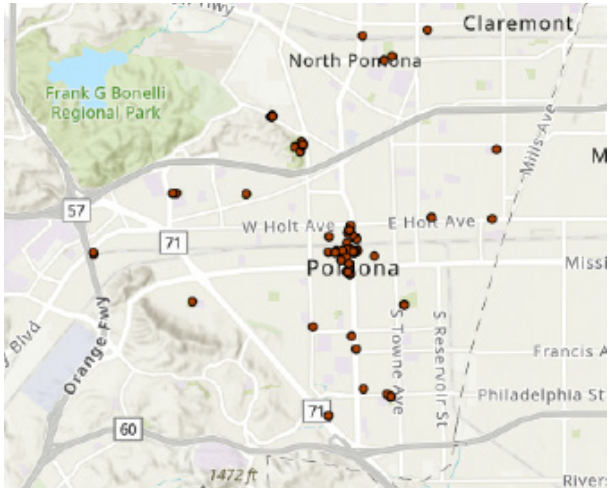


Figure 3.10 *City of Pomona Arts Registry Map*


FLOWERS
FLOWERS
WARNING
OPEN

Community Concept

4

Vision Statement & Goals
Equitable Development
Goal#1 - Economic Health
Goal #2 - Mobility
Goal #3 - Community Connections
Goal #4 - Public Health
Goal #5 - Climate Change Resilience

Vision Statement & Goals

We envision a Pomona in which all persons are treated with dignity, and love, where respect and care for life are of highest value. Where residents have the opportunity for meaningful involvement in decisions that affect them. Where residents that have been historically marginalized are prioritized in policy making and thoughtful investment. Where every resident has the opportunity for the highest possible quality of life. Where the assets, aspirations and initiatives of the community are respected and nurtured. We envision an equitable and resilient Pomona.

Equity means distribution according to need with a focus on equality in outcome rather than equality in input or distribution.

Equity is the prerequisite for resiliency; The capacity for a city to survive, adapt and grow in response to any chronic and acute shocks experienced (The Resilient Cities Network). Equity and Resiliency are processes, not end states; As conditions change, the response must also change. Social and spatial inequity are interconnected; in order to build towards the Pomona we envision the community must address these issues with appropriate nuance.

Figure 4.1 Equality vs Equity illustration adapted from Via Evaluation

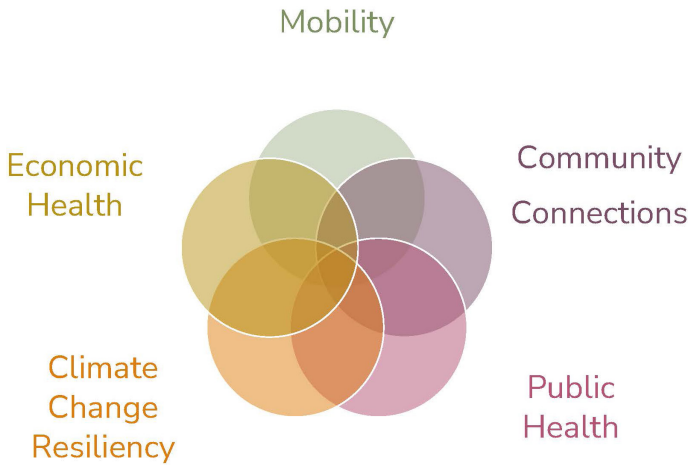


Figure 4.2 Our goals overlap and build upon each other, creating a domino effect of positive change when each are implemented.

Goal #1 - Economic Health
Strengthen economic health of residents with support for emerging economies, good local jobs and affordable housing.

Goal #2 - Mobility
Shift from car-centric infrastructure and improve networks of alternative opportunities for transportation.

Goal #3 - Community Connections
Facilitate community connection and involvement.

Goal #4 - Public Health
Mitigate pollution and improve public health outcomes.

Goal #5- Climate Change Resilience
Strengthen Pomona's resilience to challenges posed by climate change.

Equitable Development

The proposed concept includes interventions to the neighborhoods in the focus area that would increase interconnection of isolated areas by introducing nodes, corridors, linkages and programming that support a range of social, cultural, biological and economic activities. We recognize the need for mixed-use development to create good local jobs and promote walkable access to important amenities for the surrounding communities. Development should work for the existing communities and help alleviate burdens associated with spatial isolation, proximity to industrial activities and historic divestment. Equitable development should involve investment according to need, recognizing and accounting for existing disparities with meaningful input from the community. Success should be measured not by profit generated, but by reductions in disparities documented by measurable improvements for outcomes such as housing burden, health indicators, traffic accidents and pollution levels.

Equitable development in Pomona would promote local jobs and housing that are safe and thus would require measures to alleviate the existing public health concerns documented by CalEnviroscreen including pollution, heart disease and asthma. Expanding housing and centers of activity near the industrial corridors should include short and long-term responses to these public health risks. Some of the responses in this proposal include design that limits truck traffic, improves pedestrian safety measures, integrates green infrastructure, and creates opportunities for more diverse forms of economic activity that shift away from industry and other enterprises that threaten the health of workers and residents.

High rates of housing burden paired with ample lots showing low improvement ratios indicate that the focus area is at a heightened vulnerability to the impacts of gentrification. Any development should have measures in place to serve the existing residents rather than extract wealth from the community. The strategies presented in this proposal target housing, local workforce development and support for small businesses to help grow Pomona from within. Interventions to improve alternative transit networks, address climate change impacts and strengthen social networks, improve access to amenities and build collective capacity to withstand hardships and disturbances.

During development of the Environmental Justice Element of the city's General Plan, the City can regulate use and create certain design standards for any new development. By putting this into the plan this can help safeguard residents from the negative impacts of new development, while contributing to greater climate resilience.

Community Engagement

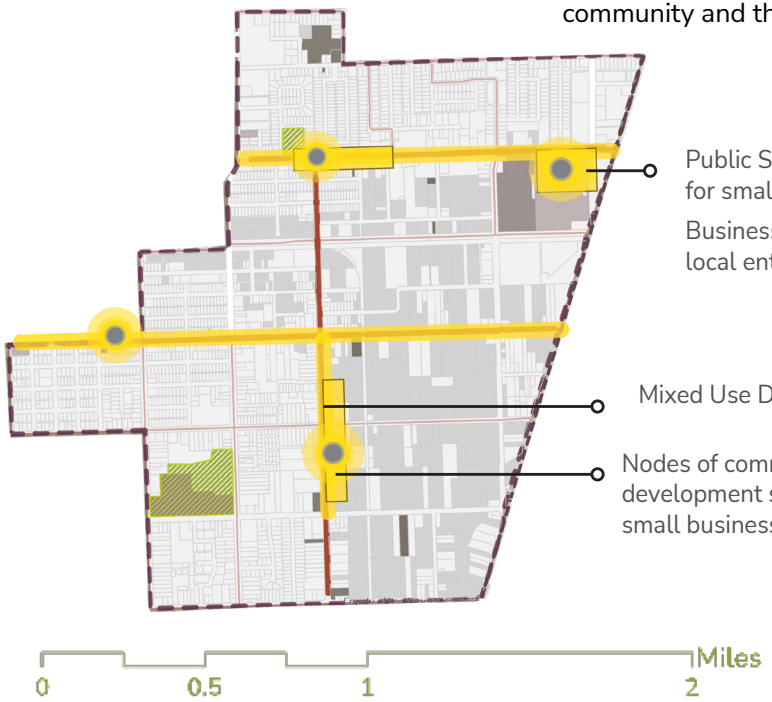
Meaningful community involvement in development that preserves the culture of the surrounding neighborhoods and empowers long-term residents is vitally important. The design process should be community driven and vetted. Local residents should be consulted to identify the assets and issues that may not be easily mappable, such as important members of a community and local history.

One strategy for community involvement in new development are Community Benefits Agreements (CBA). A CBA is a contract between the developer of a proposed project and a coalition of community based organizations. The contract is a legally enforceable way to ensure benefits proposed by the local community are included in the new development, providing an avenue for community input and local partnerships. The community benefits may include: affordable housing, local hiring, living wage requirements, public open space and more. A Community Benefits Fee would contribute a development fee towards a fund for community initiated projects.

Goal #1 - Economic Health

Strengthen economic health of residents with support for emerging local economies, good local jobs and affordable housing.

Economic instability increases residents vulnerability to displacement and ability for residents to recover from hardships of all kinds. Currently, Pomona residents face higher rent burden and lower incomes compared to the county average. We aim to improve the economic health of Pomona's residents by growing from within, enabling residents to start businesses and providing venues to support emerging local economies. We believe an equitable city would support self sustaining rather than extractive economies. The focus on local businesses and affordable housing keep money within the community. We define good local jobs as jobs that are safe, pay a living wage and are within reasonable reach via non-motorized travel. To ensure this, the goal of economic health is tied closely to mobility objectives that improve transit networks in the city. Local jobs have economic, environmental and social benefits by reducing long commute times and carbon emissions and creating more time for residents to spend on community and the activities that bring them joy.



Objective #1
Identify and prioritize neighborhoods for economic development based on equity.

a. Develop a scoring system to evaluate economic burdens across neighborhoods in the city.

b. Develop a scoring system to measure existing economic assets at the neighborhood level.

c. Identify targets for economic health at the neighborhood level, and evaluate each neighborhood in its current performance of each target, so as to prioritize economic development actions in the area of greatest need.

Some of the factors revealing community economic burden include housing burden, household size and household income. Economic Assets include locally owned small businesses, job training programs, affordable housing, and local industries offering living wages. Targets for addressing these issues include a decrease of Housing burdened residents, strength of local industries and more residents earning a living wage.

Objective #2
Facilitate local business development to generate living wage job opportunities for Pomona residents.

a. Establish a Business Resource Center that provides free workshops for setting up small businesses.

b. Skills sharing and mentorship programs to share community knowledge and expertise.

c. Job training in green industries that support climate change resiliency.

d. Local hiring policies for new developments that include training and living wage job opportunities.

Programs and venues to support existing and new locally owned small businesses will build upon the assets represented by Pomona's residents and their skill sets as well as expertise and funding from local institutions. Local small businesses will create jobs and provide amenities in neighborhoods where they are lacking.

Objective #3
Support Local Economies with venues for events promoting local small businesses.

a. Venues for pop-up markets at major nodes and along major corridors in the city

b. Open select streets to pedestrians to promote walking and local businesses.

c. Promote local business within new development.

e. Mixed use development to create walkable neighborhoods, affordable housing and activity for local businesses.

The success of Pomona's arts district demonstrates the importance of venues and events supporting small businesses. These opportunities should be expanded to other neighborhoods with low barrier to entry opportunities to facilitate new businesses such as pop-up markets and street vending. Mixed used design standards will encourage diverse uses and activity supporting small businesses.

Objective #4
Promote affordable housing development that is responsive to community input.

a. Preserve and Expand Affordable Housing

b. Community Benefit Agreements between coalition of community members and developers that establishes fund for community benefits.

c. Reevaluate living wage calculations at the block level in order to provide responsive affordable housing development incentives

d. Remove mandatory parking minimums with an in-lieu fee to fund neighborhood improvements and make space for mixed use development.

A key feature of economic stability for residents is affordable housing. If residents are spending less on housing more can go towards building community wealth that will help build resiliency needed to bounce back from difficulties. Community Benefits Agreements allow for community input on new development and generate funding to support programs and infrastructure improvements benefiting residents.

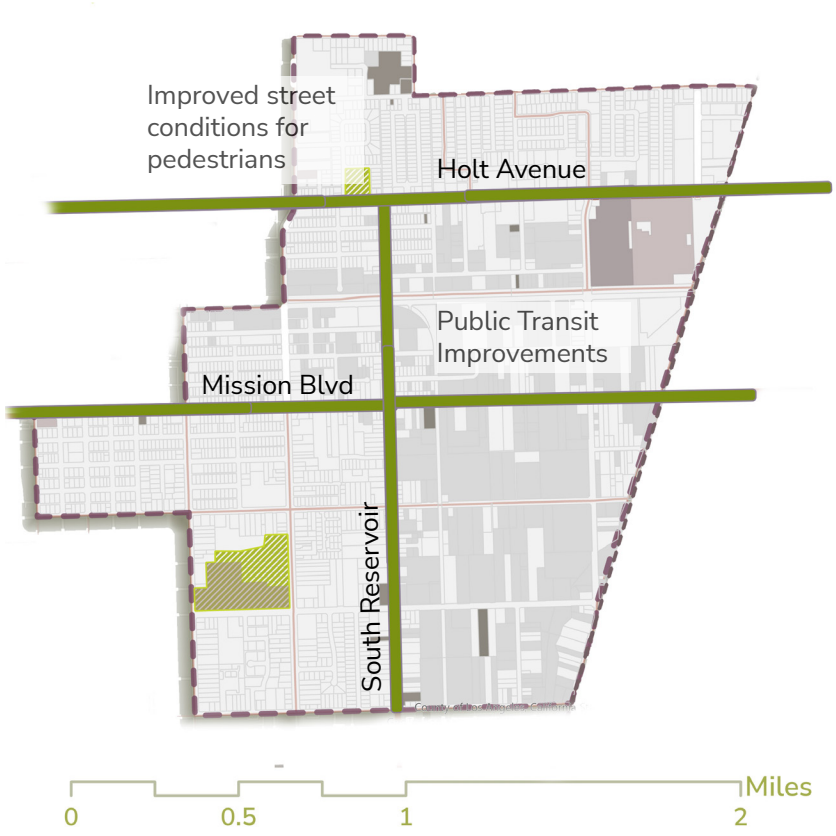
Goal #2 - Mobility

Shift from car - centric infrastructure and improve networks of alternative opportunities for transportation

As documented in our analysis, Pomona is a car centric community where the vast majority of residents must rely on automobile transportation to get to work, school, and shopping.

Given this, most of the residents are denied to opportunity to connect to place.

Walking and the opportunity to walk and not solely rely on the automobile it is argued, can contribute to people connecting to place, people, and the environment. In short it can foster what David Sims describes in his book *Soft City* as deeper connection to ones community.



Objective #1
Identify and prioritize neighborhoods for mobility improvement based on equity

a. Determine community identified mobility needs using:
   1. Meetings
   2. Surveys

b. Developing a scoring system to evaluate mobility challenges across neighborhoods in the city.

c. Developing a scoring system to measure existing alternative transportation assets at a neighborhood level

d. Identify targets for mobility at a neighborhood level, and evaluate each neighborhood in its current performance of each target, so as to prioritize mobility actions in the area of greatest need.

Improve mobility equity by improvements to mobility needs identified by the community. Increase access to high quality mobility options, reduce air pollution (The Greenlining Institute). Focus on the immediate mobility needs of the community, provide cost analysis of mobility options so community can best determine how each option may impact daily / monthly costs. Consider participatory budgeting processes.

Objective #2
Promote Pedestrian Safety

a. Safe pedestrian crossings, create more crosswalks at more frequent intervals- preferably every 300 feet.

b. Narrowing roads over all width. Require all travel lane widths be 10'.

c. Widening Sidewalks and planting separation, ensure sidewalks widths include planting area on outer edge.

d. Implement walkable medians where possible.

Improving street conditions for people can contribute to improved pedestrian use. Hospitable pedestrian conditions include the ability to walk and cross the street safely.

Objective #3
Promote Active Transportation

a. Implement access to bikes through a city bike program, free bike repair stations.

b. Expand and improve bike lanes,create protected bike lanes to encourage safe bicycling.

c. Implement street amenities, such as benches, lighting, trash and recycling bins, signage and way finding to enable easier pedestrian navigation.

d. Require new development to have bike parking areas

e. Discourage drive-thru dining establishments

Promoting active transportation can not only contribute to pollution reduction but can also improve residents physical health. The city should consider improving alternative forms of transportation, implementing protected bike lanes so cyclists feel safe when commuting, and provide programing for free bike repair pit stops along bike lanes.

Objective #4
Enhance public transit

a. Light rail / Circulator/Dash

b. Improve connectivity of transportation to employment, education, and services.

c. Trees/ Shade structures and seating at bus stops that do not currently have hospitable waiting areas

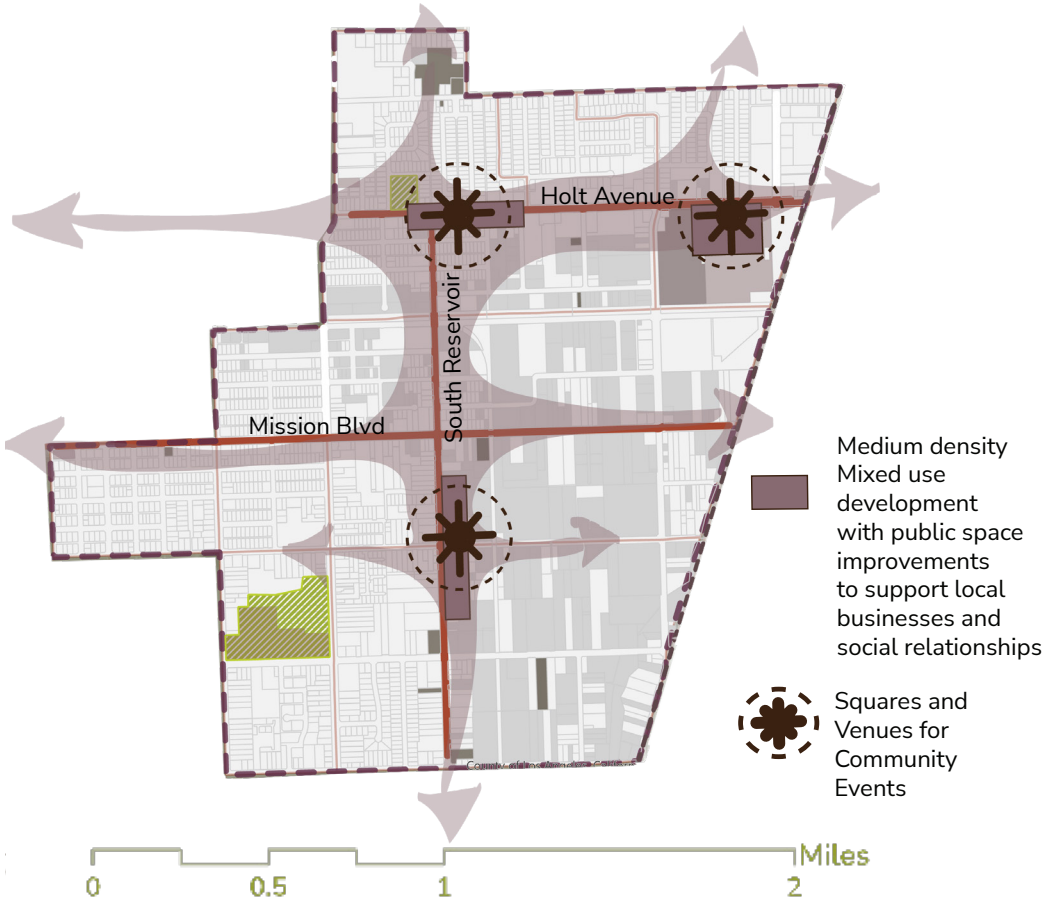
Transit that is accessible, efficient and focused on peoples comfort, and respectful of time currency can contribute to usage. (The Greenlining Institute)

Goal #3 - Community Connections

Facilitate community connection and involvement

Currently greater priority has been given to the automobile within Pomona. This pattern is expressive of the regional context of Southern California.

Re-framing priority around people and pedestrians can foster community interaction and connection. Resilient communities are connected communities. By fostering the ability for the formation of community squares and gathering spaces greater community interaction is possible.



Objective #1
Identify and prioritize neighborhoods for enhancing social connections based on equity.

a. Developing a scoring system to evaluate isolation across neighborhoods in the City.

b. Developing a scoring system to measure existing social capital- building assets at the neighborhood level.

c. Identify targets for community connections at the neighborhood level, and evaluate each neighborhood in its current performance of each target, to prioritize community actions in the area of greatest need.

Social isolation is an equity issue that is at the intersections of transportation, public space and affordable housing. Implement social isolation screening system at existing and future health clinics to gain information on concentrations of experienced social isolation. Though incorrectly viewed as an individual issue social isolation relates to the built environment, and is a systemic issue, and as such needs a multi-disciplinary systematic approach.(Healthy Places by Design)

Objective #2
Create places that generate interaction between neighbors

a. Community gathering pop-up events. Implement a regular Street Closures/ pedestrian only roads to encourage interaction, biking and walking.

b. Zocola - public squares/ forums for markets and events .

c. Implement community gardens, park-lets, and green space in proximity to residential areas. Create varying scales of seating areas in proposed green space to accommodate different sized groups of people.

d. Create spaces for all, encourage multi-generational uses.

Communities are more resilient when multiple layers and scales of connections and support systems exist. By generating space for interaction, rest, and social engagement more opportunities for community connection to happen can take place.

Objective #3
Generate mixed use design focused on small local business, affordable housing, and health services.

a. Layered mixed use at different scales to promote local business, frontages of buildings at different scales.

b. Floor to ceiling window frontages to allow for transition from sidewalk inside.

c. Densify current conditions to provide more uses, and require inclusionary zoning to ensure affordable housing in all new developments. Situate these areas near transportation nodes.

d. For all new residential require health clinics when possible.

Density and diversity of uses contribute to proximity to useful assets. Proximity of contribute to access to basic amenities, common shared spaces, economic activities, and social relationships.(Sim. D)

Objective #4
Community Participation in new development process

a. Community Benefits Agreements, coalition of community organizations that negotiate with developers to enusre community needs are addressed in new developments.

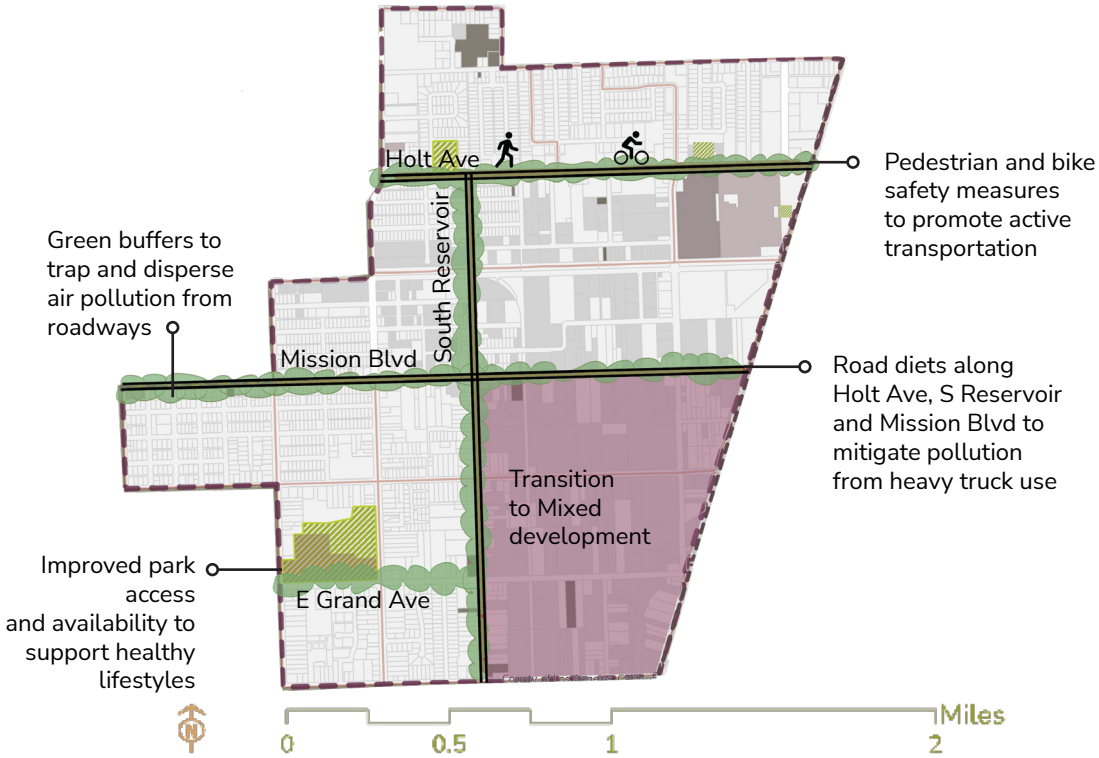
b. Community Engagement processes targeting neighborhoods identified in Objective 1. Develop an accessible process through varying means to engage community.

Understanding the needs and goals of the community is essential in understanding what people want and enjoy about their community. Implement process to engage residents in decision making from the start of any development project.

Goal #4 - Public Health

Improve Public Health Outcomes by Mitigating Pollution and Other Stressors

Air pollution is the major force that takes a toll on the public health of the residents which are more disproportionately impacted and felt in our Focus Area. These air pollutants are caused and worsen by the transit and industrial corridors, such as along Holt Ave, Mission Blvd and Reservoir St in the Focus Area.
This plan reduces the negative health outcomes posed by air pollution, some common ones discussed prior include asthma, cardiovascular disease and low birth weight. In decreasing negative health outcomes, Pomona becomes a healthier city for residents to live in. This vision starts within our Focus Area which serves as a pilot study that can be replicated in other communities.
This will consist in paying close attention on the residents living along the major roads by creating buffers alongside them, street design to make them more pedestrian-friendly with road diets to decrease heavy traffic and re-imagining the industrial land use for commercial, mixed-land use, and vibrant neighborhoods.



Objective #1
Identify and prioritize neighborhoods for enhancing public health based on equity

a. Developing a scoring system to evaluate public health hazards across neighborhoods in the city.

b. Developing a scoring system to measure existing public health assets across neighborhoods in the city.

c. Identify targets for strengthening public health at the neighborhood level, and evaluate each neighborhood in its current performance of each target, so as to prioritize actions in the area of greatest need.

Pomona and our Focus Area exhibit poor air quality in comparison to the greater L.A County due to its unhealthy amounts of Ozone and Particulate Matter Percentile (PM 2.5). Residents in our Focus area are more disproportionately impacted by poor air quality than the city due to the heavy truck traffic roads and greater presence of solid waste, hazardous waste, and cleanup site facilities.

Objective #2
Reduce contributors to major negative health indicators caused by air pollution

a. Increase urban greening by planting more street trees, planting more trees in parks, and community and rooftop gardens to increase the city's urban forest to keep a cooler micro-climate amid rising urban heat island temperatures.

b. Reduce transit by dissuading vehicular and truck heavy streets through road diets.

Negative health outcomes caused by air pollution such as asthma, low birth weight and cardiovascular disease greatly affect residents living across our focus area.

Reduction of C02, Ozone, and PM2.5 is necessary to decrease air pollution. Urban greening help cool cities and improves air quality by cleaning the air from these contaminants, with special care in creating buffers near residential housings and roads. Reducing the speed and vehicular quantity through narrowing road widths through street design also decreases air pollution.

Objective #3
Implement infrastructure for healthy lifestyles

a. Improve park quality and increase park availability and accessibility near residential housings.

b. Increase recreational infrastructure such as safe bike lanes and fitness equipment in parks.

c. Increase access to nature nearby residential housing.

Our Focus Area has a lack of park availability. Biophilia is a theory that states how human beings have an innate desire to have connection to nature. Urban nature needs to increase in our site since contact to nature proves to have numerous positive effects to a person's overall well-being (Terrapin Bright Green, 2014). Existing small parks should be maintained more and encourage more healthy recreational infrastructure such as trails for exercise and fitness equipments to promote active lifestyles. Additionally, accommodating bike lanes and especially along streets to promote other healthier modes of transportation.

Objective #4
Mitigate health threats presented by increased housing density near industrial areas

a. Implement land use redevelopment to eliminate solid waste, clean-up sites, hazardous waste, and industrial use near residential housing

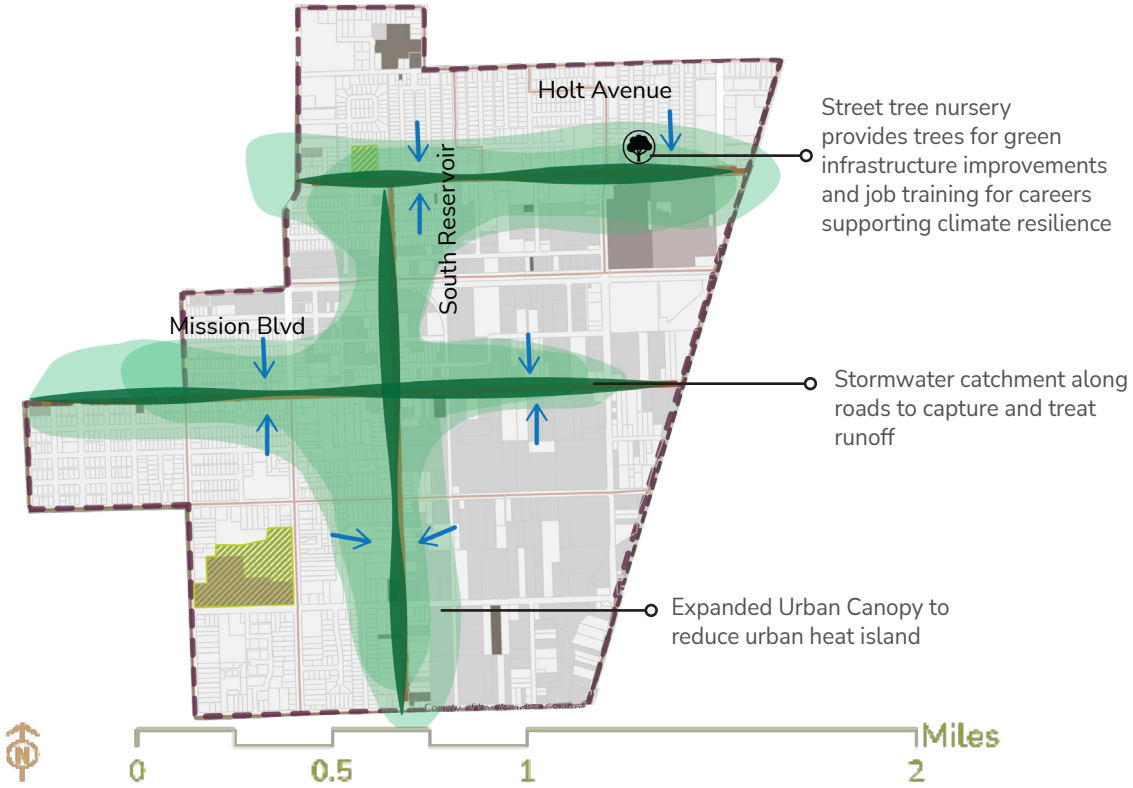
b. Discourage truck traffic in neighborhoods and along major corridors.

In our Focus Area, cleanup sites, hazardous waste and solid waste facilities are of particular concern. These pose threats such as hazardous chemicals that move through the air or groundwater, highly toxic waste materials harmful to health from factories and business, and pest and odor concerns. New land use policies are recommended to improve the quality of life of these residents living near the industrial corridors. As well as transition to mixed land use, and light industry through industrial development community benefits agreements. Road diets reflect this new land us plan, that will dissuade heavy truck use.

Goal #5 - Climate Change Resilience

Strengthen Pomona's resilience to challenges posed by climate change

The residents in our study area are burdened by extreme heat, seasonal flooding, and inadequate green infrastructure. This includes reduced tree canopy, and an overabundance of permeable surfaces due in part to proximity to the industrial corridor. Higher temperatures associated with urban heat islands can increase cooling costs, exasperate health conditions, and lead to higher instances of air pollution (WHO, Kennen 2015). Pomona is anticipated to experience more extreme heat days in the future (caladapt). Targeted expansion of green infrastructure is an important part of increasing Pomona's resiliency to the impacts of climate change. Additionally, partnerships with other municipalities will be essential for strategic interventions, as the challenges posed are not confined to city boundaries. Regional partnerships can also contribute to more pathways of funding.



Objective #1
Identify and prioritize neighborhoods for improving climate change resilience based on equity.

a. Develop a scoring system to evaluate extreme heat hazards across neighborhoods in the city.

b. Develop a scoring system to measure existing assets to cope with extreme heat at the neighborhood level.

c. Identify targets for strengthening climate change resilience at the neighborhood level, and evaluate each neighborhood in its current performance of each target, so as to prioritize actions in the area of greatest need.

Extreme Heat Hazards can be measured using Heat and permeability mapping, cooling costs and data on health impacts related to extreme heat events. Assets for addressing heat hazards include urban tree canopy, Parks, green space and cooling centers. Some of the targets for this issue would include reduction of urban heat island in most highly impacted neighborhoods and a decrease in heat related adverse health impacts.

Objective #2
Utilize green infrastructure to mitigate the effects of extreme weather events associated with climate change.

a. Implement storm water management infrastructure along streets and new developments for slowing and treating runoff and mitigating flooding during extreme rain events.

b. Decrease impermeable surfaces by reducing road widths and surface parking. Utilize permeable paving where possible.

c. Require new developments to be built with passive cooling systems for buildings and landscapes.

Extensive impermeable surfaces in the focus area exacerbate the effects of extreme weather events such as heat and flooding. Implementing design standards such as passive cooling systems, green space and permeable surfaces, could reduce these effects. Design standards that require passive cooling systems and other micro climate strategies that do not require electricity can help reduce the costs of heating.

Objective #3
Climate Resilience partnerships with regional municipalities and/ or organizations

a. Identify leaders in surrounding region working toward climate resiliency

b. Foster a learning community/ Community of practice to address the local and regional climate impacts.

c. Partnering with local and regional public entities for climate resilience planning and implementation.

d. Creation of Pomona Street Tree Nursery to provide job training in careers that support climate resilience.

Partnerships can contribute to more pathways of funding. Grant funding exists at different levels, currently California state has the Regional Resilience Grant Program, which has a regional focus. Climate resilience extends beyond single jurisdictions, to be able to address Climate resiliency, multi scaled strategies will be necessary. (California,S. of. n.d)

Objective #4
Reduce Urban Heat Island effect within the most effected neighborhoods.

a. Expand tree canopy with trees provided by Street Tree Nursery to mitigate urban heat island.

b. Requirements for greenspace and permeable surfaces in new developments and infrastructure improvements.

c. Reduce household cooling costs with strategic planting of trees provided at no or reduced cost to households in neighborhoods with greatest need.

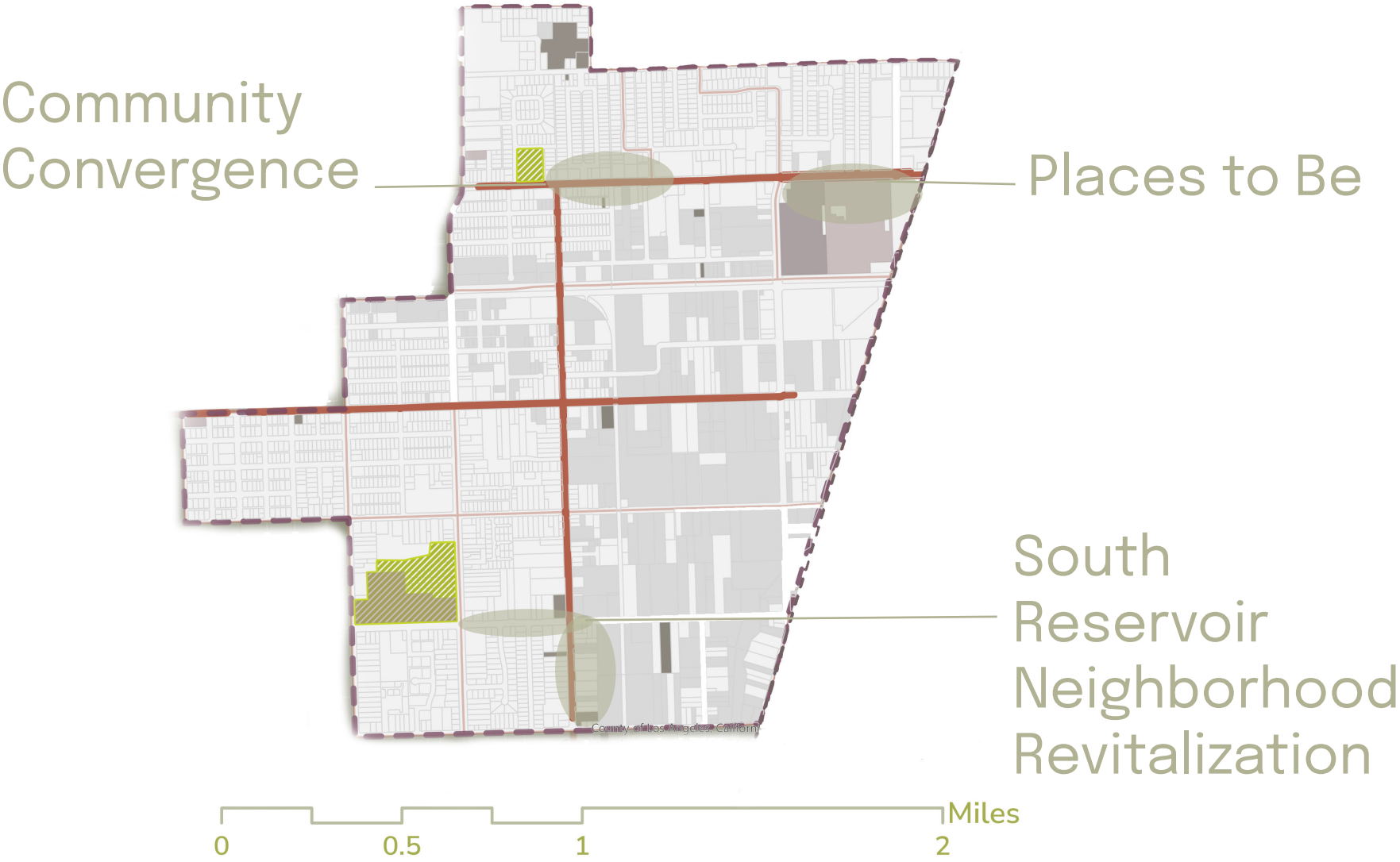
The anticipated regional increase in extreme heat days can be dangerous for vulnerable populations such as the elderly. Another impact is more money spent on cooling by households already facing significant economic burdens. Targeted tree planting can reduce energy use for cooling by 10-50% (Simpson, J. R., & McPherson, E. G. 1996. USDA Forest Service).

Spatial Design

5

Spatial Design Zones
Community Convergence
Places to Be
South Reservoir
Neighborhood Revitalization
Streets are for People

Spatial Design Zones



Community Convergence

Connections through walkable streets and restorative spaces

1"=200'

Figure 5.1 *Existing Conditions analysis* *Photo Source: Google*

Figure 5.1 shows East Holt Avenue in the East Corridor Focus Area. In addition to excessive street widths, within just a under a ¼ mile of this stretch there are 24 access points for vehicles including roads and alleyways, indicated in the red arrows. The light blue represents the extensive surface parking. Many of the buildings and businesses in this area are situated far back from the street with large parking lots located in front. Vacant lots are represented in light green, and the light brown rectangles are where auto accessible alleyways currently exist.

This corridor has many auto oriented businesses, dining establishments, a health clinic, multiple dental offices, a laundry mat, and a large grocery store. The crosswalks that do exist along this corridor are minimally marked and close to a 1/4 mile apart.

The combination of wide streets, excessive parking, minimal tree canopy, existing health and community services and businesses create opportunities for how streets and public space could be designed to promote community connections, accessible mobility, public health, and climate resiliency.

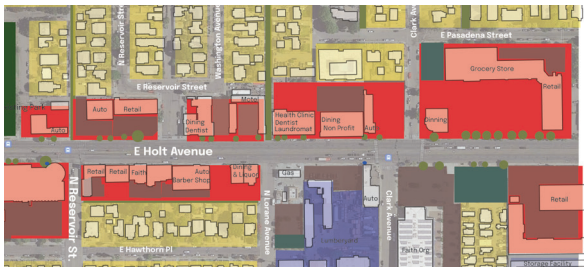


Figure 5.2 *Existing Conditions Landuse Diagram of Neighborhood/ Holt Avenue Corridor. Red represents Commercial, Purple represents Industrial, and yellow Represents Residential. Dark brown is the surface parking. Photo Source: Google*

Figure 5.3 *Conditions on Holt Avenue. excess vehicle entrances, and wide street widths Photo Source: Google*

Figure 5.4 Family *Health Clinic on Holt Avenue*
Photo Source: Google

Figure 5.5 *Clark Ave off of Holt Ave, vacant lot adjacent to grocery store. Photo Source: Google*

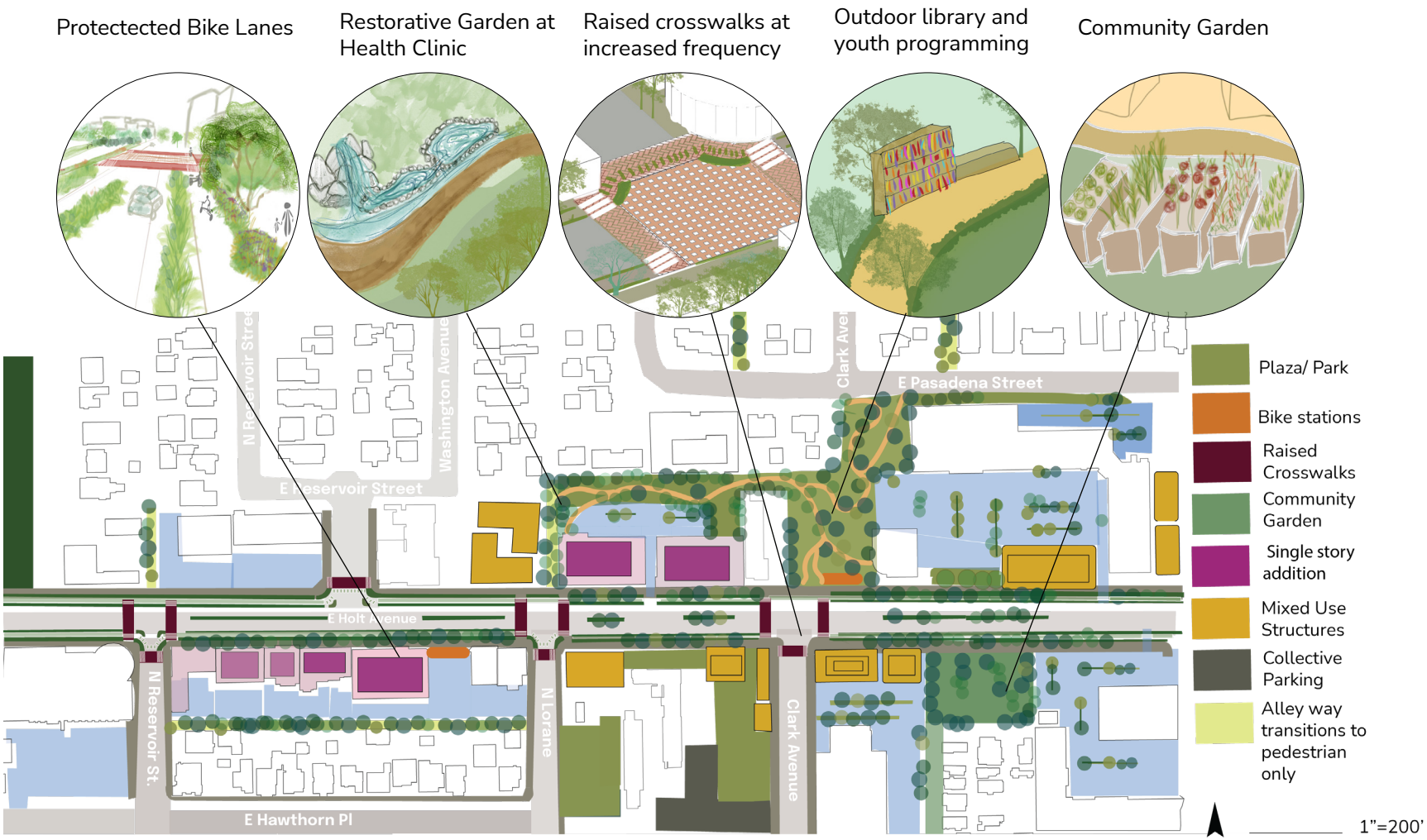


Figure 5.6 *Proposed Concept for East Holt Avenue*

Community Convergence envisions increased open spaces, streets designed with consideration for pedestrians and cyclists, increased greenspace in relation to essential services such as grocery stores and health clinics. Reconsidered street arrangements emphasize the potential of the built environment to encourage walk-ability, foster community connection, and reduce the impacts of increased high heat days.

This design proposes a new consideration for the street conditions along East Holt Avenue. To reduce the street widths and improve pedestrian safety and experience this design proposes reducing the driving lanes from 4 to 3, with a center median and turning lane. Driving Lanes should be under 10 feet in width, according to NACTO. The plan will reduce the vehicular entrance points off of East Holt, to promote pedestrian safety. Conversion of alley ways directly off of Holt into pedestrian only pathways will encourage connection.

Increases in the number and quality of crosswalks will help to ensure safer crossings for pedestrians at more frequent intervals, and will help to reduce the fragmentation of this auto centric area.

Existing surface parking will be reduced in favor of collective parking. The north segment of Clark Ave is proposed to transition into a park, to connect the residential area to the north to the mixed use area along East Holt, and link to the health clinic garden.

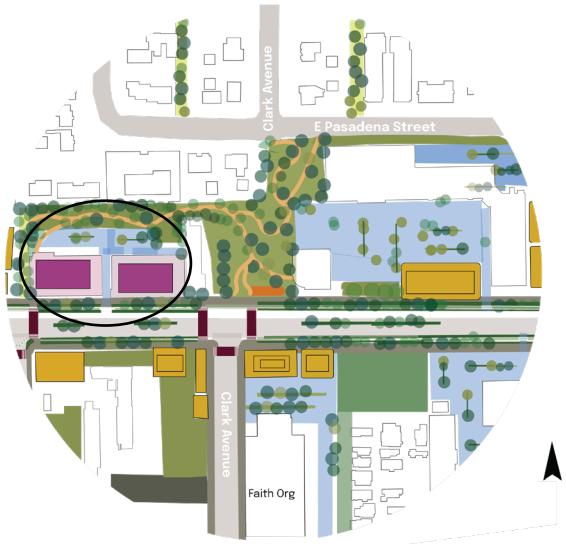


Figure 5.7 *Proposed design, with Health Clinic Garden concept highlighted in black oval*
Photo Source: Google

Social connectedness and relationships play a major role in the well-being of communities, because of this, this proposal recommends creating conditions for more opportunities for community to connect, and to decrease conditions that contribute to social isolation.(Healthy Places by Design)

Implementation of a community garden, public park for gatherings and programming to support neighborhood residence will bring more possibility of social connection. These spaces will include an outdoor library, learning center, and youth center in the park area near the grocery store, to support the neighborhood's high youth population. Programming for health days includes both physical and mental health well-ness programming activities. Increasing and creating screening for health can occur at the expanded health clinic, including screening for social isolation. Opportunities for multiple layers and scales of connections and support systems will help to ensure community's resiliency.

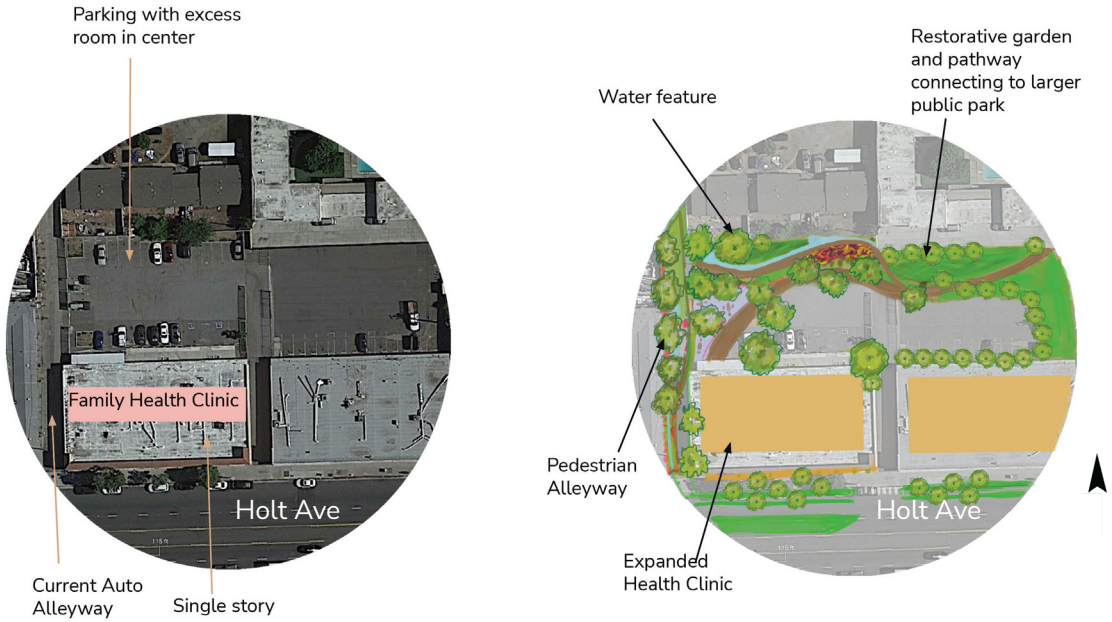


Figure 5.8 *Existing Conditions and Concept for Restorative Garden at Family Health Clinic*
Photo Source: Google

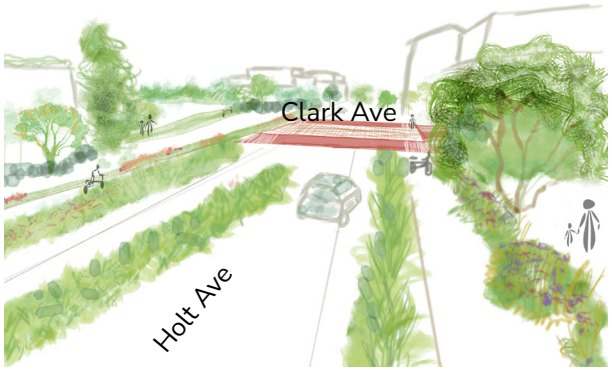


Figure 5.9 *Proposed design Holt Ave, depicting median, and protected bike lanes, narrower street widths, expanded open space and increased crosswalks.*

The Family health clinic restorative garden will create a rest place for restoration before or after clinic visits. This site currently has excess room in parking lot, a automobile alleyway, and a single story clinic.

Our focus area is more greatly impacted by the effects of high heat days. Large swaths of impermeable pavement coupled by a lack of tree canopy create the conditions of increased temperature. Vulnerable populations are more greatly impacted by this(HEAT.gov), including the elderly ,children, and pregnant women.

This clinic provides numerous medical and social services to populations more greatly impacted by extreme heat. Implementing a restorative garden area adjacent to this essential service with connections to the pedestrian alleyways and the public park will contribute to safer conditions.

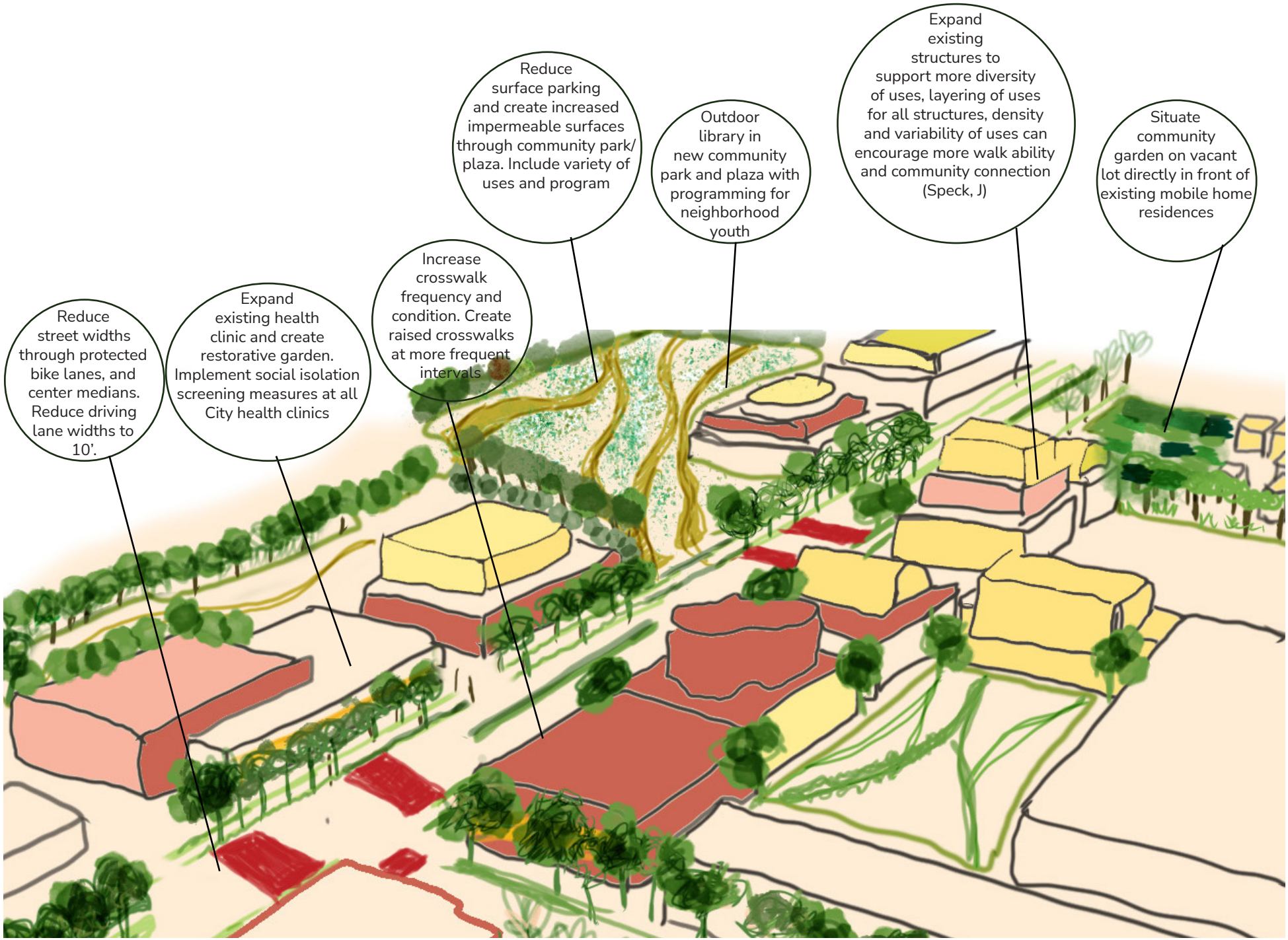
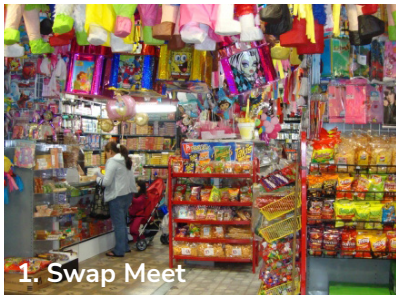


Figure 5.10 *Proposed concept for Holt Avenue*

Places to Be: A Vision for a Walkable Pomona

This design seeks to transform the block known as The Village at Indian Hill into a network of streets and mixed-use development that supports local economic opportunities, strengthens community connection and expands green infrastructure. Extensive surface parking and wide streets are replaced with ample public space and pedestrian oriented paths that facilitate access to the area's many existing assets. These include amenities such as the Valley Indoor Swap Meet, restaurants, and retail shops, health services such as Pomona Community Health Center and educational facilities, including Village academy High School, Bright Prospects and offices of Pomona Unified School District. The proposed mixed use commercial and residential development creates the proximity needed for walkable neighborhoods, activity at all times of the day and support for local businesses. The design expands the urban canopy with trees provided by the Pomona Street Tree Nursery, which provides job training in green industries and improves Pomona's resilience to challenges posed by climate change.


1. Swap Meet


2. Annual Carnival


3. Indian Hill Blvd.


4. Conference Center


5. Tri City Health


6. Empty Lot off Holt

Site Analysis

The proposed design interventions are located primarily on the block surrounding the Village at Indian Hill, which features the Valley Indoor Swap Meet, a popular destination for Pomona residents. The project area is situated at the interface between Residential neighborhoods to the north (Yellow) and Industrial development to the south (purple).

Along with Swap Meet, the Village also houses offices of the Pomona Unified School District, Health services, Several Continuing education and vocational training programs, a conference center, and two high schools (Village Academy and Park View). Across Holt Avenue is the Tri-City Health Office (figure 5), A community health center, super market and several small retail shops.

These community assets are within walking distance of the surrounding neighborhoods, however the existing conditions are car focused, featuring extensive surface parking and excessively wide streets. High speeds and a lack of safety infrastructure have contributed to numerous pedestrian injuries and deaths along Holt Avenue. Low canopy coverage and inadequate greenspace contributes to the urban heat island and results in flooding during rain events. The use of the parking lot for events such as Swap Meet's annual Carnival (Image 2) demonstrates the potential for expanding public gathering spaces for community events.

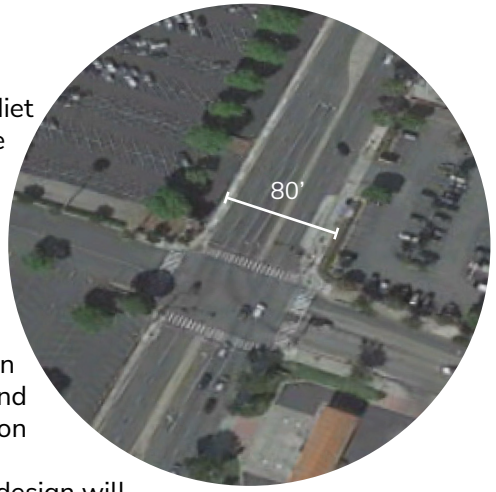
These services are accessed by residents all over the city and reflect community efforts to address social inequities and help alleviate some of the burdens felt by many Pomona residents. The design interventions in this proposal ask the question, how can the public space of this neighborhood also support these efforts?

Goals and Objectives

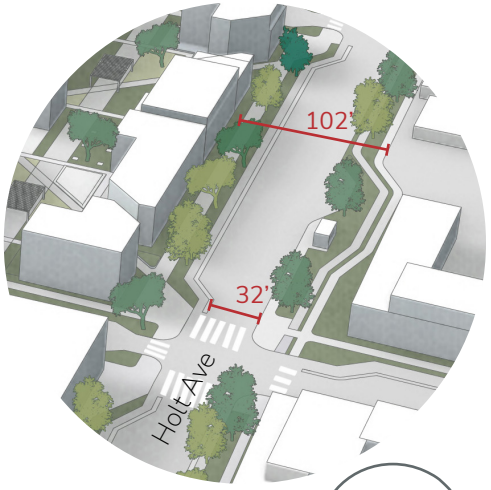
Economic Health
This proposal seeks to bolster the economic stability of Pomona's residents by providing good local jobs, workforce development and venues to support emerging local economies. Mixed use, medium density developments provide affordable housing and opportunities for small businesses. Affordable workspaces, which wrap around the proposed parking structure, support local creatives and entrepreneurs. Existing surface parking lots are substituted for a parking structure and expanded street parking, encouraging reduced driving speeds and directing the flow of pedestrian traffic near shops. Housing is positioned near improved transit infrastructure to improve access to the rest of the city.

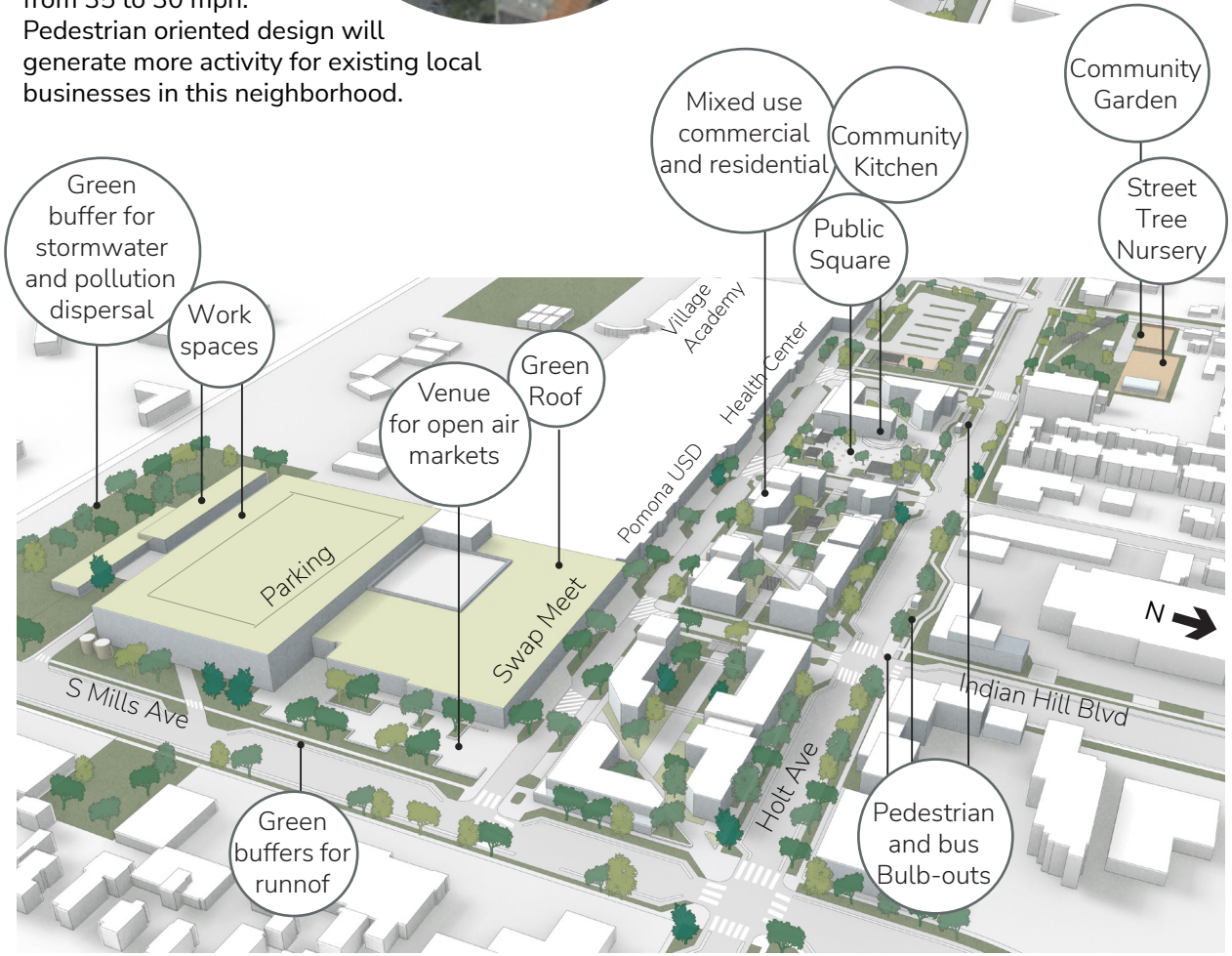
Community Connection
Gathering spaces in different scales support a variety of activities while facilitating access to the surrounding amenities. Shops and ample, comfortable public space will encourage visitors from the nearby neighborhoods to linger and visit often, generating stronger social connections. The Community Garden and Kitchen encourage positive interactions and sense of community ownership. Pedestrian safety measures such as bulb-outs and a proposed road diet encourages non-motorized travel creating more opportunities to interact with neighbors.

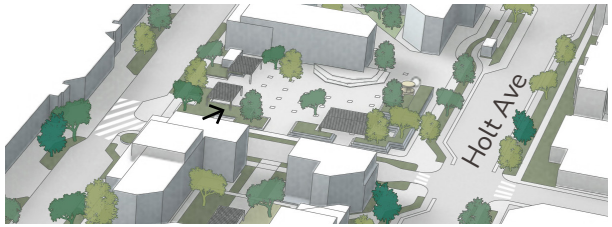
Climate Resilience
The design replaces paved lots and wide streets with greenspace and dramatically increased urban canopy to reduce the urban heat island. Climate adapted trees are supplied by the Street Tree Nursery. Public gathering spaces are positioned near new developments which create cooling micro climates, shielding from heat and wind. Green Roofs over the parking structure and Swap Meet reduce runoff and heat. Runoff is also captured in greenspace along roadways and in cisterns to be used for irrigation.



The proposed road diet reduces Holt Avenue and Indian Hill Blvd from 5 lanes to 3 lanes. Additional safety measures include street parking, protected bike lanes, pedestrian and bus bulb-outs and a speed limit reduction from 35 to 30 mph. Pedestrian oriented design will generate more activity for existing local businesses in this neighborhood.







The centrally located public square offers amenities and refuge for residents accessing nearby services. The square is Located near a protected bus stop off of Holt Ave., community health and family services, vocational programs, Village Academy High School and a proposed community kitchen. Public amenities include shade structures, seating, water fountains, restrooms, bike shelter, stages for performances and events, and a charging station also offering free internet access, with the goal of expanding free access to basic amenities for all, including unhoused Pomona residents.

The path between the swap meet and parking garage has been designed as a prime location for street vending and other low barrier of entry enterprises. A proposed street running along the length of The Village from South Mills to North East End Ave, facilitates access to existing shops and can be closed to cars for open air markets and other events. Mixed use development encourages people living in the residential units to frequent the local businesses. Enhancing public space to promote local jobs has economic, environmental and social benefits, reducing long commute times and carbon emissions and creating more time for residents to spend on community and the activities that bring them joy.

South Reservoir Neighborhood Revitalization

Re-imagining South Reservoir Neighborhood tomorrow. A neighborhood where the industrial threats and tension facing residential housing are eliminated and replaced with a thriving network of mixed land-use services connected by neighborhood greenways. This design plan envisions a future where S Reservoir St. no longer prioritizes heavy traffic but now serves as a primary neighborhood greenway that prioritizes active transportation and public transit. In this proposal, E Grand Ave, is a safe and pleasant neighborhood greenway, serving as an important corridor connecting parks, schools, and other neighborhoods through public transit and active transportation.

Figure 5.11 *Existing Conditions. Image Source Google Earth*

Challenges

Below Average Walkable

EPA Walkability Index scores this site as below average walkable. Resident and business owner of Carnitas El Gordo mentions how she drives to a park in Chino Hills even though Washington Park is a 10 min walk from her home. Lack of adequate pedestrian-friendly infrastructure and safety concerns were expressed by this resident as her reasoning to low-walking in her neighborhood and to Washington Park.

Lack of Community Connection

Residents are separated by the housing grid which encourages distancing from noisy Reservoir St. This street has a great opportunity to be a thriving and healthy public space for residents.

Poor Public Health

The Site is burdened by negative health outcomes posed by the heavy truck traffic, industrial corridors, hazardous waste, solid waste, and cleanup site contamination. Residents experience unhealthy amounts of ozone and particulate matter percentile which pollute air quality.

Figure 5.12 *Proposed Revitalization Plan*
Image Base Map Source Google Earth

Figure 5.13 *The proposed Grand Ave Greenway has the opportunity to connect residents across the city to several parks and schools.*

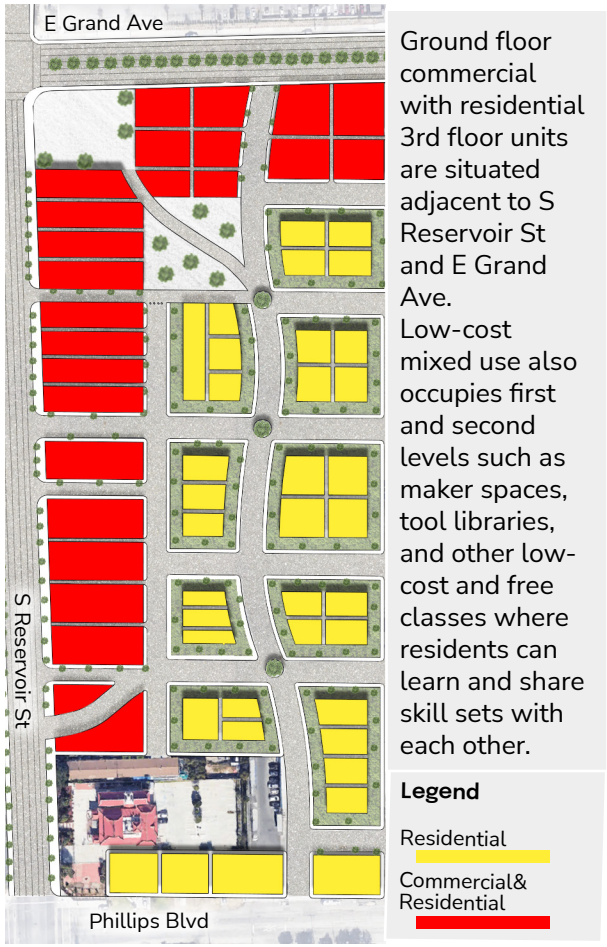


Figure 5.14 *Proposed Land Use Diagram*

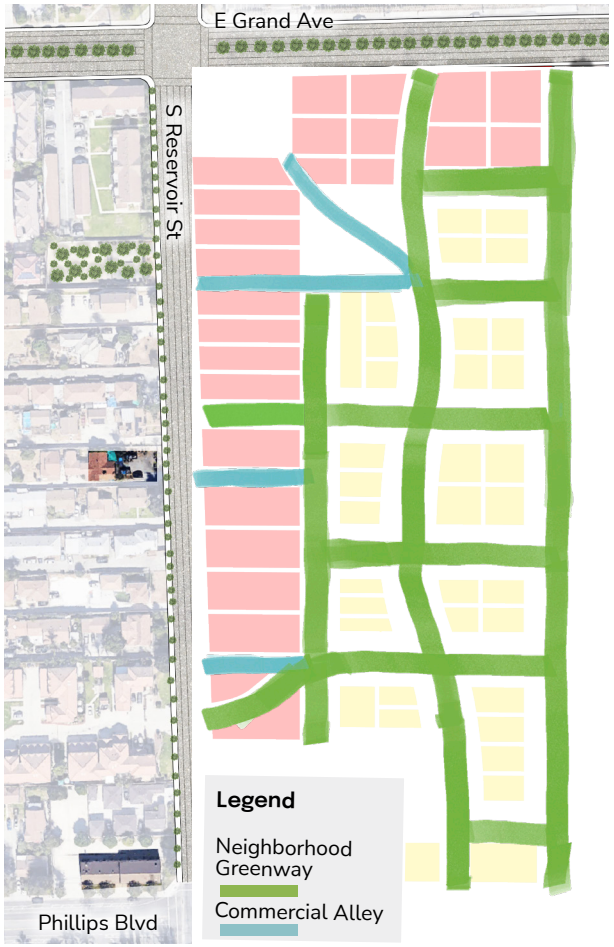


Figure 5.15 *Proposed Street Type and Axis Grid Diagram*

Figure 5.16 *Bird's Eye perspective of S Reservoir Neighborhood*

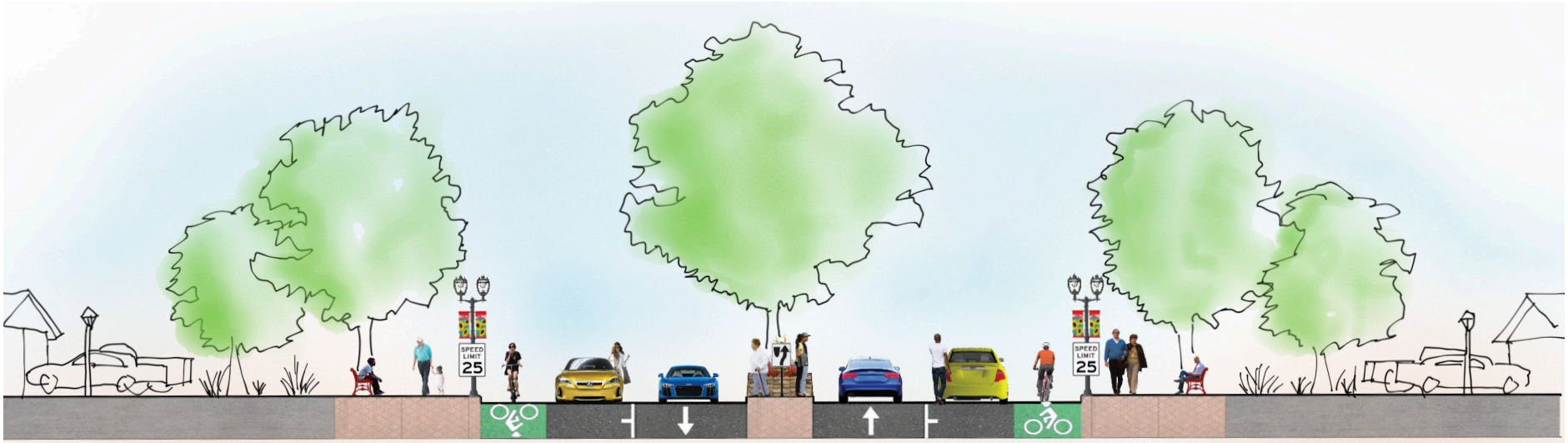


Figure 5.17 *E Grand Ave Redesign goes through residential housing with infrastructure to comfortably and safely bike and walk to Washington Park, other parks and schools.*

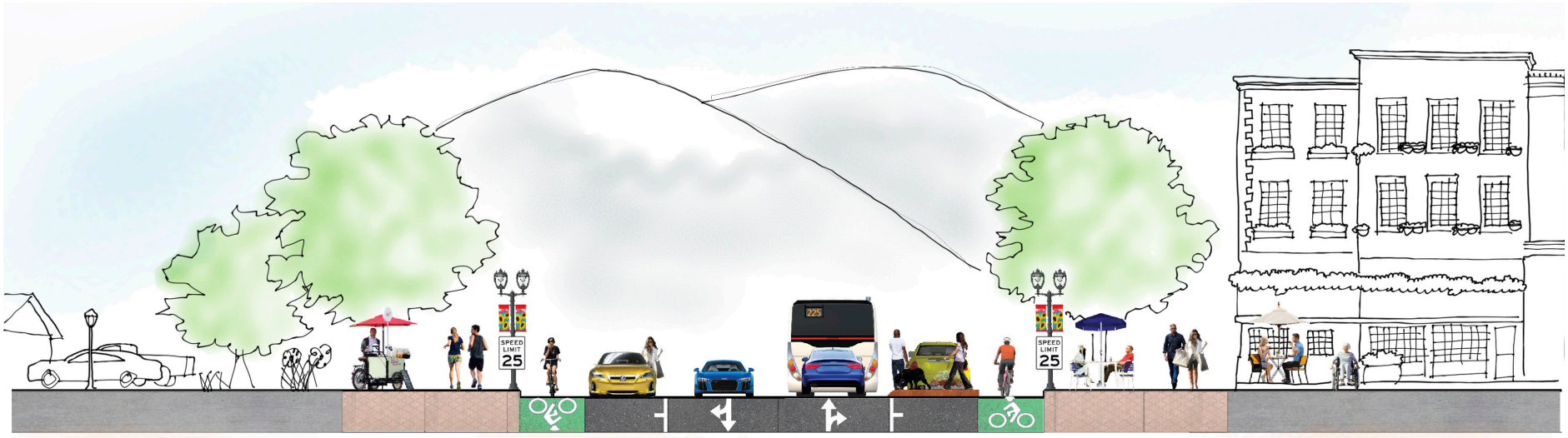


Figure 5.18 *S Reservoir St Redesign reduces automotive traffic to two lanes, provides parking for nearby business and residents, as well as dedicated space for bicyclists. Pedestrians are invited to rest and stroll down the 15.5' sidewalk.*

Goals and Objectives

Mobility

Active transportation such as walking and bicycling is promoted by road dieting the four-lanes in both E Grand Ave and S Reservoir St into two-lanes. Designated bike lanes are implemented and sidewalks are kept cool and comfortable with ample adjacent street trees for shade. Public transit is encouraged through attractive green and sustainable bus stops with seating. Wayfinding signage is implemented throughout the streets to inform pedestrians the distance in miles and minutes to nearby parks, schools, and other landmarks.

Community Connection

Pedestrians reclaimed the streets once again thanks to the removal of the auto-oriented streets within the previous site conditions. Now people greet each other as they populate the sidewalks and bicycle lanes. S Reservoir St is a popular walking attraction for it's 15.5' sidewalk, holding sidewalk dining and ample benches for people watching. Commercial alleys are vibrant spaces for intimate sidewalk dining and places to rest and socialize. The new land use redevelopment proposes mixed-use services such as restaurants, cafes, retail, maker spaces, tool libraries, and other low-cost and free classes.

Public Health

The new land use redevelopment removed the industrial corridor near residential housing and with that heavy truck traffic. This as well as the mass planting of street trees, contributes to an increase in good air quality and thus fights the pressing issue of high ozone and pm.2 percentile in the site. The new speed limit of 25mph decreases high amounts of fossil fuels from being emitted from cars. Stormwater management infrastructure such as bioswales are placed within street design to slow and treat runoff.

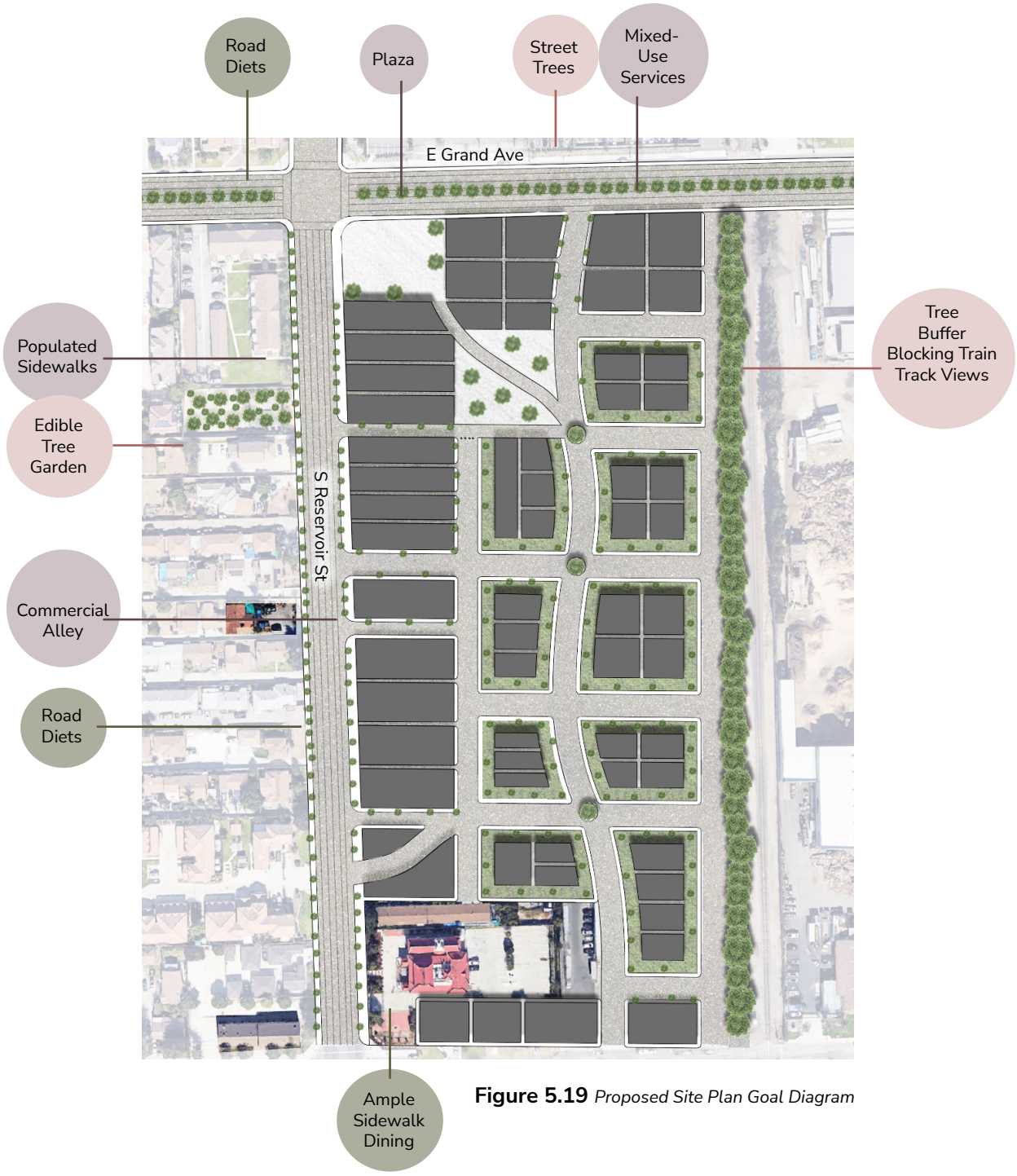


Figure 5.19 *Proposed Site Plan Goal Diagram*

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