

CLAREMONT PLANNING COMMISSION

MEETING AGENDA

“We are a vibrant, livable, and inclusive community dedicated to quality services, safety, financial strength, sustainability, preservation, and progress with equal representation for our community.”

City Council Chamber
225 Second Street
Claremont, CA 91711



Tuesday
November 15, 2022
7:00 PM

COMMISSIONERS

LEIGH ANNE JONES
CHAIR

TOM ANDERSEN

MARIO ALVAREZ

CHARLES EDWARDS PARKER G. EMERSON MELINDA GONZALEZ ISAAC RAHMIM

Pursuant to the local emergency concerning the COVID-19 virus declared by the City Council of the City of Claremont on March 19, 2020, and in accordance with State Assembly Bill 361 (2021-2022 Regular Session, codified at California Government Code Section 54953(e)), the following protocols will apply to public participation for the duration of the emergency:

The City will allow officials and members of the public to attend and participate in the meeting either in-person or remotely via Zoom Video Communication. This is a hybrid meeting under Assembly Bill 361 (Government Code Section 54953(e)).

To participate in the meeting via Zoom, download Zoom on any phone or computer device cut and paste the following link into your browser to access and participate in the live Planning Commission meeting at 7:00 p.m.: <https://zoom.us/j/93823869306> or to only listen from the phone dial (213)338-8477, Webinar ID: 938 2386 9306.

Members of the public who wish to address the Commission on any matter listed on the agenda or a subject matter within the jurisdiction of the Planning Commission may utilize the following methods:

OPTION 1: IN-PERSON LIVE COMMENTS – When the item you wish to speak to is announced, please proceed to the speaker’s podium one by one. Do not form a line in the center aisle.

OPTION 2: E-MAIL – Public comments may be sent via email to Nhi Atienza, Planning Commission Secretary, at natienza@ci.claremont.ca.us. All emails will be distributed to the Commission and imaged into the City’s document archive system.

OPTION 3: MAIL – Public comments may be mailed to Claremont City Hall Attn: Nhi Atienza, 207 Harvard Avenue, Claremont, CA 91711. All comments received via mail will be distributed to the Commission and imaged into the City's document archive system.

OPTION 4: TELEPHONICALLY – Members of the public wanting to address the Commission telephonically are requested to inform Nhi Atienza, Commission Secretary, no later than 3:00 p.m. on the day of the meeting. Nhi Atienza can be reached at (909) 399-5484, or natienza@ci.claremont.ca.us. You will be called during consideration of the item you are interested in and given up to 4 minutes to speak.

Subject to the availability of the remote platform, members of the public who wish to address the City Council on any matter listed on the agenda or a subject matter within the jurisdiction of the City Council may utilize the following methods:

OPTION 5: REMOTE LIVE COMMENTS – Through Zoom, if you wish to speak, you may virtually select the "raise hand" button, which can be seen by the Commission Secretary. You will be called on in the order received to provide verbal comments for up to four minutes. If you are dialing in by telephone and wish to speak, please push *9. This will "raise your hand".

The meeting will not be live streamed through Granicus as the meeting will be live streamed through Zoom instead. The recorded meeting will be uploaded to the City website and preserved.

CALL TO ORDER THE MEETING OF THE PLANNING COMMISSION

ROLL CALL

CEREMONIAL MATTERS, PRESENTATIONS, AND ANNOUNCEMENTS

PUBLIC COMMENT

The Commission has set aside this time for persons in the audience who wish to comment on items that ARE NOT LISTED ON THIS AGENDA, but are within the jurisdiction of the Planning Commission. Members of the audience will later have the opportunity to address the Planning Commission regarding ALL OTHER ITEMS ON THE AGENDA at the time the Commission considers those items.

At this time the Commission will take public comment for 30 minutes. Public Comment will resume later in the meeting if there are speakers who did not get an opportunity to speak because of the 30-minute time limit.

The Brown Act prohibits the Commission from taking action on oral requests relating to items that are not on the agenda. The Commission may engage in a brief discussion, refer the matter to staff, and/or schedule requests for consideration at a subsequent meeting.

The Commission requests, but does not require, speakers to identify themselves. When you come up to speak, please state your name unless you wish to remain anonymous. Each speaker will be allowed four (4) continuous minutes.

CONSENT CALENDAR

All matters listed on the consent calendar are considered to be routine. The Planning Commission or one or more Commissions and/or Committees have previously considered most of the items on the consent calendar. The Commission may act on these items by one motion following public comment.

Only Commissioners may pull an item from the consent calendar for discussion.

The Commission will waive reading of resolutions. Each resolution will be numbered following Commission approval.

Now is the time for those in the audience to comment on the consent calendar. Each speaker will be allowed four (4) continuous minutes to comment on items on the consent calendar.

1. PLANNING COMMISSION MEETING MINUTES OF OCTOBER 4, 2022

Recommendation: Staff recommends that the Planning Commission approve and file the Planning Commission meeting minutes of October 4, 2022.

Attachment(s): Planning Commission meeting minutes of October 4, 2022

PUBLIC HEARING

Each speaker providing public comment will be allowed four (4) continuous minutes to speak, which cannot be delegated.

2. SUBDIVISION OF 12.4 ACRES OF LAND TO FACILITATE DEVELOPMENT OF VILLAGE SOUTH DEVELOPMENT PROJECT PHASES 1-3 - PROJECT FILES: VESTING TENTATIVE TRACT MAP NUMBERS 83439 & 83463, VILLAGE SOUTH PARKING REDUCTION REQUEST/ PARKING MANAGEMENT PLAN, VACATION OF SOUTHERN HALF OF SANTA FE STREET (400 BLOCK) - APPLICANT: VILLAGE PARTNERS

Recommendation: Staff recommends that the Planning Commission review the submitted materials, take public comment, and approve the following:

A. Adopt A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CLAREMONT, CALIFORNIA, RECOMMENDING APPROVAL TO THE CITY COUNCIL OF VESTING TENTATIVE TRACT MAPS 83439 & 83463 WHICH SUBVIDE APPROXIMATELY 12.4 ACRES OF LAND IN THE VILLAGE SOUTH SPECIFIC PLAN AREA FOR THE PROPOSED MIXED-USE SOUTH VILLAGE DEVELOPMENT PROJECT - APPLICANT: VILLAGE PARTNERS;

B. Adopt A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CLAREMONT, CALIFORNIA, APPROVING A 25% REDUCTION IN REQUIRED PARKING FOR JOINT USE AND COMMON PARKING FACILITIES WITHIN THE SOUTH VILLAGE DEVELOPMENT PROJECT - APPLICANT: VILLAGE PARTNERS;

C. Adopt A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CLAREMONT, CALIFORNIA, FINDING THAT THE VACATION OF RIGHT OF WAY ON THE SOUTH SIDE OF SANTA FE STREET BETWEEN INDIAN HILL BOULEVARD AND BUCKNELL AVENUE IS IN CONFORMANCE WITH THE CITY'S GENERAL PLAN - APPLICANT: VILLAGE PARTNERS; and

D. Find this item is not subject to further environmental review under the California Environmental Quality Act (CEQA)

Attachment(s): Reso Recommending CC Approval of VTTM's 83463 and 83439
 Reso Approving South Village Parking Management Plan
 Reso finding the proposed Vacation of a Portion of Santa Fe St ROW
 VTTM 83463 (Phase1)
 VTTM 83439 (Phases 2 and 3)
 Parking Study
 Parking Management Plan for South Village (Phases 1-3)

ADMINISTRATIVE ITEMS - None

REPORTS

Commission

*Commissioner Comments***Staff***Briefing on Council Meetings**Briefing on Other Items**Upcoming Agendas and Events***ADJOURNMENT**

THE NEXT REGULAR MEETING OF THE CLAREMONT PLANNING COMMISSION WILL BE HELD ON DECEMBER 6, 2022, AT 7:00 P.M., IN THE CLAREMONT COUNCIL CHAMBER, 225 WEST SECOND STREET.

MATERIALS RELATED TO AN ITEM ON THIS AGENDA, AND SUBMITTED TO THE PLANNING COMMISSION AFTER PUBLICATION OF THE AGENDA, ARE AVAILABLE TO THE PUBLIC IN THE CITY CLERK'S OFFICE AT 207 HARVARD AVENUE, CLAREMONT, MONDAY THROUGH THURSDAY, 7 AM – 6 PM. SUBJECT MATERIALS WILL BE MADE AVAILABLE ON THE CITY WEBSITE AS SOON AS POSSIBLE - www.ci.claremont.ca.us. For more information, please call the City Clerk's Office at 909-399-5461.

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT OF 1990, THIS AGENDA WILL BE MADE AVAILABLE IN APPROPRIATE ALTERNATIVE FORMATS TO PERSONS WITH DISABILITIES. ANY PERSON WITH A DISABILITY WHO REQUIRES A MODIFICATION OR ACCOMMODATION IN ORDER TO PARTICIPATE IN A CITY MEETING SHOULD CONTACT THE CITY CLERK AT 909-399-5461 "VOICE" OR 1-800-735-2929 "TT/TTY" AT LEAST THREE (3) WORKING DAYS PRIOR TO THE MEETING, IF POSSIBLE.

I, MELISSA SANABRIA, ADMINISTRATIVE ASSISTANT OF THE CITY OF CLAREMONT, CALIFORNIA, HEREBY CERTIFY UNDER PENALTY OF PERJURY THAT THE FOREGOING AGENDA WAS POSTED AT CLAREMONT CITY HALL, 207 HARVARD AVENUE, ON NOVEMBER 10, 2022, PURSUANT TO GOVERNMENT CODE SECTION 54954.2.

POST THROUGH: NOVEMBER 16, 2022



Claremont Planning Commission

Agenda Report

File #: 4458

Item No: 1.

TO: PLANNING COMMISSION

FROM: BRAD JOHNSON, COMMUNITY DEVELOPMENT DIRECTOR

DATE: NOVEMBER 15, 2022

Reviewed by:
Finance Director: N/A

SUBJECT:

PLANNING COMMISSION MEETING MINUTES OF OCTOBER 4, 2022

RECOMMENDATION

Staff recommends that the Planning Commission approve and file the Planning Commission meeting minutes of October 4, 2022.

PUBLIC NOTICE 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 copy, please contact Nhi Atienza at natienza@ci.claremont.ca.us.

Submitted by:

Prepared by:

Brad Johnson
Community Development Director

Nhi Atienza
Senior Administrative Assistant

Attachment:

Planning Commission meeting minutes of October 4, 2022

**PLANNING COMMISSION
REGULAR MEETING MINUTES**

Tuesday, October 4, 2022 – 7 p.m.

Meeting Conducted Via In-Person and Video Recording is Archived on the City Website
<https://www.ci.claremont.ca.us/government/city-council/watch-city-council-meetings>

CALL TO ORDER

Chair Jones called the meeting to order at 7:00 p.m.

ROLL CALL

PRESENT

COMMISSIONERS: ANDERSEN, ALVAREZ, EDWARDS,
EMERSON (Via Zoom), GONZALEZ, AND JONES

ABSENT

COMMISSIONER: RAHMIM

ALSO PRESENT

Community Development Director Brad Johnson; City Manager Adam Pirrie; Assistant to City Manager Katie Wand; City Attorney Alisha Patterson; Police Chief Aaron Fate, Captain Mike Ciszek; and Senior Administrative Assistant Nhi Atienza

CEREMONIAL MATTERS, PRESENTATIONS, AND ANNOUNCEMENTS

There were no ceremonial matters, presentations, or announcements.

This item starts at 0:00:30 in the archived video.

There were no ceremonial matters, presentations, or announcements.

PUBLIC COMMENT

This item starts at 0:00:33 in the archived video.

Chair Jones invited public comment.

There were no requests to speak.

CONSENT CALENDAR

This item starts at 0:02:36 in the archived video.

Chair Jones invited public comment.

There were no requests to speak.

1. Planning Commission Meeting Minutes of September 20, 2022
Approved and filed.

Commissioner Andersen moved to approve the Consent Calendar, seconded by Commissioner Edwards; and carried on by roll call vote as follows:

AYES: Commissioner - Andersen, Alvarez, Edwards, Emerson, Gonzalez, and Jones
NOES: Commissioner - None
ABSENT: Commissioner - Rahmim

ADMINISTRATIVE ITEMS - None

PUBLIC HEARING

2. Consider An Amendment To The Claremont Zoning Code (Title 16 To The Claremont Municipal Code) That, If Adopted, Will: (1) Repeal Section 16.051.060 Titled Hotels/Motels; (2) Replace Section 16.051.060 With A New Chapter 16.101, Also Titled Hotels/Motels; And (3) Add New Sections To Chapter 16.900 (Definitions) Pertaining To Hotels And Motels (Collectively Referred To As The "Hotel/Motel Ordinance")

This item starts at 0:04:23 in the archived video.

Chair Jones announced that generally speakers are allowed four minutes to present their public comments, but to accommodate the number of attendees in the Chamber and via Zoom, we will limit the time to two minutes per speaker. There were no objections by the Commission.

Assistant to City Manager Katie Wand presented a PowerPoint presentation. Assistant to City Manager Katie Wand, Chief Fate, and Director Johnson addressed Commissioners' inquiries regarding the: a) recent statistics on human trafficking in Claremont; b) number of prostitutions prevented; c) effect of ID/payment requirement on the undocumented and low income; c) independent assessment report; d) inspection of private guest information; e) identity of room renter(s); f) guest register; g) identification of minor victims; h) percentage of prostitutions at freeway hotels; i) impact of ordinance; j) parking requirement for freeway motel vs. freeway hotels; k) distance of Arrow Highway from the I-10; l) long-term stay (duration and frequency); m) requirement of permanent address; and n) purpose of debit/credit card requirement.

The Commission took a brief recess at 8:08 p.m.

Chair Jones called the meeting back to order at 8:12 p.m.

Chair Jones reminded the audience of the two minutes speaking limit.

Vicki Noble lives in south Claremont facing San Jose. She sees the crime and prostitution on a daily basis. Even with the Ordinance in place, our Police Department have had their hands tied and are not able to carry out the law. Claremont used to be a safe place to live, and she wants to do whatever she can to make it a better place. She hopes the Commission does not continue to hold our police department down.

Sonja Stump is a 44-year resident of Claremont. She participated in a 57 people march in the San Jose and American area to protest the current situation. She believes the current

Ordinance is fine; we need a Nuisance Ordinance so that the other hotels are not affected by Motel 6's noncompliance. The Colleges do not recommend the hotels by the freeway.

Sam Pedroza spoke about the Safe and Healthy Housing Ordinance signed into effect when he was on Council ten years ago. This was a community driven Ordinance that changed the direction of crime and became a standard for Claremont. We cannot accept the current situation and rely on the State to help. The Commission has an opportunity to add local control to clean up our problematic motels. We need an effective Nuisance Hotel Ordinance.

Al Villanueva stated that community policing is the backbone of our community. The Claremont police is proactive and will need the ordinance as a tool to solve and deter crime. He would like the Commission to employ the Long Beach Ordinance.

Jennifer Kern is a resident. She is sad and ashamed with the current situation in the south. There is crime every day and she has even witnessed a solicitation. When considering the Ordinance, she asked the Commission if they would recommend the motel to any one of their family members.

Bob Kern is a resident. As a member of the Crime Free Multi-Housing Program, he patrols the area two to three times a week and has been propositioned twice. He asked the Commission to consider the Long Beach Ordinance to clean up the area.

Alcira Solis is a resident and a retired police officer. All welfare recipients have ID's, that should not be an issue of concern. We just need to enforce the Ordinance and law in effect now and not tie down our police officers.

Wendy Ramallo is a resident. The Ordinance does not rise to the level of response needed with the recent events. She supports some of the provisions, but requests for a continuation for further vetting with tracking of the Long Beach Ordinance. There should be no recommendations until a future workshop to include the affected parties in the surrounding area is held.

Joe Ramallo is a resident and has grown up in the area. His family has been directly affected by the nuisance that has gone unabated by the City. There has never been a prostitution or crime problem, which has taken root and grown. This administration has shown no will or know how to respond. The Commission has the opportunity and responsibility to be a part of the solution. The Claremont Police has been responsive, but special operations and enforcement is only one part of the solution. Code enforcement has been ineffective due to the lack of past action and the City Attorney is not familiar with the tools available. We do not need the DA to act, there are existing laws to abate the issue and staff needs to have the will to use it. He urged staff to speak to other agencies to understand their abatement process. We need to do better.

Bryan Trunik provided the Commissioners with videos and a copy of the Long Beach Ordinance. He was expecting to see an enhancement to the Long Beach Ordinance but was shocked to see that a lot of items were removed, handicapping the police and neighbors. The Long Beach Ordinance has been in effect since 2020 and it is effective. He encouraged the Commissioners to reach out to him for any information.

Sue Keith is upset that public comment is limited to two minutes instead of three. She has watched young women attached to their cell phones to keep ties to their pimps. These are vulnerable people who are now addicted and sex workers. Ms. Keith retold a story from a mom of her 16-year old son. He was a sex worker who extorted extra money from the Johns. She had tried to get him out of the industry, but he died of a fentanyl overdose at Motel 6 three weeks prior to their march. Luring vulnerable women and children into drugs and prostitution are not only a crime, but a sin to humanity. She is ashamed.

Jim Keith is Chair of the Safe and Healthy Housing for the past 13 years. We are not ready to pass any new laws at this point. This must be illegal that we are given new laws that we have not read. He has requested and written to meet with staff over 10 months ago to review the issues but has not heard back. Attachment H in the report confirms what we have been saying for the last two years. We should be calling LA County Health to request for a special inspection of all the rooms. We need people who are willing to address the data given, not just change the wording. This is not an improvement. We need the Long Beach Ordinance which has withstood legal challenge. If our City Attorney is not willing to do this, we need to hire an attorney to do so.

Sam of the hotel group asked if the City would indemnify the hotel for lawsuits that arise out of compliance and will there be an appeal process since revoking/suspending a license is highly punitive.

Darvin Gomez addressed motel staff a few years ago about the nuisance and was told, "None of your business." He holds the City accountable for the oversight and lack of enforcement. The prostitution problem has propelled the City to act. He is opposed to the proposed ordinance for: 1) it creates a double standard between freeway and other hotels, 2) eliminating the maximum length of stay is foolish, and 3) request for concessions should be done in a public forum for transparency. He urged the Commission to reject the current Ordinance.

Jerry Klasik shared online reviews of the motels.

Ed Lavell is a south Claremont resident. Every hotel that he has visited, a credit card is required. We should look into the Long Beach Ordinance as it worked well for them. Maybe he should call in the "Crime Stoppers" to investigate and see how Claremont would like to be in the news.

Virginia Ramirez lived in south Claremont all her life. The city was known to be a prestigious place but is now known for the drugs and prostitution. The neighbors do not feel safe and would like to bring Claremont back to how it was.

Kevin Jones is a 45-year resident. It is heartbreaking when he brings his 14-year-old daughter to the local restaurants and watch her exposed to the prostitution that is going on. It used to be that people would avoid coming to Claremont due to the enforcement, what happened to that? Claremont is a joke now, it is not the same. The Commissioners need to come down and see what is going on. The City needs to hit the motel pockets and hold them accountable.

Brisas Tijuanes lives just south of Arrow Highway. She just did a simple Google search, and it shows that one can get debit card without a credit check. She listed the names of the young

children in her neighborhood that has to watch the sex workers walk by as they walk to and from school. It is disheartening to hear that people from other parts of town are not saying anything to help.

Resident lives in northwest Claremont and wanted to let the previous speaker know that she does care. She volunteers with and has friends that live in south Claremont; she sees what is going on. There is no need to ask how many and how often, you just have to go down there. Nothing should be voted on tonight since the Commission has not reviewed all the information. We should look at the Long Beach Ordinance and rely on the educated people who care about our city. Claremont is different from when she first moved here. She is not happy with what she is seeing from the Commission.

Linda Mawby is a 37-year Claremont resident. She does not live in south Claremont, but feels for residents. The residents in the north are sheltered and we need to address the issue. She is appalled and embarrassed to see what is going on. We need a separate Nuisance Ordinance. A freeway Ordinance will only push the hotels to different areas; we need to stomp out the problem. If the police department needs resources or financial support, we should be having those conversations. The Ordinance is only reaching out to the hotel owners; they should be identified as the wrongdoers and crime supporters.

Brian Shyer is a 70-year resident. To not look at the Long Beach Ordinance is folly. From the Larkin Park Project to saving the Conservancy to now this, is not the Claremont he knows. We need to consider that the city has grown and can no longer tie our police department down. The current crime rates can be turned around. We need to not cave to State mandates and think about Claremont's safety.

Denise Duke stated that the hotel is of lower economic status so they will attract lower economic people. Hotels do require ID and credit cards. Unless there are set guidelines and regulations, the hotels will not make any changes because they are continuing to profit. This is not about racism, it is about safety.

Alex Swara is an 11-year resident. He has two daughters and is disheartened to have them see the sex workers with their questionable clothing. It is terrible. This is a human rights issue. The community has had enough, and expect more.

Tracy Gray (via Zoom) bought her home in 2007. It used to be a decent place with a high police presence that deterred criminal activity. She can no longer walk around the neighborhood for safety reasons. The area has been neglected and is deteriorated. It is sad. We need a higher police presence.

Aliona Cebotari (via Zoom) is appalled that her daughter has to see the sex workers. This is not what we want our children to get accustomed to. She asked that the Commission to not close their eyes and consider tonight's discussions and the concerns of the police.

Diana Ring (via Zoom) is a 50-year resident, served as a Planning Commissioner, Councilmember, and Mayor. She sees the growing problem. This is the most ill-conceived preparation she has ever seen, and it needs to go back to staff. The Sate and motel do not run Claremont. The Citizens need to stand up and be Claremonters. South Claremont holds our best economic developments. This is a good hearing; the residents are speaking, and the Commissioners are respectfully listening.

Javad Seif agreed with the observations. He is a professor and teaches quality improvement. We cannot improve on something we cannot measure. Statistics should have been collected and continued to be collected. The best data we have now is the community's feedback and it shows that Claremont is going down because of the motels. Something needs to be done.

Richard Williams is a 24-year resident. The City needs to be more proactive and have more control over the hotels. This has helped to enable the hotels to become more blight. He is concerned that the public comment time was lessened to two minutes at the last minute. In the future, we need to be consistent with what is written.

Daniel Moreno stated that there should be no votes today. If we cannot enforce our current Ordinance, we should not be changing anything. Public comments should affect everyone. It is embarrassing that there is a separation between north and south. The Mayor, City Manager, and staff needs to understand the agendas that they bring forward. These agendas will change our quiet city.

Coty Griewe received a notice that will undo an Ordinance that will make it easier for hotels to do "unsavory" things in Claremont. He had planned to raise a family here, and this makes him question if he made the right decision.

Anonymous is a 20-year resident. There has been a drastic decline in the last two years. All the citizens' cited observations are plenty of data. Please listen to the citizens. It is ridiculous that an Ordinance has been drafted and revised in a third revision without circulation. We need a Nuisance Ordinance that mirrors the Long Beach Ordinance. The Commission has an opportunity to make a lasting impact on the citizens.

There were no requests to speak.

Commissioner Edwards thanked everyone for their input. He wants to make sure he is doing the right thing. What we have currently is inadequate, but he has heard several comments to keep what we have, but that may not solve the problem. More time will be needed to share and communicate information.

Commissioner Alvarez thanked everyone for their input. He will need more time to review the revision, resident input, and the Long Beach Ordinance to be able to address all the residents' concerns.

Commissioner Andersen stated that this is a complex issue with a lot of loose ends that have not been studied well enough. Why has the City not addressed the Long Beach Ordinance? He is frustrated as to why we are doing this. He does not see anything that shows some efficacy with the proposed changes. He is leaning on asking for a continuation.

Commissioner Gonzalez was surprised with the information she received in the packet last Thursday and is disappointed with the information she received tonight. She is open to touring the area, consulting with the police department, and other options to be able to do this the right way. The information provided is inadequate. It seems that the Mayor and Councilmembers were hasty in their decision to rush this item.

Vice Chair Emerson stated that the proposed Ordinance is not ready to be voted on. There is too much missing information. There are legal issues with the "Version 3.0" being provided to the Commission and public during the meeting. He favors staff doing a better job collecting data for "Version 4.0." There should also be a "Nuisance Ordinance" included with the proposed Ordinance. Staff should be looking at long term issues and propose changes that will affect all of Claremont, not just moving it around. The Long Beach Ordinance has only been in effect for one year, there are some legal issues with it, but it does have some elements that may work. He recommends staff to collect more data, provide a comprehensive packet, speak with the community, and act less to appease the hotel operators. In the meantime, we should actively enforce the existing Ordinance.

Chair Jones echoed the Commissioners' comments and appreciated the public's attendance. It was not her intent to upset anyone with the time limit. She wanted to hear everyone's concerns and not have the conversation continue into the late hours. She concurs that no vote should be made tonight. For the future, she requested that staff not provide new information during the meeting. Time is needed for the Commission and public to review the information. She asked for options to continue the item.

The Commissioners consulted with City Attorney Patterson on the options to continue the items. She provided the following options: 1) create an Ad Hoc Committee, 2) create a Joint Meeting of the Planning and Police Commissions, or 3) refer the item back to the Police Commission to restudy. She also stated that the ordinance is very similar to the Long Beach Ordinance; it just got reorganized to match our codes. Staff will be able to provide a side-by-side comparison in the future meeting.

Chair Jones stated that the Joint Planning and Police Commissions Meeting will be a workshop and will be noticed so that the public may attend. Staff will then be able to create "version 4.0" to bring back to the Planning Commission. She requested that the meeting be held during the daytime.

Commissioner Andersen requested that we look beyond the Long Beach Ordinance for references and more data.

Commissioner Gonzalez requested for more data regarding prostitution arrests.

Chair Jones requested for more data to determine if what we are doing is working.

Commissioner Alvarez requested for as much information as possible, so we are sure we are doing the right thing.

Vice Chair Emerson is in favor of the joint meeting. Public input is needed.

Commissioner Andersen moved that the Planning Commission continue An Amendment To The Claremont Zoning Code (Title 16 To The Claremont Municipal Code) That, If Adopted, Will: (1) Repeal Section 16.051.060 Titled Hotels/Motels; (2) Replace Section 16.051.060 With A New Chapter 16.101, Also Titled Hotels/Motels; And (3) Add New Sections To Chapter 16.900 (Definitions) Pertaining To Hotels And Motels (Collectively Referred To As The "Hotel/Motel Ordinance") to a date uncertain; seconded by Commissioner Alvarez; and, carried on a roll call vote as follows:

AYES: *Commissioner – Andersen, Alvarez, Edwards, Emerson, Gonzalez, and Jones*
NOES: *Commissioner - None*
ABSENT: *Commissioner – Rahmim*

REPORTS

This item starts at 2:58:53 in the archived video.

Commission

Commissioner Comments

Commissioner Emerson requested that staff look into providing a comprehensive citywide general circulation plan that includes parking, walking, biking, and other mobility paths.

Staff

Briefing on Council Meetings

Director Johnson reported on items of interest from the previous City Council meeting.

Briefings on Other Items

There was no report.

Upcoming Agendas and Events

Director Johnson described future items that will be coming before the Commission.

ADJOURNMENT

Chair Jones adjourned the meeting at 10:07 p.m.

Chair

ATTEST:

Administrative Assistant



Claremont Planning Commission

Agenda Report

File #: 4466

Item No: 2.

TO: PLANNING COMMISSION

FROM: BRAD JOHNSON, COMMUNITY DEVELOPMENT DIRECTOR

DATE: NOVEMBER 15, 2022

Reviewed by:
Finance Director: N/A

SUBJECT:

SUBDIVISION OF 12.4 ACRES OF LAND TO FACILITATE DEVELOPMENT OF VILLAGE SOUTH DEVELOPMENT PROJECT PHASES 1-3 - PROJECT FILES: VESTING TENTATIVE TRACT MAP NUMBERS 83439 & 83463, VILLAGE SOUTH PARKING REDUCTION REQUEST/ PARKING MANAGEMENT PLAN, VACATION OF SOUTHERN HALF OF SANTA FE STREET (400 BLOCK) - APPLICANT: VILLAGE PARTNERS

The applicant, Village Partners, in partnership with Arteco Partners and Keck Graduate Institute, has requested Planning Commission approval of two subdivision maps and an associated parking plan for the Village South development project. If approved the project would occupy 12.37 acres of the land regulated by the Village South Specific Plan (VSSP). The project includes a mix of commercial and multi-family residential uses generally organized into six blocks (A-F) and is expected to be developed in three phases. The development includes the following improvements:

- **Residential** - 705 new dwelling units, including 581 apartments (rental units) and 101 flat-style condominium units, and 23 townhomes (for sale units).
- **Commercial** - 144,417 total square feet of new commercial space including 57,478 square feet of retail space, 53,239 square feet of restaurant space, and 33,700 square feet of office space.
- **Parking** - 1,293 on-site parking spaces including 1,168 in structures, 125 on-street, and up to 170 auxiliary spaces provided by the adjacent Keck Graduate Institute for use in the evening and on weekends.
- **Public Amenities** - A 10,000 square foot plaza and 10,000 square foot park open to the public, plus a series of smaller plazas, courtyards, pools, rooftop decks, and paseos that are private.
- **Public Streets** - Construction of new public streets within the project plus new traffic signalized, pedestrian friendly crosswalks at Indian Hill Boulevard and Green Street and at Bucknell Avenue and Arrow Highway. New medians on Indian Hill Boulevard.

- **Landscaping** - New street trees and landscape areas designed to the level of quality currently found in the Village/Village Expansion area.
- **Public Art** - Seven or more public art pieces integrated into the project at key locations.

The project has been under discussion with staff and the broader community for more than three years. Each phase of the project has received a preliminary review by the Architectural Commission (AC). The City Council will make the final decision regarding the approval of the Vesting Tentative Tract Map and the Final Vesting Tract Map.

The Planning Commission (PC) is being asked to take the following actions:

- Review Vesting Tentative Tract Maps 83439 and 82463 for consistency with Chapter 17 (Subdivisions) of the Claremont Municipal Code, the Claremont General Plan and the VSSP and make a recommendation to the City Council for approval or denial.
- Review the project's detailed parking study and proposed Parking Management Plan and approve or deny the applicant's request for a reduction in required parking as provided for in the VSSP.
- Find that the requested vacation of the lower half of the Santa Fe Street right-of-way, between Indian Hill Boulevard and Bucknell Avenue, is in conformance with the City's General Plan and VSSP, which was recently adopted to augment the General Plan.

Draft resolutions (Attachments A, B and C) have been prepared by staff making all the required findings needed to take each of these actions.

RECOMMENDATION

Staff recommends that the Planning Commission review the submitted materials, take public comment, and approve the following:

- A. Adopt A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CLAREMONT, CALIFORNIA, RECOMMENDING APPROVAL TO THE CITY COUNCIL OF VESTING TENTATIVE TRACT MAPS 83439 & 83463 WHICH SUBVIDE APPROXIMATELY 12.4 ACRES OF LAND IN THE VILLAGE SOUTH SPECIFIC PLAN AREA FOR THE PROPOSED MIXED-USE SOUTH VILLAGE DEVELOPMENT PROJECT - APPLICANT: VILLAGE PARTNERS;
- B. Adopt A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CLAREMONT, CALIFORNIA, APPROVING A 25% REDUCTION IN REQUIRED PARKING FOR JOINT USE AND COMMON PARKING FACILITIES WITHIN THE SOUTH VILLAGE DEVELOPMENT PROJECT - APPLICANT: VILLAGE PARTNERS;
- C. Adopt A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CLAREMONT, CALIFORNIA, FINDING THAT THE VACATION OF RIGHT OF WAY ON THE SOUTH SIDE OF SANTA FE STREET BETWEEN INDIAN HILL BOULEVARD AND BUCKNELL AVENUE IS IN CONFORMANCE WITH THE CITY'S GENERAL PLAN - APPLICANT: VILLAGE PARTNERS; and
- D. Find this item is not subject to further environmental review under the California Environmental Quality Act (CEQA)

ALTERNATIVES TO RECOMMENDATION

In addition to the staff recommendation, the following alternatives have been identified:

- A. Continue the item for additional information and/or discussion.
- B. Recommend that the City Council approve some components of the project and deny others, specifically stating how the findings cannot be made.
- C. Recommend that the City Council deny all of the project components and specifically state how the findings cannot be made.

ANALYSIS

Background

The project is subject to the requirements of the Village South Specific Plan (VSSP), which contains planning goals and principles, zoning standards, and design guidelines for all development in the plan area. A copy of the VSSP, which was adopted by the City Council in June 2021, is available on the City Website by searching "Village South Specific Plan". Commissioner comments should focus on how the proposed maps and parking plan implement the vision of the VSSP as opposed to the merits of the VSSP or detailed critiques of the design specific architectural elements of the design.

In addition to the Vesting Tentative Tract Maps, parking study, and Parking Management Plan, the applicant has submitted detailed architectural plans for the above-described improvements that include site plans, architectural elevations, floor plans, and perspective renderings for all three phases of the development. Copies of these preliminary architectural plans are also available on the City Website by searching "Village South Specific Plan". The applicant, project civil engineer, and traffic engineer will be available during the Planning Commission meeting to answer questions regarding the project.

Chronology - VSSP

The Village South Specific Plan was developed through an exhaustive public review process that took nearly five years to complete. It began in 2015 with City staff receiving a grant from LA Metro to develop a plan for transit-oriented development near the Light Rail station planned for the Claremont Transit Depot. Staff then selected a consultant to develop the plan and began work in earnest in 2017. Initial public outreach efforts included surveys, workshops, and small group interviews with neighbors, owners of property in the plan area, local businesses, and other community stakeholder groups. The information received in these early efforts were then used to develop a draft vision for the plan area and a set of goals and design principles. These goals and principles were refined and circulated to the public via six public hearings from March through June 2018. These hearings included Planning Commission (PC), Traffic and Transportation Commission (TTC), Architectural Commission (AC), a joint AC/PC hearing, and City Council (CC). Once approved, Staff and the consultant worked to develop a detailed specific plan document to implement this community vision for the area this work took nearly 18 months.

Review of the draft VSSP and initial studies associated with the project's environmental impact report (EIR) occurred with the first public draft being made available in December 2019. The draft generated a wide variety of public comments that were relatively polarized, with some wanting less

density and others wanting more. Village Partners had also entered the picture and, as the largest landholder in the plan area, provided their own perspective on how the community vision should be implemented. This community conversation created uncertainty for staff and delayed the drafting of the EIR as the maximum development scenario needed to be finalized before moving forward with the document. To clarify the direction to staff and the consultant, the City Council reviewed the original Vision, Goals, and Principles in light of the new information and determined that only minor adjustments were required, which included the amount of five story tall development that could be permitted, the maximum number of units, and how to regulate the height of buildings along Indian Hill Boulevard and Arrow Highway. Based on this affirmation of the community vision by the City Council, staff was able to complete the EIR and finalize the draft VSSP document. In December 2020, the draft EIR and revised VSSP were released for public review.

Beginning in January 2021, the VSSP and EIR were circulated to the various City Commissions (TTC in January, AC in February, PC in May and July, and CC in June and July). Following a vigorous debate on several issues including density, sustainability, housing affordability, and parking, the City Council Certified the EIR and adopted the VSSP on July 13, 2021.

Chronology - South Village Development Project

As stated above, Village Partners and Arteco Partners began participating in the community discussion before the VSSP was finalized and provided valuable information on how the community's vision for the area could be realized relatively quickly by making the plan strong enough to ensure the sort of development that was desired, while making it financially feasible for property owners to develop the project. Their comments on housing affordability, density, parking, and sightline analysis were particularly important to ensure the project was financially feasible.

Since adoption of the VSSP the applicant has provided preliminary plans for all three phases of the project. The Architectural Commission conducted preliminary reviews of Phases 1, 2 and 3 in December 2021, February 2022 and May 2022 respectively. Detailed preliminary plans for all three phases of the development are available for viewing and on the City Website by searching recent Commission Agenda Packets for those meetings. These plans will also be made available at the Planning Commission Meeting.

The applicant is planning to return for final architectural approval for all but the Block B office Building in December because this will be the fourth meeting before Architectural Commission. It is anticipated that the project could receive Architectural Commission approval at that time.

The Planning Commission's role is relatively limited and it is anticipated that it can be accomplished during the November 15 hearing. If approval is recommended, the Tentative Map would be forwarded to the City Council for approval in December. Once the Tentative Maps and Design review are completed. The applicant will likely spend six months or more developing the final construction drawings for Phase 1, street improvement plans, and finalize the maps. Building permits would likely be issued in late summer or fall of 2023. Phases 2 and 3 would likely follow at 6 to 12-month intervals. Additional Planning Commission approvals of Conditional Use Permits for alcohol service, outdoor dining, and events would likely occur once buildings are under construction.

Existing Site and Structures

Phase 1 is located on land currently occupied by Vortex Air Technology, Inc., which was formed by H.H. Garner in Pomona and moved to this site in 1928. Vortex is one of the oldest, continuously

operating businesses in Claremont. Due to the prominence of the Garner Family in the history of Claremont and the quality and character of some portions of the site, the most significant structures located on the property are identified as historic resources and slated for adaptive reuse in Section 3.3 of the VSSP.

The applicant is planning to retain the primary Vortex Building and bowstring truss buildings for reuse as a food hall with outdoor patios and a small amount of meeting room and office space on the second floor. Features to be retained are a small parking lot in front of the Spanish entry façade, which will be converted to an entry plaza, and patio for outdoor dining. The open space will provide architectural relief along Indian Hill Boulevard as called for in the VSSP.

Structures to be removed from the site are single story, utilitarian shop, and storage areas as well as portable metal sheds. The balance of the site, making up roughly half of the site, is a large, underutilized surface parking lot, owned by Keck Graduate Institute (KGI). The area directly south of the portions of the building to be adaptively reused is approximately one quarter acre in size. The applicant is proposing to construct a two- and three-story commercial building on this site.

The northern portion of **Phase 2** is currently occupied by King Precision Glass, which specializes in manufacturing specialized glass tubing. The remaining portion of the site is the location of the former Richard Hibbard Chevrolet dealership, which closed several years ago. The exteriors of these existing utilitarian/industrial buildings consist of concrete block, metal siding, stucco, and glass. A historic and cultural resource study that was completed as part of the VSSP review process found none of the buildings on the Phase 2 site to be historically or culturally significant. Additionally, the site is almost completely lacking in existing landscaping with only two Jacaranda and one small pine existing on the King site. None of these trees were identified as significant mature trees warranting retention in the tree survey for the site.

Structures to be removed from the site are mostly single story, utilitarian buildings with a small second story above the repair and maintenance building of the vacant auto dealership. The balance of the site, making up roughly two thirds of the site, is covered with asphalt for the parking lot, auto display lot, and drive aisles. The mitigation measures that were adopted as part of that EIR for the VSSP include a requirement (MM-HAZ-1) for the applicant to complete a detailed Phase II environmental site analysis of the King Precision Glass site to assess and remediate any of a wide variety of potentially hazardous pollutants to below residential California Human Health Screening Levels (CHHSL), prior to redevelopment. Another Mitigation Measure (MM-HAZ-2) requires any underground storage tanks associated with the former Hibbard Auto Center be removed under the oversight of the Los Angeles County Department of Public Works Environmental Programs Division prior to redevelopment of the site.

Phase 3 is located on eight existing parcels of land that are largely vacant of any existing uses. Seven of these parcels were owned until recently by Hibbard Properties, LLC and were the location of the former Richard Hibbard Chevrolet dealership, which closed several years ago. There are two small residential structures on the property that were previously occupied by the dealership. Neither have been identified as historic or otherwise significant in the Environmental Impact Report (EIR) that was completed for the VSSP.

The southernmost parcel is currently owned by the City of Claremont. Village Partners is working to purchase the property pursuant to an Exclusive Negotiating Agreement approved by the City Council. This parcel is located on the southern end of the Phase 3 site and has been vacant for more than 20 years due in part to its awkward “flag lot” shape, which isolates the lot in the middle of the block and

dramatically constrains access and visibility from surrounding streets.

The entire eight parcel Phase 3 site lacks significant landscaping except for four mature palm trees and several City-owned Jacarandas that are located in the Indian Hill Boulevard right-of-way. None of these trees were identified as significant mature trees warranting retention in the tree survey for the site. The street trees will be retained, where feasible.

All auto dealer structures are proposed to be removed from the site. These consist of utilitarian buildings and two small residential structures that were occupied by dealership offices for 25 and 35 years respectively. The remaining portions of the dealership properties, approximately two acres in size, are covered with asphalt associated auto storage and sales. Mitigation Measure (MM-HAZ-2), adopted as part of that EIR for the VSSP, requires any underground storage tanks associated with the former Hibbard Auto Center to be removed under the oversight of the Los Angeles County Department of Public Works Environmental Programs Division prior to redevelopment of the site.

The existence of the VSSP significantly streamlines and expedites the review process for projects in the plan area by providing a clear vision for orderly development of the area, environmental clearance through the EIR, a plan area-wide circulation plan, development standards, design guidelines, and public realm standards. However, as noted here, there is still a large amount of work that must be accomplished for most projects. It is anticipated that large development projects such as this will take at least six to nine months to complete this review process.

VSSP Discussion Regarding Subdivisions

Section 5.3.2 of the VSSP includes a paragraph regarding subdivision requirements that essentially defers to the Claremont Municipal Code (CMC) and the California Subdivision Map Act (Map Act). Because each of the proposed subdivision maps is a tract map (more than four parcels), the maps require a review and recommendation by the Planning Commission with final approval required by the City Council. In order to recommend approval on a map, the Commission must make the following findings (CMC Section 17.050.070):

- A. That the proposed map or the design or improvement of the subdivision is consistent with the General Plan or any applicable specific plan, and with other applicable provisions of this Code.
- B. That the site is physically suitable for the type and density of development.
- C. That the design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage nor substantially and avoidably injure fish or wildlife or their habitat. However, notwithstanding the foregoing, the decision-making body may nevertheless approve such a subdivision if a tentative map was prepared for the project and a finding was made that specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the environmental impact report.
- D. That the design of the subdivision or the type of improvements is not likely to cause serious public health or safety problems.
- E. That the design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision. In this connection, the decision-making body may approve a map if it finds that alternate easements, for access or for use, will be provided and that these easements will be substantially equivalent to ones previously acquired by the public. This subsection shall apply only to easements of record or to easements established by judgment of a court of competent

jurisdiction and no authority is hereby granted to the City Council to determine that the public at large has acquired easements for access through or use of property within the proposed subdivision.

- F. That solar access and passive heating and cooling design requirements have been satisfied in accordance with CMC Chapter 17.013.
- G. That the subdivision balances the housing needs of the region against the public service needs of the City’s residents and available fiscal and environmental resources.
- H. That the discharge of waste from the proposed subdivision into the existing sewer system will not result in a violation of existing requirements of the Los Angeles Regional Water Quality Control Board.

Vesting Maps

The applicant has requested to have the subdivision maps for the project approved and recorded as vesting tentative maps based on provisions of the Map Act and CMC Chapter 17.053. Vesting maps are specifically provided for in the Map Act (CA Government Code Section 66498.1) and are intended to allow developers a period of certainty (“vested right”), where the terms of a map are frozen for no less than one year or more than two years beyond the recording of the final map. Once a vesting map application is deemed complete, the City may only apply those ordinances, policies, and standards in effect on the date the application is deemed complete. During the vesting period, if underlying codes change, they will not impact the terms of approval for the map. In this case the maps are subject to a newly approved specific plan that is not likely to change in the time between map approval and project construction under recently approved maps.

VSSP Discussion Regarding Residential Parking Requirements

During the VSSP adoption process, residential parking was identified as a concern for some residents in neighborhoods near the plan area with residents requesting higher requirements. Conversely, property owners and developers were concerned 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 and usually pushes uses further apart; making walking less desirable.

In response, City staff and its consultant elected to proceed in a conservative manner, with standards that are similar to those already found throughout the City (suburban standards), but to also provided relief through discretionary reductions that may be approved by the Planning 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, 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 (less than 900 square feet) and row house-style townhome units require 2.25 spaces per unit. Single family detached homes are required to have 2.5 spaces per unit, which is the same as 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.

Allowable parking reductions are listed on page 121 of the VSSP and are shown below in Figure 1 for the reader's convenience.

8. Parking Reductions. The following parking reductions may be permissible if approved by the 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 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 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 reduction of up to 50% of the required parking may be granted for joint uses which have no substantial conflict in principal operating hours.
- c. Car-sharing.** For each dedicated car-share space, a reduction of 4 required spaces may be granted, up to a total of 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 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 5% of the total required.
 - Must be located within 150 feet of entrance.

8. Parking Reductions. The following parking reductions may be permissible if approved by the 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 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 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 reduction of up to 50% of the required parking may be granted for joint uses which have no substantial conflict in principal operating hours.
- c. Car-sharing.** For each dedicated car-share space, a reduction of 4 required spaces may be granted, up to a total of 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 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 5% of the total required.
 - Must be located within 150 feet of entrance.

As indicated in Figure 1, significant reductions in required parking are provided for in the VSSP.

Project Description

The proposal includes the following site improvements, organized here by phase:

- **Phase 1 (Block A, Plaza, Vortex Reuse, Pad B):** Phase 1 covers roughly the northern third of the project and will contain a large mixed-use building, 380 space parking structure, 10,000 square foot public plaza, a pad area for an office building to be constructed during Phase 3, and the adaptive reuse of the historic Vortex building as a public market and food hall. Phase 1, including the Block B pad, is located on approximately four acres of land that represents the entirety of Vesting Tentative Tract Map (VTTM) Number 83463. This map includes vacation of a portion of Santa Fe Street, which is already slated to be partially vacated to accommodate the proposed Metro Light Rail Extension to Montclair. The map also includes dedication of a new lot for use as the northern half of a new east-west street (New Santa Fe Street) through the development.
- **Phase 2 (Blocks C & D, Green Street Extension, New North-South Street, Watson Drive Extension):** Phase 2 covers roughly the middle third of the project and will contain two large mixed-use buildings and 564 parking spaces in interior parking structures. The two mixed-use buildings will contain 30,000 square feet of retail and restaurant space, and approximately 15,000 square feet of live/work or office space on the ground floor and 406 residential apartments on the upper floors. Phase 2 occupies just over five acres of VTTM # 83439 (8.4 acres total) and includes the new streets listed above as well as a new traffic signal proposed to be installed at the intersection of Green Street and Indian Hill Boulevard.
- **Phase 3 (Blocks F, E, and B, small park):** Phase 3 includes two residential condominium buildings built over a 216 subterranean parking garage and a small townhome building with an additional eight parking spaces in garages. The phase includes 101 flat-style condominium units (“flats”) and 23 two- and three-story townhomes. Phase 3 will also include a 10,000 square foot park to serve the entire Village South project. Phase 3 occupies just over three acres of VTTM # 83439 (8.49 acres total) and will also include a new traffic signal at the intersection of Bucknell Avenue and Arrow Highway.
- **Parking Plan:** Total parking for the project consists of 1,168 parking private parking spaces in structures and garages, 125 on-street parking spaces, and an additional 170 auxiliary parking spaces for evening and weekend over-flow parking on the adjacent Campus of Keck Graduate Institute (a partner in the project).
- **Street Vacation Finding:** The project includes the proposed closure and partial vacation of a one-block-long section of Santa Fe Street, linking Indian Hill Boulevard to Bucknell Avenue. This closure is in accordance with the Village South Specific Plan circulation plan as the street is slated to be partially vacated to accommodate a planned light rail project (Gold Line). The east-west vehicular access provided by Santa Fe Street will be replaced by a new street located approximately 300 feet south within the Village South project.

VTTM 83463, which relates to Phase 1, is Attachment D. VTTM 83439, which subdivides Phases 2 and 3 is Attachment E. The parking study used to substantiate the requested parking reduction is Attachment F. The proposed Parking Management Plan, which was developed to manage parking for the entire development, is Attachment G.

More extensive project descriptions for each phase are included in the Architectural Commission Staff reports, which are available on the City Website.

VTTMs' Consistency with VSSP

The proposed Vesting Tentative Tract Maps are technical documents designed to implement the vision for the Village South that is laid out in the VSSP. The block pattern established by the various lots and roadways is nearly identical to Figure 3.2-II on page 69 of the VSSP. This figure shows the relocation Santa Fe Street, extensions of Green Street and Watson Drive into the center of the VSSP Superblock, and a new north-south street extending from New Santa Fe to Watson Drive. This street pattern is consistent with the Conceptual Circulation network illustrated in Figure 3.12 of the VSSP (p. 145). The various street dimensions and cross-sections are consistent with the design guidelines for right-of-way width, travel lane width, parking lanes, sidewalks, and parkways; though some of the parkways along the south side of New Santa Fe Street are narrower than desired due to the constraints of the adaptive re-use of the Vortex building.

VTTM 83463 includes a series of public open spaces that include a pedestrian paseo and central plaza on Lot A, a plaza between the Vortex Building and Indian Hill Boulevard (Lot 2), a rooftop restaurant on the top floor of the Building A (Lot 3), and a semi-private interior courtyard with pool (Lot 3). VTTM 83439 includes a public plaza off Center Street (Lot 4), a quarter-acre public park at the southern terminus of Center Street (Lot B), a landscaped pedestrian linkage between Arrow Highway and Watson Drive (Lot C), a series of large rooftop decks on Buildings C, D, F1, F2, and E, and several semi-private courtyards (some with pools) to serve tenants in these buildings. The number, size, and type of open spaces provide in the maps is highly consistent with the Public Open Space plan illustrated in Figure 3.13 of the VSSP (p. 156).

While not specifically the purview of this commission, staff notes that the architecture, design, building heights, frontage design, and proposed use type (retail, office, and residential) is consistent with the Village South Regulating Plan Figure 3.4 (p. 78) and Frontage Regulating Plan, Figure 3.7.1 (p. 101). Retail storefronts are proposed to occupy all spaces identified in the Regulating Plan plus the interior block on Center Street between New Santa Fe and Green Street. The Regulating Plan shows those areas as "Retail Ready" but classifies the additional retail space as a positive use that is "incentivized".

Given the Map's near duplication of many of the most important exhibits contained in the VSSP, staff has concluded that the proposed maps are consistent with the plan.

Parking Reduction Request

Based on the project's design and mix of uses, the developer is requesting Planning Commission approval of a 24.6% reduction in parking pursuant to the design-based parking reductions provided for in the VSSP parking standards (described above). The applicant has provided a detailed parking study prepared by Linscott, Law & Greenspan (LLG), a respected traffic engineering firm, to show that the proposed parking will meet the needs of the project. This study was reviewed by staff and minor revisions have been made at staff's request. The final version of the study was received after the notice for the project was mailed, which is the reason for the minor variation in the parking numbers that are contained in this report.

The 26-page Parking Study includes: a description of the project, calculation of the unadjusted parking required under Table 3.9 of the VSSP, and a detailed estimate of the peak parking demand

for the project based on industry best practices. The analysis demonstrates that the unadjusted code required parking for the project would require 1,879 spaces; however, with the benefits of shared parking (parking shared by a variety of uses that have differing peak demands, e.g. office uses and retail) the actual peak shared parking demand for the project is actually 1,415 spaces.

Based on this difference between projected parking demand and code require parking, the applicant is requesting a 25% reduction in parking to “right size” the parking to the project in accordance with the reduction for shared parking provided under section 3.9.B.8.b. of the VSSP (also shown above in Figure 1). It is important to note that the maximum permissible reduction for shared parking is up to 50%. In addition to shared parking, the VSSP provides additional reductions allowed for unbundling parking from rent (up to 15%), car sharing (up to 10%), and bicycle parking (up to 10%). At this time additional reductions for these design related elements are not being requested as they are not needed; however, the project will include unbundling and bicycle parking and may include a small number of spaces for shared vehicles (e.g. Zipcars).

Parking Management Plan

To properly manage parking for the project and ensure that the benefits of shared parking can be realized, LLG has prepared a parking management plan for the project. The plan requires designation of Resident-Only parking areas for approximately two thirds of the required parking for the residential units in Phases 1 and 2 (rentals units), with the remaining third of these parking spaces being shared with the commercial uses. The plan also requires use of real-time electronic parking availability signs (electronic counters) in the parking garages in mixed-use parking areas of Phases 1 and 2. The plan details time limits and procedures for use of up to 170 spaces on the KGI Campus for overflow parking in the evening and on the weekends. Detailed signage and procedures are required to ensure the parking is shared with minimal conflict. Parking for the for sale residential units in Phase 3 is managed in a manner more typical for condo and townhome developments. Here all parking is generally restricted to use by residents and guests of these buildings. There are a variety of additional measures including: parking stickers for resident and employee vehicles, parking control technology (e.g. space reservation apps), Transportation Demand Management programs (e.g. carpooling and bicycle incentives), and option to use valet services during peak periods.

Partial Vacation of Santa Fe Street Right-of-Way

Through VTTM 83463, the applicant is requesting vacation (abandonment) of the lower half of the Santa Fe Street right-of-way, between Indian Hill Boulevard and Bucknell Avenue. This vacation is being requested to implement the VSSP circulation plan, which calls for the abandonment of “old” Santa Fe Street as it is planned to be partially displaced by the Metro Light Rail Project. In its place a new street is proposed to be located along the southern boundary of the map. Throughout the VSSP process, the working name for this street has been “New Santa Fe Street”; however, the street name is expected to change prior to opening of the street.

Because roughly half of Santa Fe Street will eventually be displaced by the rail expansion, the existing street will not be able to support two-way traffic. New Santa Fe will provide the necessary east/west public access in this area in a location that is a safer distance from the rail crossing as well as in a better location to provide full access to the South Village Project. Because the portion of old Santa Fe will no longer be used for public right-of-way purposes, it is available to be returned to the property owner for private use. Both old and new Santa Fe Streets are indicated on VTTM 43863 (Attachment D) and the new street must be constructed as a condition of approval of the map.

Staff has determined that, with the proposed right-of-way vacation and dedication of the new Santa Fe Street approximately 300 feet to the south, the City will continue to have adequate space to accommodate the roadway, parking, utilities, landscaping and sidewalks necessary to serve surrounding development. Staff therefore believes all necessary findings can be made to recommend City Council approval.

State law (Government Code Section 65402) requires that the Planning Commission review any proposed vacation and find it to be in conformance with the General Plan before it is forwarded to the City Council for a final decision. Staff notes that the requested vacation conforms with the City's General Plan and VSSP, which was prepared to revise and implement the General Plan. The vacation implements key features of the Vision and Goals of the VSSP and creates one of two New Primary Connections required in the VSSP's Circulation Network (VSSP Chapter 3.12 - p.145). Staff further notes that the VSSP Circulation Plan, Illustrative Plan (Figure 2.2) and all other maps of the intended development of the VSSP area shows the vacation and relocation of Santa Fe Street.

CEQA REVIEW

In May 2021, a Final EIR, along with a Statement of Overriding Considerations and a Mitigation Monitoring Program, were certified and adopted by the City Council in conjunction with the approval of the Village South Specific Plan. The scope and potential impacts of the new development that would result from the proposed maps, parking plan, and street vacation were identified and analyzed by the Final EIR, and the adopted mitigation measures, including project level environmental assessments and soils remediation, have either been implemented, or will be implemented in accordance with the proposed Conditions of Approval for this project, to reduce impacts to less than significant levels.

The maps and related plans do not present any "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, the previously certified Final EIR adequately addresses the impacts of the project. Therefore, no further environmental review is necessary.

PUBLIC NOTICE 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 Nhi Atienza at Natienza@ci.claremont.ca.us.

Notice of this public hearing was sent to all property owners located within the VSSP area or within 500 feet of the VSSP area on Thursday, November 3, 2022. The site was posted in 5 locations with large format notices of this hearing. A legal ad regarding this meeting was published in The Claremont Courier on November 4, 2022. Additional notice of this project was included in the City Manager's Weekly update on November 10, 2022.

Submitted by:

Brad Johnson
Community Development Director

Reviewed by:

Christopher Veirs
Principal Planner

Attachments:

A - Resolution Recommending City Council Approval of VTTM's 83463 and 83439

- B - Resolution Approving South Village Parking Management Plan and associated 25% reduction in required parking
- C - Resolution finding the proposed Vacation of a Portion of Santa Fe Street Right-of-Way to be Consistent with the Claremont General Plan
- D - VTTM 83463 (Phase 1)
- E - VTTM 83439 (Phases 2 and 3)
- F - Parking Study
- G - Parking Management Plan for South Village (Phases 1-3)

PLANNING COMMISSION RESOLUTION NO. 2022-__

A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CLAREMONT, CALIFORNIA, RECOMMENDING APPROVAL TO THE CITY COUNCIL OF VESTING TENTATIVE TRACT MAPS 83439 & 83463 WHICH SUBVIDE APPROXIMATELY 12.4 ACRES OF LAND IN THE VILLAGE SOUTH SPECIFIC PLAN AREA FOR THE PROPOSED MIXED-USE SOUTH VILLAGE DEVELOPMENT PROJECT - APPLICANT: VILLAGE PARTNERS

WHEREAS, on July 13, 2021, the Claremont City Council adopted the Village South Specific Plan (VSSP) to regulate an area generally bounded on the north by the Metro Rail Right of Way, on the west by Bucknell Avenue and on east by Indian Hill Boulevard inclusive of the first lots east of Indian Hill Boulevard, and on the south by Arrow Highway; and

WHEREAS, Regarding the review of subdivisions, Section 5.3.2 of the VSSP defers to Title 17 of the Claremont Municipal Code (CMC) which requires that the Planning Commission review all Tentative Tract Maps and make a recommendation to the City Council prior to the City Council's final decision; and

WHEREAS, on May 19, 2022, the applicant submitted an application to subdivide 12.4 acres of land located in the area regulated by the VSSP to accommodate the construction of a proposed mixed-use development and that application included Vesting Tentative Tract Map Numbers 83439 and 83463, which establish lots for the proposed mixed-used development, streets, parks, plazas and paseos that are required by the VSSP (collectively, the "Project"); and

WHEREAS, the potential impacts of the full build out of the entire VSSP area, including the development proposed in the Project and the street improvements proposed to serve the project, were fully analyzed in the Village South Specific Plan Environmental Impact Report (State Clearing House No. 2019080072) (EIR), which was certified by the City Council on July 13, 2021, immediately prior to adoption of the VSSP; and

WHEREAS, on November 15, 2022, the Planning Commission conducted a duly noticed public hearing regarding Vesting Tentative Tract Map 83439 and Vesting Tentative Tract Map number 83463 including a proposed parking management plan and request for 25% parking reduction, and a proposed summary vacation of a portion of the Santa Fe Street right-of-way, where all persons wishing to testify in connection with the project were heard and the matter was fully studied.

NOW, THEREFORE, THE CLAREMONT PLANNING COMMISSION DOES HEREBY RESOLVE:

SECTION 1. The Planning Commission finds the recitals above are true and correct.

SECTION 2. Per Section 21166 of the California Public Resources Code and Section 15162 of the Guidelines to the California Environmental Quality Act (CEQA), when an EIR has been prepared for a project (as is the case here), an agency cannot require subsequent environmental review unless the agency can make one or more of the findings set forth in that Statute and Guideline (i.e., substantial changes in the project, substantial changes with respect to the circumstances under which the project is undertaken, and/or new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified). The Planning Commission finds that there is no evidence in the record that supports any of those findings here.

Therefore, the Planning Commission finds that the impacts of the Project including the Vesting Tentative Tract Maps have been fully analyzed and appropriate mitigation measures have been required in the EIR prepared for the VSSP. The Planning Commission further finds that the proposed maps are consistent with the intent of the VSSP and CMC and is consistent with the analysis utilized for adoption of the VSSP EIR. Therefore, no further environmental review is necessary.

SECTION 3. The Planning Commission finds that the Project is consistent with the City of Claremont's General Plan, including all of the following goals and policies:

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

The Project incorporates sustainable green building design and 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 2-2.1; Provide opportunities for a variety of housing types that respond to the needs of residents of all age ranges and incomes and located in all areas of the city.*

The mixed-use Project includes a variety of housing types including new construction apartments above first floor retail and office space with structured parking, flat style condominiums over subterranean parking and townhomes with a mix of structured parking and individual garages. The apartments will range in size from 420 to 1,400 square feet in floor area. Flat style condominiums will range from 675 to 2,200 square feet in floor area and townhomes will range from 1,290 to 2,900 square feet. These are new types of housing that add significantly to the variety of housing in the City as the City currently has no "flat-style" condominiums and has not built new apartments in more than forty years.

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

The proposed development will create 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.

D. *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.

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

The Project is designed to create a balanced mix of retail, restaurant, and office uses supported by new residential uses that will increase economic activity for the entire City.

F. *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 areas being subdivided will expand the Village economy and provide local jobs. The new development is anticipated to diversify the local economy. In addition, new residents will strengthen existing businesses by shopping, dining, and utilizing services at nearby businesses located in Peppertree Square and the Village.

G. *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.*

The Project creates new high-value residential units with structured parking that will vastly increase property tax revenue for the City. The commercial uses will attract more visitors to the City, encouraging more non-residents to experience the City's unique cultural and retail amenities.

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

The subdivision and associated development are designed to revitalize a 12.4-acres of land characterized by aging industrial uses, a long vacant car dealership property, and a vacant property. A large portion of the area has remained undeveloped for decades due to the oversized block pattern that limits access to interior properties. The adoption of the proposed vesting tentative tract maps will revitalize this area by creating a block pattern similar to the Village and high value new development.

I. *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.*

The new development is intended to be an urban extension of the City's existing downtown area and creates a series of new 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. The plan includes a large public plaza and passive park area.

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

The proposed development is intended to reuse and revitalization land that is already fully developed, but underutilized. The growth on this site will offset growth that might otherwise occur on natural areas.

K. *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 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.

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

The development will place all new utilities and any existing on-site utilities underground.

M. *Goal 8-3: Provide opportunities throughout the city for adequate and affordable housing in a wide range of housing types to meet the needs of all socio-economic segments of the community.*

Because the development is subject to the City's Inclusionary Housing Requirements, 15% of the various housing types will be reserved for households earning moderate level income (affordable). Affordable housing units will include both for-sale and rental to qualified buyers or renters.

N. *Policy 8-3.4: Promote economically diverse neighborhoods by encouraging mixed-income housing developments.*

This mixed-use Project includes a variety of housing types including new construction apartments above first floor retail and office space with structured parking, flat style condominiums over subterranean parking and townhomes with a mix is structured parking and individual garages. These units will vary widely in size, ranging from 420 to 2,900 square feet, and be available in both rental and for sale products. Because the development is subject to the City's Inclusionary Housing Requirements, 15% of the various housing types will be reserved for households earning moderate level income (affordable). Affordable housing units will include both for-sale and rental to qualified buyers or renters.

O. *Policy 8-3.2 - Allow Mixed-Used development as a means of providing housing near commercial services.*

The Project will include a mix of commercial, office and residential uses in a dense urban neighborhood adjacent to transit and the wide variety of commercial services available in the Claremont Village to the north and Peppertree Square retail center to the south.

P. *Encourage affordable housing to be distributed throughout the city to create economically diverse neighborhoods and to minimize concentrated impacts on the schools in areas of the city with existing affordable housing (Policy 8-3.11).*

Affordable housing units will include both for-sale and rental to qualified buyers or renters. To promote economic diversity, the project will integrate

the affordable housing units throughout the units rather than clustering them.

SECTION 4. In addition to the General Plan Goal and Policies described in Section 4, the VSSP amended the General Plan and serves to further implement and reinforce the General Plan. The Planning Commission finds that the Project would further the following VSSP goals and implementation strategies related to block structure and urban pattern:

A. Goal 1 Expand the Village – *Transform the existing “superblock” into a pattern of small blocks* in that the relocation of Santa Fe Street will serve to break up the super block.

B. Goal 1 - Implementation Strategy I – *“Ensure that the urban pattern – the block sizes and pedestrian network connectivity – are comparable to those within the Historic Village”*; in that the vacation of the existing rail-adjacent street will match the street alignment in the Historic Village, which are away from the rail right-of-way. Furthermore, the vacated street will be replaced with a new street that breaks up the superblock at a 300-foot interval that matches block dimensions in the Historic Village.

C. Goal 4 Active Mobility – *“Provide a very high quality, comfortable and safe pedestrian and bicycling environment . . . including new streets . . . connecting the Plan Area to the KGI Campus to the West . . . and the Village and transit to the north and east”*; in that the relocation of Santa Fe Street moves it away from a noisy, unattractive area with, at best a single side of the road developed with shops and amenities, to a vibrant double-sided street lined with shops and services and protected from the noise and dust of the railway by buildings located adjacent the tracks – similar to streets in the Village.

SECTION 5. The Planning Commission finds the findings of Section 17.050.070 of the Claremont Municipal Code can be made for the proposed Vesting Tentative Tract Maps as follows:

A. *The proposed map, or the design or improvement of the subdivision, is consistent with the General Plan and applicable Specific Plan and Municipal Code provisions of this Code.* The proposed division of property, and its design and improvements, are consistent with the General Plan designation for the property is “Indian Hill / Village South Transit-Oriented Mixed Use”, which was created to implement the VSSP and zoning for the Plan, including those described in Section 4 above. In addition, the map is consistent with the Specific Plan in the following ways:

Area – The map is within the boundaries of the Specific Plan and is substantially consistent with the size of development anticipated in that same area of the Specific Plan.

Land Use - The map maintains property line configurations that are consistent with the Specific Plan. While not specifically indicated on the proposed Vesting Tentative Tract Maps, the Applicant has submitted detailed architectural plans and floor plans indicating a mix of uses that complies with the VSSP. The architecture, design, building heights, frontage design, and proposed use type (retail, office and residential) contained in those plans is consistent with the Village South Regulating Plan Figure 3.4 (p. 78) and Frontage Regulating Plan, Figure 3.7.1 (p. 101). Retail storefronts are proposed to occupy all spaces identified in the Regulating Plan plus the interior block on Center Street between New Santa Fe and Green Street. The Regulating Plan shows those areas as “Retail Ready” but classifies the additional retail space as a positive use that is “incentivized”.

Access – The map is substantially consistent with all vehicle access points proposed with the Specific Plan. The block pattern established by the various lots and roadways contained in the maps is nearly identical to Figure 3.2-II on page 69 of the VSSP. This figure shows the relocation Santa Fe Street, extensions of Green Street and Watson Drive into the center of the **VSSP** Superblock, and a new north-south street extending from New Santa Fe to Watson Drive. This street pattern is consistent with the Conceptual Circulation network illustrated in Figure 3.12 of the VSSP (p. 145). The various street dimensions and cross-sections are consistent with the design guidelines for right-of-way width, travel lane width, parking lanes, sidewalks and parkways; though some of the parkways along the south side of New Santa Fe Street are narrower than desired due largely to the constraints of the adaptive re-use of the Vortex building.

Public Improvements - The map will facilitate required on-site and off-site improvements that will go toward furthering features identified in the Specific Plan, including new mixed-use buildings, structured parking, on street parking, sidewalks, lighting, and street trees.

Open Space Network - The number, size, and type of open spaces provide in the maps is highly consistent with the Public Open Space plan illustrated in Figure 3.13 of the VSSP (p. 156). VTTM 83463 includes a series of public open spaces that include a pedestrian paseo and central plaza on Lot A, a plaza between the Vortex Building and Indian Hill Boulevard (Lot 2), a rooftop restaurant on the top floor of the Building A (Lot 3), and a semi-private interior courtyard with pool (Lot 3). VTTM 83439 includes a public plaza off Center Street (Lot 4), a quarter-acre public park at the southern terminus of Center Street (Lot B), a landscaped pedestrian linkage between Arrow Highway and Watson Drive (Lot C), a series of large rooftop decks on Buildings C, D, F1, F2, and E, and several semi-private courtyards (some with pools) to serve tenants in these buildings.

The site is physically suitable for the type and density of the development. The proposed development is substantially consistent with the development envisioned in the Specific Plan, which was created through an extensive public review process and associated environmental review. This deeply considered process determined the site to be physically suitable for the type and density of the development being proposed. The site is served by Indian Hill Boulevard, Arrow Highway, Bucknell Avenue, all being improved public streets with sufficient capacity to absorb the traffic generated by the Project. In addition, the Project will introduce new thoughtfully located public streets and two new traffic signals that will improve internal circulation on the site and connections to the surrounding network of existing streets. Moreover, the site's zoning designation permits the types of uses proposed, and the density of the uses complies with both State and local standards. Finally, the density and type of development be required to meet the conditions of approval associated with this Tract Map as well as the Mitigation Measures required in the VSSP Final EIR.

B. *The design of the subdivision or the proposed improvements are not likely to cause substantial environmental damage nor substantially and avoidably injure fish or wildlife or their habitat.* As explained in the VSSP EIR, the redevelopment of the properties contained in the VSSP area will not cause substantial environmental damage, nor substantially and avoidably injure fish and wildlife, with the implementation of the Mitigation Measures required in the VSSP Final EIR. The site is fully developed with a mix of industrial and commercial uses. No habitat exists on the site. Mitigation measures require that the site be fully analyzed for pollutants and cleaned to levels that meet all applicable environmental standards prior to construction.

C. *The design of the subdivision or the type of improvements is not likely to cause serious public health or safety problems.* The design of the proposed subdivision and other related improvements will not cause any serious health or safety problems, in that all construction and public improvements will be performed per the requirements of all applicable codes, including the zoning and building codes and in accordance with the requirements and mitigation measures contained in the VSSP Final EIR. Mitigation measures require that the site be fully analyzed for pollutants and cleaned to levels that meet all applicable environmental standards prior to construction.

D. *The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of, property within the proposed subdivision.* The design of the subdivision will not conflict with easements acquired by the public at large. All public easements will be accommodated or relocated to more appropriate locations on the site or within the adjacent public streets. Santa Fe Street will be relocated to a superior location identified in the VSSP so that it can better serve the new development. Green Street will be extended into the development and connects through the

development site to improve access and provide additional space for improve easements and utilities.

E. *Solar access and passive heating and cooling design requirements have been satisfied in accordance with Chapter 17.03.* The design of the subdivision allows adequate solar access to meet passive heating and cooling design requirements. In addition, photovoltaic solar power will be required for each building. Streets are designed on a north-south/east-west grid to ensure adequate solar exposure for each block. The development steps down near lower adjacent development, which minimizes shading on those properties. Finally, the development, a thoughtfully designed, truly transit-oriented and mixed-use development is among the most efficient forms of development due to its shared walls for better insulation, operable windows to allow natural ventilation, and pedestrian, bicycle and transit friendly design to encourage active transportation by providing auto free options for residents and visitors.

F. *The subdivision balances the housing needs of the region against the public service needs of the City's residents and available fiscal and environmental resources.* The Project helps the City meet its regional housing needs by providing for new market rate and moderate income housing in a mixed-use environment. The 705 new dwelling units, which are generally smaller and less expensive than the average Claremont residence, represent a significant addition to the diversity Claremont's housing stock in terms of type and affordability. The compactness of the development and shared use of parking structures, streets and utilities, make the development highly efficient and will allow it to have a positive fiscal impact on City services.

G. *The discharge of waste from the proposed subdivision into the existing sewer system will not result in a violation of existing requirements of the Los Angeles Regional Water Quality Control Board.* The discharge of waste from the Project will not result in the violation of the existing requirements of the Regional Water Quality Control Board, as the Project will be required to annex to the Los Angeles County Sanitation District and hook up to the local sanitary sewer system utilizing one of the alternative designs analyzed in the VSSP and VSSP EIR.

SECTION 6. The Planning Commission recommends that the Claremont City Council approve Vesting Tentative Tract Map Numbers 83439 and 83463.

SECTION 7. The Planning Commission Chair shall sign this resolution and the Commission's secretary shall attest to the adoption thereof.

PASSED, APPROVED and ADOPTED this 15th day of November, 2022.

Planning Commission Chair

ATTEST:

Planning Commission Secretary

PLANNING COMMISSION RESOLUTION NO. 2022-__**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CLAREMONT, CALIFORNIA, APPROVING A 25% REDUCTION IN REQUIRED PARKING FOR JOINT USE AND COMMON PARKING FACILITIES WITHIN THE SOUTH VILLAGE DEVELOPMENT PROJECT - APPLICANT: VILLAGE PARTNERS**

WHEREAS, on July 13, 2021, the Claremont City Council adopted the Village South Specific Plan (VSSP) to regulate an area generally bounded on the north by the Metro Rail Right of Way, on the west by Bucknell Avenue and on east by Indian Hill Boulevard inclusive of the first lots east of the street, and on the south by Arrow Highway; and

WHEREAS, Section 3.9 of the VSSP includes minimum parking requirements for various uses and types of residential units as well as provisions for reducing parking for projects that include a mix of uses that have no substantial conflict in principal operating hours (Section 3.9.B.8.b – Shared Parking); and

WHEREAS, Both the VSSP and Section 16.136.020 of the Claremont Municipal Code (CMC) require that the Planning Commission review and approve reductions for Shared Parking; and

WHEREAS, on May 19 2022, the applicant submitted an application to subdivide 12.4 acres of land located in the area regulated by the VSSP to accommodate the construction of a proposed mixed-use development (“Project”) and that application included Vesting Tentative Tract Map Numbers 83439 and 83463 along with a request to reduce the parking for the Project based on the shared parking benefits that will result from the various mix of uses using shared parking facilities; and

WHEREAS, the potential impacts of the full build out of the VSSP, including the development proposed in the Project and the provisions for parking reductions were fully analyzed in the Village South Specific Plan Environmental Impact Report (State Clearing House No. 2019080072) (EIR), which was certified by the City Council on July 13, 2021, immediately prior to adoption of the VSSP; and

WHEREAS, on August 17, 2022, the applicant submitted to the City a detailed Parking and Demand Study and a comprehensive Parking Management Plan pursuant to Section 3.9.B.8 of the VSSP which determined that a 25% reduction in required parking was warranted for the project due to the benefits of its shared parking facilities and mix of uses; and

WHEREAS, on November 7, 2022, the applicant submitted revised versions of the Parking and Demand Study and Parking Management Plan to address staff comments and these documents were deemed by the Community Development Director of the City of Claremont to satisfy the requirements of VSSP Section 3.9.B.8; and

WHEREAS, on November 15, 2022, the Planning Commission conducted a duly noticed public hearing of Vesting Tentative Tract Map 83463 including the proposed 25% parking reduction for shared use parking facilities were heard and the matter was fully studied.

NOW THEREFORE, THE CLAREMONT PLANNING COMMISSION DOES HEREBY RESOLVE:

SECTION 1. Per Section 21166 of the California Public Resources Code and Section 15162 of the Guidelines to the California Environmental Quality Act (CEQA), when an EIR has been prepared for a project (as is the case here), an agency cannot require subsequent environmental review unless the agency can make one or more of the findings set forth in that Statute and Guideline (i.e., substantial changes in the project, substantial changes with respect to the circumstances under which the project is undertaken, and/or new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified). The Planning Commission finds that there is no evidence in the record that supports any of those findings here.

Therefore, Planning Commission finds that the impacts of the Project and the associated parking reduction for shared parking have been fully analyzed and appropriate mitigation measures have been required in the EIR prepared for the VSSP. The Planning Commission further finds that the proposed parking reduction is consistent with the intent of the VSSP and CMC and is consistent with the analysis utilized for adoption of the VSSP EIR. Therefore, no further environmental review is necessary.

SECTION 2. The Planning Commission finds that the requested 25% parking reduction for joint use and common facilities is warranted as the proposed parking facilities for the Project meet conditions A and C contained in CMC Section 16.136.020 in that the parking facilities will jointly serve both office and retail uses that have a primarily daytime uses and restaurant and residential uses that have a primarily evening uses and the applicant has provided a detailed parking study demonstrating that there will be no substantial conflict in operating hours of the various uses based on industry best practices for determining peak parking demand for each of the uses. In addition, the Project developers will be required to provide reciprocal parking agreements to allow joint use of the parking in the project. In addition, overflow parking provided by Keck Graduate Institute, a weekday focused use, will be secured with a written agreement and proper legal agreement, to which the City will be a party to.

SECTION 3. The Planning Commission further finds that the Parking Demand and Supply Study and Comprehensive Parking Management Plan, which includes an overflow parking strategy, a contingency plan, and all transportation and parking demand strategies to be used, which as been deemed satisfactory to the Community Development Director provide adequate evidence to allow a 25% reduction in the parking requirement for the project under Section 3.9.B.8.b of the VSSP as follows:

	<u>VSSP Table 3.9</u>	<u>Peak Shared Demand</u>	<u>Reduction</u>
Zone 1	759 spaces	546 spaces	28%
Zone 2	853 spaces	643 spaces	25%
Zone 3	<u>267 spaces</u>	<u>226 spaces</u>	<u>15%</u>
TOTAL	1,879 spaces	1,415 spaces	25%

SECTION 4. The Planning Commission Chair shall sign this resolution and the Commission's secretary shall attest to the adoption thereof.

PASSED, APPROVED and ADOPTED this 15th day of November, 2022.

Planning Commission Chair

ATTEST:

Planning Commission Secretary

PLANNING COMMISSION RESOLUTION NO. 2022-__**A RESOLUTION OF THE PLANNING COMMISSION OF THE CITY OF CLAREMONT, CALIFORNIA, FINDING THAT THE VACATION OF RIGHT-OF-WAY ON THE SOUTH SIDE OF SANTA FE STREET BETWEEN INDIAN HILL BOULEVARD AND BUCKNELL AVENUE IS IN CONFORMANCE WITH THE CITY'S GENERAL PLAN - APPLICANT: VILLAGE PARTNERS**

WHEREAS, on July 13, 2021, the Claremont City Council adopted the Village South Specific Plan (VSSP) to regulate an area generally bounded on the north by the Metro Rail Right of Way, on the west by Bucknell Avenue and on east by Indian Hill Boulevard, and on the south by Arrow Highway and the VSSP included a circulation plan that vacated the southern portion of Santa Fe Street and relocated the street approximately 300 feet south of its current location adjacent to the Metro Rail Right-of-Way; and

WHEREAS, adoption of the VSSP included a General Plan Amendment to ensure that it was consistent with the General Plan and a statement that all discretionary actions within the boundaries of the VSSP area shall be consistent with the VSSP; and

WHEREAS, prior to adoption of the VSSP, the City was notified by the Metro Gold Line Foothill Extension Construction Authority (Rail Authority) that the northern half of the Santa Fe Street right-of-way was needed to construct the Metro Gold Line Light Rail Extension to Montclair and the City agreed to modify or relocate the street to accommodate the light rail project; and

WHEREAS, on May 19 2022, the applicant submitted an application to subdivide 12.4 acres of land located entirely within the area regulated by the VSSP (Plan Area) to accommodate the construction of a proposed mixed-use development ("Project") and that application included Vesting Tentative Tract Map number 83463, which included a request to vacate the southern half of the existing Santa Fe Street right-of-way and dedicate land approximately 300 feet south of Santa Fe Street for construction of a new street serving a similar purpose (New Santa Fe Street); and

WHEREAS, the potential impacts of the full build out of the VSSP, including the Project were fully analyzed in the Village South Specific Plan Environmental Impact Report with State Clearing House No. 2019080072 (EIR), which was certified by the City Council on July 13, 2021, immediately prior to adoption of the VSSP; and

WHEREAS, the California Streets and Highways Code, Division 9, Part 3, Chapter 4, Section 8334, allows the City Council to adopt a resolution vacating street right-of-way that is no longer required for street purposes, so long as there are no in-place utility facilities that would be affected by the vacation; and

WHEREAS, Section 65402 of the California Government Code requires that the Planning Commission review all street vacation proposals for conformity with the General Plan prior to final approval of the vacation by the City Council; and

WHEREAS, on November 15, 2022, the Planning Commission conducted a duly noticed public hearing of Vesting Tentative Tract Map 83463 including the proposed vacation of the Santa Fe Street right-of-way, at which time all persons wishing to testify in connection with the said public right-of-way vacation were heard and the matter was fully studied.

NOW, THEREFORE, THE CLAREMONT PLANNING COMMISSION DOES HEREBY RESOLVE:

SECTION 1. Per Section 21166 of the California Public Resources Code and Section 15162 of the Guidelines to the California Environmental Quality Act (CEQA), when an EIR has been prepared for a project (as is the case here), an agency cannot require subsequent environmental review unless the agency can make one or more of the findings set forth in that Statute and Guideline (i.e., substantial changes in the project, substantial changes with respect to the circumstances under which the project is undertaken, and/or new information of substantial importance which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified). The Planning Commission finds that there is no evidence in the record that supports any of those findings here. The Planning Commission finds that the impacts of the Project and the associated vacation of a portion of the Santa Fe Street Right-of-Way have been fully analyzed and appropriate mitigation measures have been required in the EIR prepared for the VSSP. The Planning Commission further finds that the proposed right-of-way vacation and associated dedication for a new Santa Fe Street is consistent with the approved street network contained in Chapter 3 Circulation Network of the VSSP and is consistent with the analysis utilized for adoption of the VSSP EIR. Therefore, no further environmental review is necessary.

SECTION 2. The Planning Commission finds that the requested right-of-way vacation is in conformance with the City's General Plan and VSSP, which was prepared to implement and reinforce the General Plan, as it would further the following VSSP goals and implementation strategies:

- Goal 1 Expand the Village – *Transform the existing “superblock” into a pattern of small blocks* in that the relocation of Santa Fe Street will serve to break up the super block.
- Goal 1 - Implementation Strategy I – *“Ensure that the urban pattern – the block sizes and pedestrian network connectivity – are comparable to those within the Historic Village”*; in that the vacation of the existing rail-adjacent street will match the street alignment in the Historic Village, which are away from the rail right-of-way. Furthermore, the vacated street will be replaced with a new street that breaks up the superblock at a 300-foot interval that matches block dimensions in the Historic Village.

- Goal 4 Active Mobility – *“Provide a very high quality, comfortable and safe pedestrian and bicycling environment . . . including new streets . . . connecting the Plan Area to the KGI Campus to the West . . . and the Village and transit to the north and east”*; in that the relocation of Santa Fe Street moves it away from a noisy, unattractive area with, at best a single side of the road developed with shops and amenities, to a vibrant double-sided street lined with shops and services and protected from the noise and dust of the railway by buildings located adjacent the tracks – similar to streets in the Village.

SECTION 3. The Planning Commission Chair shall sign this resolution and the Commission’s secretary shall attest to the adoption thereof.

PASSED, APPROVED and ADOPTED this 15th day of November, 2022.

Planning Commission Chair

ATTEST:

Planning Commission Secretary

VESTING TENTATIVE TRACT MAP NO. 83463

FOR CONDOMINIUM PURPOSES
IN THE CITY OF CLAREMONT, COUNTY OF LOS ANGELES,
STATE OF CALIFORNIA

LEGAL DESCRIPTION (A):

REAL PROPERTY IN THE CITY OF CLAREMONT, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:

LOTS 1 AND 2 OF TRACT NO. 4145, IN THE CITY OF CLAREMONT, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 43, PAGE 94 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.

EXCEPTING THAT PORTION OF LOT 2 BEGINNING AT THE SOUTHEAST CORNER OF LOT 2, RUNNING NORTHERLY 100 FEET ON THE EASTERLY BOUNDARY THEREOF; THENCE WESTERLY 250 FEET RUNNING PARALLEL WITH THE SOUTHERLY BOUNDARY OF SAID LOT; THENCE SOUTHERLY 100 FEET PARALLEL WITH THE EASTERLY BOUNDARY OF SAID LOT; THENCE EASTERLY 250 FEET ALONG THE SOUTHERN BOUNDARY OF SAID LOT TO THE POINT OF BEGINNING.

ALSO EXCEPTING THEREFROM THAT PORTION OF LOT 2, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE SOUTH LINE OF SAID LOT 2, WESTERLY 250 FEET FROM THE SOUTHEAST CORNER THEREOF; THENCE NORTHERLY PARALLEL WITH THE EAST LINE OF SAID LOT 2, 100 FEET TO A POINT; THENCE WESTERLY PARALLEL WITH THE SOUTH LINE OF SAID LOT 2, 314 FEET MORE OR LESS TO A POINT IN THE WEST LINE OF SAID LOT 2; THENCE SOUTHERLY ALONG THE SAID WEST LINE TO THE SOUTHWEST CORNER OF SAID LOT 2; THENCE EASTERLY ALONG THE SOUTH LINE OF SAID LOT 2, 314 FEET MORE OR LESS TO THE POINT OF BEGINNING.

ALSO EXCEPTING THEREFROM THAT PORTION OF SAID LOT 2 GRANTED TO THE CITY OF CLAREMONT IN DEED RECORDED NOVEMBER 8, 1961 AS INSTRUMENT NO. 3215 OF OFFICIAL RECORDS.

APN: 8313-008-028

BASIS OF BEARINGS

BEARINGS AND COORDINATES ARE BASED ON NORTH AMERICAN DATUM OF 1983 (NAD-83), SHOWN IN TERMS OF THE CALIFORNIA COORDINATE SYSTEM OF 1983 (CCS-83), ZONE V (2007.50 EPOCH DATE) BASED LOCALLY ON GPS CONTINUOUSLY OPERATING REFERENCE STATIONS (CLAR) (LORS) AND (PSDM).

COORDINATES ARE IN TERMS OF US SURVEY FEET. ALL COORDINATE VALUES WERE SCALED TO GROUND BY APPLYING THE COMPUTED COMBINATION FACTOR (CF) FOR FEI POINT 10008 AND HOLDING THE COMPUTED GRID COORDINATES (N1855405.836923 FT E6646031.487468 FT) ON THIS POINT. INVERSES BETWEEN PROJECT COORDINATES WILL PRODUCE GROUND DISTANCES. TO OBTAIN GRID DISTANCES MULTIPLY GROUND DISTANCES BY A (CF) 0.99994031.

APN

8313-008-028

FLOOD HAZARD STATEMENT

SAID PROPERTY IS INCLUDED IN A MINIMAL FLOOD HAZARD AREA AS DESIGNATED BY FEMA. THE FLOOD ZONE DESIGNATION IS WITHIN ZONE X, COMMUNITY PANEL NO. 06037C1750F.

BENCHMARK

ELEVATIONS ARE IN TERMS OF THE NATIONAL GEODETIC VERTICAL DATUM OF 2005 (NAVD88) BASED LOCALLY ON STATION JG5283. ELEVATION = 1109.241 FT

EXISTING EASEMENT:

40 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT: GRANTED TO: CITY OF CLAREMONT, A MUNICIPAL CORPORATION PURPOSE: PUBLIC ROAD AND HIGHWAY PURPOSES RECORDING DATE: AUGUST 12, 1963 RECORDING NO: 3813 OF OFFICIAL RECORDS

60 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT: GRANTED TO: SOUTHERN CALIFORNIA EDISON COMPANY, A CORPORATION PURPOSE: PUBLIC UTILITIES RECORDING DATE: JANUARY 10, 1974 RECORDING NO: 2278 OF OFFICIAL RECORDS.

70 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT: GRANTED TO: CITY OF CLAREMONT PURPOSES: PUBLIC ROAD AND UTILITY PURPOSES RECORDING DATE: JANUARY 20, 1983 RECORDING NO: 83-078588 OF OFFICIAL RECORDS.

10 EASEMENT(S) FOR THE PURPOSE(S) SHOWN BELOW AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT: GRANTED TO: GARNER GLASS COMPANY PURPOSE: INGRESS, EGRESS AND INCIDENTAL USES (INCLUDING BUT NOT LIMITED TO THE CONSTRUCTION, USE, OPERATION, MAINTENANCE AND REPAIR OF A COMMON DRIVEWAY) RECORDING DATE: NOVEMBER 6, 2013 RECORDING NO: 2013-01580228 OF OFFICIAL RECORDS.

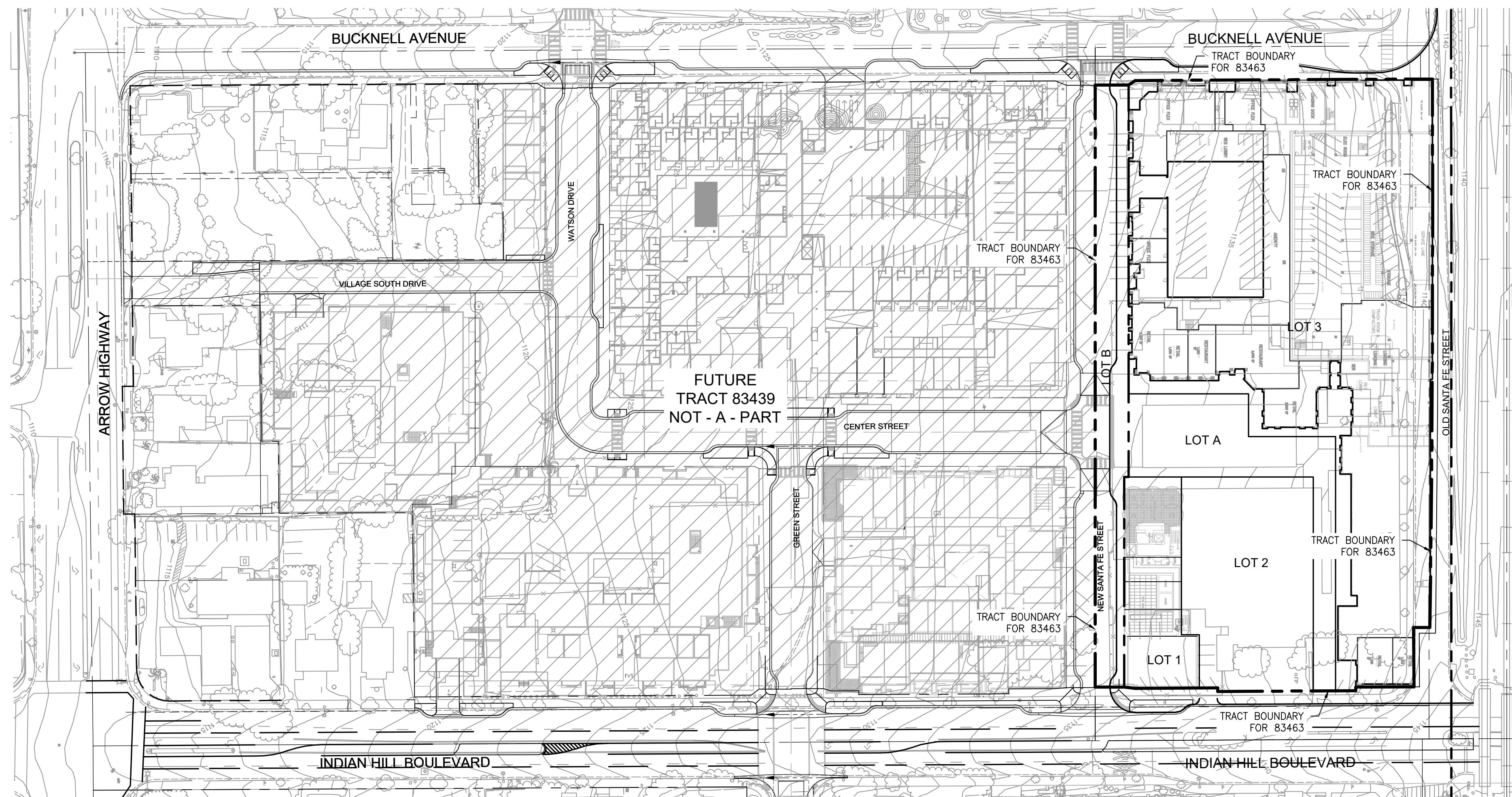
EXISTING EASEMENT DISPOSITION:

40 EXISTING EASEMENT TO BE ABANDONED

60 EXISTING EASEMENT TO REMAIN AS-IS

70 EXISTING EASEMENT TO BE ABANDONED

10 EXISTING EASEMENT TO BE ABANDONED



VICINITY AND INDEX MAP

SCALE: 1"=70'

AREA CALCULATIONS

GROSS AREA = 3.80 ACRES
PROPOSED OLD SANTA FE ST. VACATION = 0.27 ACRES

LOT AREAS:
LOT 1 = 0.24 ACRES - RETAIL
LOT 2 = 0.51 ACRES - RETAIL/COURTYARD
LOT 3 = 2.35 ACRES - RETAIL/RESIDENTIAL/
PARKING STRUCTURE
COURTYARD
LOT A = 0.34 ACRES - PUBLIC STREET
LOT B = 0.36 ACRES - PUBLIC STREET
TOTAL GROSS AREA = 3.80 ACRES

DEDICATION AREAS:
BUCKNELL = 0.006 ACRES - PUBLIC STREET
INDIAN HILL = 0.035 ACRES - PUBLIC STREET
TOTAL DEDICATION AREA = 0.041 ACRES

PROPOSED EASEMENTS

A CITY PURPOSES

GENERAL NOTES

- EXISTING LAND USE: COMMERCIAL HIGHWAY, COMMERCIAL PROFESSIONAL, AND BUSINESS INDUSTRIAL PARK.
- PROPOSED LAND USE: RETAIL AND RESIDENTIAL.
- SPECIFIC PLAN AREA: VILLAGE SOUTH SPECIFIC PLAN (VSSP)
- LAND USE IMMEDIATELY SURROUNDING THE PROJECT SITE INCLUDES THE FOLLOWING:
WESTERLY: PUBLIC STREET (BUCKNELL AVENUE)
SOUTHERLY: PUBLIC HIGHWAY (ARROW HIGHWAY)
NORTHERLY: EXISTING RAILROAD (A.T. & S.F. RAILROAD)
EASTERLY: PUBLIC STREET (INDIAN HILL BOULEVARD)
- SANITARY SEWER PROVIDED BY: CITY OF CLAREMONT SANITATION DISTRICT
- DOMESTIC WATER PROVIDED BY: GOLDEN STATE WATER
- ALL PROPOSED UTILITIES ARE TO BE UNDERGROUND. PROPOSED UTILITY LOCATIONS SHOWN ON THE MAP ARE APPROXIMATE. ACTUAL LOCATIONS AND EASEMENT WIDTHS WILL BE REFLECTED ON FINAL TRACT MAP(S).
GAS: SOUTHERN CALIFORNIA GAS COMPANY
ELECTRIC: SOUTHERN CALIFORNIA EDISON
TELEPHONE/CABLE: FRONTIER COMMUNICATIONS

LEGEND

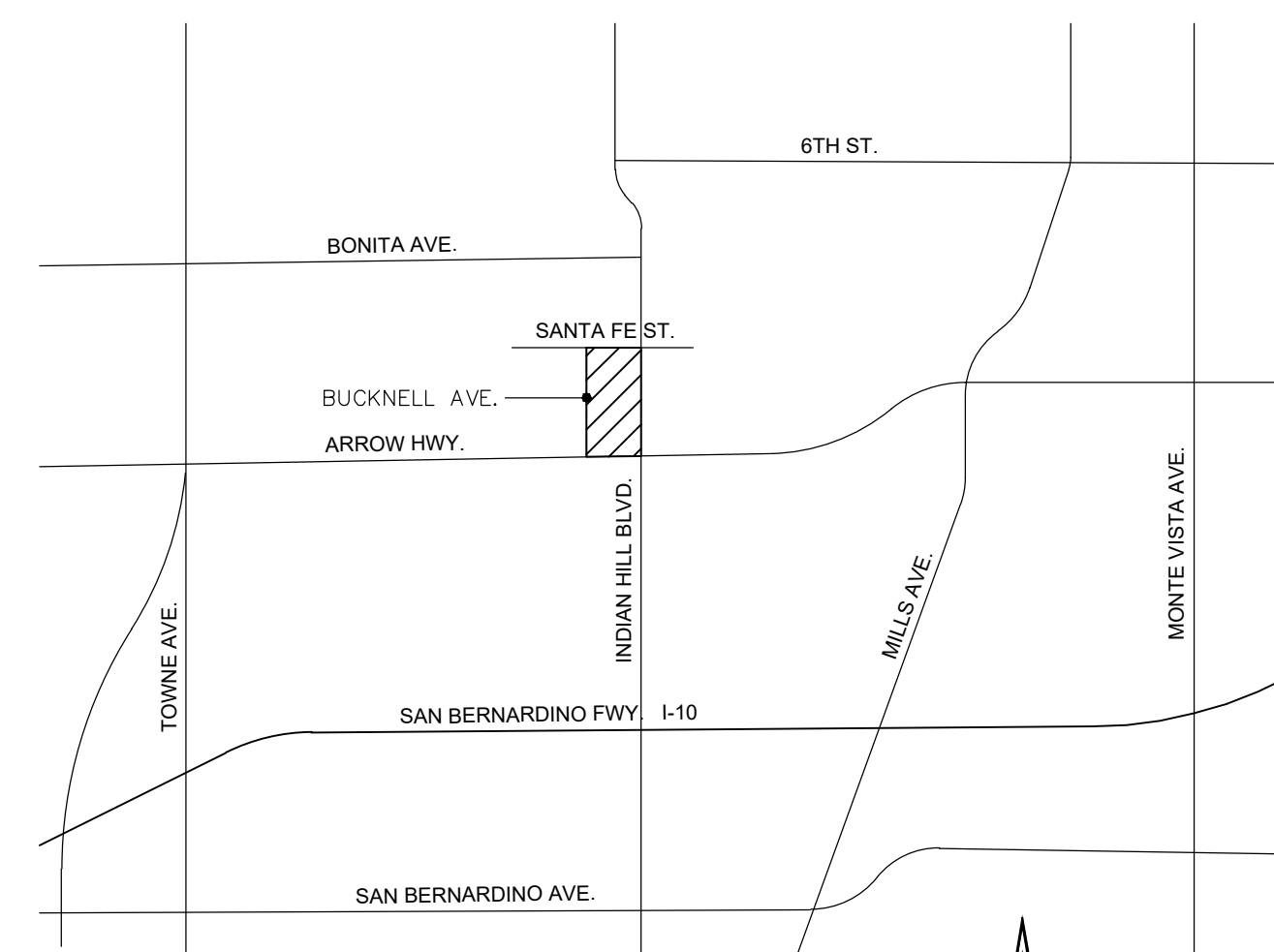
AC	ACRES	GB	GRADE BREAK		EXISTING STREET LIGHT PULLBOX
AVE	AVENUE	HP	HIGH POINT		EXISTING TREE/BRUSH
BLDG	BUILDING	LP	LOW POINT		EXISTING POWER POLE
BLVD	BOULEVARD	PROP	PROPOSED		CENTERLINE
CL	CENTERLINE	R	RADIUS		EXISTING R/W OR R
Δ	DELTA	R/W	RIGHT OF WAY		TRACT BOUNDARY
ESMT	EASEMENT	ST	STREET		EASEMENT LINE
EX	EXISTING	TC	TOP OF CURB		PROPOSED LOT LINE
FF	FINISHED FLOOR	VTM	VESTING TENTATIVE TRACT MAP		EDGE OF PROPOSED BUILDING
FG	FINISHED GRADE		EXISTING SIGN		MATCHLINE
FL	FLOW LINE		EXISTING STREET LIGHT		
FS	FINISHED SURFACE				

NO.	DATE	REVISIONS	APP'D.	DATE

PREPARED BY:
FUSCOE
ENGINEERING
16795 Von Karman, Suite 100, Irvine, California 92660
Tel 949.474.1960 • fax 949.474.5315 • www.fuscoe.com
11/09/2022
TREVOR DODSON RCE# C42029 DATE

VESTING TENTATIVE TRACT MAP
TITLE SHEET
VTTM NO. 83463
SOUTH VILLAGE - NORTH
CLAREMONT, CALIFORNIA

DRAWN:	JL
DESIGN:	TD
CHECKED:	TD
SCALE:	AS SHOWN
JOB NO.:	1824-014
DATE:	11/09/2022
SHEET	1 OF 5



LOCATION MAP

SCALE: N.T.S.



PROJECT ADDRESS

121 S. INDIAN HILL BLVD.
CLAREMONT, CA 91711

OWNER

KECK GRADUATE INSTITUTE OF APPLIED LIFE SCIENCE,
A CALIFORNIA NONPROFIT PUBLIC BENEFIT CORPORATION
(APN: 8313-008-028)

121 S. INDIAN HILL BLVD.
CLAREMONT, CA 91711

SUBDIVIDER

SOUTH VILLAGE PARTNERS, LLC
4340 VON KARMAN AVE, SUITE 110
NEWPORT BEACH, CA 92660
ARTECO PARTNERS, 191 WEST 4TH ST.
POMONA, CA 91766

CIVIL ENGINEER

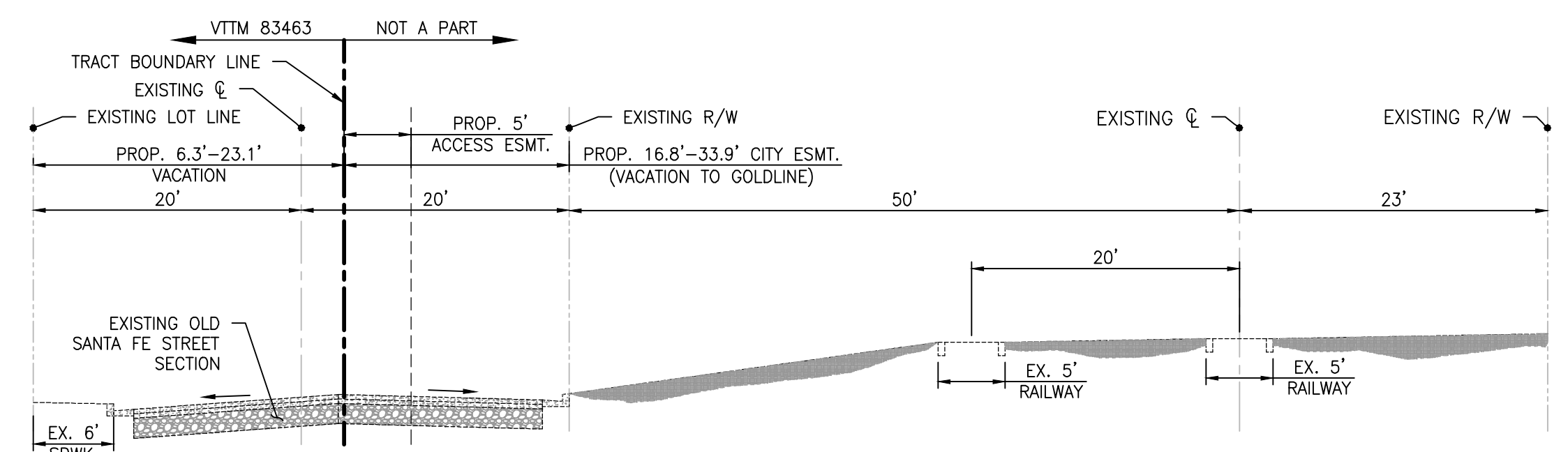
FUSCOE ENGINEERING, INC.
16795 VON KARMAN, SUITE 100
IRVINE, CA 92606
CONTACT: TREVOR DODSON
T: 949.474.1960
F: 949.474.5315

WATER PURVEYOR

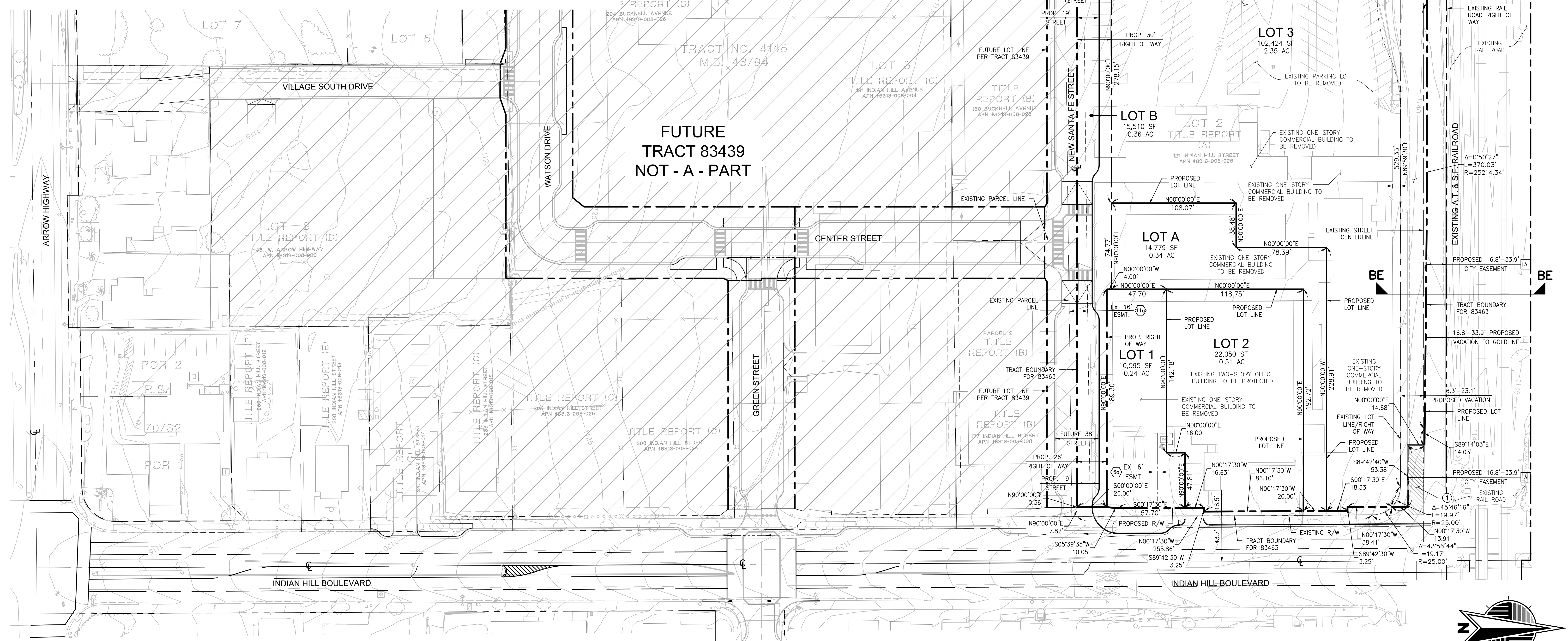
GOLDEN STATE WATER COMPANY
915 W. FOOTHILL BLVD. SUITE E
CLAREMONT, CA 91711
T: 800.999.4033

SHEET INDEX

TITLE SHEET	1
VESTING TENTATIVE TRACT MAP	2
CONCEPTUAL GRADING	3-4
CONCEPTUAL UTILITY LAYOUT	5



SECTION BE-BE
NORTH OF BUILDING A BETWEEN BLOCK A AND RAIL ROAD
(EXISTING CONDITION)
SCALE: 1" = 10'



LEGEND

AC	ACRES	GB	GRADE BREAK		EXISTING STREET LIGHT PULLBOX
AVE	AVENUE	HP	HIGH POINT		EXISTING TREE/BRUSH
BLDG	BUILDING	LP	LOW POINT		EXISTING POWER POLE
BLVD	BOULEVARD	PROP	PROPOSED		CENTERLINE
CL	CENTERLINE	PL	PROPERTY LINE		EXISTING R/W OR PL
Δ	DELTA	R	RADIUS		TRACT BOUNDARY
ESMT	EASEMENT	R/W	RIGHT OF WAY		EASEMENT LINE
EX	EXISTING	ST	STREET		PROPOSED LOT LINE
FF	FINISHED FLOOR	TC	TOP OF CURB		EDGE OF PROPOSED BUILDING
FG	FINISHED GRADE	VTM	VESTING TENTATIVE TRACT MAP		MATCHLINE
FL	FLOW LINE	VTM	VESTING TENTATIVE TRACT MAP		NOT A PART
FS	FINISHED SURFACE	VTM	VESTING TENTATIVE TRACT MAP		

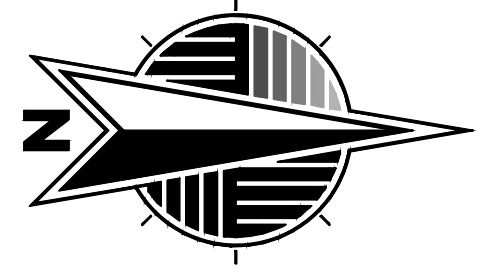
NOTE
① THIS AREA WHERE THE BUNGALOWS ARE SHOWN FOR THE GOLD LINE ARE CURRENTLY UNDER REVIEW AND PENDING APPROVAL FROM SCORRA MAY BE RELOCATED TO ALLOW FOR THE MINOR MODIFICATION OF THE MAP BOUNDARY

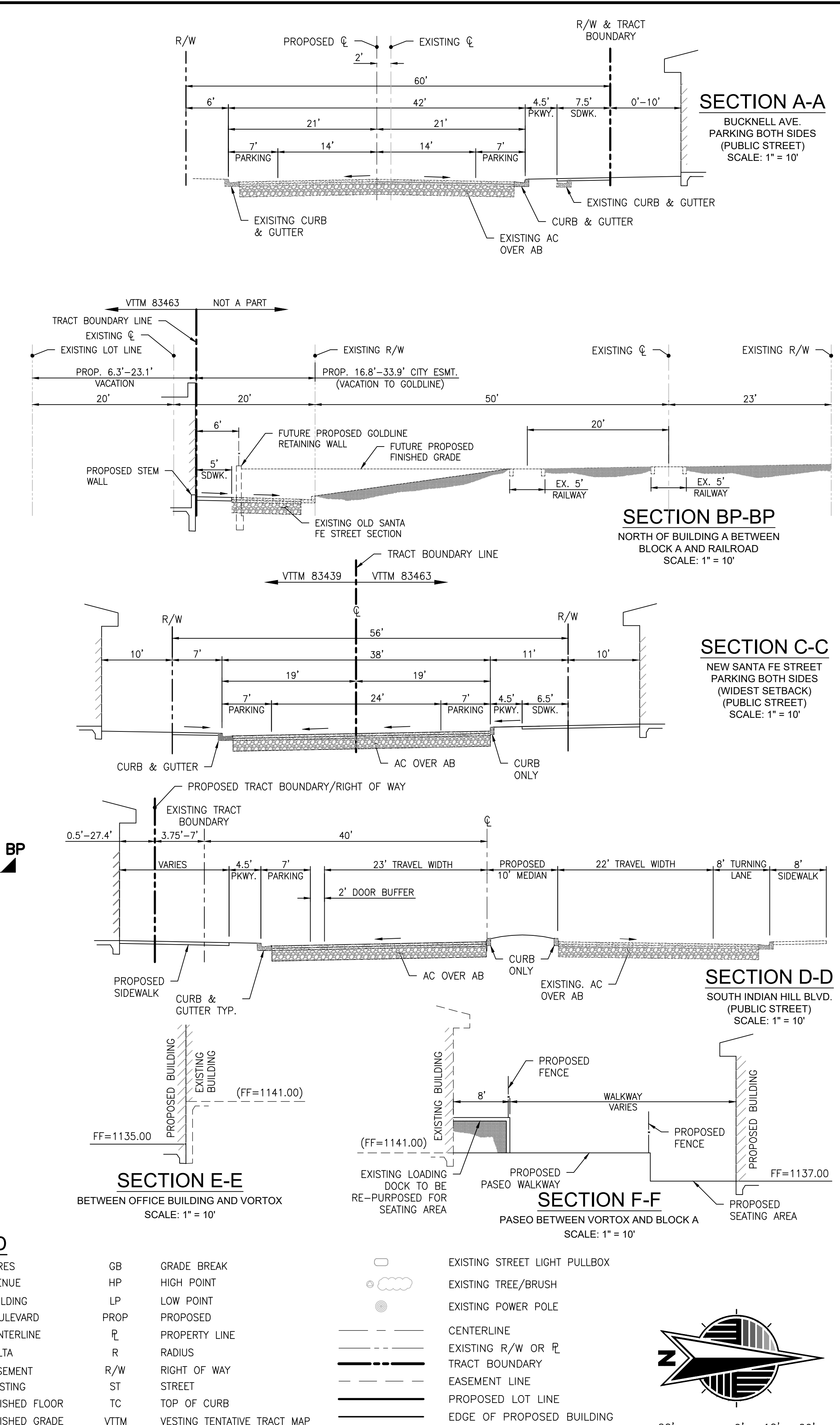
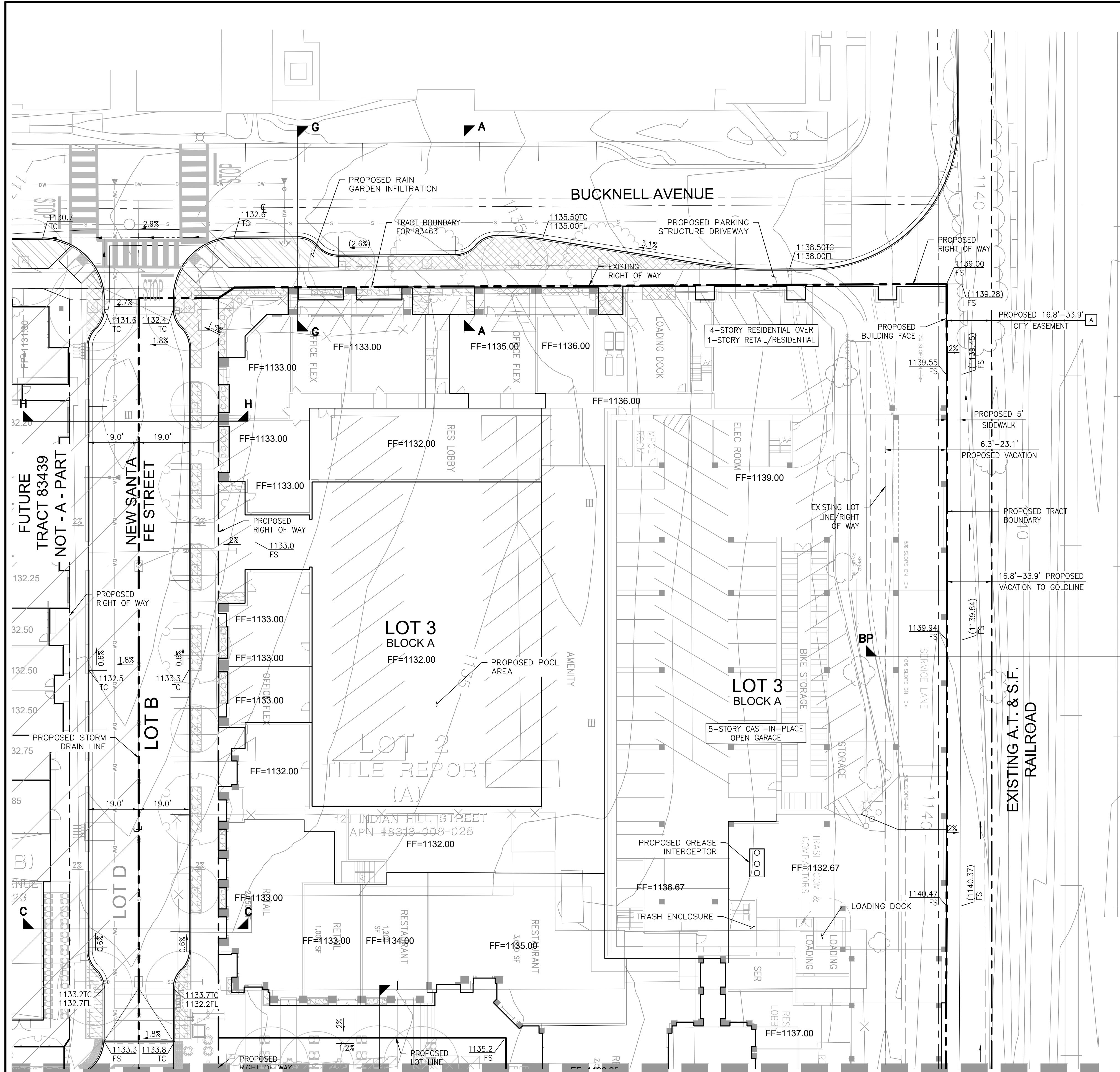
NO.	DATE	REVISIONS	APP'D.	DATE

PREPARED BY:
FUSCOE
ENGINEERING
16795 Van Kaman, Suite 100, Irvine, California 92606
tel 949.474.1960 • fax 949.474.5315 • www.fuscoe.com
TREVOR DODSON RCE# C42029 DATE 11/09/2022

VESTING TENTATIVE TRACT MAP
VTM NO. 83463
SOUTH VILLAGE - NORTH
CLAREMONT, CALIFORNIA

DRAWN: JL
DESIGN: TD
CHECKED: TD
SCALE: AS SHOWN
JOB NO.: 1824-014
DATE: 11/09/2022
SHEET 2 OF 5





LEGEND

AC	ACRES	GB	GRADE BREAK		EXISTING STREET LIGHT PULLBOX
AVE	AVENUE	HP	HIGH POINT		EXISTING TREE/BRUSH
BLDG	BUILDING	LP	LOW POINT		EXISTING POWER POLE
BLVD	BOULEVARD	PROP	PROPOSED		CENTERLINE
CL	CENTERLINE	PL	PROPERTY LINE		EXISTING R/W OR PL
Δ	DELTA	R	RADIUS		TRACT BOUNDARY
ESMT	EASEMENT	R/W	RIGHT OF WAY		EASEMENT LINE
EX	EXISTING	ST	STREET		PROPOSED LOT LINE
FF	FINISHED FLOOR	TC	TOP OF CURB		EDGE OF PROPOSED BUILDING
FG	FINISHED GRADE	VTM	VESTING TENTATIVE TRACT MAP		MATCHLINE
FL	FLOW LINE	VS	EXISTING SIGN		NOT A PART
FS	FINISHED SURFACE	VS	EXISTING STREET LIGHT		

SEE SHEET 4

NO.	DATE	REVISIONS	APP'D.	DATE

PREPARED BY:

FUSCOE
ENGINEERING

16795 Van Kaman, Suite 100, Irvine, California 92606
Tel 949.474.9660 • fax 949.474.5315 • www.fuscoe.com

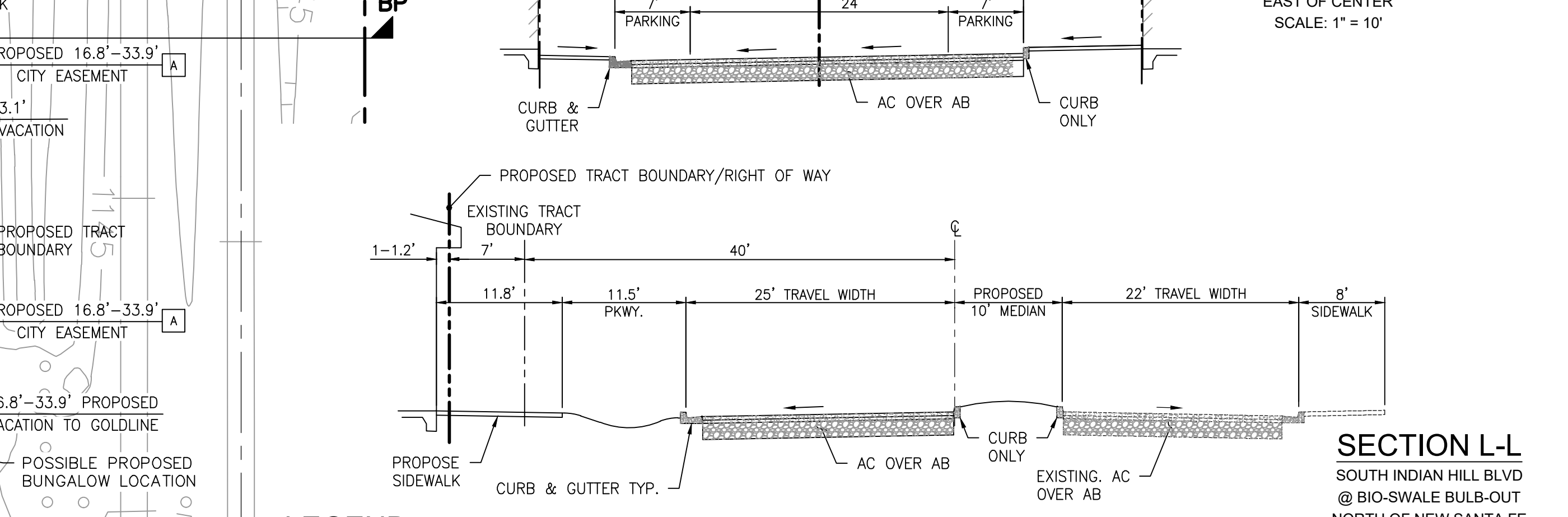
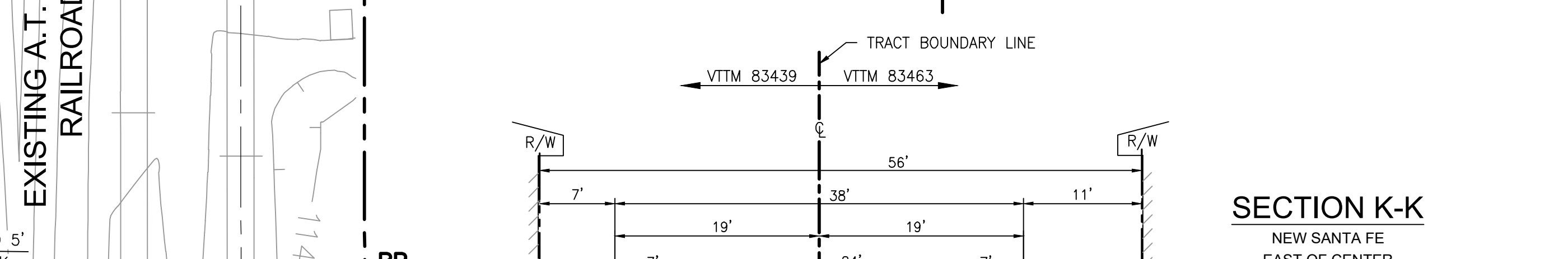
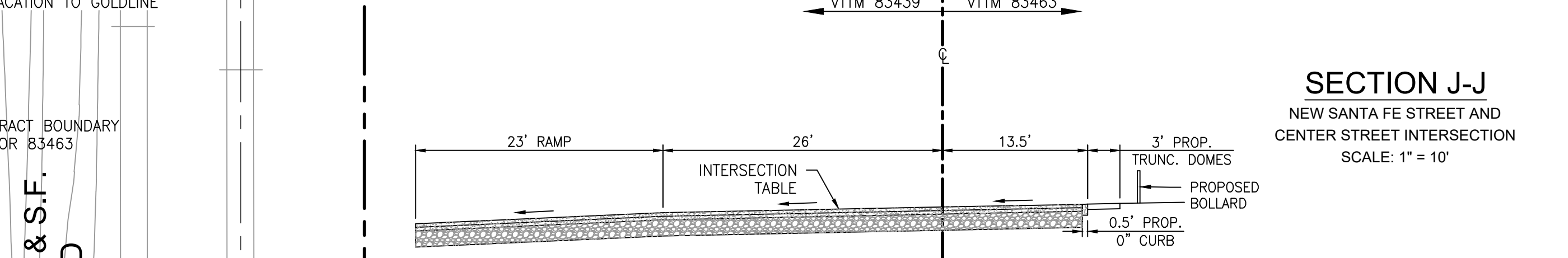
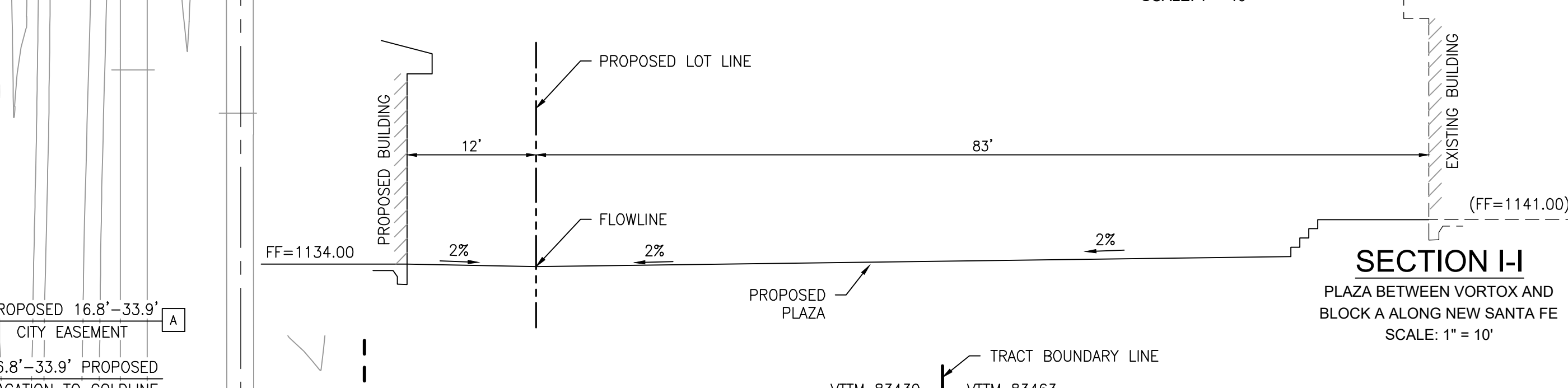
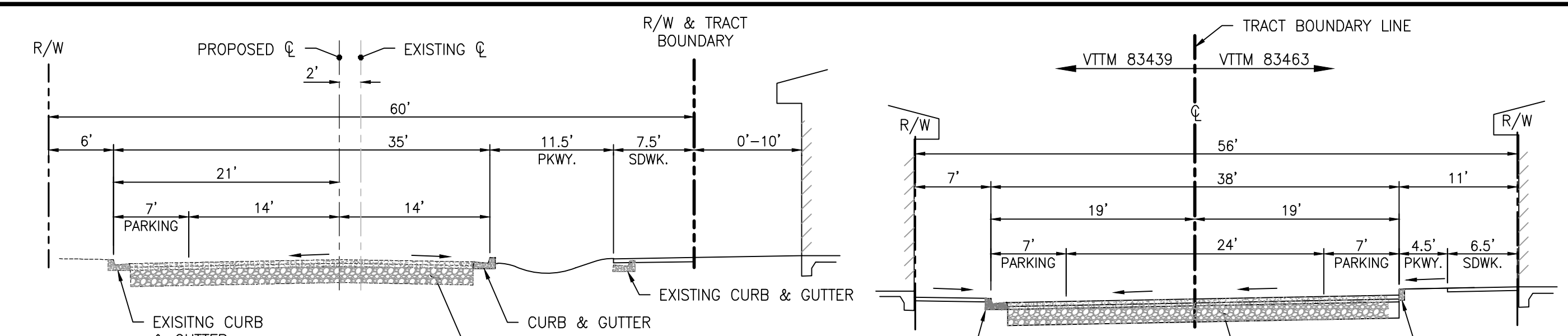
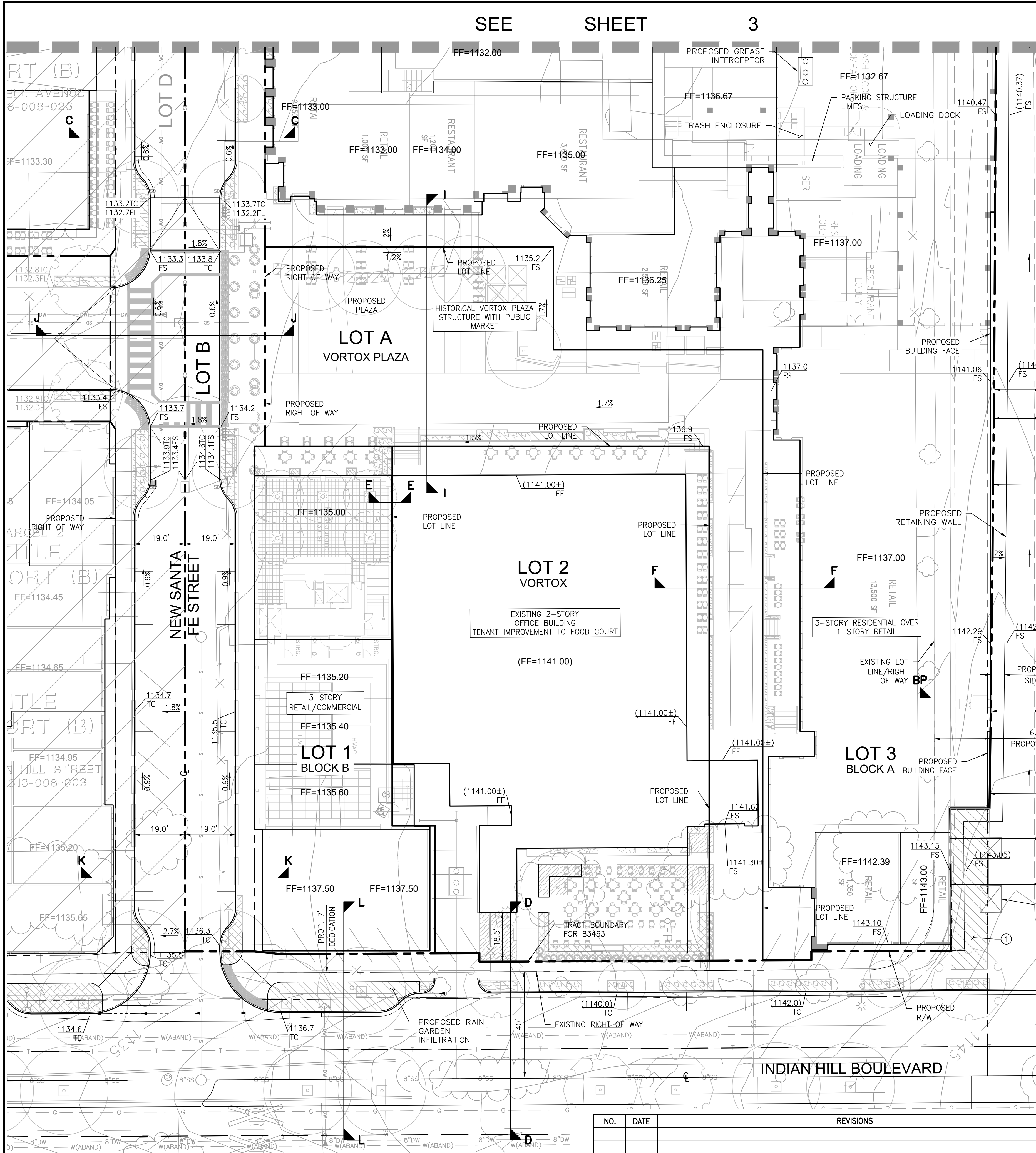
TREVOR DODSON RCE# C42029 DATE 11/09/2022

VESTING TENTATIVE TRACT MAP
CONCEPTUAL GRADING

VTM NO. 83463
SOUTH VILLAGE - NORTH
CLAREMONT, CALIFORNIA

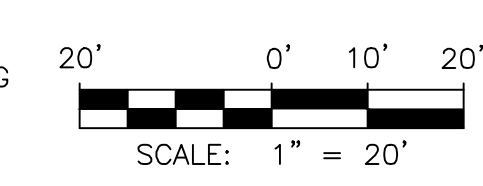
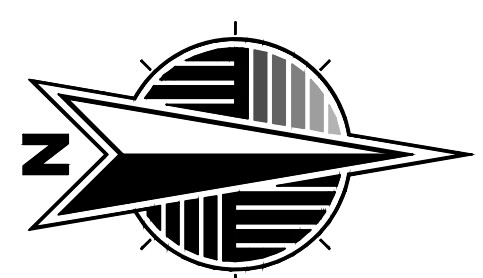
SCALE: 1" = 20'

DRAWN:	JL
DESIGN:	TD
CHECKED:	TD
SCALE:	AS SHOWN
JOB NO.:	1824-014
DATE:	11/09/2022
SHEET	3 OF 5



LEGEND

AC	ACRES	GB	GRADE BREAK		EXISTING STREET LIGHT PULLBOX
AVE	AVENUE	HP	HIGH POINT		EXISTING TREE/BRUSH
BLDG	BUILDING	LP	LOW POINT		EXISTING POWER POLE
BLVD	BOULEVARD	PROP	PROPOSED		CENTERLINE
CL	CENTERLINE	PL	PROPERTY LINE		EXISTING R/W OR PL
Δ	DELTA	R	RADIUS		EASEMENT LINE
ESMT	EASEMENT	R/W	RIGHT OF WAY		PROPOSED LOT LINE
EX	EXISTING	ST	STREET		EDGE OF PROPOSED BUILDING
FF	FINISHED FLOOR	TC	TOP OF CURB		MATCHLINE
FG	FINISHED GRADE	VTTM	VESTING TENTATIVE TRACT MAP		NOT A PART
FL	FLOW LINE	VS	EXISTING SIGN		
FS	FINISHED SURFACE	SL	EXISTING STREET LIGHT		



NO.	DATE	REVISIONS	APP'D.	DATE

PREPARED BY:

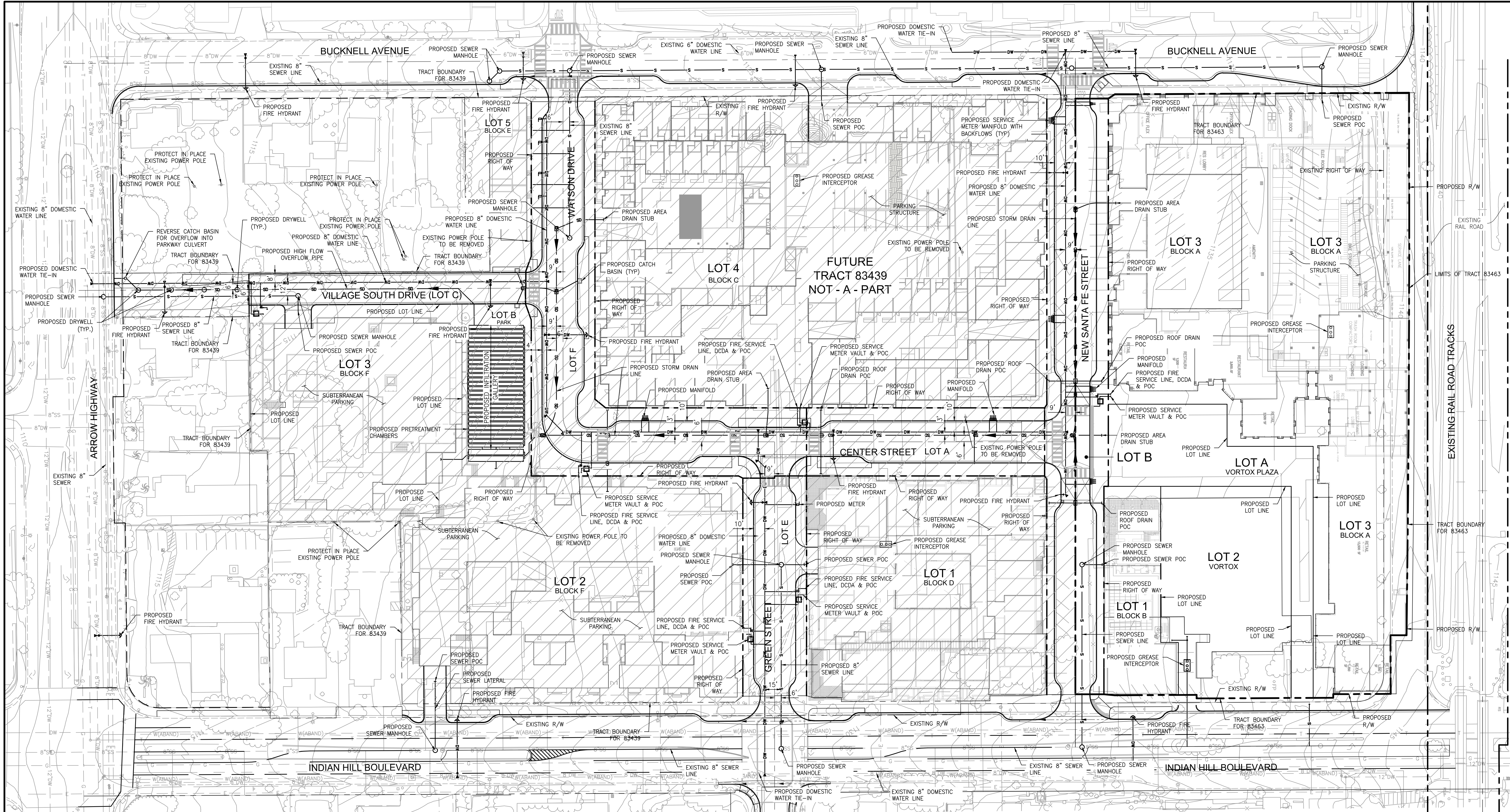
 16795 Van Kanen, Suite 100, Irvine, California 92606
 Tel 949.474.9660 • fax 949.474.5315 • www.fuscoe.com
 11/09/2022
 TREYOR DODSON RCE# C42029 DATE

VESTING TENTATIVE TRACT MAP
 CONCEPTUAL GRADING
 VTTM NO. 83463
 SOUTH VILLAGE - NORTH
 CLAREMONT, CALIFORNIA

DRAWN: JL
 DESIGN: TD
 CHECKED: TD
 SCALE: AS SHOWN
 JOB NO.: 1824-014
 DATE: 11/09/2022
 SHEET 4 OF 5

NOTE
 ① THIS AREA WHERE THE BUNGALOWS ARE SHOWN FOR THE GOLD LINE ARE CURRENTLY UNDER REVIEW AND PENDING APPROVAL FROM SCRRRA MAY BE RELOCATED TO ALLOW FOR THE MINOR MODIFICATION OF THE MAP BOUNDARY

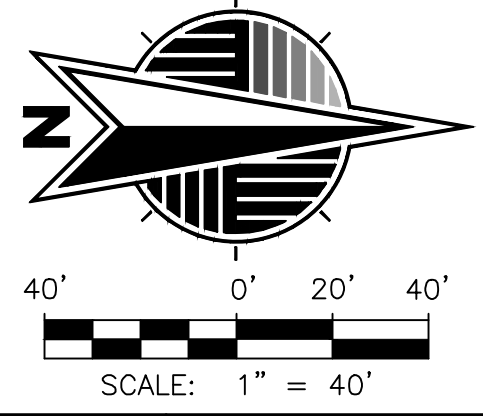
SOUTH VILLAGE - NORTH CLAREMONT
 VESTING TENTATIVE TRACT MAP 83463
 11/09/2022
 PLAN SET: C
 PROJECT: 1824-014 VILLAGE CENTER/VESTING TENTATIVE TRACT MAP VTTM 83463 NORTH 1824-014-01-02-305200P04
 PLOTTED BY: JLU



LEGEND

- | | | | | | |
|-----------|-------------------|--------|------------------------------|--------|-----------------------------|
| — | CENTERLINE | — | EDGE OF PROPOSED BUILDING | — SD — | PROPOSED STORM DRAIN LINE |
| - - - | EXISTING R/W OR R | ▨ | NOT A PART | — DW — | PROPOSED INFILTRATION BASIN |
| - · - · - | PROPOSED R/W OR R | — DW — | PROPOSED DOMESTIC WATER LINE | — SS — | EXISTING SEWER LINE |
| - - - | EASEMENT LINE | — DW — | PROPOSED SEWER LINE | | |
| — | PROPOSED LOT LINE | — SS — | | | |

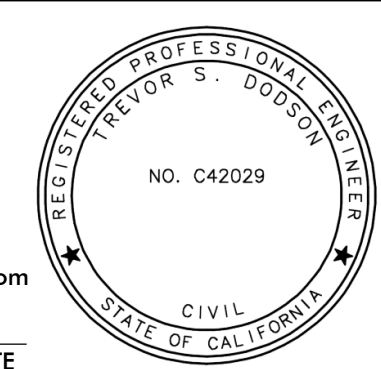
NOTE:
 PROPOSED UTILITY LAYOUT SHALL BE DESIGNED AND CONSTRUCTED SIMULTANEOUSLY WITH FUTURE TRACT 83439 AS NEEDED TO SUPPORT VITM 83463.



NO.	DATE	REVISIONS	APP'D.	DATE

PREPARED BY:

FUSCOE
 ENGINEERING
 16795 Van Kannel, Suite 100, Irvine, California 92606
 tel 949.474.9660 • fax 949.474.5315 • www.fuscoe.com
 11/09/2022
 TREVOR DODSON RCE# C42029 DATE

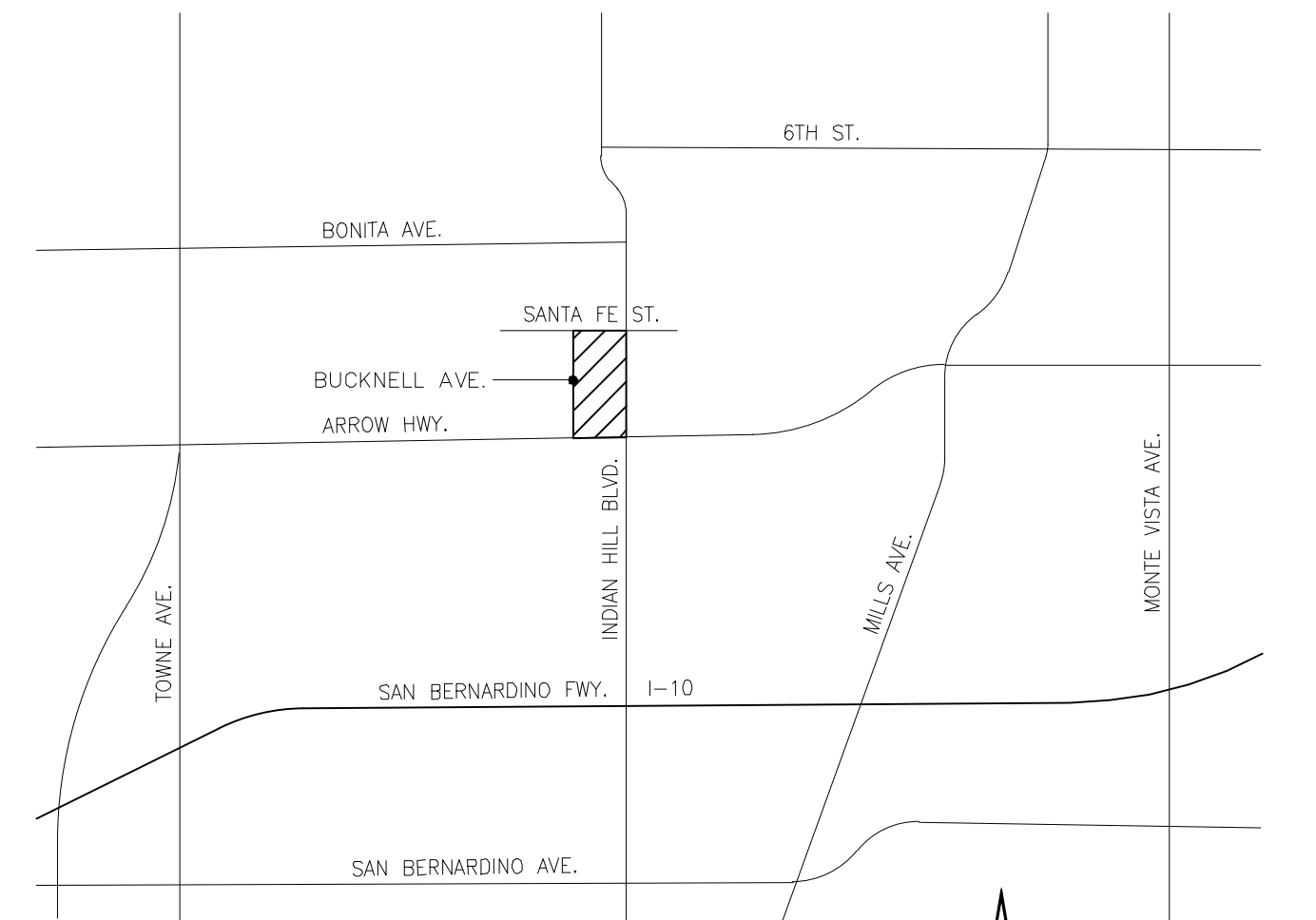
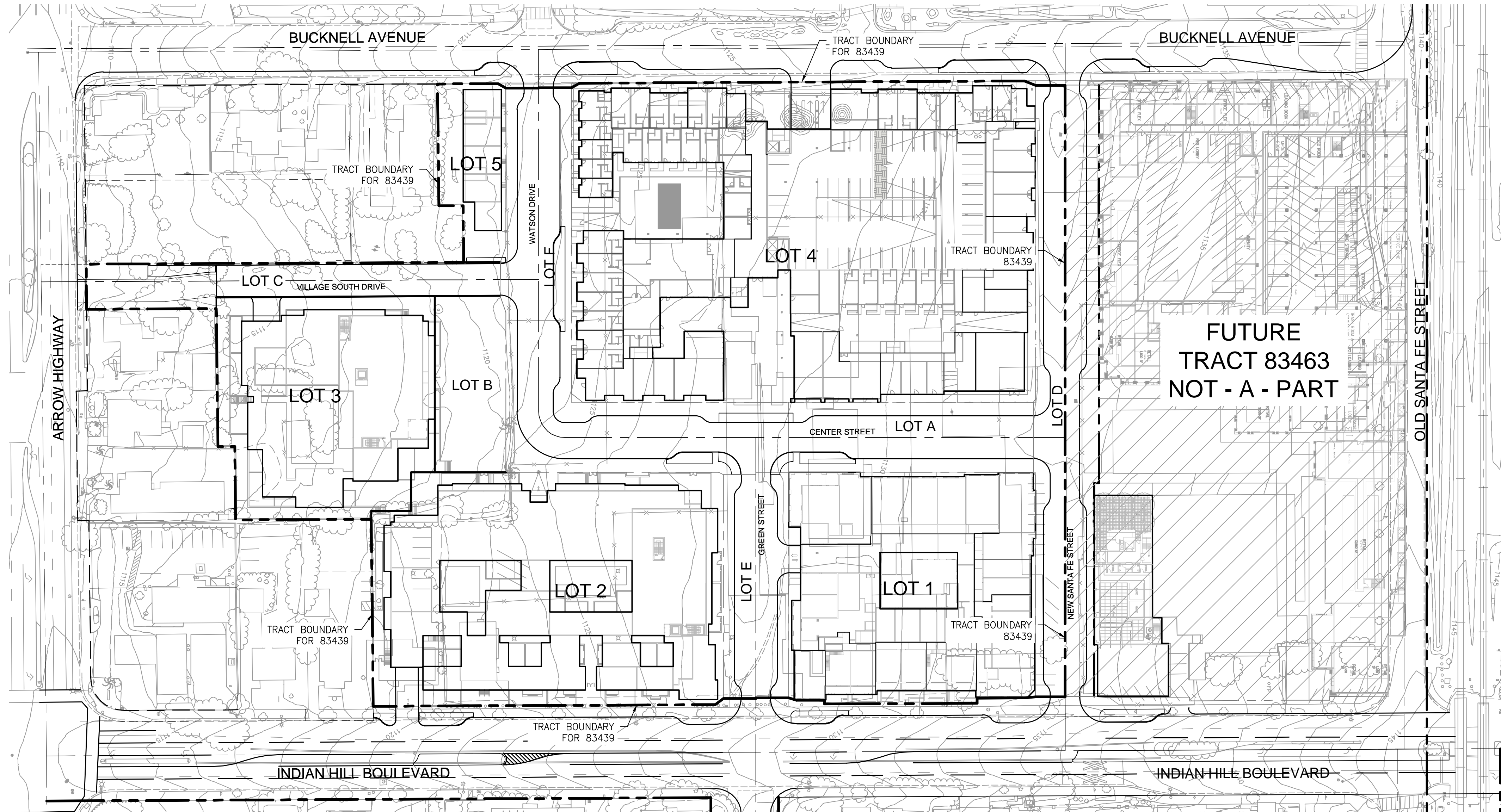


VESTING TENTATIVE TRACT MAP
CONCEPTUAL UTILITY LAYOUT
 VTTM NO. 83463
 SOUTH VILLAGE - NORTH
 CLAREMONT, CALIFORNIA

DRAWN:	JL
DESIGN:	TD
CHECKED:	TD
SCALE:	AS SHOWN
JOB NO.:	1824-014
DATE:	11/09/2022
SHEET	5 OF 5

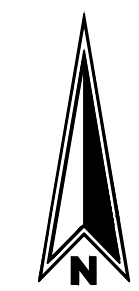
VESTING TENTATIVE TRACT MAP NO. 83439

FOR CONDOMINIUM PURPOSES IN THE CITY OF CLAREMONT, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA



LOCATION MAP

SCALE: N.T.S.



AREA CALCULATIONS

GROSS AREA = 8.33 ACRES
EXISTING PUBLIC STREET RIGHT OF WAY = 0.12 ACRES
NET AREA = GROSS AREA - EXISTING PUBLIC STREET RIGHT OF WAY
NET AREA = 8.33 - 0.12 ACRES = 8.21 ACRES

- LOT AREAS:
- LOT 1 = 1.02 ACRES - RETAIL/RESIDENTIAL
 - LOT 2 = 1.45 ACRES - RESIDENTIAL
 - LOT 3 = 0.83 ACRES - RESIDENTIAL
 - LOT 4 = 2.68 ACRES - RETAIL/RESIDENTIAL
 - LOT 5 = 0.19 ACRES - RESIDENTIAL
 - LOT A = 0.31 ACRES - PUBLIC STREET
 - LOT B = 0.23 ACRES - PUBLIC PARK
 - LOT C = 0.28 ACRES - PRIVATE STREET
 - LOT D = 0.33 ACRES - PUBLIC STREET
 - LOT E = 0.27 ACRES - PUBLIC STREET
 - LOT F = 0.74 ACRES - PUBLIC STREET
- TOTAL GROSS AREA = 8.37 ACRES

DEDICATION AREAS:

- BUCKNELL = 0.009 ACRES - PUBLIC STREET
- INDIAN HILL = 0.195 ACRES - PUBLIC STREET

TOTAL DEDICATION AREA = 0.204 ACRES

BENCHMARK

ELEVATIONS ARE IN TERMS OF THE NATIONAL GEODETIC VERTICAL DATUM OF 2005 (NAVD88) BASED LOCALLY ON STATION JG5283.
ELEVATION = 1109.241 FT

BASIS OF BEARINGS

BEARINGS AND COORDINATES ARE BASED ON NORTH AMERICAN DATUM OF 1983 (NAD-83), SHOWN IN TERMS OF THE CALIFORNIA COORDINATE SYSTEM OF 1983 (CCS-83), ZONE V (2007.50 EPOCH DATE) BASED LOCALLY ON GPS CONTINUOUSLY OPERATING REFERENCE STATIONS (CLAR) (LORS) AND (PSDM).

COORDINATES ARE IN TERMS OF US SURVEY FEET. ALL COORDINATE VALUES WERE SCALED TO GROUND BY APPLYING THE COMPUTED COMBINATION FACTOR (CF) FOR FEI POINT 10008 AND HOLDING THE COMPUTED GRID COORDINATES (N1855405.836923 FT E6646031.487468 FT) ON THIS POINT. INVERSES BETWEEN PROJECT COORDINATES WILL PRODUCE GROUND DISTANCES. TO OBTAIN GRID DISTANCES MULTIPLY GROUND DISTANCES BY A (CF) 0.999994031.

FLOOD HAZARD STATEMENT

SAID PROPERTY IS INCLUDED IN A MINIMAL FLOOD HAZARD AREA AS DESIGNATED BY FEMA. THE FLOOD ZONE DESIGNATION IS WITHIN ZONE X, COMMUNITY PANEL NO. 06037C1750F.

VICINITY AND INDEX MAP

SCALE: 1"=60'



LEGEND

AC	ACRES	GB	GRADE BREAK		EXISTING STREET LIGHT PULLBOX
AVE	AVENUE	HP	HIGH POINT		EXISTING TREE/BRUSH
BLDG	BUILDING	LP	LOW POINT		EXISTING POWER POLE
BLVD	BOULEVARD	PROP	PROPOSED		CENTERLINE
CL	CENTERLINE	PL	PROPERTY LINE		EXISTING R/W OR PL
Δ	DELTA	R	RADIUS		TRACT BOUNDARY
ESMT	EASEMENT	R/W	RIGHT OF WAY		EASEMENT LINE
EX	EXISTING	ST	STREET		PROPOSED LOT LINE
FF	FINISHED FLOOR	TC	TOP OF CURB		EDGE OF PROPOSED BUILDING
FG	FINISHED GRADE	VTTM	VESTING TENTATIVE TRACT MAP		MATCHLINE
FL	FLOW LINE	VS	EXISTING SIGN		
FS	FINISHED SURFACE	SL	EXISTING STREET LIGHT		

NO.	DATE	REVISIONS	APP'D.	DATE

PREPARED BY:

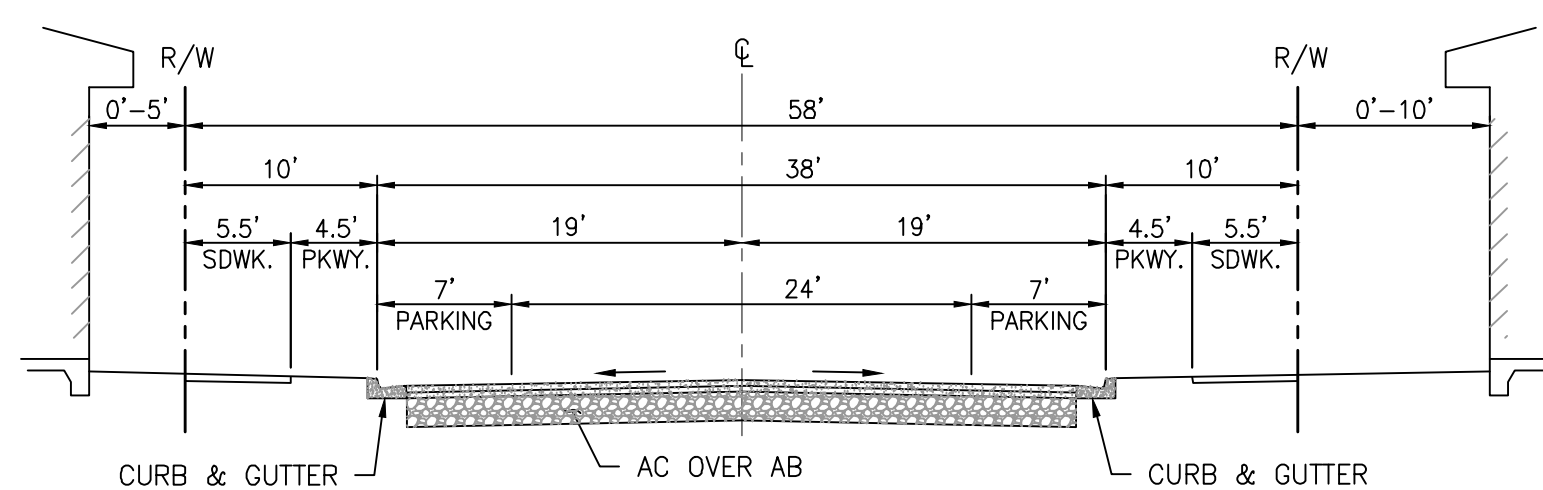
16795 Von Karmann, Suite 100, Irvine, California 92606
 949.474.1960 • fax 949.474.5315 • www.fuscoe.com

TREVOR DODSON RCE# C42029 DATE 11/09/2022

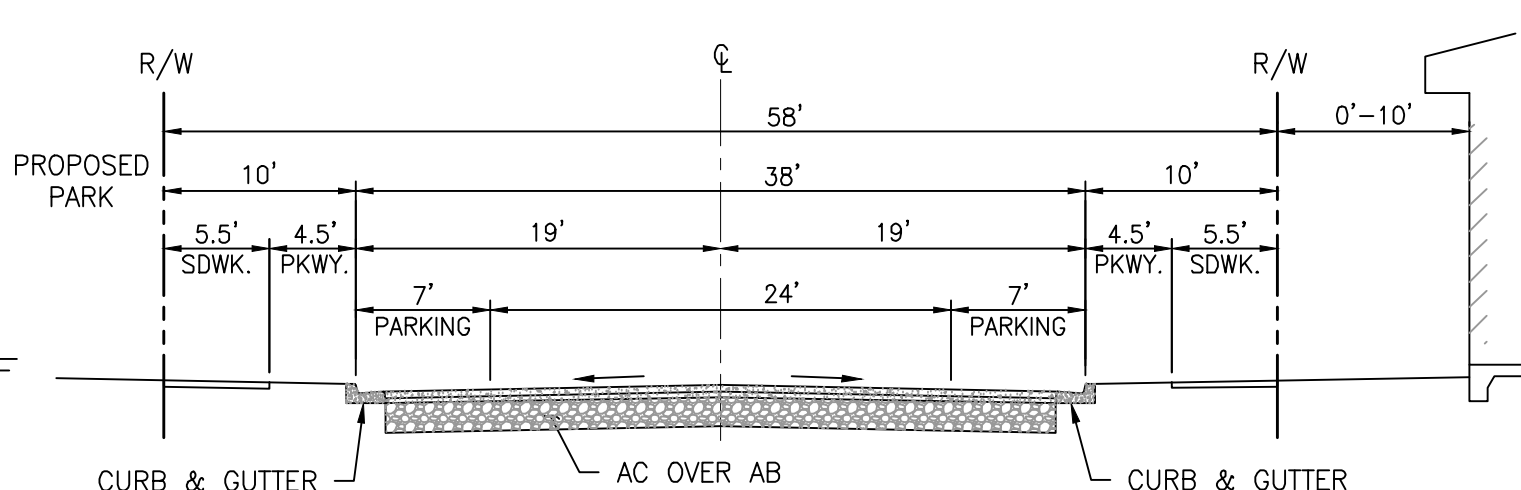
VESTING TENTATIVE TRACT MAP
TITLE SHEET
VTTM NO. 83439
SOUTH VILLAGE - SOUTH
CLAREMONT, CALIFORNIA

DRAWN:	JL
DESIGN:	TD
CHECKED:	TD
SCALE:	AS SHOWN
JOB NO.:	1824-014
DATE:	11/9/2022
SHEET	1 OF 9

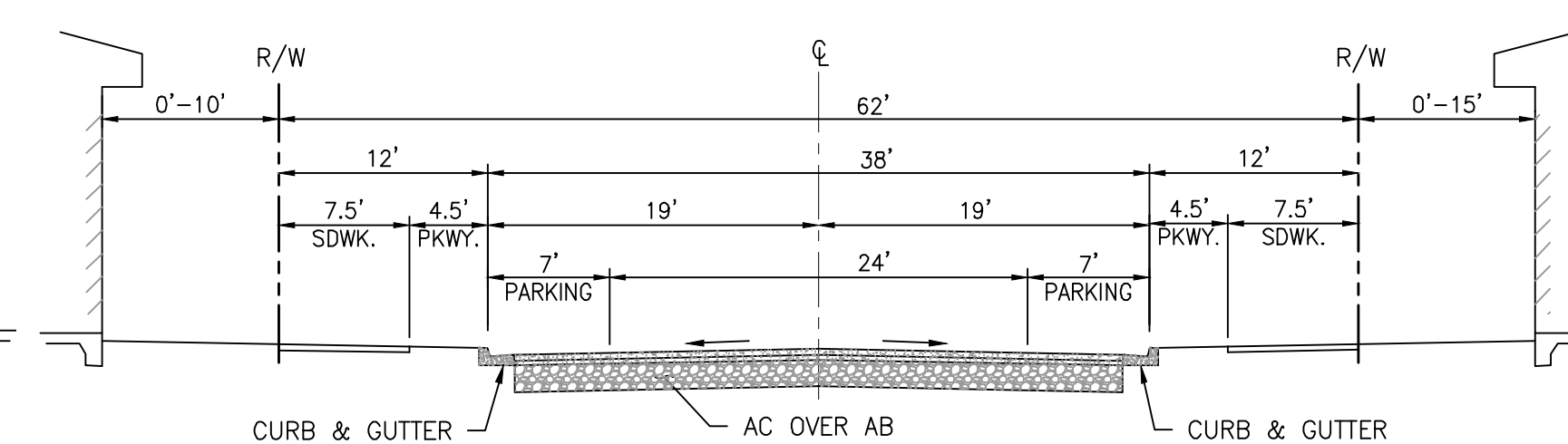
SOUTH VILLAGE - SOUTH - CLAREMONT VESTING TENTATIVE TRACT MAP #83439 PLAN SET: C 11/9/2022



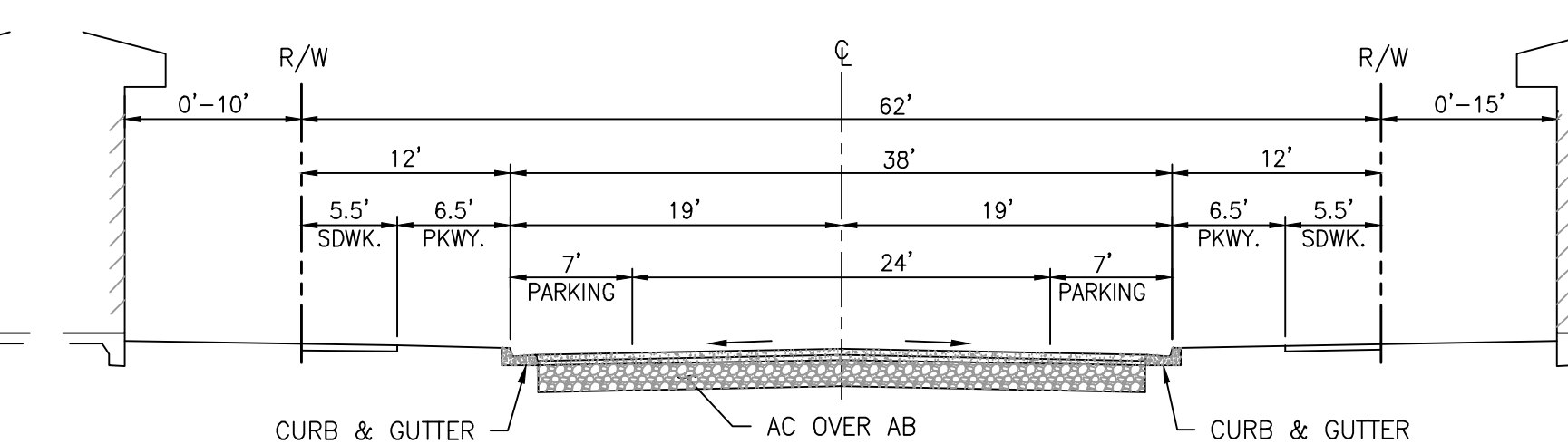
SECTION A-A
WATSON DR. & GREEN ST.
PARKING BOTH SIDES
(PUBLIC STREET)
SCALE: 1"=10'



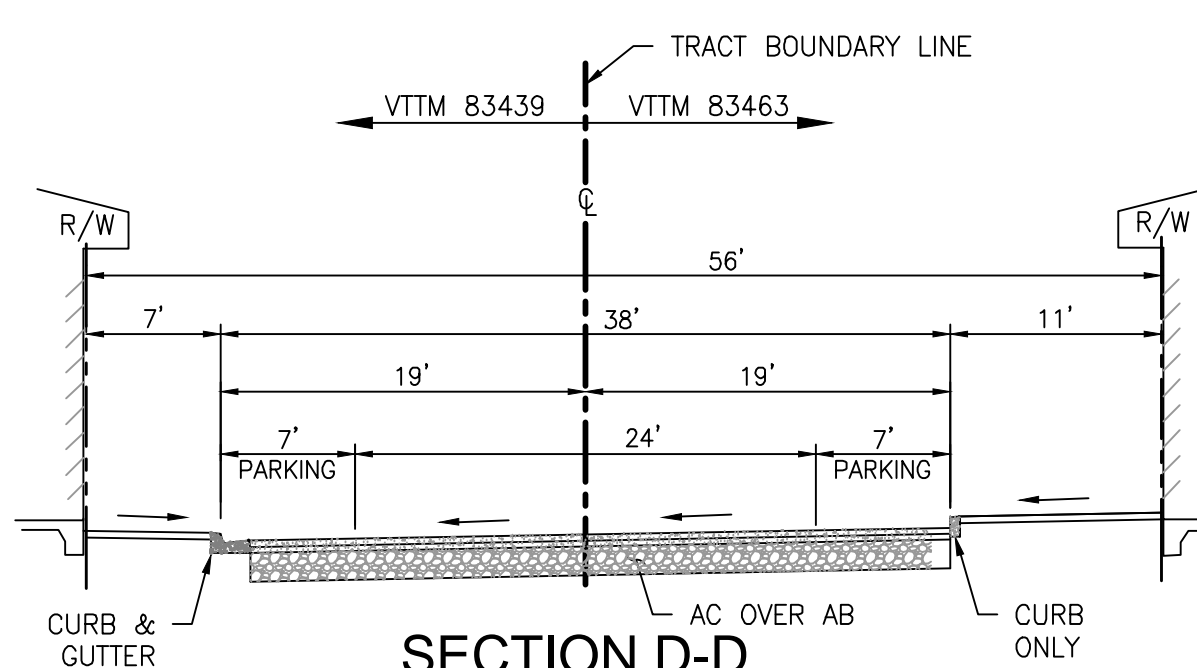
SECTION B-B
WATSON DR.
PARKING BOTH SIDES
(PUBLIC STREET)
SCALE: 1"=10'



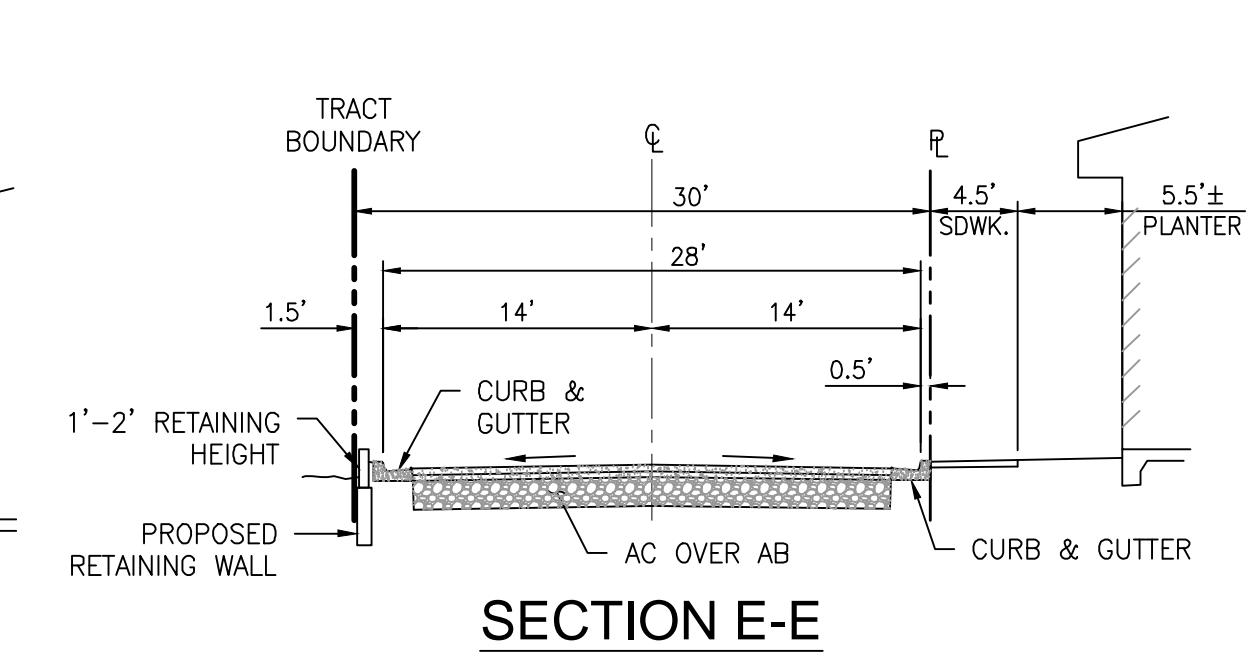
SECTION C-C
CENTER STREET @ COMMERCIAL
PARKING BOTH SIDES
(PUBLIC STREET)
SCALE: 1"=10'



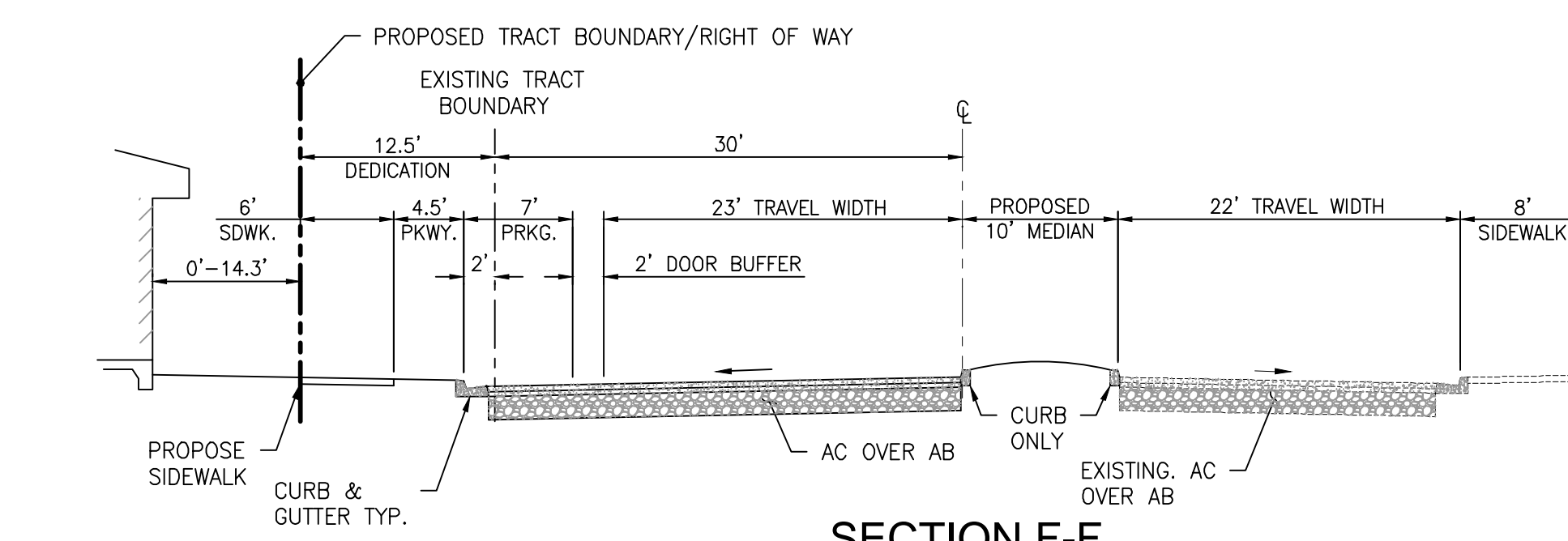
SECTION C-C
CENTER STREET @ RESIDENTIAL
PARKING BOTH SIDES
(PUBLIC STREET)
SCALE: 1"=10'



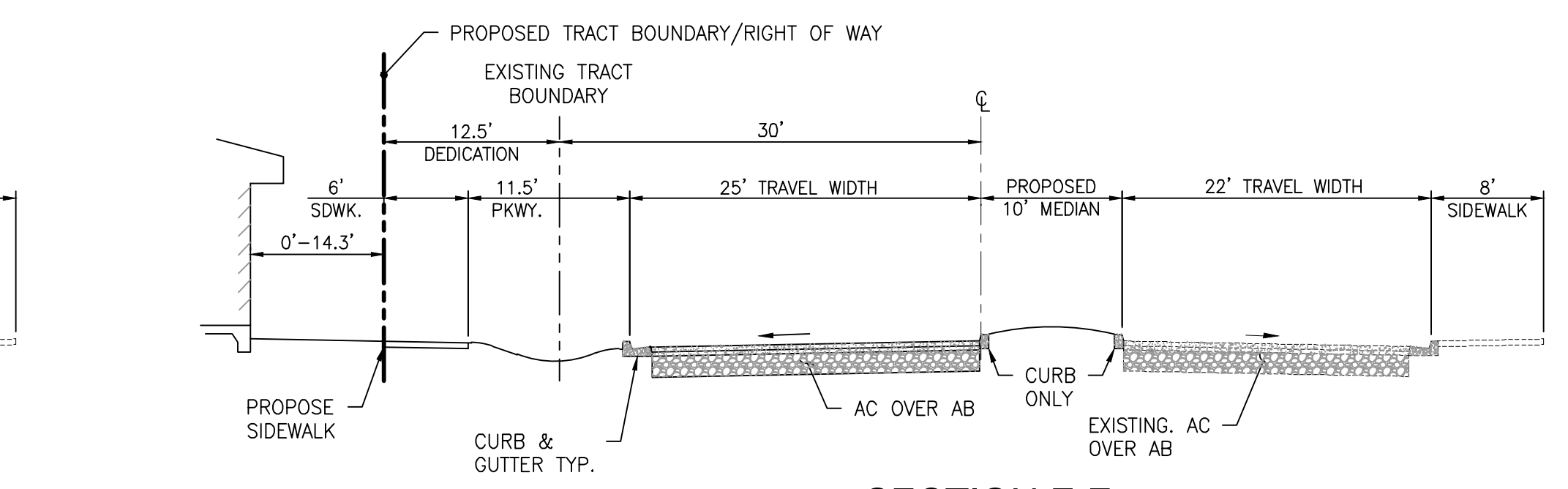
SECTION D-D
NEW SANTA FE STREET
PARKING BOTH SIDES
(PUBLIC STREET)
SCALE: 1"=10'



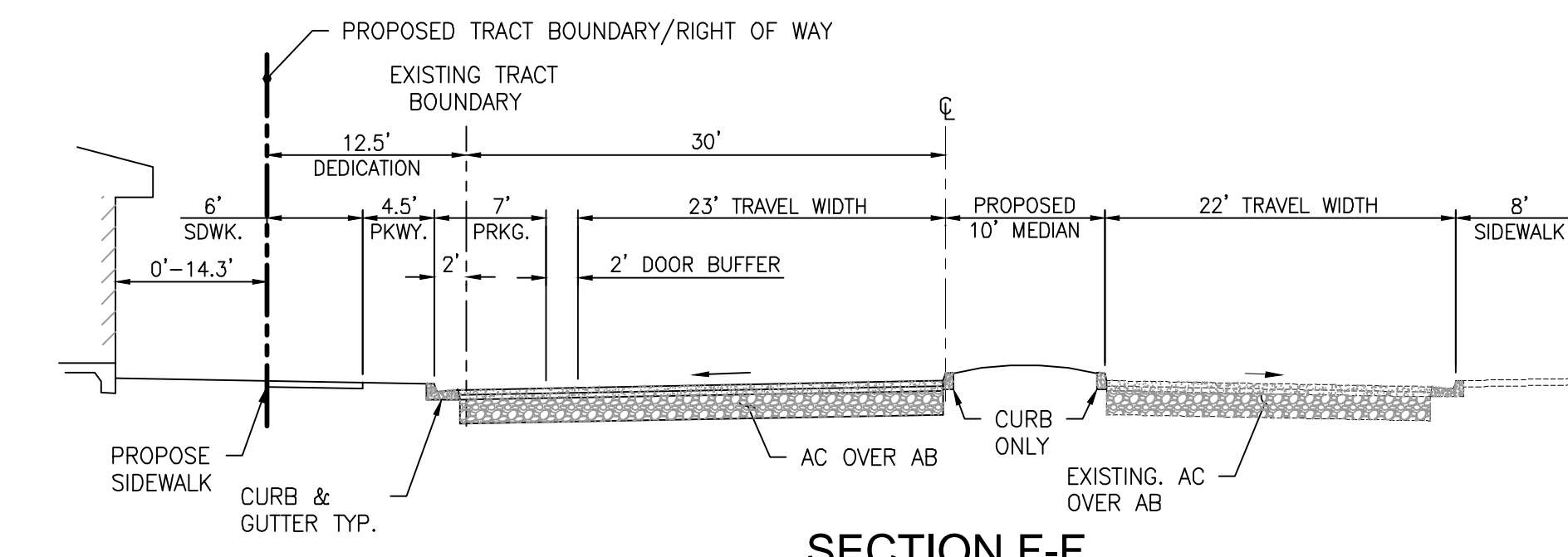
SECTION E-E
VILLAGE SOUTH DRIVE
NO PARKING
(PRIVATE STREET)
SCALE: 1"=10'



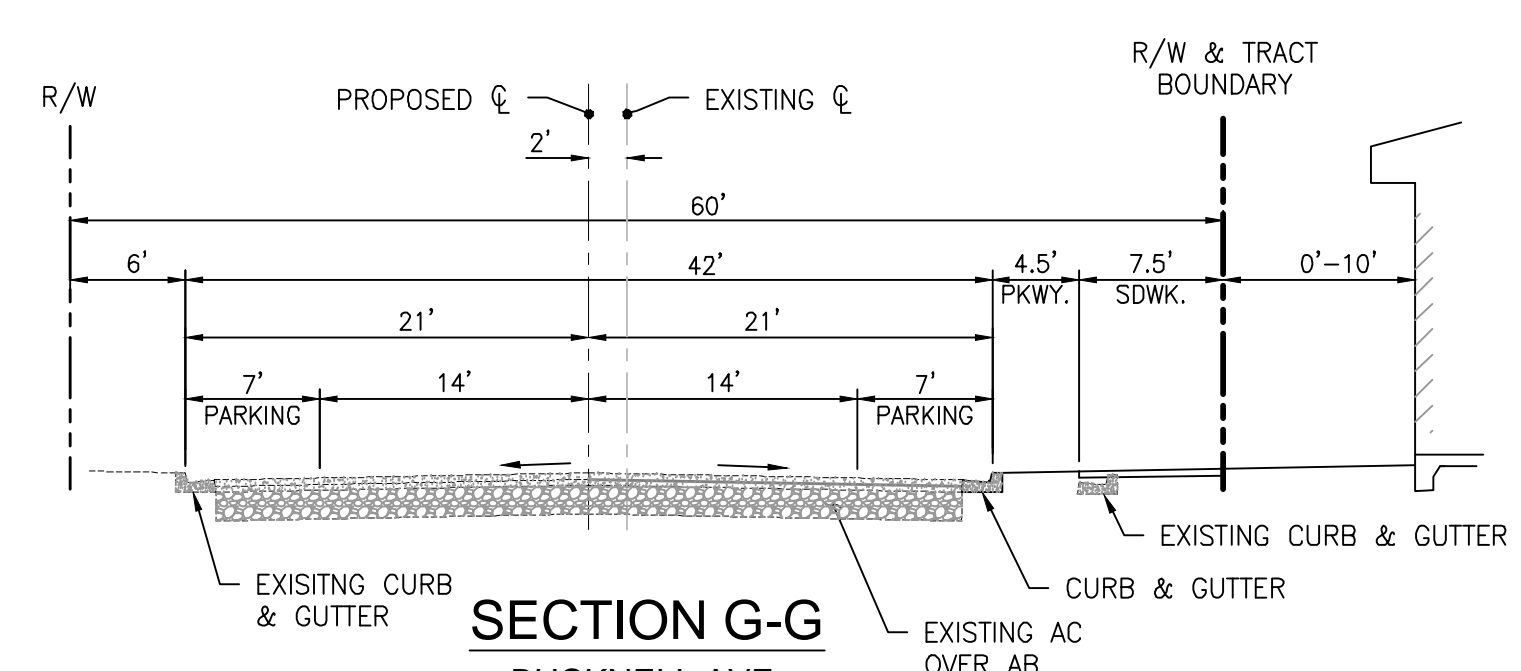
SECTION F-F
SOUTH INDIAN HILL BLVD.
(PUBLIC STREET)
SCALE: 1"=10'



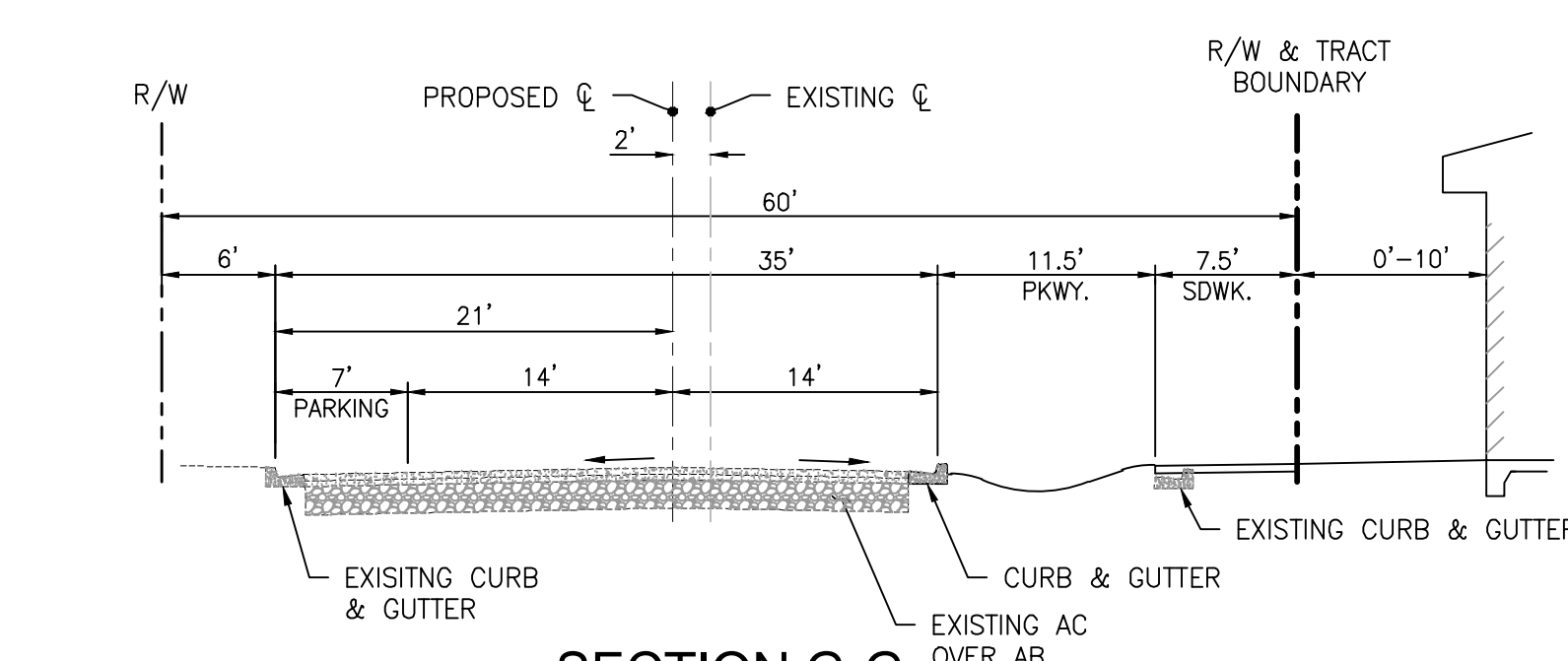
SECTION F-F
SOUTH INDIAN HILL BLVD. @ BIOSWALE BULB-OUT
(PUBLIC STREET)
SCALE: 1"=10'



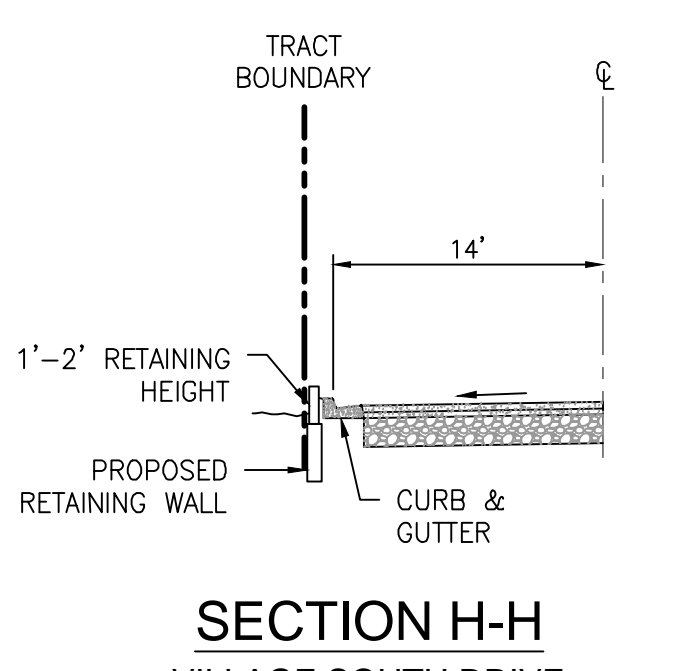
SECTION F-F
SOUTH INDIAN HILL BLVD. SOUTH OF NEW SANTA FE
(PUBLIC STREET)
SCALE: 1"=10'



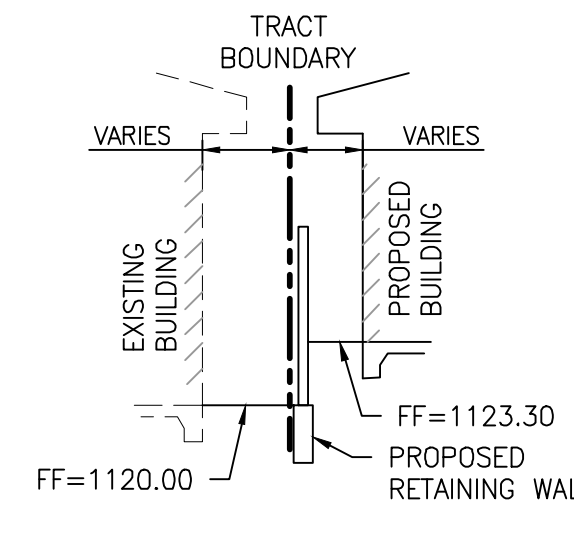
SECTION G-G
BUCKNELL AVE.
PARKING BOTH SIDES
(PUBLIC STREET)
SCALE: 1"=10'



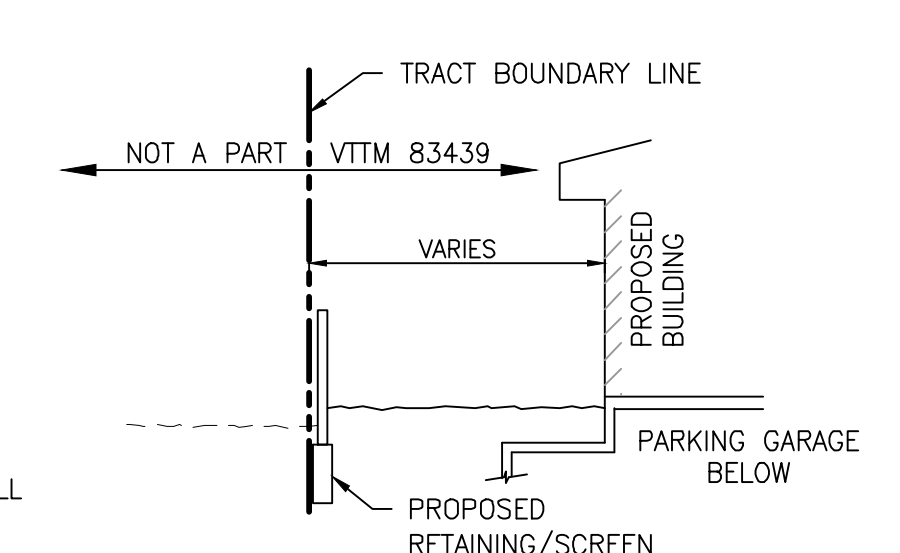
SECTION G-G
BUCKNELL AVE. @ BIOSWALE BULB-OUT
PARKING BOTH SIDES
(PUBLIC STREET)
SCALE: 1"=10'



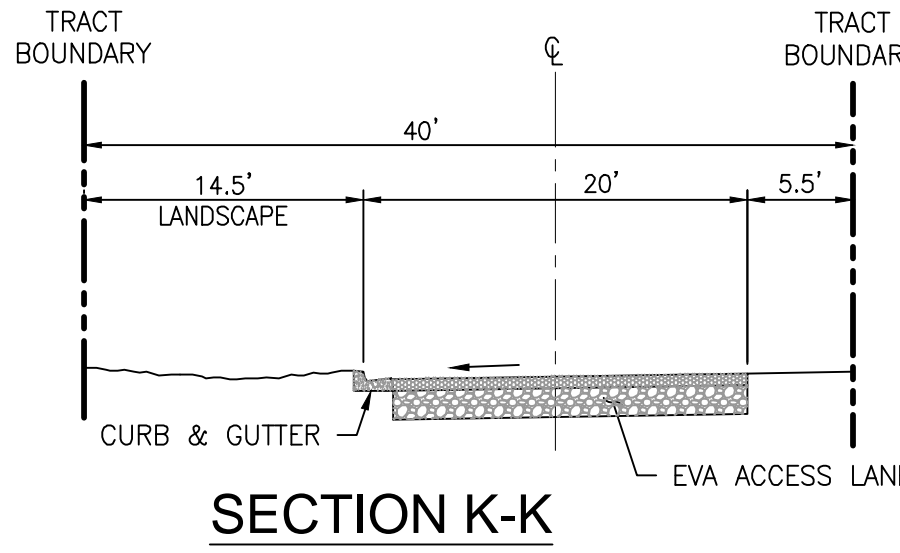
SECTION H-H
VILLAGE SOUTH DRIVE
RETAINING WALL
SCALE: 1"=10'



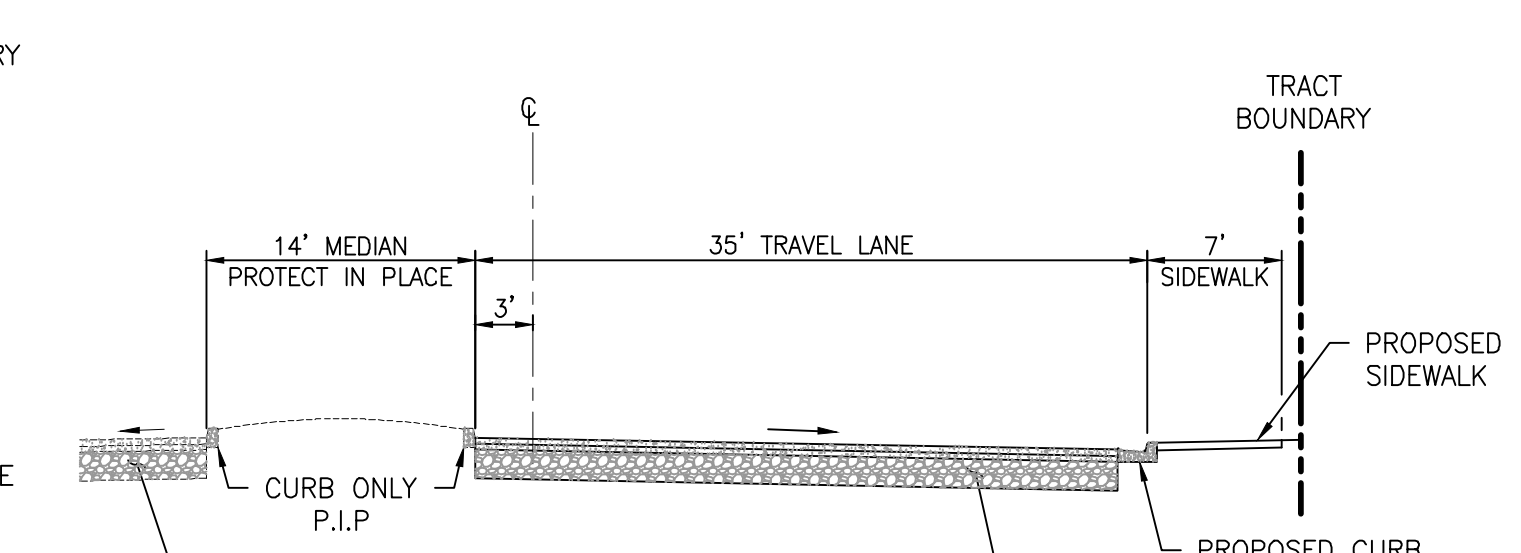
SECTION I-I
LOT 4 AND LOT 5
RETAINING WALL
SCALE: 1"=10'



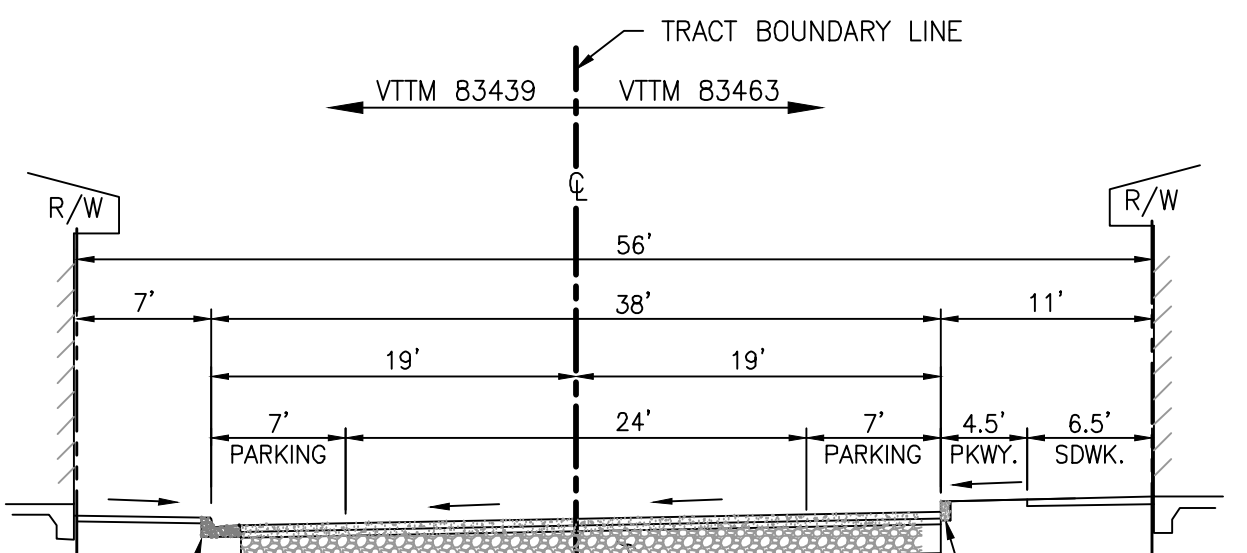
SECTION J-J
SOUTH OF F2 BETWEEN EXISTING
PROPERTY AND BUILDING F2
SCALE: 1"=10'



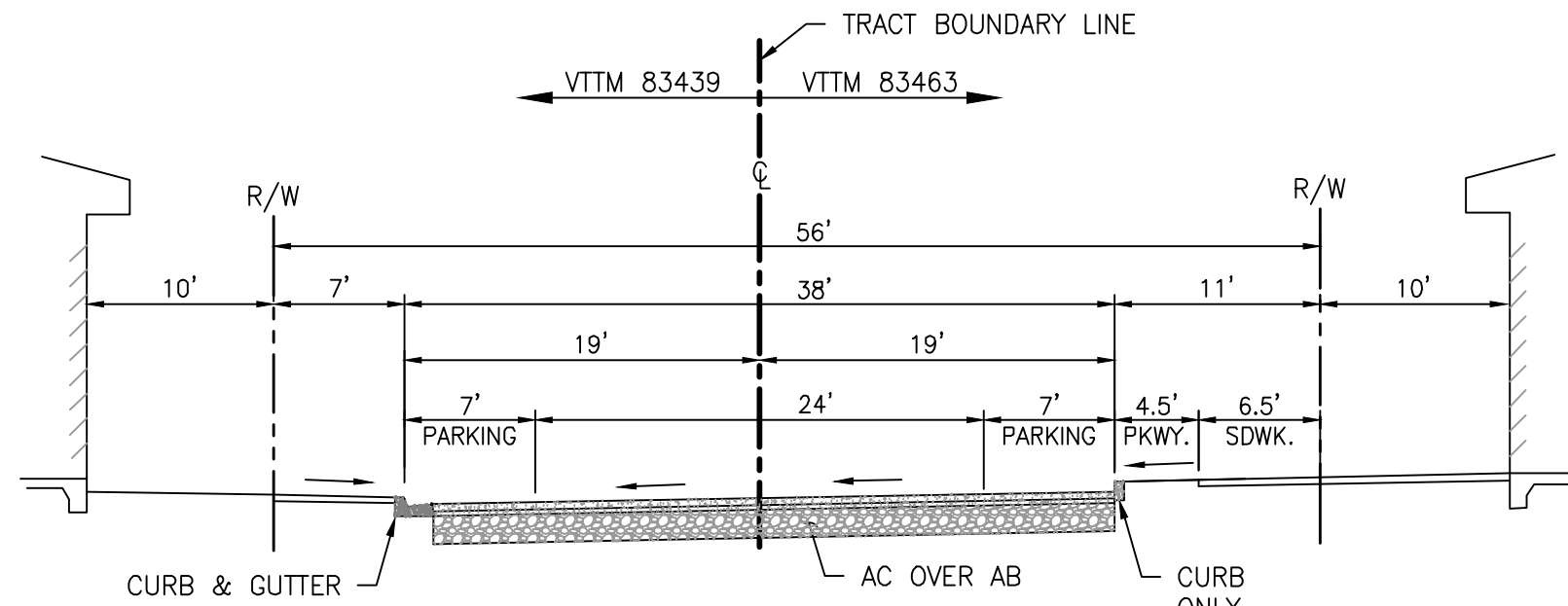
SECTION K-K
VILLAGE SOUTH DRIVE
NO PARKING - FIRE LANE
(PRIVATE STREET)
SCALE: 1"=10'



SECTION L-L
ARROW HIGHWAY
(PUBLIC STREET)
SCALE: 1"=10'



SECTION M-M
NEW SANTA FE STREET
PARKING BOTH SIDES (SHORTEST SETBACK)
(PUBLIC STREET)
SCALE: 1"=10'



SECTION N-N
NEW SANTA FE STREET
PARKING BOTH SIDES (WIDEST SETBACK)
(PUBLIC STREET)
SCALE: 1"=10'

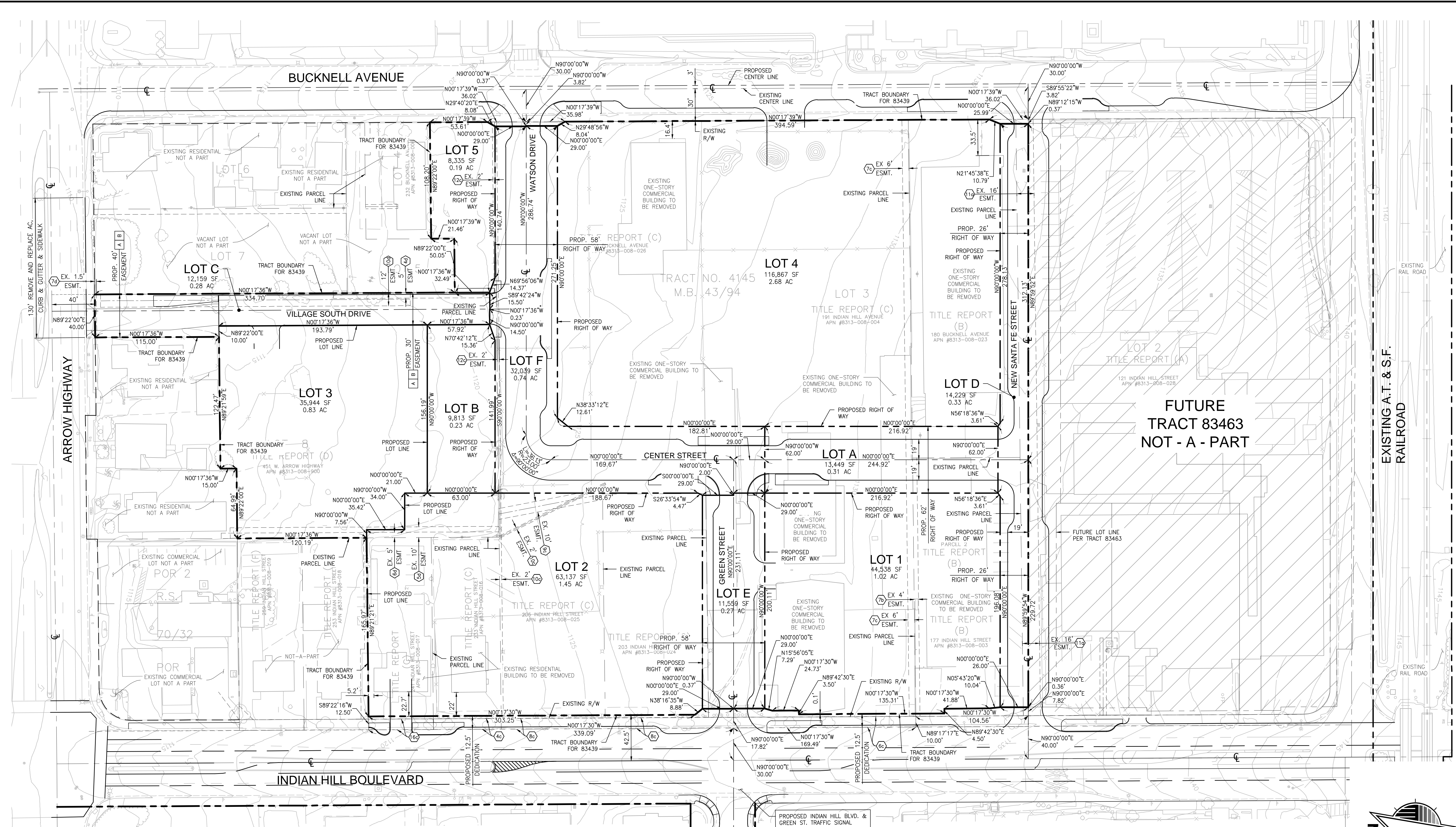
NO.	DATE	REVISIONS	APP'D.	DATE

PREPARED BY:

 16705 Von Karman, Suite 100, Irvine, California 92606
 949.474.1660 • fax 949.474.5315 • www.fusco.com
 Trevor Dobson RCE# C42029 DATE 11/09/2022

VESTING TENTATIVE TRACT MAP
 SECTION DETAILS
 VTTM NO. 83439
 SOUTH VILLAGE - SOUTH
 CLAREMONT, CALIFORNIA

DRAWN: JL
 DESIGN: TD
 CHECKED: TD
 SCALE: AS SHOWN
 JOB NO.: 1824-014
 DATE: 11/9/2022
 SHEET 3 OF 9



LEGEND

AC	ACRES	GB	GRADE BREAK		EXISTING STREET LIGHT PULLBOX
AVE	AVENUE	HP	HIGH POINT		EXISTING TREE/BRUSH
BLDG	BUILDING	LP	LOW POINT		EXISTING POWER POLE
BLVD	BOULEVARD	PROP	PROPOSED		CENTERLINE
CL	CENTERLINE	R	RADIUS		EXISTING R/W OR R
Δ	DELTA	R	RADIUS		TRACT BOUNDARY
ESMT	EASEMENT	R/W	RIGHT OF WAY		EASEMENT LINE
EX	EXISTING	ST	STREET		PROPOSED LOT LINE
FF	FINISHED FLOOR	TC	TOP OF CURB		EDGE OF PROPOSED BUILDING
FG	FINISHED GRADE	VTTM	VESTING TENTATIVE TRACT MAP		MATCHLINE
FL	FLOW LINE	VS	EXISTING SIGN		NOT A PART
FS	FINISHED SURFACE	VS	EXISTING STREET LIGHT		

NO.	DATE	REVISIONS	APP'D.	DATE

PREPARED BY:

FUSCOE
ENGINEERING
16705 Von Karman, Suite 100, Irvine, California 92606
949.474.1660 / fax 949.474.5315 • www.fuscoe.com

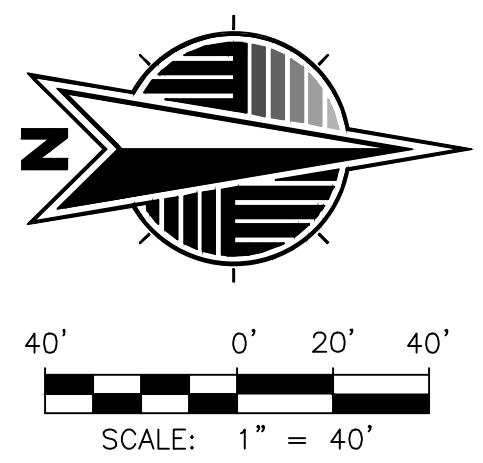
TREVOR DOBSON RCE# C42029 DATE 11/09/2022

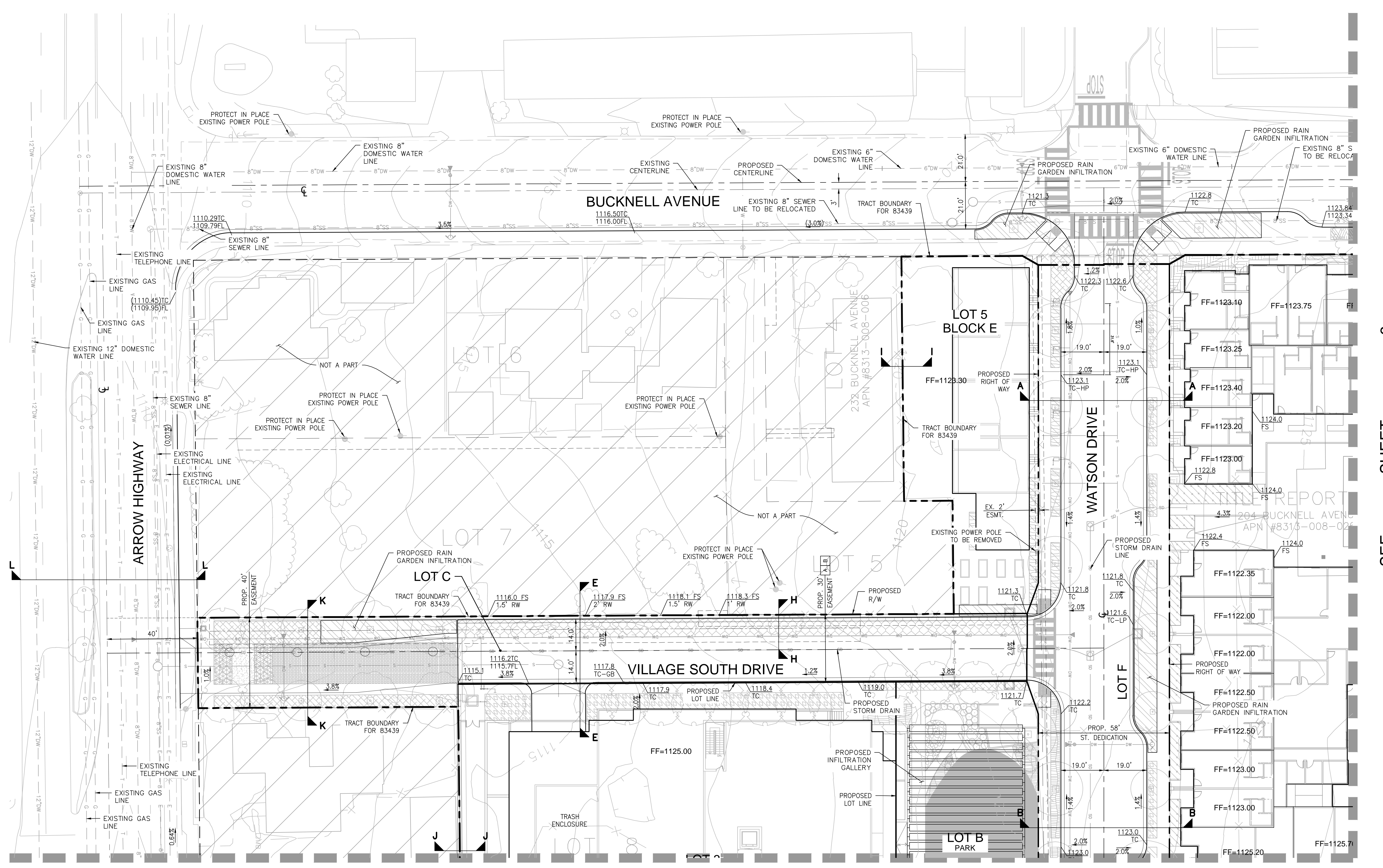
VESTING TENTATIVE TRACT MAP

VTTM NO. 83439
SOUTH VILLAGE - SOUTH
CLAREMONT, CALIFORNIA

SCALE: 1" = 40'

DRAWN: JL
DESIGN: TD
CHECKED: TD
SCALE: AS SHOWN
JOB NO.: 1824-014
DATE: 11/9/2022
SHEET 4 OF 9





SEE SHEET 6

SEE SHEET 7

LEGEND	
AC	ACRES
AVE	AVENUE
BLDG	BUILDING
BLVD	BOULEVARD
CL	CENTERLINE
Δ	DELTA
ESMT	EASEMENT
EX	EXISTING
FF	FINISHED FLOOR
FG	FINISHED GRADE
FL	FLOW LINE
FS	FINISHED SURFACE
GB	GRADE BREAK
HP	HIGH POINT
LP	LOW POINT
PROP	PROPOSED
PL	PROPERTY LINE
R	RADIUS
R/W	RIGHT OF WAY
ST	STREET
TC	TOP OF CURB
VTTM	VESTING TENTATIVE TRACT MAP
EXISTING SIGN	EXISTING SIGN
EXISTING STREET LIGHT	EXISTING STREET LIGHT
EXISTING STREET LIGHT PULLBOX	EXISTING STREET LIGHT PULLBOX
EXISTING TREE/BRUSH	EXISTING TREE/BRUSH
EXISTING POWER POLE	EXISTING POWER POLE
CENTERLINE	CENTERLINE
EXISTING R/W OR PL	EXISTING R/W OR PL
TRACT BOUNDARY	TRACT BOUNDARY
EASEMENT LINE	EASEMENT LINE
PROPOSED LOT LINE	PROPOSED LOT LINE
EDGE OF PROPOSED BUILDING	EDGE OF PROPOSED BUILDING
MATCHLINE	MATCHLINE
NOT A PART	NOT A PART

NO.	DATE	REVISIONS	APP'D.	DATE

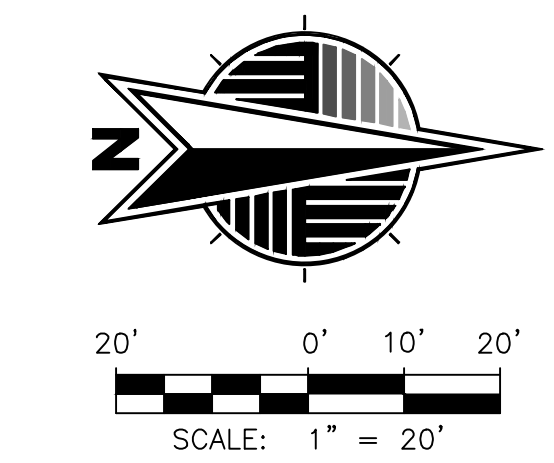
PREPARED BY:

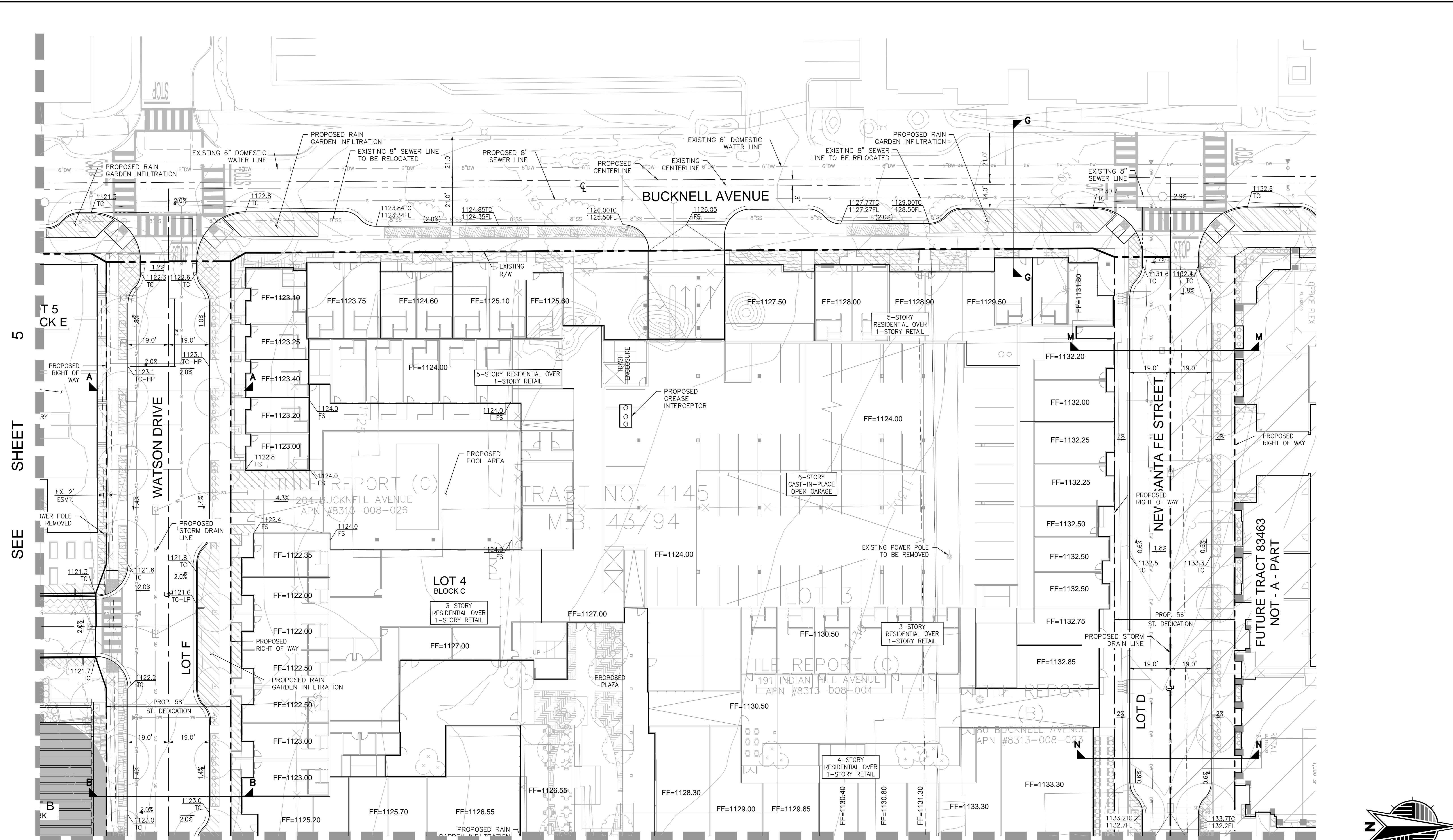
FUSCOE
ENGINEERING
16705 Von Karman, Suite 100, Irvine, California 92606
Tel: 949.474.1660 • Fax: 949.474.5315 • www.fuscoe.com

TREVOR DOBSON RCE# C42029 DATE 11/09/2022

VESTING TENTATIVE TRACT MAP
CONCEPTUAL GRADING
VTTM NO. 83439
SOUTH VILLAGE - SOUTH CLAREMONT, CALIFORNIA

DRAWN:	JL
DESIGN:	TD
CHECKED:	TD
SCALE:	AS SHOWN
JOB NO.:	1824-014
DATE:	11/9/2022
SHEET	5 OF 9





LEGEND

AC	ACRES	GB	GRADE BREAK		EXISTING STREET LIGHT PULLBOX
AVE	AVENUE	HP	HIGH POINT		EXISTING TREE/BRUSH
BLDG	BUILDING	LP	LOW POINT		EXISTING POWER POLE
BLVD	BOULEVARD	PROP	PROPOSED		CENTERLINE
℄	CENTERLINE	℄	PROPERTY LINE		EXISTING R/W OR ℄
Δ	DELTA	R	RADIUS		TRACT BOUNDARY
ESMT	EASEMENT	R/W	RIGHT OF WAY		EASEMENT LINE
EX	EXISTING	ST	STREET		PROPOSED LOT LINE
FF	FINISHED FLOOR	TC	TOP OF CURB		EDGE OF PROPOSED BUILDING
FG	FINISHED GRADE	VTTM	VESTING TENTATIVE TRACT MAP		MATCHLINE
FL	FLOW LINE	---	EXISTING SIGN		NOT A PART
FS	FINISHED SURFACE	---	EXISTING STREET LIGHT		

SEE SHEET 8

NO.	DATE	REVISIONS	APP'D.	DATE

PREPARED BY:

FUSCOE
ENGINEERING
16705 Van Kesteren, Suite 100, Irvine, California 92606
Tel: 949.474.1660 / Fax: 949.474.5315 / www.fuscoe.com

TREVOR DOBSON
RCE# C42029

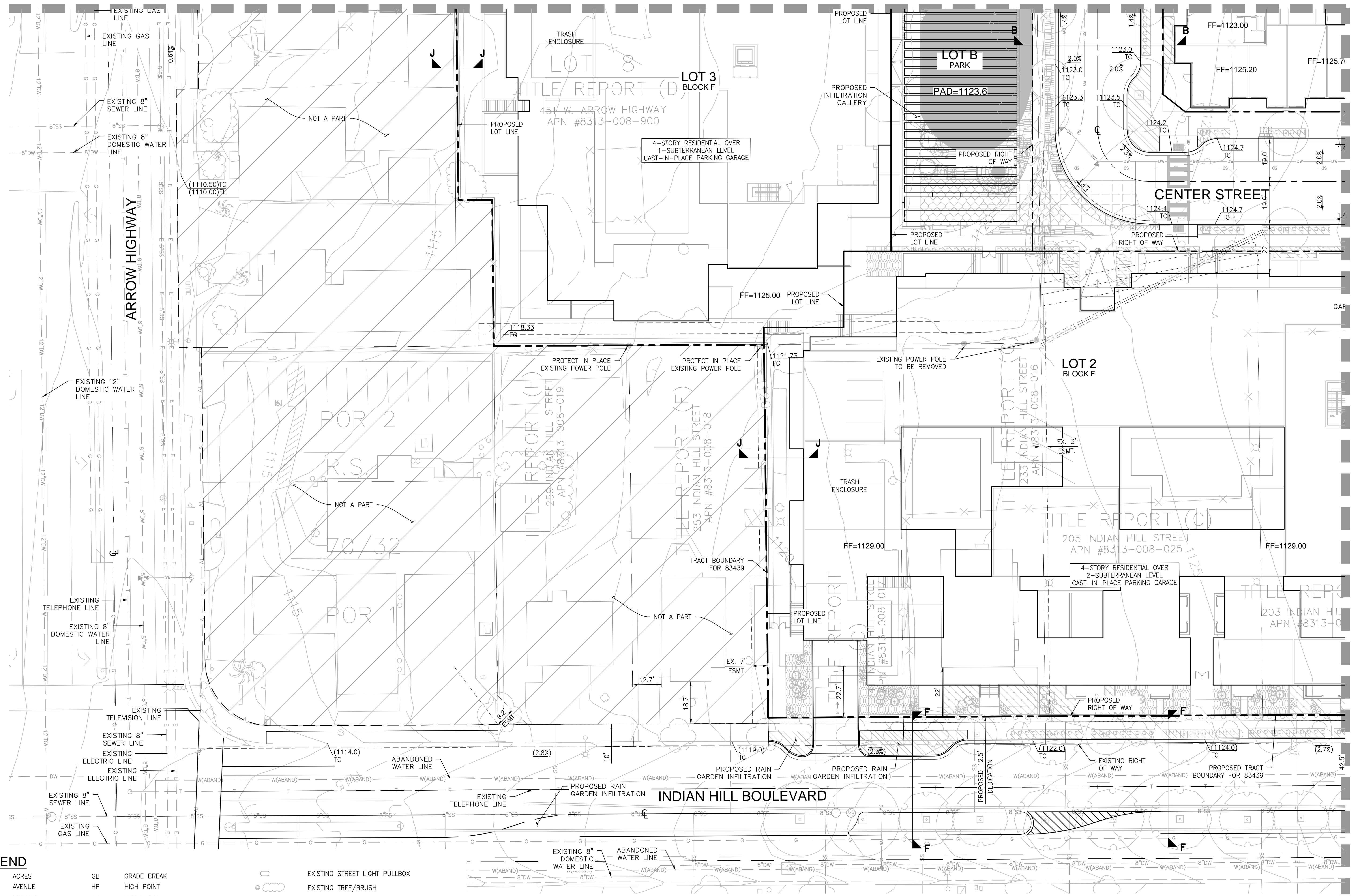
11/09/2022
DATE

**VESTING TENTATIVE TRACT MAP
CONCEPTUAL GRADING**

VTTM NO. 83439
SOUTH VILLAGE - SOUTH
CLAREMONT, CALIFORNIA

DRAWN:	JL
DESIGN:	TD
CHECKED:	TD
SCALE:	AS SHOWN
JOB NO.:	1824-014
DATE:	11/9/2022

SHEET 6 OF 9



SEE SHEET 8

LEGEND

AC	ACRES	GB	GRADE BREAK
AVE	AVENUE	HP	HIGH POINT
BLDG	BUILDING	LP	LOW POINT
BLVD	BOULEVARD	PROP	PROPOSED
CL	CENTERLINE	PL	PROPERTY LINE
Δ	DELTA	R	RADIUS
ESMT	EASEMENT	R/W	RIGHT OF WAY
EX	EXISTING	ST	STREET
FF	FINISHED FLOOR	TC	TOP OF CURB
FG	FINISHED GRADE	VTTM	VESTING TENTATIVE TRACT MAP
FL	FLOW LINE	▽	EXISTING SIGN
FS	FINISHED SURFACE	☆	EXISTING STREET LIGHT

	EXISTING STREET LIGHT PULLBOX
	EXISTING TREE/BRUSH
	EXISTING POWER POLE
	CENTERLINE
	EXISTING R/W OR PL
	TRACT BOUNDARY
	EASEMENT LINE
	STREET
	PROPOSED LOT LINE
	EDGE OF PROPOSED BUILDING
	MATCHLINE
	NOT A PART

NO.	DATE	REVISIONS	APP'D.	DATE

PREPARED BY:

FUSCOE
ENGINEERING

16705 Van Kaperan, Suite 100, Irvine, California 92606
949.474.1660 • fax 949.474.5315 • www.fuscoe.com

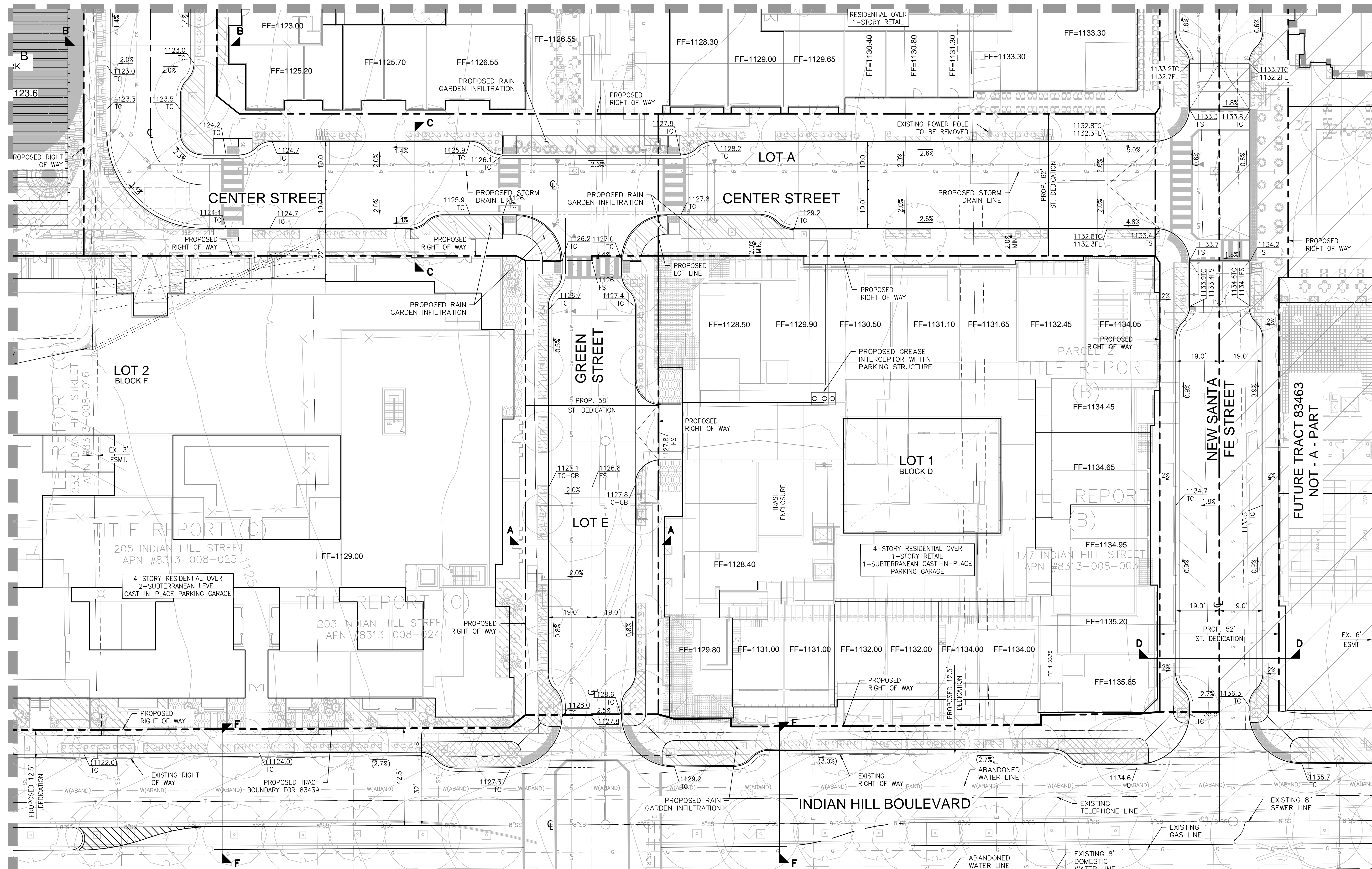
Trevor Dobson
11/09/2022
RCE# C42029 DATE

REGISTERED PROFESSIONAL ENGINEER
TREVOR S. DOBSON
NO. C42029
CIVIL
STATE OF CALIFORNIA

VESTING TENTATIVE TRACT MAP
CONCEPTUAL GRADING

VTTM NO. 83439
SOUTH VILLAGE - SOUTH
CLAREMONT, CALIFORNIA

DRAWN: JL
DESIGN: TD
CHECKED: TD
SCALE: AS SHOWN
JOB NO.: 1824-014
DATE: 11/9/2022
SHEET 7 OF 9



LEGEND

AC	ACRES	GB	GRADE BREAK	○	EXISTING STREET LIGHT PULLBOX
AVE	AVENUE	HP	HIGH POINT	○	EXISTING TREE/BRUSH
BLDG	BUILDING	LP	LOW POINT	○	EXISTING POWER POLE
BLVD	BOULEVARD	PROP	PROPOSED	—	CENTERLINE
CL	CENTERLINE	PL	PROPERTY LINE	---	EXISTING R/W OR PL
Δ	DELTA	R	RADIUS	---	TRACT BOUNDARY
ESMT	EASEMENT	R/W	RIGHT OF WAY	---	EASEMENT LINE
EX	EXISTING	ST	STREET	---	PROPOSED LOT LINE
FF	FINISHED FLOOR	TC	TOP OF CURB	---	EDGE OF PROPOSED BUILDING
FG	FINISHED GRADE	VTTM	VESTING TENTATIVE TRACT MAP	---	MATCHLINE
FL	FLOW LINE	○	EXISTING SIGN	---	NOT A PART
FS	FINISHED SURFACE	○	EXISTING STREET LIGHT		

NO.	DATE	REVISIONS	APP'D.	DATE

PREPARED BY:

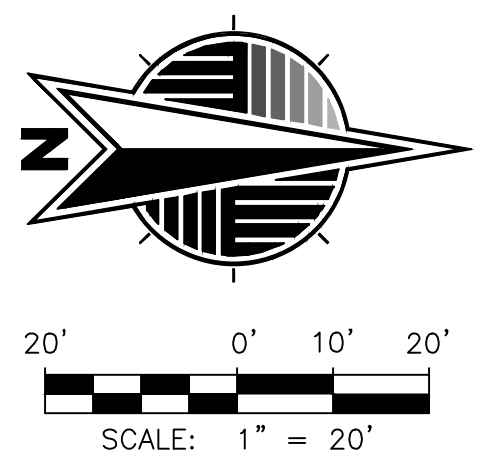
16705 Von Karman, Suite 100, Irvine, California 92606
Tel 949.474.1660 Fax 949.474.5315 www.fuscoe.com

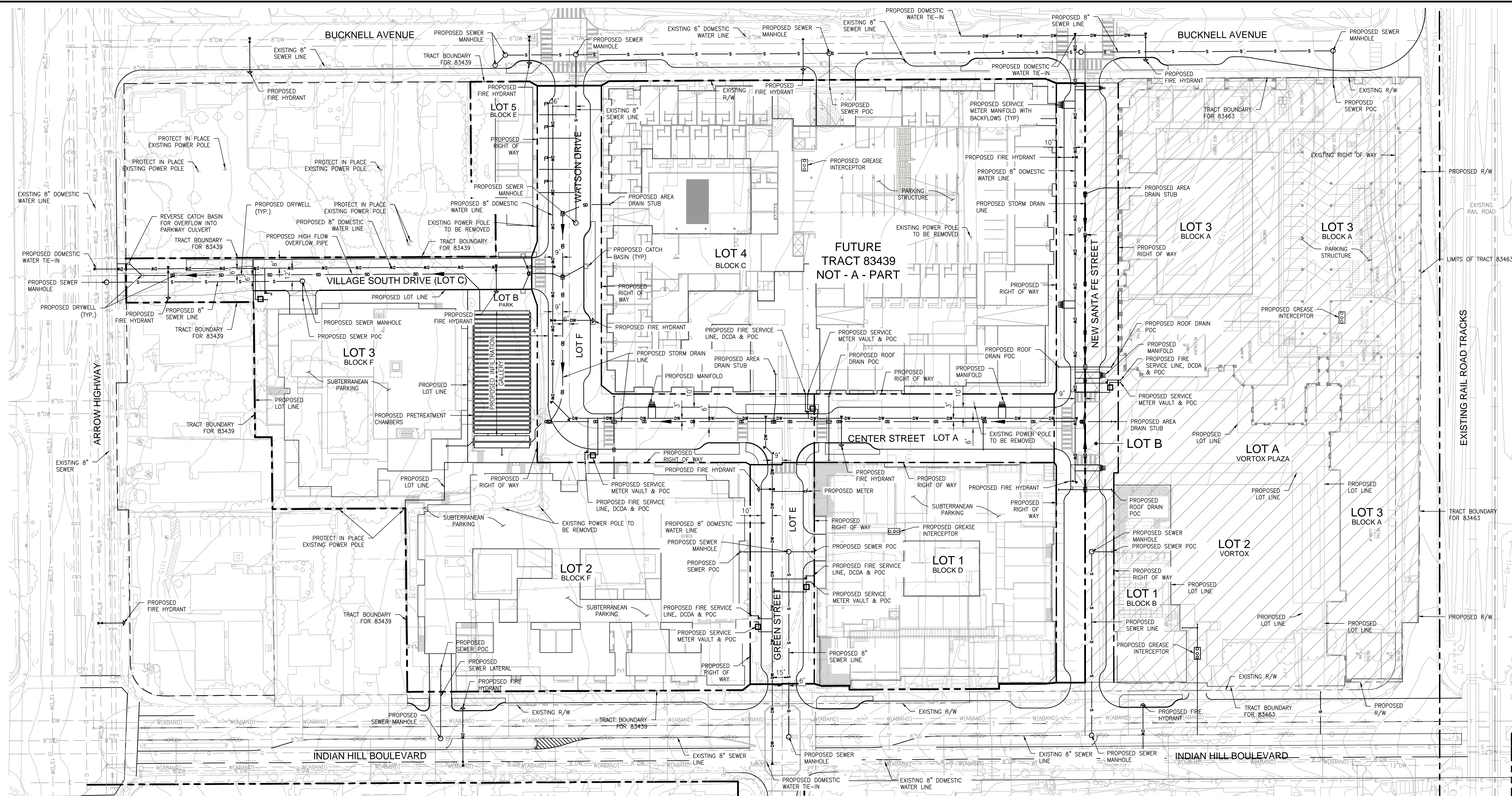
TREVOR DOBSON RCE# C42029 DATE 11/09/2022

VESTING TENTATIVE TRACT MAP
CONCEPTUAL GRADING
VTTM NO. 83439
SOUTH VILLAGE - SOUTH
CLAREMONT, CALIFORNIA

DRAWN:	JL
DESIGN:	TD
CHECKED:	TD
SCALE:	AS SHOWN
JOB NO.:	1824-014
DATE:	11/9/2022

SHEET 8 OF 9



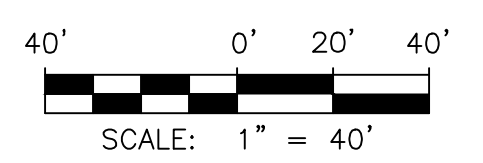
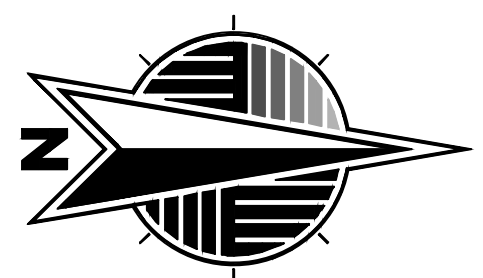


LEGEND

- | | | | | | |
|-----------|-------------------|-------------|------------------------------|--------|-----------------------------|
| — | CENTERLINE | — | EDGE OF PROPOSED BUILDING | — SD — | PROPOSED STORM DRAIN LINE |
| - - - | EXISTING R/W OR R | ▨ | NOT A PART | — DW — | PROPOSED INFILTRATION BASIN |
| - - - - - | PROPOSED R/W OR R | — DW — DW — | PROPOSED DOMESTIC WATER LINE | — SS — | EXISTING SEWER LINE |
| - - - - - | EASEMENT LINE | — DW — DW — | PROPOSED DOMESTIC WATER LINE | | |
| — | PROPOSED LOT LINE | — SS — SS — | PROPOSED SEWER LINE | | |

NOTE:

PROPOSED UTILITY LAYOUT SHALL BE DESIGNED AND CONSTRUCTED SIMULTANEOUSLY WITH FUTURE TRACT 83463 AS NEEDED TO SUPPORT VTTM 83439.



NO.	DATE	REVISIONS	APP'D.	DATE

PREPARED BY:

FUSCOE
ENGINEERING
16705 Von Karman, Suite 100, Irvine, California 92606
Tel 949.474.1660 • Fax 949.474.5315 • www.fuscoe.com

Trevor Dobson
TREVOR DOBSON RCE# C42029 DATE 11/09/2022

**VESTING TENTATIVE TRACT MAP
CONCEPTUAL UTILITY LAYOUT**

VTTM NO. 83439
SOUTH VILLAGE - SOUTH
CLAREMONT, CALIFORNIA

DRAWN:	JL
DESIGN:	TD
CHECKED:	TD
SCALE:	AS SHOWN
JOB NO.:	1824-014
DATE:	11/9/2022

SHEET 9 OF 9

**Engineers & Planners**

Traffic
Transportation
Parking

Linscott, Law & Greenspan, Engineers

2 Executive Circle
Suite 250
Irvine, CA 92614
949.825.6175 T
949.825.6173 F
www.llgengineers.com

Pasadena
Irvine
San Diego
Woodland Hills

November 7, 2022

Ms. Kaitlin Morris
Village Partners
4340 Von Karman Avenue, Suite 140
Newport Beach, CA 92660

LLG Reference: 2.21.4441.1

Subject: Revised Parking Study for South Village
Claremont, California

Dear Ms. Morris:

As requested, Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit the findings of a Parking Study we completed for South Village (herein referred to as “Project”), which is a 12-acre transit-oriented development/TOD mixed-use development project in the City of Claremont. This letter report updates our prior study dated August 17, 2022 to evaluate slight modifications in the Project description as requested by City staff (i.e., a reduction of 22 apartment units in Blocks A and C from 492 units to 470 units in order to designate a total of 10,908 SF of flex retail space).

As now proposed, the Project consists of Blocks A through F with a mix of multifamily residential and commercial uses. The multifamily residential component totals 705 dwelling units, including 581 apartment units and 124 condominium/townhome units. The commercial components of the Project total 144,417 SF, consisting of 53,239 SF of restaurants, 57,478 SF of retail, and 33,700 SF of general office uses. The Project’s on-site parking supply totals 1,293 spaces, which is comprised of 1,168 parking structure/garage spaces and 125 on-street spaces. In addition, during the peak/busiest parking periods for the Project (on weeknights and weekends), up to 170 spaces will need to be provided by Keck Graduate Institute (KGI) that adjoins the Project site on the west to support the Project’s peak parking needs; however, overnight parking in KGI spaces between 2:00 AM and 6:00 AM will be restricted.

The study effort included undertaking the following key steps:

- a) As a conservative first step, calculate the City Code-based parking requirements for the Project based on the application of parking standards set forth in Table 3.9 of *Section 3.9 Parking Areas & Facilities* of the Village South Specific Plan (VSSP)

Philip M. Linscott, PE (1924-2000)
Jack M. Greenspan, PE (Ret.)
William A. Law, PE (Ret.)
Paul W. Wilkinson, PE
John P. Keating, PE
David S. Shender, PE
John A. Boarman, PE
Clare M. Look-Jaeger, PE
Richard E. Barretto, PE
Keil D. Maberry, PE

dated June 2021 without any permissible parking reductions (i.e., unbundling, shared parking, car-sharing, provision of bicycle parking). Compare VSSP Table 3.9-based parking requirements against proposed off-street and on-street supply within the Project site to identify any VSSP Code-based surplus or deficiency for the Project as a whole, and on a sub-area basis (i.e., Parking Zones 1, 2, and 3), from a conservative theoretical standpoint.

- b) Focusing on the predominant land use (i.e., multifamily residential) for the Project, compare VSSP Table 3.9 Code parking ratios (without permissible parking reductions) to industry standards for multifamily residential developed by the Institute of Transportation Engineers (ITE) and Urban Land Institute (ULI), established multifamily residential ratios for downtown and transit-oriented development/TOD settings, and empirical parking ratios derived by LLG from existing multifamily developments and industry references. This step would illustrate how merely applying VSSP Table 3.9 Code parking ratios without also applying shared parking reductions (at the minimum) could overestimate the Project's more realistic parking needs.
- c) In order to estimate the extent of shared parking reductions applicable to the Project, evaluate shared parking needs for the Project as a whole and on a sub-area basis by applying the methodology outlined in ULI's *Shared Parking*, 3rd Edition (2020), and compare shared parking demand against proposed supply to determine any parking surplus or deficiency.

Briefly, our findings indicate that the proposed Project supply of 1,293 on-site spaces and up to 170 spaces in KGI parking lots (from 5:00 PM to 2:00 AM on weeknights, and from 6:00 AM to 2:00 AM on weekends) serving the overflow parking needs in Zone 1 will be adequate in meeting the Project's peak shared parking demand of 1,460 spaces (presuming that 231 spaces in the Block A parking structure in Zone 1 and 452 spaces in Zone 2 would be reserved for the exclusive use of multifamily residents; the 235-space supply in Zone 3 would be entirely designated for residential use only). Appropriate parking control technology or mechanism will be implemented to enforce reserved residential parking.

The following pages describe our study approach and findings in greater detail.

PROJECT SETTING AND VSSP CONTEXT

The Project site is located within the Claremont Village South Specific Plan (VSSP) Area immediately south of Claremont's historic Village, bounded by the important crossroads of Indian Hill Boulevard, Arrow Highway, Bucknell Avenue, and Santa Fe Street. Surrounding the VSSP Area are Keck Graduate Institute (KGI) on the west,

Claremont Village Expansion on the north; Claremont Village, The Claremont Colleges, and Metrolink commuter rail station (located less than 0.5 miles to/from the Project) on the northeast; and residential neighborhoods on the east and south.

The VSSP was prepared to guide future land use and shape new sustainable, mixed-use, transit-oriented development/TOD within the Plan Area. Based on this, City Code parking requirements for the Project are regulated by the development and parking standards and design guidelines set forth in *Section 3.9 Parking Areas & Facilities* of the VSSP document dated June 2021.

The City established parking minimums identified in Table 3.9 of the VSSP June 2021 document, but *Section 3.9* also allows parking reductions that can be applied to reduce the required parking minimums specified in Table 3.9. These permissible parking reductions are related to:

- (a) shared parking for joint uses which have no substantial conflict in principal operating hours (up to a 50% reduction of the required parking)
- (b) unbundling/separating the cost of parking from the cost of leasing or purchasing a unit, space, or building (up to a 20% reduction of the required parking)
- (c) car-sharing (up to a 20% reduction of the required parking)
- (d) provision of bicycle parking (up to a 10% reduction for short-term and long-term bicycle parking spaces)

In addition, VSSP *Section 3.9* requires development project applicants to submit a Parking Management Plan (PMP) to the satisfaction of the City. The latter section of this letter report presents the PMP strategies that will be implemented as part of the Project.

PROJECT DESCRIPTION AND PARKING SUPPLY

As presented on *Table 1*, the proposed Project consists of Blocks A through F with a mix of multifamily residential and commercial uses. The multifamily residential component totals 705 dwelling units, including 581 apartment units and 124 condominium/townhome units. The commercial components of the Project total 144,417 SF, consisting of 53,239 SF of restaurants, 57,478 SF of retail, and 33,700 SF of general office uses.

In order to provide a comprehensive evaluation of parking needs and formulation of PMP recommendations, it was important for this study to not only assess the Project's overall total parking demand but to also examine parking demand-versus-supply conditions for three sub areas: Zone 1 (including Blocks A and B), Zone 2 (including Blocks C and D), and Zone 3 (including Blocks E and F).

As illustrated on *Figure 1*, the Project's on-site parking supply totals 1,293 spaces, which is comprised of 1,168 parking structure/garage spaces and 125 on-street spaces. The following provides a parking supply breakdown by parking zone:

- Zone 1 Supply: 380 spaces
- Zone 2 Supply: 678 spaces
- Zone 3 Supply: 235 spaces
- **Total On-Site Supply: 1,293 spaces**

During the peak/busiest parking periods for the Project (on weeknights and weekends), up to 170 spaces will need to be provided by Keck Graduate Institute (KGI) that adjoins the Project site on the west to support the peak overflow parking needs of Zone 1. Because overnight parking in KGI spaces between 2:00 AM and 6:00 AM will be restricted, excess on-site demand from the Project will be allowed to park in KGI spaces from 5:00 PM to 2:00 AM on weeknights, and from 6:00 AM to 2:00 AM on weekends.

Furthermore, the parking supply of 380 spaces in Zone 1 will be managed according to the following PMP operational strategies:

- From 6:00 AM to 5:00 PM on weekdays and weekends, the 380-space supply on site will be shared between commercial and residential uses.
- From 5:00 PM to 6:00 AM on weekdays and weekends, 231 spaces in the Block A parking structure will be reserved for the exclusive use of multifamily residents, and the remainder of 149 spaces on site will be shared between the commercial uses, residents, and residential guests. Appropriate parking control technology or mechanism will be implemented to enforce reserved residential parking.

The 678-space parking supply in Zone 2 will be managed according to the following PMP operational strategies:

- From 6:00 AM to 5:00 PM on weekdays and weekends, the 678-space supply on site will be shared between commercial and residential uses.
- From 5:00 PM to 6:00 AM on weekdays and weekends, 452 spaces in the Block C and D parking structures will be reserved for the exclusive use of multifamily residents, and the remainder of 226 spaces on site will be shared between the commercial uses, residents, and residential guests. Appropriate parking control technology or mechanism will be implemented to enforce reserved residential parking.

The parking supply of 235 spaces in Zone 3 will be entirely designated for the exclusive use of multifamily residents and their guests during all hours on a weekday and weekend.

CITY/VSSP CODE PARKING REQUIREMENTS

The City/VSSP Code parking requirements for the proposed Project were first calculated based on minimum parking standards set forth in Table 3.9 of *Section 3.9 Parking Areas & Facilities* of the VSSP document dated June 2021. The parking ratios in Table 3.9 for calculating minimum requirements do not account for the parking reductions allowed per the VSSP *Section 3.9* described previously.

As a conservative first step in this study, *Table 1* presents the VSSP Code parking calculation for each component of the Project without the application of permissible parking reductions. *Table 1* also refers to the parking estimates as “maximums” because the calculation does not account for allowable parking reductions, such as shared parking.

The application of VSSP Table 3.9 parking ratios to the development tabulation results in a total Code-based requirement of 1,879 spaces. Comparing this 1,879-space requirement against the proposed supply of 1,293 spaces results in a VSSP Code-based deficiency of 586 spaces for the Project (presuming no permissible reductions). *Table 1* also indicates Code-based shortfalls on a sub-area basis in Zone 1 (379 spaces), Zone 2 (175 spaces), and Zone 3 (32 spaces) without the application of any VSSP-allowed reductions.

The City/VSSP Code parking calculations presented in *Table 1* are very conservative because they do not account for permissible reductions to parking minimums (i.e., unbundling, shared parking, car-sharing, provision of bicycle parking), and the Project’s TOD setting within the VSSP Area. The parking estimation procedure in *Table 1* would overstate the Project’s real parking needs, as discussed below.

VSSP TABLE 3.9 VS. ITE, ULI, TOD SETTINGS, & EXISTING SITES

As discussed in the section above, the City/VSSP Code parking requirements for both commercial and residential components of the proposed Project were first calculated based on minimum parking standards set forth in Table 3.9 of the VSSP document dated June 2021. Relative to estimating the parking needs of the Project’s commercial components, the Table 3.9 parking ratios for non-residential uses were considered a solid indicator of parking demand and therefore applied throughout this study, including as basis for the shared parking calculations (to be presented in a latter section of this report).

Focusing on the predominant land use (i.e., multifamily residential) for the Project, VSSP Table 3.9 Code parking ratios (without permissible parking reductions) were compared to industry standards for multifamily residential developed by the Institute of Transportation Engineers (ITE) and Urban Land Institute (ULI), established multifamily residential ratios for downtown and transit-oriented development/TOD settings, and empirical parking ratios derived by LLG from existing multifamily developments and industry references. This step would illustrate how merely applying VSSP Table 3.9 Code parking ratios without also applying shared parking reductions (at the minimum) could overestimate the Project's more realistic parking needs.

As presented in **Table 2**, the VSSP Table 3.9 parking ratios for multifamily residential were compared against industry standards developed by ITE and ULI, and established ratios for downtown and TOD settings including the cities of Redlands, Fullerton, Azusa, Long Beach, San Diego, Santa Monica, Los Angeles, and Sacramento, in addition to TCRP Report 128 for TODs.

ITE and ULI do not distinguish between owned and rented multifamily units reportedly because there is no statistical difference between the two, and condominium/townhome units may be owned by investors and rented rather than owner-occupied.

As the bottom row of **Table 2** indicates, the VSSP Table 3.9 ratios for multifamily developments are 36% to 117% greater than those of ITE, ULI, and downtown/TOD settings.

In addition to **Table 2** comparisons, the actual parking requirements for multifamily residential uses have been found to be less than the VSSP Table 3.9 requirement, as indicated on **Table 3**. **Table 3** presents a summary of previous field studies of actual parking demand at six existing sites similar to the Project, in addition to the City of Long Beach Downtown Plan and ITE.

A comparison between the VSSP Table 3.9 Code requirements for the 705 multifamily residential units proposed per **Table 1** (1,356 spaces) and the application of the empirical (85th percentile) ratio of 1.35 spaces per DU from **Table 3** (952 spaces) indicates that the VSSP Table 3.9 Code requirements are 42% greater than the 85th percentile empirical demand. This comparison illustrates how merely applying VSSP Table 3.9 Code parking ratios without also applying shared parking reductions (at the minimum) could overestimate the Project's more realistic parking needs.

Based on the comparisons in **Tables 2** and **3**, it is clear why the VSSP **Section 3.9** would allow the application of parking reductions to parking minimums set forth in **Table 3.9**. The parking principles and guidelines of **Section 3.9** fully support the sharing of parking supply in a mixed-use development, unbundling parking cost from

lease/purchase cost to the extent possible, TDM techniques, and efficient planning and management of future parking resources so that a context-sensitive approach is taken and not overbuild parking supply at the expense of pedestrian comfort and multimodal connections. As proposed, the nature of the Project (i.e., mixed-use, located in a TOD setting because it is an integral part of the VSSP Area) warrants the application of parking reductions described in *Section 3.9* of the VSSP.

This trend is indicative of what more jurisdictions are now doing, which is rethinking minimum parking standards to meet sustainability goals and multimodal/Active Transportation/Park Once strategies, and encourage shared parking, transit use, bicycling, and walking. It embraces the notion that the common practice of requiring a large amount of off-street parking spaces (as what may result from the direct application of city code ratios without considering the actual physical setting, mixed-use nature of a downtown core or hub, and proximity to regional transit and shared parking facilities) leads to inefficient land use and underutilized spaces, while placing unnecessary design and financial burden on new development projects. Households in developments located in or near downtowns (or mixed-use activity hubs), that can easily access transit stations, located in low VMT (Vehicle Miles Traveled) areas, implement Complete Streets design by incorporating pedestrian and bicycle amenities in project features, and create Park-Once-and-Walk Districts, typically own fewer vehicles, reducing the demand for residential parking in these areas.

Furthermore, State policies and mandates to reduce reliance on individual vehicles and greenhouse gas emissions, such as SB 743, recognize that limiting parking supply could mitigate transportation/VMT impacts. Conversely, SB 743 states that projects that increase parking supply would typically increase VMT impacts by inducing travel.

There is also the issue of “perceived” versus “actual” parking deficiencies. Perceived inadequacies in parking standards are often related to older multifamily developments not built to code standards instead of newer market-rate housing projects built to current code. This underscores the importance of keeping parking standards current, and which “right size” required supply by being responsive to changing markets, demographics, decline in car ownership patterns, mobility/travel mode choices, emerging technologies, Park Once strategies, creation of live/work/play environments and mixed-use settings, and TDM and PMP strategies. As noted previously, VSSP *Section 3.9* requires development project applicants to submit a PMP to the satisfaction of the City.

These context-specific parking demand aspects and potential parking reductions would be absent if minimum parking ratios included in VSSP Table 3.9 were solely used as basis for estimating the Project’s parking needs.

Inherent in the VSSP in allowing a parking reduction of up to 50% of minimum parking requirements due to shared parking, is the fact that multifamily residential uses that are part of a mixed-use setting or complex typically generate less demand. The next section describes Shared Parking analyses conducted as part of this study.

SHARED PARKING ANALYSIS

Parking experience indicates that combining different land uses, whose parking demands peak at different times (of the day, week, and year), generally result in a parking demand that is significantly lower than “stand-alone” or “free-standing” facilities. In other words, a mixed-use development results in an overall parking need that is less than the sum of the individual peak parking requirements for each land use (parking ratios/factors specific to each land use, or city parking code rates are typically applied to these “stand-alone” developments).

Shared Parking calculations recognize that when different uses share a common parking footprint, the total number of spaces needed to support the collective whole is determined by adding the different parking profiles (by time of day or day of week) of each use comprising the mixed-use development. This is done rather than applying individual peak ratios to each land use component.

Based on the application of the methodology described in ULI’s *Shared Parking (3rd Edition)* publication, weekday and weekend shared parking calculations were conducted for the Project. Each calculation set shows the total size of each land use category, the parking ratios applied to each column, any internal capture and TOD/multimodal adjustments, hourly parking profiles per ULI for each land use type, and the resultant hourly parking demand for weekday and weekend conditions.

Consistent with ULI’s shared parking methodology and best practices in the urban planning field, a 10% parking reduction was applied to account for synergy/internal capture and alternative modes of travel (i.e. transit, bicycle, pedestrian) given the site’s central location, pedestrian proximity to KGI, Village Expansion, Claremont Village, The Claremont Colleges, and direct access to public transit on Indian Hill Boulevard and Arrow Highway, and the Claremont TransCenter (also known as the Claremont Metrolink Station) that is located less than 1/2 miles away to/from the Project. Based on the Project setting/context and potential tripmaking characteristics, the 10% parking reduction presumed in the shared parking calculations is considered modest when compared against the data contained in ULI’s current publication that suggests reduction factors may be double the 10% applied in this study. It should also be emphasized that, as an additional conservative step in estimating the Project’s parking needs, no other permissible parking reductions per the VSSP *Section 3.9* (i.e.,

unbundling, car-sharing, provision of bicycle parking spaces) have been presumed and applied in the shared parking calculations.

Tables 4 and 5 present the weekday and weekend shared parking calculations for the entire Project, respectively. Presuming 231 spaces of the 380-space supply in Zone 1 and 452 spaces of the 678-spaces supply in Zone 2 are reserved for residents after 5:00 PM (this is a conservative parking allocation because it corresponds to 75% of the VSSP Table 3.9 requirements for residents), **Table 5** indicates that the total Project's overall peak demand is 1,460 spaces during weekend conditions, which translates to an on-site deficiency of 167 spaces in comparison to the 1,293-space on-site supply. The on-site shortfall for Zone 1 of 167 spaces on weekends will be addressed and parked in KGI lots. **Table 4** indicates that on weeknights after 5:00 PM, the on-site deficiency of 149 spaces in Zone 1 will also be accommodated and parked in KGI lots. Parking deficiencies are less and surpluses are greater during all other hours on a weekday and weekend.

As indicated previously, up to 170 spaces will need to be provided by Keck Graduate Institute (KGI) that adjoins the Project site on the west to support the peak overflow parking needs of Zone 1. Because overnight parking in KGI spaces between 2:00 AM and 6:00 AM will be restricted, excess on-site demand from the Project will be allowed to park in KGI spaces from 5:00 PM to 2:00 AM on weeknights, and from 6:00 AM to 2:00 AM on weekends.

Tables 6 and 7 present the weekday and weekend shared parking calculations for Zone 1, respectively. As discussed previously, the parking supply of 380 spaces in Zone 1 will be managed according to the following PMP operational strategies:

- From 6:00 AM to 5:00 PM on weekdays and weekends, the 380-space supply on site will be shared between commercial and residential uses.
- From 5:00 PM to 6:00 AM on weekdays and weekends, 231 spaces in the Block A parking structure will be reserved for the exclusive use of multifamily residents, and the remainder of 149 spaces on site will be shared between the commercial uses, residents, and residential guests. The 231 spaces reserved for residents during these hours is a conservative parking allocation because it corresponds to 75% of the 308 spaces required per VSSP Table 3.9 for Zone 1 apartments.

Presuming 231 spaces of the 380 spaces in Zone 1 are reserved for residents after 5:00 PM, **Table 7** indicates that the peak demand for commercial uses and residential guests in Zone 1 is 316 spaces under weekend conditions, which corresponds to an on-site deficiency of 167 spaces in comparison to the 149-space on-site supply shared by

commercial and residential guests. The on-site peak shortfall of 167 spaces in Zone 1 on weekend evenings will be addressed and parked in up to 170 KGI spaces. *Table 7* also indicates a weekend daytime (1:00 PM) on-site deficiency of 4 spaces, which will be fully served by parking in KGI spaces during that period. *Table 6* indicates that on weeknights after 5:00 PM, the on-site deficiency of 149 spaces will also be accommodated and parked in KGI lots. Parking deficiencies are less and surpluses are greater during all other hours on a weekday and weekend in Zone 1.

Tables 8 and 9 present the weekday and weekend shared parking calculations for Zone 2, respectively. Similar to Zone 1, the parking supply of 678 spaces in Zone 1 will be managed as follows:

- From 6:00 AM to 5:00 PM on weekdays and weekends, the 678-space supply on site will be shared between commercial and residential uses.
- From 5:00 PM to 6:00 AM on weekdays and weekends, 452 spaces in the Block A parking structure will be reserved for the exclusive use of multifamily residents, and the remainder of 226 spaces on site will be shared between the commercial uses, residents, and residential guests. As was presumed for Zone 1, the 452 spaces reserved for residents during these hours is a conservative parking allocation because it corresponds to 75% of the 603 resident spaces required per VSSP Table 3.9.

Presuming 452 spaces of the 678 spaces in Zone 2 are reserved for residents after 5:00 PM, *Table 9* indicates that Zone 2's peak demand is 643 spaces during weekend conditions, which translates to an on-site surplus of 35 spaces in Zone 2. Parking surpluses are greater during all other hours on a weekday and weekend in Zone 2 (*Table 9* does report a slightly smaller surplus of 33 spaces at 7:00 PM on weekends, but this is not considered as the minimum surplus in Zone 2 because of the 16-space surplus in parking spaces reserved for residents during the same hour).

Tables 10 and 11 present the weekday and weekend shared parking calculations for Zone 3, respectively. *Table 11* indicates that Zone 3's peak demand is 226 spaces during weekend conditions, which corresponds to a surplus of 9 spaces when compared against the 235-space supply in Zone 3. Parking surpluses are greater during all other hours on a weekday and weekend in Zone 3.

Based on the findings from the shared parking calculations presented in *Tables 4 through 11*, the application of ULI's Shared Parking methodology to the Project as a whole, and on a sub-area basis evaluating Zone 1, Zone 2, and Zone 3, the Project's peak shared needs are significantly less than the minimum requirements solely calculated from the VSSP Table 3.9, as the summary shown on the next page indicates:

	<u>VSSP Table 3.9</u>	<u>Peak Shared Demand</u>	<u>Reduction</u>
Zone 1	759 spaces	546 spaces	28%
Zone 2	853 spaces	643 spaces	25%
Zone 3	267 spaces	226 spaces	15%
TOTAL	1,879 spaces	1,415 spaces	25%

The VSSP *Section 3.9* allows up to a 50% reduction of the required parking (per the application of Table 3.9 ratios) to account for shared parking for joint uses which have no substantial conflict in principal operating hours. The above summary shows that the 25% reduction represents half of the 50% reduction for shared parking permissible by VSSP regulations, demonstrating that the Project could fully meet its overall and sub-area shared parking needs with its proposed supply provisions.

In addition to shared parking reductions, the VSSP also allows up to a 20% reduction of the required parking if a project includes the implementation of unbundling/separating the cost of parking from the cost of leasing or purchasing a unit, space, or building. As noted earlier, as a conservative measure in estimating the Project's parking needs, no other permissible parking reductions (i.e., unbundling, car-sharing, provision of bicycle parking spaces) were presumed and applied in the shared parking calculations. This study is conservative in not presuming it, but in reality, unbundling will be implemented, which could potentially result in encouraging more residents to use alternative modes of travel and reduce vehicle ownership. Implementation of specific PMP and TDM measures related to unbundling, car sharing, and bicycle parking spaces will help bolster the Project's ability to fully meet shared demand, create and increase parking supply contingencies on site, and efficiently manage parking operations with using KGI parking lots during peak periods.

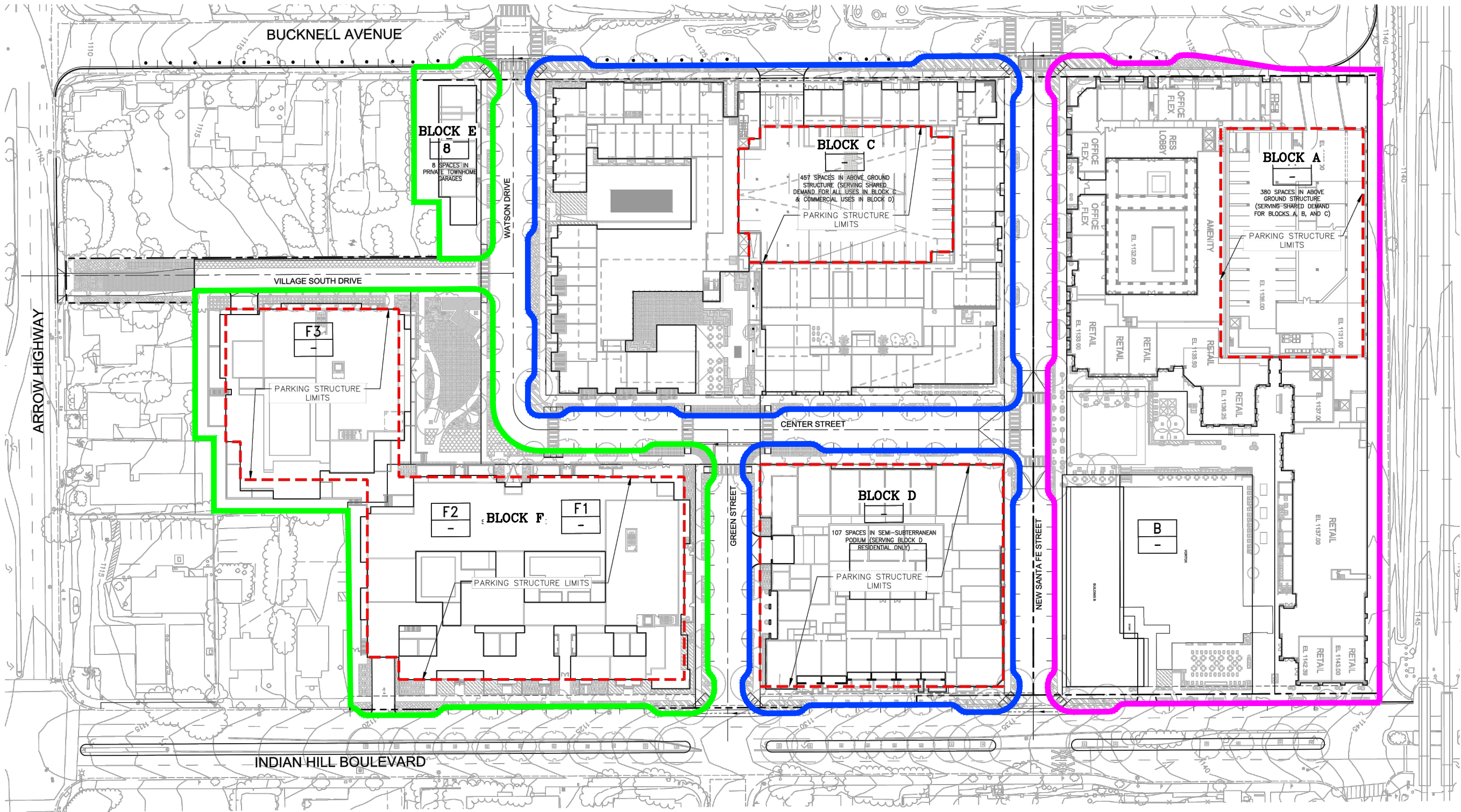
We appreciate the opportunity to provide this analysis. Please call us at 949.825.6175 if you have any questions and/or comments.

Sincerely,
Linscott, Law & Greenspan, Engineers



Trissa (de Jesus) Allen, P.E.
Senior Transportation Engineer

Attachments



n:\4400\2214441 - south village, claremont\dwg\4441 f-1.dwg LDP 15:44:41 06-16-2022 kopulsky

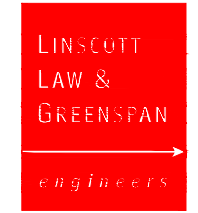
SOURCE: FUSCOE

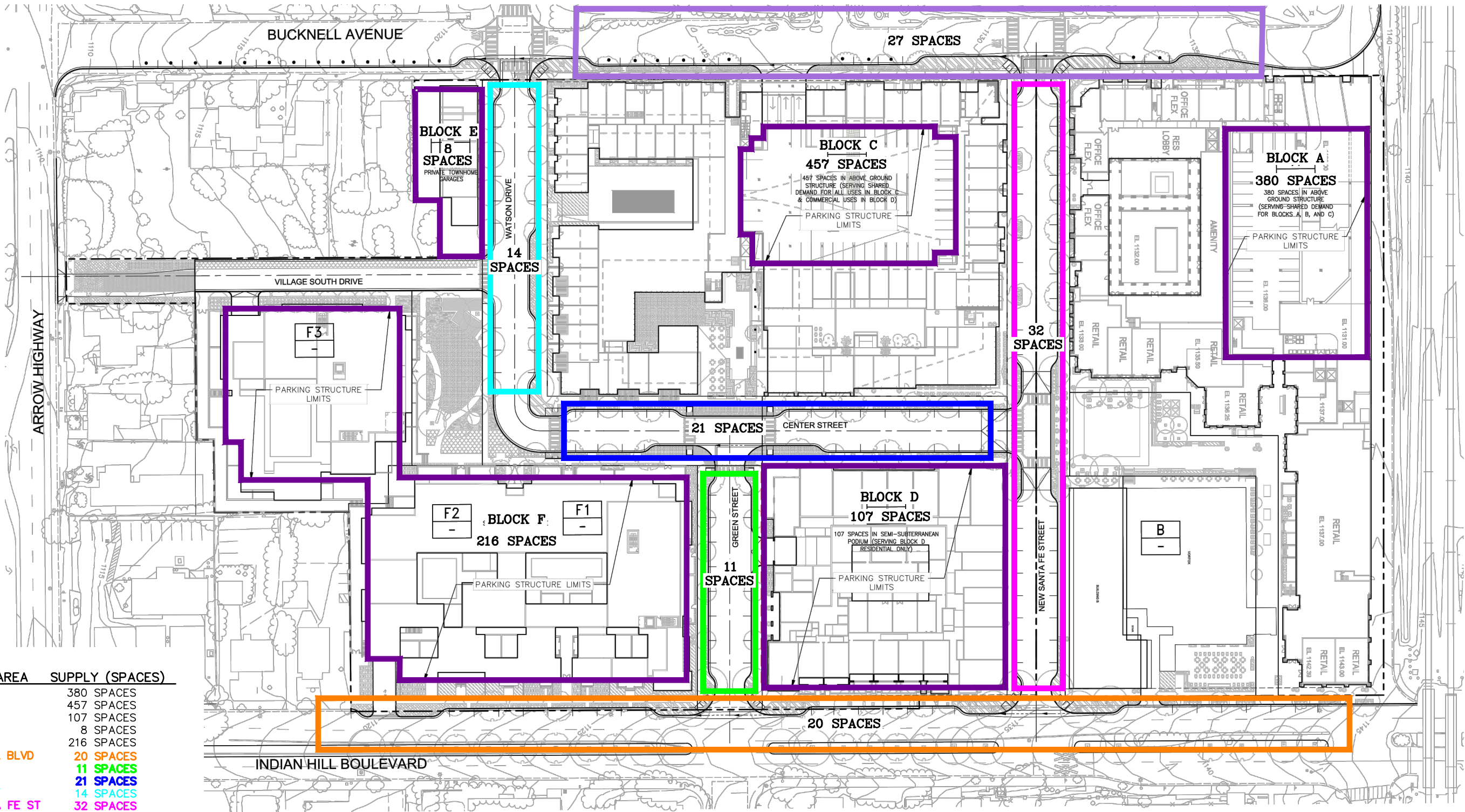
KEY

- = PARKING ZONE 1
- = PARKING ZONE 2
- = PARKING ZONE 3

FIGURE 1

PARKING ZONES
SOUTH VILLAGE, CLAREMONT





n:\4400\2214441 - south village, claremont\dwg\4441 f-2.dwg LDP 16:49:14 08-11-2022 lam

SOURCE: FUSCOE

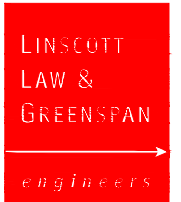


FIGURE 2

PARKING SUPPLY SUMMARY
SOUTH VILLAGE, CLAREMONT

**TABLE 1
DEVELOPMENT SUMMARY & VSSP MAXIMUM PARKING CALCULATIONS**

South Village, Claremont

Project Component	Land Use and Size Breakdown (Dwelling Unit or SF GFA) or Parking Spaces										
	Multi-Family Residential		Restaurants				Specialty Market Retail	Retail	General Office	TOTAL	
	Apartments	Condos / Town-homes	Fine/Casual Dining & Specialty Market Food Hall		Fast Casual/FastFood					Residential	Commercial
			Indoor	Outdoor	Indoor	Outdoor					
Block A	191	0	17,068	7,163	0	0	6,617	16,249	0	191	47,097
Studio	32										
1 bedroom	85										
2 bedroom	69										
3 bedroom	5										
Block V	0	0	10,408	2,000	0	0	3,469	0	0	0	15,877
Block B	0	0	2,186	4,753	0	0	0	5,736	27,700	0	40,375
Block C	279	0	2,627	1,500	1,752	0	0	12,588	6,000	279	24,467
Studio	74										
1 bedroom	111										
2 bedroom	88										
3 bedroom	6										
Block D	111	0	1,795	474	1,197	316	0	12,819	0	111	16,601
Studio	23										
Live/Work (1-bd)	6										
Live/Work (2-bd)	1										
1 bedroom	44										
2 bedroom	37										
Block E	0	4	0	0	0	0	0	0	0	4	0
3 bedroom		4									
Block F	0	120	0	0	0	0	0	0	0	120	0
1 bedroom		24									
2 bedroom		83									
3 bedroom		13									
TOTAL PROJECT	581	124	34,084	15,890	2,949	316	10,086	47,392	33,700	705	144,417
Studio	129	0									
1 bedroom	246	24									
2 bedroom	195	83									
3 bedroom	11	17									
VSSP Code Ratios			1 / 150 SF	1 / 250 SF	1 / 150 SF	1 / 250 SF	1 / 500 SF	1 / 500 SF	1 / 350 SF	--	--
<u>Resident:</u>											
Studio	1 / DU	--									
1 bedroom	1.5 / DU	--									
2 bedroom	2 / DU	2 / DU									
3 bedroom	2 / DU	2 / DU									
<u>Residential Guest:</u>											
Studio	0.5 / DU	--									
1 bedroom	0.25 / DU	--									
2 bedroom	0.25 / DU	0.25 / DU									
3 bedroom	0.25 / DU	0.25 / DU									
VSSP Requirements	1,089	267	227	64	20	1	20	95	96	1,356	523
<u>Resident:</u>											
Studio	129	0									
1 bedroom	369	36									
2 bedroom	390	166									
3 bedroom	22	34									
Resident Spaces:	910	236									
<u>Residential Guest:</u>											
Studio	65	0									
1 bedroom	62	6									
2 bedroom	49	21									
3 bedroom	3	4									
Guest Spaces:	179	31									
Total Parking Supply:										1,293	
Total Required Spaces per VSSP (without permissible parking reductions):										1,879	
VSSP Code-based Deficiency (without permissible parking reductions):										(586)	

**TABLE 1
DEVELOPMENT SUMMARY & VSSP MAXIMUM PARKING CALCULATIONS**

South Village, Claremont

Project Component	Land Use and Size Breakdown (Dwelling Unit or SF GFA) or Parking Spaces										
	Multi-Family Residential		Restaurants				Specialty Market Retail	Retail	General Office	TOTAL	
	Apartments	Condos / Town-homes	Fine/Casual Dining & Specialty Market Food Hall		Fast Casual/FastFood					Residential	Commercial
			Indoor	Outdoor	Indoor	Outdoor					
Parking Zone 1											
Block A:	363	0	114	29	0	0	13	32	0	363	188
Studio	32										
1 bedroom	128										
2 bedroom	138										
3 bedroom	10										
Resident Spaces:	308										
Studio Guest	16										
1 bedroom Guest	21										
2 bedroom Guest	17										
3 bedroom Guest	1										
Guest Spaces:	55										
Block V:	0	0	69	8	0	0	7	0	0	0	84
Block B:	0	0	15	19	0	0	0	11	79	0	124
Total Spaces Req'd.	363	0	198	56	0	0	20	43	79	363	396
Parking Zone 1 Parking Supply:										380	
Parking Zone 1 Required Spaces per VSSP (without permissible parking reductions):										759	
Parking Zone 1 VSSP Code-based Deficiency (without permissible parking reductions):										(379)	
Parking Zone 2											
Block C:	518	0	18	6	12	0	0	25	17	518	78
Studio	74										
1 bedroom	167										
2 bedroom	176										
3 bedroom	12										
Resident Spaces:	429										
Studio Guest	37										
1 bedroom Guest	28										
2 bedroom Guest	22										
3 bedroom Guest	2										
Guest Spaces:	89										
Block D:	208	0	12	2	8	1	0	26	0	208	49
Studio	23										
Live/Work (1-bd)	9										
Live/Work (2-bd)	2										
1 bedroom	66										
2 bedroom	74										
Resident Spaces:	174										
Studio Guest	12										
Live/Work(1-bd) Gst	2										
Live/Work(2-bd) Gst	0										
1 bedroom Guest	11										
2 bedroom Guest	9										
Guest Spaces:	34										
Total Spaces Req'd.	726	0	30	8	20	1	0	51	17	726	127
Parking Zone 2 Parking Supply:										678	
Parking Zone 2 Required Spaces per VSSP (without permissible parking reductions):										853	
Parking Zone 2 VSSP Code-based Deficiency (without permissible parking reductions):										(175)	

TABLE 1
DEVELOPMENT SUMMARY & VSSP MAXIMUM PARKING CALCULATIONS
 South Village, Claremont

Project Component	Land Use and Size Breakdown (Dwelling Unit or SF GFA) or Parking Spaces										
	Multi-Family Residential		Restaurants				Specialty Market Retail	Retail	General Office	TOTAL	
	Apartments	Condos / Townhomes	Fine/Casual Dining & Specialty Market Food Hall		Fast Casual/FastFood					Residential	Commercial
			Indoor	Outdoor	Indoor	Outdoor					
Parking Zone 3											
Block E:	0	9	0	0	0	0	0	0	9	0	
3 bedroom		8									
3 bedroom Guest		1									
Block F:	0	258	0	0	0	0	0	0	258	0	
1 bedroom		36									
2 bedroom		166									
3 bedroom		26									
Resident Spaces:		228									
1 bedroom Guest		6									
2 bedroom Guest		21									
3 bedroom Guest		3									
Guest Spaces:		30									
Total Spaces Req'd.	0	267	0	0	0	0	0	0	267	0	
Parking Zone 3 Parking Supply:									235		
Parking Zone 3 Required Spaces per VSSP (without permissible parking reductions):									267		
Parking Zone 3 VSSP Code-based Deficiency (without permissible parking reductions):									(32)		

TABLE 2
VSSP (w/out permissible parking reductions) vs. ITE, ULI, & DOWNTOWN/TOD PARKING REQUIREMENTS FOR MULTIFAMILY RESIDENTIAL
South Village, Claremont

Project	Dwelling Units	VSSP (w/out permissible reductions)		ITE (<1/2 miles to rail transit; 85th %ile)		ULI		City of Redlands Downtown, Village Ctr & Gen	City of Fullerton Transportation Ctr Specific Plan	City of Azusa TOD Specific Plan	City of Long Beach		City of San Diego for TODs	City of Santa Monica (for TODs & Downtown)	TCRP Report 128 for TODs	City of Los Angeles Code for TODs	City of Sacramento (Traditional District)										
		Ratio	Spaces	Ratio	Spaces	Ratio	Spaces	Ratio	Spaces	Ratio	Spaces	Ratio	Spaces	Ratio	Spaces	Ratio	Spaces	Ratio	Spaces								
Multi-Family Residential																											
Studio	129	1 sp/unit	129	1.27 sp/unit	164	0.85 sp/unit	110	1 sp/unit	129	1 sp/unit	129	1 sp/unit	129	0.5 sp/unit	65	1 sp/unit	129	1 sp/unit	129	1.1 sp/unit	142	1 sp/unit	129	1 sp/unit	129		
1-Bedroom	246	1.5 sp/unit	369	1.27 sp/unit	312	0.9 sp/unit	221	1 sp/unit	246	1 sp/unit	246	1 sp/unit	246	1 sp/unit	246	1.25 sp/unit	308	0.5 sp/unit	123	1.1 sp/unit	271	1 sp/unit	246	1 sp/unit	246		
2-Bedroom	195	2 sp/unit	390	1.27 sp/unit	248	1.65 sp/unit	322	1 sp/unit	195	2 sp/unit	390	1.5 sp/unit	293	1 sp/unit	195	1.75 sp/unit	341	1 sp/unit	195	1.1 sp/unit	215	1 sp/unit	195	1 sp/unit	195		
3-Bedroom	11	2 sp/unit	22	1.27 sp/unit	14	2.5 sp/unit	28	1.5 sp/unit	17	2 sp/unit	22	1.5 sp/unit	17	1 sp/unit	11	1.5 sp/unit	17	2 sp/unit	22	1.5 sp/unit	17	1.1 sp/unit	12	1 sp/unit	11		
Total Resident:	581		910		738		681		587		787		685		581		800		464		640		581		581		
Resident Guest Parking																											
Studio	129	0.5 sp/unit	65	none	0	0.15 sp/unit	19	0.25 sp/unit	32	none	0	none	0	0.25 sp/unit	32	0.25 sp/unit	32	none	0	0.067 sp/	9	none	0	none	0	none	0
1-Bedroom	246	0.25 sp/unit	62	none	0	0.15 sp/unit	37	0.25 sp/unit	62	none	0	none	0	0.25 sp/unit	62	0.25 sp/unit	62	none	0	0.067 sp/	16	none	0	none	0	none	0
2-Bedroom	195	0.25 sp/unit	49	none	0	0.15 sp/unit	29	0.25 sp/unit	49	none	0	none	0	0.25 sp/unit	49	0.25 sp/unit	49	none	0	0.067 sp/	13	none	0	none	0	none	0
3-Bedroom	11	0.25 sp/unit	3	none	0	0.15 sp/unit	2	0.25 sp/unit	3	none	0	none	0	0.25 sp/unit	3	0.25 sp/unit	3	none	0	0.067 sp/	1	none	0	none	0	none	0
Total Guest:	581		179		0		87		146		0		0		146		146		0		39		0		0		0
Total Required		--	1,089	--	738	--	768	--	733	--	787	--	685	--	727	--	767	--	800	--	503	--	640	--	581	--	581
Blended Parking Ratio		--	1.87	--	1.27	--	1.32	--	1.26	--	1.35	--	1.18	--	1.25	--	1.32	--	1.38	--	0.87	--	1.10	--	1.00	--	1.00
Project vs. Comparable					48%		42%		49%		38%		59%		50%		42%		36%		117%		70%		87%		87%

TABLE 3
COMPARABLE MULTIFAMILY RESIDENTIAL AND PARKING RATIO SUMMARY
South Village, Claremont

Comparable Site		City	Address	Development Summary	Parking Facility	Parking Supply	Retail	Survey Period	Tenant & Guest Peak Parking Ratio - Spaces per DU (Peak Hour)
1	279 Unit Complex [b]	Irvine	--	279 Unit Apartments • 2 Studio Units • 162 1 Bedroom Units • 115 2 Bedroom Units	Gated Structure	600 Spaces	--	Tuesday 6PM-1AM	1.36 (Peak Hour N/A)
2	403 Unit Complex [b]	Irvine	--	403 Unit Apartments • 326 1 Bedroom Units • 77 2 Bedroom Units	Gated Structure	643 Spaces	--	Tuesday 6PM-1AM	1.29 (Peak Hour N/A)
3	460 Unit Complex [b]	Orange	--	460 Unit Apartments • 256 1 Bedroom Units • 204 2 Bedroom Units	Gated Structure, Gated Surface Lot	784 Spaces	--	Tuesday 6PM-1AM	1.40 (Peak Hour N/A)
4	183 Unit Complex [b]	Fullerton	--	183 Unit Apartments • 129 1 Bedroom Units • 54 2 Bedroom Units	Gated Residential Structure	223 Residential Spaces	Yes	--	1.10 (Peak Hour N/A)
5	250 Unit Complex [b]	Santa Ana	--	250 Unit Apartments • 108 1 Bedroom Units • 145 2-3 Bedroom Units	Gated Residential Structure	453 Residential Spaces	Yes	--	0.94 (Peak Hour N/A)
6	Apex Laguna Niguel [c]	Laguna Niguel	27960 Cabot Road	284 Unit Apartments • 32 Studio Units • 161 1 Bedroom Units • 91 2 Bedroom Units	Garage	539 Spaces • Residents - 461 sp. • Public/Guests - 78 sp.	--	Wednesday & Thursday 7PM-2AM	1.28 (@ 2:00 AM)
Additional Parking Ratio References:									
ITE Parking Generation, 5th Edition (Jan 2019) Land Use 221: Multifamily Housing (Mid-Rise) Gen. Urban/Suburban (< 1/2 miles to rail transit):									1.25
ITE Average									1.12
ITE 85th Percentile									1.27
Average:									1.22
85th Percentile:									1.35
95th Percentile:									1.38
Residential Component of the Project Parking Calculation Using Empirical Rates Above (705 DUs)									
Average Demand (1.22 x 705 DUs):									860
85th Percentile Demand (1.35 x 705 DUs):									952
95th Percentile Demand (1.38 x 705 DUs):									973

Notes:

[a] Source: *Parking Demand Analysis for the Proposed Fifth Avenue/Huntington Drive Mixed-Use Project City of Monrovia, California, prepared by LLG, Oct. 2012*

[b] Source: *Parking Study for AMLI Orange Apartment Project*, prepared by IBI Group, Nov. 2012

[c] Source: Counts collected by LLG on December 2016.

TABLE 4
TOTAL PROJECT WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]
South Village, Claremont

Land Use	Fine/Casual Dining & Specialty Market Food Hall (Indoor)	Fine/Casual Dining & Specialty Market Food Hall (Outdoor)	Fast Casual/Fast Food (Indoor)	Fast Casual/Fast Food (Outdoor)	Specialty Market Retail	Retail	General Office	Non-Residential Demand Total Spaces = 471	Apartments (Guests) 581 DU 0.28 /DU 161 Spc. w/ 10% redux	Condos /Townhomes (Guests) 124 DU 0.23 /DU 28 Spc. w/ 10% redux	Non-Residential Demand + Residential Guest Total Spaces = 660	Apartments (Residents) 581 DU 1.41 /DU 819 Spc. w/ 10% redux	Condos /Townhomes (Residents) 124 DU 1.71 /DU 212 Spc. w/ 10% redux	Resident Demand Total Spaces = 1,031	TOTAL PROJECT Non-Res + Residential Demand Total Spaces = 1,691	[2] TOTAL PROJECT Non-Residential + Residential Demand vs Supply 1,293 Spc.
Time of Day	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Shared Demand	Number of Spaces	Number of Spaces	Shared Demand	Number of Spaces	Number of Spaces	Shared Demand	Shared Demand	Surplus (Deficiency)
6:00 AM	0	0	1	0	0	3	2	6	0	0	6	744	195	939	945	348
7:00 AM	5	1	2	0	1	5	12	26	16	3	45	629	165	794	839	454
8:00 AM	13	4	4	0	3	14	41	79	31	5	115	529	138	667	782	511
9:00 AM	20	5	6	0	6	29	75	141	31	5	177	430	113	543	720	573
10:00 AM	47	13	10	1	10	49	86	216	31	5	252	397	104	501	753	540
11:00 AM	85	24	15	1	13	62	82	282	31	5	318	356	93	449	767	526
12:00 PM	137	39	18	1	17	77	68	357	31	5	393	315	83	398	791	502
1:00 PM	137	39	18	1	17	77	70	359	31	5	395	315	83	398	793	500
2:00 PM	123	35	16	1	16	74	82	347	31	5	383	315	83	398	781	512
3:00 PM	81	23	10	1	15	68	78	276	31	5	312	315	83	398	710	583
4:00 PM	97	27	10	1	15	68	68	286	31	5	322	356	93	449	771	522
5:00 PM	139	40	10	1	15	68	48	321	62	11	394	397	104	501	895	398
6:00 PM	170	49	15	1	15	71	20	341	92	15	448	471	123	594	1,042	251
7:00 PM	177	51	14	1	14	65	12	334	155	27	516	552	144	696	1,212	81
8:00 PM	177	51	9	0	11	55	4	307	155	27	489	629	165	794	1,283	10
9:00 PM	177	51	6	0	8	37	2	281	155	27	463	671	176	847	1,310	(17)
10:00 PM	170	49	4	0	3	16	1	243	155	27	425	744	195	939	1,364	(71)
11:00 PM	135	39	2	0	2	6	0	184	122	22	328	761	199	960	1,288	5
12:00 AM	47	13	1	0	0	0	0	61	77	14	152	787	205	992	1,144	149
6AM - 8AM PEAK DEMAND AND SURPLUS ON SITE:															945	348
8AM - 5PM PEAK DEMAND AND SURPLUS ON SITE:															793	500
5PM - 12AM PEAK DEMAND (w/out resident parking reservations) AND DEFICIENCY ON SITE:															1,364	(71)
5PM - 12AM PEAK DEMAND (w/ resident parking reservations) AND IN KGI LOTS:															1,293	149
TOTAL WEEKDAY PEAK DEMAND (w/ resident parking reservations) AND IN KGI LOTS:															1,442	

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[2] Excess demand of up to 149 spaces from Zone 1 on weeknights will be parked in KGI lots.

TABLE 5
TOTAL PROJECT WEEKEND SHARED PARKING DEMAND ANALYSIS [1]
South Village, Claremont

Land Use	Fine/Casual Dining & Specialty Market Food Hall (Indoor)	Fine/Casual Dining & Specialty Market Food Hall (Outdoor)	Fast Casual/Fast Food (Indoor)	Fast Casual/Fast Food (Outdoor)	Specialty Market Retail	Retail	General Office	Non-Residential Demand Total Spaces = 471	Apartments (Guests)	Condos /Townhomes (Guests)	Non-Residential Demand + Residential Guest Total Spaces = 660	Apartments (Residents)	Condos /Townhomes (Residents)	Resident Demand Total Spaces = 1,031	TOTAL PROJECT Non-Res + Residential Demand Total Spaces = 1,691	[2] TOTAL PROJECT Non-Residential + Residential Demand vs Supply 1,293 Spc.	
Size	34.084 KSF	15.890 KSF	2.949 KSF	0.316 KSF	10.086 KSF	47.392 KSF	33.700 KSF	Shared Demand	581 DU	124 DU	Shared Demand	581 DU	124 DU	Shared Demand	Shared Demand	Surplus (Deficiency)	
Pkg Rate	5.99 /KSF	3.65 /KSF	6.10 /KSF	3.16 /KSF	1.78 /KSF	1.81 /KSF	2.55 /KSF		0.28 /DU	0.23 /DU		1.41 /DU	1.71 /DU				
Gross Spaces	204 Spc. w/ 10% redux	58 Spc. w/ 10% redux	18 Spc. w/ 10% redux	1 Spc. w/ 10% redux	18 Spc. w/ 10% redux	86 Spc. w/ 10% redux	86 Spc. w/ 10% redux		161 Spc. w/ 10% redux	28 Spc. w/ 10% redux		819 Spc. w/ 10% redux	212 Spc. w/ 10% redux				
Time of Day	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Shared Demand	Number of Spaces	Number of Spaces	Shared Demand	Number of Spaces	Number of Spaces	Shared Demand	Shared Demand		
6:00 AM	0	0	1	0	0	3	0	4	0	0	4	819	212	1,031	1,035	258	
7:00 AM	6	2	2	0	2	6	2	20	32	5	57	779	202	981	1,038	255	
8:00 AM	9	2	4	0	6	28	5	54	32	5	91	721	187	908	999	294	
9:00 AM	17	5	6	0	10	48	7	93	32	5	130	655	170	825	955	338	
10:00 AM	22	6	11	1	13	62	8	123	32	5	160	616	160	776	936	357	
11:00 AM	48	14	16	1	17	78	9	183	32	5	220	572	149	721	941	352	
12:00 PM	110	31	18	1	17	83	8	268	32	5	305	557	144	701	1,006	287	
1:00 PM	118	34	18	1	18	86	7	282	32	5	319	533	138	671	990	303	
2:00 PM	101	29	16	1	18	86	5	256	32	5	293	533	138	671	964	329	
3:00 PM	101	29	11	1	17	83	3	245	32	5	282	557	144	701	983	310	
4:00 PM	101	29	10	1	17	79	2	239	32	5	276	582	151	733	1,009	284	
5:00 PM	134	38	11	1	15	71	1	271	65	11	347	606	158	764	1,111	182	
6:00 PM	187	53	16	1	14	66	1	338	96	17	451	630	164	794	1,245	48	
7:00 PM	195	56	15	1	13	62	0	342	161	28	531	655	170	825	1,356	(63)	
8:00 PM	204	58	9	1	12	58	0	342	161	28	531	680	176	856	1,387	(94)	
9:00 PM	187	53	6	0	10	46	0	302	161	28	491	704	183	887	1,378	(85)	
10:00 PM	187	53	4	0	6	29	0	279	161	28	468	729	189	918	1,386	(93)	
11:00 PM	183	52	2	0	2	10	0	249	129	23	401	753	195	948	1,349	(56)	
12:00 AM	103	29	1	0	0	0	0	133	82	14	229	819	212	1,031	1,260	33	
															6AM - 8AM PEAK DEMAND AND SURPLUS ON SITE:	1,038	255
															8AM - 5PM PEAK DEMAND AND SURPLUS ON SITE:	1,009	284
															5PM - 12AM PEAK DEMAND (w/out resident parking reservations) AND DEFICIENCY ON SITE:	1,387	(94)
															5PM - 12AM PEAK DEMAND (w/ resident parking reservations) AND IN KGI LOTS:	1,293	167
															TOTAL WEEKEND PEAK DEMAND (w/ resident parking reservations) AND IN KGI LOTS:	1,460	

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[2] Excess demand of up to 167 spaces from Zone 1 on weekend evenings will be parked in KGI lots.

TABLE 6
ZONE 1 WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]
South Village, Claremont

Land Use	Fine/Casual Dining & Specialty Market Food Hall (Indoor)	Fine/Casual Dining & Specialty Market Food Hall (Outdoor)	Fast Casual/Fast Food (Indoor)	Fast Casual/Fast Food (Outdoor)	Specialty Market Retail	Retail	General Office	Zone 1 Non-Residential Demand Total Spaces =	Apartments (Guests)	Condos /Townhomes (Guests)	Zone 1 Non-Residential Demand + Residential Guest Total Spaces =	Apartments (Residents)	Condos /Townhomes (Residents)	Zone 1 Resident Demand Total Spaces =	Zone 1 Non-Residential + Residential Demand Total Spaces =	[2] Zone 1 Non-Residential + Residential Demand vs Total Supply	[3] Zone 1 Residential Demand vs Reserved Supply	[3] Zone 1 Excess Residential + Non-Residential + Residential Guest
Size	29.662 KSF	13.916 KSF	0.000 KSF	0.000 KSF	10.086 KSF	21.985 KSF	27.700 KSF	356	191 DU	0 DU	406	191 DU	0 DU	277	683	380 Spc.	231 Spc.	149 Spc.
Pkg Rate	6.00 /KSF	3.59 /KSF	0.00 /KSF	0.00 /KSF	1.78 /KSF	1.77 /KSF	2.56 /KSF		0.26 /DU	0.00 /DU		1.45 /DU	0.00 /DU					
Gross Spaces	178 Spc. w/ 10% redux	50 Spc. w/ 10% redux	0 Spc. w/ 10% redux	0 Spc. w/ 10% redux	18 Spc. w/ 10% redux	39 Spc. w/ 10% redux	71 Spc. w/ 10% redux	Shared Demand	50 Spc. w/ 10% redux	0 Spc. w/ 10% redux	Shared Demand	277 Spc. w/ 10% redux	0 Spc. w/ 10% redux	Shared Demand	Shared Demand	Surplus (Deficiency)	Surplus (Deficiency)	Surplus (Deficiency)
Time of Day	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces		Number of Spaces	Number of Spaces		Number of Spaces	Number of Spaces					
6:00 AM	0	0	0	0	0	1	2	3	0	0	3	252	0	252	255	125	-	-
7:00 AM	4	1	0	0	1	3	10	19	5	0	24	213	0	213	237	143	-	-
8:00 AM	11	3	0	0	3	6	34	57	9	0	66	179	0	179	245	135	-	-
9:00 AM	17	5	0	0	6	13	63	104	9	0	113	146	0	146	259	121	-	-
10:00 AM	41	12	0	0	10	22	71	156	9	0	165	134	0	134	299	81	-	-
11:00 AM	74	21	0	0	13	28	68	204	9	0	213	121	0	121	334	46	-	-
12:00 PM	120	34	0	0	17	35	56	262	9	0	271	107	0	107	378	2	-	-
1:00 PM	120	34	0	0	17	35	58	264	9	0	273	107	0	107	380	0	-	-
2:00 PM	108	31	0	0	16	34	68	257	9	0	266	107	0	107	373	7	-	-
3:00 PM	70	20	0	0	15	31	65	201	9	0	210	107	0	107	317	63	-	-
4:00 PM	84	24	0	0	15	31	56	210	9	0	219	121	0	121	340	40	-	-
5:00 PM	122	34	0	0	15	31	40	242	19	0	261	134	0	134	395	-	97	(112)
6:00 PM	149	42	0	0	15	32	16	254	29	0	283	159	0	159	442	-	72	(134)
7:00 PM	155	43	0	0	14	29	10	251	47	0	298	187	0	187	485	-	44	(149)
8:00 PM	155	43	0	0	11	24	3	236	47	0	283	213	0	213	496	-	18	(134)
9:00 PM	155	43	0	0	8	17	2	225	47	0	272	228	0	228	500	-	3	(123)
10:00 PM	149	42	0	0	3	7	1	202	47	0	249	252	0	252	501	-	(21)	(121)
11:00 PM	118	33	0	0	2	3	0	156	38	0	194	258	0	258	452	-	(27)	(72)
12:00 AM	41	11	0	0	0	0	0	52	23	0	75	266	0	266	341	-	(35)	39
6AM - 8AM PEAK DEMAND AND SURPLUS ON SITE:															255	125	-	-
8AM - 5PM PEAK DEMAND AND SURPLUS ON SITE:															380	0	-	-
5PM - 12AM NON-RES. & RES. GUEST PEAK DEMAND AND DEFICIENCY ON SITE:															298	-	44	(149)
ZONE 1 WEEKDAY PEAK DEMAND ON SITE & IN KGI LOTS:															380	-	-	149

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[2] From 6AM to 5PM on weekdays, the 380-space supply will be completely shared between non-residential and residential uses (no space reservations/allocations).

[3] From 5PM to 6AM on weekdays, of the 380-space on-site supply for Zone 1, 231 spaces will be reserved for residents

(75% of 308 resident-space VSSP requirement), and the remainder of 149 spaces will be shared with non-residential uses & residential guests. Excess demand of up to 149 spaces will be parked in KGI lots from 5PM to 2AM (overnight parking in KGI spaces from 2AM to 6AM is restricted).

TABLE 7
ZONE 1 WEEKEND SHARED PARKING DEMAND ANALYSIS [1]
South Village, Claremont

Land Use	Fine/Casual Dining & Specialty Market Food Hall (Indoor)	Fine/Casual Dining & Specialty Market Food Hall (Outdoor)	Fast Casual/Fast Food (Indoor)	Fast Casual/Fast Food (Outdoor)	Specialty Market Retail	Retail	General Office	Zone 1 Non-Residential Demand Total Spaces =	Apartments (Guests)	Condos /Townhomes (Guests)	Zone 1 Non-Residential Demand + Residential Guest Total Spaces =	Apartments (Residents)	Condos /Townhomes (Residents)	Zone 1 Resident Demand Total Spaces =	Zone 1 Non-Residential + Residential Demand Total Spaces =	[2] Zone 1 Non-Residential + Residential Demand vs Total Supply	[3] Zone 1 Residential Demand vs Resident-Only Reserved Supply	[3] Zone 1 Excess Residential + Non-Residential + Residential Guest
Size	29.662 KSF	13.916 KSF	0.000 KSF	0.000 KSF	10.086 KSF	21.985 KSF	27.700 KSF	356	191 DU	0 DU	406	191 DU	0 DU	277	683	380 Spc.	231 Spc.	149 Spc.
Pkg Rate	6.00 /KSF	3.59 /KSF	0.00 /KSF	0.00 /KSF	1.78 /KSF	1.77 /KSF	2.56 /KSF		0.26 /DU	0.00 /DU		1.45 /DU	0.00 /DU					
Gross Spaces	178 Spc. w/ 10% redux	50 Spc. w/ 10% redux	0 Spc. w/ 10% redux	0 Spc. w/ 10% redux	18 Spc. w/ 10% redux	39 Spc. w/ 10% redux	71 Spc. w/ 10% redux	Shared Demand	50 Spc. w/ 10% redux	0 Spc. w/ 10% redux	Shared Demand	277 Spc. w/ 10% redux	0 Spc. w/ 10% redux	Shared Demand	Shared Demand	Surplus (Deficiency)	Surplus (Deficiency)	Surplus (Deficiency)
Time of Day	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces		Number of Spaces	Number of Spaces		Number of Spaces	Number of Spaces					
6:00 AM	0	0	0	0	0	1	0	1	0	0	1	277	0	277	278	102	-	-
7:00 AM	5	1	0	0	2	3	1	12	9	0	21	264	0	264	285	95	-	-
8:00 AM	8	2	0	0	6	12	4	32	9	0	41	244	0	244	285	95	-	-
9:00 AM	15	4	0	0	10	22	5	56	9	0	65	221	0	221	286	94	-	-
10:00 AM	19	5	0	0	13	29	7	73	9	0	82	209	0	209	291	89	-	-
11:00 AM	42	11	0	0	17	36	8	114	9	0	123	194	0	194	317	63	-	-
12:00 PM	96	27	0	0	17	37	7	184	9	0	193	189	0	189	382	(2)	-	-
1:00 PM	103	29	0	0	18	39	5	194	9	0	203	181	0	181	384	(4)	-	-
2:00 PM	88	24	0	0	18	39	4	173	9	0	182	181	0	181	363	17	-	-
3:00 PM	88	24	0	0	17	37	3	169	9	0	178	189	0	189	367	13	-	-
4:00 PM	88	24	0	0	17	36	1	166	9	0	175	197	0	197	372	8	-	-
5:00 PM	117	33	0	0	15	33	1	199	19	0	218	205	0	205	423	-	26	(69)
6:00 PM	163	46	0	0	14	30	1	254	31	0	285	214	0	214	499	-	17	(136)
7:00 PM	170	48	0	0	13	28	0	259	50	0	309	221	0	221	530	-	10	(160)
8:00 PM	178	50	0	0	12	26	0	266	50	0	316	230	0	230	546	-	1	(167)
9:00 PM	163	46	0	0	10	21	0	240	50	0	290	239	0	239	529	-	(8)	(149)
10:00 PM	163	46	0	0	6	13	0	228	50	0	278	247	0	247	525	-	(16)	(145)
11:00 PM	159	45	0	0	2	4	0	210	41	0	251	255	0	255	506	-	(24)	(126)
12:00 AM	90	26	0	0	0	0	0	116	26	0	142	277	0	277	419	-	(46)	(39)
6AM - 8AM PEAK DEMAND AND SURPLUS ON SITE:															285	95	-	-
8AM - 5PM PEAK DEMAND AND SURPLUS ON SITE:															384	(4)	-	-
5PM - 12AM NON-RES. & RES. GUEST PEAK DEMAND AND DEFICIENCY ON SITE:															316	-	1	(167)
ZONE 1 WEEKEND PEAK DEMAND ON SITE & IN KGI LOTS:															380	-	-	167

Notes:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[2] From 6AM to 5PM on weekends, the 380-space supply will be completely shared between non-residential and residential uses (no space reservations/allocations).

[3] From 5PM to 6AM on weekends, of the 380-space on-site supply for Zone 1, 231 spaces will be reserved for residents

(75% of 308 resident-space VSSP requirement), and the remainder of 149 spaces will be shared with non-residential uses & residential guests. Excess demand of up to 167 spaces will be parked in KGI lots from 6AM to 2AM (overnight parking in KGI spaces from 2AM to 6AM is restricted).

TABLE 8
ZONE 2 WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]
South Village, Claremont

Land Use	Fine/Casual Dining (Indoor)	Fine/Casual Dining (Outdoor)	Fast Casual/Fast Food (Indoor)	Fast Casual/Fast Food (Outdoor)	Specialty Market Retail	Retail	General Office	Zone 2 Non-Residential Demand Total Spaces =	Apartments (Guests)	Condos /Townhomes (Guests)	Zone 2 Non-Residential Demand + Residential Guest Total Spaces =	Apartments (Residents)	Condos /Townhomes (Residents)	Zone 2 Residential Demand Total Spaces =	Zone 2 Non-Residential + Residential Demand Total Spaces =	[2] Zone 2 Non-Residential + Residential Demand vs Total Supply	[3] Zone 2 Residential Demand vs Reserved Supply	[3] Zone 2 Excess Residential + Non-Residential + Residential Guest			
Size	4.422 KSF	1.974 KSF	2.949 KSF	0.316 KSF	0.000 KSF	25.407 KSF	6.000 KSF	114	390 DU	0 DU	225	390 DU	0 DU	543	767	678 Spc.	452 Spc.	226 Spc.			
Pkg Rate	6.11 /KSF	3.55 /KSF	6.10 /KSF	3.16 /KSF	0.00 /KSF	1.81 /KSF	2.50 /KSF		0.28 /DU	0.00 /DU		1.39 /DU	0.00 /DU								
Gross Spaces	27 Spc. w/ 10% redux	7 Spc. w/ 10% redux	18 Spc. w/ 10% redux	1 Spc. w/ 10% redux	0 Spc. w/ 10% redux	46 Spc. w/ 10% redux	15 Spc. w/ 10% redux		111 Spc. w/ 10% redux	0 Spc. w/ 10% redux		543 Spc. w/ 10% redux	0 Spc. w/ 10% redux								
Time of Day	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Shared Demand	Number of Spaces	Number of Spaces	Shared Demand	Number of Spaces	Number of Spaces	Shared Demand	Shared Demand	Surplus (Deficiency)	Surplus (Deficiency)	Surplus (Deficiency)			
6:00 AM	0	0	1	0	0	1	0	2	0	0	2	493	0	493	495	183	-	-			
7:00 AM	1	0	2	0	0	3	2	8	11	0	19	418	0	418	437	241	-	-			
8:00 AM	2	0	4	0	0	7	7	20	21	0	41	350	0	350	391	287	-	-			
9:00 AM	3	1	6	0	0	16	14	40	21	0	61	284	0	284	345	333	-	-			
10:00 AM	6	2	10	1	0	26	15	60	21	0	81	263	0	263	344	334	-	-			
11:00 AM	11	3	15	1	0	33	14	77	21	0	98	236	0	236	334	344	-	-			
12:00 PM	18	5	18	1	0	41	12	95	21	0	116	209	0	209	325	353	-	-			
1:00 PM	18	5	18	1	0	41	12	95	21	0	116	209	0	209	325	353	-	-			
2:00 PM	16	4	16	1	0	40	14	91	21	0	112	209	0	209	321	357	-	-			
3:00 PM	11	3	10	1	0	36	13	74	21	0	95	209	0	209	304	374	-	-			
4:00 PM	13	4	10	1	0	36	12	76	21	0	97	236	0	236	333	345	-	-			
5:00 PM	18	5	10	1	0	36	8	78	43	0	121	263	0	263	384	-	189	105			
6:00 PM	22	6	15	1	0	38	4	86	63	0	149	311	0	311	460	-	141	77			
7:00 PM	23	6	14	1	0	35	2	81	106	0	187	365	0	365	552	-	87	39			
8:00 PM	23	6	9	0	0	29	1	68	106	0	174	418	0	418	592	-	34	52			
9:00 PM	23	6	6	0	0	20	0	55	106	0	161	445	0	445	606	-	7	65			
10:00 PM	22	6	4	0	0	8	0	40	106	0	146	493	0	493	639	-	(41)	39			
11:00 PM	18	5	2	0	0	4	0	29	85	0	114	504	0	504	618	-	(52)	60			
12:00 AM	6	1	1	0	0	0	0	8	54	0	62	520	0	520	582	-	(68)	96			
Note:																					
															6AM - 8AM PEAK DEMAND AND SURPLUS ON SITE:			495	183	-	-
															8AM - 5PM PEAK DEMAND AND SURPLUS ON SITE:			391	287	-	-
															5PM - 12AM PEAK DEMAND AND SURPLUS ON SITE:			639	-	-	39

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[2] From 6AM to 5PM on weekdays, the 678-space supply will be completely shared between non-residential and residential uses (no space reservations/allocations).

[3] From 5PM to 6AM on weekdays, of the 678-space on-site supply for Zone 2, 452 spaces will be reserved for residents (75% of 603 resident-space VSSP requirement), and the remainder of 226 spaces will be shared with non-residential uses & residential guests.

TABLE 9
ZONE 2 WEEKEND SHARED PARKING DEMAND ANALYSIS [1]
South Village, Claremont

Land Use	Fine/Casual Dining (Indoor)	Fine/Casual Dining (Outdoor)	Fast Casual/Fast Food (Indoor)	Fast Casual/Fast Food (Outdoor)	Specialty Market Retail	Retail	General Office	Zone 2 Non-Residential Demand Total Spaces =	Apartments (Guests)	Condos /Townhomes (Guests)	Zone 2 Non-Residential Demand + Residential Guest Total Spaces =	Apartments (Residents)	Condos /Townhomes (Residents)	Zone 2 Residential Demand Total Spaces =	Zone 2 Non-Residential + Residential Demand Total Spaces =	[2] Zone 2 Non-Residential + Residential Demand vs Total Supply	[3] Zone 2 Residential Demand vs Resident-Only Reserved Supply	[3] Zone 2 Excess Residential + Non-Residential + Residential Guest
Size	4.422 KSF	1.974 KSF	2.949 KSF	0.316 KSF	0.000 KSF	25.407 KSF	6.000 KSF	114	390 DU	0 DU	225	390 DU	0 DU	543	767	678 Spc.	452 Spc.	226 Spc.
Pkg Rate	6.11 /KSF	3.55 /KSF	6.10 /KSF	3.16 /KSF	0.00 /KSF	1.81 /KSF	2.50 /KSF		0.28 /DU	0.00 /DU		1.39 /DU	0.00 /DU					
Gross Spaces	27 Spc. w/ 10% redux	7 Spc. w/ 10% redux	18 Spc. w/ 10% redux	1 Spc. w/ 10% redux	0 Spc. w/ 10% redux	46 Spc. w/ 10% redux	15 Spc. w/ 10% redux		111 Spc. w/ 10% redux	0 Spc. w/ 10% redux		543 Spc. w/ 10% redux	0 Spc. w/ 10% redux					
Time of Day	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Shared Demand	Number of Spaces	Number of Spaces	Shared Demand	Number of Spaces	Number of Spaces	Shared Demand	Shared Demand	Surplus (Deficiency)	Surplus (Deficiency)	Surplus (Deficiency)
6:00 AM	0	0	1	0	0	1	0	2	0	0	2	543	0	543	545	133	-	-
7:00 AM	1	0	2	0	0	3	0	6	22	0	28	515	0	515	543	135	-	-
8:00 AM	1	0	4	0	0	15	1	21	22	0	43	478	0	478	521	157	-	-
9:00 AM	2	1	6	0	0	26	1	36	22	0	58	436	0	436	494	184	-	-
10:00 AM	3	1	11	1	0	34	1	51	22	0	73	408	0	408	481	197	-	-
11:00 AM	6	2	16	1	0	42	1	68	22	0	90	379	0	379	469	209	-	-
12:00 PM	15	4	18	1	0	44	1	83	22	0	105	369	0	369	474	204	-	-
1:00 PM	16	4	18	1	0	46	1	86	22	0	108	353	0	353	461	217	-	-
2:00 PM	13	4	16	1	0	46	1	81	22	0	103	353	0	353	456	222	-	-
3:00 PM	13	4	11	1	0	44	1	74	22	0	96	369	0	369	465	213	-	-
4:00 PM	13	4	10	1	0	42	0	70	22	0	92	386	0	386	478	200	-	-
5:00 PM	18	5	11	1	0	39	0	74	44	0	118	401	0	401	519	-	51	108
6:00 PM	25	6	16	1	0	36	0	84	67	0	151	418	0	418	569	-	34	75
7:00 PM	26	7	15	1	0	33	0	82	111	0	193	436	0	436	629	-	16	33
8:00 PM	27	7	9	1	0	31	0	75	111	0	186	451	0	451	637	-	1	40
9:00 PM	25	6	6	0	0	25	0	62	111	0	173	466	0	466	639	-	(14)	39
10:00 PM	25	6	4	0	0	15	0	50	111	0	161	482	0	482	643	-	(30)	35
11:00 PM	24	6	2	0	0	5	0	37	89	0	126	500	0	500	626	-	(48)	52
12:00 AM	14	4	1	0	0	0	0	19	57	0	76	543	0	543	619	-	(91)	59
6AM - 8AM PEAK DEMAND AND SURPLUS ON SITE:															545	133	-	-
8AM - 5PM PEAK DEMAND AND SURPLUS ON SITE:															521	157	-	-
5PM - 12AM PEAK DEMAND AND SURPLUS ON SITE:															643	-	-	35

Note:

[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

[2] From 6AM to 5PM on weekends, the 678-space supply will be completely shared between non-residential and residential uses (no space reservations/allocations).

[3] From 5PM to 6AM on weekends, of the 678-space on-site supply for Zone 2, 452 spaces will be reserved for residents (75% of 603 resident-space VSSP requirement), and the remainder of 226 spaces will be shared with non-residential uses & residential guests.

TABLE 10
ZONE 3 WEEKDAY SHARED PARKING DEMAND ANALYSIS [1]
South Village, Claremont

Land Use	Fine/Casual Dining (Indoor)	Fine/Casual Dining (Outdoor)	Fast Casual/Fast Food (Indoor)	Fast Casual/Fast Food (Outdoor)	Specialty Market Retail	Retail	General Office	Zone 3 Non-Residential Demand Total Spaces =	Apartments (Guests)	Condos /Townhomes (Guests)	Zone 3 Non-Residential Demand + Residential Guest Total Spaces =	Apartments (Residents)	Condos /Townhomes (Residents)	Zone 3 Residential Demand Total Spaces =	Zone 3 Resident + Residential Guest Demand Total Spaces =	Zone 3 Resident + Residential Guest Demand vs Supply
Size	0.000 KSF	0.000 KSF	0.000 KSF	0.000 KSF	0.000 KSF	0.000 KSF	0.000 KSF	0	0 DU	124 DU	28	0 DU	124 DU	212	240	235 Spc.
Pkg Rate	0.00 /KSF	0.00 /KSF	0.00 /KSF	0.00 /KSF	0.00 /KSF	0.00 /KSF	0.00 /KSF		0.00 /DU	0.23 /DU		0.00 /DU	1.71 /DU			
Gross Spaces	0 Spc. w/ 10% redux	0 Spc. w/ 10% redux	0 Spc. w/ 10% redux	0 Spc. w/ 10% redux	0 Spc. w/ 10% redux	0 Spc. w/ 10% redux	0 Spc. w/ 10% redux		0 Spc. w/ 10% redux	28 Spc. w/ 10% redux		0 Spc. w/ 10% redux	212 Spc. w/ 10% redux			
Time of Day	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Shared Demand	Number of Spaces	Number of Spaces	Shared Demand	Number of Spaces	Number of Spaces	Shared Demand	Shared Demand	Surplus (Deficiency)
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	195	195	195	40
7:00 AM	0	0	0	0	0	0	0	0	0	3	3	0	165	165	168	67
8:00 AM	0	0	0	0	0	0	0	0	0	5	5	0	138	138	143	92
9:00 AM	0	0	0	0	0	0	0	0	0	5	5	0	113	113	118	117
10:00 AM	0	0	0	0	0	0	0	0	0	5	5	0	104	104	109	126
11:00 AM	0	0	0	0	0	0	0	0	0	5	5	0	93	93	98	137
12:00 PM	0	0	0	0	0	0	0	0	0	5	5	0	83	83	88	147
1:00 PM	0	0	0	0	0	0	0	0	0	5	5	0	83	83	88	147
2:00 PM	0	0	0	0	0	0	0	0	0	5	5	0	83	83	88	147
3:00 PM	0	0	0	0	0	0	0	0	0	5	5	0	83	83	88	147
4:00 PM	0	0	0	0	0	0	0	0	0	5	5	0	93	93	98	137
5:00 PM	0	0	0	0	0	0	0	0	0	11	11	0	104	104	115	120
6:00 PM	0	0	0	0	0	0	0	0	0	15	15	0	123	123	138	97
7:00 PM	0	0	0	0	0	0	0	0	0	27	27	0	144	144	171	64
8:00 PM	0	0	0	0	0	0	0	0	0	27	27	0	165	165	192	43
9:00 PM	0	0	0	0	0	0	0	0	0	27	27	0	176	176	203	32
10:00 PM	0	0	0	0	0	0	0	0	0	27	27	0	195	195	222	13
11:00 PM	0	0	0	0	0	0	0	0	0	22	22	0	199	199	221	14
12:00 AM	0	0	0	0	0	0	0	0	0	14	14	0	205	205	219	16
6AM - 8AM PEAK DEMAND AND SURPLUS ON SITE:															195	40
8AM - 5PM PEAK DEMAND AND SURPLUS ON SITE:															143	92
5PM - 12AM PEAK DEMAND AND SURPLUS ON SITE:															222	13

Notes:
[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

TABLE 11
ZONE 3 WEEKEND SHARED PARKING DEMAND ANALYSIS [1]
South Village, Claremont

Land Use	Fine/Casual Dining (Indoor)	Fine/Casual Dining (Outdoor)	Fast Casual/Fast Food (Indoor)	Fast Casual/Fast Food (Outdoor)	Specialty Market Retail	Retail	General Office	Zone 3 Non-Residential Demand Total Spaces =	Apartments (Guests)	Condos /Townhomes (Guests)	Zone 3 Non-Residential Demand + Residential Guest Total Spaces =	Apartments (Residents)	Condos /Townhomes (Residents)	Zone 3 Residential Demand Total Spaces =	Zone 3 Resident + Residential Guest Demand Total Spaces =	Zone 3 Resident + Residential Guest Demand vs Supply
Size	0.000 KSF	0.000 KSF	0.000 KSF	0.000 KSF	0.000 KSF	0.000 KSF	0.000 KSF	0	0 DU	124 DU	28	0 DU	124 DU	212	240	235 Spc.
Pkg Rate	0.00 /KSF	0.00 /KSF	0.00 /KSF	0.00 /KSF	0.00 /KSF	0.00 /KSF	0.00 /DU		0.23 /DU	0.00 /DU		1.71 /DU				
Gross Spaces	0 Spc. w/ 10% redux	0 Spc. w/ 10% redux	0 Spc. w/ 10% redux	0 Spc. w/ 10% redux	0 Spc. w/ 10% redux	0 Spc. w/ 10% redux	0 Spc. w/ 10% redux		28 Spc. w/ 10% redux	0 Spc. w/ 10% redux		212 Spc. w/ 10% redux				
Time of Day	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Number of Spaces	Shared Demand	Number of Spaces	Number of Spaces	Shared Demand	Number of Spaces	Number of Spaces	Shared Demand	Shared Demand	Surplus (Deficiency)
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	212	212	212	23
7:00 AM	0	0	0	0	0	0	0	0	0	5	5	0	202	202	207	28
8:00 AM	0	0	0	0	0	0	0	0	0	5	5	0	187	187	192	43
9:00 AM	0	0	0	0	0	0	0	0	0	5	5	0	170	170	175	60
10:00 AM	0	0	0	0	0	0	0	0	0	5	5	0	160	160	165	70
11:00 AM	0	0	0	0	0	0	0	0	0	5	5	0	149	149	154	81
12:00 PM	0	0	0	0	0	0	0	0	0	5	5	0	144	144	149	86
1:00 PM	0	0	0	0	0	0	0	0	0	5	5	0	138	138	143	92
2:00 PM	0	0	0	0	0	0	0	0	0	5	5	0	138	138	143	92
3:00 PM	0	0	0	0	0	0	0	0	0	5	5	0	144	144	149	86
4:00 PM	0	0	0	0	0	0	0	0	0	5	5	0	151	151	156	79
5:00 PM	0	0	0	0	0	0	0	0	0	11	11	0	158	158	169	66
6:00 PM	0	0	0	0	0	0	0	0	0	17	17	0	164	164	181	54
7:00 PM	0	0	0	0	0	0	0	0	0	28	28	0	170	170	198	37
8:00 PM	0	0	0	0	0	0	0	0	0	28	28	0	176	176	204	31
9:00 PM	0	0	0	0	0	0	0	0	0	28	28	0	183	183	211	24
10:00 PM	0	0	0	0	0	0	0	0	0	28	28	0	189	189	217	18
11:00 PM	0	0	0	0	0	0	0	0	0	23	23	0	195	195	218	17
12:00 AM	0	0	0	0	0	0	0	0	0	14	14	0	212	212	226	9
6AM - 8AM PEAK DEMAND AND SURPLUS ON SITE:															212	23
8AM - 5PM PEAK DEMAND AND SURPLUS ON SITE:															192	43
5PM - 12AM PEAK DEMAND AND SURPLUS ON SITE:															226	9

Notes:
[1] Source: ULI - Urban Land Institute "Shared Parking," Third Edition, 2020.

**Engineers & Planners**

Traffic
Transportation
Parking

Linscott, Law & Greenspan, Engineers

2 Executive Circle
Suite 250
Irvine, CA 92614
949.825.6175 T
949.825.6173 F
www.llgengineers.com

Pasadena
Irvine
San Diego
Woodland Hills

November 7, 2022

Ms. Kaitlin Morris
Village Partners
4340 Von Karman Avenue, Suite 140
Newport Beach, CA 92660

LLG Reference: 2.21.4441.1

**Subject: Revised Parking Management Plan (PMP) for South Village
Claremont, California**

Dear Ms. Morris:

As requested, Linscott, Law & Greenspan, Engineers (LLG) is pleased to submit this Parking Management Plan (PMP) we completed for South Village (herein referred to as "Project"), which is a 12-acre transit-oriented development/TOD mixed-use development project in the City of Claremont. This letter report updates our prior PMP dated August 17, 2022 to evaluate slight modifications in the Project description as requested by City staff (i.e., a reduction of 22 apartment units in Blocks A and C from 492 units to 470 units in order to designate a total of 10,908 SF of flex retail space).

As now proposed, the Project consists of Blocks A through F with a mix of multifamily residential and commercial uses. The multifamily residential component totals 705 dwelling units, including 581 apartment units and 124 condominium/townhome units. The commercial components of the Project total 144,417 SF, consisting of 53,239 SF of restaurants, 57,478 SF of retail, and 33,700 SF of general office uses. The Project's on-site parking supply totals 1,293 spaces, which is comprised of 1,168 parking structure/garage spaces and 125 on-street spaces. In addition, during the peak/busiest parking periods for the Project (on weeknights and weekends), up to 170 spaces will need to be provided by Keck Graduate Institute (KGI) that adjoins the Project site on the west to support the Project's peak parking needs; however, overnight parking in KGI spaces between 2:00 AM and 6:00 AM will be restricted.

PMP recommendations were developed that identify operational measures and strategies relating to parking allocations, parking control and regulations, permit programs, Transportation Demand Management (TDM) strategies, and to address *Section 3.9* of the VSSP that requires a comprehensive PMP be submitted as part of any application for a reduction in required parking.

Philip M. Linscott, PE (1924-2000)
Jack M. Greenspan, PE (Ret.)
William A. Law, PE (Ret.)
Paul W. Wilkinson, PE
John P. Keating, PE
David S. Shender, PE
John A. Boarman, PE
Clare M. Look-Jaeger, PE
Richard E. Barretto, PE
Keil D. Maberry, PE

In order to ensure that adequate parking supply and access to conveniently-located parking spaces are provided by the Project during peak demand periods for all user groups (i.e., residents, residential guests, employees, visitors/vendors/deliveries, and customers); maximize the sharing of parking spaces between various uses, efficiently manage internal circulation, pedestrian connections, access to bicycle and public transit facilities and wayfinding on site; and help create parking contingencies to safeguard against parking impacts on other uses adjoining the Project; the following PMP and TDM measures are recommended for implementation by the Project:

- 1) **Resident-Only Space Reservations in Zone 1:** Designate 231 spaces on the top three levels of the Block A Parking Structure for the exclusive use of residents from 5:00 PM to 6:00 AM every day (the remainder of 149 spaces on site will be shared between the commercial uses, residents, and residential guests during the same hours). Each of the 231 spaces reserved for residents should be marked (with yellow striping) with signage indicating “Residents Only 5PM-6AM Daily”. A bold yellow demarcation on the drive aisle of the third level should clearly show the boundary between unreserved spaces and reserved spaces for residents from 5:00 PM and 6:00 AM. Install signage/wayfinding throughout all parking areas to clearly direct drivers to available parking and to distinguish between non-resident versus resident reservation types and time period of enforcement. Signage should be posted at vehicle and pedestrian entrances/exits of the parking structure to indicate that commercial visitors and employees and residential guests are not allowed to park on Levels 3 through 5 from 5:00 PM to 6:00 AM daily, but are allowed to park on Levels 1 and 2 outside of those hours, prior to a yellow demarcation line. The specific design of the parking space markings and signage will be developed to the satisfaction of California Vehicle Code requirements, City Traffic Engineer, and Project Applicant/Operator.
- 2) **Electronic Parking Availability Signage in Zone 1:** To optimize parking accessibility and wayfinding, and minimize “hunting for a space”, electronic entry signs that indicate the number of unoccupied parking spaces by level and by reservation type should be installed at the entry to the Block A Parking Structure, and entry to each parking level in the structure.
- 3) **Overflow Parking from Zone 1 Using KGI Spaces:** Up to 170 spaces in KGI parking lots will be needed by the Project to accommodate excess demand from Zone 1 during peak demand periods after 5:00 PM on weeknights and weekends. Because overnight parking in KGI spaces between 2:00 AM and 6:00 AM will be restricted, excess on-site demand from the Project will be allowed to park in KGI spaces from 5:00 PM to 2:00 AM on weeknights, and from 6:00 AM to 2:00 AM on weekends. Install signage/wayfinding throughout all parking levels in the Block A Parking Structure to clearly inform drivers of the time restrictions, and to direct

drivers to additional parking available on KGI campus in the designated overflow parking lot during the non-restricted time periods. Signage should be posted at vehicle and pedestrian entrances/exits of the parking structure to indicate the same. The specific design of the parking signage will be developed to the satisfaction of California Vehicle Code requirements, City Traffic Engineer, and Project Applicant/Operator. Residents in Zone 1 should be prohibited from parking in the KGI lot from 2:00 AM to 5:00 PM on weekdays, and from 2:00 AM to 6:00 AM on weekends by enforcing the resident parking permit program described below. Furthermore, all KGI vehicles are required to display a valid parking permit which will aid in enforcement by KGI parking lot security personnel. Valet service operated during peak demand periods after 5:00 PM on weeknights and weekend evenings in support of the commercial components of the Project should park valeted vehicles in the KGI lot to maximize parking efficiency.

- 4) **Resident-Only Space Reservations in Zone 2:** Designate 452 spaces in the Block C and D parking structures for the exclusive use of residents from 5:00 PM to 6:00 AM every day; specifically, 355 spaces in the Block C parking structure and 97 spaces in the Block D parking structure. Each of the 452 spaces should be marked (with yellow striping) with signage indicating “Residents Only 5PM-6AM Daily”. The remainder of 226 spaces that will be shared between the commercial uses, residents, and residential guests between 5:00 PM and 6:00 AM should be located on the street/lowest levels of each parking structure and using on-street parking spaces. Install signage/wayfinding throughout all parking areas to clearly direct drivers to available parking and to distinguish between non-resident versus resident reservation types and time period of enforcement. Signage should be posted at vehicle and pedestrian entrances/exits of each parking structure to indicate that commercial visitors and employees and residential guests are not allowed to park in resident-only spaces from 5:00 PM to 6:00 AM daily, but are allowed to park in those spaces outside of those hours, and in on-street and unreserved spaces during those hours. The specific design of the parking space markings and signage will be developed to the satisfaction of California Vehicle Code requirements, City Traffic Engineer, and Project Applicant/Operator.
- 5) **Resident-Only Space Reservations in Zone 3:** Designate the entire parking supply of 235 spaces in Zone 3 for the exclusive use of residents and their guests during all hours every day; specifically, 8 spaces in the Block E garage, 216 spaces in the Block F parking structure, and 11 on-street spaces along Bucknell Avenue and/or Watson Drive and/or Indian Hill Boulevard. Signage should be posted at vehicle and pedestrian entrances/exits of each parking facility to indicate that commercial visitors and employees are not allowed to park in any of the residential-only spaces at any time. The specific design of the parking signage will be

developed to the satisfaction of California Vehicle Code requirements, City Traffic Engineer, and Project Applicant/Operator.

- 6) **Parking Controls in Zones 1, 2, and 3:** Appropriate parking control technology or mechanism should be implemented to enforce reserved residential parking, and be operated in conjunction with the resident parking permit program described below.
- 7) **Resident Parking in Zones 1, 2, and 3:** Assign one parking space to every unit. Additional spaces may be assigned to any unit that requests additional assigned spaces dependent on the number of bedrooms provided within said unit. A resident may not park more than two vehicles in the complex unless authorized by Property Management. Residents in Zone 1 should be prohibited from parking in the KGI lot from 2:00 AM to 5:00 PM on weekdays, and from 2:00 AM to 6:00 AM on weekends by enforcing the resident parking permit program described below. Residents in Zones 2 and 3 should be prohibited from parking in KGI lots during all hours on weekdays and weekends.
- 8) **Resident Parking Permit Program:** Every resident will be provided rules of conduct/parking regulations that they will need to acknowledge and sign, and will be required to register their vehicle (and provide their vehicle's license plate number). The registered vehicle owner must be a lease holding resident or unit owner. This registration will be updated annually at the time of recertification. Parking permits (decals/stickers, not removable hangtags) and key/access cards (which will open both the inbound and outbound parking gates) will only be issued to lease holders/owners with a valid vehicle registration. The parking structures/garages will be monitored by parking personnel to enforce the rules of the resident parking permit program. If a valid permit is not properly displayed, the vehicle will be towed at the vehicle owner's expense. The unmanned booths shall be programmed in a way as to not allow consecutive inbound or consecutive outbound swipes using one resident key/access card to prevent residents from abusing the system. At the end of each resident's lease, they must turn in their resident parking permit and access card to Property Management. Vehicles lacking current registration will not be issued a permit. The storage of inoperable or unregistered vehicles is prohibited. Any vehicle displaying the resident parking permit decal/sticker that is parked in KGI lots will be towed at the vehicle owner's expense. If a resident obtains a new vehicle, the resident must provide new registration, and will be given a new permit (transferring permits is not permissible). Each household will be provided with monthly guest parking permits by Property Management, which would reset the 1st of every month. Residential guests will be able to park, on a first come first serve basis, in spaces designated for the shared use with commercial uses in Zones 1 and 2, and spaces allocated to

residential guest parking in Zone 3. The residential guest parking permit must always be displayed.

- 9) **Commercial Parking in Zones 1 and 2:** Property Management Company will work with commercial tenants to implement an employee parking program, with the goal of providing convenient and accessible dining and shopping experience for the customers, and to leave the most desirable parking spaces within the parking structure for use by customers. The location of designated employee parking spaces will be developed in collaboration between Property Management and the tenants, but parking weeknight and weekend employees in the KGI lot is recommended. In addition, Property Management will also work with commercial tenants to identify the need for short term/time-restricted spaces on an as-needed basis, dependent on the needs of the proposed restaurant and retail uses. These short-term spaces may be used for “curbside/take out” and/or for service retail-type users. The number and location of spaces will be determined by Property Management and the potential tenants. Deliveries and special events should be scheduled to occur during non-peak parking periods. Property Management will instruct employees not to park in residential spaces and vice-versa. Information on employee parking and compliance with PMP and TDM measures will be distributed as part of employee paperwork. Provide pick-up/drop-off staging areas for customers, valet services (described below), and Uber/Lyft/taxi services.
- 10) **Optional Valet Service During Peak Periods (if needed):** Consider implementing a valet/valet-assisted program during peak periods to handle unexpected demand and to increase customer convenience and service.
- 11) **PMP and TDM Measures:** Property Management should distribute information and assist in enrolling employees and residents to incentive programs related to car and bicycle sharing, carpooling, the use of public transportation (free or discounted bus passes, City-operated programs for paratransit/shuttles, transit maps, assist in bus route planning and connections to major transit hubs), bicycle storage, bicycle and pedestrian maps and safety information, City-run incentive programs for riding bicycles and walking, existing and future active transportation facilities, and any active transportation program opportunities available from the adjoining key “neighbors”.

Ms. Kaitlin Morris
November 7, 2022
Page 6

We appreciate the opportunity to provide this analysis. Please call us at 949.825.6175 if you have any questions and/or comments.

Sincerely,
Linscott, Law & Greenspan, Engineers



Trissa (de Jesus) Allen, P.E.
Senior Transportation Engineer