



# Claremont City Council

## Agenda Report

File #: 3878

Item No: 8.

TO: ADAM PIRRIE, CITY MANAGER

FROM: BRAD JOHNSON, COMMUNITY DEVELOPMENT DIRECTOR

DATE: JULY 13, 2021

Reviewed by:

City Manager: AP

Interim Finance Director: DC

### **SUBJECT:**

**CONTINUED CONSIDERATION OF ITEM 18 FROM THE JUNE 22, 2021 REGULAR CITY COUNCIL MEETING AGENDA - ADOPTION OF THE VILLAGE SOUTH SPECIFIC PLAN (SPECIFIC PLAN 15, FILE #17-SP01), ASSOCIATED CODE AMENDMENT AND ZONE CHANGE (FILE #21-CA01), GENERAL PLAN AMENDMENT (FILE #21-GPA02), AND CERTIFICATION OF THE ENVIRONMENTAL IMPACT REPORT (STATE CLEARINGHOUSE NO. 2019080072) FOR A SPECIFIC PLAN TO FACILITATE MIXED-USE TRANSIT-ORIENTED DEVELOPMENT IN THE VILLAGE SOUTH SPECIFIC PLAN AREA LOCATED IMMEDIATELY SOUTH OF THE VILLAGE EXPANSION AREA. APPLICANT - CITY OF CLAREMONT (FUNDING SOURCES: METRO TRANSIT-ORIENTED DEVELOPMENT PLANNING GRANT, SB2 PLANNING GRANT, AND GENERAL FUND)**

### **SUMMARY**

On June 22, 2021, the City Council began its review of the Village South Specific Plan (VSSP) and related documents and concluded the meeting by continuing the public hearing to July 13, 2021 to allow time for staff to reevaluate the plan's parking reductions for residential uses. Specifically, the City Council directed staff to reevaluate Section 3.9.B.8 "Parking Areas and Facilities" of the VSSP to consider whether it is appropriate to reduce the maximum amount of parking reductions that could be granted to projects that include features designed to reduce parking demand including: "unbundling" parking costs from purchase or rental price of a dwelling unit, provision of on-site car-sharing services such as Zip Car, and certain types of bicycle parking. Section 16.318.060.B of the Claremont Municipal Code requires any change to a proposed Specific Plan made by the City Council be referred to the Planning Commission for "a report."

Staff completed its reevaluation of the VSSP's parking reductions and presented proposed changes to the Specific Plan to the Planning Commission at its July 6, 2021 meeting. At the meeting, the Planning Commission heard a staff presentation and received public comment (written and verbal). The Planning Commission voted 5-0 (with one absence and one vacancy) to approve a resolution

that supports a range of possible parking reductions. This provides the City Council flexibility to determine the appropriate percentage for each parking reduction within the range of percentages the Planning Commission recommended.

At the July 13, 2021 meeting, the City Council will resume the public hearing that it opened on June 22 to review staff's proposed revisions to the Specific Plan and the Planning Commission's report on those revisions (i.e., Resolution).

All of the draft resolutions and the draft ordinance being presented have been updated to include recitals summarizing the events that occurred after the City Council opened the public hearing on June 22, 2021. The Specific Plan Resolution (Resolution B) includes new language to incorporate staff's recommended changes to Section 3.9.B.8 (regarding discretionary parking reductions).

## **RECOMMENDATION**

Staff recommends that the City Council:

- A. Adopt A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLAREMONT, CALIFORNIA, CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE VILLAGE SOUTH SPECIFIC PLAN AND RELATED IMPLEMENTING ACTIONS AS ADEQUATE AND COMPLETE, APPROVING CERTAIN FINDINGS RELATED THERETO, ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS, AND ADOPTING A MITIGATION MONITORING PROGRAM;
- B. Adopt A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLAREMONT, CALIFORNIA, ADOPTING THE VILLAGE SOUTH SPECIFIC PLAN, INCLUDING THE STAFF RECOMMENDED MODIFICATIONS TO THE DISCRETIONARY PARKING REDUCTIONS CONTAINED IN SECTION 3.9.B.8;
- C. Adopt A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLAREMONT, CALIFORNIA, ADOPTING A GENERAL PLAN AMENDMENT (21-GPA02) TO IMPLEMENT THE VILLAGE SOUTH SPECIFIC PLAN BY AMENDING CHAPTER 2 OF THE GENERAL PLAN (THE LAND USE, COMMUNITY CHARACTER, AND HERITAGE PRESERVATION ELEMENT) TO ADD A NEW LAND USE DESIGNATION TITLED "INDIAN HILL/VILLAGE SOUTH TRANSIT-ORIENTED MIXED USE" AND BY AMENDING FIGURE 2-3 OF CHAPTER 2 (THE LAND USE PLAN) TO CHANGE THE GENERAL PLAN LAND USE DESIGNATIONS FOR ALL OF THE PROPERTIES LOCATED WITHIN THE VILLAGE SOUTH SPECIFIC PLAN AREA TO A "MIXED USE" AREA TITLED "INDIAN HILL/VILLAGE SOUTH MIXED USE TOD"; AND
- D. Introduce AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CLAREMONT, CALIFORNIA, ADOPTING A CODE AMENDMENT AND ZONE CHANGE (21-CA01) TO IMPLEMENT THE VILLAGE SOUTH SPECIFIC PLAN BY AMENDING SECTION 16.081.020 OF THE CLAREMONT MUNICIPAL CODE TO ADD A NEW SPECIFIC PLAN AREA TITLED "SPECIFIC PLAN AREA NO. 15 (VILLAGE SOUTH SPECIFIC PLAN)" AND BY AMENDING THE CITY OF CLAREMONT'S OFFICIAL ZONING MAP TO CHANGE THE ZONING DESIGNATIONS OF ALL PROPERTIES LOCATED IN THE VILLAGE SOUTH SPECIFIC PLAN AREA TO "SPECIFIC PLAN AREA 15 (SP15)", for first reading and that reading be by title only.

## **ALTERNATIVES TO RECOMMENDATION**

In addition to the recommendation, there are the following alternatives:

- A. Leave the public hearing open and continue discussion of the item to a future date (preferably a specified date [i.e., a “date certain”] to apprise members of the community of when the City Council will resume its review of the item).
- B. Request additional revisions to VSSP Section 3.9.B.8 “Parking Areas and Facilities” that are within the ranges approved by the Planning Commission in Resolution No. 21-07 and approve the entirety of the staff recommendation, items A through D (above), with those changes.
- C. Request revisions to Attachments B, C, and D (the resolutions approving the Specific Plan and General Plan Amendment and the ordinance approving the Code Amendment and Zone Change) to add a new section at the end of each document titled “Effective Date” to read as follows (with the appropriate Section number filled in):

**“SECTION \_\_. Effective Date.** In order to allow the City Council to consider changes to the City’s Inclusionary Housing Ordinance (Claremont Municipal Code Chapter 16.036) before these approvals go into effect, the effective date of these approvals shall be the earliest of:

(1) If the City Council approves changes to the Inclusionary Housing Ordinance - one day after the changes to the Inclusionary Housing Ordinance take effect;

(2) If the City Council reviews proposed changes to the Inclusionary Housing Ordinance and rejects them - immediately after the City Council’s rejection becomes final *(the City Council’s rejection of proposed changes shall not be deemed “final” if the City Council has continued its review of the proposed changes to a later date and/or remanded the proposed changes to staff or a Commission for further evaluation and amendment)*; or

(3) January 1, 2022.”

This alternative is discussed in more detail below.

- D. Request additional revisions to the VSSP, EIR (including the environmental findings of fact, the statement of overriding considerations, and/or the mitigation monitoring program), the General Plan Amendment, the Code Amendment, and/or the draft approval resolutions and ordinance. Depending on the nature and extent of the revisions, the City Council may need to continue the item (preferably to a date certain) to allow staff to prepare revised documents. This option may also require the City Council to return the item to the Planning Commission so it can review and make a recommendation on the revisions.

## **FINANCIAL REVIEW**

The additional staff cost to conduct the analysis and prepare the Planning Commission staff report, resolution, and this report is estimated to be \$4,500. These staff costs are included in the operating budget of the Community Development Department.

A summary of the plan’s financial feasibility and positive fiscal impact to the City’s budget are

included in the June 22, 2021 City Council agenda report.

## **ANALYSIS**

### **Public Comment Regarding Parking in the VSSP**

At the June 22 meeting, the City Council received several public comments expressing concerns about the Specific Plan's discretionary parking reductions. The concerns the City Council heard were similar to those received at the May 18 and June 1, 2021 Planning Commission hearings. The comments generally focused on three discretionary reductions in the amount of residential parking required for development projects that include features designed to reduce parking demand. The comments inaccurately characterized these reductions as "by right" reductions with no oversight or discretion by the City. Staff provided a response that was also published in the Claremont Courier describing the level of staff and Commission review that was required in the VSSP prior to the granting of any of these reductions. Despite staff's response and testimony at the City Council meeting, concerns regarding residential reductions have persisted. On June 20, a group concerned about parking provided a proposal to cut the maximum reductions related to unbundled parking, shared vehicle spaces, and bicycle storage in half.

The City Council was receptive to parking concerns and, during its June 22 meeting, directed staff to reevaluate the parking reductions and refer any proposed changes to the Planning Commission, which is required by the City's Municipal Code. Specifically, Mayor Stark made a motion to "reopen the public hearing, leave the public hearing open, continue the item to the regular City Council meeting of July 13, 2021, and remand to the Planning Commission, to consider at their July 6, 2021 meeting revised discretionary parking reductions and make a recommendation to the City Council". The motion passed on a 4-0-1 vote (with Councilmember Medina recused due to a conflict of interest). For additional information, a full video recording of this meeting is available on the City website.

### **Summary of Residential Parking Issues and Standards**

Village South's residential parking requirements have been a concern for some residents in neighborhoods near the plan area who worry that, if parking requirements are too low, overflow parking could impact their neighborhoods or the Claremont Village. Conversely, owners of property within the plan area and their development partners have expressed concern that setting parking requirements too high could make achieving the VSSP's vision of pedestrian oriented, mixed-use neighborhood infeasible from both a financial and physical perspective, as over-parking a site is both very expensive (causing increased rents and purchase prices) and forces uses further apart, making walking less desirable.

Prior to drafting the parking standards for the VSSP, City staff and its consultant interviewed nearby residents and business owners as well as property owners and local developers not involved in the project. They also reviewed industry standards and Transit-Oriented Development (TOD) guidelines. In the end, staff elected to proceed in a conservative manner, with base standards that are similar to those already found throughout the City, but to also provide some relief through discretionary reductions that must be approved by the Planning Commission or Architectural Commission on a case-by-case basis. These adjustments are intended to address the mixed-use, transit-oriented nature of the plan as well as the relatively small unit size of the desired residential developments. The discretionary nature of the reductions also provides leverage for the City to further incentivize the type of high quality development that is desired for the Village South and avoid that which is not

desired.

Table 3.9 on page 122 of the VSSP lists the unadjusted minimum residential parking requirements for the plan (i.e., base parking standards), including guest parking spaces. Generally, small apartments and condominiums are required to provide 1.5 spaces per unit and medium sized units to provide 1.75 spaces per unit. Larger, flat style units (>900 square feet) and rowhouse-style townhome units require 2.25 spaces per unit. Single family detached homes are required to have 2.5 spaces per unit, which is similar to other areas of the City. In recognition that the area will be transit-oriented and mixed use, the requirements for larger flat-style units and townhomes are approximately .25 spaces per unit lower than elsewhere in the City.

Table 1 below identifies parking standards for TOD projects in the area as well as two recently completed non-TOD projects along Base Line Road (Meadow Park and Serrano).

**Table 1**

<b>TOD Residential Parking Requirements</b>	<b>VSSP (proposed)</b>	<b>VESP*</b>	<b>Pomona TOD</b>	<b>Covina TOD</b>	<b>Glendale TOD</b>	<b>Meadow Park &amp; Serrano</b>
<b>Studio (&lt;600 square feet)</b>	1.5	1.5	.5	1.1	1.25	n/a
<b>1 Bedroom</b>	1.5 -1.75	2.25	1	1.1	1.25	n/a
<b>2 Bedroom</b>	1.75	2.25	1.5	2.1	2.25	n/a
<b>3 + Bedroom</b>	2.5	2.5	2 (+.5 per additional Bedroom)	3.1	2.25 (3.25 for 4+ bedrooms)	2.5

\* - VESP: Village Expansion Specific Plan: area located immediately north of the VSSP

### **Proposed Modifications to Section 3.9.B.8 of the VSSP - Staff Recommendation**

In response to City Council direction, staff reevaluated the parking requirements of the VSSP with the traffic engineer for the project, Gibson Transportation Consulting, Inc., as well as the concerns and proposals from neighbors. While staff and the traffic engineer continue to believe the previous system of standards and reductions provides an adequate framework for “right-sizing” parking for new development in the plan area on a case-by-case basis, staff also finds that the proposed discretionary parking reductions can be lowered (i.e., resulting in more parking) without negatively impacting the character of the development or preventing the achievement of the Specific Plan’s vision.

The revisions proposed by staff regarding the actual text changes to the Specific Plan Document are detailed below in blacklined text with additions underlined and deletions indicated via ~~strikethrough~~. Additional language has been included to further clarify the review process and its relationship to the Municipal Code. Those changes are not substantive and intended simply for additional clarification. Staff is proposing to modify Section 3.9.B.8 of the Village South Specific Plan as follows:

**“8. Parking Reductions.** The following parking reductions may be permissible if approved by the approving body ~~by the reviewing authority~~ as part of a VSSP Development Permit or Master Development Permit. Reductions, which may be cumulative, are deducted from the required parking minimums identified by use in *Table 3.9*. As part of any application for a reduction in required parking, applicants shall submit, to the

satisfaction of the Director, a parking demand and supply study and a comprehensive Parking Management Plan which includes, ~~to the satisfaction of the approving body,~~ an overflow parking strategy, a contingency plan, and all transportation and parking demand strategies to be utilized. Minor Exceptions for additional reductions of required parking under CMC Chapter 16.312 are not permitted.

- a. **Unbundling.** A ~~20~~15% reduction may be granted if the cost of parking is separated from the cost of leasing or purchasing the unit, space, or building.
- b. **Shared Parking.** Subject to CMC § 16.136.020 (Joint Use & Common Parking Facilities), which includes review and approval by the Planning Commission, a A reduction of up to 50% of the required parking may be granted for joint uses which have no substantial conflict in principal operating hours. ~~Subject to CMC § 16.136.020 (Joint Use & Common Parking Facilities).~~
- c. **Car-sharing.** For each dedicated car-share space, a reduction of 4 required spaces may be granted, up to a total of ~~20~~10% of the total required.
- d. **Provision of Bicycle Parking.**
  - i. **Short-term.** For every 10 dedicated short-term bicycle parking spaces, a reduction of 1 required car parking space may be granted, up to a total of ~~10~~5% of the total required.
    - Minimum space: 2 by 6 feet.
    - Minimum aisle width: 5 feet.
    - Must be located within 50 feet of entrance.
  - ii. **Long-term (secured).** For every 5 dedicated long-term (secured) bicycle parking spaces, a reduction of 1 required car parking space may be granted, up to a total of ~~10~~5% of the total required.
    - Must be located within 150 feet of entrance.”

### **Planning Commission Resolution - Broader Language**

The above-described modifications represent the staff and traffic engineer’s recommendation for modifications to VSSP parking reductions based on City Council direction to reevaluate. Planning Commission Resolution No. 21-07 (Attachment E) expresses the Planning Commission’s position regarding parking reductions. The resolution, which was approved unanimously by the Planning Commission on a 5-0 vote (with one absence and one vacancy), recommends that no changes be made to the existing Specific Plan parking reductions; however, in deference to the City Council’s direction, the Planning Commission also supports City Council approval of potential reductions within a range of percentages. The range starts with the Planning Commission’s preference for no change and extends to the level of change contained in the staff recommendation. In other words, instead of recommending a specific number for the percentage of each parking reduction category (e.g., 10%), the Planning Commission has expressed support for any solution that the City Council wishes to approve so long as it falls within the approved range (e.g., 10 to 20%). This additional language was included to express the Planning Commission’s preference while also providing adequate flexibility for the City Council to use their judgement to approve a reasonable change without the need to

return the item to the Planning Commission for additional review and “report”.

Table 2 below provides a summary of the Plan’s existing reductions, staff’s reevaluated reductions, and the Planning Commission’s support for City Council to select from a range of potential revisions extending from the existing plan language to the staff revisions that are the result of the City Council’s direction.

**Table 2**

<b>Discretionary Parking Reduction (Plan Section #)</b>	<b>Current VSSP Maximum Reduction</b>	<b>Staff Revised Maximum Reduction</b>	<b>PC Supported Range of Acceptable Reductions</b>
Unbundling - (3.9.B.8.a)	20%	15%	15% to 20%
Car Sharing - (3.9.B.8.c)	20%	10%	10% to 20%
Bicycle Parking - (3.9.B.8.c) • 10 Short-Term Bicycle Spaces • 5 Long-Term Bicycle Spaces	10% 10%	5% 5%	5% to 10% 5% to 10%

**Option to Delay the Effective Date of the VSSP Approvals to Incorporate Anticipated Update to the City’s Inclusionary Housing Ordinance**

City staff is in the process of preparing an update to the City’s Inclusionary Housing Ordinance (Claremont Municipal Code Chapter 16.036). The Planning Commission will review the proposed update at its meeting on July 20, 2021, and staff plans to bring the proposed update to the City Council in early fall of 2021. At the June 22, 2021 meeting, Mayor Pro Tem Leano sought clarification that -- assuming the City Council approves both the VSSP and the anticipated update to the Inclusionary Housing Ordinance -- projects in the VSSP will be subject to the new inclusionary housing standards.

Historically, the City imposes the inclusionary housing requirements that are in effect at the time an applicant applies for building permits (i.e., very late in the development process); however, some members of the development community argue that cities can only impose inclusionary housing requirements that are in effect at the time an applicant submits and application (i.e., very early in the development process). To avoid any confusion about whether development projects in the VSSP area are subject to the anticipated update to the Inclusionary Housing Ordinance, the City Council could briefly delay the effective date of the VSSP approvals to correspond with the effective date of the anticipated inclusionary housing update.

The City Council cannot know if or when it will adopt an update to the Inclusionary Housing Update, so to ensure the delayed effective date of the VSSP approvals is not indefinite, staff recommends the delay also address scenarios where the City Council either rejects or does not act on the anticipated inclusionary housing update. Staff has included proposed language for the delayed effective date in “Alternative C” above.

If the City Council delays the effective date of the VSSP approvals, then the current zoning and General Plan standards will stay in place until the VSSP approvals take effect.

## **RELATIONSHIP TO CITY PLANNING DOCUMENTS**

Staff has evaluated the agenda item in relationship to the City's strategic and visioning documents and finds that it applies to the following City Planning Documents: Council Priorities, Sustainability Plan, Economic Sustainability Plan, General Plan, and the 2021-22 Budget.

## **CEQA REVIEW**

The CEQA statement regarding the VSSP and related actions has not changed. The proposed revisions to Section 3.9.B.8 of the Village South Specific Plan are minor changes to potential reductions to parking required for future development. These changes are not expected to substantially change aggregate parking counts for future development in the VSSP Plan Area. Furthermore, parking and impacts from parking are not classified as environmental impacts under CEQA and therefore the proposed minor changes will not change the conclusions contained in the project EIR.

A copy of the Final EIR, including the DEIR and its supporting Studies (Appendices A through J), Response to Comments, Revised Greenhouse Gas Analysis (Appendix F), and MMRP is available for review on the City's website at:

<https://www.ci.claremont.ca.us/living/development-projects/village-south-specific-plan>.

## **COMMISSION REVIEW**

As described above, Section 16.318.060.B of the Municipal Code required that changes made to a proposed Specific Plan be referred to the Planning Commission for "a report" prior to being approved by the City Council. To address the City Council's direction to reevaluate parking reductions contained in the Village South Specific Plan, staff prepared a staff report that outlines staff's proposal for revising the draft resolution, which were reviewed by the Planning Commission during its July 6, 2021 meeting. At that meeting, the Planning Commission approved Resolution No. 21-07 (Attachment E), which is described in detail above. This Resolution constitutes the "report" required in CMC Section 16.318.060.B.

## **PUBLIC NOTICE PROCESS**

Notice of this continued review was provided through the City's regular agenda process. The agenda and staff report for this item have been posted on the City website and distributed to interested parties. If you desire a paper copy, please contact the City Clerk's Office.

Submitted by:

Brad Johnson  
Community Development Director

Prepared by:

Christopher Veirs  
Principal Planner

### **Attachments:**

- A - Resolution Certifying VSSP Environmental Impact Report
- B - Resolution Adopting the VSSP including Section 3.9.B.8 Revisions-"Parking Reductions"
- C - Resolution Adopting the General Plan Amendment
- D - Ordinance Adding Specific Plan 15 (VSSP) to CMC Section 16.081.020
- E - Planning Commission Resolution #21-07



**RESOLUTION NO. 2021-****A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLAREMONT, CALIFORNIA, CERTIFYING THE FINAL ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE VILLAGE SOUTH SPECIFIC PLAN AND RELATED IMPLEMENTING ACTIONS AS ADEQUATE AND COMPLETE, APPROVING CERTAIN FINDINGS RELATED THERETO, ADOPTING A STATEMENT OF OVERRIDING CONSIDERATIONS, AND ADOPTING A MITIGATION MONITORING PROGRAM**

**WHEREAS**, in accordance with Chapter 16.318 of the Claremont Municipal Code, the City Council of the City of Claremont ("City Council") initiated the preparation of the proposed Village South Specific Plan (File #17-SP01) to provide new zoning, development standards, design guidelines, and infrastructure requirements for the potential redevelopment of thirty-four generally underutilized parcels located in the Village South Specific Plan area, an area generally bounded by Indian Hill Boulevard (to the east), Arrow Highway (to the south), Bucknell Avenue (to the west), and Santa Fe Street (to the north), as well as the parcels immediately fronting the east side of Indian Hill Boulevard between Arrow Highway and Santa Fe Street, excluding the Claremont Villas Senior Apartments Parcel (referred to herein as the "the Village South Specific Plan area"); and

**WHEREAS**, in connection with the preparation of the proposed Village South Specific Plan (File #17-SP01) and its implementing actions — a corresponding General Plan Amendment (File #21-GPA02) and Code Amendment and Zone Change (File #21-CA01) — (collectively, the "Project") the City worked with professional environmental consultants to prepare a Draft Environmental Impact for the Village South Specific Plan and its implementing actions (State Clearinghouse No. 2019080072) (the "Draft EIR"); and

**WHEREAS**, the Draft EIR provides an assessment of the environmental impacts and alternatives associated with the Project, and has been prepared in accordance with the California Environmental Quality Act, Public Resources Code Section 21000 et seq. (CEQA), and State regulations in Title 14 of the California Code of Regulations, Section 15000 et seq. (CEQA Guidelines); and

**WHEREAS**, since December of 2020, an electronic copy of the Draft EIR has been available on the City's website (<https://www.ci.claremont.ca.us/government/departments-divisions/planning-division/ceqa-documents>) and an electronic copy was attached to the staff report on this item in advance of the June 22, 2021 City Council meeting; and

**WHEREAS**, a Notice of Preparation of the Draft EIR was provided to responsible agencies, organizations, members of the public and interested parties on July 19, 2019; and

**WHEREAS**, a Notice of Availability of the Draft EIR was provided to responsible agencies, organizations, members of the public and interested parties on December 3, 2020; and

**WHEREAS**, pursuant to the requirements of CEQA, the Draft EIR was circulated for review and comment from the public and other public agencies during a 45-day public review period, which began on December 4, 2020 and ended on January 18, 2021; and

**WHEREAS**, after the public comment period on the Draft EIR closed and in accordance with the California Environmental Quality Act (CEQA), specifically, CEQA Guidelines Sections 15088, 15089, and 15132, the City prepared a Final Environmental Impact Report for the proposed Village South Specific Plan Project, which consisted of: (a) the Draft EIR and revisions to the Draft EIR; (b) comments and recommendations received on the Draft EIR; (c) a list of persons, organizations, and public agencies that commented on the Draft EIR; (d) the City's responses to significant environmental points raised in the Draft EIR review and consultation process; and (e) other information added by the City (collectively, the "Final EIR"); and

**WHEREAS**, the proposed Final EIR provides an assessment of the environmental impacts associated with the Village South Specific Plan (and its implementing actions) and has been prepared in accordance with CEQA and the CEQA Guidelines; and

**WHEREAS**, the City worked with professional environmental consultants to generate responses to timely submitted comments received during the 45-day public review period, and those responses and the underlying comments are included in Section 3 of the Final EIR in accordance with CEQA and the CEQA Guidelines; and

**WHEREAS**, the proposed Mitigation Monitoring Program sets forth the mitigation measures to which the City shall bind itself in connection with this Project and is included in Section 4 to the Final EIR in accordance with CEQA and the CEQA Guidelines; and

**WHEREAS**, since May of 2021, an electronic copy of the Final EIR has been available on the City's website (<https://www.ci.claremont.ca.us/living/development-projects/village-south-specific-plan>), a printed copy is available at City Hall planning counter, and an electronic copy was attached to the staff report on this item in advance of the June 22, 2021 City Council meeting; and

**WHEREAS**, on May 18 and June 1, 2021, the Planning Commission for the City of Claremont ("Planning Commission") held a duly noticed public hearing on the Final EIR and the corresponding Project that spanned two meetings, at which time oral and documentary evidence was introduced along with the written recommendation of the Planning Department of the City of Claremont, and the Planning Commission received public testimony; and

**WHEREAS**, notice of public hearing before the Planning Commission concerning the adequacy and completeness of the Final EIR was given in accordance with the laws, including CEQA, and policies of the City; and

**WHEREAS**, the Final EIR was independently reviewed by the Planning Commission, and the Planning Commission's recommendations reflect the independent judgment of the Commission; and

**WHEREAS**, after the duly noticed public hearing on May 18 and June 1, 2021, the Planning Commission voted unanimously on a 6-0 vote (with one vacancy), to adopt Resolution No. 2021-05 recommending the City Council adopt and approve the proposed Village South Specific Plan, General Plan Amendment, Code Amendment, and Zone Change, and certify the EIR; and

**WHEREAS**, the proposed “Findings of Fact and Statement of Overriding Considerations” with respect to environmental impacts, including environmental impacts identified in the Final EIR as potentially significant, are described in Exhibit A-1 to this Resolution, attached hereto and incorporated herein by this reference; and

**WHEREAS**, on June 22, 2021 the City Council opened a duly noticed public hearing on the Final EIR and the corresponding Village South Specific Plan (File #17-SP01), General Plan Amendment (File #21-GPA02), and Code Amendment and Zone Change (File #21-CA01), at which time oral and documentary evidence was introduced along with the written recommendations of the Planning Commission (Planning Commission Resolution 2021-05) and Planning Division of the City of Claremont, and the City Council received oral and written public testimony; and

**WHEREAS**, many of the public commenters at the June 22, 2021 City Council hearing expressed concerns there would not be sufficient parking in the Specific Plan area if the City allowed discretionary parking reductions, such as the reductions authorized in Section 3.9.B.8.a, c, and d of the Specific Plan, which contemplate potential parking reductions for unbundling (up to 20%), car sharing (up to 20%), and bicycle parking (up to 20%); and

**WHEREAS**, the City Council kept that public hearing open and voted 4-0 (Councilmember Medina recused) to continue the public hearing to resume at the City Council’s July 13, 2021 meeting, and in the meantime, the City Council directed staff and the Planning Commission to reevaluate the Specific Plan’s discretionary parking reductions and make a recommendation; and

**WHEREAS**, at its regular meeting on July 6, 2021, the Planning Commission reevaluated the discretionary parking reductions that could be available under the Specific Plan and the City’s Municipal Code; and

**WHEREAS**, after reviewing a staff report, hearing a staff presentation, and taking public comment (verbal and written), on July 6, 2021, the Planning Commission voted unanimously on a 5-0 vote (with one absence and one vacancy) to adopt Resolution No. 2021-07 reaffirming its findings in Planning Commission Resolution 2021-05 and recommending the City Council adopt and approve the proposed Village South Specific Plan, General Plan Amendment, Code Amendment, and Zone Change, and certify the EIR either with or without certain changes to the discretionary parking reductions in Section

3.9.B.8 of the Specific Plan, which are outlined in Section 3 of Planning Commission Resolution 2021-07; and

**WHEREAS**, on July 13, 2021 the City Council resumed its duly noticed public hearing on the Final EIR and the corresponding Village South Specific Plan (File #17-SP01), General Plan Amendment (File #21-GPA02), and Code Amendment and Zone Change (File #21-CA01), at which time additional oral and documentary evidence was introduced along with the written report of the Planning Commission (Planning Commission Resolution 2021-07) and Planning Division of the City of Claremont on the discretionary parking reductions in Section 3.9.B.8 of the Specific Plan, and the City Council received additional oral and written public testimony; and

**WHEREAS**, notice of public hearing before the City Council concerning the adequacy and completeness of the Final EIR was given in accordance with the laws, including CEQA, and policies of the City; and

**WHEREAS**, the Final EIR was independently reviewed by the City Council, and the City Council's determinations reflect the independent judgment of the Council; and

**WHEREAS**, the City Council has also considered the staff report and all of the information, evidence, and testimony received at the public hearing; and

**WHEREAS**, the City has not received any comments or additional information that produced substantial new information requiring recirculation or additional environmental review under Public Resources Code sections 21166 and 21092.1 and State CEQA Guidelines section 15088.5.

**NOW THEREFORE, THE CLAREMONT CITY COUNCIL DOES HEREBY RESOLVE:**

**SECTION 1. Incorporation of Recitals.** The Recitals above are true and correct and incorporated herein by this reference.

**SECTION 2. Public Review of Draft EIR.** The City provided a 45-day public review period for the Draft EIR, which satisfies the requirements under CEQA Guidelines section 15105.

**SECTION 3. Contents of Final EIR.** The City Council hereby confirms that the Final EIR, as certified by this Resolution, is composed of the following:

- a. Draft EIR (dated December 2020) and its Technical Appendices A through J
- b. Final EIR (dated May 2021)
  - i. Summary (Section 1)
  - ii. Corrections to the Draft EIR (Section 2)
  - iii. Comments and Responses to Comments (Section 3)

- iv. Mitigation Monitoring Plan (also referred to as Mitigation Monitoring and Reporting Program (MMRP) (Section 4)
- v. Comment Letters (Appendix A)
- vi. Revised CalEEMod Model Output (Appendix B)

**SECTION 4. CEQA Findings.** Based upon substantial evidence presented to the City Council during the public hearing, including written staff reports and verbal and written testimony, the City Council hereby adopts the Findings of Fact and Statement of Overriding Considerations attached hereto as Exhibit A-1, which is incorporated herein by this reference as if set forth in full. The City Council further finds and determines:

- a. The Final EIR fully complies with the requirements of CEQA and the CEQA Guidelines relating thereto.
- b. The Final EIR addresses all environmental effects of the proposed project and that the draft supplemental EIR fully complies with all requirements of CEQA and the CEQA Guidelines relating thereto.
- c. The Final EIR has identified all significant environmental effects of the proposed Project, and there are no known potentially significant environmental impacts that are not addressed in the Final Supplemental EIR.
- d. The Mitigation Monitoring Program (Section 4 in the Final EIR) will ensure that, during the implementation of the Project, the City and any other responsible parties implement the components of the Project and comply with the mitigation measures identified in the Mitigation Monitoring Program.
- e. All significant environmental effects of the Village South Specific Plan that are not mitigated to a level of insignificance are adequately addressed in the Statement of Overriding Considerations (Exhibit A-1 to this Resolution).
- f. Although the Final EIR identifies certain significant environmental effects that will result if the Project is approved, all significant effects that can feasibly be avoided or mitigated will be avoided or mitigated by the imposition of conditions on the approved Project and the imposition of mitigation measures as set forth in the Final EIR, the Findings of Fact and Statement of Overriding Considerations (Exhibit A-1 to this Resolution), and the Mitigation Monitoring Program (Section 4 of the Final EIR).
- g. Potential mitigation measures and alternatives not incorporated into the Project were rejected as infeasible, based upon specific economic, social, and other considerations as set forth in the Final EIR and Findings of Fact and Statement of Overriding Considerations (Exhibit A-1 to this Resolution).
- h. The significant impacts of the Project that have not been reduced to a level of insignificance will have been substantially reduced in their impacts by the imposition of mitigation measures. The City Council finds that the significant

unavoidable adverse impacts of the Project are clearly outweighed by the economic, social and other benefits of the Project, as set forth in the Findings and Statement of Overriding Considerations.

- i. The Final EIR has described all reasonable alternatives to the Project that could feasibly obtain the basic objectives of the Project, even when those alternatives might impede the attainment of Project objectives and might be more costly.
- j. A good faith effort has been made to seek out and incorporate all points of view in the preparation of the Final EIR as indicated by the public record for the Village South Specific Plan and the Final EIR.

**SECTION 5.** The City Council hereby certifies that (1) the Final EIR has been prepared, processed, and noticed in accordance with CEQA and the State CEQA Guidelines; (2) the Final EIR was presented to the City Council and the City Council has reviewed and considered the information contained in the Final EIR prior to considering adoption of the Project, and (3) the Final EIR reflects the independent judgment and analysis of the City Council and is deemed adequate for the purposes of making decisions on the merits of the Project.

**SECTION 6.** Based on the entire record before the City Council, all written and oral evidence presented, the City Council hereby:

- a. Approves and adopts the “Findings of Fact and Statement of Overriding Considerations,” which were prepared in accordance with CEQA Guideline sections 15091 and 15093 and which are attached hereto as Exhibit A-1, which is incorporated herein by this reference as if set forth in full;
- b. Approves and adopts the Mitigation Monitoring Program set forth in Section 4 to the Final EIR, which is incorporated herein by this reference as if set forth in full; and
- c. Certifies the Final EIR on file with the Planning Division and in the form presented to the City Council at the time of the adoption of this Resolution.

**SECTION 7.** The documents and materials that constitute the record of proceedings on which the “Findings of Fact and Statement of Overriding Considerations” in Exhibit A-1 of this Resolution have been based are located at Claremont City Hall, 207 Harvard Avenue, Claremont, California. The custodian for these records is the Claremont City Clerk, Shelley Desautels, who may also be contacted at (909) 399-5460.

**SECTION 8. Notice of Determination.** The City Clerk is hereby directed to deliver and publish, in accordance with applicable law, notices of the City Council's determination to certify the Final EIR as provided herein, including without limitation filing a Notice of Determination with the County of Los Angeles within five (5) working days of the approval of this Resolution.

**SECTION 9. Codification.** This Resolution shall not be codified except as specified in the associated Code Amendment and Zone Change (File #21-CA01) being adopted concurrently with this Resolution, which amends Section 16.081.020 of the Claremont Municipal Code and the City's Official Zoning Map to reflect the adoption of the Village South Specific Plan.

**SECTION 10. Severability.** If any section, subsection, sentence, clause, phrase, or portion of this Resolution is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Resolution, and each section, subsection, subdivision, sentence, clause, phrase or portion thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases or portions might subsequently be declared invalid or unconstitutional.

**SECTION 11. Certification.** The Mayor shall sign this Resolution and the City Clerk shall attest and certify to the passage and adoption thereof.

**PASSED, APPROVED, AND ADOPTED** this 13<sup>th</sup> day of July, 2021.

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Mayor, City of Claremont

ATTEST:

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City Clerk, City of Claremont

APPROVED AS TO FORM:



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City Attorney, City of Claremont

## **Exhibit A-1**

### **Findings of Fact and Statement of Overriding Considerations**

(Begins on Next Page)



**CEQA FINDINGS AND STATEMENT OF OVERRIDING CONSIDERATIONS**  
**Village South Specific Plan, City of Claremont**  
**June 2021**

**BACKGROUND**

The City has defined the area encompassed by Indian Hill Boulevard on the east, Arrow Highway on the south, Bucknell Avenue on the west, and Santa Fe Street on the north, as well as the parcels immediately fronting the east side of Indian Hill Boulevard between Arrow Highway and Santa Fe Street, excluding the Claremont Villas Senior Apartments Parcel as “Village South.”

The City has prepared The Village South Specific Plan (“the Project”) to provide guidance in planning and developing Village South as well as.

The Project includes amendments to Chapter 2 of the General Plan (including its Land Use Map) and the City’s Zoning Code (including the Zoning Map).

Under Section 21067 of the Public Resources Code, and Section 15367 of the State CEQA Guidelines (14 C.C.R. §§ 15000 et seq.) the City is the lead agency for the Project. In accordance with State CEQA Guidelines Section 15063, the City evaluated the Project by preparing an Environmental Impact Report (“EIR”).

In accordance with State CEQA Guidelines Section 15082, the City circulated a Notice of Preparation (“NOP”) from July 22, through August 20, 2019, then received written comments in response to the NOP, which assisted the City in identifying the issues for analysis.

In consultation with and under the supervision of City staff, the City’s environmental consultant (Meridian) prepared a Draft Environmental Impact Report (“Draft EIR”) (State Clearinghouse Number 2019080072).

In accordance with State CEQA Guidelines Section 15085, the City prepared and filed a Notice of Completion of the Draft EIR with the Office of Planning and Research on December 4, 2020. As required by State CEQA Guidelines Section 15087(a), on December 4, 2020 the City provided and publicly posted a Notice of Availability of the Draft EIR in the Claremont Courier, a newspaper of general circulation in the Project area. The Notice of Availability initiated a 45-day comment period from December 4, 2020 through January 18, 2021. During this public review period, the City received comments from agencies and the public.

The City prepared a Final Environmental Impact Report (“Final EIR”), consisting of the Draft EIR, written comment letters received during the 45-day public review and comment period on the Draft EIR, written responses to those comment letters, and revisions and errata to the Draft EIR, and a mitigation monitoring and reporting program (“MMRP”). (The Draft EIR and Final EIR are referred to collectively herein as the “EIR.”)

The City’s Traffic and Transportation Commission and Architectural Commission each reviewed and took public comment on the aspects of the Project within their Commission’s jurisdictions at their regular meetings on January 28, 2021 and February 10, 2021, respectively.

The City’s Planning Commission held a duly-noticed public hearing on the Project that started on May 18, 2021 and ended on June 1, 2021. After consideration of the full administrative record before it and all

public testimony, the Planning Commission voted 6-0 recommending City Council certify the Final EIR and approve the Project.

The City Council held a duly-noticed public hearing on the Project on June 22, 2021. Public Resources Code Section 21081 and CEQA Guidelines Section 15091 require that a public agency prepare written findings for identified significant impacts, accompanied by a brief explanation of the rationale for each finding. Based on substantial evidence in the full administrative record before it, including all public testimony, the City Council makes the findings of fact set forth below.

## **OVERVIEW OF FINDINGS**

All the requirements of CEQA, the State CEQA Guidelines, and the City's Local CEQA Guidelines have been satisfied. The EIR is sufficiently detailed so that all of the potentially significant environmental effects of the Project have been fully and properly evaluated, focusing on the goals and policies of the General Plan, and area-wide mitigation measures.

The Final EIR sufficiently analyzes both the feasible mitigation measures necessary to avoid or substantially lessen the Project's environmental impacts and a range of feasible alternatives capable of eliminating or reducing these effects in accordance with CEQA, the State CEQA Guidelines, and the City's Local CEQA Guidelines. All the findings and conclusions made by the City Council are based on all of the oral and written evidence presented to the City Council, and not based solely on the information provided in this resolution.

Environmental impacts identified in the EIR that the City finds are less than significant and do not require mitigation are described in **SECTION 2** hereof.

Environmental impacts identified in the EIR as potentially significant, but which the City finds can be mitigated to a less than significant level through the imposition of all feasible mitigation measures identified in the EIR and set forth herein, are described in **SECTION 3** hereof.

Environmental impacts identified in the EIR as potentially significant, but which the City finds cannot be fully mitigated to a level less than significant despite the imposition of all feasible mitigation measures identified in the EIR, are described in **SECTION 4** hereof.

The significant and irreversible environmental changes, including energy use, that would result from the Project, are described in **SECTION 5** hereof.

The existence of any cumulative environmental impacts resulting from the Project identified in the EIR and set forth herein are described in **SECTION 6**.

The existence of any growth-inducing impacts resulting from the Project identified in the EIR and set forth herein, are described in **SECTION 7** hereof.

Alternatives to the Project that might eliminate or reduce significant environmental impacts are described in **SECTION 8** hereof.

A Statement of Overriding Considerations is described in **SECTION 9** hereof.

A resolution regarding the certification of the Final EIR is described in **SECTION 10** hereof.

The Mitigation Monitoring Program, also referred to as the Mitigation Monitoring and Reporting Program (“MMRP”), which contains the Project’s required mitigation measures, is Section 4 of the Final EIR and is also included for ease of reference at the end of this document and discussed in **SECTION 11** hereof.

Prior to taking action, the City Council has been presented with, heard, reviewed, and considered all of the information and data in the administrative record, including the Final EIR, and all written and oral evidence presented to it during all meetings and hearings.

No comments submitted during the public review period, or made in the public hearings conducted by the City, and no additional information submitted to the City have produced substantial new information under State CEQA Guidelines Section 15088.5 requiring recirculation of the Final EIR, nor have there been any substantial revisions requiring a subsequent or supplemental EIR under Public Resources Code Section 21166.

The Final EIR reflects the independent judgment of the City Council and is deemed adequate for purposes of making decisions on the merits of the Project.

All other legal prerequisites to the adoption of this resolution have occurred.

## **SECTION 1. GENERAL FINDINGS**

The City Council hereby finds that the EIR has been completed in compliance with the California Environmental Quality Act (“CEQA”), Public Resources Code Section 21000 et seq. and the State CEQA Guidelines, California Code of Regulations, Title 14, Section 15000 et seq. (“CEQA Guidelines”).

The City Council hereby finds that the EIR provides objective information to assist the decision makers and the public at large in their consideration of the environmental consequences of the project and also finds that the EIR reflects the independent judgment of the City. The City has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these findings, concerning the environmental impacts identified and analyzed in the EIR.

The City Council hereby finds any textual refinements and errata that were compiled and presented to for review and consideration did not represent substantial changes or new information that would result in changes in the environmental consequence of the project.

The City Council hereby finds that no evidence of new significant impacts as defined by the State CEQA Guidelines section 15088.5 have been received by the City Council and no substantial changes to the Project have occurred that would require recirculation or a supplemental or subsequent EIR.

The City Council hereby finds that substantial evidence for each finding made herein is contained in the EIR and the record of proceedings in the matter.

## **SECTION 2. ENVIRONMENTAL IMPACTS NOT REQUIRING MITIGATION**

The City finds that, based on substantial evidence in the record, the following impacts associated with the proposed Specific Plan would not be significant: Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources, Energy, Geology/Soils, Greenhouse Gas Emissions, Hydrology/Water Quality, Land Use/Planning, Mineral Resources, Population/Housing, Public Services, Recreation, Utilities/Service Systems, and Wildfire.

The City finds that for these topics, changes or alterations to the Project are neither required nor incorporated, pursuant to Public Resources Code Section 21081, subdivision (a)(1), CEQA Guidelines Section 15091, subdivision (a)(1) and CEQA Guidelines Section 15126.4, subdivision (a)(3).

Specifically, the City finds that the following potential environmental impacts of the Project are less than significant, and therefore do not require the imposition of mitigation measures:

#### A. Aesthetics

Impact. The Project would have a less than significant aesthetic impact based on its concept and purpose.

Supporting Explanation. The Project is within a Transit Priority Area, therefore based on Public Resources Code Section 21099(d), aesthetic impacts would be less than significant. Furthermore, the Project has been crafted to result in positive aesthetic urban form. Future development within the Specific Plan Area would be developed in accordance with the land use and development standards contained the Village South Specific Plan. The Project is based on the same guiding principles that guide the existing regulatory context of the City.

#### Agricultural And Forestry Resources

Impact. The Project would have no impact on agricultural resources or forestry resources.

Supporting Explanation. The Project area is predominantly urbanized, with a mixture of various types of land uses including residential, commercial and light industrial uses. No portion of the Project area currently contains or is proposed to include agricultural zoning designations or uses. Additionally, no Williamson Act contracts are in effect for the Project area or surrounding vicinity. Implementation of the Project would not involve changes that would result in the conversion of agricultural uses or conflict with existing zoning for agricultural uses or a Williamson Act contract.

As defined by the Public Resources Code Section 12220(g), forestland is land that can support 10 percent native tree cover of any species under natural conditions and that allows for management of one or more forest resources. A Timberland Production Zone is defined by the Government Code Section 51104(g) as an area that is zoned for the sole purpose of growing and harvesting timber. No portion of the Project area is zoned as forestland or timberland nor does the Project area contain natural forest or timberland conditions.

#### B. Air Quality

Impact. The Project would support the goals of the Air Quality Management Plan and would not result in exceedances of South Coast Air Quality Management District (SCAQMD) thresholds; therefore, impacts would be less than significant.

Supporting Explanation. The Project creates a framework for development that would be compact, Mixed-Use, transit-oriented, located in the City's job, housing, and services center. As such, it would not conflict with the AQMP policies that promote land use top support reductions in vehicle travel. Furthermore, the Project is consistent with the population, housing, and employment growth projections used in the AQMP.

Project-generated, construction-related emissions of criteria air pollutants and precursors were modeled in accordance with SCAQMD-recommended methodologies. The resulting model data showed that the

Project would not exceed SCAQMD thresholds for construction or operation. Furthermore, future construction would be required to comply with SCAQMD rules that would further limit pollutant emissions.

#### C. Biological Resources

Impact. The Project would not impact existing biological resources or conflict with any habitat or natural resource protection plans.

Supporting Explanation. The Project area is developed and contains only limited amounts of natural habitat mostly in the form of ornamental landscaping, street trees and lawn. Due to the developed nature of the Project area, species likely to occur on-site are limited to small terrestrial and avian species typically found in developed settings. The Project site does not contain any critical habitat, riparian, wetland or other sensitive natural community nor is it known to provide habitat specifically for species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or U.S. Fish and Wildlife Service (USFWS). Additionally, there are no habitat conservation plans, natural community conservation plans, or other related plans applicable to the Project area. As such, the Project would not adversely affect biological resources.

#### D. Energy

Impact. The Project would neither result in wasteful, inefficient or unnecessary consumption of energy nor conflict with state or local plan for renewable energy or energy efficiency.

Supporting Explanation. The Project is within the forecasted growth of the City of Claremont and creates a framework for development that would be compact, Mixed-Use, transit-oriented, located in the City's job, housing, and services center and is therefore in line with the principles of good TOD design and LEED neighborhood development design. A guiding principle of the Project is environmental sustainability, which will be expressed through energy efficient design as well as building upon the intrinsically sustainable urban form and street pattern of the historic Claremont Village. Any future development would comply with current State green building code and the City's energy and sustainability policies.

#### E. Geology /Soils

Impact. Development that would result from the Project would not expose people to greater risk from seismic activity or unstable soils and therefore impacts would be less than significant.

Supporting Explanation. The Project is located in a seismically active region however any development within the Project would be required to comply with applicable provisions of the most current edition of the California Building Code (CBC) at the time of construction and the City's adopted building codes pursuant to the Municipal Codes of Claremont. With adherence to the CBC, design and construction of the proposed development would be engineered to withstand the expected seismic activity and would ensure that no significant impacts related to erosion or other soil issues would occur.

#### F. Greenhouse Gas Emissions

Impact. The Project would not result in significant emissions of Greenhouse gases, nor would it conflict with the implementation of policies and plans intended to reduce Greenhouse gas emissions.

Supporting Explanation. The Project is a Specific Plan designed to implement the vision of the City that is outlined in its General Plan and Sustainable City Plan. The Project creates a framework for development that would be Mixed-Use, transit-oriented, efficient construction, green infrastructure, and in line with the principles of neighborhood design. The Project would lead to the development of a mixed-use, walkable neighborhood in close proximity to transit. As such, the Project is aligned with State, regional and City strategies that are aimed to reduce Greenhouse Gas Emissions. The Project would also comply with State and City energy and sustainability building codes and policies.

#### G. Hydrology & Water Quality

Impact. The Project would not adversely impact water quality, drainage or flooding.

Supporting Explanation. The Project would lead to redevelopment of an existing urban area with new development that would comply with all applicable hydrology and water quality regulations. The Specific Plan includes sustainable design guidelines to minimize surface water runoff. Development within the Project is not anticipated to substantially change the drainage patterns within the Specific Plan Area. Compliance with existing state and local regulations would ensure that erosion, flooding and stormwater flow would not be significant.

#### H. Land Use / Planning

Impact. The Project would not adversely affect land use patterns nor would it conflict with land use policies and plans.

Supporting Explanation. The Project would establish land use regulations, zoning, development standards, and design guidelines for the Project area. The Project has been designed to further the vision of Claremont contained in the Claremont General Plan. The Project would support mixed-use, transit-oriented development that is consistent with the existing General Plan and includes a high-quality, pedestrian-oriented public realm framed by context-sensitive buildings that emulate the historic character of Claremont. The Project represents a model of sustainable development practices; seeks to support existing residential neighborhoods through providing a vibrant link between the existing village and the surrounding neighborhoods; and accommodates a range of uses.

#### I. Mineral Resources

Impact. The Project would have no impact on availability of regionally important mineral resources.

Supporting Explanation. The Claremont General Plan identifies those areas of the City that have been designed by the State Mining and Geology Board as “areas of regional significance”; the Project is not within any of the designated areas.

#### J. Population / Housing

Impact. The population and housing growth associated with the Project would be the result of an intentional plan and thus a less than significant impact.

Supporting Explanation. Buildout of the Village South Specific Plan could result in the construction of up to 1,000 dwelling units in the specific plan area. The growth associated with this would be within the population increase forecast for the City through 2045 and would also help the City achieve its housing

goals. The Project provides for focused development to accommodate this forecasted growth for the city of Claremont and therefore the resulting population and housing would not be an adverse effect.

#### K. Public Services

Impact. The increase in demand for public services associated with the Project would be within the growth projections used by those agencies to forecast service needs. As such, the Project would not result in new facilities that would cause significant impacts.

Supporting Explanation. The Project is within an area already supported by public services. Over the buildout of the Project, demands for public services would increase as the population and activity within the specific plan area increases. The Project provides development that is included in the growth forecasts used for planning purposes by service providers in the city of Claremont. In addition, tax and fee revenue generated from the development associated with the Project would support needed increases in services. However, it is not expected that unplanned new facilities would be needed.

#### L. Recreation

Impact. The population growth associated with the Project would lead to greater recreational demand, however there is no evidence that it would result in substantial physical deterioration or the need for new recreational facilities the construction of which might have an adverse physical effect on the environment.

Supporting Explanation. The Project would provide for development of housing that would support population growth within Claremont. However, there is no indication that this population would substantially deteriorate existing recreational facilities. Furthermore, while the Project area is not within ½ mile of any existing park, the Project would include new open space facilities, including a “Central Plaza”, that would provide residents and visitors with passive recreation. The construction of these amenities would not have adverse effects separate from the effects already evaluated in this EIR.

#### M. Wildfire

Impact. The Project would not result in wildfire impacts due to its location.

Supporting Explanation. The CEQA Checklist Thresholds for Wildfire impacts states “If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project”. The Project area is not within or near a state responsibility area or a very high fire severity zone.

#### N. Utilities / Service Systems

Impact. The increase in utility demand associated with the Project would be within the growth projections used by those agencies to forecast service needs. As such, the Project would not cause utility providers to exceed capacity or need to construct unplanned infrastructure. Therefore, impacts would be less than significant.

Supporting Explanation. The Project area is served by existing utility providers for water wastewater and energy. These providers evaluate future needs through forecasts based on SCAG growth projections. G The development of Village South Specific Plan would represent a substantial portion of the growth in the City of Claremont during the planning horizon; however, the forecasted demand of the Project is part of and within the expected growth forecasts used by utility providers in facility planning.

### SECTION 3. ENVIRONMENTAL IMPACTS MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT

Consistent with Public Resources Code Section 21001.2 and CEQA Guidelines Section 15128, the EIR focused its analysis on potentially significant impacts. The Draft EIR determined that there was a potential of significant impacts in five topic areas: Cultural Resources, Hazards and Hazardous Material, Noise, Transportation, and Tribal Cultural Resources. The City finds that these impacts of the Project are potentially significant and therefore, pursuant to Public Resources Code Section 21081, subdivision (a)(1), changes or alterations have been incorporated into the Project to mitigate these impacts. The EIR identified mitigation measures to lessen the effects of each significant impact. These mitigation measures have been listed in the Mitigation Monitoring and Reporting Program (MMRP) that shall be adopted by the City.

The City finds that, pursuant to CEQA Guidelines section 15091(a)(1), based upon substantial evidence in the record, adoption of the identified mitigation measures would reduce the identified significant impacts to less-than-significant levels with the exception of the impact described in Section 4 below.

The potentially significant Project impacts, and the mitigation measures which have been adopted to mitigate the impacts to a less than significant level, are as follows:

#### 1. *Cultural Resources*

Potential Significant Impacts. The Project would establish a new planning and zoning framework for future development within the Specific Plan area. Several historic structures were identified within the Project area. If redeveloped, the Vortex building would be adaptively reused as required by the Project. However, future development under the Project could result in the demolition of residences within the Project area that have been identified as historic. These residences are 188, 194, 233, and 253 S Indian Hill and 433, 445, 449 and 471 W Arrow Highway. The removal of any of these residences would cause a substantial adverse change in the significance of the historic structure removed.

Finding. The City finds that the Project has been designed to minimize impacts to historic structures, including requiring the adaptive reuse of the Vortex building in such a way as to preserve its historic significance; however, the potential impact on other historic structures necessitates the following mitigation:

- MM-CUL-1

Prior to obtaining a building permit for any project that would modify a structure included on the City Register, the applicant of such project shall retain a qualified consultant to prepare a Historical Resource Documentation Report for the structure and shall demonstrate that all modifications will be designed and implemented in compliance with the Secretary of the Interior's Standards for Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (Weeks and Grimmer 1995) and/or the State Historical Building Code, as appropriate.

Prior to demolition of any structure deemed to be historic, the project applicant shall complete Historic American Building Survey (HABS) level documentation. The intent is to preserve an accurate record of historic property that can be used in research and other preservation activities. HABS documentation shall provide the appropriate level of visual documentation and written



narrative based on the importance of the resource, as determined in consultation with Planning Division staff.

The City Council finds that pursuant to CEQA Guidelines Section 15091(a)(1), impacts on cultural resources will be mitigated to a less than significant level. However, as discussed in **SECTION 4** herein, even with mitigation the potential impact on historical resources with respect to the potential for the project to result in the alteration or demolition of one or more of the structures located 188, 194, 233, and 253 S Indian Hill and 433, 445, 449 and 471 W Arrow Highway would remain significant.

## *2. Hazardous Materials*

Potential Significant Impacts. Due to existing and former industrial uses within the Project area, the site has been included on lists of hazardous materials sites and the presence of subsurface contamination is suspected. As the potential hazards cannot be fully evaluated until redevelopment commences, this impact has been identified as potentially significant.

Finding. The City finds that the Project could result in ground disturbance that could expose subsurface contamination which might pose risks to the public. The City further finds that the extent of the potential hazard cannot be fully known until the form and scope of development is proposed and that the proper agency for investigation and remediation would be the property owner. Therefore, pursuant to CEQA Guidelines section 15091(a)(1), the City has incorporated the following mitigation into the Project that would ensure potential impacts would be reduced to a less than significant level:

- MM-HAZ-1

At such time as development is proposed within any portion of the Specific Plan, the Applicant shall prepare and provide to the City a detailed Phase I environmental site assessments to identify if specific areas that will require additional investigation and sampling. These assessments shall include hazardous material surveys for asbestos and lead-based paint prior to demolition or renovation of any onsite buildings and soil sampling for arsenic and OCPs related to prior agricultural use and applications of pesticides at the subject site. Where warranted, soil sampling shall be conducted in locations with high potential for presence of Title 22 metals, TPH, SVOCs, and VOCs, as well as lead related to lead-based paint and OCP from the application of termiticides.

Specifically, the following shall be conducted:

- Prior to demolition or redevelopment of the existing Chevron service station the property owner shall conduct soil and soil vapor sampling for Title 22 metals, TPH, SVOCs, and VOCs in the vicinity of the dispensers, dispenser piping, and underground storage tanks.
- Prior to demolition or redevelopment of the former Hibbard Auto Center properties soil and soil vapor sampling for the presence of petroleum.
- hydrocarbon and other VOCs shall be conducted in vicinity of the former Underground Storage Tanks.
- Prior to the demolition or redevelopment of King Precision Glass site , a detailed Phase II environmental site analysis shall be conducted to assess the presence of VOCs, semi-volatile organic compounds (SVOCs), petroleum hydrocarbons (TPH) and Title 22 metals.

- Prior to the demolition or redevelopment of the Vortex Air Technology, a detailed Phase II environmental site analysis shall be conducted to assess the presence of VOCs, semi-volatile organic compounds (SVOCs), petroleum hydrocarbons (TPH) and Title 22 metals.

If concentrations of contaminants are found to be above residential California Human Health Screening Levels (CHHSL), soil remediation and health and safety measures required by the applicable regulatory agencies [e.g., California Department of Toxic Substances (DTSC), Los Angeles Regional Water Quality Control Board (LARWQCB), etc.] shall be implemented by the Project Applicant during construction, which will be included in a Soils Management Plan and a Health and Safety Plan, as applicable.

- MM-HAZ-2

The underground storage tanks associated with the former Hibbard Auto Center and Chevron Service Station shall be removed under the oversight of the Los Angeles County Department of Public Works Environmental Programs Division prior to redevelopment of either site.

### 3. Noise

Potential Significant Impacts. Future construction within the Specific Plan could generate noise levels that would expose other uses within or adjacent to the Specific Plan to excess noise levels.

Finding. Future development that would result from the Project is likely to occur at different times and at differing scales. As such, noise sensitive uses such as residences adjacent to the Project or built within the Project could be exposed to noise from future construction within the Project. Therefore, pursuant to CEQA Guidelines Section 15091(a)(1), the City has incorporated the following mitigation into the Project that would ensure potential impacts would be reduced to a less than significant level:

- MM N-1

Prior to the issuance of grading permits, the Project Applicant or their designee shall develop a Construction Noise Reduction Plan to minimize construction noise at nearby noise sensitive receptors. The Construction Noise Reduction Plan shall be developed in coordination with a certified acoustical consultant and the Project construction contractors, and shall be approved by the City of Claremont. The Construction Noise Reduction Plan shall outline and identify noise complaint measures, best management construction practices, and equipment noise reduction measures. The Construction Noise Reduction Plan shall include, but is not limited to, the following actions:

- Construction equipment shall be properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (i.e., mufflers, silencers, wraps, etc.).
- Noise construction activities whose specific location on the Project site may be flexible (e.g., operation of compressors and generators, cement mixing, general
- truck idling) shall be conducted as far as feasibly possible from the nearest noise sensitive land uses.

- If feasible, schedule grading activities so as to avoid operating numerous pieces of heavy-duty off-road construction equipment (e.g., backhoes, dozers, excavators, loaders, rollers, etc.) simultaneously in close proximity to the boundary of properties of off-site noise sensitive receptors surrounding the Project site to reduce construction noise levels by approximately 5 to 10 dB.
- Shroud or shield all impact tools, and muffle or shield all intake and exhaust ports on power equipment to reduce construction noise by 10 dB or more.
- Where feasible, temporary barriers, including but not limited to, sound blankets on existing fences and walls, or freestanding portable sound walls, shall be placed as close to the noise source or as close to the receptor as possible and break the line of sight between the source and receptor where modeled levels exceed applicable standards. Noise barriers may include, but are not necessarily limited to, using appropriately thick wooden panel walls (at least 0.5-inches thick). Such barriers shall reduce construction noise by 5 to 10 dB at nearby noise-sensitive receptor locations. Alternatively, field-erected noise curtain assemblies could be installed around specific equipment sites or zones of anticipated mobile or stationary activity. The barrier material is assumed to be solid and dense enough to demonstrate acoustical transmission loss that is at least 10 dB or greater than the estimated noise reduction effect. These suggested barrier types do not represent the only ways to achieve the indicated noise reduction in dB; they represent examples of how such noise attenuation might be attained by this measure.
- Implement noise compliant reporting. A sign, legible at a distance of 50 feet, shall be posted at the Project construction site, providing a contact name and a telephone number where residents can inquire about the construction process and register complaints. This sign will indicate the dates and duration of construction activities. In conjunction with this required posting, a noise disturbance coordinator will be identified to address construction noise concerns received. The contact name and the telephone number for the noise disturbance coordinator will be posted on the sign. The coordinator will be responsible for responding to any local complaints about construction noise and will notify the City to determine the cause and implement reasonable measures to the complaint, as deemed acceptable by the City.

#### 4. *Transportation*

Potential Significant Impacts. Construction of future development within the Project could impact the safe functioning of the circulation system.

Finding. The Project creates a framework for development envisioned as a walkable, transit-oriented, Mixed-Use village. As such, the Project would have a less than significant impact on vehicle miles traveled and policies supporting transit and pedestrian infrastructure. However, future development that would result from the Project would occur at different times and would involve alterations to roadways such that during construction activity there would be temporary obstructions of sidewalks, bike paths and automobile traffic lanes. Therefore, pursuant to CEQA Guidelines section 15091(a)(1), the City has incorporated the following mitigation into the Project that would ensure potential impacts would be reduced to a less than significant level:

- MM- TRAF-1 Construction Management Plan

A detailed Construction Management Plan, including street closure information, a detour plan, haul routes, and a staging plan, will be prepared and submitted to the City for review and approval for each phase of the Specific Plan's development to formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Specific Plan Area and shall include, but not be limited to, the following elements, as appropriate:

- Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation.
- Prohibition of construction worker or equipment parking on adjacent streets. Specific off-site or on-site parking facilities must be identified and secured prior to the issuance of building permits.
- Temporary pedestrian, bicycle, and vehicular traffic controls during all construction activities adjacent to public ROW to ensure traffic safety and to improve traffic flow on public roadways. These controls shall include, but not be limited to, flag people trained in pedestrian and bicycle safety.
- Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets.
- Potential sequencing of construction activity to reduce the amount of construction-related traffic on arterial streets.
- Containment of construction activity within the Specific Plan Area boundaries.
- Prohibition of construction-related vehicle/equipment parking on surrounding public streets.
- Coordination with Metro to address any construction near the rail ROW.
- Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers shall be implemented as appropriate.
- Scheduling of construction-related deliveries, haul trips, etc., so as to occur outside the commuter peak hours to the extent feasible.

## 5. Tribal Cultural Resources

Potential Significant Impacts. Ground disturbance during construction of future development as a result of the Specific Plan could potentially uncover subsurface Tribal Cultural Resources.

Finding. The history of the region City is such that Native American subsurface cultural artifacts could be present within the Project area. As the presence of specific artifacts cannot be fully known until ground disturbance occurs, this impact has been identified as potentially significant. In consultation

with the Gabrieleño Band of Mission Indians–Kizh Nation, the City has developed the following mitigation to be incorporated into the Project that would ensure potential impacts would be reduced to a less than significant level, pursuant to CEQA Guidelines section 15091(a)(1):

- MM-TCR-1:

At such time as development is proposed within the Specific Plan area that include site excavation for subterranean levels or structures, the City shall consult with the Gabrieleño Band of Mission Indians–Kizh Nation to determine the need for monitoring of construction-related ground disturbance activities. If monitoring occurs, the monitor shall complete logs on a daily basis. The logs will provide descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. In addition, the monitor shall provide insurance certificates, including liability insurance, for any archaeological resource(s) encountered during grading and excavation activities pertinent to the provisions outlined in the California Environmental Quality Act, California Public Resources Code Division 13, Section 21083.2 (a) through (k). The on-site monitoring shall end when the Project Site grading and excavation activities are completed, or when the Tribal Representatives and monitor have indicated that the site has a low potential for archeological resources. All archaeological resources unearthed by the Project construction activities shall be evaluated by a qualified archaeologist and an approved Native American Monitor, as defined in the California Native American Heritage Commission (NAHC) Guidelines for Native American Monitors/Consultants. Upon discovery of any archaeological resource, construction activities in the immediate vicinity of the find shall be ceased until the find can be assessed. If the resources are Native American in origin, the Tribe shall coordinate with the landowner regarding the treatment and curation of these resources.

If any human skeletal material or related funerary objects are discovered during ground disturbance, the Native American Monitor will immediately divert work at minimum of 50 feet and place an exclusion zone around the burial. The Monitor will then notify the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the Project and keeping the remains in situ and protected. If the Project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the Qualified Archaeologist to ensure that the excavation is treated carefully, ethically, and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all material. If the discovery of human remains includes 4 or more burials, the location is considered a cemetery and a separate treatment plan shall be created. The Project Applicant shall consult with the Tribe regarding avoidance of all cemetery sites. Once complete, a final report of all activities is to be submitted to the NAHC.

#### **SECTION 4. SIGNIFICANT IMPACTS NOT FULLY MITIGATED TO A LEVEL OF LESS THAN SIGNIFICANT:**

The City Council hereby finds, pursuant to CEQA Guidelines section 15091(a)(3), despite the incorporation of mitigation measures outlined in the Final EIR, the following impacts cannot be fully mitigated to a less than significant level:

##### **A. Historic Resources.**

Threshold. Would the Project cause a substantial adverse change in the significance of a historical resource as defined in State CEQA Guidelines Section 15064.5?

Potential Significant Impacts. Implementation of the Project could involve demolition of the residences at 188, 194, 233, and 253 S Indian Hill and 433, 445, 449 and 471 W Arrow Highway, which have been identified as cultural resources.

Finding. As described above, residential structures identified as historic could potentially be demolished to make way for redevelopment in accordance with the goals of the Project. Mitigation was identified in the EIR; however, if one of these structures were demolished, no feasible mitigation could reduce impacts to a less than significant level.

Pursuant to Public Resources Code Section 21081, subdivision (a)(1), changes or alterations have been required in, or incorporated into, the proposed Specific Plan which would mitigate, in part, the significant cultural resources impact attributable to the proposed Specific Plan, as identified in the Final EIR. However, the City Council finds that, pursuant to CEQA Guidelines section 15091(a)(3), there are no feasible mitigation measures that would reduce the potential impact on historic resources to a level below significant. The impacts to residences classified as historic resources would remain significant and unavoidable.

The City finds these impacts to be unavoidably significant even after implementation of all feasible mitigation measures. Nonetheless, and as described in **SECTION 9** below, social, economic, and environmental benefits of the Project outweigh the identified potential unavoidable significant impacts.

#### **SECTION 5: SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES**

Section 15126.2 (c) of the CEQA Guidelines requires that an EIR include discussion of irreversible environmental change. The Guidelines indicates that “uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter unlikely” and “irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.” Impacts could consist of reduction in availability of resources; commitment of future generations to specific land uses; or accidents that cause irreversible damage.

The future development that could result from the Project would involve the commitment of resources necessary for construction. This could include non-renewable resources such as fossil fuels. However, the Plan is not expected to significantly increase the amount or rate of consumption of these resources as compared to existing conditions throughout the City and the region. The Project is a Specific Plan that calls for mixed use, in-town development with a significant amount of ground floor space that must include physical design traits that accommodate a variety of uses so that the manner in which the structures are used can evolve over time. Arguably, this sort of flexible design allows new development

under the plan to have longer lifespans, which results in lower consumption of non-renewable resources that are used over the long-term.

Once established, land use patterns can be difficult to change. As such, the Project would likely commit future generations to the form of development envisioned by the Project. Furthermore, by increasing the density of development within the Village area, growth pressure to develop virgin land at the City's edges or redevelop other neighborhoods could decrease and the resources or embodied energy contained on those lands and existing neighborhoods would be preserved. This commitment to a pattern of development is consistent with the vision of the community to expand its town center (the Village) and to provide more mixed-use development in the City. As such, the commitments of resources for the Project is justified by the alignment of the Project with community goals.

New development resulting from the Project would comply with current applicable codes that would improve the efficient use of natural resources. Likewise, the Project would result in lower per-capita energy and water demand by encouraging living within a mixed-use town center; encouraging energy conservation through new construction and the adaptive reuse of existing buildings in compliance with modern building codes and seismic regulations; and reducing transportation demands by encouraging the use of alternative modes of transportation.

The nature of the Project does not support any change in activities that could result in accidents that would likely cause irreversible damage.

## **SECTION 6. CUMULATIVE ENVIRONMENTAL IMPACTS**

Consistent with CEQA's requirements, the EIR includes an analysis of cumulative impacts. CEQA defines "cumulative impacts" as two or more individual events that, when considered together, are considerable or will compound other environmental impacts. (State CEQA Guidelines, § 15355.)

The Project is intended to expand Claremont's existing Village with new uses that are designed to be compatible with the existing Village and to form a connection between the Village and other neighborhoods. The Project would also promote a walkable, transit-oriented community that would thereby reduce cumulative effects on energy and vehicle miles travelled.

Cumulative effects of the Project were discussed the EIR. In some cases, the effect evaluated is cumulative in nature, such as greenhouse gas emissions, and the Project's less than significant impact indicates that the Project would not make a considerable contribution to significant cumulative impacts. In other cases it is noted that future development within the Project would be subject to existing regulatory measures and the mitigation contained in the EIR, reducing the Project's contribution to cumulative effects. Finally, given that the Project is consistent with the growth forecasts of SCAG, which is the basis for the projected cumulative growth used by providers of utility systems, the Project would not result in excessive unplanned growth or demands on utility systems. As such, the Project would not have a considerable contribution to a cumulative impact.

## **SECTION 7: GROWTH-INDUCING IMPACTS**

Section 15126.2 (d) of the CEQA Guidelines, as amended, requires that an EIR include discussion of the potential growth-inducing impacts of a project. Growth-inducing impacts are defined as the ways a project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Such a discussion should also include projects that would

remove obstacles to population growth and the characteristics of a project, which may encourage and/or facilitate other activities that, either individually or cumulatively, could significantly affect the environment. The CEQA Guidelines state that growth in an area should not be considered beneficial, detrimental, or of little significance to the environment.

The Project would alter the existing policy framework to accommodate a different quantity and shape of growth within the Plan area. The Project is intended to foster growth that is in accordance with local and regional planning. The purpose of the Project is to guide growth and development in the City that will support new infill, mixed use development that facilitates pedestrian and transit use transportation within the City's village core. As such, the Project is intended to encourage and facilitate other activities that would improve the vitality of the downtown.

One of the primary economic development goals of the Project is to support the downtown area as an attractive, livable, and economically vital core. Much of the land located in the Plan Area is occupied by uses that are incompatible with their location in the town center or have remained chronically vacant due to the disjointed character of area uses or awkward lot design. The Project is intended to remedy these blighting conditions by providing a detailed vision and strong guidance for a vibrant mixed-use extension of the Claremont Village. The resulting positive economic development would be consistent with the economic conditions already found in the Village and not to create new economic conditions that could have a negative impact on the environment. As such, the Project would induce growth according to the goal of the City and in a way that minimizes effects on the environment.

## **SECTION 8. ALTERNATIVES**

Where significant impacts are identified, Section 15126.6 of the State CEQA Guidelines requires EIRs to consider and discuss alternatives to the proposed actions as a way of avoiding the significant impacts. The range of alternatives required is governed by a "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the Project. Alternatives are limited to ones that would avoid or substantially lessen any of the significant effects of the Project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the Project.

The evaluation of environmental impacts in the Final EIR concluded that the Project would result in significant and unavoidable cultural resources impacts associated with the potential for future demolition of residences deemed historic. In addition, significant effect were identified that could result from disturbance of potentially contaminated soil during construction, construction noise, construction traffic and the potential to unearth subsurface cultural resources during construction. A range of potential alternatives to the Project was developed to provide information to the decision-makers when considering the Project.

The City finds that no alternative has been identified that would be environmentally preferable to the Project. The impacts identified in the EIR result from construction activity within the Project area. These impacts could also occur from construction under alternative development scenarios. As such, the Alternatives evaluated in the EIR would create variances in impact levels but would not avoid any of the significant effects of the Project. Furthermore, they would not achieve the City's objectives as successfully as the Project.

The EIR examined the following alternatives in detail:



A. Alternative 1: No Project Alternative:

**Description.** This alternative considers what would be reasonably expected to occur in the foreseeable future if the Project were not approved and future development is subject to zoning and development standards that are currently in place. Section 15126.6(e) of the CEQA Guidelines state: “the No Project/No Build Alternative means ‘no build’ wherein the existing environmental setting is maintained.” Alternative 1 assumes that the Project, a Specific Plan that modifies the zoning and design standards for the plan area, is not approved and the zoning and design standards for the parcels located in the Plan Area remain unchanged. Because many of the plan area parcels are vacant or have recently transferred ownership, it is expected that new development would occur under the existing zoning. Alternative 1 assumes the Business Industrial Park (BIP) zoned portions of the Project area will develop in accordance with that zoning; low density business park with surface parking. It also assumes that, because there has been no interest from developers in developing parcels in the commercial (CH and CP) zoned portions of the Project with highway commercial uses or office buildings, the City will approve discretionary permits (Conditional Use Permits) to allow housing on all but the most commercially viable parcels.

**Finding.** The City Council finds that Alternative 1 would reduce some of the environmental impacts of the Project but would not avoid any of the significant impacts as construction under Alternative 1 could create the same conditions as the Project; and, (b) Alternative 1 would not achieve any of the objectives of the Project.

B. Alternative 2: A “Conventional Residential Development” plan

**Description.** This Alternative assumes the area is rezoned to multi-family residential with no requirement for mixed-use, Village-style development. As housing is generating great interest among potential developers and currently commands the highest land prices in the City of Claremont, development is likely under this Alternative.

**Finding.** The City Council finds that Alternative 2 would reduce some of the environmental impacts but would not avoid the potential impacts identified for the Project as construction under Alternative 2 could create the same conditions; and, (b) Alternative 2 would not achieve all of the objectives of the Project for a Village-style development, including the significant benefits associates with mixed use development, including benefits relating to less environmental impacts.

C. Alternative 3: A “Commercial TOD” plan

**Description.** This Alternative assumes rezoning much of the Project area to allow less residential development than the Project and require more commercial space than in the Project to create a job-centered TOD as opposed to the balanced (mixed-use) TOD envisioned by the Project.

**Finding.** The City Council finds that Alternative 3 would not avoid the potential impacts identified for the Project as construction under Alternative 3 could create the same conditions; and, (b) Alternative 3 would not achieve all of the objectives of the Project for a Village-style development, including providing less housing during a statewide housing crises

The City Council hereby declares that it has considered and rejected the alternatives identified in the EIR.

## SECTION 9: STATEMENT OF OVERRIDING CONSIDERATIONS

Pursuant to Public Resources Code Section 21081, subdivision (b), the City finds that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment that could not be mitigated.

CEQA Guidelines Section 15093 states that the City must balance the economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project against its unavoidable environmental risks when determining whether to approve the project: “If the specific economic, legal, social, technological, or other benefits, including region-wide or statewide environmental benefits, of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable.”

The City Council declares that the City has made a reasonable and good faith effort to eliminate or substantially mitigate, through identification of all feasible mitigation measures, all potential impacts that may result from the Project, and with the imposition of the mitigation measures discussed in the Final EIR, these effects can be mitigated to a less than significant level except for the potential unavoidable significant cultural resource impact from the potential future demolition of the residences at 188, 194, 233, and 253 S Indian Hill and 433, 445, 449 and 471 W Arrow Highway.

The Project is a Specific Plan that would provide the vision, zoning standards, design guidelines, infrastructure design, and implementation procedures for all land within the Plan Area to support predictable development in accordance with the vision of the City. Claremont envisions a human scaled town center in which residents can pursue a wide range of daily activities within a vibrant public realm and minimal reliance on the automobile. As such, the City’s planning efforts are based on the following guiding principles: Vital Mix of Uses; Complete Street Network; Human-Scale Design; Walkable Block Structure; Village-Scale Architecture; Pedestrian-Oriented Frontages; Strong Local Landscape; Shared Parking; Sustainable Design; Community Health; and Historic Preservation. The Project has been designed to further these principles.

Village South expands, supports and sustains Claremont’s most environmentally, socially, and economically sustainable resource: the Village. As the existing Village has thrived, as the City’s colleges continued to grow, and as the potential extension of the Metro Gold Line to Claremont, the City saw the opportunity to guide development to the south of the Village in a way that would further the overall goals of the City. The City’s vision statement for the Specific Plan is that “Village South expands the offerings of Claremont Village; adding a concentration of jobs, housing, retail and cultural activities in a vibrant, walkable, Village-scaled, mixed use, transit-oriented urban environment, to ensure the success and sustainability of the Village for generations to come.”

As described in the Specific Plan, the foundation of sustainable place making is the establishment of simple, timeless urban patterns, with pedestrian-scale blocks, human scale streets and building frontages, and flexible use patterns that support the full range of daily life for residents, workers and visitors without the need to drive a car from activity to activity. The Plan provides a network of compact, pedestrian-oriented, mixed-use development that allows higher levels of human and economic activity with lower per capita consumption levels of energy and other non-renewable resources and lower per capita levels of production of waste products including greenhouse gases, stormwater pollution, noise and dust. The resulting development is expected to have significantly reduced vehicle miles traveled (VMT) and reductions in other consumption of resources per person than conventional suburban development. The

Plan would also support shifting economic conditions, increased housing opportunities and multi-modal mobility systems.

As stated in the Village South Specific Plan, specific intended outcomes include:

1. Transform the existing “superblock” into a pattern of small blocks and beautiful, walkable public spaces lined with shops, restaurants, and residences as well as create new connections between Indian Hill Boulevard and Bucknell Avenue.
2. Transform Indian Hill Boulevard into a downtown avenue with slower traffic speeds, strong landscaping, and comfortable sidewalks so that motorists arriving from the south perceive that they enter the Village at Arrow Hwy.
3. Create gathering places and destinations for residents of surrounding neighborhoods.
4. Match the architectural character and quality of the existing Village.
5. Provide new housing opportunities as integral components of Village South.
6. Create new commercial opportunities that would provide goods and services to the community and provide additional employment and economic growth for the City.

It is impractical to retain all the historic residences along Indian Hill Boulevard and Arrow Highway and still achieve the vision and beneficial outcomes of the Project. In order to create the intended land use patterns and urban forms, existing uses may need to be removed and parcels reconfigured. As such, the City Council finds that the economic and social benefits of the Project outweigh the benefit to the community of the preservation of these residences and therefore finds those impacts associated with the potential removal of these residences to be acceptable.

When the lead agency approves a Project that will result in the occurrence of significant effects that are not avoided, the agency shall state in writing the specific reasons to support its action based on the environmental impact report and/or other information in the record.

The City Council finds that it has reviewed and considered this Statement of Overriding Considerations and that it is an accurate and objective statement that fully complies with CEQA, the State CEQA Guidelines and the City’s Local CEQA Guidelines, and, therefore, approves and adopts it.

#### **SECTION 10. CERTIFICATION OF EIR:**

Pursuant to CEQA Guidelines Section 15090, the City as lead agency shall certifications prior to approving the Project.

The City Council hereby finds that:

- (1) The final EIR has been completed in compliance with CEQA;
- (2) The City Council finds that it has been presented with the Final EIR, which it has reviewed and considered; and

(3) The final EIR reflects the City's independent judgment and analysis.

In finding the EIR as adequate under CEQA, the City Council hereby adopts these "CEQA Findings and Statement of Overriding Considerations".

Therefore, the City Council hereby certifies the Final EIR based on the entirety of the record of proceedings, including but not limited to the following findings and conclusion:

A. Findings

The following significant environmental impacts have been identified in the Final EIR but cannot be mitigated to a level of less than significant:

- Potential future demolition of the residences at 188, 194, 233, and 253 S Indian Hill and 433, 445, 449 and 471 W Arrow Highway, which have been identified as cultural resources.

B. Conclusions

1. All significant environmental impacts from the implementation of the Project have been identified in the Final EIR and, with implementation of the mitigation measures identified, will be mitigated to a level of insignificance, except those impacts listed in the findings in Section A above.

2. A range of reasonable alternatives to the Project that could feasibly achieve most of the Project's basic objectives but would avoid or substantially lessen the Project's significant effects on the environment, have been considered and rejected in favor of the Project.

3. Environmental, economic, social, and other considerations derived from the Project, as described herein and in the record of proceedings, make infeasible any alternatives to the Project or further mitigation measures beyond those incorporated into the Project.

**SECTION 11. MITIGATION MONITORING AND REPORTING PROGRAM.**

Pursuant to Public Resources Code section 21081.6, the City hereby adopts the MMRP as shown below. Implementation of the Mitigation Measures contained in the MMRP is hereby made a condition of approval of the Project. In the event of any inconsistencies between the Mitigation Measures as set forth herein and the MMRP, the MMRP shall control.

#### 4. Mitigation Monitoring and Reporting Program

### VSSP Mitigation Monitoring and Reporting Program

Mitigation Measure	Mitigation Monitoring			Verification of Compliance	
	Implementation Period	Responsible Party	Enforcing Agency	Comments	Date/Initials
<b>Cultural Resources</b>					
<b>MM-CUL-1</b>  Prior to obtaining a building permit for any project that would modify a structure included on the City Register, the applicant of such project shall retain a qualified consultant to prepare a Historical Resource Documentation Report for the structure and shall demonstrate that all modifications will be designed and implemented in compliance with the Secretary of the Interior's Standards for Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (Weeks and Grimmer 1995) and/or the State Historical Building Code, as appropriate.  Prior to demolition of any structure deemed to be historic, the project applicant shall complete Historic American Building Survey (HABS) level documentation. The intent is to preserve an accurate record of historic property that can be used in research and other preservation activities. HABS documentation shall provide the appropriate level of visual documentation and written narrative based on the importance of the resource, as determined in consultation with Planning Division staff.	Development Plan Review	Applicant(s)	City of Claremont Planning Division		
<b>Hazards and Hazardous Materials</b>					
<b>MM-HAZ-1</b>  At such time as development is proposed within any portion of the Specific Plan, the Applicant shall prepare and provide to the City a detailed Phase I environmental site assessments to identify if specific areas that will require additional investigation and sampling. These assessments shall include hazardous material surveys for asbestos and lead-based paint prior to demolition or renovation of any onsite buildings and soil sampling for arsenic and OCPs related to prior agricultural use and applications of pesticides at the subject site. Where warranted, soil sampling shall be conducted in locations with high potential for presence of Title 22 metals, TPH, SVOCs, and VOCs, as well as lead related to lead-based paint and OCP from the application of termiticides.	Development Plan Review	Applicant(s)	City of Claremont Planning Division and California Department of Toxic Substances (DTSC) or Los Angeles Regional Water Quality Control Board (LARWQCB)		

#### 4. Mitigation Monitoring and Reporting Program

Mitigation Measure	Mitigation Monitoring			Verification of Compliance	
	Implementation Period	Responsible Party	Enforcing Agency	Comments	Date/Initials
<p>Specifically, the following shall be conducted:</p> <ul style="list-style-type: none"> <li>• Prior to demolition or redevelopment of the existing Chevron service station the property owner shall conduct soil and soil vapor sampling for Title 22 metals, TPH, SVOCs, and VOCs in the vicinity of the dispensers, dispenser piping, and underground storage tanks.</li> <li>• Prior to demolition or redevelopment of the former Hibbard Auto Center properties soil and soil vapor sampling for the presence of petroleum hydrocarbon and other VOCs shall be conducted in vicinity of the former Underground Storage Tanks.</li> <li>• Prior to the demolition or redevelopment of King Precision Glass site , a detailed Phase II environmental site analysis shall be conducted to assess the presence of VOCs, semi-volatile organic compounds (SVOCs), petroleum hydrocarbons (TPH) and Title 22 metals.</li> <li>• Prior to the demolition or redevelopment of the Vortex Air Technology, a detailed Phase II environmental site analysis shall be conducted to assess the presence of VOCs, semi-volatile organic compounds (SVOCs), petroleum hydrocarbons (TPH) and Title 22 metals.</li> </ul> <p>If concentrations of contaminants are found to be above residential California Human Health Screening Levels (CHHSL), soil remediation and health and safety measures required by the applicable regulatory agencies [e.g., California Department of Toxic Substances (DTSC), Los Angeles Regional Water Quality Control Board (LARWQCB), etc.] shall be implemented by the Project Applicant during construction, which will be included in a Soils Management Plan and a Health and Safety Plan, as applicable.</p>			as applicable		
<p><b>MM-HAZ-2</b></p> <p>The underground storage tanks associated with the former Hibbard Auto Center and Chevron Service Station shall be removed under the oversight of the Los Angeles County Department of Public Works Environmental Programs Division prior to redevelopment of either site.</p>	Construction	Applicant(s)	Los Angeles County Department of Public Works		

#### 4. Mitigation Monitoring and Reporting Program

Mitigation Measure	Mitigation Monitoring			Verification of Compliance	
	Implementation Period	Responsible Party	Enforcing Agency	Comments	Date/Initials
<b>Noise</b>					
<b>MM N-1</b>  Prior to the issuance of grading permits, the Project Applicant or their designee shall develop a Construction Noise Reduction Plan to minimize construction noise at nearby noise sensitive receptors. The Construction Noise Reduction Plan shall be developed in coordination with a certified acoustical consultant and the Project construction contractors and shall be approved by the City of Claremont. The Construction Noise Reduction Plan shall outline and identify noise complaint measures, best management construction practices, and equipment noise reduction measures. The Construction Noise Reduction Plan shall include, but is not limited to, the following actions: <ul style="list-style-type: none"> <li>• Construction equipment shall be properly maintained per manufacturers' specifications and fitted with the best available noise suppression devices (i.e., mufflers, silencers, wraps, etc.).</li> <li>• Noise construction activities whose specific location on the Project site may be flexible (e.g., operation of compressors and generators, cement mixing, general truck idling) shall be conducted as far as feasibly possible from the nearest noise sensitive land uses.</li> <li>• If feasible, schedule grading activities so as to avoid operating numerous pieces of heavy-duty off-road construction equipment (e.g., backhoes, dozers, excavators, loaders, rollers, etc.) simultaneously in close proximity to the boundary of properties of off-site noise sensitive receptors surrounding the Project site to reduce construction noise levels by approximately 5 to 10 db.</li> <li>• Shroud or shield all impact tools, and muffle or shield all intake and exhaust ports on power equipment to reduce construction noise by 10 dB or more.</li> <li>• Where feasible, temporary barriers, including but not limited to, sound blankets on existing fences and walls, or freestanding portable sound walls, shall be placed as close to the noise source or as close to the receptor as possible and break the line of sight between the source and receptor where modeled levels exceed applicable standards. Noise barriers may include, but are not necessarily limited to, using appropriately thick wooden panel walls (at least 0.5-inches thick). Such barriers shall reduce construction noise by 5 to 10 dB at nearby noise-sensitive receptor locations. Alternatively, field-erected noise curtain assemblies could be installed around specific equipment sites or zones of anticipated mobile or stationary activity. The barrier material is assumed to be solid and dense enough</li> </ul>	Prior to the issuance of grading permits	Applicant(s)	City of Claremont Building Division		

#### 4. Mitigation Monitoring and Reporting Program

Mitigation Measure	Mitigation Monitoring			Verification of Compliance	
	Implementation Period	Responsible Party	Enforcing Agency	Comments	Date/Initials
<p>to demonstrate acoustical transmission loss that is at least 10 dB or greater than the estimated noise reduction effect. These suggested barrier types do not represent the only ways to achieve the indicated noise reduction in dB; they represent examples of how such noise attenuation might be attained by this measure.</p> <ul style="list-style-type: none"> <li>Implement noise compliant reporting. A sign, legible at a distance of 50 feet, shall be posted at the Project construction site, providing a contact name and a telephone number where residents can inquire about the construction process and register complaints. This sign will indicate the dates and duration of construction activities. In conjunction with this required posting, a noise disturbance coordinator will be identified to address construction noise concerns received. The contact name and the telephone number for the noise disturbance coordinator will be posted on the sign. The coordinator will be responsible for responding to any local complaints about construction noise and will notify the City to determine the cause and implement reasonable measures to the complaint, as deemed acceptable by the City.</li> </ul>					
<b>Transportation</b>					
<p><b>MM- TRAF-1 Construction Management Plan</b></p> <p>A detailed Construction Management Plan, including street closure information, a detour plan, haul routes, and a staging plan, will be prepared and submitted to the City for review and approval for each phase of the Specific Plan's development to formalize how construction would be carried out and identify specific actions that would be required to reduce effects on the surrounding community. The Construction Management Plan shall be based on the nature and timing of the specific construction activities and other projects in the vicinity of the Specific Plan Area and shall include, but not be limited to, the following elements, as appropriate:</p> <ul style="list-style-type: none"> <li>Advance, bilingual notification of adjacent property owners and occupants of upcoming construction activities, including durations and daily hours of operation.</li> <li>Prohibition of construction worker or equipment parking on adjacent streets. Specific off-site or on-site parking facilities must be identified and secured prior to the issuance of building permits.</li> <li>Temporary pedestrian, bicycle, and vehicular traffic controls during all construction activities adjacent to public ROW to ensure traffic safety and to improve traffic flow on public roadways. These controls shall include, but not be limited to, flag people trained in pedestrian and bicycle safety.</li> </ul>	Development Plan Review	Applicant(s)	City of Claremont Planning Division		



#### 4. Mitigation Monitoring and Reporting Program

Mitigation Measure	Mitigation Monitoring			Verification of Compliance	
	Implementation Period	Responsible Party	Enforcing Agency	Comments	Date/Initials
<ul style="list-style-type: none"> <li>Scheduling of construction activities to reduce the effect on traffic flow on surrounding arterial streets.</li> <li>Potential sequencing of construction activity to reduce the amount of construction-related traffic on arterial streets.</li> <li>Containment of construction activity within the Specific Plan Area boundaries.</li> <li>Prohibition of construction-related vehicle/equipment parking on surrounding public streets.</li> <li>Coordination with Metro to address any construction near the rail ROW.</li> <li>Safety precautions for pedestrians and bicyclists through such measures as alternate routing and protection barriers shall be implemented as appropriate.</li> <li>Scheduling of construction-related deliveries, haul trips, etc., so as to occur outside the commuter peak hours to the extent feasible.</li> </ul>					
<b><i>Tribal Cultural Resources</i></b>					
<b>MM-TCR-1:</b>  At such time as development is proposed within the Specific Plan area that include site excavation for subterranean levels or structures, the City shall consult with the Gabrieleño Band of Mission Indians–Kizh Nation to determine the need for monitoring of construction-related ground disturbance activities. If monitoring occurs, the monitor shall complete logs on a daily basis. The logs will provide descriptions of the daily activities, including construction activities, locations, soil, and any cultural materials identified. In addition, the monitor shall provide insurance certificates, including liability insurance, for any archaeological resource(s) encountered during grading and excavation activities pertinent to the provisions outlined in the California Environmental Quality Act, California Public Resources Code Division 13, Section 21083.2 (a) through (k). The on-site monitoring shall end when the Project Site grading and excavation activities are completed, or when the Tribal Representatives and monitor have indicated that the site has a low potential for archeological resources. All archaeological resources unearthed by the Project construction activities shall be evaluated by a qualified archaeologist and an approved Native American Monitor, as defined in the California Native American Heritage Commission (NAHC) Guidelines for Native American Monitors/Consultants. Upon discovery of any archaeological resource, construction activities in the immediate vicinity of the find shall be ceased until the find can be assessed. If the	Prior to and during any ground-disturbing construction activities	Applicant(s)	City of Claremont Planning Division  And  Gabrieleño Band of Mission Indians–Kizh Nation		

#### 4. Mitigation Monitoring and Reporting Program

Mitigation Measure	Mitigation Monitoring			Verification of Compliance	
	Implementation Period	Responsible Party	Enforcing Agency	Comments	Date/Initials
<p>resources are Native American in origin, the Tribe shall coordinate with the landowner regarding the treatment and curation of these resources.</p> <p>If any human skeletal material or related funerary objects are discovered during ground disturbance, the Native American Monitor will immediately divert work at minimum of 50 feet and place an exclusion zone around the burial. The Monitor will then notify the construction manager who will call the coroner. Work will continue to be diverted while the coroner determines whether the remains are Native American. The discovery is to be kept confidential and secure to prevent any further disturbance. If Native American, the coroner will notify the NAHC as mandated by state law who will then appoint a Most Likely Descendent. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains will be covered with muslin cloth and a steel plate that can be moved by heavy equipment placed over the excavation opening to protect the remains. If this type of steel plate is not available, a 24-hour guard should be posted outside of working hours. The Tribe will make every effort to recommend diverting the Project and keeping the remains in situ and protected. If the Project cannot be diverted, it may be determined that burials will be removed. The Tribe will work closely with the Qualified Archaeologist to ensure that the excavation is treated carefully, ethically, and respectfully. If data recovery is approved by the Tribe, documentation shall be taken which includes at a minimum detailed descriptive notes and sketches. Additional types of documentation shall be approved by the Tribe for data recovery purposes. Cremations will either be removed in bulk or by means as necessary to ensure complete recovery of all material. If the discovery of human remains includes 4 or more burials, the location is considered a cemetery and a separate treatment plan shall be created. The Project Applicant shall consult with the Tribe regarding avoidance of all cemetery sites. Once complete, a final report of all activities is to be submitted to the NAHC.</p>					

**RESOLUTION NO. 2021-****A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLAREMONT, CALIFORNIA, ADOPTING THE VILLAGE SOUTH SPECIFIC PLAN**

**WHEREAS**, in accordance with Chapter 16.318 of the Claremont Municipal Code, the City Council of the City of Claremont ("City Council") initiated the preparation of the proposed Village South Specific Plan (File #17-SP01) to provide new zoning, development standards, design guidelines, and infrastructure requirements for the potential redevelopment of thirty-four generally underutilized parcels located in the Village South Specific Plan area, an area generally bounded by Indian Hill Boulevard (to the east), Arrow Highway (to the south), Bucknell Avenue (to the west), and Santa Fe Street (to the north), as well as the parcels immediately fronting the east side of Indian Hill Boulevard between Arrow Highway and Santa Fe Street, excluding the Claremont Villas Senior Apartments Parcel (referred to herein as the "Plan Area"); and

**WHEREAS**, an electronic copy of the final draft of the complete Village South Specific Plan is available on the City's website and a printed copy is available at City Hall, Planning Counter, and an electronic copy was attached to the staff report on this item in advance of the June 22, 2021 City Council meeting; and

**WHEREAS**, on May 18, 2021 the Planning Commission began a duly noticed public hearing regarding the proposed Village South Specific Plan and associated General Plan Amendment (File #21-GPA02), and Code Amendment and Zone Change (File #21-CA01), and Environmental Impact Report ("EIR") (State Clearinghouse No. 2019080072), at which time oral and documentary evidence was introduced along with the written recommendation of the Planning Division of the City of Claremont, and, after hearing verbal and written testimony from all interested members of the public, concluded the public testimony portion of the hearing, and, due to the lateness of the hour and the large amount of material to review, the Planning Commission continued the Commission discussion portion of the hearing to June 1, 2021; and

**WHEREAS**, on June 1, 2021, the Planning Commission continued to hold the duly noticed public hearing, concluded Planning Commission discussion of the proposal, and voted unanimously, on a 6-0 vote (with one vacancy), to adopt Resolution No. 2021-05 recommending the City Council adopt and approve the proposed Village South Specific Plan, General Plan Amendment, Code Amendment, and Zone Change, and certify the EIR; and

**WHEREAS**, notice of a public hearing before the City Council on the proposed Specific Plan was given in accordance with applicable law; and

**WHEREAS**, on June 22, 2021, the City Council opened a duly noticed public hearing on the proposed Specific Plan, General Plan Amendment, Code Amendment, Zone Change, and Final EIR (State Clearinghouse No. 2019080072), at which time oral and documentary evidence was introduced along with the written recommendations of the

Planning Commission (Planning Commission Resolution 2021-05) and Planning Division staff, and the City Council received oral and written public testimony; and

**WHEREAS**, many of the public commenters at the June 22, 2021 City Council hearing expressed concerns there would not be sufficient parking in the Specific Plan area if the City allowed discretionary parking reductions, such as the reductions authorized in Section 3.9.B.8.a, c, and d of the Specific Plan, which contemplate potential parking reductions for unbundling (up to 20%), car sharing (up to 20%), and bicycle parking (up to 20%); and

**WHEREAS**, the City Council kept that public hearing open and voted 4-0 (Councilmember Medina recused) to continue the public hearing to resume at the City Council's July 13, 2021 meeting, and in the meantime, the City Council directed staff and the Planning Commission to reevaluate the Specific Plan's discretionary parking reductions and make a recommendation; and

**WHEREAS**, at its regular meeting on July 6, 2021, the Planning Commission reevaluated the discretionary parking reductions that could be available under the Specific Plan and the City's Municipal Code; and

**WHEREAS**, after reviewing a staff report, hearing a staff presentation, and taking public comment (verbal and written), on July 6, 2021, the Planning Commission voted unanimously on a 5-0 vote (with one absence and one vacancy) to adopt Resolution No. 2021-07 reaffirming its findings in Planning Commission Resolution 2021-05 and recommending the City Council adopt and approve the proposed Village South Specific Plan, General Plan Amendment, Code Amendment, and Zone Change, and certify the EIR either with or without certain changes to the discretionary parking reductions in Section 3.9.B.8 of the Specific Plan, which are outlined in Section 3 of Planning Commission Resolution 2021-07; and

**WHEREAS**, on July 13, 2021 the City Council resumed its duly noticed public hearing on the Final EIR and the corresponding Village South Specific Plan (File #17-SP01), General Plan Amendment (File #21-GPA02), and Code Amendment and Zone Change (File #21-CA01), at which time additional oral and documentary evidence was introduced along with the written report of the Planning Commission (Planning Commission Resolution 2021-07) and Planning Division of the City of Claremont on the discretionary parking reductions in Section 3.9.B.8 of the Specific Plan, and the City Council received additional oral and written public testimony; and

**WHEREAS**, the City Council has considered the proposed Specific Plan, the staff report, written public comments, and all information, evidence, and testimony received at the public hearing.

**NOW THEREFORE, THE CLAREMONT CITY COUNCIL DOES HEREBY RESOLVE:**

**SECTION 1. Incorporation of Recitals.** The Recitals above are true and correct and incorporated herein by this reference.

**SECTION 2. CEQA.** The City Council finds and determines approval of this Specific Plan (File #17-SP01), and the related General Plan Amendment (File #21-GPA02) and Code Amendment and Zone Change (File #21-CA01) (collectively, the “Project”) complies with the California Environmental Quality Act, Public Resources Code Section 21000 et seq. (CEQA) and the State’s CEQA regulations in Title 14 of the California Code of Regulations, Section 15000 et seq. (CEQA Guidelines). The City prepared an EIR for the Project (State Clearinghouse No. 2019080072) and circulated the EIR for public review and comment. The City Council certified the EIR and adopted CEQA findings, a statement of overriding considerations, and a mitigation monitoring and reporting program prior to or concurrently with the City Council’s approval of the Project.

**SECTION 3. Findings and Determinations.** Based upon substantial evidence presented to the City Council during the public hearing, including written staff reports, the recommendations of the Planning Commission, the staff presentation, written public comments, and verbal testimony, the City Council hereby finds and determines:

1. The Village South Specific Plan complies with Government Code Section 65451, in that it contains all of the content required for specific plans in the State of California and a statement of the relationship of the specific plan to the general plan.

The distribution, location, and extent of the uses of land, including open space, within the Village South Specific Plan area (Gov. Code § 65451(a)(1)) are generally set forth in Chapter 3 (Development Standards and Guidelines). Figure 3.4 is a “Regulating Plan” that generally depicts the locations of the proposed blocks, plazas, and paseos and the locations of the “Neighborhood-Scale Overlay (NSO).” Sections 3.5 and 3.6 regulate building height, placement, and massing for the various blocks in the Specific Plan area. Figure 3.10 is a “Use Regulating Plan” that shows the locations of three types of areas: (1) “Shopfront Required”; (2) “Retail-Ready”; and (3) other. Table 3.10 outlines the uses that are allowed by right, allowed subject to approval of a conditional use permit or special use & development permit, or prohibited in each of those three types of areas. Sections 3.8 and 3.13 address on-site open space and public open space, respectively.

The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the Village South Specific Plan area and needed to support the land uses described in the plan (Gov. Code § 65451(a)(2)) are generally located in Chapter 4 (Sustainable Infrastructure). Section 4.2 (Mobility & Transportation) addresses public and private transportation.

Section 4.5 (Wastewater) addresses sewage. Section 4.4 (Potable Water System) addresses drinking water. Section 4.3 (Stormwater Management) addresses drainage. Section 4.7(B)-(C) (Solid Waste & Recycling Services and Priorities) addresses solid waste disposal. Section 4.6(C) and (D) (Clean Energy Sources, Plan for State-Mandated Alternatives to Fossil Fuels, and Dry Utilities) addresses energy, and Section 4.1(B)(7) addresses energy conservation and generation (such as green building technologies and photo-voltaic panels).

The standards and criteria by which development will proceed (Gov. Code § 65451(a)(3)) are generally located in Part II of Chapter 3 (Development Standards), and standards for the conservation, development, and utilization of natural resources, where applicable (Gov. Code § 65451(a)(3)) are located throughout the entire Specific Plan, but are addressed in detail in Section 4.1 (Sustainable Infrastructure).

A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs above (Gov. Code § 65451(a)(4)) are generally located in Chapter 4 (Implementation).

Page III of the Specific Plan includes a statement of the relationship of the Specific Plan to the City's General Plan. (Gov. Code § 65451(b).)

2. In accordance with Government Code Section 65454, the Village South Specific Plan is consistent with the General Plan. The Land Use Element of the General Plan encourages the concept of mixed-use, transit-oriented development and designates that the future development of many commercial areas in the City be mixed-use and higher density. In connection with its adoption of this Specific Plan, the City Council also adopted a General Plan Amendment (File #21-GPA02) to (1) amend Chapter 2 (the Land Use, Community Character, and Heritage Preservation Element) to add a new land use designation titled "Indian Hill / Village South Transit-Oriented Mixed Use", and (2) amend the Land Use Plan (Figure 2-3 of Chapter 2 of the General Plan) to change the land use designations of the thirty-four parcels in the Village South Specific Plan area to a new "Mixed Use" area titled "6 Indian Hill / Village South Mixed Use TOD" (collectively, the "General Plan Amendment").

The Village South Specific Plan also implements a multitude of General Plan goals and policies as described below:

**A. *Goal 2-1: Make Claremont a model for the application of sustainable development practices.***

The Specific Plan incorporates sustainable green building design guidelines applicable to development of the Specific Plan area, which is an integral part of sustainable development. More importantly, the Specific Plan contains all the necessary conditions (density, mix of uses, proximity to transit, proximity to jobs and services, and excellent public realm design) to implement true Transit-Oriented Development that can generate significantly lower

greenhouse gas creation per capita that conventional development or even green building design in a conventional location.

**B. *Policy 2-3.2: Utilize mixed-use development to create unique and varied housing, where appropriate.***

The proposed Village South Specific Plan will facilitate development of a relatively dense mix of businesses and housing into a unique new neighborhood located near transit, services in the Village, and local employment centers. This new housing will be unique and greatly diversify the City's housing stock in much needed ways by providing small, upscale apartments; flat-style condominiums with structured parking, and live work arrangements. This new development will also provide options for residents who wish to choose urban-style living or housing that is less auto-dependent than typical Claremont housing options.

**C. *Policy 2-5.1: Insist on excellence in architectural design of new construction in City.***

The Specific Plan facilitates the redevelopment of industrial and commercial properties that are generally vacant or underdeveloped with buildings that generally do not qualify as excellent architecture. It also includes guidelines for retaining and adaptively re-using the most significant historic structures on the site. Finally, it includes an extremely detailed and well thought out design guidelines intended to require design excellence and buildings and a public realm that is consistent with adjacent Village and Village Expansion development.

**D. *Policy 2-5.3: Continue to require public art as part of new development projects.***

By facilitating the redevelopment of this currently underdeveloped area of the City with high value buildings is likely to result in hundreds of thousands of dollars in new public art or percent for art fees paid to the City through the City's Public Art Program. Through this program the Specific Plan will result in new public art in the community through either the provision of on-site public art or payment of a public art in-lieu fee for each new development project.

**E. *Goal 2-11: Promote community identity and local history by encouraging context sensitive design and development.***

The Specific Plan applies new review criteria and design guidelines mandate context sensitive design, and a discretionary review process with by the

Architectural Commission. These extensive design guidelines are intended to create high quality that expands on the highly successful and unique identity of the Village and Village Expansion.

**F. *Policy 2-12.3: Encourage new developments to incorporate drought tolerant and native landscaping that is pedestrian friendly, attractive, and consistent with the landscaped character of Claremont.***

All new development in the Plan Area will be subject to State and local requirements for water efficient landscaping. In addition, all landscape plans will be subject to landscape design guidelines that encourage and incentivize use of climate appropriate plants and use of low impact design features that channel storm and nuisance water runoff into planters, bioswales, and parkways.

**G. *Goal 2-13: Achieve a citywide network of streetscapes that are interesting and attractive.***

The streetscape along Indian Hill Boulevard, Bucknell Avenue and Arrow Highway be improved with additional trees, wider parkways, corner bump outs. Some portions of Indian Hill Boulevard in the Plan Area will receive landscaped medians. This is intended to vastly improve the appearance and desirability for these streets for use by pedestrians and business patrons.

**H. *Goal 3-1: Maintain a strong diversified economic base.***

The intent of the Specific Plan is to create a balanced mix of retail, restaurant, and office uses supported by new residential uses. That will vastly increase economic activity for the entire City.

**I. *Policy 3-1.1: Encourage a variety of businesses to locate in Claremont, including retail, high technology, professional services, and restaurants/entertainment, to promote the development of a diversified local economy.***

As described above, the new retail, office, and residential uses that are proposed to be developed in the plan area will expand the Village economy and provide local jobs. The Specific Plan allows for a wide variety of commercial and office uses that, if pursued by local property owners, could diversify the local economy and add new high-tech jobs as well as service and retail sector jobs. In addition, new residents in the plan area will strengthen existing businesses by shopping, dining, and utilizing services at nearby businesses located in Peppertree Square and the Village.



- J. *Policy 3-1.4: Pursue new developments and businesses that add to the City's economic base particularly those that generate sales tax and property tax increment revenue. The City's target is to achieve a balance between the retail sales of Claremont residents in other communities with the retail sales in Claremont by non-residents.***

Implementation of the Specific Plan, including the development new high-value residential units with structured parking will vastly increase property tax revenue for the City. The site and will also attract more visitors to the City, encouraging more non-residents to experience the City's unique cultural and retail amenities.

- K. *Goal 3-2: Revitalize aging and underperforming commercial and industrial areas.***

The Specific Plan is designed to revitalize a 24-acre area of the City that is characterized by aging industrial uses, a long vacant car dealership property, several vacant or underperforming office commercial properties, and several aging residential properties. A large portion of the plan area has remained undeveloped for decades due to the oversized block pattern that limits access to interior properties. The adoption of the specific plan will revitalize this area by providing updated and appropriate zoning and a detailed plan for streets and a block pattern similar to the Village, and a clear vision for the area.

- L. *Goal 3-4: Develop a stronger visitor and tourism base.***

The Specific Plan provides a basis for updating and diversifying this relatively unattractive and underperforming area of the City located at the edge of the City's primary downtown area and visitor draw. The Specific Plan allows for development of a new boutique hotel and will also draw new visitors likely to strengthen occupancy at existing hotels and motels in the City. New commercial and residential development in the plan area is intended to help create a more enticing entry statement for the Village and all new development will be required to comply with strong design review requirements aimed at enhancing the City and reflecting Claremont's local character.

- M. *Policy 3-4.1: Expand lodging choices in the City by attracting and retaining high quality facilities desired by visitors to our community.***

The Specific Plan allows for development of a new boutique hotel and will also draw new visitors likely to strengthen occupancy at existing hotels in the City.

- N. *Policy 5-7.1: Require that private open spaces be integrated with new development by providing “spaces in between,” such as green spaces or landscaped plazas between buildings, to provide relief from density and confinement of the built environment.***

Although the plan area is intended to be an urban extension of the City’s existing downtown area, the Specific Plan requires all new development to comply with plan area wide requirements for a series of plazas, paseos, parks and private outdoor spaces that are designed to recreate the types of human-scaled spaces that make the Claremont Village and Village Expansion areas special for pedestrians and for human interaction. New development will be required to comply with block pattern, public realm (street) character standards, and architectural design requirements that emphasize the importance of these spaces, including streets, to provide a pleasant, human scaled, tree laden environment that provides relief from density and confinement of the urban built environment.

- O. *Policy 5-7.2: Enhance the street corridor and existing spaces between buildings by incorporating small green areas, extensive landscaping, and street trees.***

One of the primary goals of the Specific Plan is to transform the streets that currently serve the Plan Area, which are best described as highways to Village quality streets. This includes vastly increased plantings in parkways and corner “bulb-out” planters, landscaped medians on Indian Hill Boulevard, Village quality street trees throughout the plan area. In addition, the plan calls for landscape buffers along setback areas for ground floor residential and landscaped parks, landscaped plazas, paseos and roof decks.

- P. *Goal 5-8: Preserve Claremont’s unique community forests, and provide for sustainable increase and maintenance of this valuable resource.***

Currently the plan area is well below average relative to the number, height and canopy of trees and does not contribute to Claremont’s unique community forests. The intent of the Specific Plan is to require new development and street improvements to provide a rich mix of street trees along all streets and paseos and includes a design goal to create a “rich sustainable landscape” that “reflects and renews Claremont’s tradition of excellence in public realm design” (VSSP Goal #5 p.22). The long-term effect

will transition the entire Plan Area from a relatively barren area to one that will contribute to and expand the tree canopy found in the Village, which should be considered one of Claremont's unique community forests.

**Q. *Policy 5-12.3: Encourage the reuse of already developed properties before developing natural areas.***

The Specific Plan is intended to encourage the reuse and revitalization of land that is already fully developed, but underutilized. The Specific Plan contains goals, policies, block patterns, development standards, design guidelines, and implementation measures that will facilitate redevelopment of these currently underdeveloped properties. Growth on these sites will offset growth that might otherwise occur on natural areas.

**R. *Policy 7-14.2: Require that all new development or expansion of existing facilities bear the cost of expanding the water disposal system to handle the increased loads which they are expected to generate.***

New development in the Specific Plan will pay for the cost of expanding the wastewater disposal system to handle the increased loads expected to be generated from the new development. This demand has already been analyzed for the City by a consulting engineer, who laid out multiple options for increasing capacity to accommodate anticipated increases in sewer volumes.

**S. *Policy 7-18.2: Continue to require the placement of utilities underground with new development.***

New development in the Specific Plan area will place all new utilities and many of the existing utilities underground.

**SECTION 4. Acceptance of Planning Commission Recommendation.** The City Council hereby accepts the recommendation of the Planning Commission to adopt and approve the Village South Specific Plan (File #17-SP01).

**SECTION 5. Adoption and Approval.** Based upon the substantial evidence and testimony received at public hearing and the findings and conclusions set forth hereinabove — and contingent on the City Council certifying the EIR (State Clearing House #2019080072) and adopting the associated General Plan Amendment (File #21-GPA02) and Code Amendment and Zone Change (File #21-CA01) — the City Council adopts and approves the Village South Specific Plan (File #17-SP01), attached hereto as "Exhibit B-1", and incorporated as though fully set forth herein, with all of the following changes to Section 3.9.B.8 (additions underlined; deletions stricken):

**"8. Parking Reductions.** The following parking reductions may be permissible if approved by the approving body ~~by the reviewing authority~~ as part of a VSSP Development Permit or Master Development Permit. Reductions, which may be cumulative, are deducted from the required parking minimums identified by use in *Table 3.9*. As part of any application for a reduction in required parking, applicants shall submit, to the satisfaction of the Director, a parking demand and supply study and a comprehensive Parking Management Plan which includes, ~~to the satisfaction of the approving body,~~ an overflow parking strategy, a contingency plan, and all transportation and parking demand strategies to be utilized. Minor Exceptions for additional reductions of required parking under CMC Chapter 16.312 are not permitted.

- a. **Unbundling.** A ~~20~~15% reduction may be granted if the cost of parking is separated from the cost of leasing or purchasing the unit, space, or building.
- b. **Shared Parking.** Subject to CMC § 16.136.020 (Joint Use & Common Parking Facilities), which includes review and approval by the Planning Commission, a A reduction of up to 50% of the required parking may be granted for joint uses which have no substantial conflict in principal operating hours. ~~Subject to CMC § 16.136.020 (Joint Use & Common Parking Facilities).~~
- c. **Car-sharing.** For each dedicated car-share space, a reduction of 4 required spaces may be granted, up to a total of ~~20~~10% of the total required.
- d. **Provision of Bicycle Parking.**
  - i. **Short-term.** For every 10 dedicated short-term bicycle parking spaces, a reduction of 1 required car parking space may be granted, up to a total of ~~10~~5% of the total required.

- Minimum space: 2 by 6 feet.
  - Minimum aisle width: 5 feet.
  - Must be located within 50 feet of entrance.
- ii. **Long-term (secured).** For every 5 dedicated long-term (secured) bicycle parking spaces, a reduction of 1 required car parking space may be granted, up to a total of ~~40~~5% of the total required.
- Must be located within 150 feet of entrance.”

**SECTION 6. Codification.** This Resolution shall not be codified except as specified in the associated Code Amendment and Zone Change (File #21-CA01) being adopted concurrently with this Resolution, which amends Section 16.081.020 of the Claremont Municipal Code and the City’s Official Zoning Map to reflect the adoption of the Village South Specific Plan.

**SECTION 7. Severability.** If any section, subsection, sentence, clause, phrase, or portion of this Resolution is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Resolution, and each section, subsection, subdivision, sentence, clause, phrase or portion thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases or portions might subsequently be declared invalid or unconstitutional.

**SECTION 8. Certification.** The Mayor shall sign this Resolution and the City Clerk shall attest and certify to the passage and adoption thereof.

**PASSED, APPROVED, AND ADOPTED** this 13<sup>th</sup> day of July, 2021.

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Mayor, City of Claremont

ATTEST:

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City Clerk, City of Claremont

APPROVED AS TO FORM:



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City Attorney, City of Claremont

**Exhibit B-1**

**CLAREMONT VILLAGE SPECIFIC PLAN**

(Begins on Next Page)





# Claremont Village South **Specific Plan**

PREPARED FOR THE CITY OF CLAREMONT | JUNE 2021

Note to reader:  
Cover Page of Specific Plan Document Only  
For Full Document, Please Visit City Website at:  
<https://www.ci.claremont.ca.us/living/development-projects/village-south-specific-plan>





**RESOLUTION NO. 2021-**

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF CLAREMONT, CALIFORNIA, ADOPTING A GENERAL PLAN AMENDMENT (21-GPA02) TO IMPLEMENT THE VILLAGE SOUTH SPECIFIC PLAN BY AMENDING CHAPTER 2 OF THE GENERAL PLAN (THE LAND USE, COMMUNITY CHARACTER, AND HERITAGE PRESERVATION ELEMENT) TO ADD A NEW LAND USE DESIGNATION TITLED “INDIAN HILL/VILLAGE SOUTH TRANSIT-ORIENTED MIXED USE” AND BY AMENDING FIGURE 2-3 OF CHAPTER 2 (THE LAND USE PLAN) TO CHANGE THE GENERAL PLAN LAND USE DESIGNATIONS FOR ALL OF THE PROPERTIES LOCATED WITHIN THE VILLAGE SOUTH SPECIFIC PLAN AREA TO A “MIXED USE” AREA TITLED “INDIAN HILL/VILLAGE SOUTH MIXED USE TOD”**

**WHEREAS**, in accordance with Chapter 16.318 of the Claremont Municipal Code, the City Council of the City of Claremont (“City Council”) initiated the preparation of the proposed Village South Specific Plan (File #17-SP01) to provide new zoning, development standards, design guidelines, and infrastructure requirements for the potential redevelopment of thirty-four underutilized parcels generally bounded by Indian Hill Boulevard (to the east), Arrow Highway (to the south), Bucknell Avenue (to the west), and Santa Fe Street (to the north), as well as the parcels immediately fronting the east side of Indian Hill Boulevard between Arrow Highway and Santa Fe Street, excluding the Claremont Villas Senior Apartments Parcel (referred to herein as the “the Village South Specific Plan area”); and

**WHEREAS**, to implement the Village South Specific Plan and in accordance with Chapter 16.318 of the Claremont Municipal Code, the City Council also initiated a General Plan Amendment (File #21-GPA02); and

**WHEREAS**, the proposed General Plan Amendment: (1) amends Chapter 2 (the Land Use, Community Character, and Heritage Preservation Element) to add a new land use designation titled “Indian Hill / Village South Transit-Oriented Mixed Use”; and (2) amends the Land Use Plan (Figure 2-3 of Chapter 2 of the General Plan) to change the land use designations of the thirty-four parcels in the Village South Specific Plan area to a new “Mixed Use” area titled “6 Indian Hill / Village South Mixed Use TOD” (collectively, the “General Plan Amendment”); and

**WHEREAS**, on May 18, 2021 the Planning Commission began a duly noticed public hearing regarding the proposed General Plan Amendment, Village South Specific Plan, associated Code Amendment and Zone Change (File #21-CA01), and Environmental Impact Report (“EIR”) for the Village South Specific Plan (State Clearinghouse No. 2019080072), at which time oral and documentary evidence was introduced along with the written recommendation of the Planning Division of the City of Claremont, and, after hearing verbal and written testimony from all interested members of the public, concluded the public testimony portion of the hearing, and, due to the lateness of the hour and the large amount of material to review, the Planning Commission continued the commission discussion portion of the hearing to June 1, 2021; and

**WHEREAS**, on June 1, 2021, the Planning Commission continued to hold the duly noticed public hearing, concluded Planning Commission discussion of the proposal, and voted unanimously, on a 6-0 vote (with one vacancy), to adopt Resolution No. 2021-05 recommending the City Council adopt and approve the General Plan Amendment, Code Amendment, Zone Change, and Specific Plan, and certify the EIR; and

**WHEREAS**, notice of a public hearing before the City Council on the proposed General Plan Amendment was given in accordance with applicable law; and

**WHEREAS**, on June 22, 2021, the City Council opened a duly noticed public hearing on the proposed General Plan Amendment, Code Amendment, Zone Change, Specific Plan, and Final EIR (State Clearinghouse No. 2019080072), at which time oral and documentary evidence was introduced along with the written recommendations of the Planning Commission (Planning Commission Resolution 2021-05) and Planning Division staff, and the City Council received public testimony; and

**WHEREAS**, many of the public commenters at the June 22, 2021 City Council hearing expressed concerns there would not be sufficient parking in the Specific Plan area if the City allowed discretionary parking reductions, such as the reductions authorized in Section 3.9.B.8.a, c, and d of the Specific Plan, which contemplate potential parking reductions for unbundling (up to 20%), car sharing (up to 20%), and bicycle parking (up to 20%); and

**WHEREAS**, the City Council kept that public hearing open and voted 4-0 (Councilmember Medina recused) to continue the public hearing to resume at the City Council's July 13, 2021 meeting, and in the meantime, the City Council directed staff and the Planning Commission to reevaluate the Specific Plan's discretionary parking reductions and make a recommendation; and

**WHEREAS**, at its regular meeting on July 6, 2021, the Planning Commission reevaluated the discretionary parking reductions that could be available under the Specific Plan and the City's Municipal Code; and

**WHEREAS**, after reviewing a staff report, hearing a staff presentation, and taking public comment (verbal and written), on July 6, 2021, the Planning Commission voted unanimously on a 5-0 vote (with one absence and one vacancy) to adopt Resolution No. 2021-07 reaffirming its findings in Planning Commission Resolution 2021-05 and recommending the City Council adopt and approve the proposed Village South Specific Plan, General Plan Amendment, Code Amendment, and Zone Change, and certify the EIR either with or without certain changes to the discretionary parking reductions in Section 3.9.B.8 of the Specific Plan, which are outlined in Section 3 of Planning Commission Resolution 2021-07; and

**WHEREAS**, on July 13, 2021 the City Council resumed its duly noticed public hearing on the Final EIR and the corresponding Village South Specific Plan (File #17-SP01), General Plan Amendment (File #21-GPA02), and Code Amendment and Zone Change (File #21-CA01), at which time additional oral and documentary evidence was introduced along with the written report of the Planning Commission (Planning Commission Resolution 2021-07) and Planning Division of the City of Claremont on the discretionary parking reductions in Section 3.9.B.8 of the Specific Plan, and the City Council received additional oral and written public testimony; and

**WHEREAS**, the City Council has considered the proposed General Plan Amendment, the staff report, written public comments, and all information, evidence, and testimony received at the public hearing.

**NOW THEREFORE, THE CLAREMONT CITY COUNCIL DOES HEREBY RESOLVE:**

**SECTION 1. Incorporation of Recitals.** The Recitals above are true and correct and incorporated herein by this reference.

**SECTION 2. CEQA.** The City Council finds and determines approval of this General Plan Amendment (File #21-GPA02), and the related Specific Plan (File #17-SP01) and Code Amendment and Zone Change (File #21-CA01) (collectively, the “Project”) complies with the California Environmental Quality Act, Public Resources Code Section 21000 et seq. (CEQA) and the State’s CEQA regulations in Title 14 of the California Code of Regulations, Section 15000 et seq. (CEQA Guidelines). The City prepared an EIR for the Project (State Clearinghouse No. 2019080072) and circulated the EIR for public review and comment. The City Council certified the EIR and adopted CEQA findings, a statement of overriding considerations, and a mitigation monitoring and reporting program prior to or concurrently with the City Council’s approval of the Project.

**SECTION 3. Findings and Determinations.** Based upon substantial evidence presented to the City Council during the public hearing, including written staff reports, the recommendations of the Planning Commission, the staff presentation, written public comments, and verbal testimony, the City Council hereby finds and determines:

1. The General Plan Amendment is consistent with the General Plan. The General Plan Amendment will implement the proposed Village South Specific Plan, which is also consistent with the General Plan. The Land Use Element of the General Plan encourages the concept of mixed-use, transit-oriented development and designates that the future development of many commercial areas in the City be mixed-use and higher density. To implement the Specific Plan, this General Plan Amendment (File #21-GPA02) (1) amends Chapter 2 of the General Plan (the Land Use, Community Character, and Heritage Preservation Element) to add a new land use designation titled “Indian Hill / Village South Transit-Oriented Mixed Use”, and

(2) amends the Land Use Plan (Figure 2-3 of Chapter 2 of the General Plan) to change the land use designations of the thirty-four parcels in the Village South Specific Plan area to a new “Mixed Use” area titled “6 Indian Hill / Village South Mixed Use TOD” (collectively, the “General Plan Amendment”).

The Village South Specific Plan also implements a multitude of General Plan goals and policies as described below:

**A. *Goal 2-1: Make Claremont a model for the application of sustainable development practices.***

The Specific Plan incorporates sustainable green building design guidelines applicable to development of the Specific Plan area, which is an integral part of sustainable development. More importantly, the Specific Plan contains all the necessary conditions (density, mix of uses, proximity to transit, proximity to jobs and services, and excellent public realm design) to implement true Transit-Oriented Development that can generate significantly lower greenhouse gas creation per capita than conventional development or even green building design in a conventional location.

**B. *Policy 2-3.2: Utilize mixed-use development to create unique and varied housing, where appropriate.***

The proposed Village South Specific Plan will facilitate development of a relatively dense mix of businesses and housing into a unique new neighborhood located near transit, services in the Village, and local employment centers. This new housing will be unique and greatly diversify the City’s housing stock in much needed ways by providing small, upscale apartments; flat-style condominiums with structured parking, and live work arrangements. This new development will also provide options for residents who wish to choose urban-style living or housing that is less auto-dependent than typical Claremont housing options.

**C. *Policy 2-5.1: Insist on excellence in architectural design of new construction in City.***

The Specific Plan facilitates the redevelopment of industrial and commercial properties that are generally vacant or underdeveloped with buildings that generally do not qualify as excellent architecture. It also includes guidelines for retaining and adaptively re-using the most significant historic structures on the site. Finally, it includes an extremely detailed and well thought out design guidelines intended to require design excellence and buildings and a public realm that is consistent with adjacent Village and Village Expansion development.

**D. *Policy 2-5.3: Continue to require public art as part of new development projects.***

By facilitating the redevelopment of this currently underdeveloped area of the City with high value buildings is likely to result in hundreds of thousands of dollars in new public art or percent for art fees paid to the City through the City's Public Art Program. Through this program the Specific Plan will result in new public art in the community through either the provision of on-site public art or payment of a public art in-lieu fee for each new development project.

**E. *Goal 2-11: Promote community identity and local history by encouraging context sensitive design and development.***

The Specific Plan applies new review criteria and design guidelines mandate context sensitive design, and a discretionary review process with by the Architectural Commission. These extensive design guidelines are intended to create high quality that expands on the highly successful and unique identity of the Village and Village Expansion.

**F. *Policy 2-12.3: Encourage new developments to incorporate drought tolerant and native landscaping that is pedestrian friendly, attractive, and consistent with the landscaped character of Claremont.***

All new development in the Plan Area will be subject to State and local requirements for water efficient landscaping. In addition, all landscape plans will be subject to landscape design guidelines that encourage and incentivize use of climate appropriate plants and use of low impact design features that channel storm and nuisance water runoff into planters, bioswales, and parkways.

**G. *Goal 2-13: Achieve a citywide network of streetscapes that are interesting and attractive.***

The streetscape along Indian Hill Boulevard, Bucknell Avenue and Arrow Highway be improved with additional trees, wider parkways, corner bump outs. Some portions of Indian Hill Boulevard in the Plan Area will receive landscaped medians. This is intended to vastly improve the appearance and desirability for these streets for use by pedestrians and business patrons.

**H. *Goal 3-1: Maintain a strong diversified economic base.***

The intent of the Specific Plan is to create a balanced mix of retail, restaurant, and office uses supported by new residential uses. That will vastly increase economic activity for the entire City.

- I. *Policy 3-1.1: Encourage a variety of businesses to locate in Claremont, including retail, high technology, professional services, and restaurants/entertainment, to promote the development of a diversified local economy.***

As described above, the new retail, office, and residential uses that are proposed to be developed in the plan area will expand the Village economy and provide local jobs. The Specific Plan allows for a wide variety of commercial and office uses that, if pursued by local property owners, could diversify the local economy and add new high-tech jobs as well as service and retail sector jobs. In addition, new residents in the plan area will strengthen existing businesses by shopping, dining, and utilizing services at nearby businesses located in Peppertree Square and the Village.

- J. *Policy 3-1.4: Pursue new developments and businesses that add to the City's economic base particularly those that generate sales tax and property tax increment revenue. The City's target is to achieve a balance between the retail sales of Claremont residents in other communities with the retail sales in Claremont by non-residents.***

Implementation of the Specific Plan, including the development new high-value residential units with structured parking will vastly increase property tax revenue for the City. The site and will also attract more visitors to the City, encouraging more non-residents to experience the City's unique cultural and retail amenities.

- K. *Goal 3-2: Revitalize aging and underperforming commercial and industrial areas.***

The Specific Plan is designed to revitalize a 24-acre area of the City that is characterized by aging industrial uses, a long vacant car dealership property, several vacant or underperforming office commercial properties, and several aging residential properties. A large portion of the plan area has remained undeveloped for decades due to the oversized block pattern that limits access to interior properties. The adoption of the specific plan will revitalize this area by providing updated and appropriate zoning and a detailed plan for streets and a block pattern similar to the Village, and a clear vision for the area.

- L. *Goal 3-4: Develop a stronger visitor and tourism base.***

The Specific Plan provides a basis for updating and diversifying this relatively unattractive and underperforming area of the City located at the edge of the City's primary downtown area and visitor draw. The Specific Plan allows for development of a new boutique hotel and will also draw new visitors likely to strengthen occupancy at existing hotels and motels in the City. New commercial and residential development in the plan area is intended to help create a more enticing entry statement for the Village and all new development will be required to comply with strong design review requirements aimed at enhancing the City and reflecting Claremont's local character.

**M. *Policy 3-4.1: Expand lodging choices in the City by attracting and retaining high quality facilities desired by visitors to our community.***

The Specific Plan allows for development of a new boutique hotel and will also draw new visitors likely to strengthen occupancy at existing hotels in the City.

**N. *Policy 5-7.1: Require that private open spaces be integrated with new development by providing "spaces in between," such as green spaces or landscaped plazas between buildings, to provide relief from density and confinement of the built environment.***

Although the plan area is intended to be an urban extension of the City's existing downtown area, the Specific Plan requires all new development to comply with plan area wide requirements for a series of plazas, paseos, parks and private outdoor spaces that are designed to recreate the types of human-scaled spaces that make the Claremont Village and Village Expansion areas special for pedestrians and for human interaction. New development will be required to comply with block pattern, public realm (street) character standards, and architectural design requirements that emphasize the importance of these spaces, including streets, to provide a pleasant, human scaled, tree laden environment that provides relief from density and confinement of the urban built environment.

**O. *Policy 5-7.2: Enhance the street corridor and existing spaces between buildings by incorporating small green areas, extensive landscaping, and street trees.***

One of the primary goals of the Specific Plan is to transform the streets that currently serve the Plan Area, which are best described as highways to Village quality streets. This includes vastly increased plantings in parkways and corner "bulb-out" planters, landscaped medians on Indian Hill Boulevard,

Village quality street trees throughout the plan area. In addition, the plan calls for landscape buffers along setback areas for ground floor residential and landscaped parks, landscaped plazas, paseos and roof decks.

**P. *Goal 5-8: Preserve Claremont's unique community forests, and provide for sustainable increase and maintenance of this valuable resource.***

Currently the plan area is well below average relative to the number, height and canopy of trees and does not contribute to Claremont's unique community forests. The intent of the Specific Plan is to require new development and street improvements to provide a rich mix of street trees along all streets and paseos and includes a design goal to create a "rich sustainable landscape" that "reflects and renews Claremont's tradition of excellence in public realm design" (VSSP Goal #5 p.22). The long-term effect will transition the entire Plan Area from a relatively barren area to one that will contribute to and expand the tree canopy found in the Village, which should be considered one of Claremont's unique community forests.

**Q. *Policy 5-12.3: Encourage the reuse of already developed properties before developing natural areas.***

The Specific Plan is intended to encourage the reuse and revitalization of land that is already fully developed, but underutilized. The Specific Plan contains goals, policies, block patterns, development standards, design guidelines, and implementation measures that will facilitate redevelopment of these currently underdeveloped properties. Growth on these sites will offset growth that might otherwise occur on natural areas.

**R. *Policy 7-14.2: Require that all new development or expansion of existing facilities bear the cost of expanding the water disposal system to handle the increased loads which they are expected to generate.***

New development in the Specific Plan will pay for the cost of expanding the wastewater disposal system to handle the increased loads expected to be generated from the new development. This demand has already been analyzed for the City by a consulting engineer, who laid out multiple options for increasing capacity to accommodate anticipated increases in sewer volumes.

**S. *Policy 7-18.2: Continue to require the placement of utilities underground with new development.***



New development in the Specific Plan area will place all new utilities and many of the existing utilities underground.

2. The General Plan Amendment is internally consistent with other provisions of the General Plan. The Land Use Element of the General Plan includes a number of mixed-use zones in similarly developed commercial areas of the City, three of which are in close proximity to the Village South Specific Plan area, and some of which are regulated by Specific Plans. The proposed Amendment is consistent in form and intent with those land use designations as well as the associated mapping practices utilized in the Land Use Plan (Figure 2-3 of the General Plan).
3. The General Plan Amendment and the adoption thereof complies with Government Code Section 65358. It is the first General Plan Amendment to be approved for during this current calendar year. A maximum of four amendments to mandatory elements of a city's General Plan are permitted.

**SECTION 4. Acceptance of Planning Commission Recommendation.** The City Council hereby accepts the recommendation of the Planning Commission to adopt and approve the General Plan Amendment (File #21-GPA02).

**SECTION 5. Adoption and Approval.** Based upon the substantial evidence and testimony received at public hearing and the findings and conclusions set forth hereinabove — and contingent on the City Council certifying the EIR (State Clearing House #2019080072) and adopting the associated Village South Specific Plan (File #17-SP01) and Code Amendment and Zone Change (File #21-CA01) — the City Council adopts and approves the General Plan Amendment (File #21-GPA02) as described in Sections 6 and 7 below.

**SECTION 6. Text Addition.** In accordance with Chapter 16.318 of the Claremont Municipal Code, the City Council hereby amends the Claremont General Plan by adding a new land use designation entitled “Indian Hill / Village South Transit-Oriented Mixed Use” to Chapter 2 of the in the General Plan. The text of the new land use designation shall be inserted on Page 2-15 of the General Plan and shall read as follows:

***“Indian Hill /Village South Transit-Oriented Mixed-Use***

*This area includes the block bounded by Indian Hill Boulevard, Arrow Highway, Bucknell Avenue, and the Metro rail Right of Way, as well as the parcels immediately fronting the east side of Indian Hill Boulevard between Arrow Highway and Santa Fe Street, excluding the Claremont Villas Senior Apartments Parcel. The mixed-use TOD area provides for a mix of uses and higher-density residential development subject to the vision, standards and guidelines contained in the Village South Specific Plan. Uses may be vertically or horizontally integrated, with an emphasis on ground floor uses that are retail closest to the Village and retail ready spaces used for either commercial or*

*residential uses further from the Village. Upper levels can be occupied by residential or office uses. A high-quality pedestrian environment with connections to the Claremont Transit Center, the Claremont Colleges, the Village, and surrounding neighborhoods is required.*

*Maximum Floor Area Ratio: 3 (FAR)*

*Maximum Unit Density: 60 dwelling units per acre*

*Projected Population Density: 108 persons per acre”*

**SECTION 7. Land Use Map Revision.** In accordance with Chapter 16.318 of the Claremont Municipal Code, the City Council hereby amends Figure 2-3 of the General Plan (Land Use Plan) to indicate the entirety of the Village South Specific Plan Area is “Mixed Use” on the map in the gold and red stripe hatching pattern used for all Mixed Use areas along with the new label “6”, which is to be listed in the Figure’s key as “6 Indian Hill / Village South Mixed Use TOD”. This change to the map shall apply to each of the following thirty-four parcels:

Los Angeles County Assessor’s Parcel Numbers (APNs) 8313-008-003,  
8313-008-004, 8313-008-006, 8313-008-007, 8313-008-009, 8313-008-010,  
8313-008-011, 8313-008-014, 8313-008-015, 8313-008-016, 8313-008-017,  
8313-008-018, 8313-008-019, 8313-008-020, 8313-008-021, 8313-008-023,  
8313-008-024, 8313-008-025, 8313-008-026, 8313-008-027, 8313-008-028,  
8313-008-031, 8313-008-900, 8313-024-008, 8313-024-009, 8313-025-011,  
8313-025-012, 8313-025-013, 8313-025-014, 8313-025-015, 8313-025-016,  
8313-025-019, 8313-025-020, and 8313-025-023

**SECTION 8. Codification.** This Resolution shall not be codified except as specified in the associated Code Amendment and Zone Change (File #21-CA01) being adopted concurrently with this Resolution, which amends Section 16.081.020 of the Claremont Municipal Code and the City’s Official Zoning Map to reflect the adoption of the Village South Specific Plan.

**SECTION 9. Severability.** If any section, subsection, sentence, clause, phrase, or portion of this Resolution is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Resolution, an each section, subsection, subdivision, sentence, clause, phrase or portion thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases or portions might subsequently be declared invalid or unconstitutional.

**SECTION 10. Certification.** The Mayor shall sign this Resolution and the City Clerk shall attest and certify to the passage and adoption thereof.

**PASSED, APPROVED, AND ADOPTED** this 13<sup>th</sup> day of July, 2021.

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Mayor, City of Claremont

ATTEST:

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City Clerk, City of Claremont

APPROVED AS TO FORM:



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City Attorney, City of Claremont

**ORDINANCE NO. 2021-**

**AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF CLAREMONT, CALIFORNIA, ADOPTING A CODE AMENDMENT AND ZONE CHANGE (21-CA01) TO IMPLEMENT THE VILLAGE SOUTH SPECIFIC PLAN BY AMENDING SECTION 16.081.020 OF THE CLAREMONT MUNICIPAL CODE TO ADD A NEW SPECIFIC PLAN AREA TITLED “SPECIFIC PLAN AREA NO. 15 (VILLAGE SOUTH SPECIFIC PLAN)” AND BY AMENDING THE CITY OF CLAREMONT’S OFFICIAL ZONING MAP TO CHANGE THE ZONING DESIGNATIONS OF ALL PROPERTIES LOCATED IN THE VILLAGE SOUTH SPECIFIC PLAN AREA TO “SPECIFIC PLAN AREA 15 (SP15)”**

**WHEREAS**, in accordance with Chapter 16.318 of the Claremont Municipal Code, the City Council of the City of Claremont (“City Council”) initiated the preparation of the proposed Village South Specific Plan (File #17-SP01) to provide new zoning, development standards, design guidelines, and infrastructure requirements for the potential redevelopment of thirty-four underutilized parcels generally bounded by Indian Hill Boulevard (to the east), Arrow Highway (to the south), Bucknell Avenue (to the west), and Santa Fe Street (to the north), as well as the parcels immediately fronting the east side of Indian Hill Boulevard between Arrow Highway and Santa Fe Street, excluding the Claremont Villas Senior Apartments Parcel (referred to herein as the “the Village South Specific Plan area”); and

**WHEREAS**, to implement the Village South Specific Plan and in accordance with Chapters 16.315 and 16.409 of the Claremont Municipal Code, the City Council also initiated a Code amendment and zone change (File #21-CA01); and

**WHEREAS**, the proposed Code amendment and zone change: (1) amend Section 16.081.020 of the Claremont Municipal Code to add “Specific Plan Area No. 15 (Village South Specific Plan)” to the Code’s list of existing Specific Plan areas and (2) amend the City’s Official Zoning Map to change the zoning designations of the thirty-four parcels in the Village South Specific Plan area to “Specific Plan Area 15 (SP15)” (collectively, the “Code Amendment”); and

**WHEREAS**, on May 18, 2021 the Planning Commission began a duly noticed public hearing regarding the proposed Code Amendment, Village South Specific Plan and associated General Plan Amendment (21-GPA02), and Environmental Impact Report (“EIR”) for the Village South Specific Plan (State Clearinghouse No. 2019080072), at which time oral and documentary evidence was introduced along with the written recommendation of the Planning Division of the City of Claremont, and, after hearing verbal and written testimony from all interested members of the public, concluded the public testimony portion of the hearing, and, due to the lateness of the hour and the large amount of material to review, the Planning Commission continued the Commission discussion portion of the hearing to June 1, 2021; and

**WHEREAS**, on June 1, 2021, the Planning Commission continued to hold the duly noticed public hearing, concluded Planning Commission discussion of the proposal, and voted unanimously (6-0 vote, with one vacancy) to adopt Resolution No. 2021-05

recommending the City Council adopt and approve of the Code Amendment, General Plan Amendment, and Specific Plan and certify the EIR; and

**WHEREAS**, notice of a public hearing before the City Council on the Code Amendment was given in accordance with applicable law; and

**WHEREAS**, on June 22, 2021, the City Council opened a duly noticed public hearing on the proposed Code Amendment, General Plan Amendment, Specific Plan, and Final EIR (State Clearinghouse No. 2019080072), at which time oral and documentary evidence was introduced along with the written recommendations of the Planning Commission (Planning Commission Resolution 2021-05) and Planning Division staff, and the City Council received public testimony; and

**WHEREAS**, many of the public commenters at the June 22, 2021 City Council hearing expressed concerns there would not be sufficient parking in the Specific Plan area if the City allowed discretionary parking reductions, such as the reductions authorized in Section 3.9.B.8.a, c, and d of the Specific Plan, which contemplate potential parking reductions for unbundling (up to 20%), car sharing (up to 20%), and bicycle parking (up to 20%); and

**WHEREAS**, the City Council kept that public hearing open and voted 4-0 (Councilmember Medina recused) to continue the public hearing to resume at the City Council's July 13, 2021 meeting, and in the meantime, the City Council directed staff and the Planning Commission to reevaluate the Specific Plan's discretionary parking reductions and make a recommendation; and

**WHEREAS**, at its regular meeting on July 6, 2021, the Planning Commission reevaluated the discretionary parking reductions that could be available under the Specific Plan and the City's Municipal Code; and

**WHEREAS**, after reviewing a staff report, hearing a staff presentation, and taking public comment (verbal and written), on July 6, 2021, the Planning Commission voted unanimously on a 5-0 vote (with one absence and one vacancy) to adopt Resolution No. 2021-07 reaffirming its findings in Planning Commission Resolution 2021-05 and recommending the City Council adopt and approve the proposed Village South Specific Plan, General Plan Amendment, Code Amendment, and Zone Change, and certify the EIR either with or without certain changes to the discretionary parking reductions in Section 3.9.B.8 of the Specific Plan, which are outlined in Section 3 of Planning Commission Resolution 2021-07; and

**WHEREAS**, on July 13, 2021 the City Council resumed its duly noticed public hearing on the Final EIR and the corresponding Village South Specific Plan (File #17-SP01), General Plan Amendment (File #21-GPA02), and Code Amendment and Zone Change (File #21-CA01), at which time additional oral and documentary evidence was introduced

along with the written report of the Planning Commission (Planning Commission Resolution 2021-07) and Planning Division of the City of Claremont on the discretionary parking reductions in Section 3.9.B.8 of the Specific Plan, and the City Council received additional oral and written public testimony; and

**WHEREAS**, the City Council has considered the proposed Code Amendment, the staff report, written public comments, and all of the information, evidence, and testimony received at the public hearing.

**THE CITY COUNCIL OF THE CITY OF CLAREMONT DOES ORDAIN AS FOLLOWS:**

**SECTION 1. Incorporation of Recitals.** The Recitals above are true and correct and incorporated herein by this reference.

**SECTION 2. CEQA.** The City Council finds and determines approval of this Code Amendment and Zone Change (File #21-CA01), and the related Specific Plan (File #17-SP01) and General Plan Amendment (File #21-GPA02) (collectively, the “Project”) complies with the California Environmental Quality Act, Public Resources Code Section 21000 et seq. (CEQA) and the State’s CEQA regulations in Title 14 of the California Code of Regulations, Section 15000 et seq. (CEQA Guidelines). The City prepared an EIR for the Project (State Clearinghouse No. 2019080072) and circulated the EIR for public review and comment. The City Council certified the EIR and adopted CEQA findings, a statement of overriding considerations, and a mitigation monitoring and reporting program prior to or concurrently with the City Council’s approval of the Project.

**SECTION 3. Findings and Determinations.** Based upon substantial evidence presented to the City Council during the public hearing, including written staff reports, the recommendations of the Planning Commission, the staff presentation, written public comments, and verbal testimony, the City Council hereby finds and determines:

1. The Code Amendment is consistent with the General Plan. The Code Amendment will implement the proposed Village South Specific Plan, which is also consistent with the General Plan. The Land Use Element of the General Plan encourages the concept of mixed-use, transit-oriented development and designates that the future development of many commercial areas in the City be mixed-use and higher density. In connection with its adoption of this Code Amendment (File #21-CA02) and the Specific Plan (File #17-SP01), the City Council also adopted a General Plan Amendment (File #21-GPA02) to (1) amend Chapter 2 (the Land Use, Community Character, and Heritage Preservation Element) to add a new land use designation titled “Indian Hill / Village South Transit-Oriented Mixed Use”, and (2) amend the Land Use Plan (Figure 2-3 of Chapter 2 of the General Plan) to change the land use designations of the thirty-four parcels in the Village South Specific Plan area to a new

“Mixed Use” area titled “6 Indian Hill / Village South Mixed Use TOD” (collectively, the “General Plan Amendment”).

The Village South Specific Plan also implements a multitude of General Plan goals and policies as described below:

**A. *Goal 2-1: Make Claremont a model for the application of sustainable development practices.***

The Specific Plan incorporates sustainable green building design guidelines applicable to development of the Specific Plan area, which is an integral part of sustainable development. More importantly, the Specific Plan contains all the necessary conditions (density, mix of uses, proximity to transit, proximity to jobs and services, and excellent public realm design) to implement true Transit-Oriented Development that can generate significantly lower greenhouse gas creation per capita than conventional development or even green building design in a conventional location.

**B. *Policy 2-3.2: Utilize mixed-use development to create unique and varied housing, where appropriate.***

The proposed Village South Specific Plan will facilitate development of a relatively dense mix of businesses and housing into a unique new neighborhood located near transit, services in the Village, and local employment centers. This new housing will be unique and greatly diversify the City’s housing stock in much needed ways by providing small, upscale apartments; flat-style condominiums with structured parking, and live work arrangements. This new development will also provide options for residents who wish to choose urban-style living or housing that is less auto-dependent than typical Claremont housing options.

**C. *Policy 2-5.1: Insist on excellence in architectural design of new construction in City.***

The Specific Plan facilitates the redevelopment of industrial and commercial properties that are generally vacant or underdeveloped with buildings that generally do not qualify as excellent architecture. It also includes guidelines for retaining and adaptively re-using the most significant historic structures on the site. Finally, it includes an extremely detailed and well thought out design guidelines intended to require design excellence and buildings and a public realm that is consistent with adjacent Village and Village Expansion development.

**D. *Policy 2-5.3: Continue to require public art as part of new development projects.***

By facilitating the redevelopment of this currently underdeveloped area of the City with high value buildings is likely to result in hundreds of thousands of dollars in new public art or percent for art fees paid to the City through the City's Public Art Program. Through this program the Specific Plan will result in new public art in the community through either the provision of on-site public art or payment of a public art in-lieu fee for each new development project.

**E. *Goal 2-11: Promote community identity and local history by encouraging context sensitive design and development.***

The Specific Plan applies new review criteria and design guidelines mandate context sensitive design, and a discretionary review process with by the Architectural Commission. These extensive design guidelines are intended to create high quality that expands on the highly successful and unique identity of the Village and Village Expansion.

**F. *Policy 2-12.3: Encourage new developments to incorporate drought tolerant and native landscaping that is pedestrian friendly, attractive, and consistent with the landscaped character of Claremont.***

All new development in the Plan Area will be subject to State and local requirements for water efficient landscaping. In addition, all landscape plans will be subject to landscape design guidelines that encourage and incentivize use of climate appropriate plants and use of low impact design features that channel storm and nuisance water runoff into planters, bioswales, and parkways.

**G. *Goal 2-13: Achieve a citywide network of streetscapes that are interesting and attractive.***

The streetscape along Indian Hill Boulevard, Bucknell Avenue and Arrow Highway be improved with additional trees, wider parkways, corner bump outs. Some portions of Indian Hill Boulevard in the Plan Area will receive landscaped medians. This is intended to vastly improve the appearance and desirability for these streets for use by pedestrians and business patrons.

**H. *Goal 3-1: Maintain a strong diversified economic base.***

The intent of the Specific Plan is to create a balanced mix of retail, restaurant, and office uses supported by new residential uses. That will vastly increase



economic activity for the entire City.

- I. ***Policy 3-1.1: Encourage a variety of businesses to locate in Claremont, including retail, high technology, professional services, and restaurants/entertainment, to promote the development of a diversified local economy.***

As described above, the new retail, office, and residential uses that are proposed to be developed in the plan area will expand the Village economy and provide local jobs. The Specific Plan allows for a wide variety of commercial and office uses that, if pursued by local property owners, could diversify the local economy and add new high-tech jobs as well as service and retail sector jobs. In addition, new residents in the plan area will strengthen existing businesses by shopping, dining, and utilizing services at nearby businesses located in Peppertree Square and the Village.

- J. ***Policy 3-1.4: Pursue new developments and businesses that add to the City's economic base particularly those that generate sales tax and property tax increment revenue. The City's target is to achieve a balance between the retail sales of Claremont residents in other communities with the retail sales in Claremont by non-residents.***

Implementation of the Specific Plan, including the development new high-value residential units with structured parking will vastly increase property tax revenue for the City. The site and will also attract more visitors to the City, encouraging more non-residents to experience the City's unique cultural and retail amenities.

- K. ***Goal 3-2: Revitalize aging and underperforming commercial and industrial areas.***

The Specific Plan is designed to revitalize a 24-acre area of the City that is characterized by aging industrial uses, a long vacant car dealership property, several vacant or underperforming office commercial properties, and several aging residential properties. A large portion of the plan area has remained undeveloped for decades due to the oversized block pattern that limits access to interior properties. The adoption of the specific plan will revitalize this area by providing updated and appropriate zoning and a detailed plan for streets and a block pattern similar to the Village, and a clear vision for the area.

- L. ***Goal 3-4: Develop a stronger visitor and tourism base.***

The Specific Plan provides a basis for updating and diversifying this relatively

unattractive and underperforming area of the City located at the edge of the City's primary downtown area and visitor draw. The Specific Plan allows for development of a new boutique hotel and will also draw new visitors likely to strengthen occupancy at existing hotels and motels in the City. New commercial and residential development in the plan area is intended to help create a more enticing entry statement for the Village and all new development will be required to comply with strong design review requirements aimed at enhancing the City and reflecting Claremont's local character.

**M. *Policy 3-4.1: Expand lodging choices in the City by attracting and retaining high quality facilities desired by visitors to our community.***

The Specific Plan allows for development of a new boutique hotel and will also draw new visitors likely to strengthen occupancy at existing hotels in the City.

**N. *Policy 5-7.1: Require that private open spaces be integrated with new development by providing "spaces in between," such as green spaces or landscaped plazas between buildings, to provide relief from density and confinement of the built environment.***

Although the plan area is intended to be an urban extension of the City's existing downtown area, the Specific Plan requires all new development to comply with plan area wide requirements for a series of plazas, paseos, parks and private outdoor spaces that are designed to recreate the types of human-scaled spaces that make the Claremont Village and Village Expansion areas special for pedestrians and for human interaction. New development will be required to comply with block pattern, public realm (street) character standards, and architectural design requirements that emphasize the importance of these spaces, including streets, to provide a pleasant, human scaled, tree laden environment that provides relief from density and confinement of the urban built environment.

**O. *Policy 5-7.2: Enhance the street corridor and existing spaces between buildings by incorporating small green areas, extensive landscaping, and street trees.***

One of the primary goals of the Specific Plan is to transform the streets that currently serve the Plan Area, which are best described as highways to Village quality streets. This includes vastly increased plantings in parkways and corner "bulb-out" planters, landscaped medians on Indian Hill Boulevard, Village quality street trees throughout the plan area. In addition, the plan calls

for landscape buffers along setback areas for ground floor residential and landscaped parks, landscaped plazas, paseos and roof decks.

**P. *Goal 5-8: Preserve Claremont's unique community forests, and provide for sustainable increase and maintenance of this valuable resource.***

Currently the plan area is well below average relative to the number, height and canopy of trees and does not contribute to Claremont's unique community forests. The intent of the Specific Plan is to require new development and street improvements to provide a rich mix of street trees along all streets and paseos and includes a design goal to create a "rich sustainable landscape" that "reflects and renews Claremont's tradition of excellence in public realm design" (VSSP Goal #5 p.22). The long-term effect will transition the entire Plan Area from a relatively barren area to one that will contribute to and expand the tree canopy found in the Village, which should be considered one of Claremont's unique community forests.

**Q. *Policy 5-12.3: Encourage the reuse of already developed properties before developing natural areas.***

The Specific Plan is intended to encourage the reuse and revitalization of land that is already fully developed, but underutilized. The Specific Plan contains goals, policies, block patterns, development standards, design guidelines, and implementation measures that will facilitate redevelopment of these currently underdeveloped properties. Growth on these sites will offset growth that might otherwise occur on natural areas.

**R. *Policy 7-14.2: Require that all new development or expansion of existing facilities bear the cost of expanding the water disposal system to handle the increased loads which they are expected to generate.***

New development in the Specific Plan will pay for the cost of expanding the wastewater disposal system to handle the increased loads expected to be generated from the new development. This demand has already been analyzed for the City by a consulting engineer, who laid out multiple options for increasing capacity to accommodate anticipated increases in sewer volumes.

**S. *Policy 7-18.2: Continue to require the placement of utilities underground with new development.***

New development in the Specific Plan area will place all new utilities and many of the existing utilities underground.

2. The Code Amendment is internally consistent with other applicable provisions of the Claremont Municipal Code.

Chapter 16.081 of the Municipal Code already allows for a “Specific Plan (SP)” zoning district, where “[t]he uses, types of development and development standards ... are those permitted by the specific plan adopted for that area.” (CMC § 16.081.010(A).) As set forth in Section 16.081.020, the City has previously designated fourteen areas as Specific Plan (SP) districts. This Code Amendment would add a fifteenth Specific Plan (SP) district for the area within the Village South Specific Plan. The provisions contained in the Village South Specific Plan will constitute the primary land use and development standards for the Specific Plan area. The Specific Plan’s regulations will be applied in addition to the provisions set forth in the Claremont Municipal Code. Where any provision of the Specific Plan and the Municipal Code appear to be in conflict, the provisions of the Specific Plan will prevail. For matters on which the Specific Plan is silent, the provisions of the Municipal Code will apply.

Chapter 16.409 of the City’s Municipal Code establishes an “Official Zoning Map” for the City of Claremont that depicts the City’s various zoning districts. The thirty-four (34) parcels in the Specific Plan area is currently zoned to be a mix of Business/Industrial Park (B/IP) (generally south of Santa Fe Street between Bucknell Avenue and Arrow Highway), Commercial Highway (CH) (generally along the west side of Indian Hill Boulevard), Commercial Professional (CP) (generally on the southeast corner of Bucknell Avenue and Arrow Highway and along the east side of Indian Hill Boulevard), and Residential – Minimum Lot Area/Unit 4,000 Square Feet (RM 4,000) (generally along the west side of Olive Street). The zoning map change will change the color of the thirty-four (34) parcels in the Specific Plan area to bright purple and amend the map’s legend to reflect that the area is designated as Specific Plan Area 15 (SP15).

3. The Code Amendment and the adoption thereof complies with Government Code Sections 65853 - 65857. The City of Claremont’s Planning Commission held a duly-noticed public hearing on the Code Amendment that spanned two meetings (May 18 and June 1, 2021) and rendered a decision in the form of a written recommendation (a resolution unanimously recommending approval of the Code Amendment and related entitlements). The City Council considered this Code Amendment at a duly-noticed public hearing on June 22, 2021.

**SECTION 4. Acceptance of Planning Commission Recommendation.** The City Council hereby accepts the recommendation of the Planning Commission to adopt and approve the Code Amendment (File #21-CA01), which includes the corresponding change to the Official Zoning Map.

**SECTION 5. Adoption and Approval.** In accordance with Chapter 16.315 of the Claremont Municipal Code and based upon the substantial evidence and testimony received at public hearing and the findings and conclusions set forth hereinabove — and contingent on the City Council certifying the EIR (State Clearing House #2019080072) and adopting the associated Village South Specific Plan (File #17-SP01) and General Plan Amendment (File #21-GPA02) — the City Council adopts and approves the Code Amendment and Zone Change (File #21-CA01) as described in Sections 6 and 7 below.

**SECTION 6. Code Addition.** In accordance with Chapter 16.315 of the Claremont Municipal Code, the City Council hereby amends Section 16.081.020 of the Claremont Municipal Code to add a new subsection “O” to read in its entirety as follows:

*“O. Specific Plan Area No. 15 (Village South Specific Plan) applies to an area bounded by Indian Hill Boulevard, Arrow Highway, Bucknell Avenue, and Santa Fe Street, as well as the parcels immediately fronting the east side of Indian Hill Boulevard between Arrow Highway and Santa Fe Street, excluding the Claremont Villas Senior Apartments Parcel.”*

**SECTION 7. Code Addition.** In accordance with Chapters 16.315, the City Council hereby amends the City of Claremont Official Zoning Map to change the zoning designation to “SP15” for each of the following thirty-four (34) parcels:

Los Angeles County Assessor's Parcel Numbers (APNs) 8313-008-003, 8313-008-004, 8313-008-006, 8313-008-007, 8313-008-009, 8313-008-010, 8313-008-011, 8313-008-014, 8313-008-015, 8313-008-016, 8313-008-017, 8313-008-018, 8313-008-019, 8313-008-020, 8313-008-021, 8313-008-023, 8313-008-024, 8313-008-025, 8313-008-026, 8313-008-027, 8313-008-028, 8313-008-031, 8313-008-900, 8313-024-008, 8313-024-009, 8313-025-011, 8313-025-012, 8313-025-013, 8313-025-014, 8313-025-015, 8313-025-016, 8313-025-019, 8313-025-020, and 8313-025-023

**SECTION 8. Codification.** The Ordinance shall both be codified and shall amend the City's Official Zoning Map as set forth above.

**SECTION 9. Severability.** If any section, subsection, sentence, clause, phrase, or portion of this Ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance, and each section, subsection, subdivision, sentence, clause, phrase or portion thereof, irrespective of the fact that any one or more sections, subsections, sentences, clauses, phrases or portions might subsequently be declared invalid or unconstitutional.

**SECTION 10. Publication.** The mayor shall sign this ordinance and the city clerk shall attest and certify to the passage and adoption of it, and within fifteen (15) days, publish

a summary in the Claremont Courier, a weekly newspaper of general circulation, printed, published, and circulated in the City of Claremont.

**SECTION 11. Effective Date.** This Ordinance shall take effect and be in force thirty (30) days after its adoption.

**PASSED, APPROVED, AND ADOPTED** this 13th day of July, 2021.

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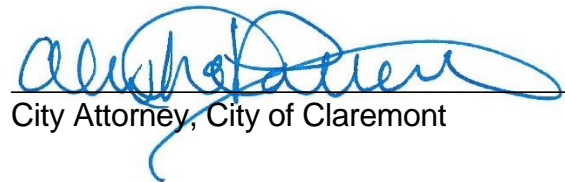
Mayor, City of Claremont

ATTEST:

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City Clerk, City of Claremont

APPROVED AS TO FORM:



City Attorney, City of Claremont

**RESOLUTION NO. 2021-07**

**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CLAREMONT, CALIFORNIA, RECOMMENDING THE CITY COUNCIL OF THE CITY OF CLAREMONT: (1) ADOPT THE VILLAGE SOUTH SPECIFIC PLAN (SPECIFIC PLAN 15, FILE #17-SP01) TO FACILITATE MIXED-USE TRANSIT-ORIENTED DEVELOPMENT IN THE PLAN AREA, WHICH IS LOCATED IMMEDIATELY SOUTH OF THE VILLAGE EXPANSION AREA WITH OR WITHOUT MODIFICATIONS TO DISCRETIONARY PARKING REDUCTIONS; (2) APPROVE GENERAL PLAN AMENDMENT (FILE #21-GPA02) WHICH DESIGNATES THE PROPERTIES LOCATED IN THE PLAN AREA FOR MIXED-USE TRANSIT ORIENTED DEVELOPMENT; (3) ADOPT A ZONE CHANGE AND MODIFY THE CITY OF CLAREMONT ZONING MAP (FILE #21-CA01) FROM VARIOUS ZONES TO SPECIFIC PLAN AREA NO.15 (VILLAGE SOUTH SPECIFIC PLAN); AND (4) CERTIFY THE DRAFT ENVIRONMENTAL IMPACT REPORT (STATE CLEARINGHOUSE #2019080072) FOR THE VILLAGE SOUTH SPECIFIC PLAN AND ASSOCIATED MITIGATION MONITORING AND REPORTING PROGRAM. APPLICANT – CITY OF CLAREMONT**

**WHEREAS**, in accordance with Chapter 16.318 of the Claremont Municipal Code, the City Council of the City of Claremont (“City Council”) initiated the preparation of the proposed Village South Specific Plan (File #17-SP01) to provide new zoning, development standards, design guidelines, and infrastructure requirements for the potential redevelopment of thirty-four generally underutilized parcels located in the Village South Specific Plan area, an area generally bounded by Indian Hill Boulevard (to the east), Arrow Highway (to the south), Bucknell Avenue (to the west), and Santa Fe Street (to the north), as well as the parcels immediately fronting the east side of Indian Hill Boulevard between Arrow Highway and Santa Fe Street, excluding the Claremont Villas Senior Apartments Parcel (referred to herein as the “the Village South Specific Plan area”); and

**WHEREAS**, an electronic copy of the final draft of the complete Village South Specific Plan is available on the City’s website and an electronic copy was attached to the staff report on this item in advance of the June 22, 2021 City Council meeting; and

**WHEREAS**, on May 18, 2021 the Planning Commission began a duly noticed public hearing regarding the proposed Village South Specific Plan and associated General Plan Amendment (File #21-GPA02), and Code Amendment and Zone Change (File #21-CA01), and Environmental Impact Report (“EIR”) (State Clearinghouse No. 2019080072), at which time oral and documentary evidence was introduced along with the written recommendation of the Planning Division of the City of Claremont, and, after hearing verbal and written testimony from all interested members of the public, concluded the public testimony portion of the hearing, and, due to the lateness of the hour and the large amount of material to review, the Planning Commission continued the Commission discussion portion of the hearing to June 1, 2021; and

**WHEREAS**, on June 1, 2021 the Planning Commission continued to hold the duly noticed public hearing, concluded Planning Commission discussion of the proposal, and voted unanimously, on a 6-0 vote (with one vacancy), to adopt Resolution No. 2021-05 recommending the City Council adopt and approve the proposed Village South Specific Plan, General Plan Amendment, Code Amendment, and Zone Change, and certify the EIR; and

**WHEREAS**, notice of a public hearing before the City Council on the proposed Specific Plan was given in accordance with applicable law; and

**WHEREAS**, on June 22, 2021, the City Council began holding a duly noticed public hearing on the proposed Specific Plan, General Plan Amendment, Code Amendment, Zone Change, and Final EIR (State Clearinghouse No. 2019080072), at which time oral and documentary evidence was introduced along with the written recommendations of the Planning Commission and Planning Division staff, and the City Council received oral and written public testimony; and

**WHEREAS**, many of the public commenters at the June 22, 2021 City Council hearing expressed concerns there would not be sufficient parking in the Specific Plan area if the City allowed discretionary parking reductions, such as the reductions authorized in Section 3.9.B.8.a, c, and d of the Specific Plan, which contemplate potential parking reductions for unbundling (up to 20%), car sharing (up to 20%), and bicycle parking (up to 20%); and

**WHEREAS**, the City Council kept that public hearing open and voted 4-0 (Councilmember Medina recused) to continue the public hearing to resume at the City Council's July 13, 2021 meeting, and in the meantime, the City Council directed staff and the Planning Commission to reevaluate the Specific Plan's discretionary parking reductions and make a recommendation; and

**WHEREAS**, at its regular meeting on July 6, 2021, the Planning Commission reevaluated the discretionary parking reductions that could be available under the Specific Plan and the City's Municipal Code; and

**WHEREAS**, the Planning Commission has considered the proposed Specific Plan, the staff report, written public comments, and all information, evidence, and testimony received at its July 6, 2021 meeting.

**NOW THEREFORE, THE PLANNING COMMISSION OF THE CITY OF CLAREMONT HEREBY FINDS, DECLARES, AND RECOMMENDS AS FOLLOWS:**

**SECTION 1.** The Planning Commission hereby finds that all the facts set forth in the recitals are true and correct and are incorporated as substantive findings of this resolution.

**SECTION 2:** Based upon substantial evidence presented to the Planning Commission during the public hearing on May 18 and June 1, 2021 and the public meeting on July 6, 2021, including written staff reports and verbal testimony, the Planning Commission hereby reaffirms all of the findings it previously made in Resolution No. 2021-05.

**SECTION 3.** Based upon the substantial evidence and testimony received at public hearing and the findings and conclusions set forth herein above, the Planning Commission hereby recommends the City Council adopt and approve the Village South Specific Plan and associated General Plan Amendment and Zone Change and certify the Final Environmental Impact Report with the following changes to the Specific Plan:



- A. The Planning Commission recommends the first paragraph of Section 3.9.B.8 (Parking Reductions) be amended as set forth below (additions underlined; deletions struck). These changes are intended to clarify the requirements in the version of the draft Specific Plan the Planning Commission previously reviewed.

**8. Parking Reductions.** The following parking reductions may be permissible if approved by the ~~reviewing authority~~ approving body as part of a VSSP Development Permit or Master Development Permit. Reductions, which may be cumulative, are deducted from the required parking minimums identified by use in **Table 3.9**. As part of any application for a reduction in required parking, applicants shall submit, to the satisfaction of the Director, a parking demand and supply study and a comprehensive Parking Management Plan which includes, ~~to the satisfaction of the approving body,~~ an overflow parking strategy, a contingency plan, and all transportation and parking demand strategies to be utilized. Minor Exceptions for required parking under CMC Chapter 16.312 are not permitted.

- B. The Planning Commission recommends Section 3.9.B.8.a (Unbundling) allow up to a maximum of anywhere between a 15% and 20% parking reduction as set forth below. The unbundling parking reduction in the version of the draft Specific Plan that the Planning Commission previously reviewed was up to 20%. The Planning Commission recommends the City Council make no change to the 20% unbundling reduction but also supports a change to as little as a 15% reduction in parking for unbundling, which was the staff recommendation.

**a. Unbundling.** A [15 - 20%] reduction may be granted if the cost of parking is separated from the cost of leasing or purchasing the unit, space, or building.

- C. The Planning Commission recommends Section 3.9.B.8.b (Shared Parking) be amended as set forth below (additions underlined; deletions struck). These changes are intended to clarify the requirements in the version of the draft Specific Plan the Planning Commission previously reviewed.

**b. Shared Parking.** Subject to CMC § 16.136.020 (Joint Use & Common Parking Facilities), including review and approval by the Planning Commission, ~~a~~ A reduction of up to 50% of the required parking may be granted for joint uses which have no substantial conflict in principal operating hours. ~~Subject to CMC § 16.136.020 (Joint Use & Common Parking Facilities).~~

- D. The Planning Commission recommends Section 3.9.B.8.c (Car-sharing) allow anywhere between a 10% and 20% parking reduction as set forth below. The car-sharing parking reduction in the version of the draft Specific Plan that the Planning Commission previously reviewed was up to 20%. The Planning Commission recommends the City Council make no change to the 20% car-sharing reduction but also supports a change to as little as 10%, which was the staff recommendation.

**c. Car-sharing.** For each dedicated car-share space, a reduction of 4 required spaces may be granted, up to a total of [10 - 20%] of the total required.

- E. The Planning Commission recommends Section 3.9.B.8.d (Provision of Bicycle Parking) allow anywhere between a 5% and 10% parking reduction each for short-term and long-term (secured) bicycle parking as set forth below. The combined bicycle parking-related parking reduction in the version of the draft Specific Plan that the Planning Commission previously reviewed was up to 20% (i.e., up to 10% for short-term bicycle parking and up to 10% for long term bicycle parking). The Planning Commission supports and recommends the City Council make no change to this parking reduction (i.e., up to 10% for short-term bicycle parking and up to 10% for long term bicycle parking), but the Planning Commission also supports a change to as little as 10% (i.e., up to 5% for short-term bicycle parking and up to 5% for long term bicycle parking), which was the staff recommendation.

**d. Provision of Bicycle Parking.**

i. **Short-term.** For every 10 dedicated short-term bicycle parking spaces, a reduction of 1 required car parking space may be granted, up to a total of **[5 – 10%]** of the total required.

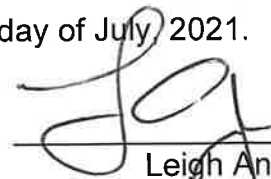
- Minimum space: 2 by 6 feet.
- Minimum aisle width: 5 feet.
- Must be located within 50 feet of entrance.

ii. **Long-term (secured).** For every 5 dedicated long-term (secured) bicycle parking spaces, a reduction of 1 required car parking space may be granted, up to a total of **[5 – 10%]** of the total required.

- Must be located within 150 feet of entrance.

**SECTION 4.** The Chair shall sign this Resolution and the Administrative Secretary shall attest and certify to the passage and adoption thereof.

**PASSED, APPROVED, AND ADOPTED** this 6<sup>th</sup> day of July 2021.



Leigh Anne Jones, Chair  
Planning Commission

ATTEST:



Planning Commission Administrative Secretary

STATE OF CALIFORNIA                    )  
COUNTY OF LOS ANGELES            )ss.  
CITY OF CLAREMONT                    )

I, Nancy Krahn, Sr. Administrative Assistant of the City of Claremont, County of Los Angeles, State of California, hereby certify that the foregoing Resolution No. 2021-07 was adopted by the Planning Commission of said City of Claremont at a regular meeting of said Commission held on July 6, 2021, by the following vote:

AYES:	Commissioners:	Emerson,    Frieson,    Jackson,    Jones, Rahmim
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NOES:	Commissioners:	None
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ABSTENSIONS:	Commissioners:	None
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ABSENT:	Commissioner:	Johnson-Hall
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Sr. Administrative Assistant  
City of Claremont