

VILLAGE SOUTH SPECIFIC PLAN

CITY OF CLAREMONT



DISCOVERY WORKSHOP

MORNING SCHEDULE

- 9.15 Welcome (Chris Veirs)
Presentation (David Sargent)
- 9.45 Q&A (Sargent moderating)
- 10.05 Break
- 10.15 Group Work
- 11.00 Report Back
- 11.40 Wrap up (Sargent moderating)
- 12:00 Adjourn



PROJECT TEAM

SARGENT TOWN PLANNING: *Project Lead, Urban Planning and Design*

RAIMI + ASSOCIATES: *Outreach, Planning Policy, Sustainability*

METROPOLITAN RESEARCH + ECONOMICS: *Market Analysis, Implementation Strategy*

NELSON\NYGAARD: *Multi-modal Station Area Mobility*

GIBSON TRANSPORTATION CONSULTING: *Traffic Analysis*

CRABTREE GROUP: *Civil Engineering, Sustainable Infrastructure*

MERIDIAN CONSULTANTS: *Environmental Review, CEQA Documentation*

PLAN OBJECTIVES

STARTING POINTS FOR DISCUSSION

- **Identify and prioritize** a mix of uses for this area in the center of town
- Ensure that future **land uses complement the Village** and other surrounding uses and **meet Claremont's needs**
- **Connect the Plan Area** to the Village and transit, with a balanced, all-mode mobility network
- Ensure that new development reflects the **unique scale and character of Claremont**
- Craft a Plan framework that will **shape future projects** to be consistent with the community's vision for this place



KEY CONSIDERATIONS

CUSTOM PLAN FOR UNIQUE AREA

LOCATION/CONTEXT: Center of town and Village-adjacent, transit-adjacent, near colleges and KGI, developed as “just outside town”

CONNECTIVITY/ACCESS: Corner of two major thoroughfares, transit-adjacent, walking distance to Village but separated by railroad

MIX OF USES: Vision-driven, market-supported, long-term value

DESIGN: Town-scale, human-scale, Claremont landscape character



PLAN LOCATION / CONTEXT

PATTERNS

X-RAY VISION

- 1. Village:** Buildings strongly define street spaces
- 2. Colleges:** Buildings define quads and courts
- 3. Neighborhoods:** Buildings gently define street spaces
- 4. Business Park:** Buildings sit in landscape and parking lots
- 5. Undefined:** No clear pattern yet



PLAN AREA – EXISTING BUILDINGS



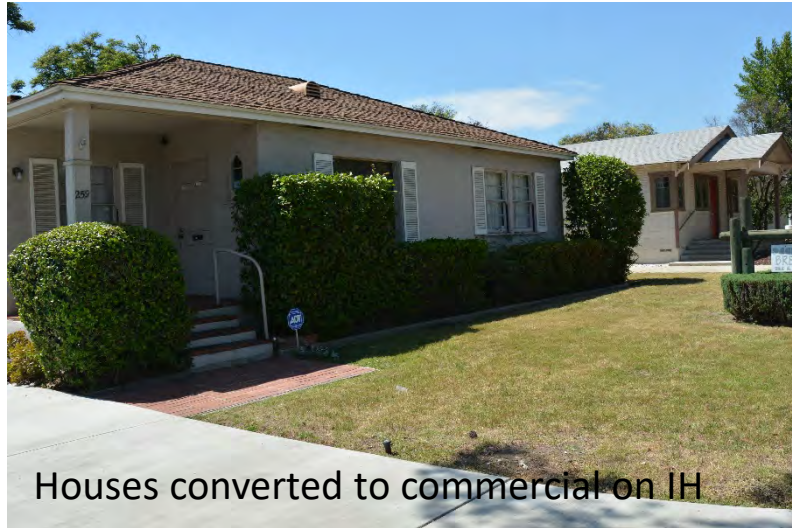
Commercial Building on Indian Hill



Vortex Industrial Building on Indian Hill



Hibbard Car Dealership on Indian Hill



Houses converted to commercial on IH



Gas Station on Indian Hill and Arrow



House on Bucknell

PLAN AREA – EXISTING STREETS



PLAN AREA – VACANT / OPPORTUNITY SITES



City owned vacant lot



Vortex property



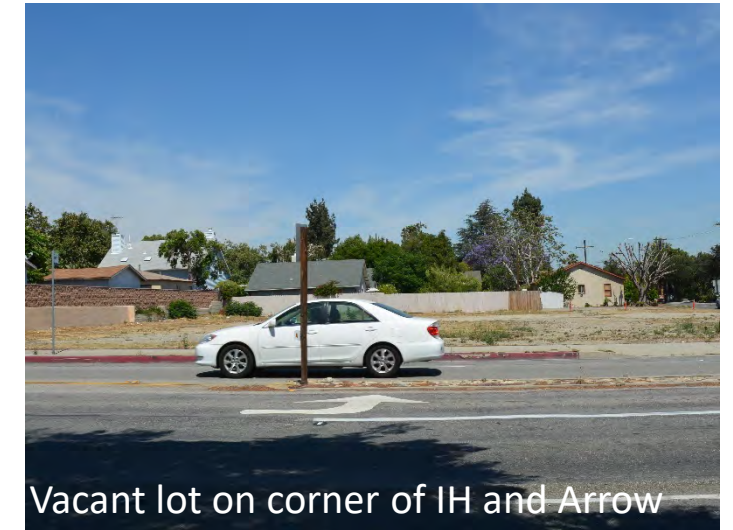
Behind Vortex Buildings



Vacant Hibbard Car Dealership



Vacant Hibbard Car Dealership



Vacant lot on corner of IH and Arrow

HISTORIC AERIAL PHOTOS



Archive Photos from Claremont Heritage

QUESTIONS

- Any questions that can't wait?
- Did we miss anything really important?
- Did we say anything that you think is wrong?

CONNECTIVITY / ACCESS

CONNECTIVITY OPPORTUNITIES



MOBILITY + TRANSIT

CONNECTING TO EXISTING AND FUTURE TRANSIT

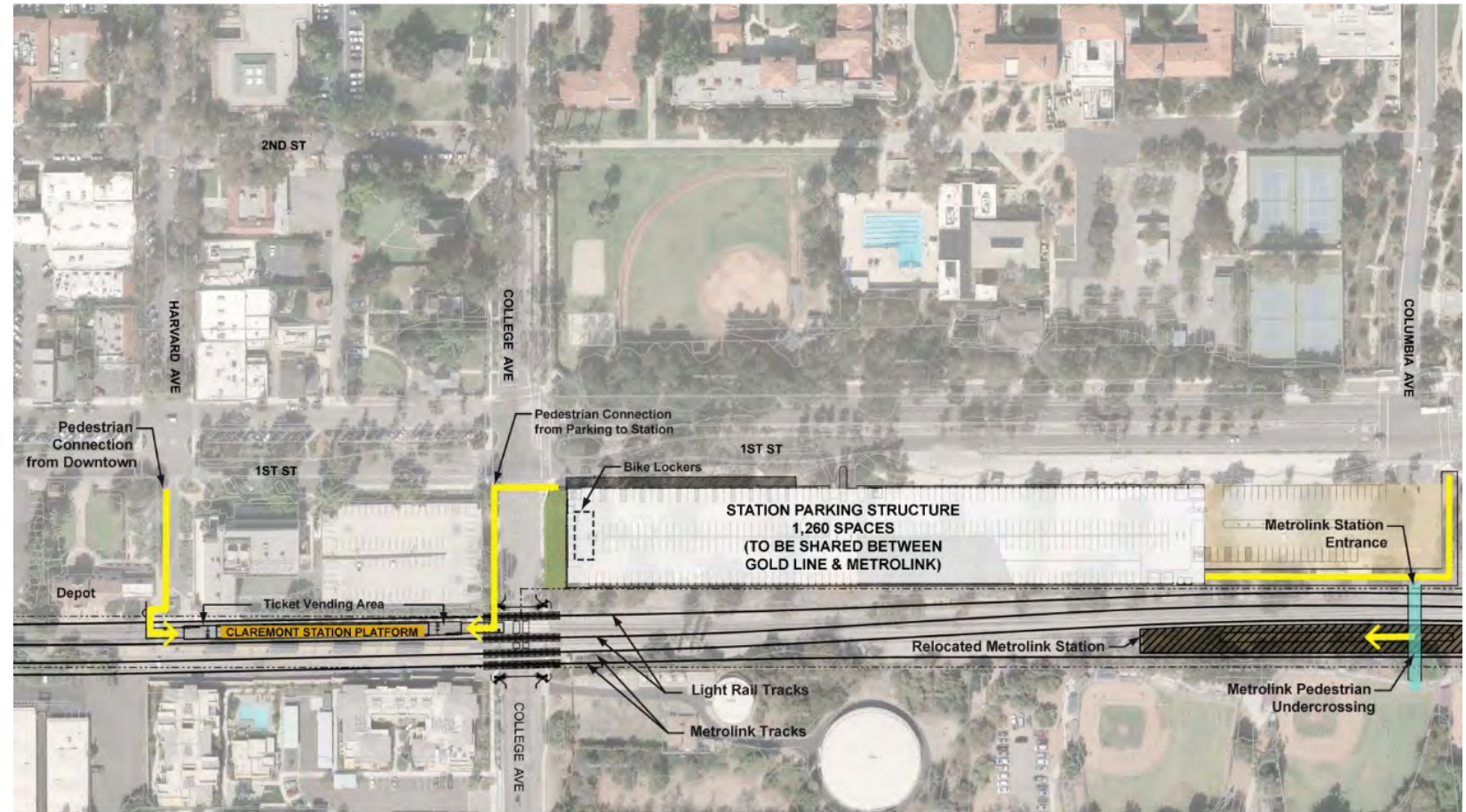
- Historic depot becomes new Gold Line Station
- New Metrolink station and parking structure east of College
- Bus routes connect to rail transit along 1st St



GOLD LINE / METROLINK

METRO RAIL STATION OPENING 2025-2026

- Two new tracks added south of existing tracks for Metrolink and freight.
- Proposed parking structure in existing Metrolink parking lot site
- Trains each way every 10 minutes peak, 20 off-peak to Pasadena and Los Angeles



Advanced Conceptual Engineering - September 2016

GOLD LINE

METRO RAIL STATION OPENING 2025-2026

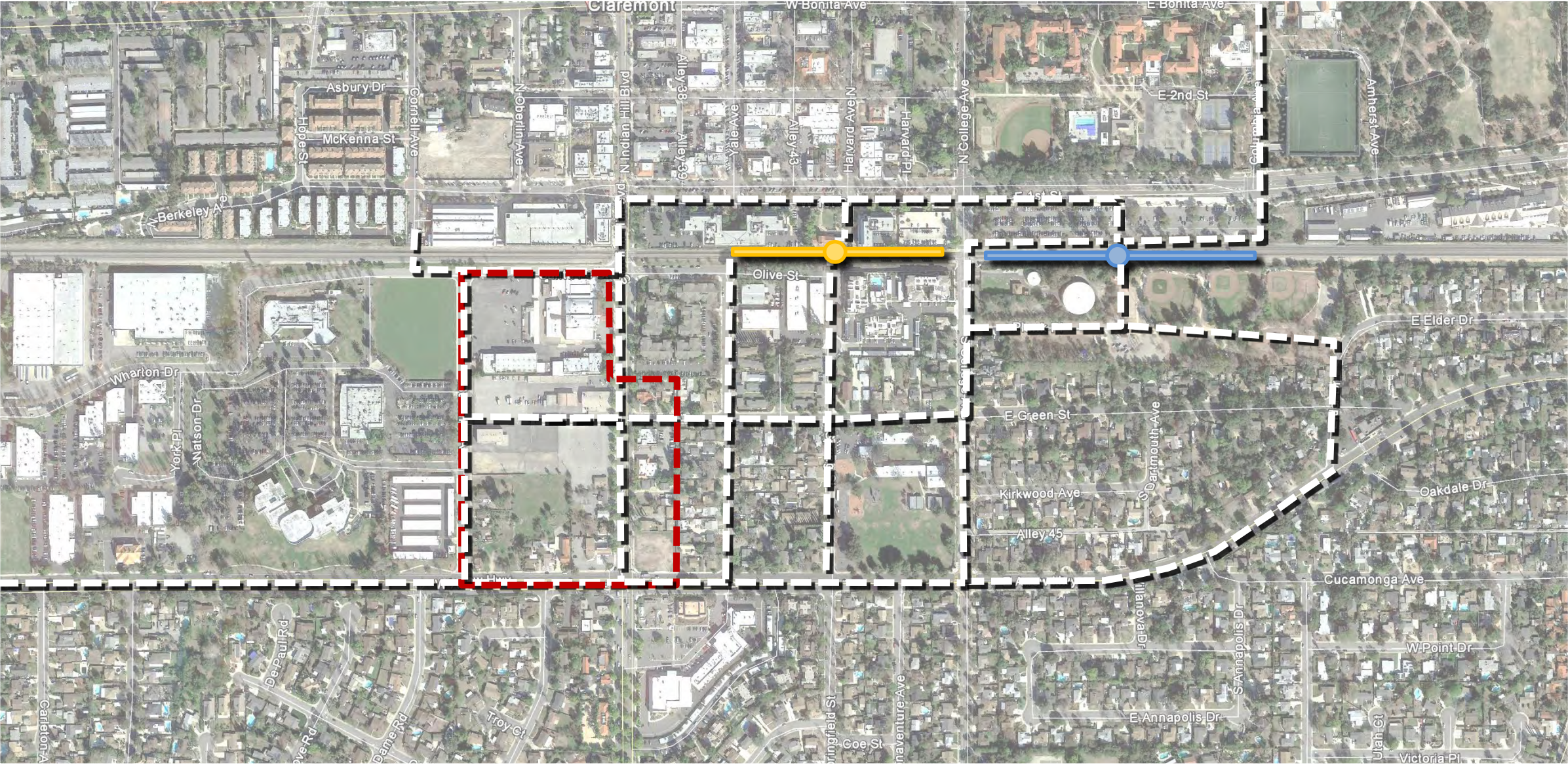
- With widening of ROW required, Santa Fe St to be modified (one-way eastbound or ped/bike-only)
- Likely at-grade crossing of Indian Hill; at 10-min frequency, peak “gates down” time (incl. Metrolink) of 18-23 mins/hr



Umberto Brayj

MOBILITY + TRANSIT

POTENTIAL PEDESTRIAN / BIKE CONNECTIONS



QUESTIONS

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FOR GROUP DISCUSSION @10:15

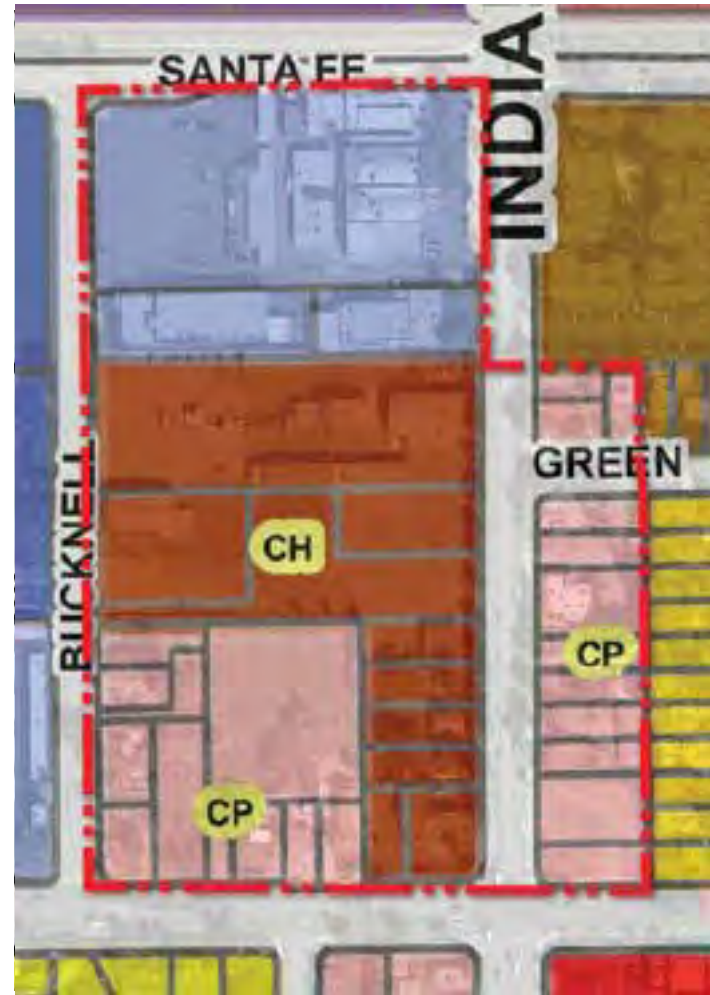
- What are your ideas for improving pedestrian connections to the Village and transit?
- What are your ideas for improved bicycle safety and comfort?
- What new opportunities for Claremont – and this specific area – do you think the coming of the Gold Line will open up?

MIX OF USES / DESIGN

CURRENT LAND USE DESIGNATIONS AND POLICY

GENERAL PLAN AND ZONING

- Current land use designations for Plan Area are single use and auto oriented zoning
- 4 of Claremont's General Plan land use designations support walkable places like the Village
- Overall policy direction of the General Plan supports walkable urbanism and transit oriented development for central Claremont



Zoning

- B/IP - Business/Industrial
- CP - Comm. Professional
- CH - Comm. Highway

VISTA NEIGHBORHOOD

GENERAL PLAN DIRECTION

- “Encourage on-going maintenance and enhancement of single family residential properties while maintaining the low scale character of the Cinderella residential area.”
- “Other land uses include a business park with office and light industrial uses and the Keck Graduate Institute. **With Gold Line light rail service properties nearest the train station having the potential to support more intense pedestrian and transit oriented development.**”

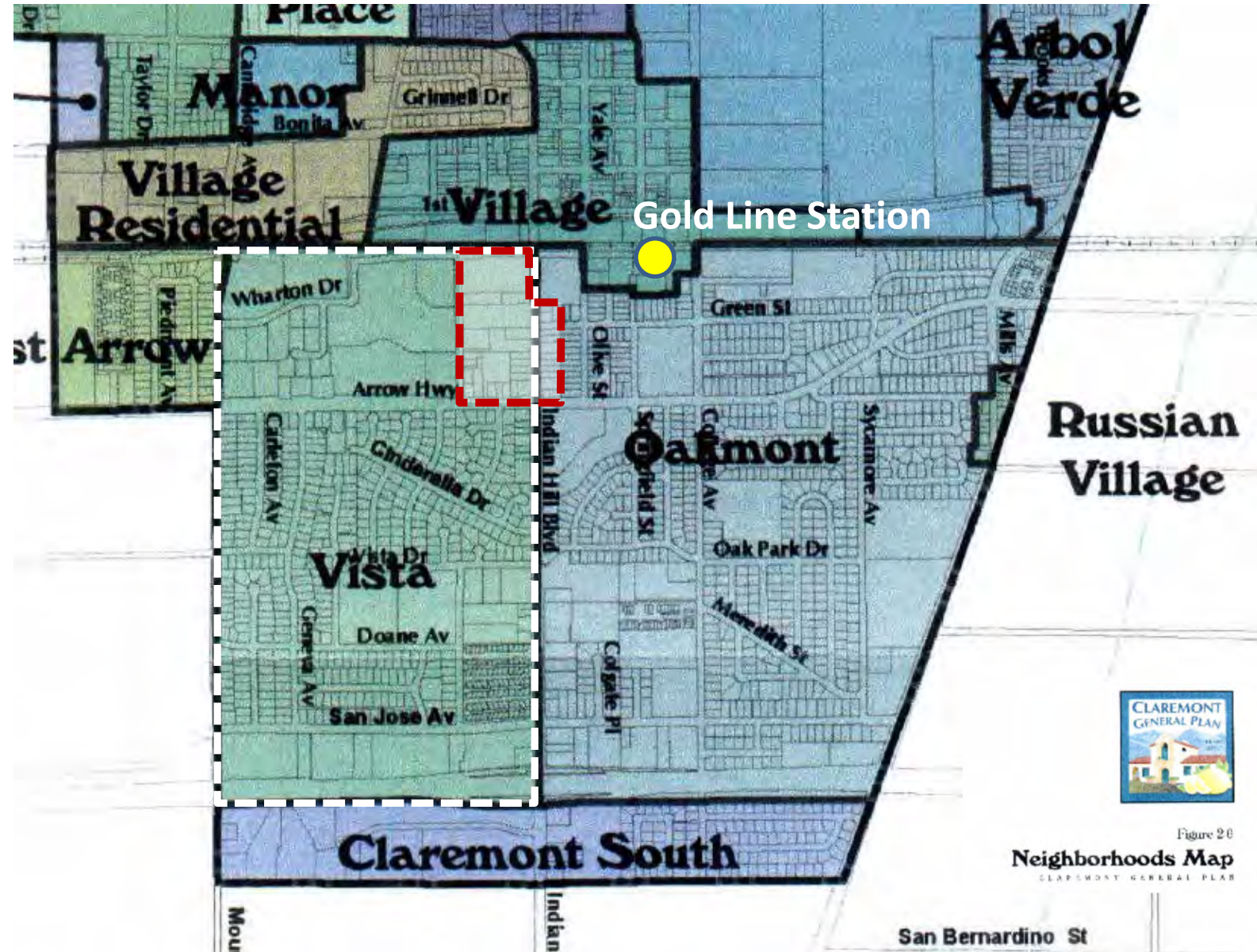


Figure 26
Neighborhoods Map
CLAREMONT GENERAL PLAN

VILLAGE DESIGN PRINCIPLES

1991 VILLAGE DESIGN PLAN

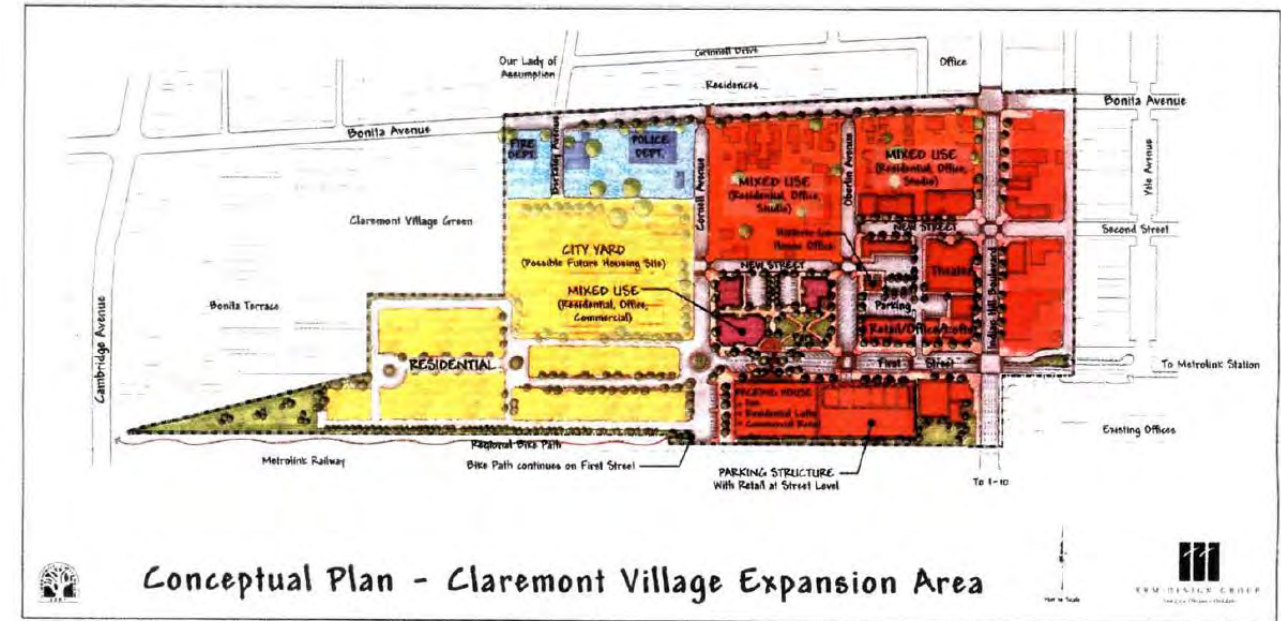
- Maintain a continuous **street wall**
- **Locate parking** on streets, inner block parking lots
- **Improve pedestrian street crossings**
- Construct **new buildings set to the front** property edge
- Encourage **adaptive reuse** of historic buildings (specifically citrus packing buildings)
- New construction **respect scale and character** of historic buildings
- **Expand land use designations**
- **Building guidelines** – focus on original style, simplicity, coordinating commercial frontages



VILLAGE PLANNING PRINCIPLES

2001 SPECIFIC PLAN – VILLAGE EXPANSION

- **Mix of land uses**
- **Live-work** patterns encouraged
- Land uses **complementary to village** but not mirror
- **Pedestrian-oriented** urban design
- Inn or bed and breakfast, and movie theater, book stores, art galleries, boutique retail
- **Industrial uses should be phased out** over time
- **Upper floor residential and office** encouraged
- **Adaptive re-use** of the packing house



Planning Principles Illustration

Figure 4

MARKET POTENTIAL ANALYSIS

METROPOLITAN RESEARCH + ECONOMICS

- Plan Area has **good access** to regional and local markets
- Claremont household **median income significantly higher** than countywide median
- **Residential** costs in Claremont (homes and apartments) are **15% to 20% above** LA County averages
- Rental rates for apartments are above replacement cost at \$3.00 per square foot, such that **new high quality housing can be supported**
- **Commercial real estate market is tight** in Claremont with low vacancy rates
- **Strong demand for flex industrial office space** in Los Angeles County commanding average rents of \$18.88 per square foot.



THEMES FROM INITIAL INTERVIEWS

MAY – JUNE 2017

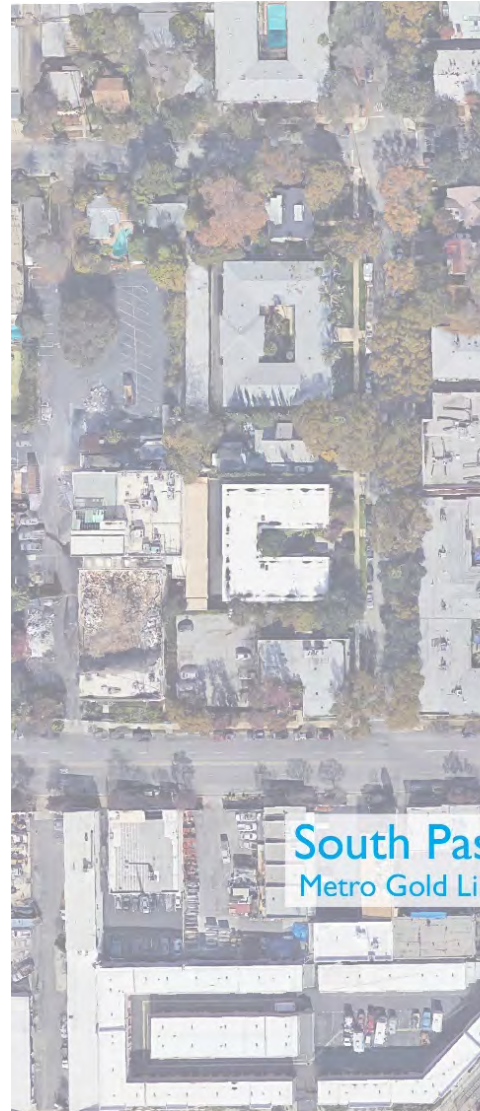
- Connect to Village & create a gateway at Arrow
- Improve pedestrian and cycle safety
- Encourage mix of uses
- Density appropriate to proximity to transit but in scale and character for Claremont
- Creative parking solutions needed
- Community sees Vortex building as important to Claremont's Heritage
- Future buildings should be true to an architectural style
- Tree canopy along streets iconic of Claremont and very important
- Sustainability of new buildings, plan layout and landscaping is crucial



MIXED-USE T.O.D. EXAMPLE

MISSION MERIDIAN VILLAGE, SOUTH PASADENA

- **Transit Service** – Metro Gold line
- **Place Type** – Neighborhood Center
- **Land Use Characteristics** – A small-scale neighborhood which is primarily residential with supporting commercial
- **Numbers** – 1.65 acres; 76 condominiums
- **Housing Types** – courtyard housing, single-family houses, duplexes and mixed-use lofts



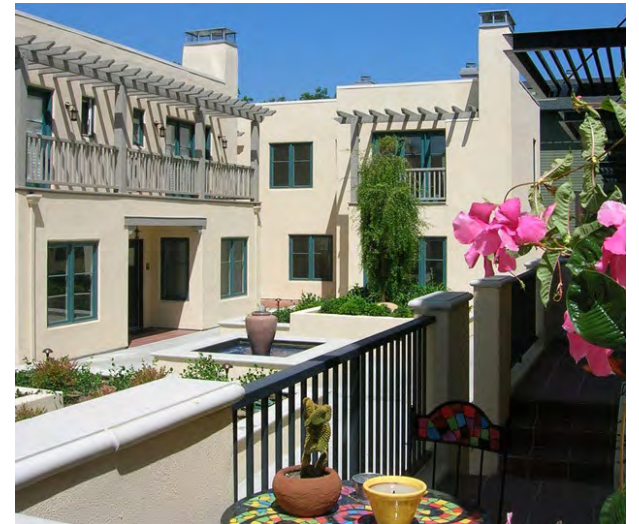
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MIXED-USE T.O.D. EXAMPLE

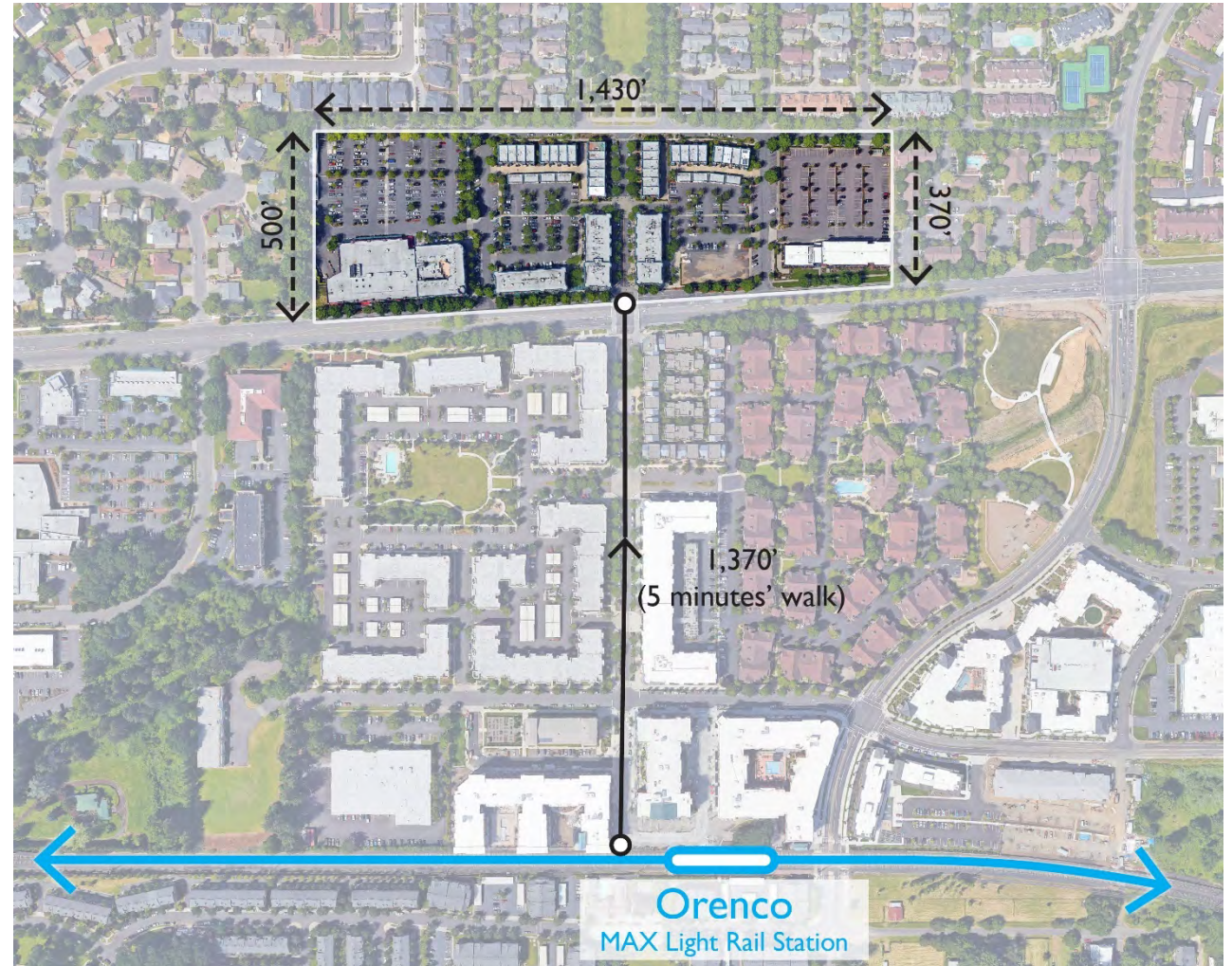
MISSION MERIDIAN VILLAGE, SOUTH PASADENA



MIXED-USE T.O.D. EXAMPLE

ORENCO STATION TOWN CENTER, PORTLAND

- **Transit Service** – MAX light rail
- **Place Type** – Mixed-use transit village
- **Land Use Characteristics** – A mixed-use development located in Hillsboro and the centerpiece to the Orenco Station area. It is a suburban community focused on pedestrians and light-rail commuting.
- **Numbers** – 11.93 acres; 125,503 sqf. of retail, office & medical space
- **Housing Types** – rental units, live-work units, loft units above retail, single-family



MIXED-USE T.O.D. EXAMPLE

ORENCO STATION TOWN CENTER, PORTLAND



HIGHWAY COMMERCIAL

EXISTING BUILDINGS IN PLAN AREA



HIGHWAY COMMERCIAL

POSSIBLE FUTURE BUILDING TYPES



LIGHT INDUSTRIAL

CURRENT BUILDINGS IN PLAN



LIGHT INDUSTRIAL / OFFICE / WORKPLACE

POSSIBLE FUTURE BUILDING TYPES



ADAPTIVE REUSE



ADAPTIVE REUSE

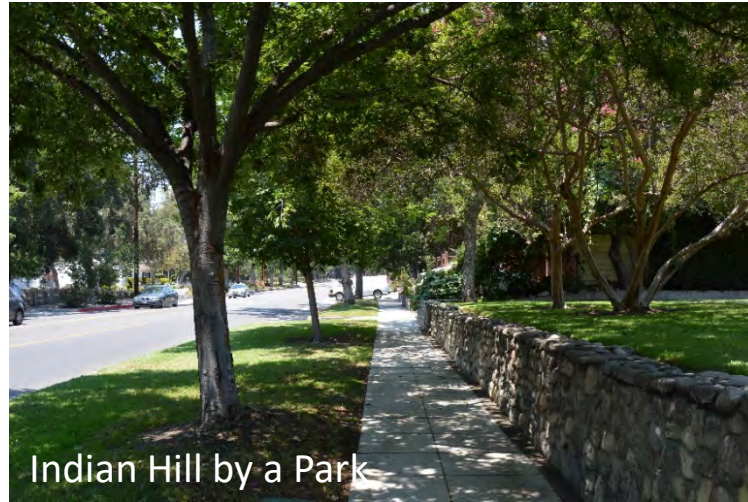


THE CLAREMONT LANDSCAPE

CITY OF TREES



Village



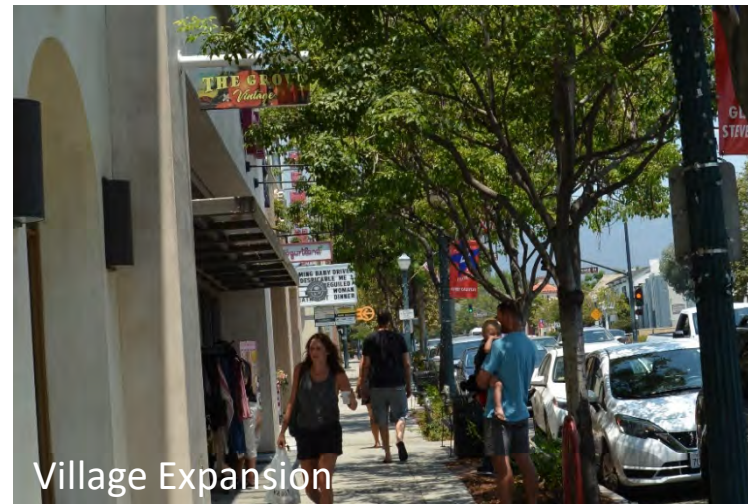
Indian Hill by a Park



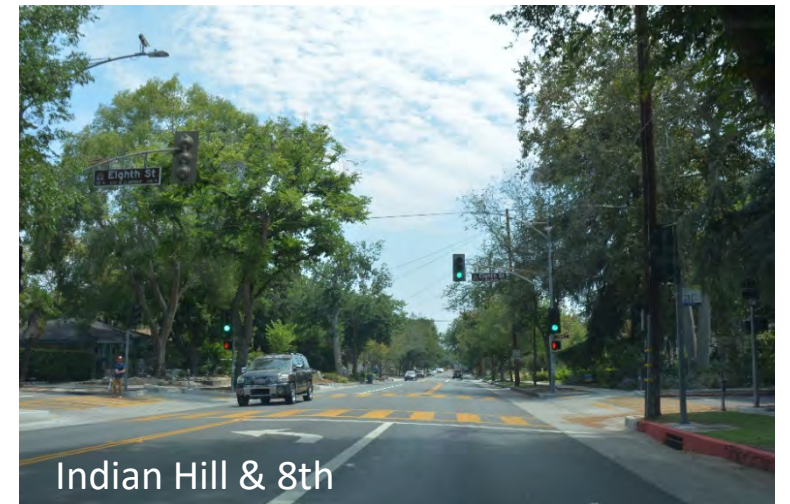
Indian Hill South of Arrow



Neighborhood



Village Expansion



Indian Hill & 8th

INDIAN HILL CORRIDOR



QUESTIONS

- Any questions that can't wait?
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- Did we say anything that you think is wrong?

FOR GROUP DISCUSSION @10:15

- What role to you see here for commercial uses? What types? What forms?
- What role to you see here for light industrial/office uses? What types? What forms?
- What role to you see here for housing? What types? What forms? For whom?
- In what ways to you think this area should relate to the Village?
- Do you like the idea of “the Village” starting at Arrow, so the train station is in the middle instead of on the south edge?

NEXT STEPS

NEXT...

- From your ideas the team will work up conceptual plans, diagrams and illustrations
- Review these ideas with Planning Commission and City Council (Fall 2017)
- Further refine ideas based in input
- Come back to you in a second Community meeting to present and get input on the plans (December 2017/January 2018)
- Then draft the Specific Plan and accompanying EIR (Spring 2018)
- Public workshop to review drafts

THANK YOU