

VILLAGE SOUTH SPECIFIC PLAN



**Environmental Impact Report Scoping Meeting
Council Chambers, Claremont City Hall
July 29, 2019, 6:30 PM**



TONIGHT'S AGENDA



- 1. Welcome and Introduction**
- 2. Overview of the Proposed Specific Plan**
- 3. Description of the Environmental Review Process**
- 4. Opportunity for Comment regarding the Scope of the EIR**



PURPOSE OF A SCOPING MEETING

- 1. Inform the Community and Agencies of the beginning of the EIR process**
- 2. Solicit Input on the EIR Scope regarding**
 - What to study
 - Conditions to be aware of
- 3. Inform the Community about future opportunities to provide input on the actual project (Specific Plan) and EIR as it is developed and refined**

PROPOSED SPECIFIC PLAN



- **24 gross acres Plan Area** (*including streets rights-of-ways*)
- **Expansion of Claremont Village**
- **Mixed-Use Transit-Oriented Development**
- **Specific Plan includes:**
 - Vision, Goals & Planning Principles (Ch.1)
 - Background & Context (Ch.2)
 - Illustrated Vision Plan (Ch. 3)
 - Design Standards and Guidelines (Ch. 4)
 - Infrastructure (Ch. 5)
 - Implementation Plan (Ch.6)



6 SPECIFIC PLAN GOALS



1. Expand the Village
2. Shape New Development
3. Diverse Mix of Uses
4. Active Mobility
5. High Quality Design
6. Straightforward Implementation



Goal #1

Expand the Village

Define a conceptual Village and architectural design, using high quality development standards and design guidelines, for the Plan Area that aims to extend the beautiful, engaging, pedestrian-friendly public spaces and public art found in the Claremont Village and Village Expansion areas, southward into the Village South plan area.

Strategies

- A. Continue to grow the value of, and help to sustain the success of, the historic Village by expanding its offerings to visitors and residents.
- B. Deliver to the Village an expanded supply of daily and weekly customers in the form of the new residents and employees living and working in Village South;
- C. Create significant new value in Village South by offering a new set of prime residential and commercial addresses within a comfortable walk of the historic Village and transit;
- D. Particularly in the northern half of Village South, provide comfortable through routes for pedestrians and bicyclists along with commercial amenities such as cafes, shops and service businesses provide a strong connection between the growing Keck Graduate Institute campus and the Village, transit and other Colleges.
- E. To help attract and retain customers, residents and employers, expand and connect the Village park-once system, to enable them to park their cars and enjoy the expanded Village on foot, and access transit to other regional destinations without the need to drive;

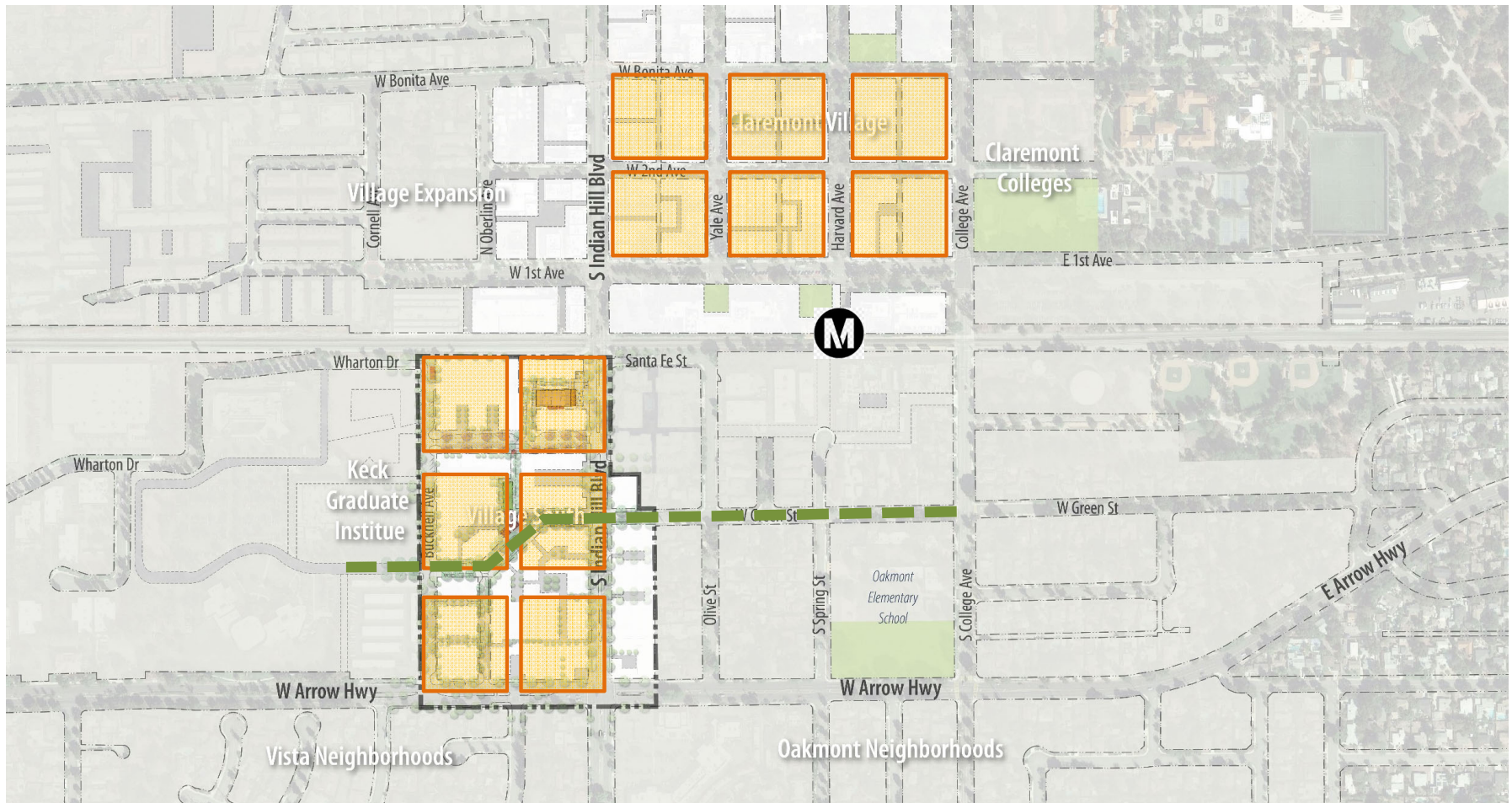
Specific Strategies



TABLE 1.3.A1	
Key Results	Timeframe
1. The Village South Plan Area "superblock" is transformed to a pattern of small blocks and beautiful, walkable public spaces lined with shops, restaurants and residences.	Add
2. Green Street connects from Indian Hill Boulevard to Bucknell Avenue	Add
3. Indian Hill Boulevard is improved as a downtown avenue with slower traffic speeds, strong landscaping, and comfortable sidewalks and bike lanes so that motorists arriving from the south perceive that they entered the Village at Arrow Hwy.	Add

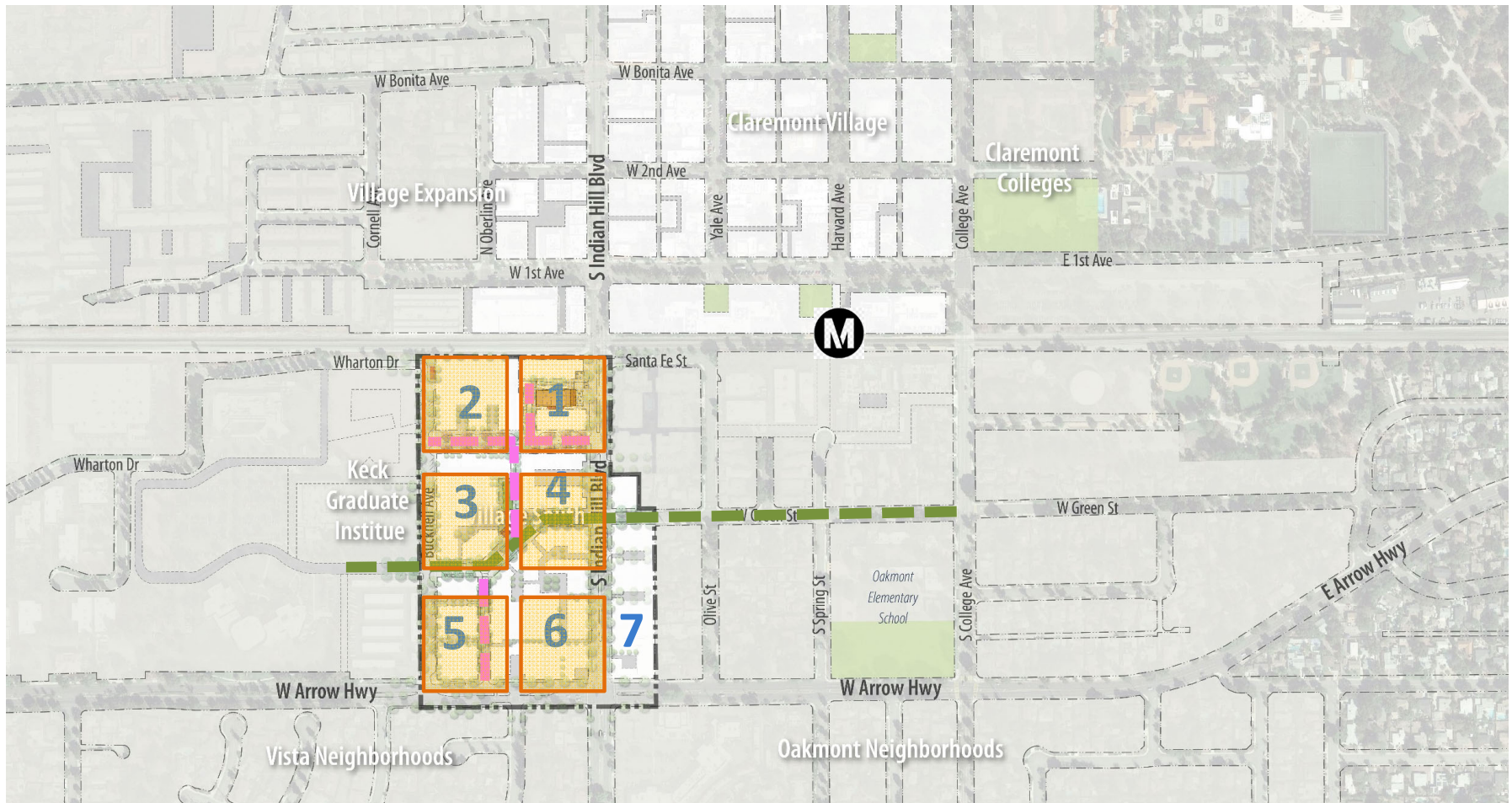
Key Results / Evaluation Metrics

PLAN FRAMEWORK – VILLAGE SCALE



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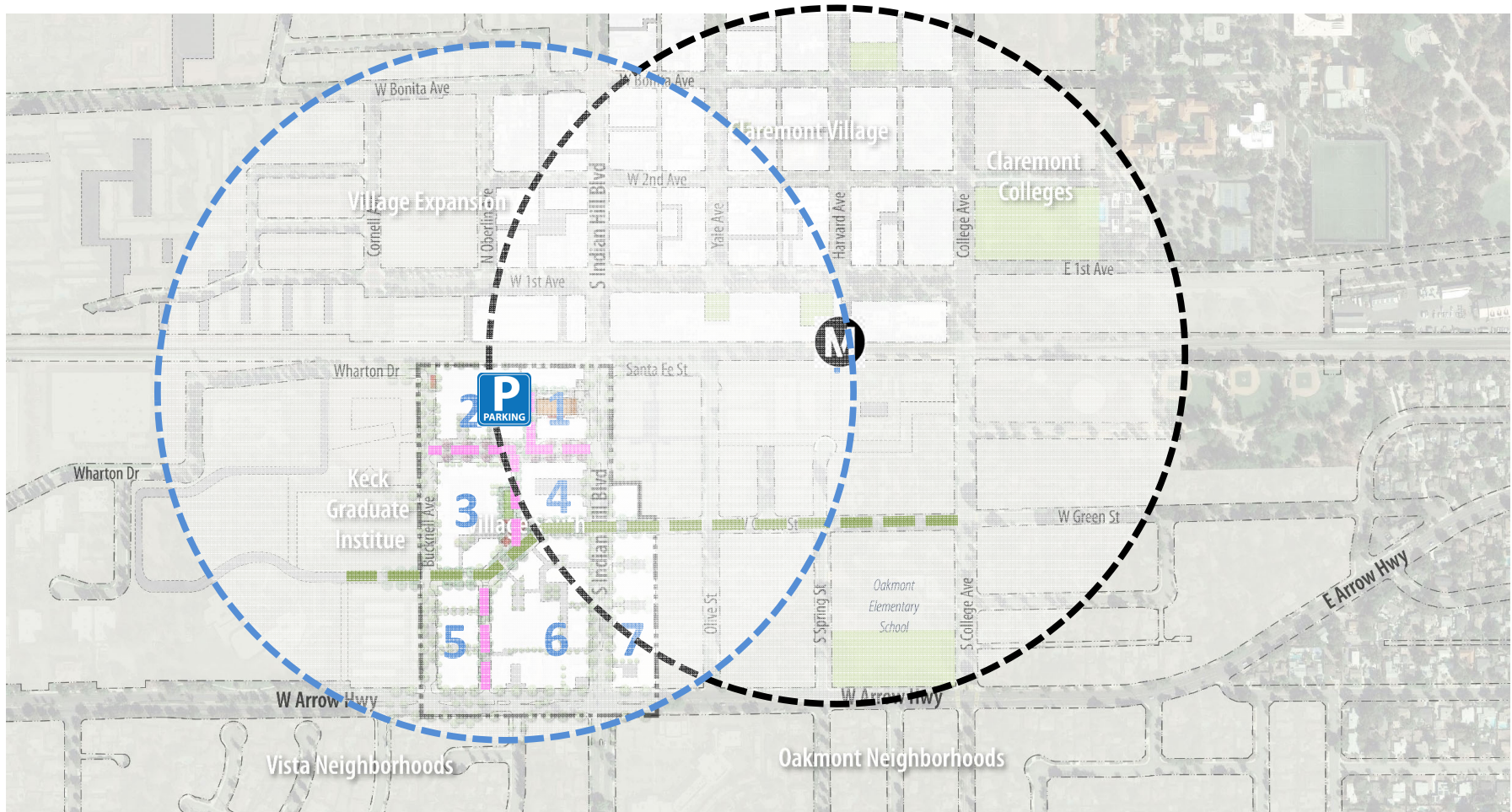
PLAN FRAMEWORK – VILLAGE SCALE



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PLAN FRAMEWORK – ACCESSIBILITY



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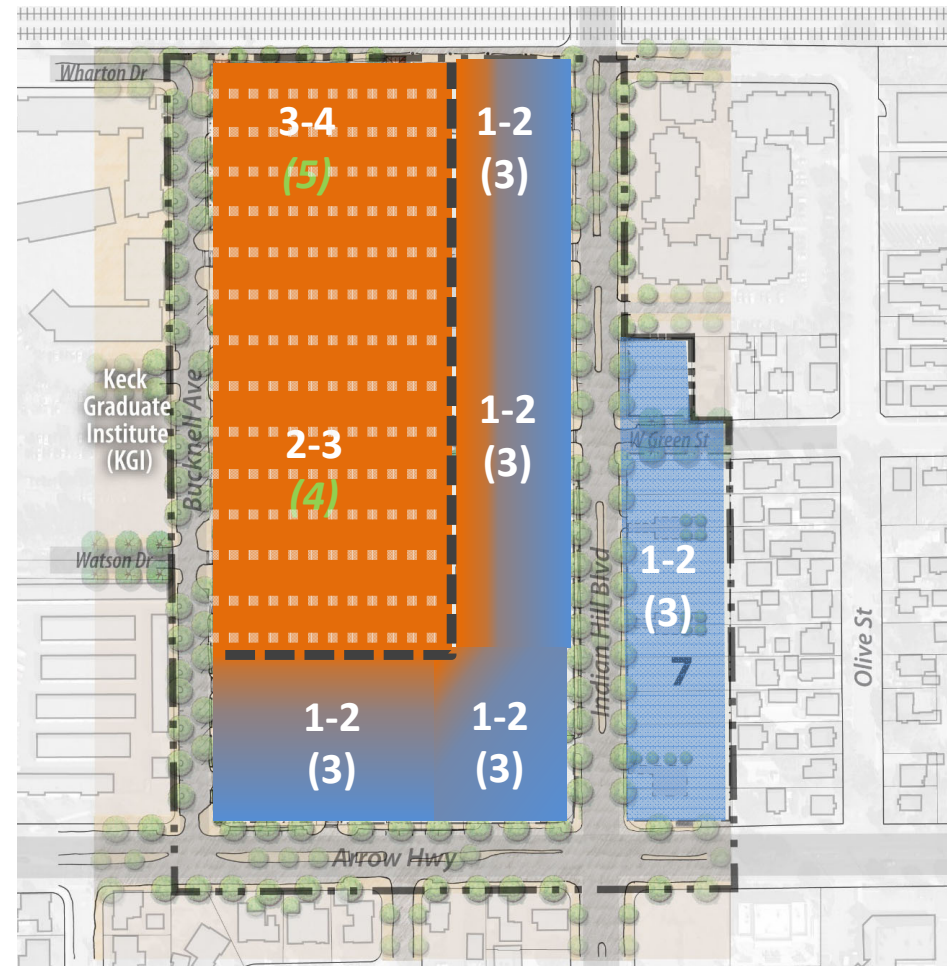
PLAN FRAMEWORK – ACCESSIBILITY



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PLAN FRAMEWORK – BUILDING HEIGHT/VOLUME

- Retain 1-2-story scale, with limited 3-story elements along Indian Hill and Arrow, forming Village Gateway
- More intense buildings are acceptable in northerly portion of superblock, nearest to transit, and in westerly portion of superblock adjacent to KGI
- Community Benefit Incentive Program may allow additional story in Density Bonus Area *(in green text)*



POTENTIAL LAND USES (PROJECT DESCRIPTION)



- Up to 60,000 square feet of ground floor retail and related commercial uses
- Up to 50,000 square feet of general office uses
- 75 room hotel
- Up to 1,140 housing units*
- Shared parking system
- Central public open
- Village-quality public realm

* *Conditional on participation in Plan-Defined Community Benefits Bonus Program*



BASIS FOR PROJECT DESCRIPTION



How were the NOP numbers derived?

- The Draft Specific Plan includes zoning consistent with the Planning Goals and Principles
- Numbers are based on the proposed zoning for each parcel
- This is an estimate of the total maximum development permitted under the proposed zoning. It includes density bonuses provided under the proposed Tier 2 (Community Benefits) program.



BASIS FOR PROJECT DESCRIPTION (CONT)



What do we expect to be developed?

- The NOP lists the highest-intensity scenario which is not likely to be achieved:

It is very rare for a zoning district to be completely built out. Typically, built out areas are 65% to 75% of the maximum allowed under the zoning.

- Alternatives also to be analyzed include:
 - Tier I: Build out with no density bonus; includes a maximum development potential of 736 units & 50,000 sf commercial
 - No project alternative (maintain existing Business Industrial (B/IP), Commercial Highway (CH) Commercial Professional (CP) Zoning)



TIER 1: CALCULATION



Tier 1: 2-3 Stories (up to 4-story if set back 200' from Indian Hill and Arrow)

Development Summary	Development		Parking	
			Ratio	Spaces
Retail:	30,000	GSF	2.00	60
Office:	20,000	GSF	3.00	60
Hotel:				
Retail:	-	-	2.00	0
Keys:	-	-	0.75	0
Avg Size	500	sf/key		
Residential sq. ft.	750,000	GSF	(see below)	
TOTAL DEVELOPMENT:		800,000	GSF	120 Spaces

Residential Mix:	AVG Size	%	Units	Parking	
				Ratio	Spaces
Studios	650	10%	115	1.00	115
Small Apts	850	15%	132	1.25	165
Med 2BDRM Apts	1,000	30%	225	1.50	338
Condos	1,200	25%	156	1.75	273
Townhouses	1,400	20%	107	2.00	214
TOTAL Residential Units		100%	736 Units		1,106 Spaces
DUA:			42 DU/AC		

Parking Summary:			Parking Supply	
Available Parking:	1,225	Spaces	1,225	Structure/Surface
Required Parking:	1,226	Spaces	150	Street Parking (public)
Surplus Parking:	(1)	Spaces	1,375	

TIER 2: CALCULATION



Tier 2: Up to 5-Story, based on Site-Line Setbacks ¹ from Indian Hill & Arrow
(assumes podium south of New Santa Fe)

Development Summary	Development		Parking	
			Ratio	Spaces
Retail:	60,000	GSF	2.50	150
Office:	50,000	GSF	3.00	150
Hotel:				
Retail:	5,000	5,000 GSF	2.00	10
Keys:	75	37,500 GSF	0.75	56
Avg Size	500	sf/key		
Residential sq. ft.	997,500	GSF	(see below)	
TOTAL DEVELOPMENT:	1,150,000	GSF		366 Spaces
Approximate Available 5th Floor SF:	165,000	GSF		

Residential Mix:	AVG Size	%	Units	Parking	
				Ratio	Spaces
Studios	650	25%	384	1.00	384
Small Apts	850	35%	411	1.25	513
Med 2BDRM Apts	1,000	15%	150	1.50	224
Condos	1,200	15%	125	1.75	218
Townhouses	1,400	10%	71	2.00	143
TOTAL Residential Units	100%		1,140 Units		1,482 Spaces
DUA:			65 DU/AC		

Parking Summary:			Parking Supply	
Available Parking:	1,850	Spaces	1,850	Structure/Surface
Required Parking:	1,848	Spaces	150	Street Parking (public)
Surplus Parking:	2	Spaces	2,000	

COMMUNITY BENEFITS HEIGHT BONUS PROGRAM

Community Benefits for which additional building height (density) may be allowed:

- 1. More retail/restaurant shopfronts: Extending beyond the required area around the Vortex Building:**
 - a.** further west on New Santa Fe Street, and/or
 - b.** further south along Indian Hill Boulevard and into Green Street, and/or
 - c.** to the south around central green.
- 2. Significant amount of office space in Village Core area, with shared parking spaces available during evenings and weekends.**
- 3. A significant central public park/green/plaza**
- 4. Podium (vs. tuck-under townhome / “parking wrap”) development types**

PURPOSE OF CEQA REVIEW PROCESS

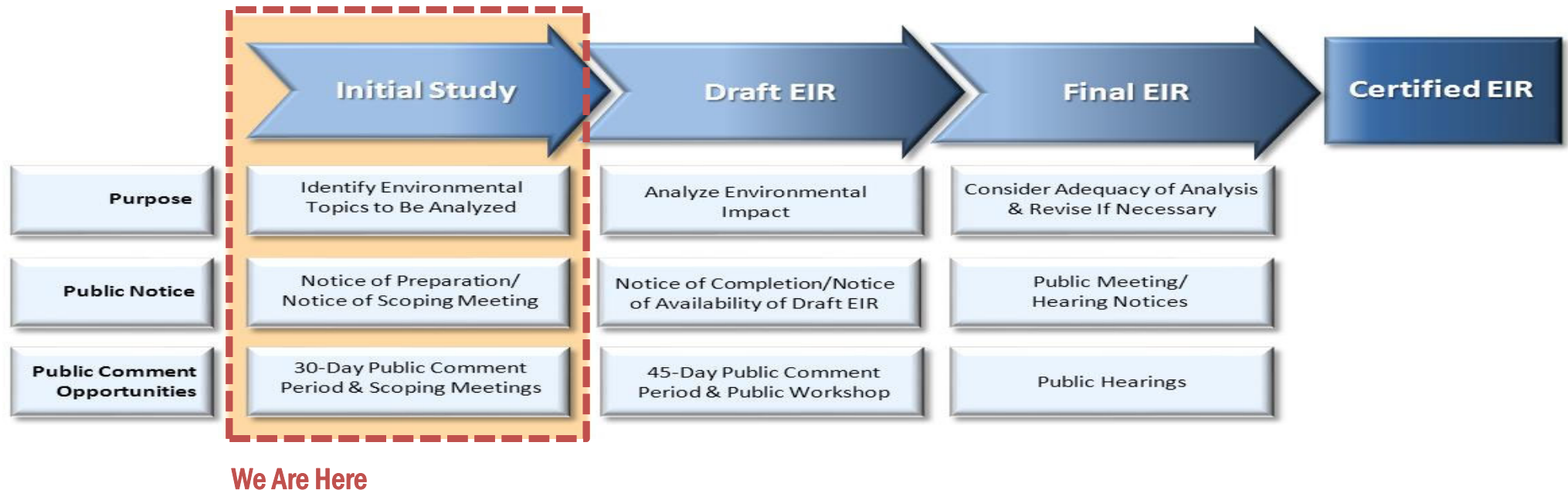


- 1.** The California Environmental Quality Act (CEQA) requires the City to conduct an environmental review before making decisions that could effect the environment.
- 2.** State Guidelines for Implementing CEQA encourage early consultation with persons that may be concerned with the effects of a project as to the scope of analysis.

ENVIRONMENTAL REVIEW PROCESS



CEQA STAGES



EIR CONTENTS



Typical Contents:

1. Project Description
2. Description of Existing Conditions
3. Analysis of Potential Environmental Impacts
4. Identification of Mitigation Measures
5. Consideration of Project Alternatives

EIR CONTENTS



Topics of Analysis

1. Aesthetics
2. Agricultural Resources
3. Air Quality
4. Biological Resources
5. Cultural Resources
6. Energy
7. Geology and Soils
8. Greenhouse Gases
9. Hazards and Hazardous Materials
10. Hydrology and Water Quality
11. Land Use and Planning
12. Mineral Resources
13. Noise
14. Population and Housing
15. Public Services
16. Recreation
17. Transportation and Traffic
18. Tribal Cultural Resources
19. Utilities and Service Systems
20. Wildfire

EIR METHODOLOGY



- 1. Plan Creates Framework For Future Development**
- 2. Maximum Development Potential Within Plan Area Estimated**
- 3. Assumptions of Reasonable Use Mix Within Sub-areas**
- 4. Model of Construction and Operational Activities**
- 5. Programmatic Mitigation**

SUPPORTING STUDIES

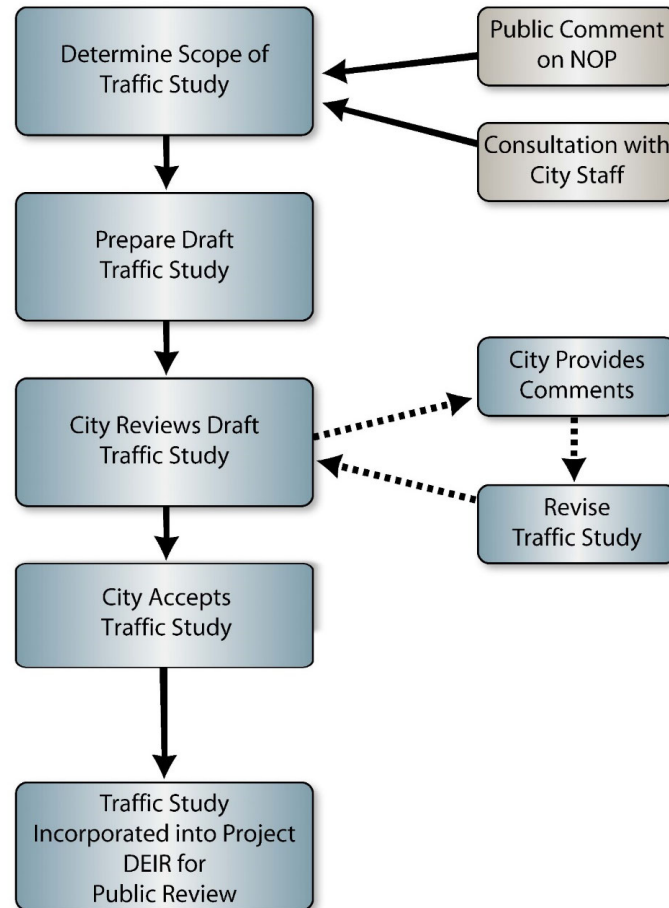


- 1. Air Quality and Greenhouse Gas Emissions**
- 2. Cultural Resources**
- 3. Geotechnical Conditions**
- 4. Hazards**
- 5. Traffic and Transportation**
- 6. Utility Systems**



Example Supporting Study Traffic Analysis

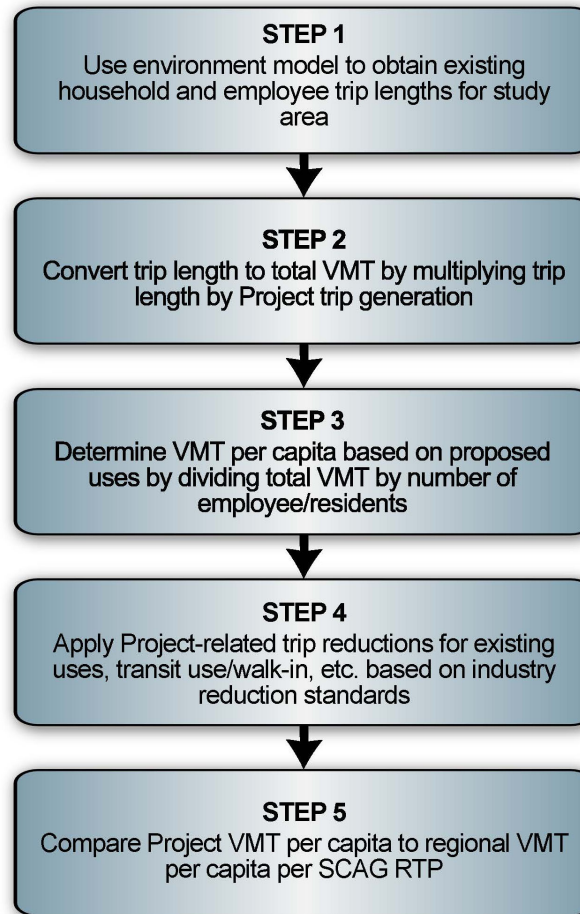
TRAFFIC STUDY REVIEW PROCESS



VEHICLE MILES TRAVELED (VMT) ANALYSIS

- **GOAL**
 - Build Density closer to transit and mixed uses
 - Reduce the need to travel by automobile by creating communities
- **VILLAGE SOUTH SPECIFIC PLAN**
 - Builds a mixture of residential, recreational, and residential uses
 - Builds density near the core areas of Claremont
 - Gives tenants and residents a choice of transportation options
- **VMT RESULTS**
 - Reduces the need to make longer trips via automobile
 - Reduces the Vehicle Miles of Travel in Claremont

PROPOSED VMT METHODOLOGY



OPPORTUNITY FOR PUBLIC COMMENT



1. Main purpose of tonight's meeting is to receive comment
2. Comment Period open for 30 days (August 20th)
3. Written Comment Can Be Directed To:

City of Claremont
207 Harvard Avenue
Claremont, CA 91711
Attn: Christopher Veirs, Principal Planner
cveirs@ci.claremont.ca.us



12 GUIDING PRINCIPLES

1. Vital Mix of Uses
2. Complete Street Network
3. Human Scale Design
4. Walkable Block Structure
5. Village-Scale Architecture
6. Pedestrian-Oriented Frontages
7. Strong Local Landscape
8. Shared Parking
9. Sustainable Design
10. Community Health
11. Historic Preservation

TABLE 1.4.1: GUIDING PRINCIPALS FOR VILLAGE SOUTH





	POLICY	BLOCK, STREET, & OPEN SPACE STANDARDS (SEE SECTION XXXX)	REGULATING PLAN (SEE SECTION XXXX)	DEVELOPMENT STANDARDS (SEE SECTION XXXX)	MOBILITY & INFRASTRUCTURE (SEE SECTION XXXX)	ARCHITECTURAL GUIDELINES (SEE SECTION XXXX)	LANDSCAPE GUIDELINES (SEE SECTION XXXX)
1. Vital Mix of Uses	○		△				
2. Complete Street Network	○	△	○		○		○
3. Human-Scale Design	○	○		○	○	△	
4. Walkable Block Structure	○	△	○		○		
5. Village-Scale Architecture	○			○	○	△	
6. Pedestrian-Oriented Frontages	○	○		○	○	△	○
7. Strong Local Landscape	○	○		○			△
8. Shared Parking	○	○		○	△		
9. Sustainable Design	○	○	○	○	○	○	△
10. Community Health	○	△	○		○		○
11. Historic Preservation	○			△		○	○

Reference Matrix

○ Indicate the primary Plan sections that contribute significantly to implementing the 11 Planning Principles (on the pages to follow) as developed and endorsed by the City Council and Commissions.

△ Indicate the sections that primarily and directly related to each principle

VILLAGE SOUTH ZONES

-  Village South Core Zone: Mixed-use, retail/office priority; incentives for more retail/office/shared parking; housing requires CUP
-  Village South Flex Zone: Mixed-use, incentives for more retail/office
-  Village South Edge Zone: Mixed-use, commercial preferred at corners
-  Shopfront/Village Retail Required
-  Shopfront/Village Retail Incentivized
-  Ground Floor Residential requires CUP



TRAFFIC STUDY AREAS

