

CLAREMONT ARCHITECTURAL 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



Wednesday
December 15, 2021
7:00 PM

COMMISSIONERS

MARK SCHOEMAN
CHAIR

LISA CASTILLO

JOHN NEIUBER

FRANK PERRI

BOB PERRY

PAUL SLANEY

GEORGEANN SPIVACK

Pursuant to the local emergency concerning the COVID-19 virus declared by the City Council of the City of Claremont on March 19, 2020, the Los Angeles County Department of Health's "Safer at Home Order" issued March 19, 2020, and Executive Order N-29-20 issued by Governor Gavin Newsom on March 18, 2020, the following protocols will apply to public participation for the duration of the emergency:

Members of the public will not be permitted to be physically present at meetings. To allow for public participation, the Architectural Commission will conduct its meeting through Zoom Video Communications. To participate in the meeting from the comfort of your own home or office, download Zoom on any phone or computer device and copy and paste the following link into your web browser to access and participate in the live Commission meeting at 7:00 p.m.: <https://zoom.us/j/98460848259> or to only listen from the phone dial (213) 338-8477, Web ID: 984 6084 8529.

Members of the public who wish to address the Architectural Commission on any matter listed on the agenda or a subject matter within the jurisdiction of the Commission may utilize the following methods. The Commission requests, but does not require, the public speakers to identify themselves.

OPTION 1: LIVE COMMENTS - Through Zoom, someone wishing to speak may virtually "raise your hand". Wait to be called upon by the Commission Secretary, and then you may 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".

OPTION 2: E-MAIL - Public comments may be sent via email to Carrissa Roque, Architectural Commission Secretary, at croque@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: Carrissa Roque, 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 Carrissa Roque, Commission Secretary, no later than 3:00 p.m. on the day of the meeting. Carrissa Roque can be reached at (909) 399-5499, or croque@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.

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 and saved as a record.

CALL TO ORDER THE MEETING OF THE ARCHITECTURAL 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 Architectural Commission. Members of the audience will later have the opportunity to address the Architectural 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 Architectural 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. ARCHITECTURAL COMMISSION MEETING MINUTES OF NOVEMBER 10, 2021

Recommendation: Staff recommends that the Architectural Commission approve the Architectural Commission Meeting Minutes of November 10, 2021.

Attachment(s): Architectural Commission Meeting Minutes of November 10, 2021

ADMINISTRATIVE ITEMS - NONE

PUBLIC HEARING

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

2. ARCHITECTURAL AND SITE PLAN REVIEW #21-A03, PRELIMINARY REVIEW OF PHASE 1 OF THE SOUTH VILLAGE MIXED-USE DEVELOPMENT PROJECT APPLICANT SOUTH VILLAGE PARTNERS - (FUNDING SOURCE: PRIVATELY FUNDED BY APPLICANT)

Recommendation: Staff recommends that the Architectural Commission review the submitted materials, take public comment, and provide detailed, actionable comments and direction regarding the project to staff, the applicant, and project designers.

Attachment(s): Preliminary Project Plans and Presentation Packet
Photos of Vortex Property
Village South Specific Plan
Summary Table of Mitigation Measures Required by VSSP EIR (MMRP)

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 ARCHITECTURAL COMMISSION WILL BE HELD ON, DECEMBER 29, 2021, AT 7:00 P.M., VIA ZOOM.

MATERIALS RELATED TO AN ITEM ON THIS AGENDA, AND SUBMITTED TO THE ARCHITECTURAL 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, CARRISSA ROQUE, 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 DECEMBER 9, 2021, PURSUANT TO GOVERNMENT CODE SECTION 54954.2.

POST THROUGH: DECEMBER 16, 2021



Claremont Architectural Commission

Agenda Report

File #: 4051

Item No: 1.

TO: ARCHITECTURAL COMMISSION

FROM: BRAD JOHNSON, COMMUNITY DEVELOPMENT DIRECTOR

DATE: DECEMBER 15, 2021

Reviewed by:
Finance Director: N/A

SUBJECT:

ARCHITECTURAL COMMISSION MEETING MINUTES OF NOVEMBER 10, 2021

SUMMARY

RECOMMENDATION

Staff recommends that the Architectural Commission approve the Architectural Commission Meeting Minutes of November 10, 2021.

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 Carrissa Roque at croque@ci.claremont.ca.us.

Submitted by:

Reviewed by:

Brad Johnson
Community Development Director

Christopher Veirs
Principal Planner

Prepared by:

Nhi Atienza
Senior Administrative Assistant

Attachment:

Architectural Commission Meeting Minutes of November 10, 2021

**ARCHITECTURAL COMMISSION
REGULAR MEETING MINUTES**

Wednesday, November 10, 2021 – 7 p.m.

Meeting Conducted Via Zoom 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 Schoeman called the meeting to order at 7:00 p.m.

ROLL CALL

PRESENT VIA ZOOM COMMISSIONERS CASTILLO, NEIUBER, PERRI, PERRY,
SCHOEMAN, AND SPIVACK

ABSENT COMMISSIONER SLANEY

ALSO PRESENT VIA ZOOM Chris Veirs, Principal Planner; Andrea Heywood, Associate
Planner; and Nhi Atienza, Senior Administrative Assistant

CEREMONIAL MATTERS, PRESENTATIONS, AND ANNOUNCEMENTS

This item starts at 00:01:16 in the archived video.

Principal Planner Veirs announced the promotion of Nhi Atienza to a full-time position as the Senior Administrative Assistant.

PUBLIC COMMENT

This item starts at 00:02:00 in the archived video.

Chair Schoeman invited public comment.

There were no requests to speak or written comments.

CONSENT CALENDAR

This item starts at 00:05:05 in the archived video.

Chair Schoeman invited public comment.

There were no requests to speak.

1. Architectural Commission Meeting Minutes of October 27, 2021
Approved and filed.

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

AYES: *Commissioner - Castillo, Neuber, Perry, Schoeman, and Spivack*
NOES: *Commissioner - None*
ABSTAIN: *Commissioner – Perri*
ABSENT: *Commissioner – Slaney*

ADMINISTRATIVE ITEMS - None

PUBLIC HEARING

2. Architectural and Site Plan Review #21-A04, Review of Proposed 1,060 Square-Foot Second Story Addition to the Existing Single-Story Historic Residence Located at 536 North Berkeley Avenue. Applicant – Jarrod and Jayme Morrison.

This item starts at 00:07:59 in the archived video.

Commissioner Schoeman recused himself at 7:08 p.m. from this item. Commissioner Neuber chaired the meeting.

Associate Planner Heywood presented a PowerPoint presentation and addressed Commissioners' inquiries regarding the: a) fireplace; b) structure to be demolished; and c) retaining wall.

Laurel Tucker, The Tucker Schoeman Venture addressed Commissioners' inquiries regarding the: a) faux fireplace; b) retaining wall; c) Coastal Live Oak; and d) ADU.

Vice Chair Neuber invited public comment.

There were no other requests to speak.

Commissioner Spivack is in favor of the project. The City has done its due diligence with the neighbors.

Commissioner Castillo stated that it's a beautiful design and a nice upgrade with historical preservation to the neighborhood.

Commissioner Perri is in favor of the project. He appreciates that parts of the house that do not belong are being replaced with original features.

Commissioner Perry agrees with the Commission's sentiments. It's a well-designed project and he is in favor of it.

Commissioner Neuber stated that Staff and the Applicant did a good job considering the conditions of approval and materials to restore the house.

Commissioner Perry moved that the Architectural Commission adopt Resolution No. 2021-07 of the Architectural Commission of The City of Claremont Architectural and Site Plan Review #21-A04, Review of Proposed 1,060 Square-Foot Second Story Addition to the Existing Single-Story Historic Residence Located at 536 North Berkeley Avenue. Applicant – Jarrod and Jayme Morrison; seconded by Commissioner Perri; and, carried on a roll call vote as follows:

AYES: *Commissioner - Castillo, Neiuber, Perri, Perry, and Spivack*
NOES: *Commissioner - None*
ABSENT: *Commissioners - Schoeman and Slaney*

This decision can be appealed within ten calendar days.

REPORTS

This item starts at 00:39:50 in the archived video.

Chair Schoeman returned to the meeting at 7:39 p.m.

Commission

Commissioner Comments

Principal Planner Veirs responded the Commissioners' comments regarding: a) returning to in-person meetings; b) large Toyota signs on the east wall; c) notification of public art to developers; and d) lack irrigation along Thompson Creek Trail, between Mountain and Pomello.

Staff

Briefing on Council Meetings

Principal Planner Veirs reported on items of interest from the previous City Council meeting.

Briefings on Other Items

There was no report.

Upcoming Agendas and Events

Principal Planner Veirs announced the cancellation of the November 24, 2021 meeting, with is on Thanksgiving Eve and described item that will be coming before the Commission at the December 15, 2021 meeting.

ADJOURNMENT

Chair Schoeman adjourned the meeting at 8:01p.m.

Chair

ATTEST:

Administrative Assistant



Claremont Architectural Commission

Agenda Report

File #: 4052

Item No: 2.

TO: ARCHITECTURAL COMMISSION

FROM: BRAD JOHNSON, COMMUNITY DEVELOPMENT DIRECTOR

DATE: DECEMBER 15, 2021

Reviewed by:

Finance Director: N/A

SUBJECT:

ARCHITECTURAL AND SITE PLAN REVIEW #21-A03, PRELIMINARY REVIEW OF PHASE 1 OF THE SOUTH VILLAGE MIXED-USE DEVELOPMENT PROJECT APPLICANT SOUTH VILLAGE PARTNERS - (FUNDING SOURCE: PRIVATELY FUNDED BY APPLICANT)

SUMMARY

The applicant, Village South Partners, has requested a preliminary review of the site plan, architectural design, and conceptual floor plans for the first phase of the Village South Project, which is proposed to be located on 3.83 acres of land at the northern end of the Village South Specific Plan (VSSP) area, at the southwest corner of Indian Hill Boulevard and the Metrolink rail right-of-way. The proposal includes the following for the site:

- **New Mixed-Use Building:** A new 232,000 square foot building immediately south of the rail right-of-way. The building varies from three stories in height adjacent to Indian Hill Boulevard and increasing to five stories on its western half adjacent to Bucknell Avenue. The building's first floor is proposed to consist of 30,000 square feet (sq.ft.) of retail space and 26,000 sq.ft. of office and residential space. Floors two through five are proposed to consist of 124,000 sq.ft. of residential space (rental apartments). The fifth floor will also include 5,000 sq.ft. of retail space, which is proposed to be a rooftop restaurant.
- **Vortex Food Hall:** Arteco Partners is proposing to adaptively re-use portions of the historic Vortex manufacturing building, including the Spanish front façade and barrel-roofed assembly areas for use as a retail food hall with outdoor dining patios.
- **New Pedestrian Plaza and Paseo:** The interior of the site will include a large (10,000 sq.ft.) pedestrian plaza to serve as a central event, dining, and circulation space. The plaza is connected to Indian Hill Boulevard by a pedestrian paseo that also provides access to retail spaces and the Vortex building.
- **New Parking Structure:** A new, 380 space, five-story-tall parking structure accessed via Bucknell Avenue. This parking structure would provide direct access to each level of the new

mixed-use building (described above) and pedestrian access via the new pedestrian plaza to the Vortex Building.

- **New Santa Fe Street:** A new street along the southern edge of the property, connecting Indian Hill Boulevard to Bucknell Avenue.

The design of the project is subject to the Village South Specific Plan (VSSP), which contains planning goals and principles, zoning standards, and design guidelines for all development in the plan area. Commissioner comments should focus on how the proposed development implements the vision of the VSSP and design-related elements of the project. Staff requests that the Commission focus on design, site plan, building massing, building height, general landscape concepts, materials, colors, and the relationship of the design to surrounding development. Because this is a preliminary review, the Commission is not making a final decision on the project at this time; rather, the Commission is being asked to provide direction to the applicant so that the plans can be updated and returned in the future for a final decision by the Commission.

The applicant has submitted preliminary plans for the above-described improvements that include site plans, architectural elevations, floor plans, and perspective renderings for the new portions of the development (Attachment A), but not for the adaptive reuse of the Vortex building. In addition, the applicant and project architect will be available during the Architectural Commission meeting to answer questions regarding the project.

RECOMMENDATION

Staff recommends that the Architectural Commission review the submitted materials, take public comment, and provide detailed, actionable comments and direction regarding the project to staff, the applicant, and project designers.

FINANCIAL REVIEW

South Village Partners is responsible for all costs associated with the City's review of this project. The costs of City staff, City Attorney, and consultant time spent on this project are charged against a deposit paid by the applicant.

ANALYSIS

Background

Existing Site and Structures

The subject property 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 historical character of the 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. Although detailed plans for the adaptive reuse are not being submitted at this time, 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. Photos of existing conditions of the Vortex site and structures are attached to this report (Attachment B).

The core historic area of the site that is to be adaptively reused occupies just over one half-acre of the 3.83-acre project site. Among the site features to be retained is a small parking lot in front of the Spanish entry façade. This lot, which includes approximately ten parking spaces, will be converted to an entry plaza and patio for outdoor dining. The open space will provide needed architectural relief along Indian Hill Boulevard and is called out 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 2 and 3 story commercial building on this site but has not included plans for that portion of the site at this time. The applicant expects to present those plans within the next 3 months.

Village South Specific Plan (VSSP) Review Process

The VSSP was adopted by the City Council on July 13, 2021. A copy of the VSSP is attached to this report (Attachment C). By certifying the EIR and adopting the VSSP and associated General Plan and zoning code amendments, the City Council put in place a vision and set of rules and implementation measures that must now be utilized to evaluate the current and future development proposals. Generally, the following steps are required before this phase and all other significant new development in the VSSP area can occur:

- 1. Subdivision Map Required** - The proposed development is intended to be the first phase of a larger, 11-to-12-acre, development. This first phase will include its own subdivision map to divide the single Vortex parcel into five individual lots. Once it is submitted, the tentative subdivision map will be reviewed by the Planning Commission and City Council. The map will provide separate lots for: the new mixed-use building and parking structure, the Vortex building and plaza, a new office building south of Vortex, a separate parcel for the plaza and paseo, and a lot for the northern half of New Santa Fe Street along the southern perimeter of the project.
- 2. VSSP Master Development Permit** - The proposal also requires approval of a “VSSP Master Development Permit”, which requires a plan showing how all primary and secondary connections (streets and paseos) required by the VSSP will be provided. A list of additional items required to complete a submittal for this permit is contained in Table 3.2.A on page 65 of the VSSP (Attachment C).
- 3. Small Projects - VSSP Development Permit** - Smaller projects such as the Vortex adaptive reuse and the new building to the south may also require a subset of the items contained in Table 3.2.A on page 65 of the VSSP. Applications for all new buildings are required to include evidence that the building is designed to the minimum specification of LEED “Certified”.
- 4. Parking Reduction Application/Review** - A request for a parking reduction will be required for any project that is not fully complying with the minimum parking standards listed on page 122 of the VSSP. To process the application, staff will require a comprehensive parking analysis, justification for the reduction, and a comprehensive parking management plan. If staff determines the parking request is warranted based on the information provided, the application will be forwarded to the Planning Commission for review and approval.
- 5. Compliance with the Objective Design Review Matrix** - All significant projects approved in the VSSP area are required to assist in achieving the vision of the VSSP. Appendix A of the

VSSP includes a scoring matrix that is intended to be used by staff and commissions to evaluate development proposals. The matrix includes topic-specific sections with individual lines to score how various design components of each project achieve the goals and principles contained in the VSSP. Although not completed for this preliminary review, staff will utilize the matrix to score this project as the plans are further developed and prior to returning to the Commission for final review of the project.

- 6. Commission Review** - This preliminary review is the first step in the public review process. Once plans are finalized and the application is found to be complete by City staff, the project will be reviewed by both the Planning Commission for street layouts, use permits, and parking reductions and the Architectural Commission for final design review. All projects will be required to meet the vision of the VSSP, applicable Municipal Code sections, and various approval findings.
- 7. Entitlements Required Prior to Start of Construction** - No construction can begin until a final subdivision map, VSSP Development Permit or Master Permit, parking plan, street improvement plan, site plan, architectural design plans, and landscape plans have been approved by City staff and the appropriate Commission/City Council approvals have been granted.
- 8. Public Works Design Approvals** - All public improvements will require review and approval by the appropriate review body prior to construction.
- 9. Use Permits Required Prior to Initiation Certain Uses** - Once in process, some uses such as alcohol sales or service, gyms, and outdoor dining will also require Conditional Use Permits or Special Use and Development Permits prior to initiation of the use.
- 10. Sign Review** - Sign permits are also required for all new signs. Signs must meet the design standards contained in the VSSP (pp. 132-143). Sign review is not likely to occur until building permits have been issued, however, the Architectural Commission should consider the potential for sign placement on all new buildings with retail spaces and flex spaces on first floors.

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 larger development projects will take at least six to nine months to complete this review process.

Staff's initial analysis of the preliminary plans for the project, find it to be generally consistent with the VSSP with the notable exception that this initial phase of development appears to provide less office space than is expected for this site. The applicant has indicated to staff that the building planned for the .25-acre area south of Vortex will address this deficit.

Because the VSSP approval process included a full Environmental Impact Report, this project will be subject to all applicable mitigation measures and conditions of approval from that process. The mitigation measures that were adopted as part of that EIR are summarized in a table, which is attached to this report (Attachment D).

Project Description

Site Plan

Village South Partners is seeking to construct a development that will expand the vibrant retail and restaurant focused environment of the Village and Village Expansion area. The site plan of this first phase is a near match with the Illustrative Plan contained in Section 2.2 of the VSSP (Figure 2.2 on page 43) and Regulating Plan in Section 3.4 of the VSSP (Figure 3.4 on page 78). The site plan features a single building along the northern boundary of the plan area which backs up to the rail right-of-way, a central plaza, the Vortex building, and a smaller area for a second new building to be developed in a future phase. The site is bordered on the east by Indian Hill Boulevard, the south by a new street (currently referred to as “New Santa Fe Street”), and the west by Bucknell Avenue. Access to a new 380 space parking structure is provided in the northwest corner of the site via Bucknell Avenue and Wharton Drive. In addition to the sidewalks on all three adjacent streets, the applicant is proposing a pedestrian paseo connecting the central plaza and parking lot entry lobby to Indian Hill Boulevard. This paseo is bordered on the North by the new mixed-use building and on the south by the Vortex building. It will be lined with shops and outdoor dining.

Proposed Mixed Use Building

The bulk of the new development in this phase is contained in a single mixed-use building that backs up to the rail right-of-way. The building has a narrow, three-story section on the east end fronting onto Indian Hill Boulevard. The building increases to 4 stories in height approximately 84 feet west of the Indian Hill frontage and 5 stories approximately 220 feet west of the Indian Hill frontage. The rear half of the building is a mix of two- to five-story sections organized around a courtyard and parking structure. The courtyard will provide private amenities including landscaping and a private pool to serve residents.

The floor area of the proposed mixed-use building is summarized in the table below:

Table 1

Block A - Gross Square Footage					
	RES	OFFICE	RETAIL	TOTAL	NET RES
1st Floor	16,053	11,113	29,418	56,584	10,985
2nd Floor	54,451	-	-	54,451	46,594
3rd Floor	52,581	-	-	52,581	45,224
4th Floor	45,726	-	-	45,726	38,661
5th Floor	20,108	-	2,606	22,714	15,295
TOTAL	188,919	11,113	32,024	232,056	156,759

Retail Component

The ground floor of the eastern half of the building provides nearly 30,000 square feet of new retail space that creates a continuous retail liner along the paseo and central plaza. The retail space is expected to provide a similar environment that is already found in the Village and Village Expansion. The continuous first floor frontage of retail spaces will cause the project to feel exclusively retail to

visitors. The space will be further activated by the residences located on the upper floors. The rooftop restaurant and bar located on the fifth floor is a unique amenity that was an often-repeated request from both residents and commissioners during the development of the VSSP.

Office/Flex Component

The western half of the building includes just over 11,000 square feet of ground floor space that is currently being classified by the developer as flex space. While the developer would prefer this space to be residential, staff believes it must be classified as office or retail in order to ensure the development has the necessary mix of uses to create a balanced Transit Oriented Development (TOD) as intended by the VSSP and to provide the variation in parking demand necessary to optimize parking use and achieve the level of shared parking that the applicant is likely to request. Because these spaces are not likely to be viable for retail and too small for corporate offices, staff and the developer anticipate that these spaces will be occupied by offices for individual or small group professionals (dentists, accountants, lawyers, real estate services, architects, and engineers) as well as quasi-retail uses including salons, barbers, spas, small group physical activities, insurance offices, brokerages, and banks.

Housing Component

The upper floors of the building are proposed to consist almost exclusively of residential apartments that are heavily weighted toward smaller sizes. Goal #3 of the VSSP (page 18) calls for a mix of active uses and includes Implementation Strategy H, which reads: “Encourage housing types that emphasize quality over quantity, including smaller floor plans in ‘amenity-rich’ buildings and neighborhoods, typically with structured parking and elevator access.” Claremont has not seen construction of new, market rate rental housing in over 40 years and this type of housing is badly needed to help address the regional housing crisis as well as to provide a desirable housing option for the portion of the population that cannot or does not wish to buy a home or condominium. The size and distribution of the 204 units proposed for this building are described below in Table 2.

Table 2

Block A - Preliminary Unit Mix									
	Studio	1BD			2BD		3BD	Loft	
	Studio	JR 1BD	1BD	1BD+D	2BD	2BD+D	3BD	Loft	TOTAL
1st Floor (FLEX)	0	0	2	5	1	1	0	2	11
2nd Floor	4	8	21	14	5	6	0	0	58
3rd Floor	4	7	30	5	9	4	2	0	61
4th Floor	2	7	29	5	7	2	1	0	53
5th Floor	3	4	7	1	2	2	2	0	21
TOTAL	13	26	89	30	24	15	5	2	204
TOTAL BY CAT.	13		145		39		5	2	
% BY CAT.	6.37%		71.08%		19.12%		2.45%	0.98%	
AVG SF	490		684		1080		1279	793	763
TARGET	9	9	44	57	27	31	5	2	184
TOTAL BY CAT.	9		110		57		5	2	
% BY CAT.	4.98%		59.97%		31.27%		2.72%	1.06%	

Parking

Based on the data included in Tables 1 and 2, staff has calculated the unadjusted parking required for the project to be approximately 700 spaces. The preliminary plans indicate that approximately 400 spaces are being provided; 380 within the parking structure and 20 on the frontages of New Santa Fe Street and Bucknell Avenue that are contiguous to the property. This parking deficit is intended to be offset through a combination of the following measures:

- Parking reductions for the TOD features included in the project including:
 - unbundling parking spaces from housing units and requiring tenants to pay separately for each parking space utilized,
 - provision of shared vehicles on site (car sharing memberships such as Zip-car),
 - Provision of Bicycle Parking that meets certain design requirements.
- Approval of Shared Parking Agreement by the Planning Commission for the presence of land uses with offsetting parking demand schedules.
- Provision of surplus parking in Phase 2 of the project.

Staff’s preliminary calculation for required parking for the project is provided below in Table 3.

Table 3

Use	Parking Rate (Including Visitor Spaces)	Quantity	Parking Required
Residential			
Flat Style under 600 sq.ft	1.5	30	45
flat-style (600 to 900 sq.ft.	1.75	128	224
flat-style over 900 sq.ft.	2.25	46	103.5
Office	1/350	11,113	31.8
Retail	1/500	20,000	40.0
Restaurant			
Indoor	1/150	12,024	240.5
Outdoor Seating	1/250	4,000	16.0
TOTAL			700.73

Architectural Styling

To better blend with the scale of buildings in the Village and Village Expansion, the proposed mixed-use building has been broken down into seven different segments featuring a variety of architectural styles. Rather than drafting a lengthy verbal description of each style for this preliminary review, staff instead refers the reader to the project plans (Attachment A), which include color renderings, perspective drawings (3-D modelling), color elevations, building sections, and detail drawings that clearly describe the building’s complex architectural styling. Generally, the various building segments include a high quality of design and high quality exterior materials.

The building design also includes variation in building height, window patterns and projected building sections. These variations help provide variety and further differentiate the various sections of the

building. Two building projections located near the main elevator lobby are particularly helpful to breaking down the perceived mass of the building when viewed from the pedestrian paseo, central plaza and New Santa Fe Street.

This project is the preliminary design development stage. Some material choices and design details remain to be determined and others may change. The project will continue to evolve based on comments received from the public and the Commission during this preliminary review. In addition, the project will be subject to all adopted mitigation measures approved in the VSSP EIR (Attachment C).

Staff Concerns for Consideration by the Commission

In reviewing the preliminary plans, staff has identified the following concerns:

1. Future submittals need to provide a detailed description of how the proposal is consistent with the VSSP. In particular, staff is concerned that the project lacks adequate office space, which is needed to help balance the parking demands for the site through use of a shared parking agreement. Parking demand offsets between office and residential is more significant than offsets between retail (especially restaurant) and residential.
2. While there are at least seven distinct architectural styles on the mixed-use building, the building is quite large and can still feel a bit large and repetitious in places. Staff is slightly concerned that the fenestration patterns (placement of windows and doors) are a bit repetitive and that some additional variation in window sizes or breaks in the building's massing could help.
3. The east end of the mixed-use building lacks a convenient link between the uses on the upper floors and Indian Hill Boulevard. The current plan indicates that these spaces must be accessed via the primary lobby adjacent to the parking structure. This adds up to 550 feet (nearly 2 blocks) of additional walking distance from those spaces to the Village and transit platforms for the approximately 60 residences that are contained in this area. Staff notes that it appears to be a lost opportunity to make the building more transit- and pedestrian-oriented. A small but inviting entry and stair at this location could be a major convenience for tenants of these spaces.
4. While staff understands that the Vortex entry plaza has not yet been fully designed, the preliminary vision of a simple square seems to lack adequate landscaping, a visual focal point, seating, and pedestrian amenities. Staff recommends that the plaza also include a significant work of art; perhaps one that plays on the vortex theme of the building.
5. The purpose layout of the loading dock area on the west end of the building is not clear and seems to be located in an area too distant to be useful for the retail tenants.
6. Future submittals will need to include more information on the central plaza space, how it will be landscaped, how it will be utilized, the integration of public art or other focal points, and how it will be illuminated.
7. Future submittals need to include more information regarding proposed landscaping. As described in the VSSP, the landscape amenities of the public streets, plazas, and paseos will be the primary source of landscaping, as is the case in the existing Village.
8. Future submittals need to include more information regarding proposed exterior materials and colors proposed for the project. This will include samples of all exterior colors and materials including roof tiles, stucco or concrete finishes, brick and tile finishes, window frames, exterior

lighting fixtures, railings, and any other metal or wood details.

9. Future submittals need to include a detailed grading, irrigation, and photometric plans.

Questions for Consideration by the Commission

In order to spur discussion on the design and encourage comments either in support of or against particular features, staff has identified the following questions for Commission discussion.

1. Is the design of the new building appropriate for the Village South and for its prominent location adjacent to the Village Expansion?
2. Is there enough variation in the fenestration patterns and building massing to ensure that the building achieves its intent of being a group of buildings developed over time as opposed to a single development? For guidance on this question, please refer to Section 3.6 of the VSSP (pp.86-89).
3. Do the building's seven distinct architectural styles relate adequately to the architecture and sense of place of Claremont and the Claremont Village?
4. Does the proposed north elevation of the development adequately address the rail right of way?

CEQA REVIEW

This preliminary review is not a "project" under the California Environmental Quality Act (CEQA) pursuant to Sections 15060(c)(2)-(3), 15061(b)(3), and 15378(a) of the CEQA Guidelines. On its own, this preliminary review will not result in a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment. The City will perform all necessary environmental review in connection with any final review of the project once it is proposed. Therefore, no additional review is required at this time.

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 Carrissa Roque at croque@ci.claremont.ca.us.

Additionally, notice of this preliminary review was sent to all property owners located within the VSSP area or within 300 feet of the VSSP area site on Thursday, December 2, 2021. In addition, notice of this project was included in the City Manager's Weekly update on December 9, 2021.

Submitted by:

Reviewed by:

Brad Johnson
Community Development Director

Christopher Veirs
Principal Planner

Attachments:

- A - Preliminary Project Plans and Presentation Packet
- B - Photos of Vortex Property
- C - Village South Specific Plan
- D - Summary Table of Mitigation Measures Required by VSSP EIR (MMRP)



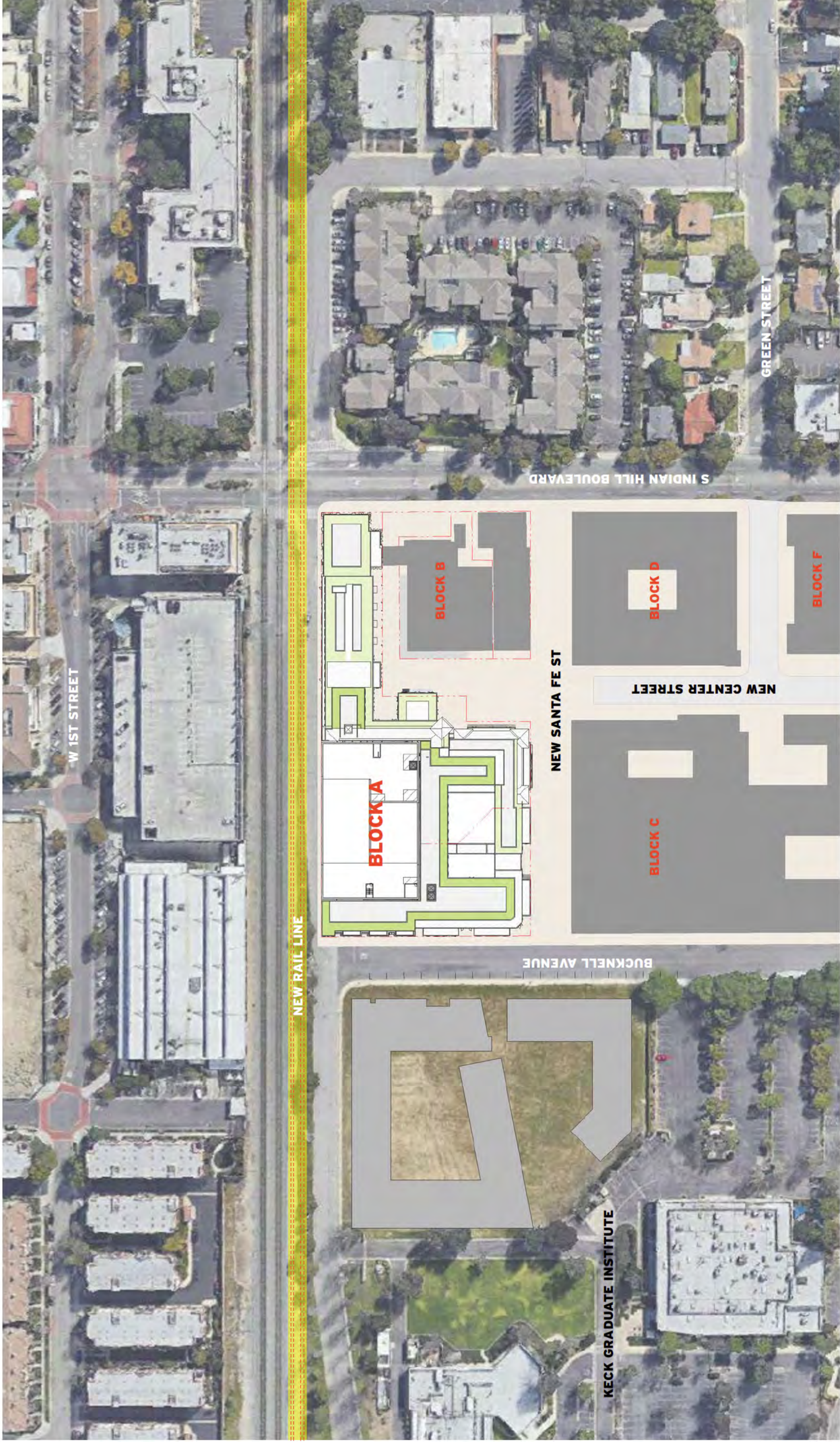
**TORTI
GALLAS +
PARTNERS**

Village
Partners

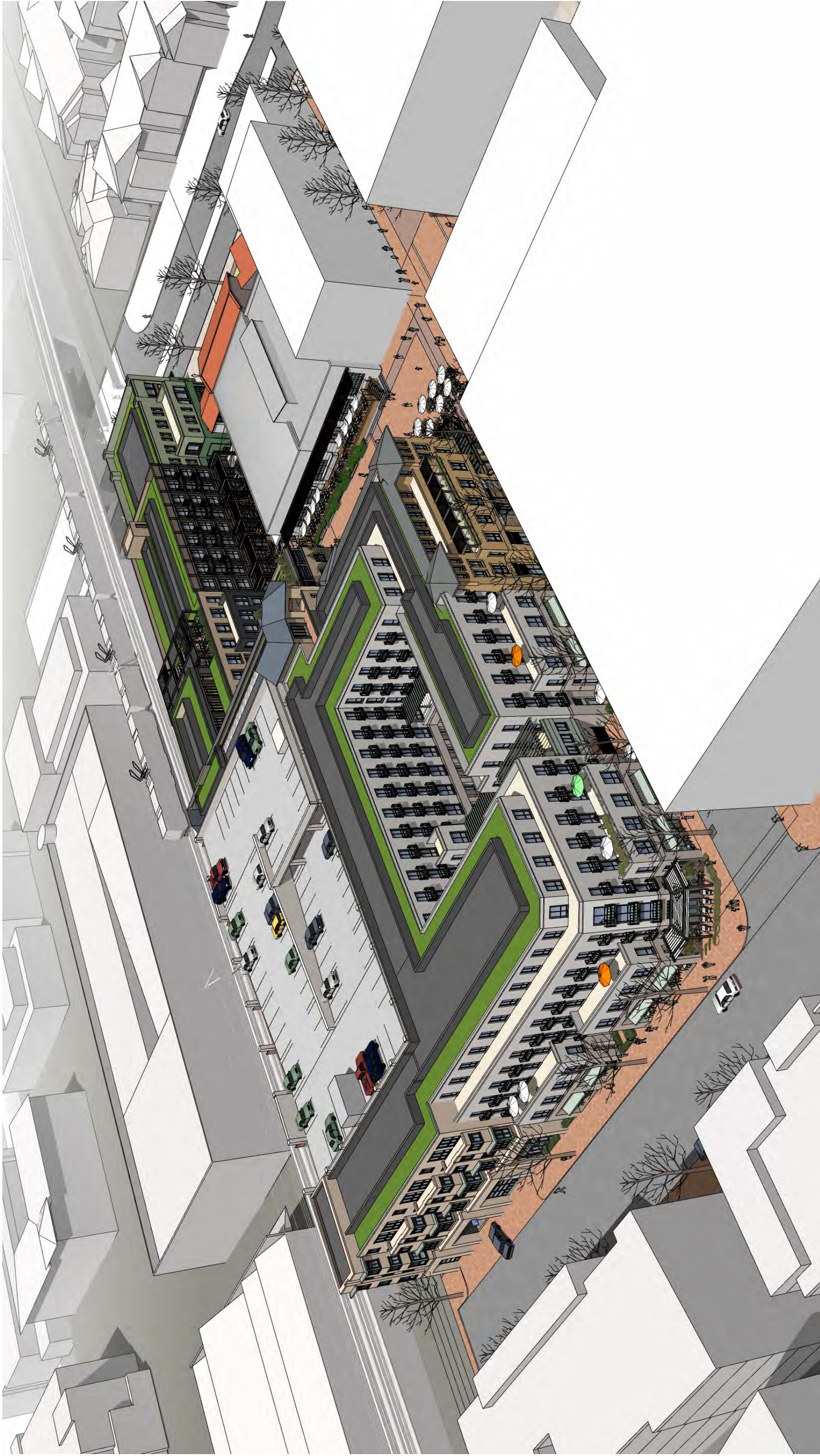
ARTECO
partners

CLAREMONT, CA - SOUTH VILLAGE BLOCK A

8 December 2021









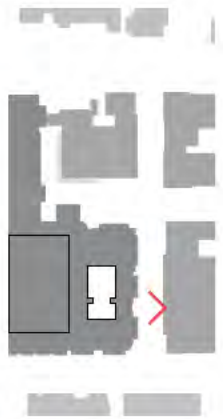








8 Dec 2022 ©2022 Torti Gallas + Partners 300 Spr g S rec , 4 h Floor Silver Spr g, Marylin d 209 0 30 588 4800



8 December 2022 ©2022 Torti Gallas + Partners 300 Spruce Street, 4th Floor Silver Spring, Maryland 20903 301.588.4800



Building View - From Santa Fe
VILLAGE SOUTH - CLAREMONT, CA





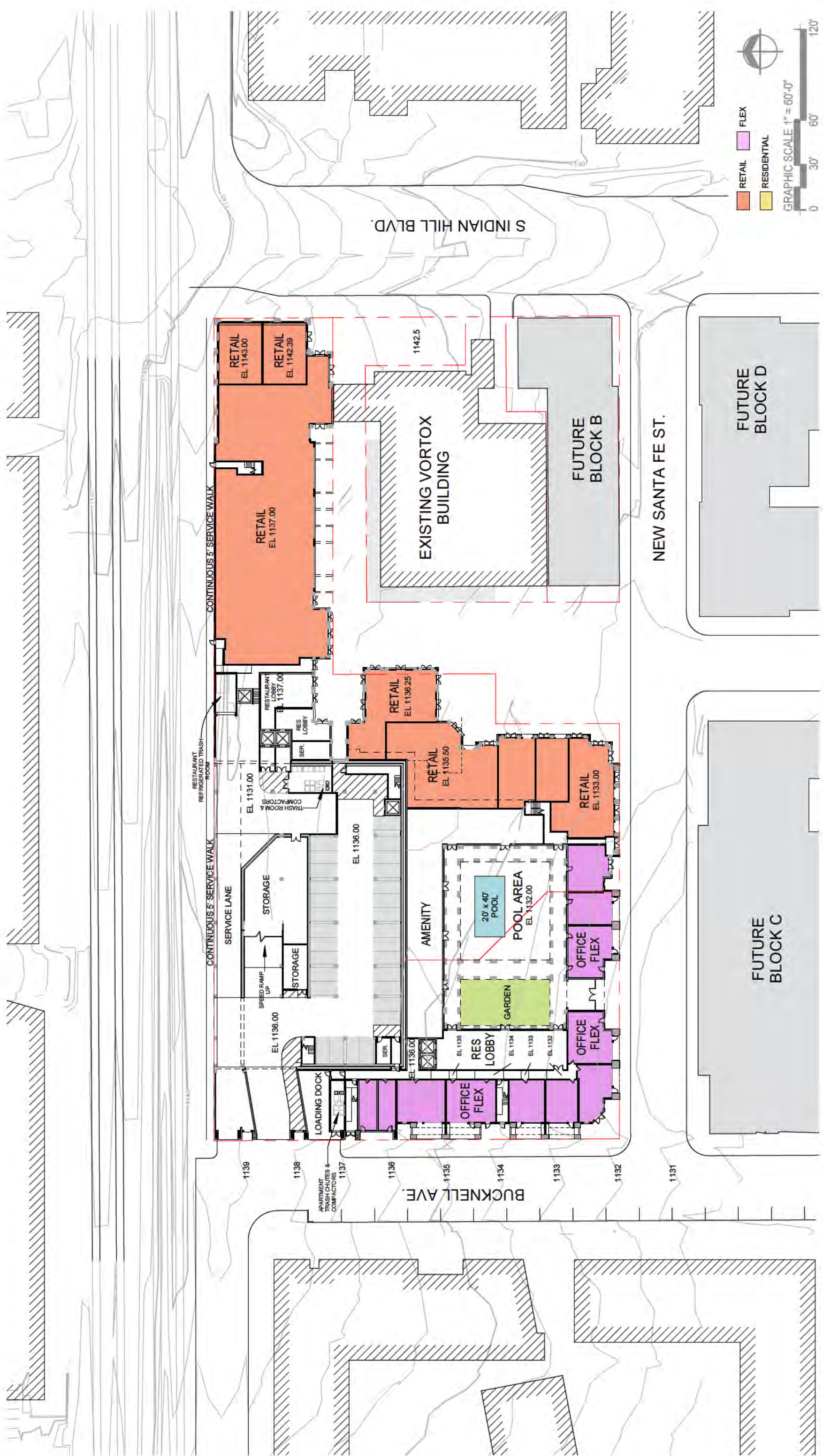
8 December 2022 ©2022 Torti Gallas + Partners 300 Spruce Street, 4th Floor Silver Spring, Maryland 20903 301 588 4800

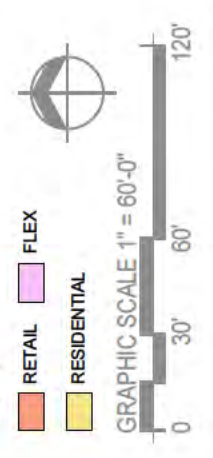
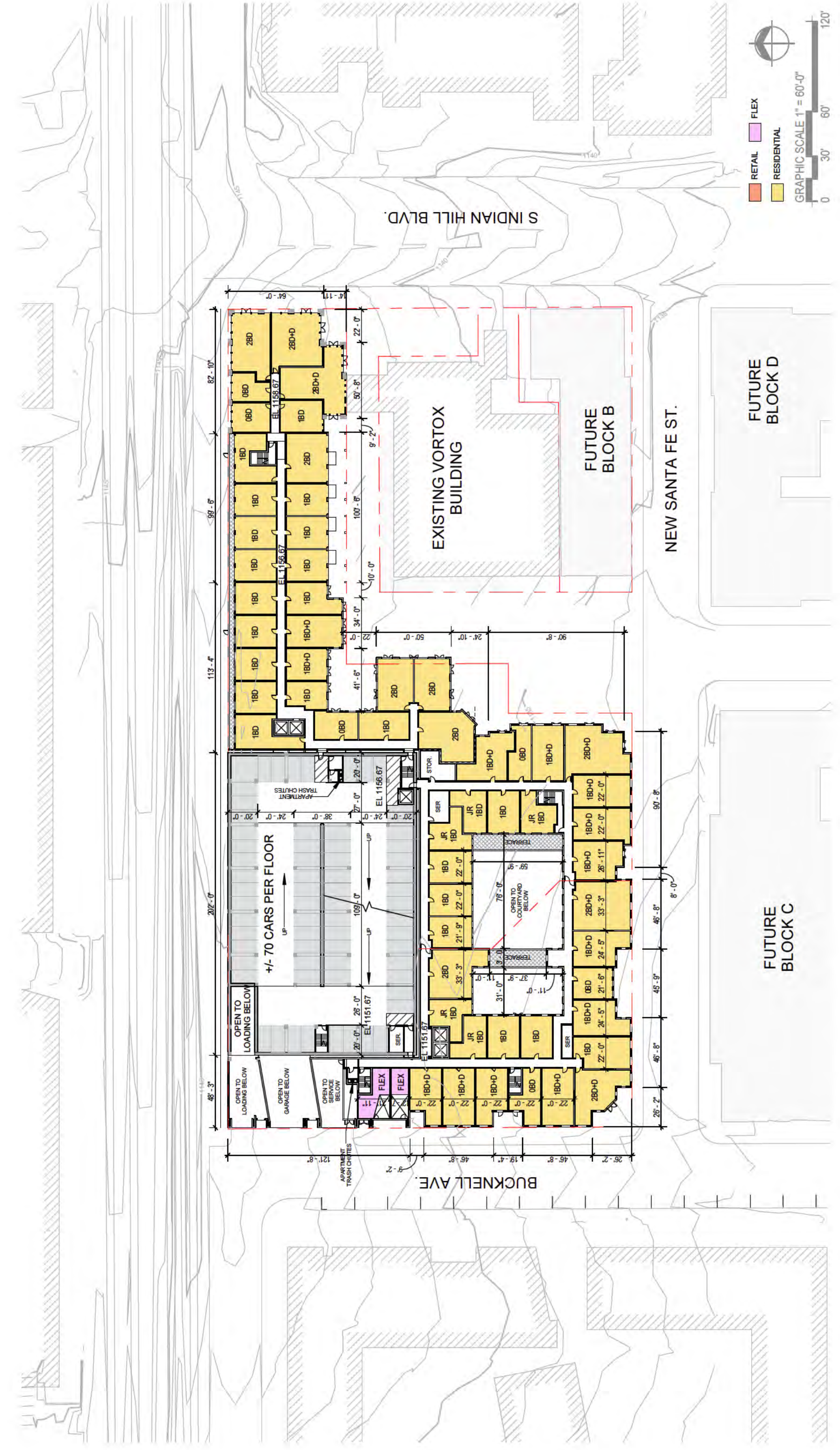


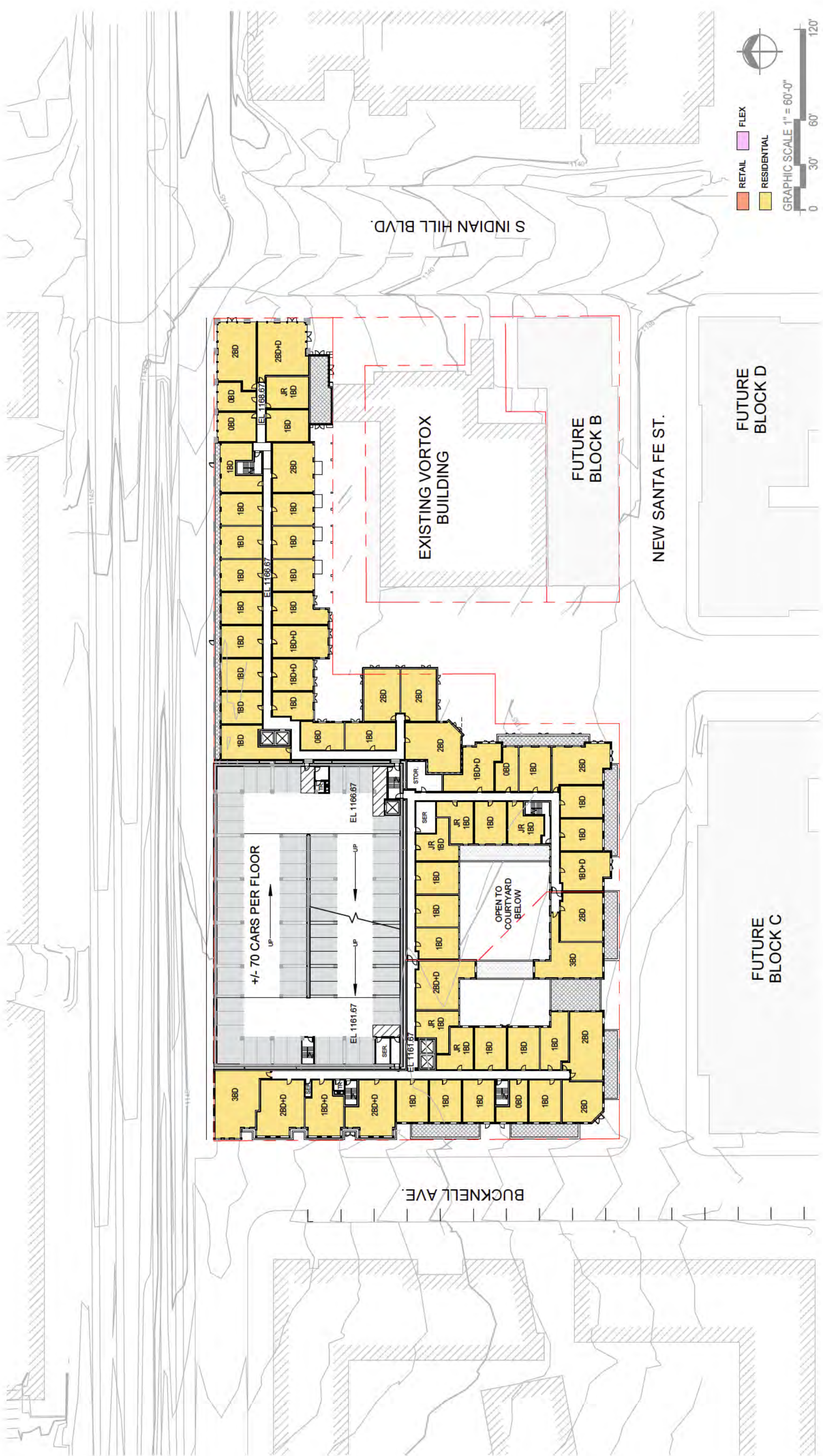
Building View - From Bucknell Ave
VILLAGE SOUTH - CLAREMONT, CA

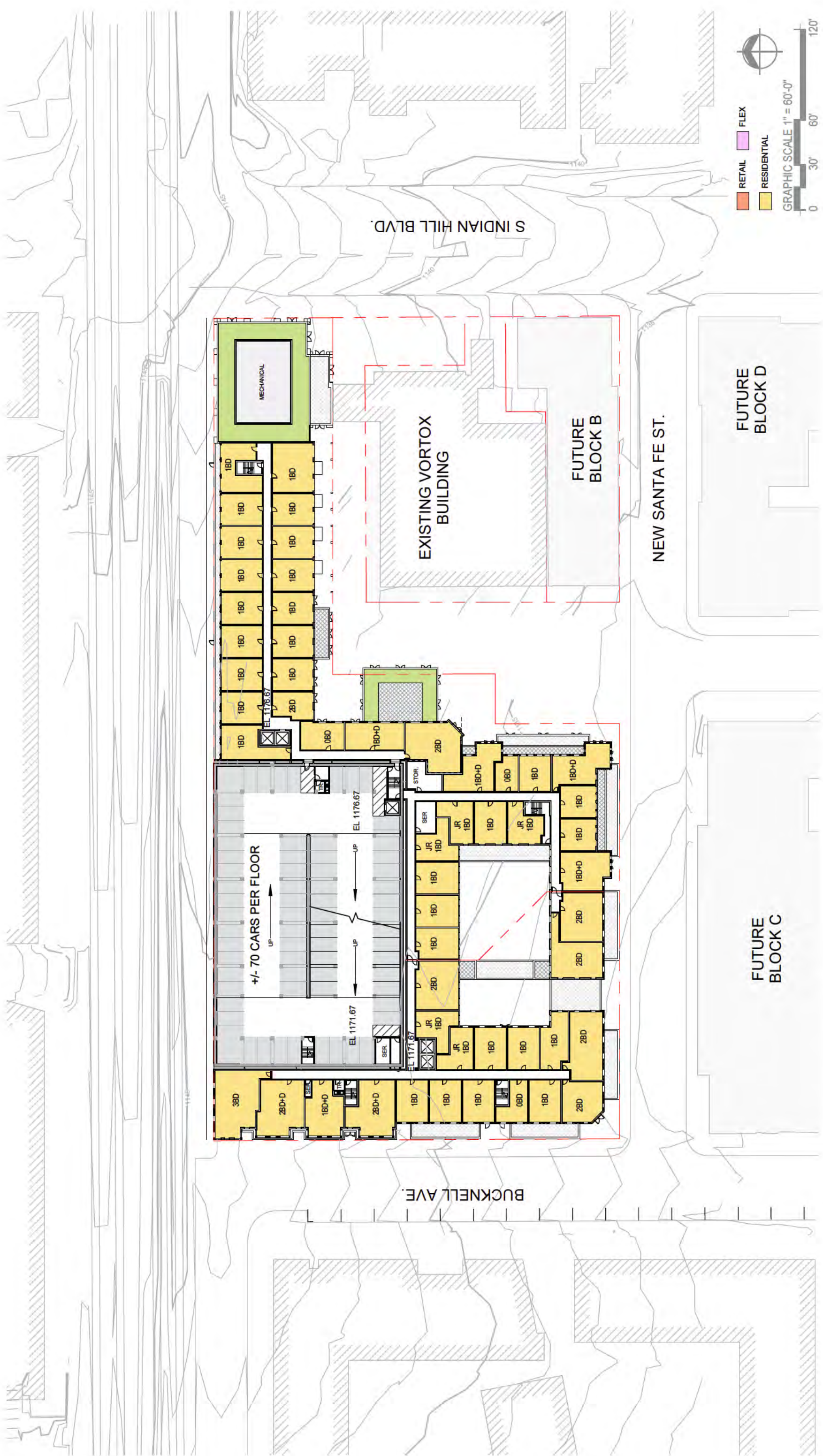


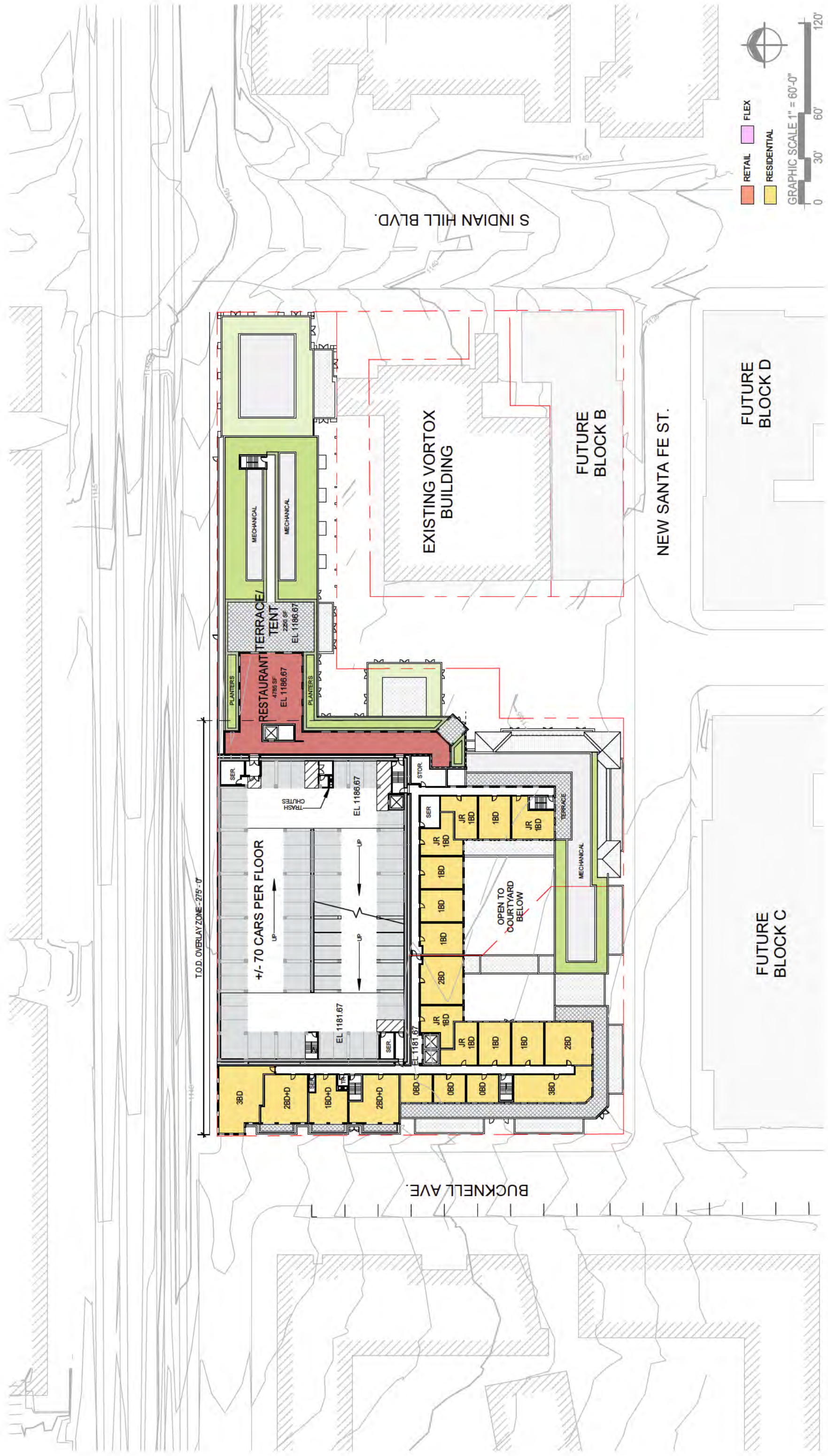


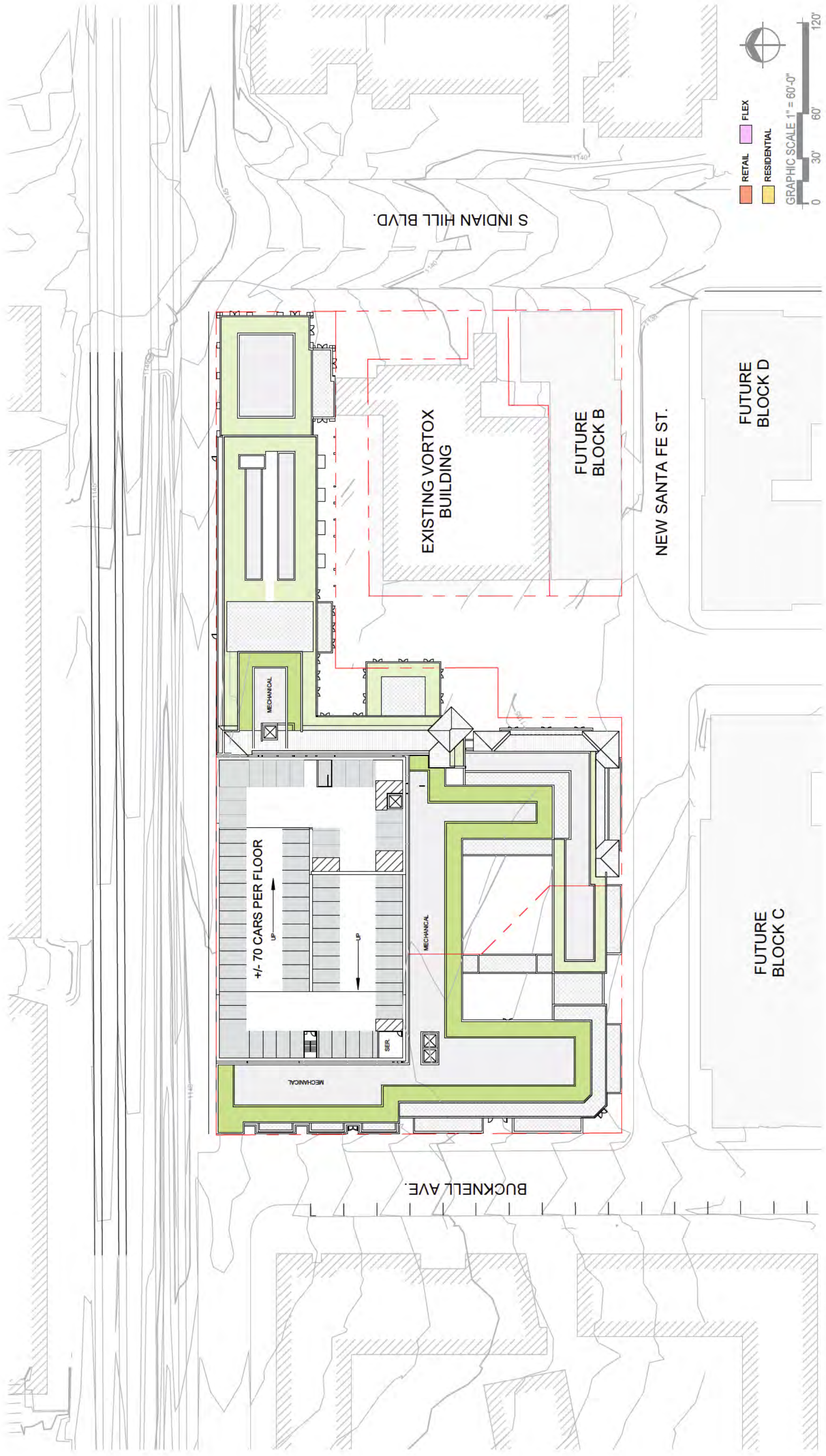


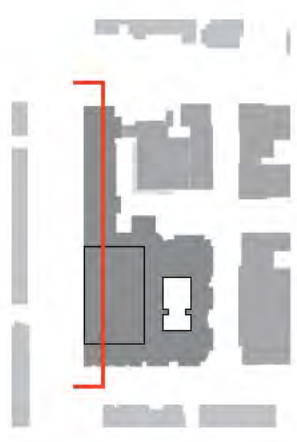
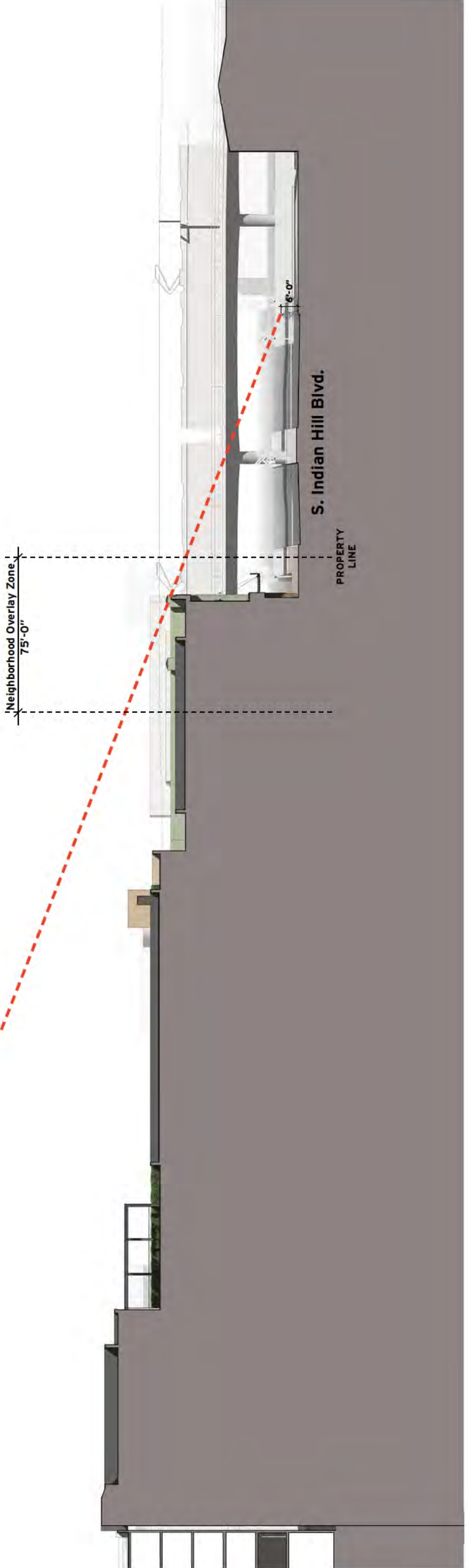


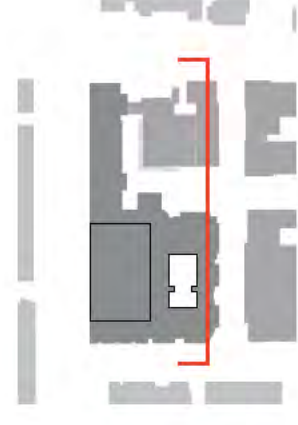
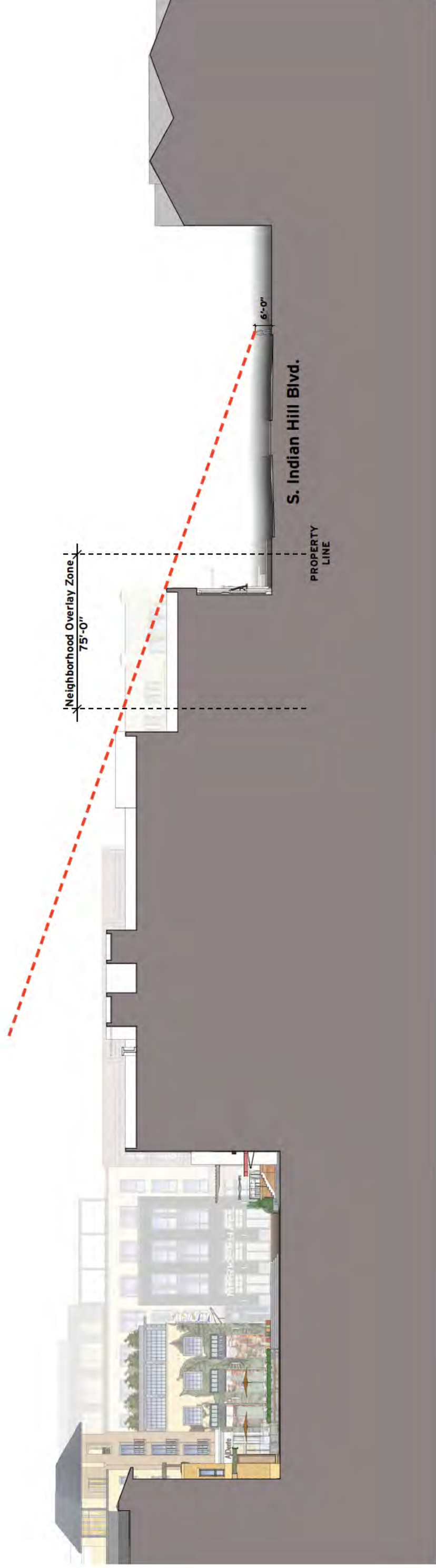


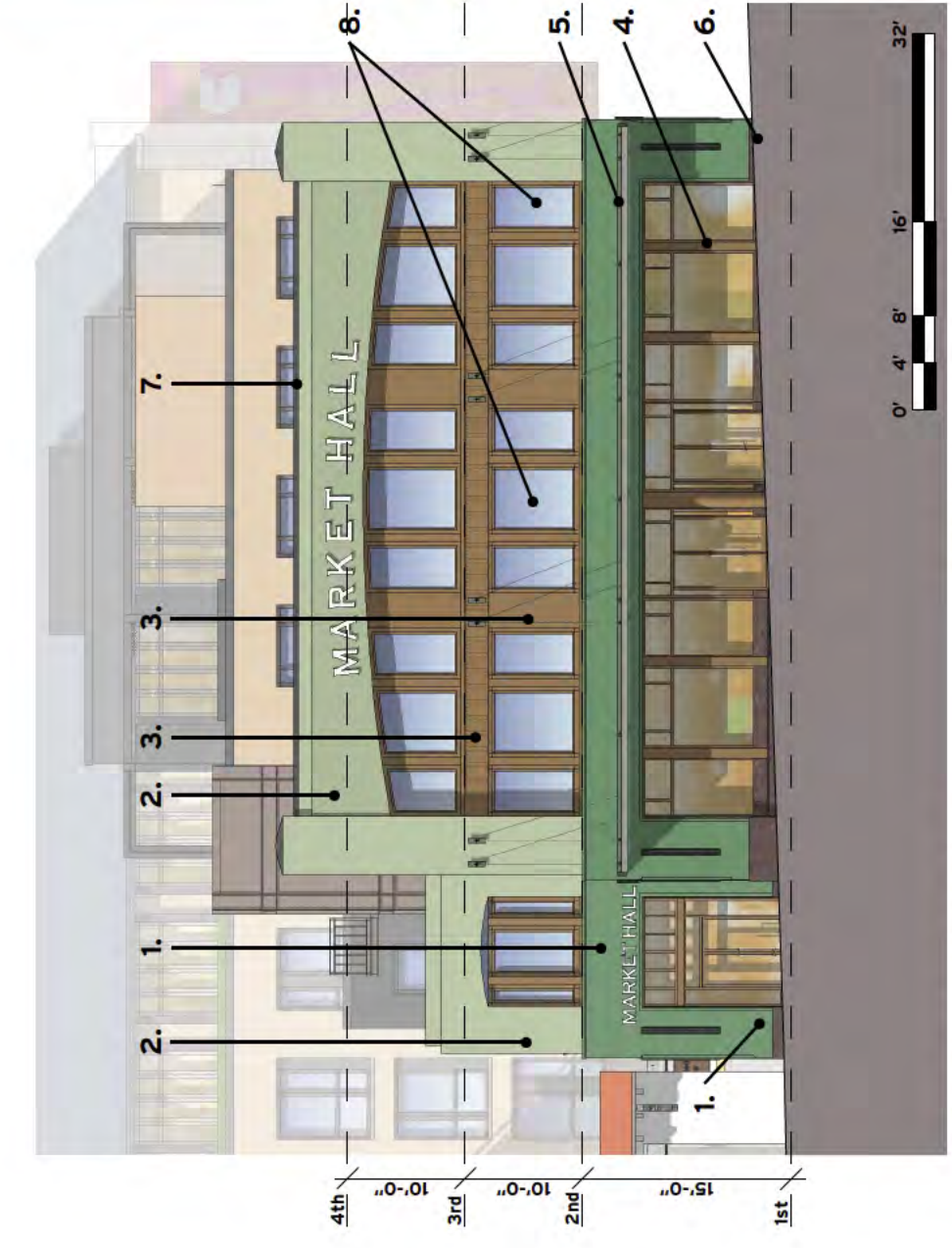












- 1. GREEN PORCELAIN RAINSCREEN
- 2. STUCCO - GREEN
- 3. FIBER CEMENT PANELS W/ RAISED ALUM/WOOD TRIM - BRONZE FINISH
- 4. ALUM/WOOD STOREFRONT - BRONZE FINISH
- 5. MTL CANOPY
- 6. PORCELAIN BASE - BLACK
- 7. MTL COPING - BLACK
- 8. VINYL WINDOWS - BRONZE FINISH

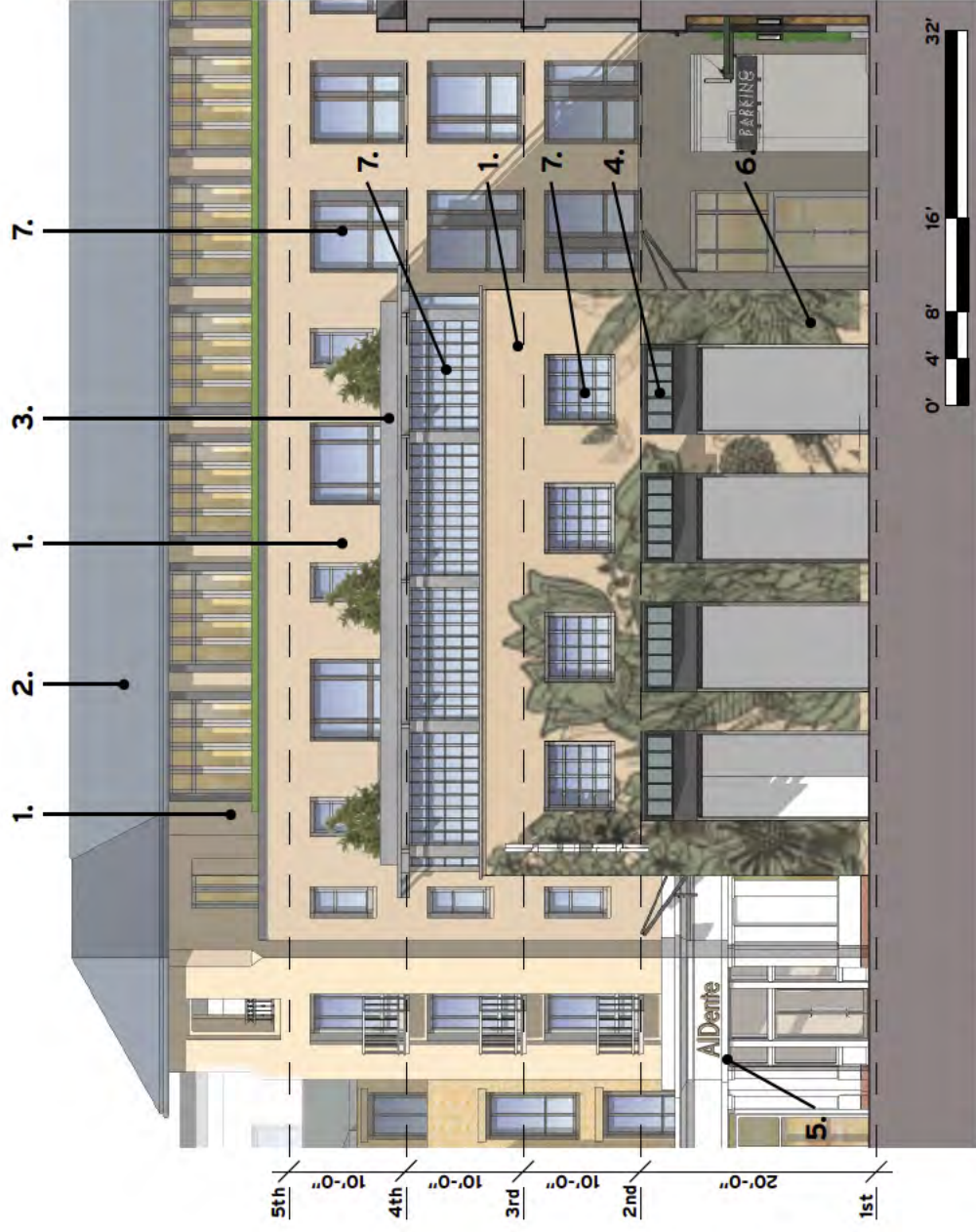


4th Floor
EL 1178.67

3rd Floor
EL 1168.67

2nd Floor
EL 1158.67

1st Floor
EL 1143.00



- 1. STUCCO - CREAM
- 2. STANDING SEAM METAL ROOF - LIGHT GRAY/BLUE
- 3. METAL PANEL - LIGHT GRAY
- 4. SCISSOR/GLASS GARAGE DOORS - BLACK
- 5. ALUM/WOOD STOREFRONT - LIGHT GRAY/WHITE
- 6. CUSTOM MURAL - BY OTHERS
- 7. VINYL WINDOWS - LIGHT GRAY



4th Floor
EL 1171.67

3rd Floor
EL 1161.67

2nd Floor
EL 1151.67

1st Floor
EL 1133.00

5th Floor
EL 1186.67

4th Floor
EL 1176.67

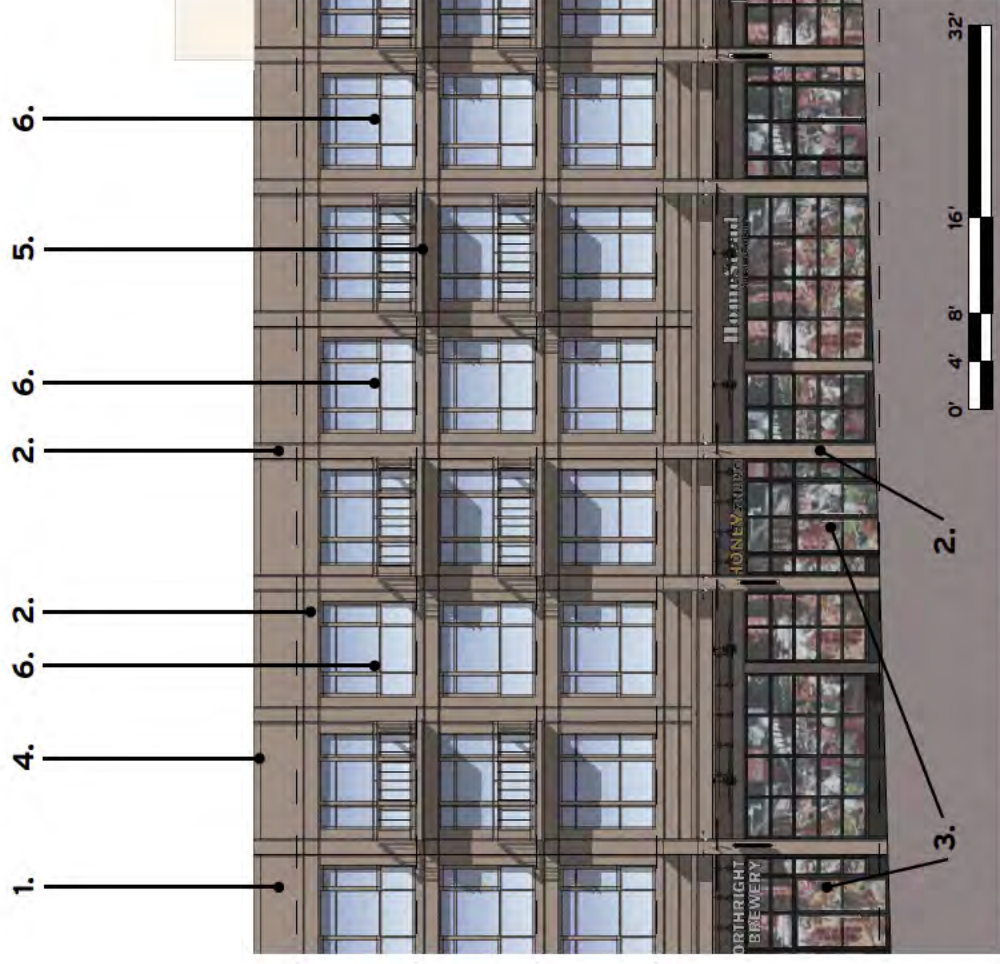
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EL 1166.67

2nd Floor
EL 1156.67

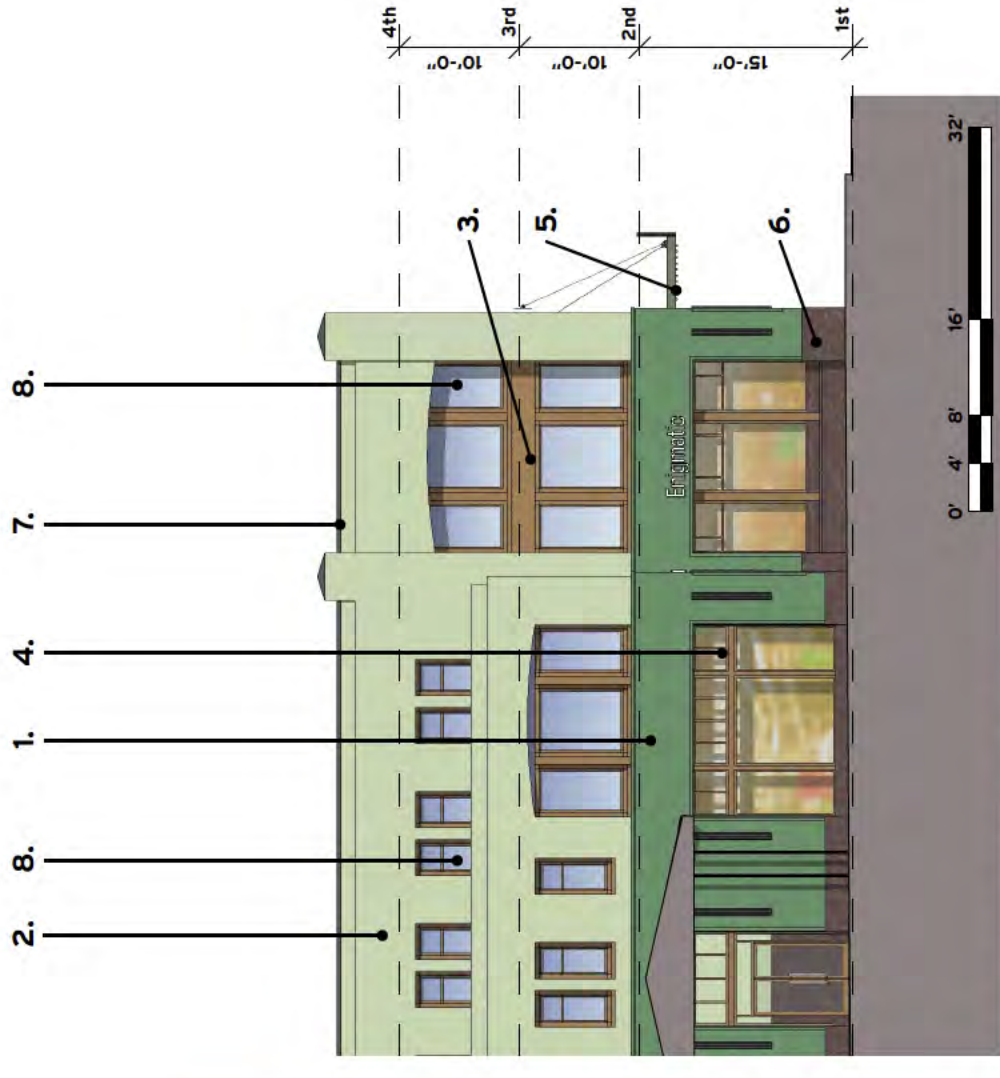
1st Floor
EL 1137.00



- 1. STUCCO - CREAM
- 2. BRICK - BLACK
- 3. METAL COPING - BLACK
- 4. FIBER CEMENT PANEL - BLACK
- 5. MASONRY BASE - DARK GRAY
- 6. ALUM/WOOD STOREFRONT - DARK GRAY
- 7. METAL PANEL - DARK GRAY
- 8. VINYL WINDOW - DARK GRAY



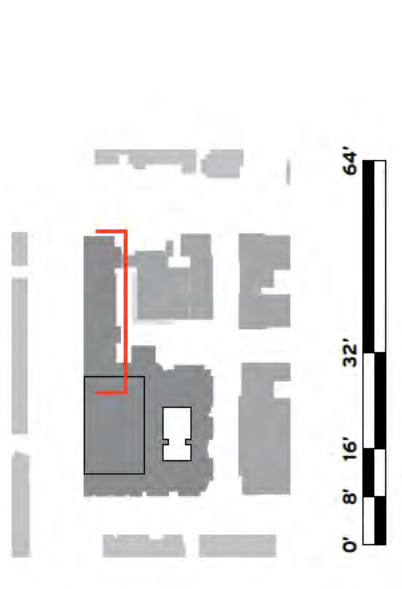
- 1. FIBER CEMENT PANEL - DARK BROWN
- 2. FIBER CEMENT ACCENT W/ RAISED ALUM/WOOD TRIM- DARK BROWN
- 3. METAL ROLL-UP DOORS - BLACK
- 4. METAL COPING - DARK BROWN
- 5. PREFABRICATED METAL BALCONY - DARK BROWN
- 6. VINYL WINDOW - DARK BROWN

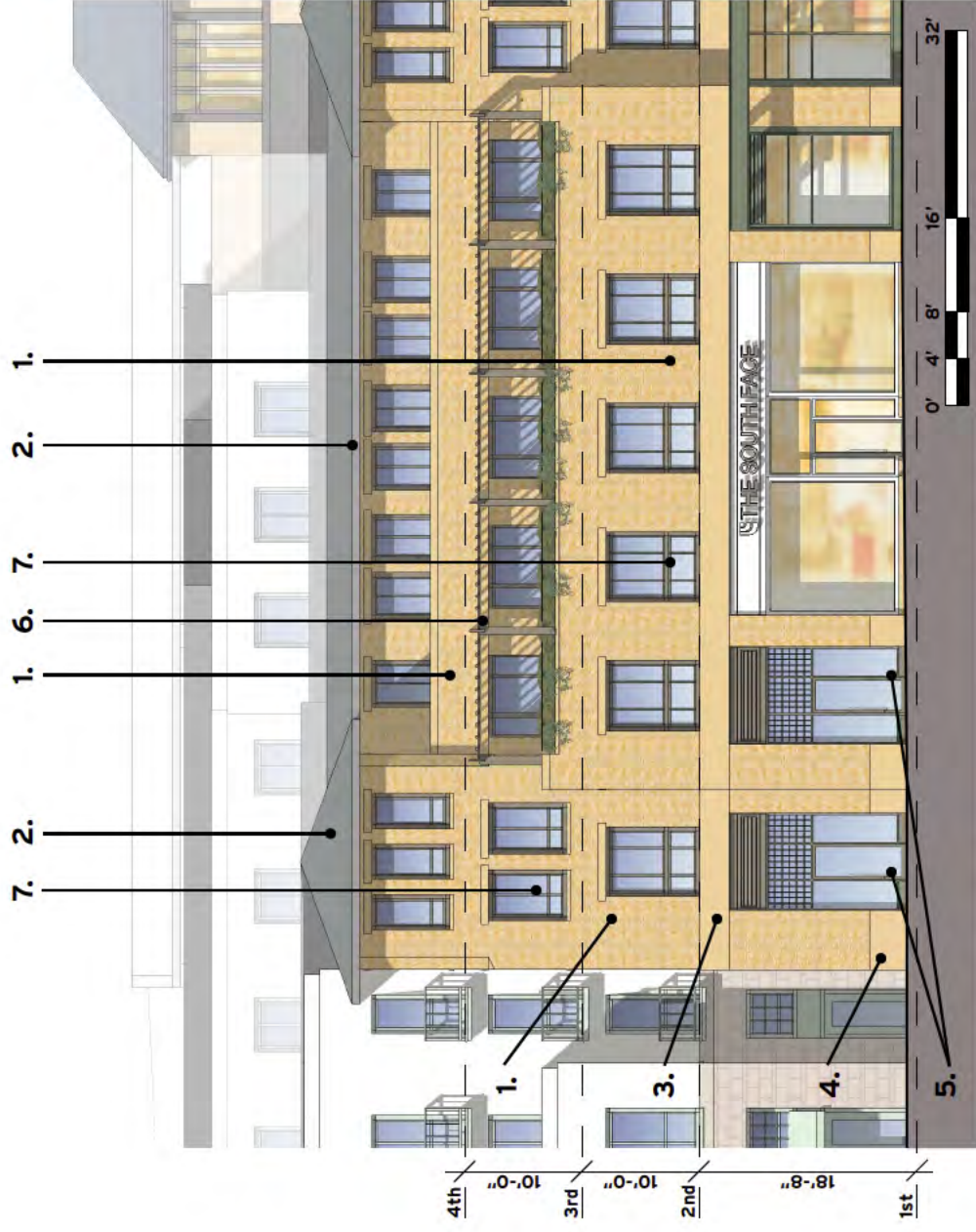


- 1. GREEN PORCELAIN RAINSCREEN
- 2. STUCCO GREEN
- 3. FIBER CEMENT PANEL W/ RAISED ALUM/WOOD TRIM - BRONZE FINISH
- 4. ALUM/WOOD STOREFRONT - BRONZE FINISH
- 5. MTL CANOPY
- 6. PORCELAIN BASE - BLACK
- 7. MTL COPING - BLACK
- 8. VINYL WINDOW - BRONZE FINISH



- 1. STUCCO - CREAM
- 2. BRICK - BLACK
- 3. METAL COPING - BLACK
- 4. FIBER CEMENT PANEL - BLACK
- 5. MASONRY BASE - DARK GRAY
- 6. ALUM/WOOD STOREFRONT - DARK GRAY
- 7. METAL PANEL - DARK GRAY
- 8. VINYL WINDOW - DARK GRAY





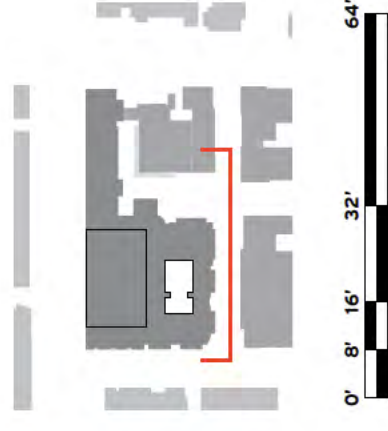
- 1. BRICK VENEER - TAN
- 2. STANDING SEAM METAL ROOF - DARK GRAY
- 3. PORCELAIN BAND - OCHRE
- 4. PORCELAIN BASE - OCHRE
- 5. ALUM/WOOD STOREFRONT - DARK GRAY/BLUE
- 6. WOOD TIMBER TRELLIS - WHITE
- 7. VINYL WINDOWS - LIGHT GRAY

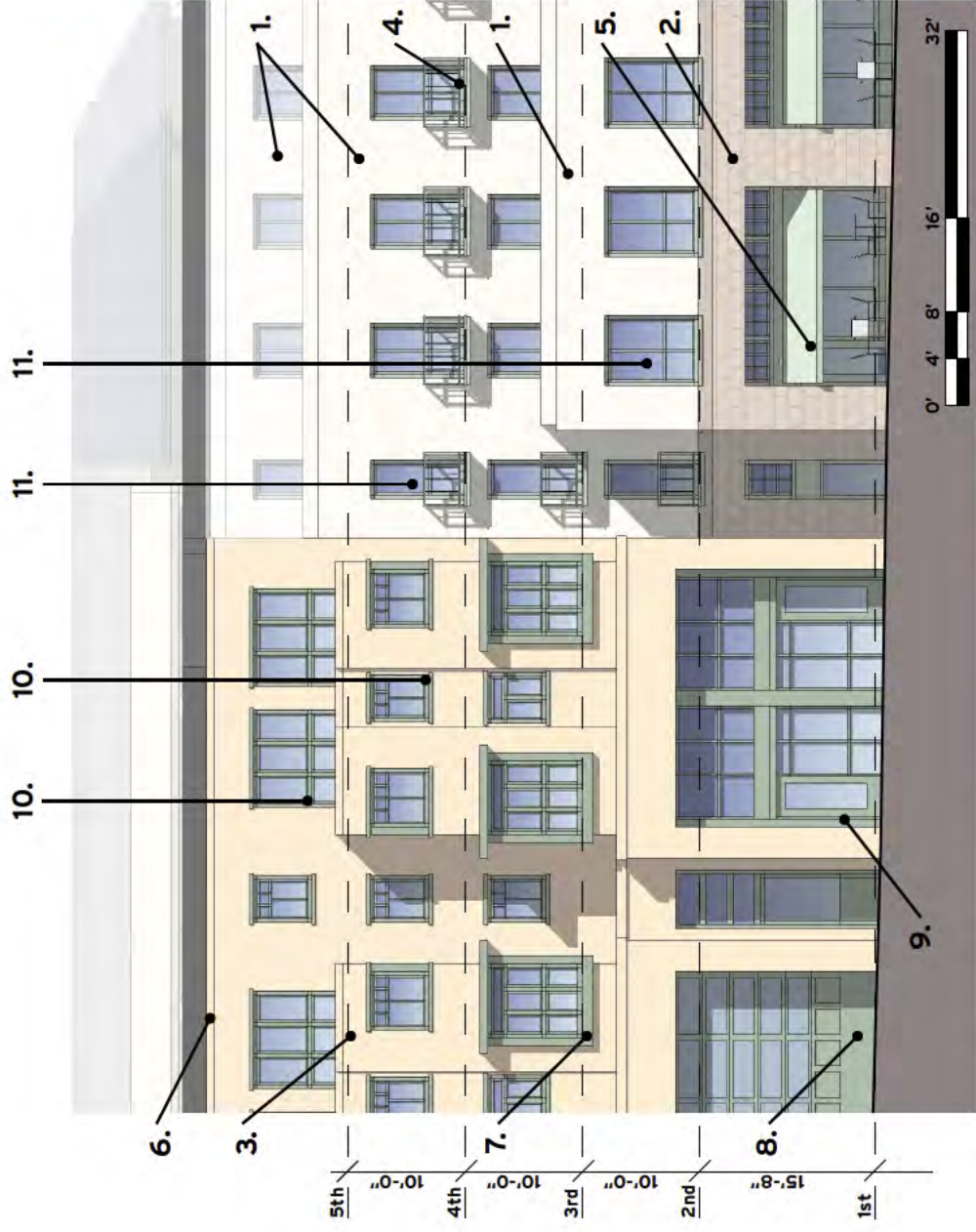


BUCKNELL AVE BUILDING I.D. #6

BUILDING I.D. #5

PIAZZA





- 1. STUCCO - LIGHT GRAY/YELLOW
- 2. PORCELAIN BASE - DARK GRAY/YELLOW
- 3. STUCCO - LIGHT CREAM
- 4. PREFAB. ALUM. BALCONY - LIGHT GREEN
- 5. RETRACTABLE AWNING - LIGHT GREEN
- 6. METAL COPING - GRAY
- 7. ALUMINUM TRIM - GRAY/GREEN
- 8. PANELIZED GARAGE LOADING DOOR - GRAY/ GREEN
- 9. STOREFRONT - GRAY/GREEN
- 10. VINYL WINDOWS/DOOR - GRAY/GREEN
- 11. VINYL WINDOWS/DOOR - LIGHT GREEN



- 5th Floor
EL 1181.67
- 4th Floor
EL 1171.67
- 3rd Floor
EL 1161.67
- 2nd Floor
EL 1151.67

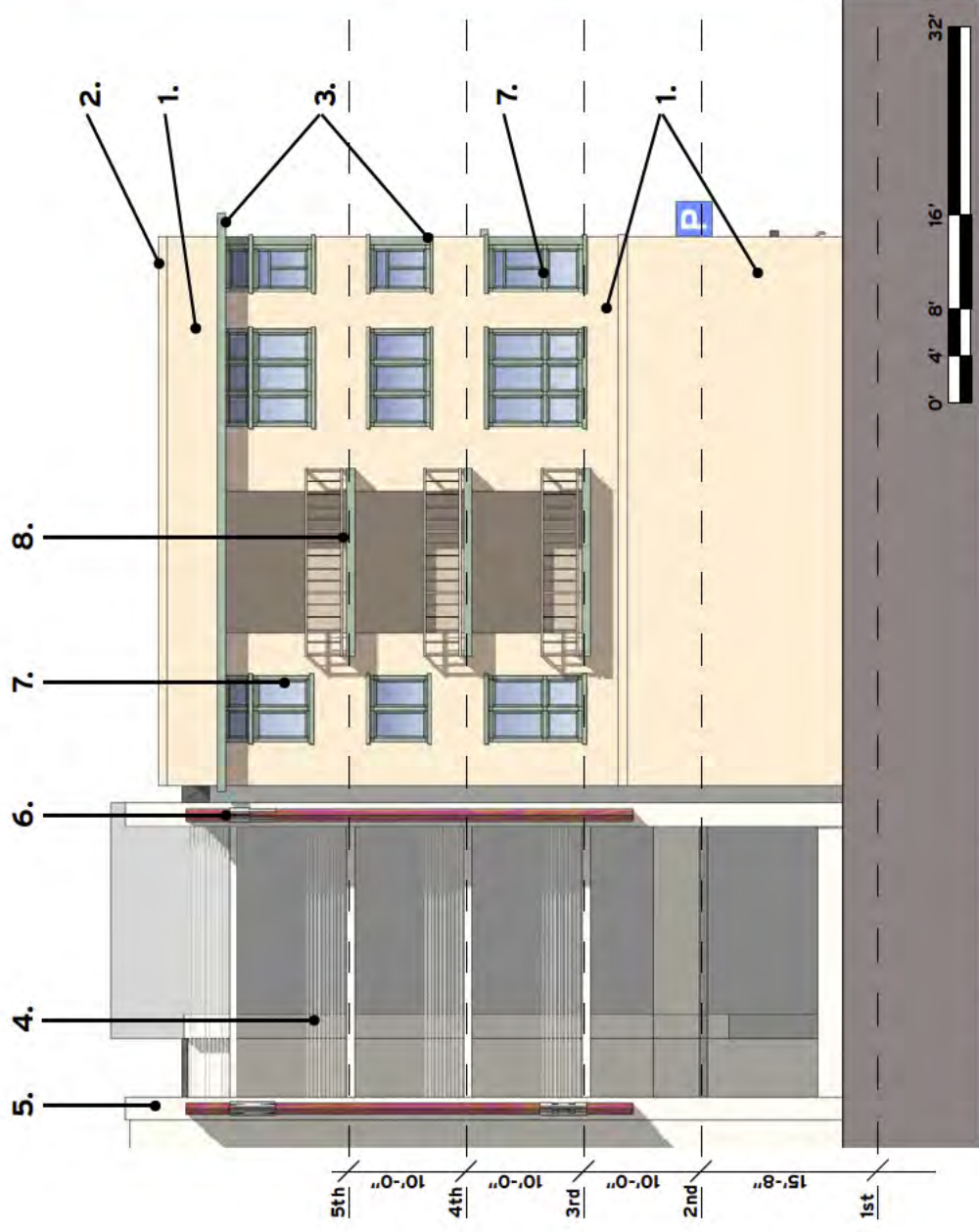
1st Floor
EL 1136.50

TRAIN TRACKS

BUILDING I.D. #7

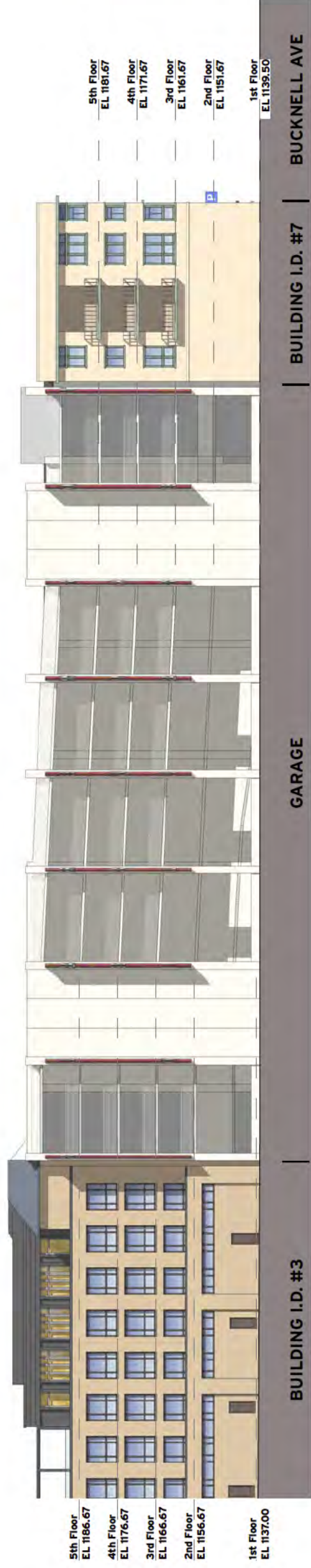
BUILDING I.D. #6

NEW SANTA FE ST



- 1. STUCCO - LIGHT CREAM
- 2. METAL COPING - GRAY
- 3. ALUMINUM TRIM - GRAY/GREEN
- 4. CABLE RAIL SYSTEM

- 5. CAST-IN-PLACE CONCRETE FINISH - DARK GRAY/BLACK
- 6. CUSTOM DESIGN FLAG - ORANGE
- 7. VINYL WINDOWS - GRAY/GREEN
- 8. PREFAB MTL BALCONY - GRAY GREEN



5th Floor
EL 1186.67
4th Floor
EL 1176.67
3rd Floor
EL 1166.67
2nd Floor
EL 1156.67
1st Floor
EL 1137.00

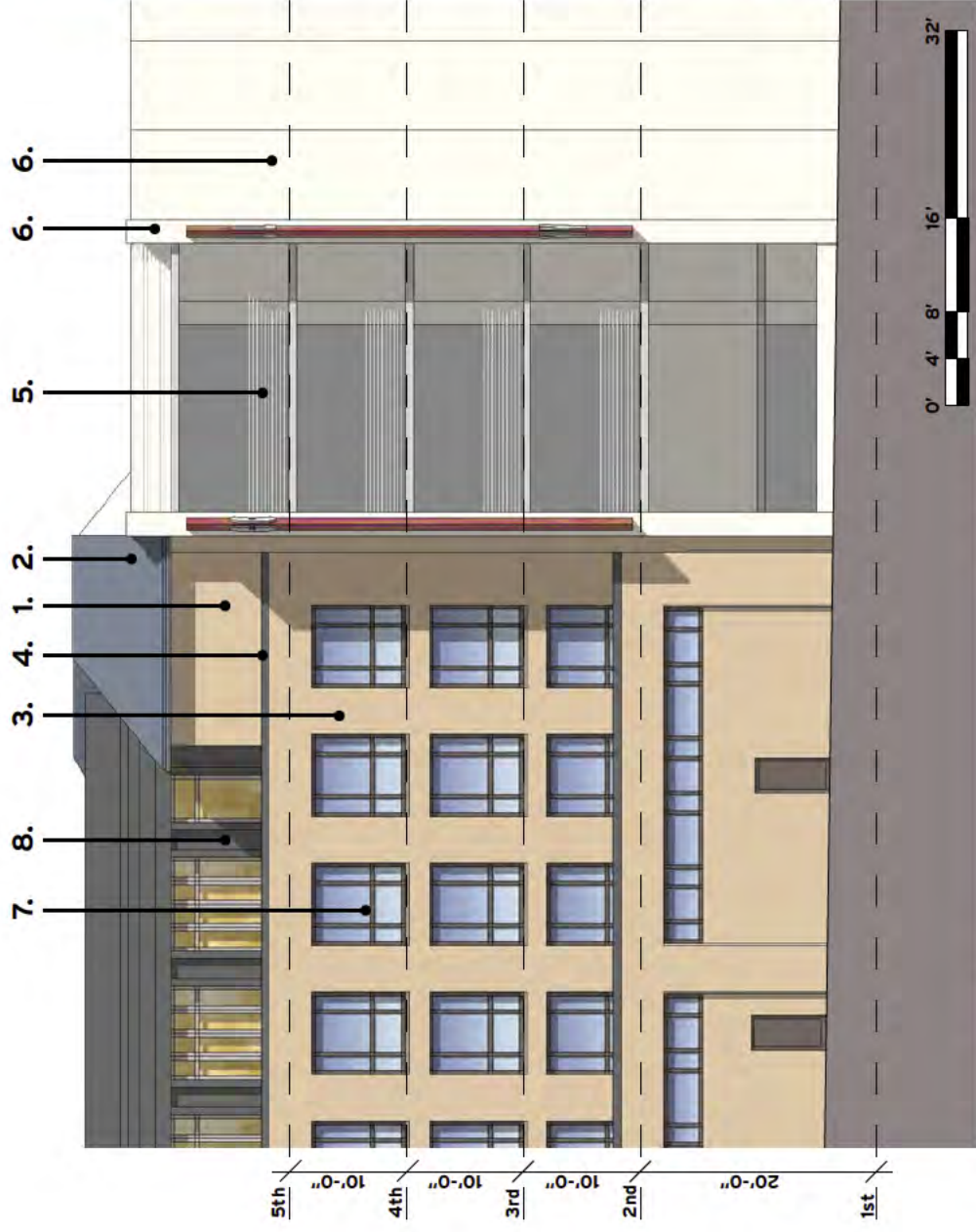
5th Floor
EL 1181.67
4th Floor
EL 1171.67
3rd Floor
EL 1161.67
2nd Floor
EL 1151.67
1st Floor
EL 1139.50

BUILDING I.D. #3

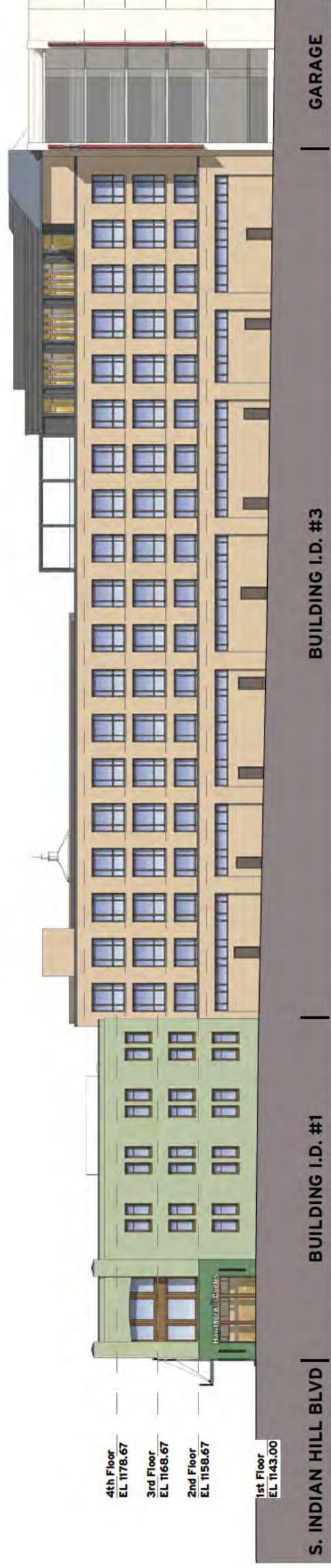
GARAGE

BUILDING I.D. #7

BUCKNELL AVE



- 1. STUCCO - CREAM
- 2. STANDING SEAM METAL ROOF - LIGHT GRAY/BLUE
- 3. STUCCO - LIGHT CREAM
- 4. MTL COPING - BLACK
- 5. CABLE RAIL SYSTEM
- 6. CAST-IN-PLACE CONCRETE FINISH - DARK GRAY/BLACK
- 7. VINYL WINDOW - DARK GRAY
- 8. FIBER CEMENT PANEL - BLACK

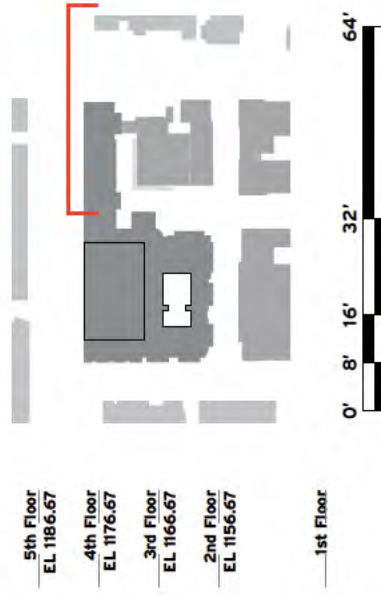


4th Floor
EL 1178.67
3rd Floor
EL 1168.67
2nd Floor
EL 1158.67
1st Floor
EL 1143.00

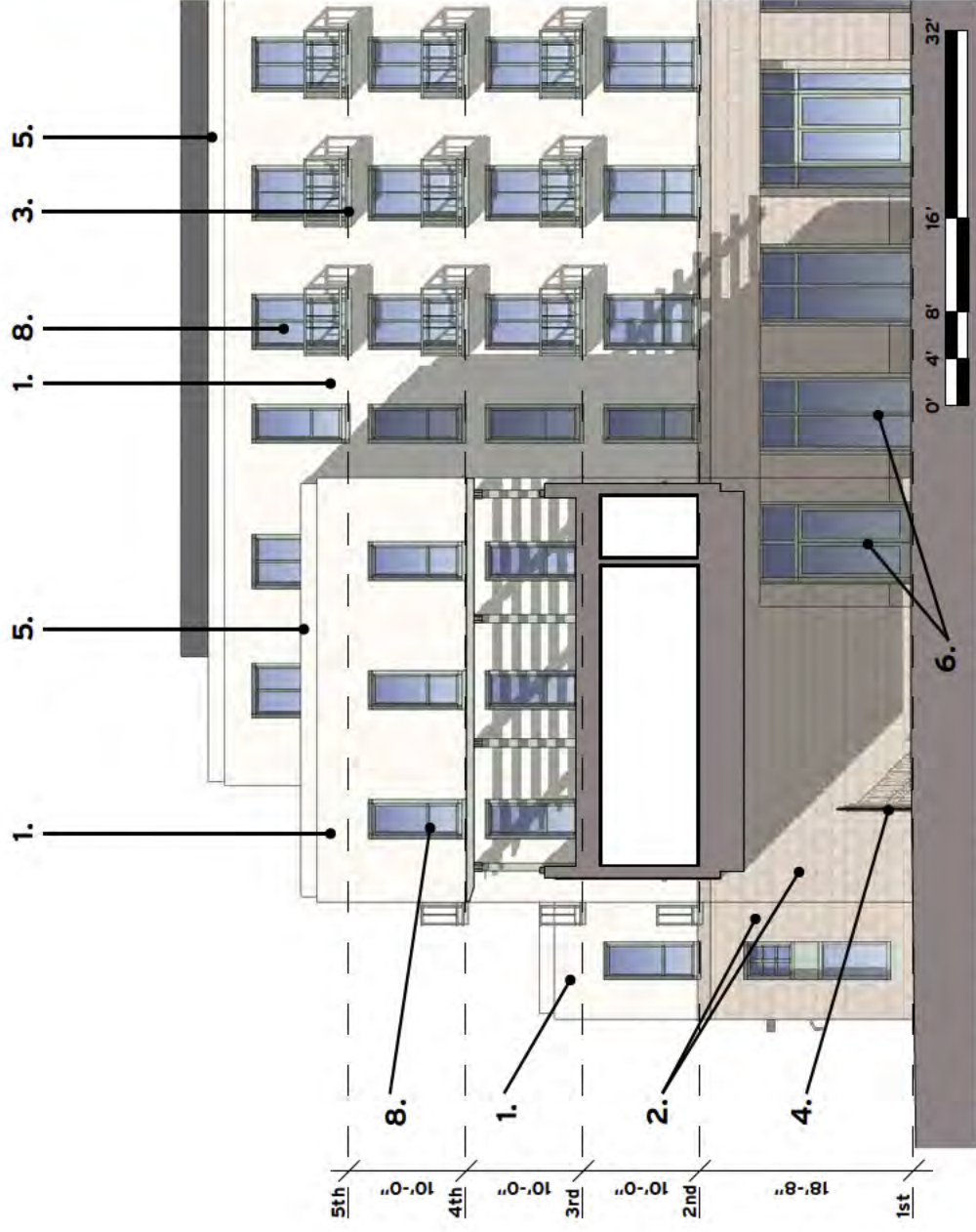
S. INDIAN HILL BLVD | BUILDING I.D. #1

BUILDING I.D. #3

GARAGE



5th Floor
EL 1186.67
4th Floor
EL 1176.67
3rd Floor
EL 1166.67
2nd Floor
EL 1156.67
1st Floor

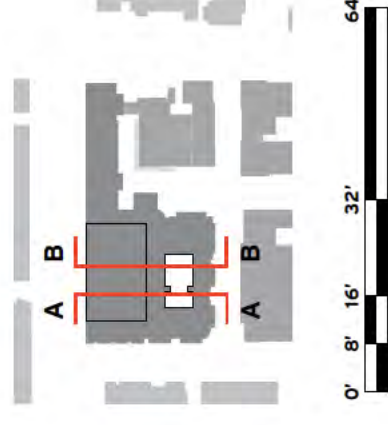
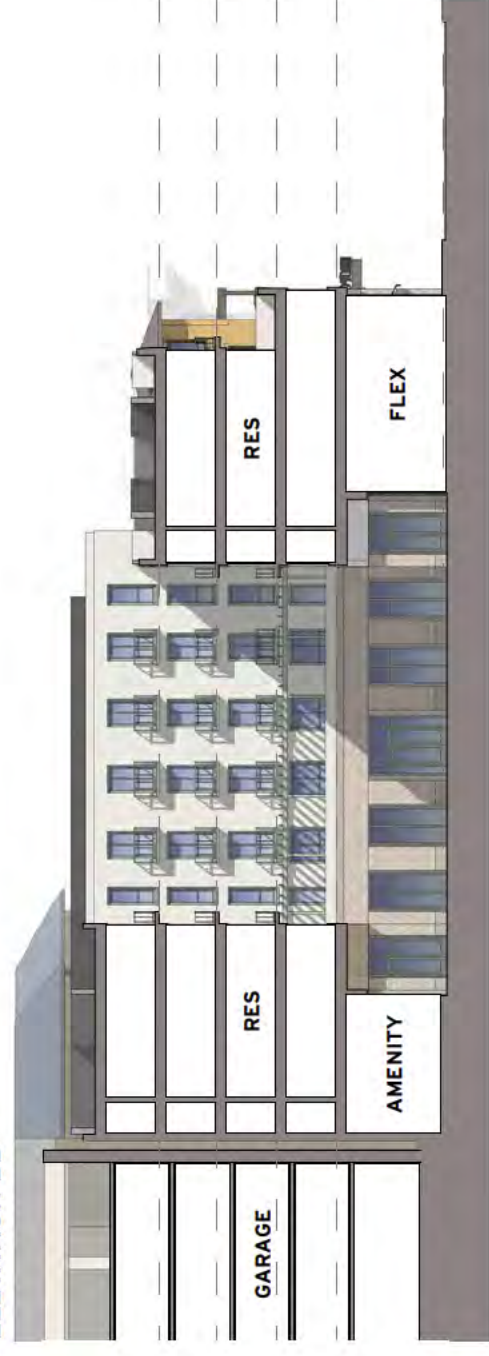


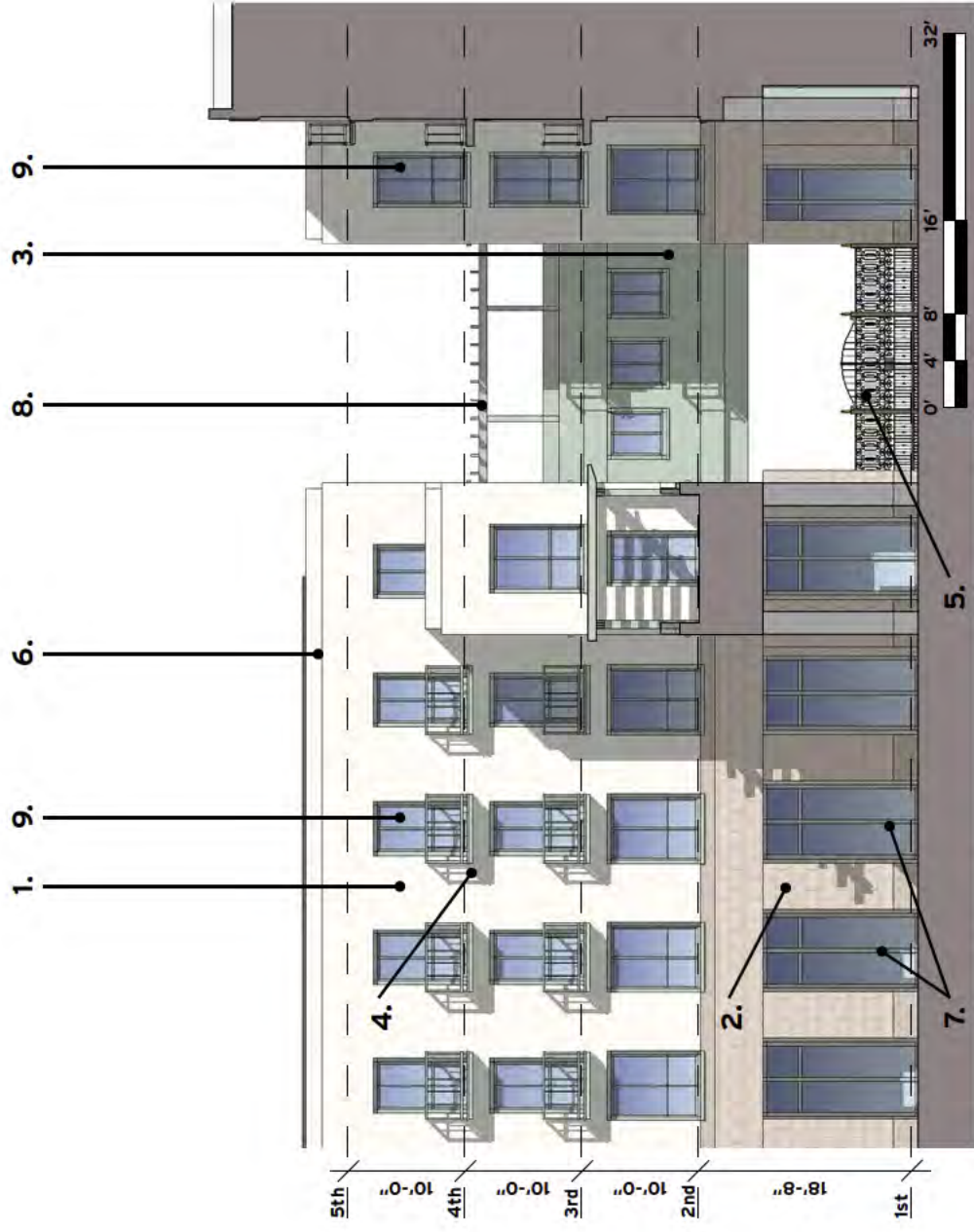
- 1. STUCCO - LIGHT YELLOW
- 2. STUCCO - DARK GRAY/YELLOW
- 3. PREFAB. MTL BALCONY - LIGHT GREEN
- 4. CUSTOM METAL GATE - LIGHT GREEN
- 5. METAL COPING - GRAY
- 6. STOREFRONT - LIGHT GREEN
- 7. WOOD TIMBER TRELLIS - LIGHT GREEN
- 8. VINYL WINDOWS/DOORS - LIGHT GREEN

ELEVATION AA



ELEVATION BB



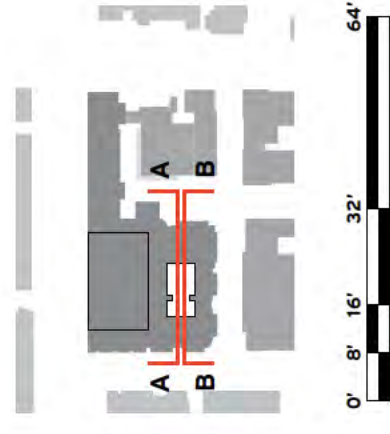


- 1. STUCCO - LIGHT YELLOW
- 2. STUCCO - DARK GRAY/YELLOW
- 3. STUCCO - LIGHT GREEN
- 4. PREFAB. MTL BALCONY - LIGHT GREEN
- 5. CUSTOM METAL GATE - LIGHT GREEN
- 6. METAL COPING - GRAY
- 7. ALUM/WOOD STOREFRONT - LIGHT GREEN
- 8. WOOD TIMBER TRELLIS - LIGHT GREEN
- 9. VINYL WINDOWS/DOORS - LIGHT GREEN

ELEVATION AA



ELEVATION BB



Materials: Building ID #1



STUCCO
GREEN COLOR
20/30 FINISH



VINYL DOORS & WINDOWS
BRONZE FINISH



PORCELAIN BASE:
GREEN - GLAZED



ALUMINUM/WOOD STOREFRONTS:
BRONZE FINISH



PORCELAIN BASE:
DARK BROWN



Materials: Building ID #2



METAL PANEL RAINSCREEN:
DARK BROWN FINISH



VINYL DOORS & WINDOWS:
DARK BROWN FINISH



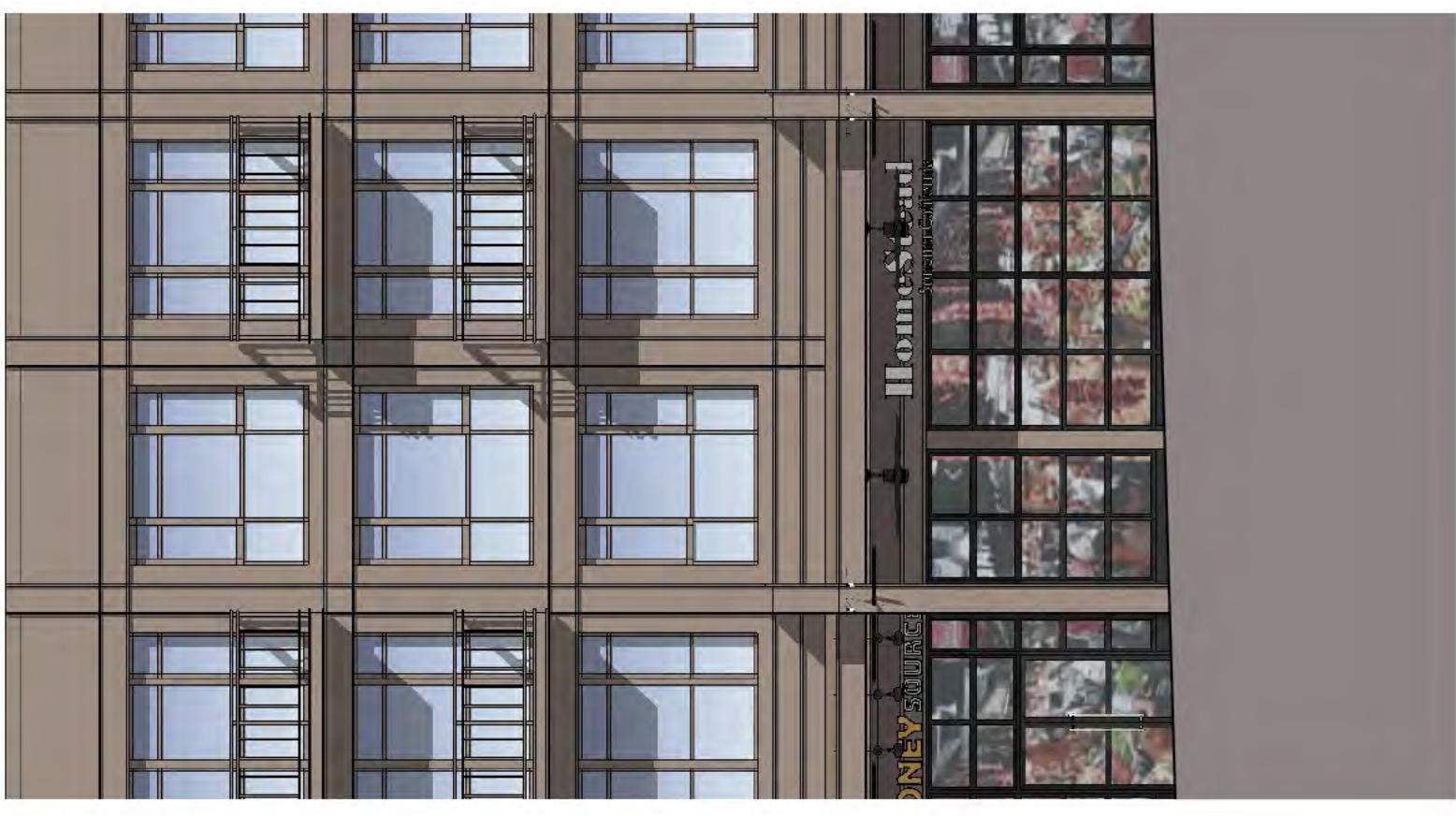
PREFINISHED ALUMINUM CHANNEL:
DARK BROWN FINISH



PREFABRICATED ALUMINUM BALCONIES:
DARK BROWN FINISH



ALUMINUM/WOOD STOREFRONT & ROLL-UP DOORS:
DARK BROWN FINISH



Materials: Building ID #3



STUCCO:
CREAM / GRAY COLOR
20/30 FINISH



VINYL DOORS & WINDOWS:
DARK GRAY



MODULAR BRICK VENEER:
BLACK



ALUMINUM/WOOD STOREFRONT:
GRAY / BROWN



PORCELAIN BASE:
LIGHT GRAY



Materials: Building ID #4



STANDING SEAM METAL ROOF:
DARK GRAY / BLUE



ALUMINUM/WOOD STOREFRONT (@ FIFTH FLOOR):
LIGHT GRAY



STUCCO:
CREAM / GRAY COLOR
20/30 FINISH



VINYL DOORS & WINDOWS:
DARK GRAY



Materials: Building ID #5



STANDING SEAM METAL ROOF:
DARK BLUE / GRAY



ALUMINUM DOORS, WINDOWS & PERGOLA:
GRAY / BROWN



MODULAR BRICK VENEER:
TAN / BUFF



PORCELAIN BASE & BAND
OCHRE



Materials: Building ID #6



STUCCO:
LIGHT CREAM
20/30 FINISH



VINYL DOORS & WINDOWS
GRAY / GREEN



PREFABRICATED MTL BALCONIES:
GRAY / GREEN



PORCELAIN BASE
TAN / BUFF



ALUMINUM/WOOD STOREFRONTS:
GRAY / GREEN



Materials: Building ID #7



STUCCO:

CREAM / GRAY
20/30 FINISH



VINYL DOORS & WINDOWS:

DARK GRAY / GREEN



METAL WINDOW TRIM:

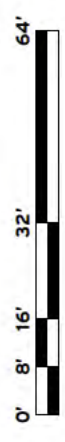
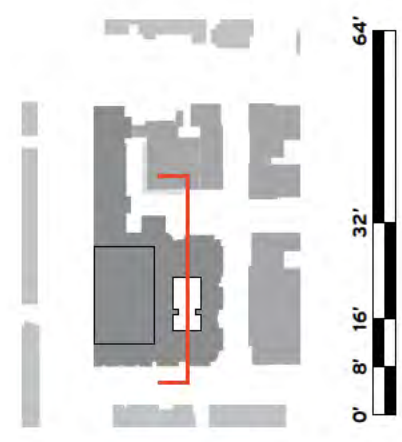
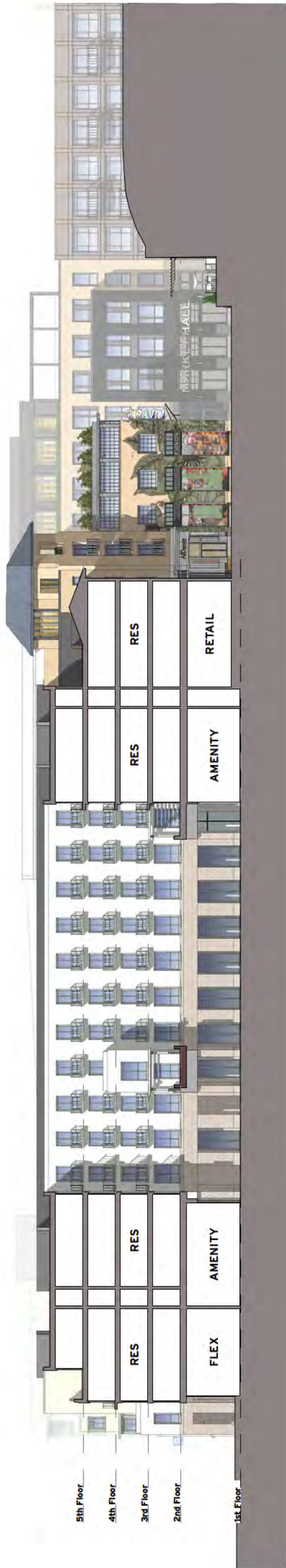
DARK GRAY / GREEN

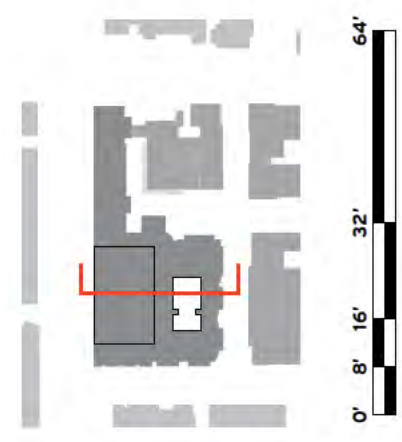
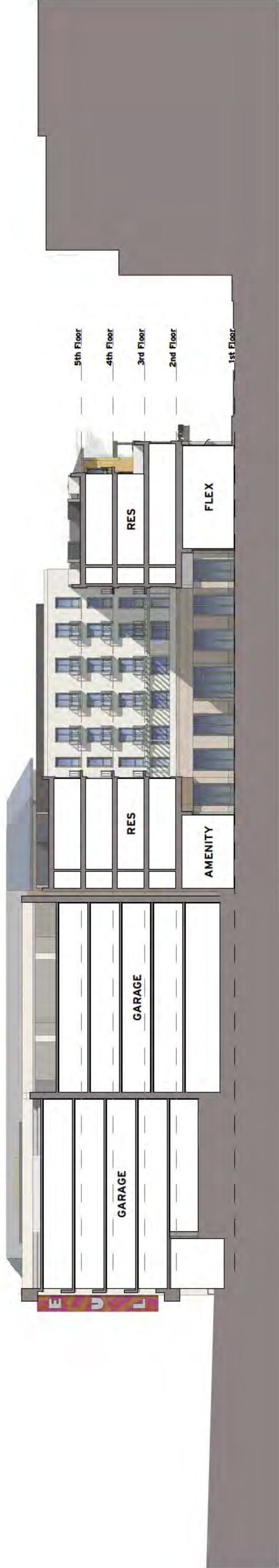


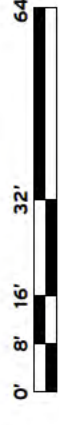
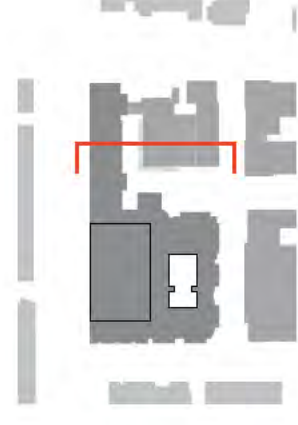
ALUMINUM/WOOD STOREFRONTS / GARAGE DOORS:

DARK GRAY / GREEN









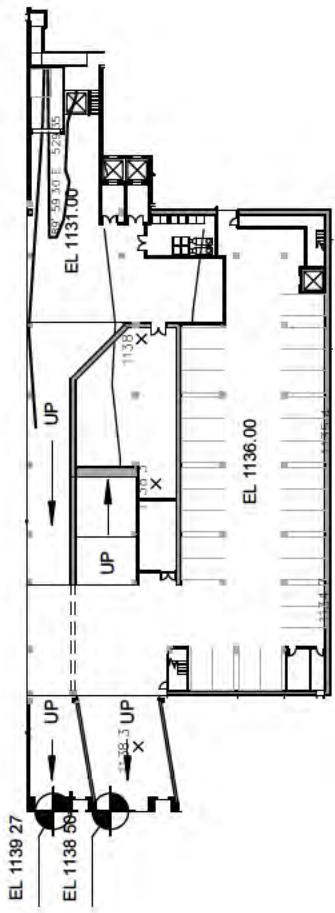
Block A - Gross Square Footage					
	RES	OFFICE	RETAIL	TOTAL	NET RES
1st Floor	16,053	11,113	29,418	56,584	10,985
2nd Floor	54,451	-	-	54,451	46,594
3rd Floor	52,581	-	-	52,581	45,224
4th Floor	45,726	-	-	45,726	38,661
5th Floor	20,108	-	2,606	22,714	15,295
TOTAL	188,919	11,113	32,024	232,056	156,759

Ground Floor Footprints	
Building A	56,584
Courtyard	6,496
Garage	28,202
TOTAL	91,282

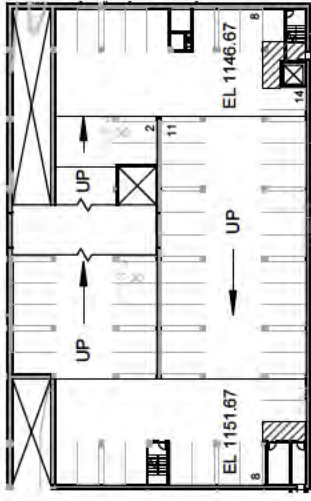
Footprint of 5th Floor	
5th Flr	22,714
1st Flr	91,282
% Footprint	25%/34%

Block A - Preliminary Unit Mix										
	Studio	1BD	1BD+D	2BD	2BD+D	3BD	Loft	TOTAL		
1st Floor (FLEX)	0	2	5	1	1	0	2	11		
2nd Floor	4	21	14	5	6	0	0	58		
3rd Floor	4	30	5	9	4	2	0	61		
4th Floor	2	29	5	7	2	1	0	53		
5th Floor	3	7	1	2	2	2	0	21		
TOTAL	13	89	30	24	15	5	2	204		
TOTAL BY CAT.	13	145		39		5	2			
% BY CAT.	6.37%	71.08%		19.12%		2.45%	0.98%			
AVG SF	490	684		1080		1279	793	763		

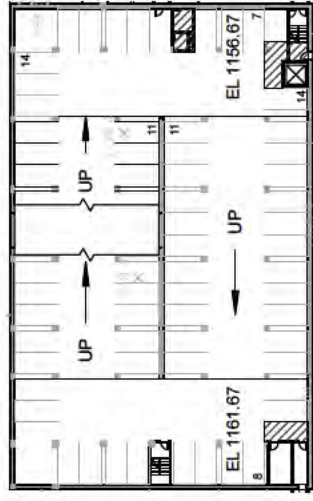
TARGET	9	9	44	57	27	31	5	2	184
TOTAL BY CAT.	9	110		57		5	2		
% BY CAT.	4.98%	59.97%		31.27%		2.72%	1.06%		



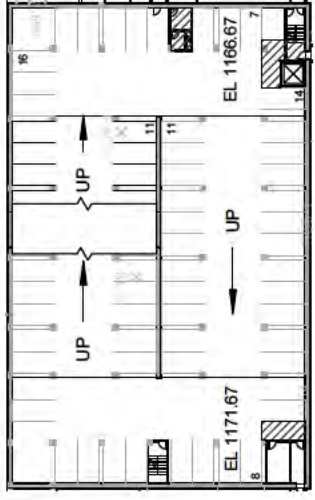
1ST FLOOR



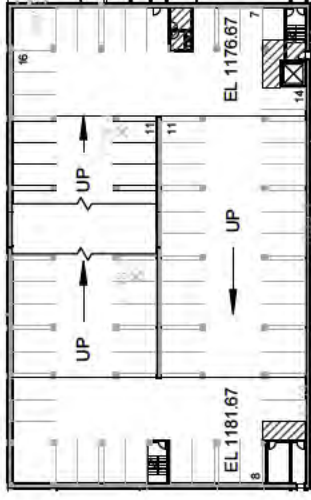
MEZZ. FLOOR



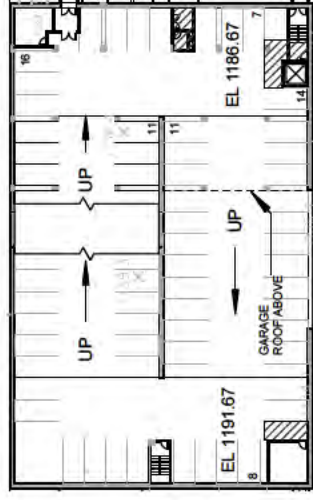
2ND FLOOR



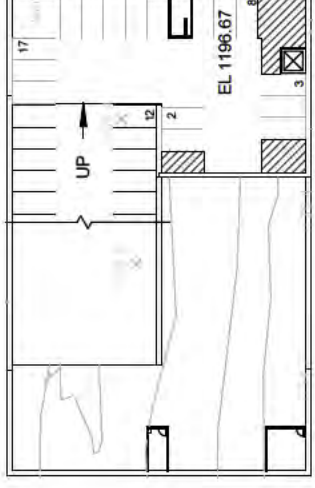
3RD FLOOR



4TH FLOOR



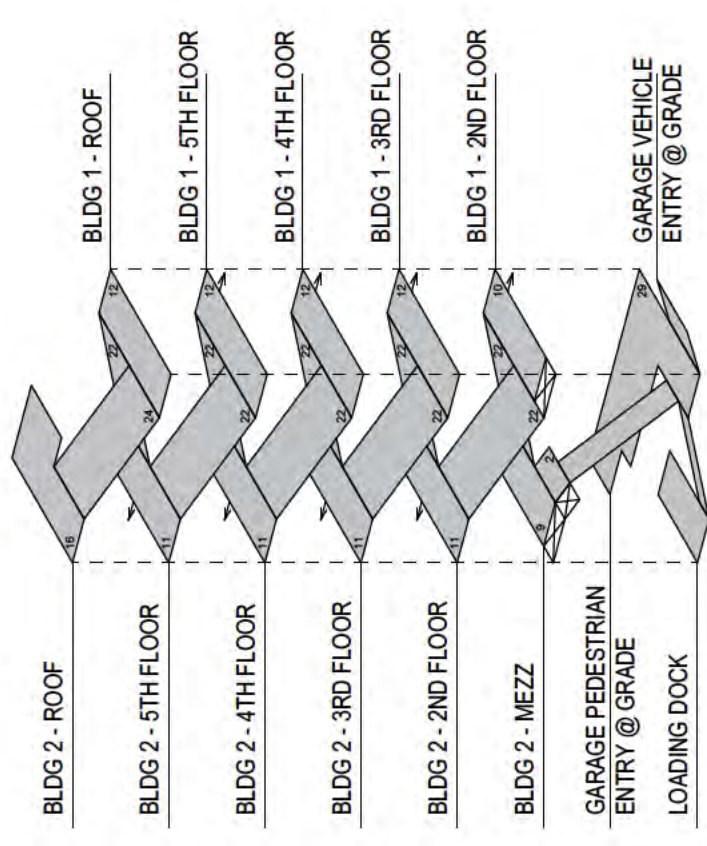
5TH FLOOR



ROOF

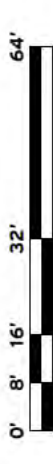
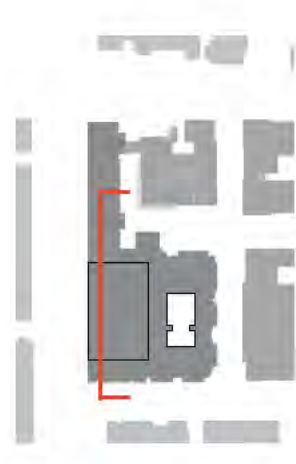
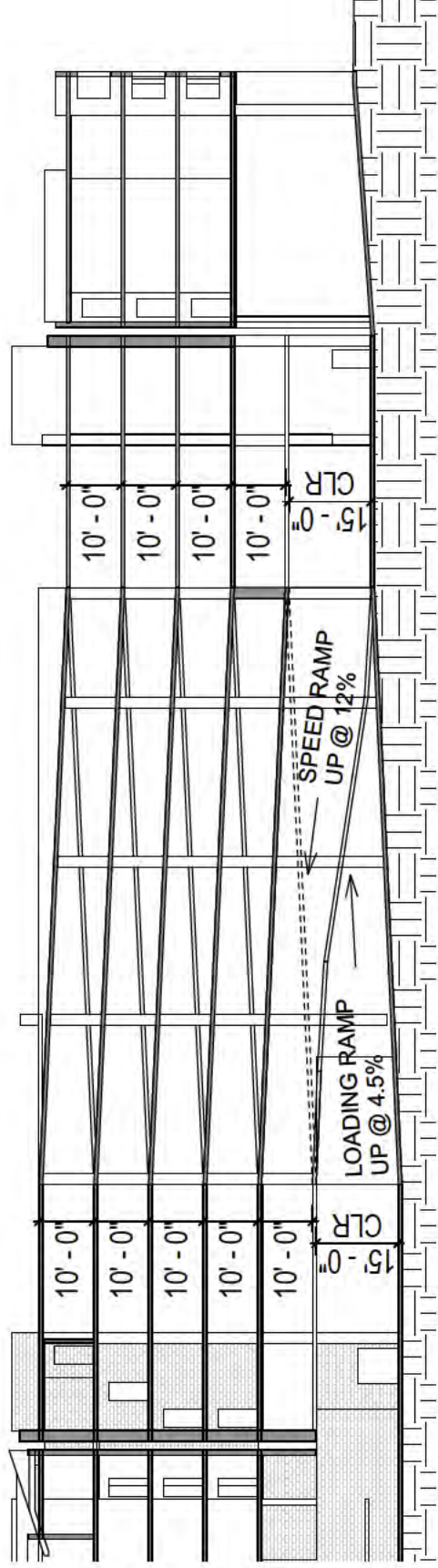
GARAGE PARKING TABULATION

1ST FLOOR	29
MEZZ	33
2ND FLOOR	65
3RD FLOOR	67
4TH FLOOR	67
5TH FLOOR	67
ROOF	52
TOTAL	380 SPACES

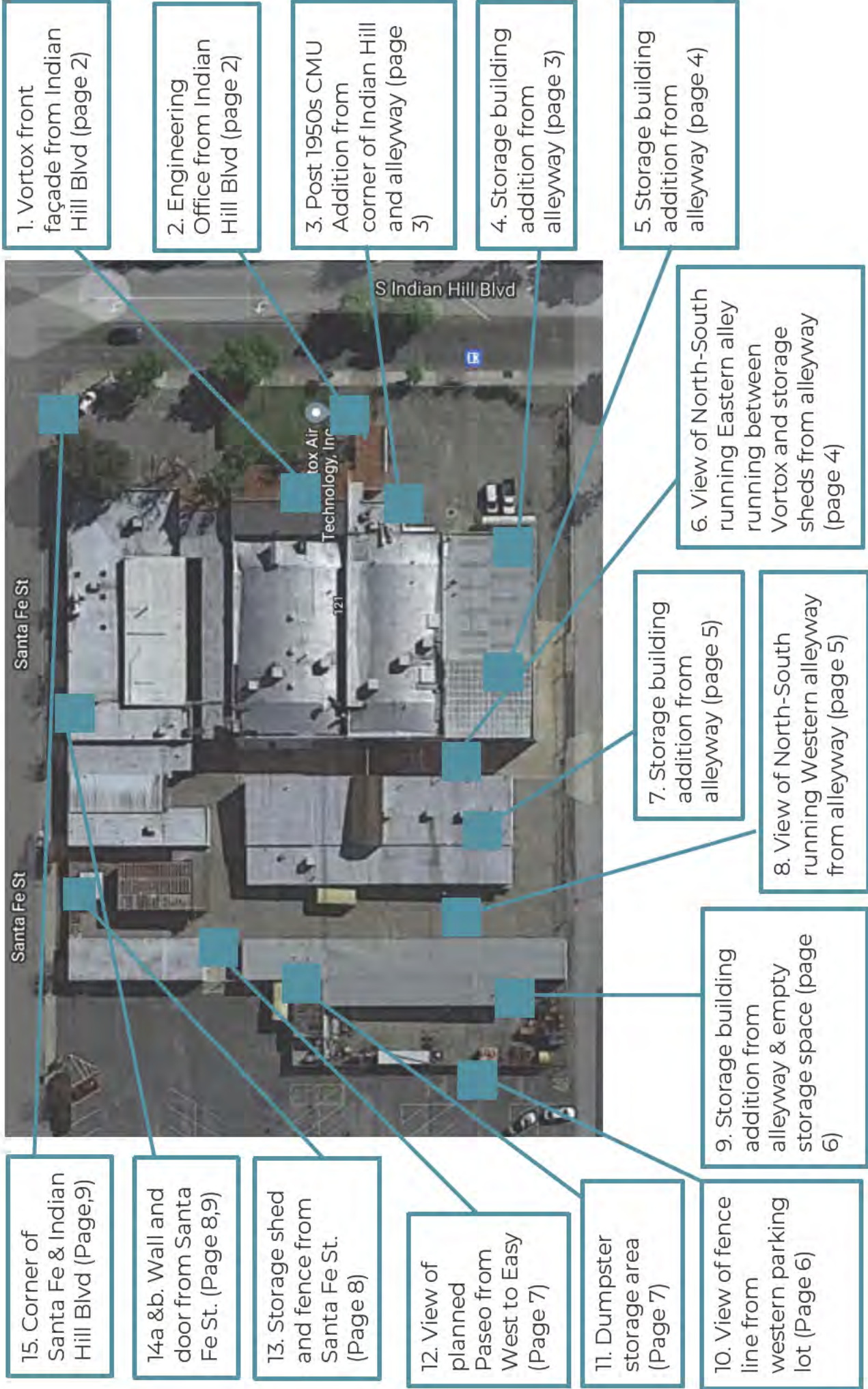


LEGEND

- BUILDING ENTRY ↑
- OPEN TO BELOW ⊠



VORTEX PHOTO KEY



1. Vortex front façade from Indian Hill Blvd (page 2)

2. Engineering Office from Indian Hill Blvd (page 2)

3. Post 1950s CMU Addition from corner of Indian Hill and alleyway (page 3)

4. Storage building addition from alleyway (page 3)

5. Storage building addition from alleyway (page 4)

6. View of North-South running Eastern alley running between Vortex and storage sheds from alleyway (page 4)

7. Storage building addition from alleyway (page 5)

8. View of North-South running Western alleyway from alleyway (page 5)

9. Storage building addition from alleyway & empty storage space (page 6)

15. Corner of Santa Fe & Indian Hill Blvd (Page,9)

14a &b. Wall and door from Santa Fe St. (Page 8,9)

13. Storage shed and fence from Santa Fe St. (Page 8)

12. View of planned Paseo from West to Easy (Page 7)

11. Dumpster storage area (Page 7)

10. View of fence line from western parking lot (Page 6)

1. Vortex front façade
from Indian Hill Blvd



2. Engineering office
from Indian Hill Blvd



3. Post 1950s CMU
Addition from corner of
Indian Hill and alleyway



4. Storage building
addition from alleyway



5. Storage building addition from alleyway



6. View of alley running between Vortex and storage sheds from alleyway





7. Storage building addition from alleyway

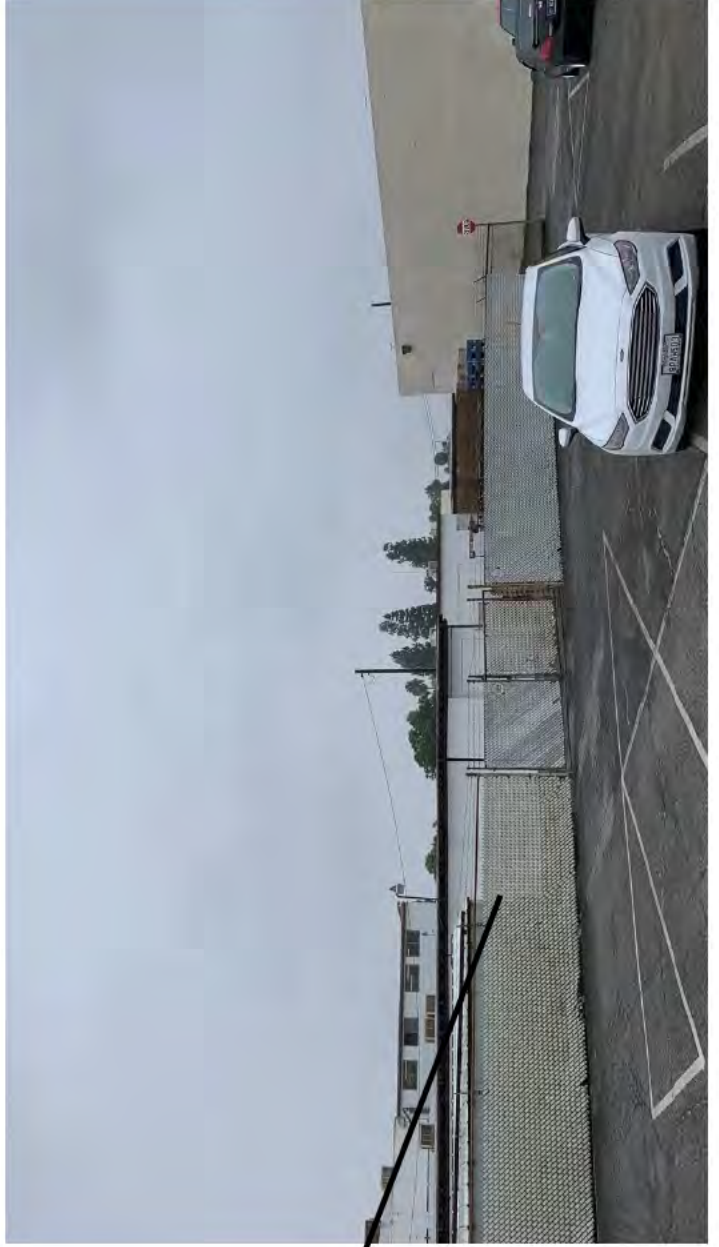


8. View of North-South running alleyway from alleyway

9. Storage building addition from alleyway & empty storage space



10. View of fence line from western parking lot



11. Dumpster storage area (Page 7)



12. View of planned Paseo from West to Easy (Page 7)

13. Storage shed and fence from Santa Fe St. (Page 8)



14a. Wall and door from Santa Fe St.



14b. Wall and door from Santa Fe St.



15. Corner of Santa Fe & Indian Hill Blvd





Claremont Village South Specific Plan

PREPARED FOR THE CITY OF CLAREMONT | JULY 2021



Acknowledgments

This Village South Specific Plan (VSSP) has been prepared for, and in collaboration with, the City of Claremont and its Council and Commissions, by a team of professional consultants led by Sargent Town Planning. This Section acknowledges the efforts of key members of the City / Consultant team who have brought the Village South Specific Plan to fruition, including:

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Steve Boland, Senior Associate

The Community of Claremont:

A special thanks to the many other officials, Chamber of Commerce representatives, neighbors and citizens who have participated in the preparation of this plan.

* Indicates person no longer with the listed organization or serving in this role

** Our longtime friend and colleague Bill Dennis sadly passed away in August 2018. Bill's lifetime of exceptional architectural and urban design work has added priceless value to the built environment, and it is with gratitude that his contributions to the urban early design vision of the Village South Specific Plan are acknowledged here.

Relationship to General Plan and other Documents

The Village South Specific Plan is established through the authority granted to the City of Claremont by California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457 (Specific Plans). As expressed in California law, Specific Plans may be adopted either by ordinance or by resolution.

This Specific Plan is a regulatory plan that provides the vision, zoning standards and design guidelines, infrastructure design, and implementation procedures for all land within the Plan Area. Subsequent tract or parcel maps, development agreements, local public work projects, zoning text or map amendments, and any action requiring ministerial or discretionary approval related to Village South must be consistent with the Village South Specific Plan.

California Code Section 65302.4 authorizes the General Plan, and the zoning ordinances that implement the General Plan, to express community intentions regarding urban form and design. This means that the Village South Specific Plan may be used to express those intentions and that it may also provide the zoning and standards for implementation.

General Plan. The current City of Claremont General Plan was last updated in 2009. Minor amendments to that Plan are made in conjunction with the preparation and adoption of this Specific Plan to ensure consistency.

Municipal Code. The provisions contained in this Plan constitute the primary land use and development standards for the Specific Plan area. These regulations are applied in addition to the provisions set forth in the City of Claremont Municipal Code. Where any provision of this Plan and the Municipal Code appear to be in conflict, the provisions of this Plan shall prevail. For matters on which

this Plan is silent, the provisions of the Municipal Code shall apply. As part of the implementation of this Specific Plan, the Municipal Code shall be amended to include the Specific Plan Area zoning designation, including its associated land use districts.

CEQA. The Village South Specific Plan has been prepared in compliance with the requirements of the California Environmental Quality Act (CEQA) and Local CEQA Guidelines. An Environmental Impact Report (EIR) has been prepared to respond to the anticipated environmental impacts associated with the project.

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Introduction & Organization



A. Introduction

This Village South Specific Plan (VSSP) has been prepared to guide future land use and shape new sustainable, mixed-use, transit-oriented development within the Village South Plan Area. The VSSP incorporates a clear and illustrated vision for the future of Village South, specific goals and guiding principles, and anticipated results, with objective design and development standards, design guidelines, design review metrics, and implementation strategies and policies, to predictably implement a community-based vision of the future of this important southerly approach to and further expansion of Claremont's beloved and historic Village.

In 2015, the City filed an application with the Los Angeles County Metropolitan Transit Authority (Metro) for a Transit-Oriented Development Zoning grant, such as those that Metro has previously granted to many communities for areas adjacent to its light rail and commuter rail stations. In 2016, Metro responded with a generous funding grant, and in 2017 the City selected a team of professional consultants led by Sargent Town Planning to assist in preparing this Specific Plan and associated Environmental Impact Report.

B. Specific Plan Organization

The VSSP is divided into 5 chapters, each of which informs the others. The successful administration and application of this Plan relies on a coordinated understanding of all chapters and topics.

The following page provides a brief summary of the contents of each chapter:

1: VISION, GOALS & PRINCIPLES

Chapter 1 provides introductory context to the Village South Specific Plan (VSSP) area and articulates the Vision, Goals & Key Outcomes and 11 Guiding Principles for the expansion of Claremont Village southward into Village South. These are the foundation for all other chapters of the VSSP.

2: THE VILLAGE SOUTH PLAN

Chapter 2 illustrates and expands vision for Village South through a series of illustrated subdivision, public realm and development strategies for the transformation of the current VSSP Area into “more Village”. “The Plan” as illustrated in this chapter, represents one (of many) potential outcomes for Village South, clearly describing and illustrating the type of urban environment envisioned for Village South, thereby connecting the Vision, Goals, and Principles of **Chapter 1** to the Development Standards and Guidelines of **Chapter 3**.

3: DEVELOPMENT STANDARDS & GUIDELINES

Chapter 3 provides the Objective Development Standards and Design Guidelines for all private and public improvements in Village South - including for master developments - that are carefully crafted and calibrated to generate physical outcomes for Village South as articulated and illustrated in **Chapters 1 & 2**.

4: SUSTAINABLE INFRASTRUCTURE

Chapter 4 describes Village South’s existing and new infrastructure network as a foundation of its sustainable future. Topics include street and public realm network, Mobility & Circulation, Stormwater Management, Water, & Sewer systems, as well as the dry utility networks that will support future development.

5: IMPLEMENTATION

Chapter 5 defines specific procedures and strategies for the successful implementation of the VSSP.

APPENDIX A: OBJECTIVE DESIGN REVIEW

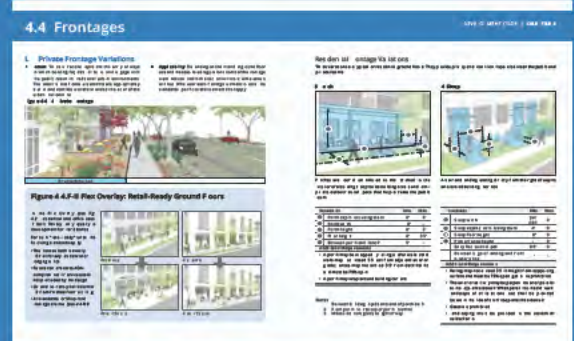
The Objective Design Review Matrix (ODRM) provides clarity and direction for the Design Review / Permitting Process by defining clear metrics (including an objective scoring system) by which all incoming development proposals in Village South will be evaluated.

APPENDIX B: LA METRO FIRST/LAST MILE PLAN

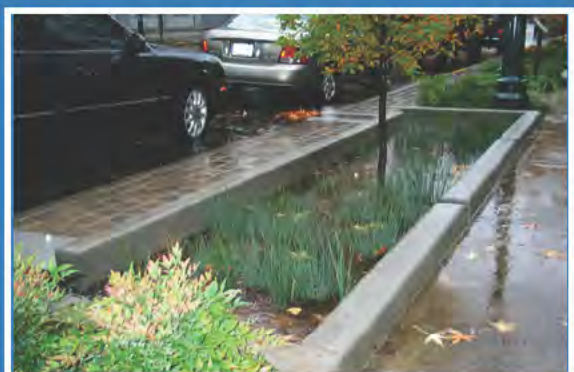
Excerpts of LA Metro’s First/Last Mile Plan (relevant to Claremont) are included for reference here, and referenced within the VSSP to ensure that its intentions be implemented in Village South.



Chapters 1-2: Articulate and illustrate a vision for the transformation of Village South.



Chapter 3: Provides development standards, guidelines, and design approval metrics for new development in Village South.



Chapter 4: Provides information and strategies for sustainable infrastructure systems to support new development in Village South.

1 Vision, Goals & Principles





This Chapter Covers:

1.1	Specific Plan Context	2
1.2	A Vision for a Sustainable Future	6
1.3	Goals, Strategies & Key Outcomes	12
1.4	Village South Guiding Principles	24

1.1 Specific Plan Context

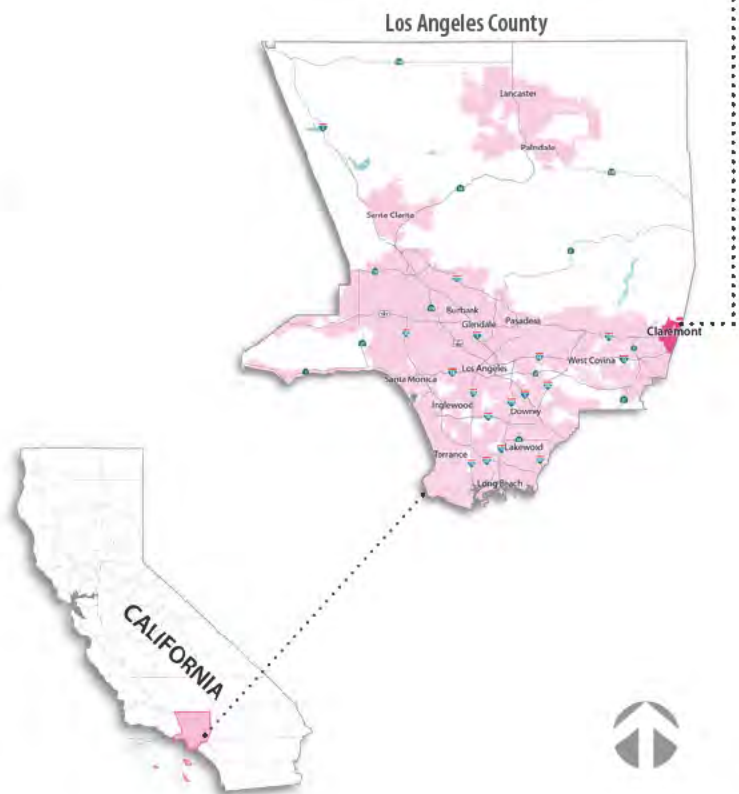


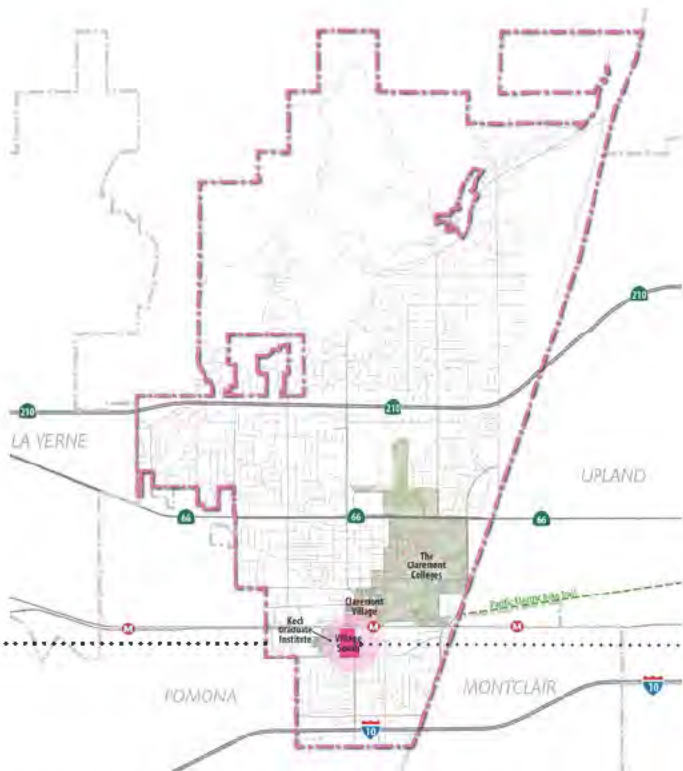
Claremont Village: Downtown Claremont is at the heart of Claremont, with concentrations of civic, cultural, and commercial uses, well connected to the rest of the City (and region) and a strong reputation as one of Southern California's most lovable and continually successful historic downtowns.

A. Regional Context

The City of Claremont is located in the northeast corner of the San Gabriel Valley, just within the eastern boundary of Los Angeles County at the foot of the San Gabriel Mountains. A small city of 36,000, Claremont is widely known and respected for its beautiful neighborhoods, distinguished colleges, good primary and secondary schools, fine cultural institutions, access to the San Gabriel foothills, and its very successful historic downtown, Claremont Village.

Regional access is provided by the I-210 Foothill Freeway, the 1-10 San Bernardino Freeway, the Metrolink San Bernardino Line running in the Santa Fe Railroad right of way, soon to be joined by LA Metro light rail service to Claremont's historic Santa Fe Railroad Depot. Major east-west thoroughfares providing access to the Village include: Arrow Highway, Foothill Boulevard (Historic Route 66), and Base Line Road. Major north-south thoroughfares include Towne Avenue, Mountain Avenue, Indian Hill Boulevard, College Avenue, Claremont Boulevard, and Monte Vista Avenue.





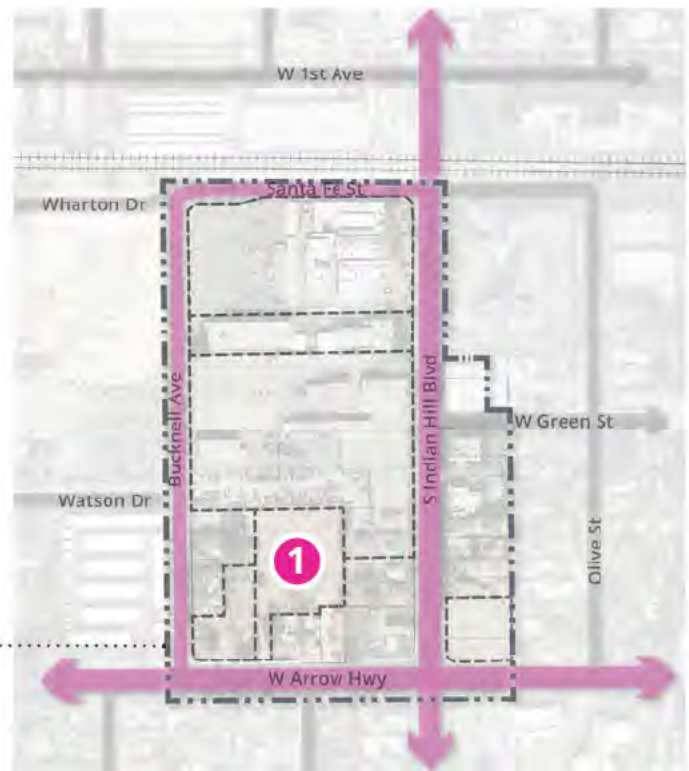
City of Claremont: Village South Specific Plan area immediately south of the historic Village and within a short walk/bike ride of the Claremont Colleges and Keck Graduate Institute (KGI)

B. Village South Plan Area

The Village South Specific Plan Area (Plan Area) is located at the important crossroads of Indian Hill Boulevard and Arrow Highway in the southerly - and original - end of town, from which the City grew northward to the mountains over time. As its name suggests, the Plan Area is immediately south of Claremont's original Village and includes the large block bounded by Indian Hill Boulevard, Arrow Highway, Bucknell Avenue, and Santa Fe Street, as well as the parcels immediately fronting the east side of Indian Hill Boulevard between Arrow Highway and Santa Fe Street, excluding the Claremont Villas Senior Apartments.

The entire Plan Area is approximately 24 acres, of which 17.4 acres is privately-owned parcels and the balance is the public rights-of-way of Indian Hill Boulevard, Arrow Highway, Bucknell Avenue, Santa Fe Street, and Green Street adjacent to the parcels within the Plan Area.

The above diagram shows the overall VSSP boundaries and private parcel lines, with heavy dashed lines highlighting common ownership of multiple (or single large) parcels.



Specific Plan Area: The 17.4-acre VSSP Area is generally bounded by Metrolink (north), Arrow Highway (south), Bucknell Ave (west) and flanks Indian Hill Boulevard (east).

Of note is the City-owned "flag-lot" in the south half of the plan area, as well as City ownership of the existing Santa Fe Street right-of-way at the north end of the Plan Area - some of which is planned to expand the railroad right of way to accommodate the Gold Line extension - provides the City with a significant stake in and control over the development and long-term success of Village South.

Key physical characteristics of the Plan Area and existing development within it are highlighted and described on the following pages. Detailed information on the history and design character of existing buildings and related development may be found in a Cultural Resource Assessment, on file with the Claremont Community Development Department.

--- Indicates Single Ownership of multiple (or large) parcels

1 City-Owned Property: The City owns the 1.43-acre "flag lot" in the south half of Village South.

1.1 Specific Plan Context

C. Village South Context

The current availability of several large industrial and highway-oriented commercial parcels in the Village South Plan Area to be reimaged and redeveloped is an incredible, once-in-a-century opportunity, not only to expand the environment, offerings, and success of the existing Village, but also to connect and weave together the early 20th century Village (and early 21st century Village Expansion) with adjoining and nearby neighborhoods, campuses, and other amenities.

Those neighbors include the Claremont Colleges - including Keck Graduate Institute (KGI), the newest member of the Consortium, currently building out their campus in what was previously a business park immediately west of Village South, the Vista (aka "Cinderella Tract") and Oakmont neighborhoods south of Arrow Highway, and regional-serving transit stations: Metrolink commuter rail, for which a new station to the east of Collage Avenue is planned, and new Gold Line station that is planned to re-occupy the historic Depot, currently the Claremont Museum of Art.

- 1** **Historic Village:** *The center of Claremont's commercial, civic and cultural life since the 1880s.*
- 2** **Village Expansion:** *The newest addition to the historic village.*
- 3** **Claremont Colleges:** *Since 1887 the Colleges have been vital to Claremont's success and growth.*
- 4** **Metrolink Station:** *Metrolink provides daily service to Claremont Village.*
- 5** **Historic Vortex Building:** *Home to early local industry will anchor Village South retail core.*
- 6** **Keck Graduate Institute:** *Transforming a light industrial park into a new College campus.*
- 7** **Residential Neighborhoods:** *Residents support, and are supported by, the Village.*


-  Village South Specific Plan Boundary
-  Claremont Village
-  Village Expansion
-  Claremont Universities
-  Keck Graduate Institute

Figure 1.2: Village South Context



The Village's success and charm is defined by authentic, architecturally rich buildings and landmarks, and a high quality, human-scale public realm



New buildings west of Indian Hill Boulevard continue the essential Village scale and character



The Claremont Colleges provide a strong heritage of high quality architecture and public space



Metrolink has daily stops in Claremont Village next to the historic depot.



The Vortex building preserves a piece of Village South's history, and will be adaptively re-used as a new community-gathering place.



Village South will connect the KGI campus to the Village and the rest of the Claremont Colleges.



Nearby neighborhoods are enriched by the Village, and will benefit from and support its businesses & activities.

1.2 A Vision for a Sustainable Future



A Sustainable Village: Claremont Village's careful and forward-thinking planning and preservation efforts since its inception are the vital foundation that will ensure its continued success and sustainability for generations to come.

A. The Village Past and Present

Like many dozens of California railroad towns, Claremont was founded in 1887 by a subsidiary of the Santa Fe Railway as a citrus packinghouse center, rail depot and residential community anticipating rapid growth spurred by the new railroad line.

Vision and Leadership

Unlike most other communities east of Los Angeles, Claremont's early leaders made a series of farsighted decisions, including recruiting Pomona College to establish a new campus on the east edge of town, landscaping neighborhood streets with majestic sycamore trees to provide much needed shade, wind protection and sense of enclosure, and in the early years of the 20th Century developing a concentration of shops and services within an easy walk of the neighborhoods, the college(s), the packinghouse employment district, and the rail depot. More than a century ago, Claremont was already a walkable, mixed-use, transit-oriented, and sustainable community, rich in commerce, fine neighborhoods, advanced educational opportunities, and a growing local culture.

Vigilance and Conservation

In the 1980s, when new retail and office buildings built to the prevailing suburban sprawl development standards of the day, threatened to disrupt (and potentially erase) Claremont's beautiful village, the community retained a distinguished Bay Area urban design firm to prepare the **Village Design Plan**. Like the Village itself, that Plan was years ahead of professional practice of the day, identifying the character-defining building types and scales, streetscape spaces, pedestrian networks, and active frontages that made the Village what it is and providing guidelines to ensure that all future additions and improvements contribute to its unique character.



***Claremont Village Design Plan (1987):** documented the character-defining urban patterns of the village and provided design guidelines to ensure future additions and improvements "enrich and preserve the Village."*



The Village Expansion: Claremont's first Village Expansion effort has been a huge success, adding valuable amenities and housing to the already strong historic Village.



The continued success of the Village is driven by strong, active management and programming.



Village South: Provides a special opportunity to expand the Village southward to add housing, office, shops, restaurants and additional amenities to the Village.

Vision-Based Expansion #1:

In the early 2000s, when the opportunity to redevelop the historic Packinghouse District presented itself, the community came together to plan the Village Expansion; not as a copy of the historic Village, but as an application of the core values and essential qualities of the original Village to the making of a new mixed-use environment. Despite skepticism on the part of some members of the community, the result of this effort was “more village”, which now spans both sides of Indian Hill Boulevard, and the addition of new amenities not previously available in the Village, including attached housing, a new hotel, more shops and restaurants, and a cinema. The Village Expansion, increased the local residential customer base for the Village, making it an ever more compelling 18-hour a day destination for shopping, dining, entertainment and employment, for residents and visitors of Claremont alike.

Well-Managed Success

From the beginning, the success of Claremont Village has been driven by a collaborative partnership between City leaders, local businesses, developers and entrepreneurs, college leadership, and community advocates. During and following the Village Expansion of the early 2000s this collaboration – ably coordinated by the Village Marketing Group, Chamber of Commerce, and City staff – has managed and promoted Village events and businesses, managed shared parking facilities to keep the Village competitive with a growing array shopping malls, lifestyle shopping centers, and other emerging historic town centers in the region.

Vision-Based Expansion #2: Village South

As the Village continued to thrive economically, socially and culturally, and as the colleges continued to grow in size and prestige, the City's leadership saw an opportunity to guide the next phase of the Village's expansion into “Village South”. This current opportunity is defined by the confluence of the Keck Graduate Institute's expansion south of the tracks and west of Bucknell, the potential extension of the Metro Gold Line to join Metrolink in providing regional transit access to Claremont in the Village, the closing of the former Hibbard Chevrolet car dealership, and market pressure to further expand the Village's offerings to local and regional customers and new housing options near the expanded transit hub. The City requested and was granted funding from Metro to underwrite a second Village Expansion planning process, the basis of this Village South Specific Plan (VSSP).

1.2 A Vision for a Sustainable Future



A Place for Everyone: The Village concentrates community, culture and commerce in a vibrant walkable mixed-use environment.

B. The Sustainable, Growing Village

“Sustainability” is a core community value for Claremont, and can mean many things in many contexts. Claremont and its historic Village have embodied many, if not all, dimensions of sustainability since its founding, and Claremont’s General Plan describes the City as “**A Model for Sustainability.**” The General Plan goes on to define Sustainability as:

“the ability for the City and residents of Claremont to meet the needs of the present economy, society, and environment while preserving the ability of future generations to meet their needs.”

The Village has attained, maintained and sustained that ambitious goal for more than a century. As defined so clearly in the General Plan, the dimensions of sustainability include environmental, economic, fiscal, social and political sustainability. Fundamental underlying principles of sustainability, in turn, include the concepts of balance, equity, and dynamic equilibrium, such that if any one of the core dimensions of community sustainability is overlooked they all suffer, as does the community.

Environmental Sustainability:

Generally defined as the efficient use and management of natural resources, Environmental Sustainability is the most commonly understood dimension of sustainability.

The greatest threat to the quality of the air on which all life depends, and the rate at which the planet is warming is the

combustion of fossil fuels. The greatest single contributor to which that Claremont has an opportunity to exert a measure of control, is the extent to which its residents, workers, customers and visitors are required to drive automobiles frequently and over long distances to sustain their daily lives and the local economy.

The historic Village addressed this challenge over a century ago by concentrating shops, restaurants, jobs and schools within a very pleasant walking distance of the surrounding neighborhoods, the Claremont Colleges, and the historic train station. Over time, the City has conserved and expanded this unique resource and now has the opportunity to do so again to match the growing local and sub-regional population, economy and educational institutions.

Claremont Village - including the historic Village, westward Village Expansion and the proposed Village South expansion – **is inherently a Transportation Demand Management (TDM) program and a Climate Change Mitigation Strategy.** There is nothing more sustainable and healthy than a concentration of housing, jobs, shops and civic facilities in which one can live, work, play and learn while driving little, walking a lot, and using mass transit frequently.

Additional threats to environmental sustainability that this Plan addresses, include: high stormwater quantity, pollutant discharges through stormwater runoff and urban heat island effects commonly generated by large areas of unshaded



Human-Scale Design: *The streets and sidewalks, paseos and public spaces of the Village are distinctly “human-scaled.”*

streets and parking lots pavement needed to support suburban sprawl development patterns. Opportunities for sustainability addressed by the Plan include and locally generated renewable energy, energy and water efficient buildings, landscapes and transportation options to further the reduce combustion of fossil fuels per person.

Economic and Fiscal Sustainability:

Economies evolve over time, and operating and maintaining a Village at a high level is expensive. **Simple, walkable, mixed-use town centers like the Village are built to evolve with changing economies.** Within beautiful ground floor spaces lining wide, shaded sidewalks and plazas, shops become restaurants, packing houses become housing and businesses, air filter factories become brew pubs or offices, and businesses, residences and hotels efficiently share parking facilities and transit connections. Such concentrations of reasonably intense high-value commercial and residential properties – undiluted by very low value surface parking acreage – generate remarkable levels of tax receipts per acre, underwriting the costs to maintain the Village public realm and infrastructure, and likely generating additional tax revenues to help fund some of the maintenance of the rest of town where the taxable value per acre is lower.

Social and Political Sustainability:

As important as places are in the life of a community, at its core every community is people. And people are complicated and diverse, with a wide range of interests, priorities, preferences, hopes and fears. In a politically and socially sustainable community, **all points of view are valid and must be taken into consideration in planning for the sustainable success of the Village;** divergent viewpoints must be respected and balanced solutions must be identified, yielding win-win outcomes for the community as a whole.

Downtowns and town centers are unique, in that they are the one place in town that is for everyone. Whereas shopping centers are for shopping, office parks are for working, housing tracts are for going home to, the Village is a place where – regardless of which neighborhood (or city, or country) you live in, regardless of whether you can afford a cup of coffee, an elegant dinner, a diamond ring, or nothing at all, and regardless of the hour, day, week, or season - **anyone can come to the Village at any time for any reason, or for no reason in particular.** What keeps the Village fresh and socially and culturally relevant is its simple, timeless town center pattern and design, its ability to accommodate a shifting mix of uses, and the steady governance and management of its evolving and dynamic equilibrium through the continuous collaboration of public, private, institutional and non-profit organizations, businesses and residents.

1.2 A Vision for a Sustainable Future



A place for everyone: The expanding Village concentrates community, culture and commerce in a vibrant walkable mixed-use environment.

C. Sustainable Place Making:

Sustainability is one of several core values of community planning, each and all of which are aimed simply at making great places of enduring value that can persist for decades and centuries, where people want to live, shop, work, learn, spend time with their families and enjoy the company of friends, neighbors and visitors as a community.

Great architectural and public space design is another such core value – increasingly referred to simply as “place-making” – meaning urban planning and design that knit each new public improvement and private development together to generate a unique, immersive, sustainable, human-scale environment for people to enjoy and thrive individually, as families, and as a community. Sustainability emphasizes the importance of doing so while frugally utilizing and managing the finite quantities of non-renewable resources that we have inherited from our predecessors and aspire to pass on to future generations.

Together, these values of sustainable place making underpin and inform the physical, social, and economic life of Claremont and its Village. But these values and related principles are simply means to an end, not the end goal itself. **The end goal is a high quality of life for the people who live, work, shop, learn and visit here now, and for generations to come.**

Design shapes the physical place to beautifully support a broad range of human activities and the inevitable evolution and shifts in social, economic and technological trends. And sustainability addresses the vitally important questions of:

- How to make a great place for human activity while reducing (to the feasible minimum) negative effects on the natural environment and ecological systems?
- How to ensure that public spaces and private buildings of that place can adapt to evolving economic conditions, new transportation and building technologies, last for a very long time and age gracefully, rather than requiring frequent reconstruction, demolition and rebuilding?
- How to ensure that the Village is a place that offers equitable opportunities for housing, shopping, employment, and recreation for residents, workers and visitors of all ages, incomes, abilities and cultural and ethnic backgrounds?

The Vision, Goals and Guiding Principles to follow, outline the answers to those questions; Chapter 2 illustrates that vision in terms of specific urban patterns and designs for Village South, and subsequent chapters “reverse engineer” that illuminated vision into standards, guidelines, supportive infrastructure systems and implementation procedures to enable the community to realize its vision over the coming years and decades, one project at a time.

D. Vision Statement:

The creation of the Vision Statement for the VSSP has been informed by previous Village Plans, the Claremont General Plan, and extensive community outreach, engagement and input from the community, property owners, City commissions and City Council throughout the creation of this and preceding plans.

This vision informs all other sections of this specific plan, and each new improvement and addition in Village South should actively contribute to bringing this Vision to fruition:

Village South expands the offerings of Claremont Village; adding a concentration of jobs, housing, retail and cultural activities in a vibrant, walkable, Village-scaled, mixed-use, transit-oriented urban environment, to ensure the success and sustainability of the Village for generations to come.



A Visionary and Practical Plan: Like the Historic Village, the success of Village will be the result of the “foresight and planning” of City and community.



1.3 Goals, Strategies & Key Outcomes

Goals, Strategies & Key Outcomes for Village South

The following Planning Goals were prepared through interactive and collaborative work with the City's Architectural Commission, Planning Commission and City Council, and define in broad strokes, the community's vision and hopes for Village South.

Specific implementation strategies and key "expected outcomes" have been added to these high-level goals to provide clarity and predictability to the implementation of this plan, as well as to provide metrics for evaluating its success.

Based on the refinement of these goals and (as well as the Guiding Principles to follow) throughout Village South Specific Plan process, numerous conceptual development studies have been prepared to explore the possibilities for site organization, development intensity and use-mix alternatives that might best realize and implement the imperatives described herein.

Specific Plan Goals



1 Expand the Village



2 Shape New Development



3 Diverse Mix of Uses



4 Active Mobility



5 High Quality Design



6 Straightforward Implementation



Expand the Village:
 Claremont Village has streets and other public spaces lined with attractive, human-scaled buildings and frontages that provide interesting destinations, making these spaces inviting to pedestrians.



Shape New Development:
 Shaping development will require a balance of regulations for scale and massing, and guidelines for design character.



High Quality Design:
 Activities from urban buildings spill out into the streets and other spaces of the public realm creating connections and continuity between the variety of uses in Village South.



Active Mobility:
 Activities from urban buildings should spill out into the streets and other spaces of the public realm, meaning that continuous and varied street networks, including pedestrian only routes and plazas, are important to establish in Village South.

1.3 Goals, Strategies, & Key Outcomes



Goal #1 Expand the Village

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

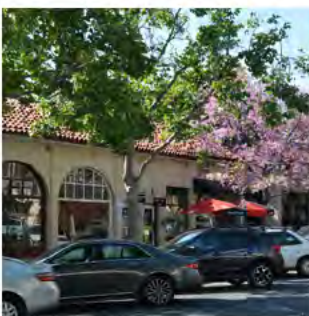
Implementation Strategies



Prioritize frontages



Sidewalk dining



Village scale streetscapes

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

TABLE 1.3.A1

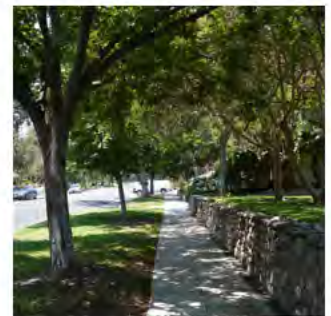
Key Outcomes	Timeframe
1. The Village South Plan Area "superblock" is transformed to a pattern of small blocks and beautiful, walkable public spaces lined with shops, restaurants, and residences.	Required at the time of new development
2. Green Street connects from Indian Hill Boulevard to Bucknell Avenue.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

- F. Provide a mix of small and medium sized outdoor gathering spaces – including and in addition to the streets – organizing the Plan Area around beautiful, comfortable “outdoor rooms” that accommodate and encourage community activities, attract people, throughout the day and into the evenings, and encourage them to linger.
- G. Furnish streets and open spaces with beautiful sustainable landscapes – with large space-defining and pedestrian-shading canopy trees – reflecting and extending Claremont’s heritage of distinguished public landscapes.

- H. Line and define streets and other public spaces with attractive, human-scaled buildings and active frontages that provide visual interest, shade, safety and activity that make these spaces inviting to and comfortable for pedestrians.
- I. Ensure that the urban pattern – the block sizes and pedestrian network connectivity – are comparable to those within the Historic Village.
- J. Ensure that new buildings reflect high-quality, varied architecture and include high-quality, durable materials that age gracefully.



Public gathering spaces



18-hour per day activity



In-town housing

TABLE 1.3.A1 CONTINUED	
Key Outcomes	Timeframe
4. Shared parking facilities in Village South extend the Village park-once system south of the tracks.	Required at the time of new development
5. Residents of neighborhoods to the south and east make the businesses and plazas of Village South a neighborhood gathering place and focal point.	2-5 years
6. College students, faculty and staff walk and bike through Village South and patronize new businesses as part of their daily life.	2-5 years

1.3 Goals, Strategies, & Key Outcomes



Goal #2 Shape New Development

Provide a clear vision and user-friendly standards and guidelines for the location, type, amount, scale, and design character of new development in the Village South Plan area.

Implementation Strategies

- A. Prepare standards for public streets and spaces, for commercial and mixed-use development and for housing, to guide the making and remaking of streets, blocks, and buildings that are compatible in scale and character with those of the Village and Village Expansion.
- B. Focus in particular on the design of human-scaled, walkable public spaces, with frontage standards and design guidelines that marry the function and design character of the public spaces with those of each lot and its buildings.
- C. Recognizing that building uses in village centers commonly change over time with economic, social and cultural shifts – from retail to restaurant, from commercial to residential, from family housing to student housing – ensure that development standards emphasize urban character, durability and adaptability while providing for flexibility of and adaptability for a range of uses over time.



Quality architecture



Massing guidelines



Comfortable open spaces

TABLE 1.3.A2

Key Outcomes	Timeframe
1. Builders with deep experience in high quality urban infill development find Village South to be an attractive investment, worthy of their very best work.	Required at the time of new development
2. The first new buildings in Village South match the architectural character and quality of the Village and confirm the City Council's decision to approve substantial new development on this important site.	2-5 years

- D. Recognizing that the economic, social and technological forces that shaped the historic Village were those at work in a small agricultural town a century ago, ensure that the Village South Plan standards and guidelines are crafted to capitalize on the opportunities represented by Claremont's 21st century economy, demographics and technology.
- E. Provide the Architectural and Planning Commissions, City staff and applicants with clear standards and clearly defined findings for the most critically important and quantifiable development parameters - urban pattern, public realm connectivity, building massing,

frontage configuration - but with the flexibility to accommodate phasing, property configurations, economic factors, and creative design solutions.

- F. Provide the Architectural and Planning Commissions, City staff and applicants with clear guidelines and clearly defined findings for architectural and landscape design, emphasizing quality, authenticity, permanence, and variety, and relying on the good judgment of the City's staff and commissions for project by project review.



Streets for people



Village Character



Buildings that define space

TABLE 1.3.A2 CONTINUED	
Key Outcomes	Timeframe
3. As occurred with the Village Expansion north of the railroad, Village South is perceived as "part of the Village" within a short time of its initial construction.	2-5 years
4. Residents of Claremont wanting to move to a smaller home closer to goods/services find Village South to be a great option.	On-going
5. New commercial spaces and housing are pre-leased during construction and retain high occupancy rates.	2-5 years/on-going

1.3 Goals, Strategies, & Key Outcomes



Goal #3

Mix of Active Uses

Define a mix of land uses and development intensities for the Plan Area that provide strong property values for current owners, that support feasible, market-based development and reinvestment in this under-developed area, and that both support and derive value from the coming investments in regional transit services.

Implementation Strategies



Outdoor dining



Active building frontages



Village shops & Restaurants

- A. Support feasible and market-driven development and investment in this under-developed area.
- B. Provide for a wide variety of uses – including commercial, business incubator, retail, restaurant, housing, and other compatible uses – that both support and derive value from past and coming investments in regional transit.
- C. Provide for vertical mixed use configurations, with commercial uses on the first floor (retail and quasi-retail office uses such as banks, insurance offices, and personal service uses) and office or residential uses on upper floors.
- D. Provide for a balanced mix of residential and non-residential uses that support the City’s continuing fiscal health, based on economic impact analyses conducted as the Plan is developed.
- E. Facilitate a 7-day per week, 18-hour per day environment like that found in the existing Claremont Village and Village Expansion areas.
- F. Generate strong value from the Plan Area’s adjacency to significant transit facilities and housing for residents seeking an active, transit-oriented lifestyle.

TABLE 1.3.A3

Key Outcomes	Timeframe
1. Commercial amenities in the northeasterly quadrant of Village South provide convenient goods and services within a comfortable walk for students, employees and residents of Village South, the surrounding neighborhoods and the KGI campus and Village.	Required at the time of new development
2. New commercial uses provide jobs for local residents and regional residents commuting by rail.	2-5 years/on-going
3. New residents of Village South include Village workers, long-time Claremont residents, students and faculty, and workers commuting by rail to jobs throughout the region.	2-5 years/on-going

- G. Provide newly constructed apartments and “Flat-Style” condominiums (single-level residential units located in multi-story buildings), which currently, are largely absent in the City and will tend to appeal to younger and older residents and households; those who have either not yet reached or have passed the “full family” household stage of life, which tends to favor single-family detached homes.
- H. Encourage housing types that emphasize quality over quantity, including smaller floor plans in “amenity-rich” buildings and neighborhoods, typically with structured parking and elevator access.

- I. Take reasonable advantage of the fact that such housing in an amenity-rich, transit-rich environment can generally be parked at ratios lower than typical Claremont requirements - which were calibrated to places built under the prevailing late 20th century use-separated suburban zoning standards - enabling a higher concentration of residents and commercial activity within this privileged area than would otherwise be feasible.



Live-work flex



Retail, office, housing mix



Shaded gathering spaces

TABLE 1.3.A3 CONTINUED	
Key Outcomes	Timeframe
4. Overall Village retail sales steadily increase.	On-going
5. Startup businesses related to work at KGI and the other Colleges find a home in creative office space and flex-use spaces within Village South, building Claremont’s employment base and reputation for innovation and excellence.	Required at the time of new development
6. Transit ridership increases and parking demand per household, per student and per job decreases.	2-5 years/on-going

1.3 Goals, Strategies, & Key Outcomes



Goal #4 Active Mobility

Provide a very high quality, comfortable, and safe pedestrian and bicycling environment throughout the Plan Area – including existing and new streets, new paseos, plazas and courts – connecting the Plan Area to the KGI campus to the west, neighborhoods located to the south and east, and the Village and transit located to the north and east.

Implementation Strategies



Bike-safe streets



Crossable streets



Active Frontages

- A. Ensure that the public realm and circulation network within and around Village South prioritizes active transportation modes to provide strong support for Village and transit.
- B. Provide a Village-style pedestrian environment on all streets, including canopy street trees, bulbed-out intersection planters (where appropriate), parkway landscaping, sidewalks, benches and bus shelters, on-street parking and other design enhancements.
- C. Transform Indian Hill Boulevard into a very comfortable walking and biking route and attractive gateway to the historic Village for all travel modes.
- D. Make Green Street a very comfortable walking and biking route from the KGI campus through Village South and onward to College Avenue and the new Metrolink Station.
- E. Transform Bucknell Avenue to a “zipper” rather than a “rip” in the Village South fabric, connecting to the KGI campus.
- F. Provide comfortable and convenient walking routes throughout Village South, spaced comparably to those in the historic Village which in most cases provides cross-streets and/or pedestrian “cut-throughs” at 150-200 foot intervals.

TABLE 1.3.A4

Key Outcomes	Timeframe
1. Indian Hill Boulevard between Arrow Highway and the railroad tracks is transformed from the least attractive to most attractive stretch of Claremont’s central north-south spine.	Required at the time of new development
2. Students, residents and workers from Village South patronize Village shops in course of daily life, and some weekend visitors to the Village park in Village South while patronizing businesses and cultural events throughout the expanded Village.	2-5 years

- G. Minimize the appearance/dominance of the automobile by storing vehicles in parking structures lined with attractive buildings rather than surface parking lots located in front of buildings.
- H. Extend the “park-once” environment already present throughout the Village.
- I. Make the crossing of the rail right-of-way at Indian Hill Boulevard safer and more inviting for pedestrians.
- J. Utilize, where appropriate, “first/last-mile” strategies contained in LA Metro’s **“Gold Line Foothill Extension 2B First/Last Mile Plan”** (See Appendix B) to reduce traffic and encourage active transportation modes within the greater Village area.

- K. Continue to implement the City’s Active Mobility Plan, emphasizing all-mode linkages from Village South to the historic Village, transit services and the KGI campus.



Parking out of site



Ample Bike Parking



Paseos and Alleys

TABLE 1.3.A4 CONTINUED	
Key Outcomes	Timeframe
3. A second east/west connection from Indian Hill Blvd to Bucknell Avenue is provided, which includes ground-floor shopfronts to extend the urban character of the Village south on Indian Hill and into Village South.	Required at the time of new development
4. Drive-alone commute rates for KGI students, faculty and staff, and employees and residents of Village South drop over time, and transit ridership rates steadily increase.	On-going
5. The Village and Village South becomes a pedestrian destination for residents living south of Arrow Highway.	2-5 years

1.3 Goals, Strategies, & Key Outcomes



Goal #5 High Quality Design

Provide development standards and design guidelines for high quality, eclectic architecture and landscaping reflective of the historic character and quality of central Claremont. These guidelines and standards should also preserve the most historically-significant structures.

Implementation Strategies



Beautiful streetscapes



Town-scale buildings



Functional architectural details: awnings, galleries

- A.** New development in the Plan Area does not seek to replicate historic buildings – in either architecture or size – but is compatible with their massing, durable materials, thoughtful detailing, and timeless design character.
- B.** Each block within the Plan Area is occupied by multiple “buildings”, each with a distinct architectural expression, to convey the impression that they might have been constructed independently, over time. This is a core principle of the Village Design Plan, and a critical contributing factor to the Village’s authenticity that sets it apart from so many other town centers.
- C.** The Plan will ensure that existing historically significant structures and urban patterns are preserved, adaptively reused, and enhanced, recognizing the significance of these elements in defining the unique “sense of place” represented by Claremont’s historic Village.
- D.** Village South’s rich and sustainable landscape reflects and renews Claremont’s tradition of excellence in public realm design.

TABLE 1.3.A5

Key Outcomes	Timeframe
1. Phase 1 of Village South development is recognized with multiple awards for excellence in infill development in a downtown or transit-oriented context.	Required at the time of new development

Goal #6

Straightforward Implementation

Provide implementation strategies and processes that enable and encourage public/private cooperation in the orderly and phased redevelopment of the Plan Area.



Implementation Strategies

- A. By presenting the community’s vision for the Plan Area very clearly, and by providing customized development standards, design guidelines, and design review findings aimed directly at that vision – this Plan and its development standards and design guidelines will allow infill development that is consistent with the Plan to be reviewed and approved quickly and simply. It will also provide a clear basis for rejecting development proposals that are not consistent with the Community’s vision.
- B. The Plan will clearly define design parameters for public streets and other infrastructure, documenting an agreement between the City, property owners and developers that the City will design and manage these public spaces to support the vision and value of the place over time.
- C. Through its clarity of vision, standards and project review findings, the Plan is a powerful incentive for development that meets the community’s vision and an effective deterrent to development that does not.



Street improvements



New homes for families



New business openings

TABLE 1.3.A6	
Key Outcomes	Timeframe
1. Initial phases of development are reviewed and approved within 3 months of submittal and building permits are issued within 6 months of initial submittal.	Required at the time of new development
2. This Specific Plan is recognized with one or more awards for excellence in planning code writing.	2020

1.4 Village South Guiding Principles



Active Village South Streets: The Village's walkable network of blocks and streets is one of its greatest assets, and this plan intends to expand that pattern and success into Village South.

Guiding Principles for Village South:

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

Principles for a Thriving Village South

To translate the aforementioned Goals into a clear vision and action-based strategies for the physical place-making and activation of a successful Village South, the following Guiding Principles are defined. The reader will also note that **underpinning each of these principles is Claremont's vision for a unique and human-scale town center environment** in which residents, workers, students and visitors can conduct daily errands, meet friends and neighbors, and pursue a healthy, outdoor, transit-oriented lifestyle with a vibrant public realm and minimal reliance on automobile transportation.

1. A Vital Mix of Uses:

A simple urban pattern that flexibly accommodates a shifting mix of uses as the local economy evolves over time has been key to the long-term success and sustainability of Claremont Village. **This Plan should have comparable flexibility to meet the market, both during the initial development process and also over coming decades** to ensure sustained viability and lively village environment.



Mixed Use Buildings:
Mixed-use buildings provide activity at the street level, which is further supported by the residents or workers above.



Concentration of Housing:
Village South will be activated by an expansion of Village shops and restaurants south, and a concentration of new residences in a variety of village-scale, urban housing types.



Active Mixed Use Places:
Activities from urban buildings spill out into the streets and other spaces of the public realm creating connections and continuity between the variety of uses in Village South.



1.4 Village South Guiding Principles

2. Complete Street Network:

A network of complete streets – each **balancing accommodation for pedestrians, bicyclists, automobiles and transit** – is necessary to enable and encourage access to and through the Plan Area and avoid unreasonable congestion at any single point. As the use of the land within the Plan Area is intensified, it is critically important that new routes for all modes of transportation are provided throughout the greater Village area to allow user choice of route and mode based on the nature of the trip and user preferences. In addition to being transportation routes, the street network of the Village and Village South are the outdoor “living rooms of the community.”

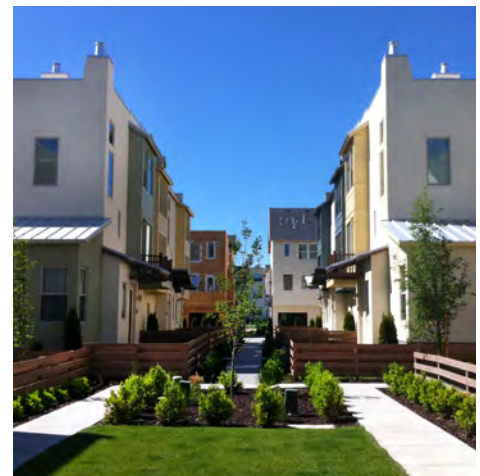
Complete Streets: Village South’s streets, by design, will balance the needs and comfort of all modes of circulation.



Habitable Public Realm: Comfortable shaded streetscape, with wide sidewalks, public parking and bike facilities promotes activity in the Village South.



Connective Public Realm: Village South’s public realm network is made up of streets, alleys, paseos, sidewalks, courts, and public spaces of all kinds, all connected to create a robust circulation network, and generate outdoor rooms of high value and quality.



3. Walkable Block Structure

A key characteristic of a pedestrian-oriented mixed-use environment is that blocks are relatively small and simply organized, so that pedestrians can easily navigate or explore without getting tired, lost, disoriented, or bored. In addition to the block structure and routes being highly walkable, there must also be a variety of useful destinations and things to see and do along the way.

It is critically important – both in terms of providing a complete street network and providing an environment compatible with the historic Village – that **the current superblock west of Indian Hill be divided into smaller blocks that encourage walking as an attractive alternative to driving.** Such blocks need not be bounded on all sides by traditional public streets, rather they can be defined variously by private streets, shared streets, and in some cases public and semi-public paseos and courts, provided that the routes are generally available for public access and use - all big enough for people, not necessarily for cars.



Walkable Blocks: Small urban blocks, such as those in the Historic Village, with comfortably designed sidewalks, provide excellent connectivity and opportunities for constantly varied interesting activities.



Pedestrian Routes: Paseos, courts, plazas, passages, and greens can provide circulation through the mid-points of blocks, further increasing overall connectivity and offering additional building frontage opportunities.

1.4 Village South Guiding Principles

4. Human Scale Design:

The foundation of transit-oriented places is a network of public spaces that invite walking, biking and human activity. **Ensuring that all public spaces are safe, attractive, and interesting places to walk and spend time** – so that residents, shoppers, workers and visitors don't think twice about venturing out without a car – is the key to this new development deriving strong value from its proximity to Metrolink, the new Metro light-rail station, the Village, Pepper Tree Square Shopping Center, and surrounding neighborhoods. Accordingly, new development will also help drive increased transit ridership.

Active Frontages and Spaces: *The highest priority of all new development in Village South is that it shape and contribute to a human-scaled public realm environment that is a natural extension of the historic Village.*



Human-Scaled Public Realm: *Village South's public realm is a network of outdoor rooms that serve a full-range of functions and activities from circulation of all types to outdoor gathering spaces.*



5. Village-Scale Architecture:

The size and configuration of new buildings within Village South will be determined, to a significant extent, by the types of businesses, types of residences, and economies of construction supported by the market. **It is critical that the massing and architecture that clothe new buildings be comparable to the Claremont Village and Village Expansion** and reflect in very tangible ways the architectural scale and character that make the Village the pleasant, safe, inviting place that it is. This will be accomplished through **subtle and sophisticated massing, articulation and fenestration**, not through copying or “pasting on” historicist façades to new buildings. Building heights will vary throughout the plan area, while reflecting the fundamental the massing increments in the Village and Village expansion.



Historic Village: The predominant pattern of the historic Village is tall 1 and 2-story buildings (typically up to 30ft), and limited 3-story precedents. This pattern will be preserved along the frontages of Indian Hill Blvd and Arrow Highway with predominantly 2- and 3 story massing.



A Range of Styles: The Village (and Village Expansion) also provide a varied range of architectural styles that is encouraged in Village South.



Village South Buildings: There is an opportunity in parts of Village South (internal to the site) for slightly larger buildings than those found in the Village or Village Expansion, which would enable many new residents to live in the active, mixed-use environment of the expanded Village and be within a short walk Metro.

1.4 Village South Guiding Principles

6. Pedestrian-Oriented Frontages:

Perhaps the most critical single subject in place-making for high quality town center and neighborhood environments is the design of the public and private frontages – the vital strip of urban space between motorized traffic and the ground floor building face. Frontages are where the majority of pedestrian and public life occurs, and they define the character and function of the Village environment. The frontages of Village South will welcome shoppers with nicely shaded, transparent shopfronts that pull them in to retail establishments, will welcome visitors to ground floor residences while providing sufficient privacy from passersby, and will present active and attractive office frontages that project the life inside the building while providing a comfortable interior working environment. The careful and successful design of these frontages **will shape and accommodate the active, safe, 18-hour live/work/shop/play environment envisioned by Claremont for Village South.**

Shopfronts: Village Main Street environments are characterized by continuous, interesting ground floor shopfronts with large clear openings and uses usually limited to retail shops & restaurants.



Dooryards and Terraces: Dooryards and Terraces offer flexibility in ground floor use, while maintaining an active urban character.



Direct Access: Direct access (from street/sidewalk) to ground floor residential units can be provided by stoops, dooryards and terraces, activating the street environment of Downtown's neighborhoods.



7. Strong Local Landscape:

Even more than its distinguished collection of fine buildings, it is **the landscape and “urban forest” of central Claremont that distinguishes it from most other towns in Southern California.** The arching tree canopies of its streets and the inventive use of native California plants and natural materials enrich the simple streetscapes and public gathering places of Claremont Village and surrounding neighborhoods. The Village South Plan Area is currently very blank in comparison to the Village. **Its future streetscapes, paseos, plazas, courts and other public and semi-public open spaces must match, or surpass, the standard of character and quality set by the Village** including the addition of a wide variety of large canopy trees along streets and within public spaces.



Local Landscape Precedents: *The historic Village and surrounding neighborhoods are characterized by strong landscaping and large canopy trees that provide shade and enclosure to streets and open spaces. This characteristic will be continued in Village South.*



Public Spaces: *Plazas and open spaces in the Village are elegantly landscaped and well shaded by canopy trees and shade structures, making them comfortable, pleasant gathering spaces.*

1.4 Village South Guiding Principles

8. Shared Parking:

The simple **development patterns of the Claremont Village are enabled in large measure by shared parking arrangements** that allow a combination of on-site (including on-street and off-street parking) and off-site parking nearby in shared lots and structures. Suburban parking standards that require dedicated parking for each building/use to be located on-site have led to commercial areas that are dominated by surface parking to the detriment of human habitability. **A shared system that allows parking to be concentrated into efficient, shared lots and structures shielded from public view, with limited quantities of very convenient curbside on-street parking**, shared among uses whose maximum parking demands occur at different times of the day and week, **will provide better utilization of land, accommodate more lively and productive uses in a limited area**, and allow buildings and the public realm to be primarily shaped for and scaled to human beings rather than cars.

Parking Wayfinding: Key to a managed, shared parking supply, is ease of use—including clear wayfinding signage directing shoppers and visitors to parking areas.



Lined Blocks: Parking in Village South will generally be located in the interiors of blocks, lined on street-facing sides by active building frontages.



9. Sustainable Design:

Environmental sustainability is a prized value for the Claremont community, and a key goal for the development of Village South. Sustainability in Village South will be measured in responsible, creative storm water management, solar shading and passive heating for buildings, green building materials and techniques, sustainable landscaping, a strong emphasis on active transportation and transit, support facilities for electric vehicles and emerging transportation technologies, and other measures identified in Claremont's Sustainable City Plan and related documents. The Plan also builds upon and augments the intrinsically sustainable original urban form and street pattern of the historic Claremont Village, with its walkable urban character, mix of uses, and comfortable public spaces. Walkable, bikeable, and transit-oriented places are inherently sustainable in that they generate comparatively less use of personal vehicles and the associated burning of fossil fuels that have contributed so disastrously to climate change through the 20th century and beyond.



Sustainable Buildings:
High-quality building design and building technologies will ensure sustainability in all new buildings in Village South.



Green and Solar Roof Technology: *Building roofs will provide opportunities for solar collection and green roofs as well as roof terraces as a valuable building amenity and gathering space.*



Sustainable Public Realm:
Opportunities for stormwater collection and management is promoted as an integral part of the public realm design in Village South.

1.4 Village South Guiding Principles

10. Community Health

Through physical planning and design, community health is naturally built into this Plan. With a highly walkable network of new streets, retrofitted existing streets, and plenty of ground-floor amenities to serve both new residents and existing neighbors, Village South will be a neighborhood where people are moving. Additionally, community gathering spaces, like plazas, greens, and paseos, will provide comfortable new locations for active programming such as fitness classes and farmers markets.

Active, walkable environment: Streets and public gathering spaces serve many functions, contributing to holistic community health and wellbeing.



A Place for All: Village South will be a vibrant, walkable, mixed-use community, with choices and opportunities to residents and visitors young and old, and everyone in between.



11. Historic Preservation

The remarkable, and remarkably intact, historic Claremont Village is unique and very valuable, based in large measure on its pattern of streets and blocks, types and siting of buildings, the character and quality of its architecture, and perhaps most of all its stunning landscape and tree canopy. As this Plan seeks to extend “more Village” to the south of the railroad tracks, Claremont’s fine historic buildings, in particular the historic Vortex building, sited at the “hinge” connecting Village South, the historic Village, and the early 2000s Village Expansion to the west of the historic Village.

Borrowing the medical profession’s Hippocratic Oath - “First, do no harm”, the Plan prioritizes respect for the remaining significant historic structures within the Plan Area, and bases many of the development standards and design guidelines on observation, analysis, and interpretation of the historic patterns of the original Village, drawing on the strong (and ahead-of-its-time) work on the late 1980s Village Design Plan. **All properties in the Plan Area have been reviewed and assessed by a historic preservation professional** regarding their potential as local, regional or national historic or cultural resources. Where feasible, those found to be significant historic resources will be preserved and adaptively reused in a manner that will serve to retain the history of Claremont and bridge between the past and future “sense of place” within the Plan Area.



Claremont Village’s character and charm derive from its historic patterns, forms and timeless design. Extending the Village requires extending those characteristics.

Strong History of Excellence: *Between the Historic Village, the Colleges, and many local precedents throughout the City (including Village South), there is a strong local history of architectural and place-making excellence in Claremont that will be preserved in Village South.*

2 The Village South Plan

A Vision for Village South

The Plan for Village South applies the Goals and Principles outlined in **Chapter 1** to the Village South Plan Area, to allow and encourage market forces to systematically transform its residual edge-of-town, form, character and use toward the town center vision outlined in this Chapter.

The Plan starts by defining a conceptual urban framework of walkable blocks, complete streets and human-scale public spaces that reflect the character-defining patterns of the historic Village, and adds new land use and development standards that encourage and require a mix of uses, building types and fine architecture.

The design intent for Village South is not to replicate or copy a set of buildings that were built a century ago under very different economic, social, and technological circumstances. It is, rather, to generate a network of welcoming, comfortable, human-scale public spaces that extend the existing Village network into Village South, and to clearly define and activate those spaces with a diverse set of new buildings and uses that reflect

many of the key scale, character and use attributes of their predecessors north of the tracks, while creating new value in the 21st century economy.

The vision set forth in **Section 2.1, 2.2 and 2.3**, below, will be implemented through the cooperative and collaborative efforts of property owners, master developers, the City of Claremont, merchant builders, and entrepreneurs over time and based on evolving market conditions.

To coordinate those efforts, this Plan allows for a range of mixes, amounts, and intensities of uses as introduced in **Section 2.4**. Variations within prescribed ranges are regulated by the development standards in **Chapter 3** the infrastructure systems described in **Chapter 4**, and the architectural and landscape design guidelines in **Chapter 3.13**.





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2.1 Urban Structure

A. Introduction

This chapter presents a conceptually illustrated, physical manifestation of the goals, planning principles, community priorities and key outcomes described in **Chapter 1**. While the Plan shown in the following pages represents one of a number of possible variations of a physical plan for this site, its design characteristics and configurations reflect the intended physical outcomes for Village South as described by the community of Claremont, and articulated by its Architectural and Planning Commissions and City Council.

As such, while the diagrams and illustrations in this chapter are not intended to represent the final site plan for Village South in all respects, any incoming plan proposals for new development within Village South that differ significantly from the intent described within this chapter must be found to be consistent with the goals, principles, and key outcomes described in **Chapter 1**.

The final plan(s) for Village South will result from an iterative process involving multiple property owners, developers, investors and entrepreneurs working with the City's professional staff and appointed commissions, and will be designed, reviewed and approved through the "Master Plan" process, as defined in **Sections 5.7 - 5.8** based on the specific Development Standards provided in **Chapter 3 - Development Standards & Guidelines**.

Urban Patterns: *The highly walkable urban patterns of the historic Village, and Village Expansion are defined by walkable (350 ft. x 350 ft.) blocks that are in many cases further subdivided by paseos, plazas and courts.*



Human-scaled public realm: *The human-scaled Village character is defined by active and welcoming building frontages that seamlessly interact with safe, comfortable and well-shaded public streets and spaces.*



Public and semi-public places and spaces: *Spaces between buildings are activated as formal and informal public places, for outdoor dining, socializing, and a variety of other leisurely activities.*



Proximity to regional transit and the Claremont Colleges: *The active urban environment in the Village and Village South is supported by their proximity to regional transit (in Metrolink and the future Gold Line Station) as well as the Claremont Colleges just a short walk/bike ride away.*



B. Village Scale Urbanism

The design intent of this Plan is to compose a new, human-scale, pedestrian-oriented Village center environment merging the timeless design principles, techniques, scale and character characteristics of the Village with the best current practices in mixed-use urban infill and transit-oriented development.

To achieve this ambitious vision in Village South, the current superblock on the west side of Indian Hill Boulevard must be subdivided and reorganized into multiple Village-scaled blocks by way of a new Public Realm Framework that adds east-west connectivity through the block and supports and adds value to future land uses and development within Village South.

Likewise, public realm improvements along Indian Hill Blvd proper will support new development along the strip of lots on the east side as well.

As illustrated in **Figure 2.1.B**, the recommended block structure and pedestrian connectivity of the Village South public realm network is intended to continue and expand the high quality patterns and characteristics established in the historic Village. Specific block standards, subdivision standards, and public realm standards for Village South are provided in **Chapter 3 –Development Standards & Design Guidelines**.

Figure 2.1.B: Village Scale Urbanism



 Village South Specific Plan Boundary

- A** "Village Scale" Urbanism: The block, street, and public open space (public realm) network of Village South is derived from the scale of the historic Village, where typical block lengths range from 300-400 ft and generally include mid-block alleys and paseos for additional connectivity.
- B** Connected to Transit, the Village: Village South is within an easy 5-10 minute walk of the historic Village, Metrolink and future Metro Gold Line stations, and the Claremont Colleges.

2.1 Urban Structure

C. Public Realm Network

The nature of town centers, distinguishing them from suburban shopping centers, office parks and housing developments, is that the public streets and gathering spaces – the “outdoor rooms” – also serve as the mobility network. To successfully accomplish this in Village South requires customized “complete streets” standards that balance the prioritization of pedestrian safety and comfort with reasonable accommodation of automobiles.

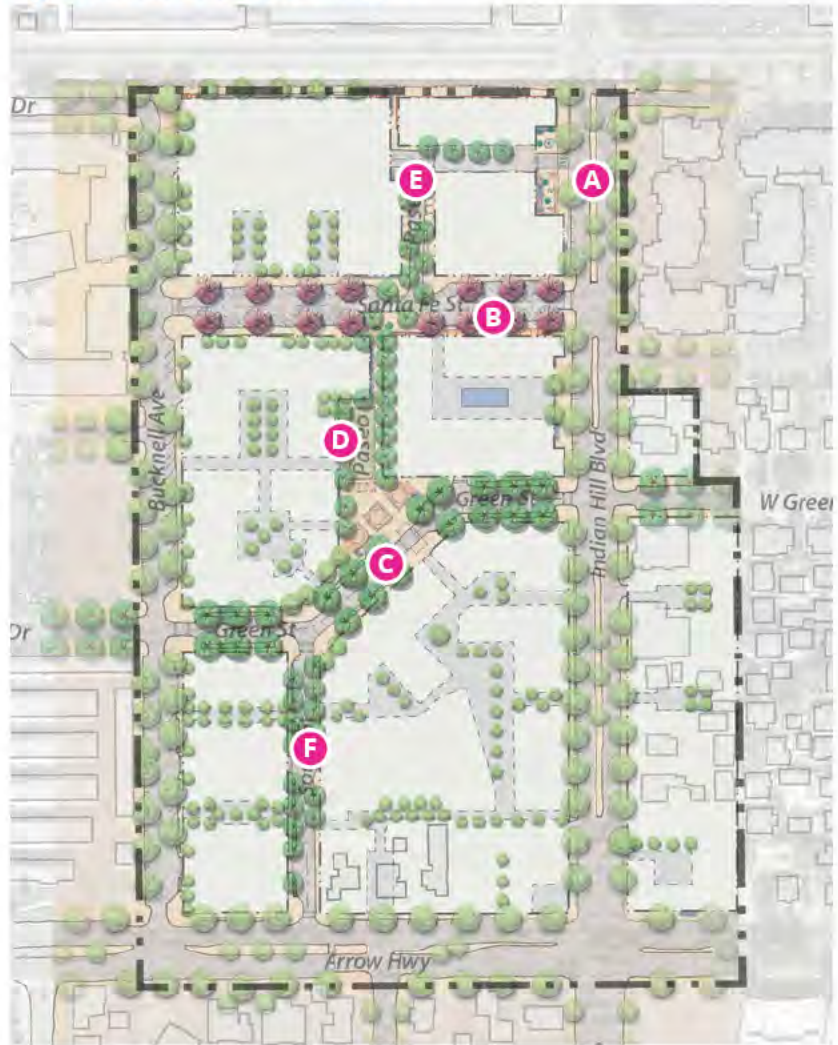
Accordingly, the conception of its Public Realm integrates considerations of block size and shape, street network and streetscape design, public and private landscapes, as well as the patterns, forms and designs of the buildings themselves, as they define, shape and activate the spaces between them.

The Village South public realm is composed of a carefully designed network of streets, alleys, paseos, and public and semi-public open spaces, subdividing the Indian Hill Boulevard, Arrow Highway, Bucknell Avenue superblock into multiple, walkable Village-scale blocks, as illustrated in **Figure 2.1.C**.

While the public realm network shown here is only illustrative, the overall number and general connectivity of the final public realm linkages is intended to be comparable to those illustrated – in particular, the western extension of Green Street to Watson Drive, and the provision of an additional east west connection (illustrated here as New Santa Fe Street) between Indian Hill Boulevard and Bucknell Drive, north of Green Street.

The final design and alignments of each connection may be adjusted within the parameters and according to the standards and guidelines in **Chapter 3 – Development Standards & Guidelines**. The essential design characteristics of this new Public Realm network – the basis for the standards in **Chapter 3** – is further described in **Section 2.3**.

Figure 2.1.C: Public Realm Plan



- A** Indian Hill Blvd: Streetscape transformation extending the Village character into Village South
 - B** “New” Santa Fe St: New east/west connection through Village South
 - C** Green St Extension: New east/west connection through Village South
 - D** Central Plaza & Paseo: New central public open space and north/south paseo
 - E** Commercial Paseo/Alley: Retail-lined Alley/Paseo providing access to a new shared parking structure
 - F** Residential Drive: New north-south connection from Green St to Arrow Hwy
-  Village South Specific Plan Boundary
 -  Private/Semi-Private Open Spaces: Though typically private/secured, provide additional through-block connectivity to residents

A Indian Hill Blvd Transformation:

The primary linkage between the historic Village and Village south is Indian Hill Boulevard. At present, its urban character between the Village and Arrow Highway (south of which Indian Hill turns into a better-than-average neighborhood avenue) does not give the impression that one has arrived into the Village. As such, the transformation of Indian Hill Blvd. into an attractive, well-landscaped, walkable urban street is essential to extending the Village character into Village South.

**B "New" Santa Fe Street:**

A relocated Santa Fe Street is proposed as an additional east-west connection through Village South, extending the active commercial environment of the Historic Village into Village South. Connecting to Indian Hill Boulevard, Santa Fe Street is activated by ground-floor shops and restaurants supported by wide, shaded, well-furnished sidewalks, and convenient on-street parking.

**C Green Street Extension:**

The extension of Green Street west through Village South will provide connectivity through the site and into adjacent neighborhoods, while creating new, valuable street addresses (by way of its high-quality public realm) for the shops, residences, and public spaces fronting it.

**D Central Plaza & Paseo:**

Connectivity between the two aforementioned streets is provided via a new central gathering space, and paseo. The Central Plaza is located in the heart of Village South where the greatest development intensities are anticipated – defining and enclosing this space as a highly-activated outdoor room and social space.



2.2 The Village South Plan



C **Village Gateway:** Conceptual illustration (looking north on Indian Hill Blvd) of potential new development at the new intersection of Green St and Indian Hill Blvd. Two- and three-story buildings with active ground floors, along with streetscape and public frontage improvements along Indian Hill Blvd, establish this intersection as the south gateway to the expanded Village.

The Illustrated Vision

Taking into consideration the goals, planning principles and community priorities from **Chapter 1**, and developing them with an emphasis on quality urban design as detailed in **Section 2.1**, an Illustrative Plan can be developed, which represents one of a number of possible variations of a successful Village South development. **Figure 2.2** shows this plan, with particular elements of the plan – from street connections to conceptual building developments – called out and expanded upon in **Section 2.3**.

The Development Program, which is a mechanism that has been carefully crafted to balance development in Village South, with the interests of the community as a guiding force, is elaborated upon in **Section 2.4**.



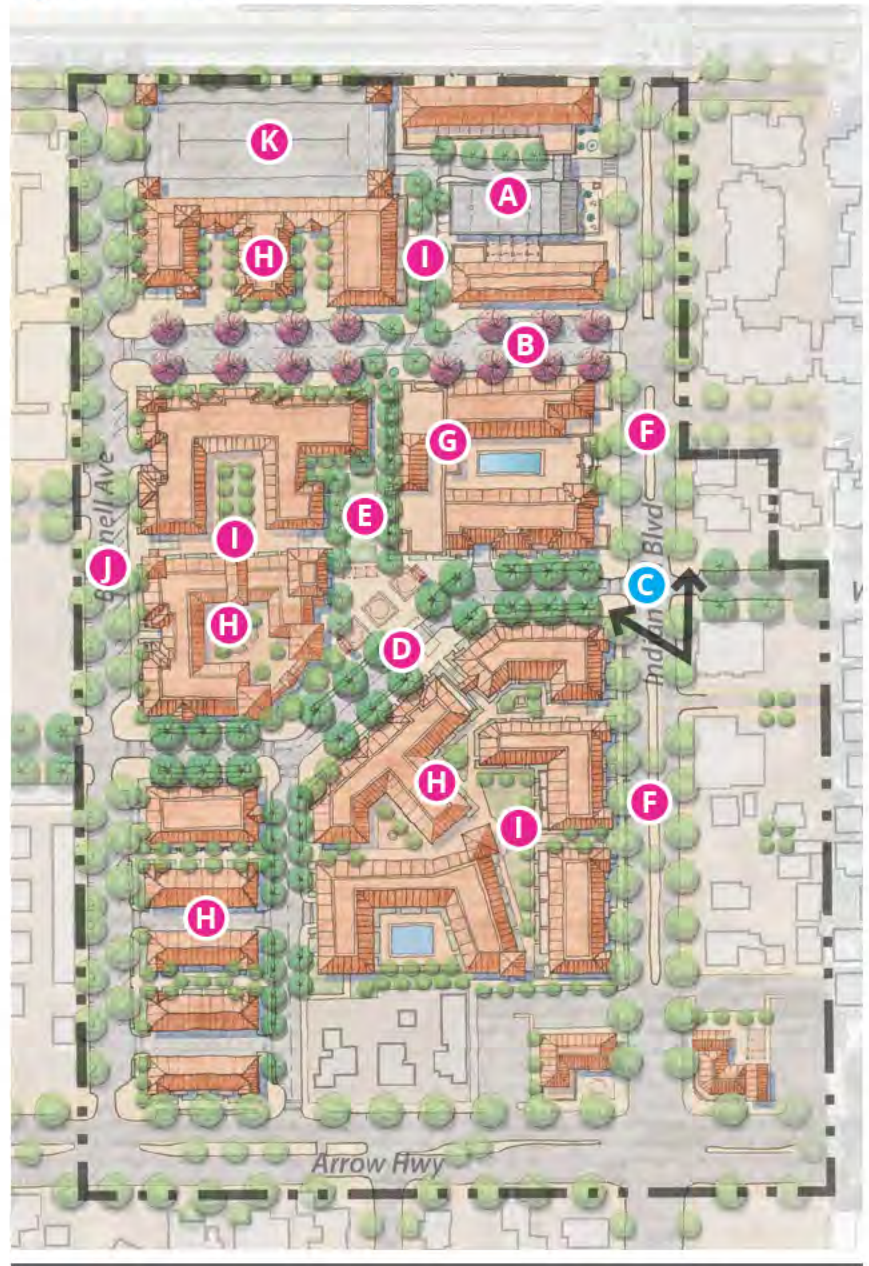
The vision of Village Urbanism can be seen in various traditional, walkable downtowns.



Successful walkable environments have the ability to create community, bringing activity to the public realm.

Figure 2.2: Illustrative Plan

- A** **Village Core:** A concentration of shops and restaurants anchored by the historic Vortex Building and public open space fronting Indian Hill Blvd.
- B** **“New” Santa Fe Street:** A new commercial street activated by village shops and restaurants and on-street parking.
- C** **Village Gateway:** A new signalized intersection at Indian Hill Blvd and Green St. flanked by new buildings with active ground floors will create a strong new south gateway to the Village.
- D** **Green Street Extension:** Green Street extends west through Village South, connecting to KGI’s Watson Drive.
- E** **Central Plaza:** A central public gathering space enclosed by ground floor shops and residences, providing pedestrian access between Green St and Santa Fe St.
- F** **Indian Hill Blvd Streetscape:** Improvements to Indian Hill Blvd including improved landscaping.
- G** **Mixed-Use Development:** within the Village South Core will prioritize active ground floor uses and spaces, including ground floor shops and restaurants.
- H** **New Downtown Housing and Flex Office Space:** Urban housing, and new flex/office space a short walk from the Village, the Claremont Colleges, and regional Transit.
- I** **Passages and Paseos:** Pedestrian circulation through Village South is further defined by a network of passages, paseos and public / semi-public spaces.
- J** **Bucknell Avenue:** Significant streetscape improvements are envisioned for Bucknell Avenue including a new landscaped bioswale and widened sidewalks on the Village-South (east) side of the street.
- K** **Shared Parking Supply:** A multi-level parking structure that could provide a significant amount of shared parking.



Legend:

- New Buildings:** predominantly 2- and (limited) 3-story along the frontages of Indian Hill Blvd and Arrow Highway, with taller buildings imagined within the site
- Existing Buildings:** While this Specific Plan provides replacement zoning and standards for all properties within the VSSP Area, it is likely that a number of smaller parcels fronting Indian Hill Boulevard, Arrow Highway, and Bucknell Avenue may remain unchanged for some time.
- Village South Specific Plan Boundary**

2.3 Urban Form & Character

Urban Character

Urban character refers to the synthesis of the physical design and programmatic characteristics of the built environment; the composite of the design, scale and function of blocks, streets, and public open spaces, as well as the forms, scale, and uses of the buildings that frame them. Within such complete urban environments (of which the Claremont Village is a fine example) the public spaces - in the form of streets, plazas, parks and paseos - are interwoven with privately-owned buildings, causing pedestrian activity to flow seamlessly throughout.

Village South is loosely organized into three Urban Character Areas that describe the intended physical and programmatic characteristics of Village South that the Development Standards and Design Guidelines in Chapter 3 are specifically calibrated to generate.

Much like the Village Expansion previously expanded the original Village to the west, the organization of Village South attempts to extend the historic Village's active retail environment as far as the market will bear, while adding significant new housing opportunities for residents seeking an amenity-rich, transit-advantaged environment and an active, in-town lifestyle.

All new buildings will be required to provide active, attractive ground floor frontages that shape and enliven the streetscapes and other public spaces. In some cases, shopfronts are required, and retail-ready ground floor spaces are incentivized (See Section 3.4). The massing and architecture of all new buildings will be required to reflect the essential character and quality of the Village - not as a replica, but 21st century buildings for the 21st century economy that respect the timeless mixed-use placemaking principles that generated the Village a century ago.

Figure 2.3: Urban Character of Village South



- Village Core:** Anchored by the Historic Vortex building, ground floor commercial (shops and restaurants) are prioritized in the northern portion of Village South to extend the character of the historic Village southward.
- Village Flex:** Internal urban environment of Village South with the same Village-Scale walkable public-realm network, and generally more flexibility in building height, scale, and use than the "Core" and "Edges."
- Village Edge:** The highly visible "edges" of Village South; an emphasis is placed on compatibility - in height, scale, and character with their context.
- "Shopfront-Ready" Incentivized (See Section 3.4):** Flexible ground-floor spaces, able to easily adapt to either commercial or residential use based on evolving market realities, are incentivized along key street, intersections and open spaces.
- Village South Specific Plan**
- Shopfronts Required (See Section 3.4)**
- Neighborhood-Scale Overlay** New buildings along Indian Hill Blvd and Arrow Highway are to reflect the character of the Village in their massing scale, and architecture. (See Section 3.5)
- Height Overlay** 5-story building volumes (appropriately massed per the standards in Chapter 3) are limited to the northwest quadrant of Village South (See Section 3.5).

1. Village South Core

The northerly third of the super-block west of Indian Hill - centered around the historic Vortex building, which is to be adaptively reused as an anchor feature of the Core - is intended to provide an active, pedestrian-oriented Village environment, with shops, restaurants and other active commercial uses in shopfronts comparable to those that define the character of the Village and Village Expansion. Such uses and frontages are required along Indian Hill Boulevard from the railroad to New Santa Fe Street, and along both sides of New Santa Fe for several hundred feet to the west. Buildings fronting Indian Hill Boulevard will be predominantly two-stories in scale, rising to 3 and 4 stories moving west and up to a limited amount of 5 stories set back toward to Bucknell Avenue and the railroad tracks.



2. Village South Flex

As its name suggests, this area - the internal urban environment of Village South - accommodates a good deal of flexibility with regard to building scale and use. Flexible, commercial-ready ground floors and frontages are prioritized (and incentivized in Chapter 3) at the gateway corners of Village South and lining the primary connections and community gathering spaces within. These generally taller ground-floor spaces are designed to accommodate direct-access residential units (such as townhouses and live-work units entered directly from semi-private stoops and dooryards) the near-term, and/or additional shops, restaurants, and other permitted commercial uses, should the market for such uses exceed that available in the Village South Core. The priority with regard to the design and use of these ground-floor spaces is to generate an active environment with residents coming and going on foot throughout the day and evening.

A new connection between New Santa Fe Street and Green Street (via a new street, paseo or public open space) and other potential passages and paseos throughout, create the walkable, village-scale block structure intended for Village South. Building height and scale in this area is generally more flexible than in the Core and Edge areas; with slightly larger massing, and predominantly 3- and 4- story building heights, with modest amounts of 5th-story allowed along Bucknell and adjacent the railroad R.O.W.



3. Village South Edge:

The highly-visible edges of Village South (along Indian Hill Boulevard and Arrow Highway) transition from the “drivable suburban” character of the surrounding neighborhoods to the “walkable urban” character of the Village. Uses are quite flexible along these edges, and may include office buildings, townhouses, apartment buildings, mixed-use buildings and retail buildings, with corner lots prioritized for ground floor commercial rather than ground floor housing. A Neighborhood-Scale Overlay is applied to these edges in Chapter 3, providing additional standards and guidelines to ensure that new buildings will emphasize compatibility with the scale and character of the Village and Claremont’s historic neighborhoods.



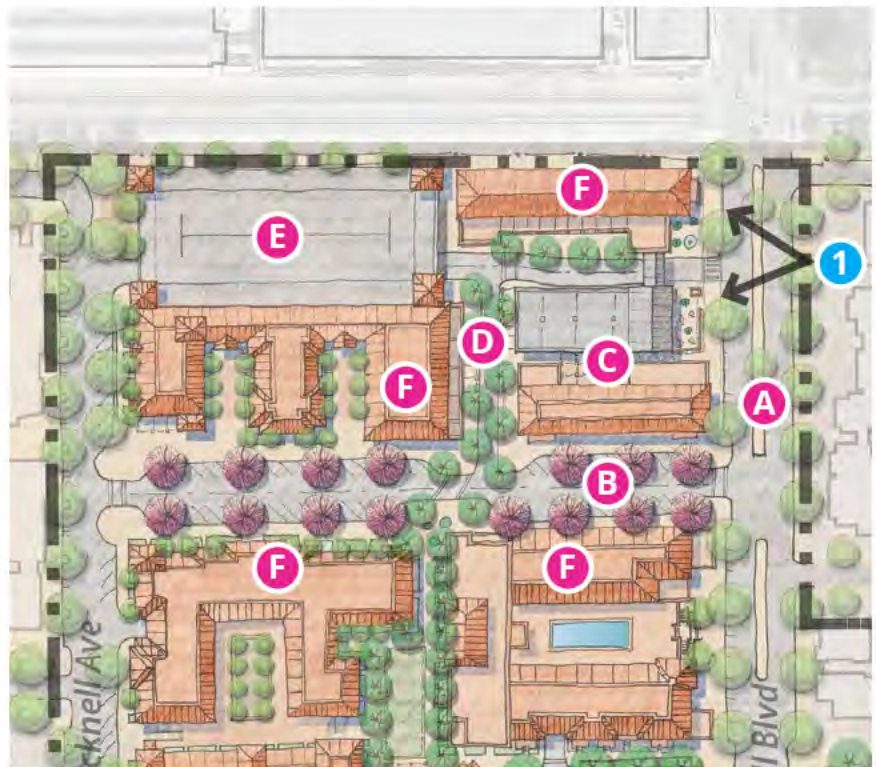
2.3 Urban Form & Character

1. Village South Core



- 1** Vortex Plaza and Paseo: Conceptual illustration a new 3-story mixed use building ground floor shops and restaurants lining the northern boundary of Village South, a new forecourt dining plaza in front of the historic Vortex building, and a reconstructed archway over the paseo between the two buildings leading to a shared parking structure in the rear.

- A** Indian Hill Blvd: Streetscape transformation extending the Village character into Village South
- B** Santa Fe Street: A new east/west connection through Village South, lined with ground floor shops and restaurants
- C** Vortex Adaptive Re-Use: The historic Vortex building will be an anchor of the Village South Core, activating it with retail/restaurant space and one or more public/semi-public outdoor gathering spaces dining and other activities.
- D** Vortex Paseo / Court: a new active, commercially lined paseo and/or court that could also provide vehicular access to a shared parking structure.
- E** Shared Parking Structure: A critical mass of new shared parking; potentially between Village South, the historic Village, and Metro.
- F** Mixed-Use Infill: Development within the Village South Core will prioritize active ground floor uses and spaces, including in most cases, required ground floor shops and restaurants as described in Section 3.2.



Indian Hill Boulevard Transformation

The first and simplest way to start making the Village South Plan Area more like the Village is to make its main street linking it to the Village (Indian Hill Blvd) more so, with wider sidewalks – buffered from traffic with rows of parked cars and enhanced landscaping – and reduced vehicular travel speeds.

Two northbound lanes will likely be necessary north of Green Street to allow for vehicular queuing when the crossing gates are down for passing trains. In this stretch, the outer northbound lane will be sharrowed, naturally transitioning into the shared street environment of the Village.

New street landscaping and widened sidewalks (via access easements on the properties fronting Indian Hill Blvd) will support active building frontages for new development fronting Indian Hill.



Vortex Court: A dining forecourt in front of the historic Vortex building will help extend active street environment of Indian Hill Blvd in the Village into the South.

Dining Plazas and Paseos: The Village has numerous excellent examples of outdoor dining plazas, as well as alleys and paseos activated by shops and restaurants.

2.3 Urban Form & Character

"New" Santa Fe Street

A relocated Santa Fe Street is proposed as an additional east-west connection through the Village South site, creating a block structure in the north half of Village South comparable with that of the historic Village, and creating highly accessible street addresses for new village shops and restaurants, and active offices. While the exact alignment of the new Santa Fe is somewhat flexible, it should be located far enough from the railroad crossing to enable left turns from northbound Indian Hill to westbound New Santa Fe, and potentially also enabling left turns from New Santa Fe to northbound Indian Hill and the Village.

This new street should take design cues from already successful active village streets such as Yale Ave and Harvard Ave, with convenient on-street parking, active shopfronts, and wide, well-landscaped, well-shaded and well-furnished sidewalks.



Yale Ave (Claremont Village): *Yale Street is an excellent example of the active streetscape environment intended for (new) Santa Fe Street in Village South.*

Shared Parking Supply

Key to extending the character of the historic Village into Village South will be a highly accessible shared-parking supply. A new 600-space parking structure is illustrated in the northwest corner of Village South, that could be shared between office, commercial, and housing in Village South, and conceivably Metrolink riders. With the right mix of uses in this portion of Village South and with an organized parking management plan, parking spaces used during weekday hours by offices in Village South and Metro commuters could be available as overflow parking for the Village during nights and weekends – the times extra Village parking would be most needed.



1st Street Garage: *The structure on First St is a fine example of an actively lined shared parking structure.*

Vortex Paseo/Court

A public paseo lined with ground floor Village shops and restaurants is provided around the historic (repurposed) Vortex building to create an active pedestrian environment -- with the surrounding businesses spilling out into this space.

Such a space might be shared between pedestrians and vehicles accessing a shared parking structure behind Vortex, but could be closed to vehicular traffic for special events.

Such a space could also be enlarged/reconfigured as a formal public plaza -- such as Village Plaza in the Village Expansion to accommodate additional uses and activities.



Active Alleys & Paseos Vision: *The public realm shall be pedestrian oriented, with vehicles and people sharing the same space.*



Active Alleys & Paseos (Claremont Village): *The Village is characterized by numerous mid-block paseos and alleys that enhance connectivity and create many of the most intimate places and spaces within the Village.*

Potential Boutique Hotel

A new boutique hotel may be part of the future development of Village South. If a boutique hotel is included in the plan, it must have lively ground-floor commercial spaces lining Santa Fe and Indian Hill. The potential for a rooftop dining terrace on such a building could provide spectacular views of the mountains, the Village, and the Claremont Colleges.



Potential Boutique Hotel: *This building has a Village scale and active ground floor uses. It could easily be either boutique hotel or mixed-use housing.*

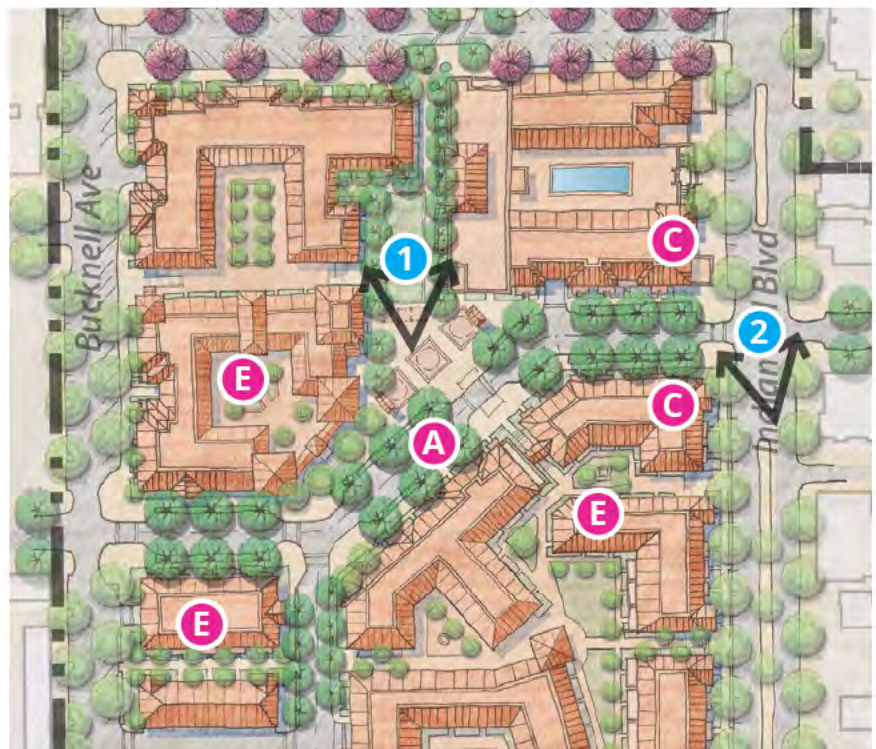
2.3 Urban Form & Character

2. Village South Flex



- 1** **Central Plaza and Paseo:** Conceptual illustration of new buildings, with flexible / "commercial-ready" ground-floor spaces, fronting and activating a central public open space and paseo that provides pedestrian access between New Santa Fe Street and Green Street.

- A** **Green Street Extension:** A continuation of Green Street west through Village South to Watson Drive.
- B** **Central Paseo / Green:** A centralized public gathering space activated by ground floor housing and flexible potential neighborhood-serving commercial spaces.
- C** **Gateway Buildings:** Buildings at the corners of Indian Hill Boulevard and Green Street are gateways into Village South, with the potential for ground-floor commercial at the corners to activate and punctuate the entry into Village South.
- D** **Bucknell Ave Streetscape Improvements:** Streetscape improvements to Bucknell Ave in support of new office and housing in Village South.
- E** **Village Housing:** In support of the Village, and the Village South Core, central portion of Village South will include a critical mass of new housing ranging in type, form and scale.



Green Street Extension

The extension of Green Street westward from Indian Hill to Bucknell is critically important for all-mode connectivity to and through Village South, and to begin reorganizing the existing superblock as a set of Village-scale blocks.

A new signalized intersection at Indian Hill Boulevard (aligned with the existing Green Street to the east) will be flanked by prominent 2- and 3-story buildings oriented toward the street/ intersection. Active ground-floor frontages and uses on these buildings can establish this intersection as the new south gateway to the expanded Village.

Its exact alignment between those connection points is somewhat flexible, such that its final alignment be based first on calibrating the street, its adjoining public spaces and buildings for pedestrian and bicycle safety and comfort, while accommodating vehicles passing through at low speeds. As such, Green Street will be characterized by wide landscaped parkways, broad-canopy shade trees, comfortable sidewalks, mid-block crossings at the Central Plaza/Paseo, and welcoming building frontages.



Green Street extension: *The extension of Green Street provides circulation for all modes, high-quality addresses for new development in Village South, and connects the KGI campus to the Village.*



2 Green Street Gateway: *A new signalized intersection at the corner of Green St and Indian Hill Blvd flanked by new buildings with active ground-floors becomes a new (south) gateway to the Village.*

Central Paseo / Green

At the center of Village South is a community gathering space and paseo of approximately 1-acre connecting Green Street to Santa Fe St. This gathering space will be shaped by the 3-, 4- and (limited) 5-story buildings around it, and activated by the residential frontages and potential ground floor commercial spaces lining the edges.

This space could be organized into multiple spaces; some more open, others more enclosed and intimate, to accommodate a wide range of programming, based on the mix of uses that end up locating here. It is intended that the ground-floors of the buildings lining this space be flexible, commercial-ready spaces, that could be easily converted from residential to non-residential (and vice-versa) based on market realities. What is essential, regardless of the final use, is that this central space is active and safe – requiring active (regular coming and going of residents and visitors) ground floor frontages of all of the buildings lining it.



Flexible-Use Space: *Large public spaces should accommodate a variety of uses (community fitness, picnics, concerts) and be surrounded by well-designed building frontages.*

2.3 Urban Form & Character

Bucknell Avenue Transformation

Bucknell Avenue is currently designed as a fairly typical business park street, with a wide roadway and narrow sidewalks.

As infill development occurs along this street, it will become an important linkage between Village South, and the KGI Campus to the west, and the design of its public frontages (the space between the vehicular travel lanes and private lots) will be systematically improved with wide sidewalks, pedestrian and street lighting, comfortable street furnishing, bulbed-out pedestrian crossings, and angled parking on the Village South side of the street.



Bucknell Ave: Streetscape improvements will allow pedestrians to cross to and from KGI and Village South easily, encouraging activity in this area.



Existing conditions at Bucknell Avenue.



Existing conditions

Village Gateways

The corners of Indian Hill Boulevard and Green Street will be important gateways into Village South. As such, ground floor commercial spaces are recommended fronting the street corners for activation of the intersection. These buildings should also be designed in a way that addresses the corner in a welcoming way and makes a visual statement signaling entry into the Village.



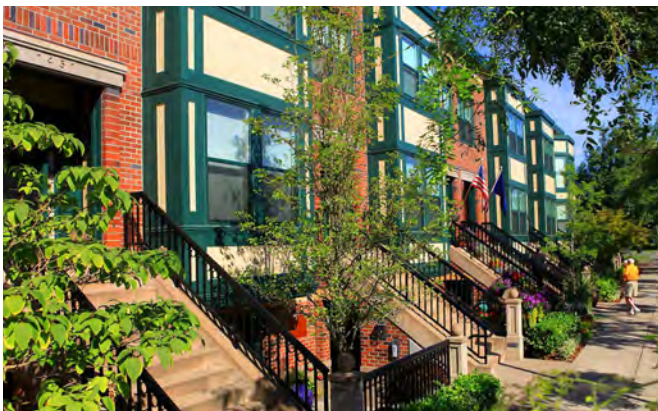
Gateway Buildings: Good examples of corner gateway buildings with an active commercial ground floor corner, transitioning to housing.

Urban Village Housing

The middle portion of Village South – particularly that straddling the westerly Green Street extension – is intended to be an “urban neighborhood” environment. As such, multi-family housing is anticipated, in buildings that front the streets with welcoming entries and beautiful façades. Flex units intermixed with flats are encouraged, to generate an environment with residents and/or customers coming and going on foot throughout the day and evening.



Multi-family Frontages: A common entrance with a court that creates a semi-public space off of the sidewalk is a good way for a 3-story mixed-use building to activate the street.



Individual Entries: When facing the public sidewalk, individual entries require a setback, raised first floor, and/or a frontage element such as a porch, stoop or dooryard.



Urban Village Housing : 2- to 2.5-story multi-family housing fits in the context of the existing Village as well as single-family neighborhoods adjacent to the Village South Plan Area. In all cases, they should present quality frontages on the public sidewalk.

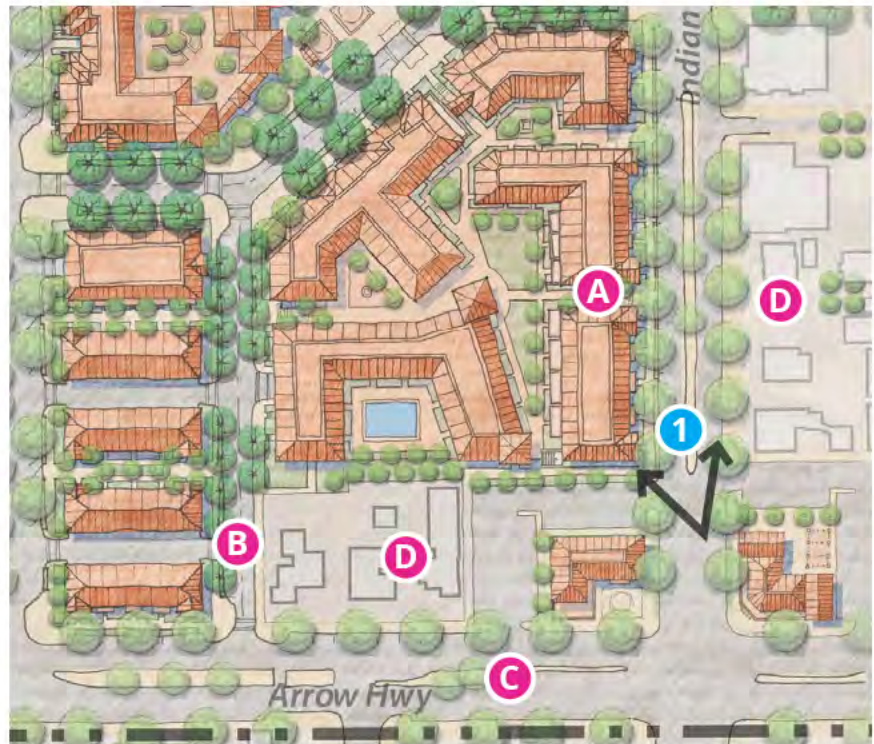
2.3 Urban Form & Character

3. Village South Edge



- 1** Indian Hill Blvd Transformation & Village South Gateway : Conceptual illustration of a transformed Indian Hill Blvd south of Green Street, with improved street landscaping, an "at-grade" center median/left-turn lane with increments of landscape and gateway signage. The street configuration is 4 travel lanes with bike lanes or street parking in each direction.

- A** Village-Scale Architecture: New buildings along Indian Hill Blvd will reflect the character of the Village in their massing scale, and architecture.
- B** South Residential Street: A new street connection between Green St and Arrow Hwy providing valuable new street addresses for new buildings in the southwest corner of Village South.
- C** Arrow Highway Streetscape Improvements: Landscape and streetscape improvements to Arrow Highway to mark arrival to the Village and Village South.
- D** Potential Edge Infill Development: Any proposed infill development along Indian Hill Blvd and Arrow Highway will be sensitive in scale, form and character to the Village. Based on existing ownership patterns here, it is anticipated that a number of existing buildings may remain for some time.



Indian Hill Blvd Improvements & Village (South) Gateways

The parcels on the northeast corner of the intersection of Indian Hill Boulevard and Arrow Highway are currently vacant, and the northwest corner is occupied by an existing gas station. If/as these properties (re)develop over time, they should be replaced by new street-fronting buildings (and/or other gateway elements) to serve as gateways marking entry into, and welcoming visitors to Village South.



Gateway Elements: Signage and other gateway elements are encouraged to mark arrival to Village South.



Gateway Infill Development: The parcels on the east and west side(s) of the intersection of Indian Hill and Arrow are prime sites for new gateway buildings – many good examples of which currently live in Claremont.

South Residential Drive

Depending on the final proposed configuration of the Public Realm, blocks, buildings and uses, a north-south street may be beneficial between Green Street and Arrow Highway. Existing property ownership patterns significantly limit the range of potential street or paseo connections to Arrow Highway from the north. A new pedestrian crossing of Arrow Highway to provide walking connections to the neighborhoods to the south seems somewhat unlikely between Indian Hill and Bucknell. The City will evaluate the possibility of such a street or pedestrian connector in the context of a development plan for the properties south of the Green Street extension.



Residential Character: A conceptual illustration of South Street, looking north toward Green Street, with Village-Scale Infill Development on the left.

2.4 Development Program & Form

New Zoning for Village South

As outlined in **Chapter 1** and further defined in **Sections 2.1, 2.2 and 2.3**, above, it is clear that the overall vision for Village South shared by the Claremont community and leadership is that of a mixed-use town center environment. Such environments include a mixture of uses that vary over time in response to changing market conditions, and buildings of various sizes, scales and styles.

Accordingly, based on input from the community – and based on the “Goals and Principles” drafted by the Architectural and Planning Commissions and further revised and adopted by the City Council – highly customized development standards have been prepared for Village South (See **Chapter 3**). These standards focus on balancing flexibility to meet current and future market demands with controls to ensure that the scale, character and use mix meet the community's vision.

Building Size & Scale

The standards of Chapter 3 limit the heights of buildings in various portions of the plan area to 2, 3, 4 and 5 stories, with the tallest buildings located in the northwest portions of Village South nearest the Village Expansion, transit and Keck Graduate Institute, transitioning to lower and smaller scale buildings oriented to existing neighborhoods to the east of Indian Hill Boulevard and south of Arrow Highway.

The building massing and facade articulation standards and guidelines of **Chapter 3** are calibrated to ensure that the larger and taller buildings of the northerly and westerly portions of Village South are compatible in scale and character with the smaller buildings of the southerly and easterly portions of Village South, and with the buildings of the Historic Village and Village Expansion west of Indian Hill and north of the railroad tracks.

This pattern enables higher concentrations of residents and businesses in the portion of Village South nearest and most accessible to the Village and transit stations north of the railroad tracks, and to Keck Graduate Institute.



Village Commercial: *Made of lively retail and restaurant uses.*

Land Use & Intensity

The Plan and the development standards of **Chapter 3** also concentrate retail, restaurant and other commercial and office uses in the northerly portion of Village South. This supports the core Plan goal of expanding the Village, connecting the new Village commercial ground floor environment around the Historic Vortex building, along Indian Hill Boulevard coming southward across the railroad tracks, and along New Santa Fe Street that provides a direct all-mode connection from Indian Hill and the Historic Village to the growing Keck Graduate Institute campus east of Bucknell Avenue.

To ensure such a land use and urban design pattern, the standards of **Chapter 3** define minimum “Shopfront Required” and Retail Ready area within which a “Village commercial” environment with attractive shopfronts, wide sidewalks, and retail and restaurant uses are required and incentivized. Within the Architectural Review Process (**Chapter 3.2**), the Project Review Findings checklist and associated Objective Design Review Matrix (**Appendix A**), provide a significant incentive for developers to provide a robust mix of shops, restaurants, office, a potential boutique hotel, and a range of housing sizes and type for a broad cross section of Claremont's current and future residents.

Village Public Realm

Among the key criteria in the Objective Design Review Matrix are the provision of significant amounts of very high quality public open space, in the form of beautifully landscaped, very walkable and sustainable streets, plazas, paseos, courts and other active, safe public open spaces. When enlivened and secured by active building frontages, this is the essence of more Village which is the core objective of this Plan.

Existing Zoning for Village South

The current zoning of the Village South Plan Area is a mixture of Commercial Highway, Commercial Professional and Business Industrial Park. These allow for a mixture of 1, 2 and 3 story buildings – including some housing if the City chooses to grant a Conditional Use Permit. That zoning is not capable of implementing any new development that would meet the community vision for “more Village”. Quite the opposite, it was crafted to deliver commercial buildings with surface parking lots – a pattern which is neither “Village” nor “sustainable” by most common understandings of either. It is also incompatible with the mixed-use, transit-oriented character of the existing Village and the Plan Area's proximity to Claremont's primary transit hub.



High Quality Architecture: *regardless of building use and scale, all new buildings can maintain a distinctly "Village Character."*

Economic Context of Village South

Projects that provide the amounts of non-residential uses, public open spaces, and environmental sustainability measures that the community hopes to see require the building heights outlined in the Goals and Principles and this Plan. Input received from interested developers, economic analysis conducted by the City's consultant team, and recent development near Metro Stations in other communities suggest that there are significant benefits in buildings with the variety of heights envisioned by the Goals and Principles and this Plan.

Given the broad and persistent shortage of housing in the Los Angeles area, the highest economic values are typically related to multi-family housing, particularly housing within an easy walk of transit and commercial and civic amenities. Village South is a site with strong potential to offer these amenities, both by its proximity to the historic Village and existing and planned transit, and by its potential to provide more commercial and civic amenities. The intent of this Plan is to provide a strong framework of authentic Claremont Village public open space within which a balanced mix of transit-oriented and Village character development will be financially feasible while delivering strong and enduring value to the community of Claremont.

3

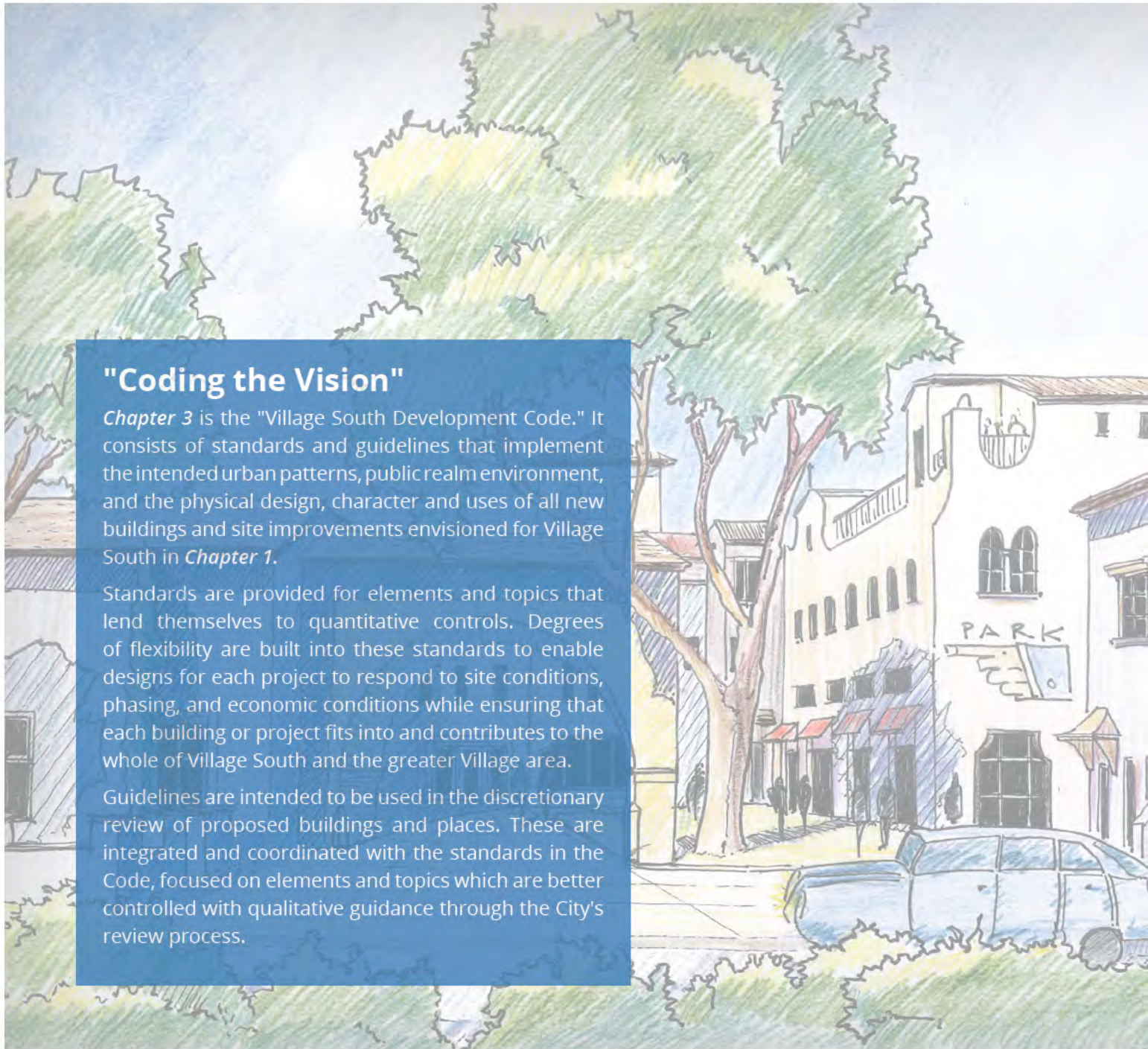
Development Standards & Guidelines

"Coding the Vision"

Chapter 3 is the "Village South Development Code." It consists of standards and guidelines that implement the intended urban patterns, public realm environment, and the physical design, character and uses of all new buildings and site improvements envisioned for Village South in *Chapter 1*.

Standards are provided for elements and topics that lend themselves to quantitative controls. Degrees of flexibility are built into these standards to enable designs for each project to respond to site conditions, phasing, and economic conditions while ensuring that each building or project fits into and contributes to the whole of Village South and the greater Village area.

Guidelines are intended to be used in the discretionary review of proposed buildings and places. These are integrated and coordinated with the standards in the Code, focused on elements and topics which are better controlled with qualitative guidance through the City's review process.





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Part I

Administration & Review

Part I provides the following introductory sections:

- 3.1 General Provisions
- 3.2 Project Review
- 3.3 Preservation & Adaptive Reuse

3.1 General Provisions

A. Intent

1. The purpose of this chapter is to deliver the physical outcomes envisioned for Village South, based on the community's Vision, Goals, and Planning Principles described in **Chapters 1 & 2**, one project or public improvement at a time.
2. The intended physical form and character of Village South is based on a variety of characteristics that vary in response to the adjoining KGI campus and other neighboring contexts. Regulating Plans are provided to modulate the size, scale, and frontage character in response to this context and community expectations, shaping physical design with coordinated standards and guidelines.
3. This chapter contains the private and public development standards and guidelines that are intended to implement the vision of **Chapter 1 and 2**, with strong emphases on the following concepts:
 - Vital Mix of Uses
 - Complete Street Network
 - Human-Scaled Design
 - Walkable Block Structure
 - Village-Scale Architecture
 - Pedestrian-Oriented Frontages
 - Strong Local Landscape
 - Shared Parking
 - Sustainable Design
 - Community Health
 - Historic Preservation

B. Applicability

1. The development standards, guidelines, and review process associated with the Village South Specific Plan replace existing land use designations and zoning for all property within the Plan area.
2. Site and building standards are provided in **Sections 3.4 through 3.11**.
3. Street and public open space standards and guidelines comprise **Sections 3.12 and 3.13**.
4. Architecture and Landscape Design Guidelines, which are applicable to all projects, are provided in **Section 3.14**.
5. Definitions supplemental to those in the Claremont Municipal Code (CMC) are provided in **Section 3.15**.

C. Relationship to the Claremont Municipal Code

1. All applicable provisions of the CMC that are not specifically replaced or identified in this Chapter as not applicable continue to apply.
2. If a conflict arises between the requirements of the this Chapter and the CMC, the requirements of this Chapter shall apply; wherever this Chapter is silent, the CMC shall apply.

D. Nonconformities

1. A site or structure that was lawful at the time of construction but is not in conformance with the development standards of this code shall not be enlarged or expanded, unless the City determines that the enlargement or expansion brings the property into greater conformity with the development standards of this code and with the vision for the Plan Area as described and illustrated in **Chapters 1 and 2**. The Director shall have the authority to make this determination.
2. Full compliance with the development standards of this code shall be required of the whole parcel when a total project valuation is greater than fifty percent of the current market value of all existing buildings or structures on the parcel.
3. Except as set forth herein, nonconformities are subject to Chapter 16.400 of the CMC.

E. Rules of Construction

1. The following general rules of construction apply to the text of this code:
 - a. **Headings.** Section and subsection headings shall not be deemed to govern, limit, modify, or in any matter affect the scope, meaning, or intent of any provision.
 - b. **Illustrations.** In case of any difference of meaning or implication between the text of any provision and any illustration or photograph, the text shall control, unless the intent of the code is clearly otherwise.
 - c. **Terms.** Shall is always mandatory, may is permissive, and should is advisory, identifying guidance. Director means the Director of Community Development or designee.

F. Deviations from Standards

1. In some instances, it may be practical to deviate from the prescribed forms while still meeting the vision of the Plan and the intent of the standards. As part of project review, applicants may apply for a Minor Exception Permit or Variance. Minor Exception Permit applications shall be subject to the provisions of CMC § 16.312 except for CMC § 16.312.010 (Scope) and CMC § 16.312.040 (Required Findings and Conditions), which are replaced with the permissible deviations and required findings set forth in **Table 3.1.F** and **Section 3.1.F.a** of this code. Variances shall be processed per the provisions of CMC Chapter 16.309.
 - a. **Additional Required Findings for Minor Exception Permit.** In addition to all applicable findings specified in **Table 3.1.F**, the following findings shall be required for all Minor Exception Permits:
 - i. The overall intent of the development standard is still being met; and
 - ii. The project contributes to the overall vision as described **Chapters 1 and 2**.

Table 3.1.F Allowed Minor Exceptions

Standard	Max Deviation from Standard	Required Finding(s)
Buildings Height (3.5)		
Any standard in <i>Table 3.5.1</i>	20%	• Additional height and/or massing is adequately mitigated through excellence in design which clearly meets the intent for the Plan Area as described in Chapter 2 of this Specific Plan.
Any standard in <i>Tables 3.5.2.A and B</i>	20%	• Floor-to-ceiling height is not less than 8 feet on any upper floor.
Depth of Neighborhood Scale Overlay (<i>3.5.D.3.a</i>)	33%	• As viewed from east side of Indian Hill looking west, the predominant scale is of 2 and 3 stories; through variation in massing and roof forms, 4th story components do not exceed visible unbroken lengths of more than 75 feet.
Buildings Placement & Massing (3.6)		
Major Massing Increment; Façade Increments (<i>Table 3.6</i>)	20%	• Through excellence in design, the intent of a scale and pattern similar to that of the historic village is clearly met.
Private Frontage (3.7.G)		
Frequency of entrances (<i>3.7.G.2.a</i>)	20%	• Exceptional architectural style and quality of materials create visual interest that compensates for a lack of windows and doors.
Frequency of openings (<i>3.7.G.3.a.ii</i>)	20%	
Façade coverage (<i>3.7.G.3.b.</i>)	20%	
Fence & wall height (<i>3.7.G.5.a</i>)	At the discretion of the Director	• Additional wall height is warranted to provide appropriate privacy to the space it is enclosing, due to a unique site condition (i.e. space is highly exposed or adjacent an undesirable site condition outside of developer's control); • The enclosed space provides adequate visibility to the public realm ("eyes on street"); • Architectural style is consistent with the design of the building and/or the public space it is enclosing; strong landscaping is provided between wall and sidewalk.
Shopfront requirement (<i>3.7.I.3.a</i>)	20%	• The ground floor is organized into a coherent rhythm of distinguishable bays, and the intent of an active & interesting ground floor environment is still met.
Width of shopfront bay (<i>3.7.J.1</i>)	20%	
Parking Areas & Facilities (3.9)		
Parking lining (<i>3.9.B.4.c.iv</i>)	20%	• The architectural quality of the structure maintains a similar level of detail and pattern of openings as other buildings in the vicinity; • The design of the structure does not look like a garage; • A 5-foot setback is provided, within which is landscaping of the same quality as elsewhere on the property.
Signage (3.11)		
(Any standard)	20%	• The sign is not auto-oriented in nature; • The sign is appropriately scaled to the size of the building & business; • The sign enhances the aesthetic quality of the public realm consistent with the vision described in Chapter 2.

3.2 Project Review

A. VSSP Development Permit

- 1. Applicability.** Projects that require Architectural Review under CMC Chapter 16.300 also require Architectural Review under this code prior to the issuance of any building permit. Projects which occur within an area for which a VSSP Master Development Permit has already been issued must still obtain a VSSP Development Permit from the Community Development Department prior to the issuance of any building permit.
- 2. Process.** Except as noted in this section, the requirements and procedures shall match those of Architectural Review (CMC § 16.300).
- 3. Submittal Requirements.** In addition to the submittal items listed and required on the project application forms available in the Community Development Department, **Table 3.2.A** includes additionally-required items, which apply by project type.
- 4. Required Findings.** **Table 3.2.A** includes required findings that shall be made by the approving body prior to project approval. These required findings replace the Review Criteria in CMC § 16.300.060.

B. VSSP Master Development Permit

- 1. Applicability.** Any project within the Plan Area which occurs on a parcel that is more than 10,000 square feet and
 - includes a division or merger of parcels, or
 - includes the construction of a new building, or
 - includes the introduction of new vehicular right of wayshall be subject to the requirements of this section.
- 2. Process.** VSSP Master Developments shall be subject to the requirements and process of Architectural Review (CMC § 16.300), the Subdivision Ordinance (CMC Chapter 17), and the requirements of this Plan. Each VSSP Master Development Permit Application shall be reviewed, found consistent with the intent and regulations of the VSSP, and approved by the Architectural Commission prior to or concurrently with the approval of any tentative or final map. Street improvements included in MDPs may also be referred for review by the Traffic and Transportation Commission if determined appropriate by the Director.

- 3. Submittal Requirements.** The following items are supplemental to those items required on the Design Review application forms, and required by the City's Development Code (CMC Chapters 16, 17, & 18).
 - a.** A set of plans that demonstrate how all applicable requirements of the Regulating Plans within this Chapter are implemented by the proposed development. In addition to the items listed below, plans shall include all subdivisions and lot mergers, all proposed site improvements, and all existing and proposed building footprints within the superblock.
 - i.** A site plan which shows the conceptual public realm network within the entire superblock, including all streets, paseos and other public open spaces, including the proposed size, type, and function of each space.
 - ii.** A landscape plan, which shows the conceptual plans for all public frontages, including sidewalks, parkways, trees, landscaping, and public furniture, fixtures, & amenities within and adjacent to the project site.
 - A preliminary stormwater drainage and management plan for the proposed phase of development, demonstrating that the sizes and designs of the open spaces are capable of meeting City stormwater retention requirements. If any portion of the stormwater management system for the proposed phase of development is intended to be met by another existing or future phase of development that shall be clearly shown and will become a condition of map approval.
 - b.** Development program, which tabulates the intended uses and development intensity of the project and indicates the remaining development capacity for the Plan Area.
 - c.** Phasing Plan(s) which:
 - i.** Demonstrate how the subject development will facilitate the orderly build-out of the Plan area based upon economic conditions;
 - ii.** Provide for infrastructure improvements to meet the needs of each phase of development;
 - d.** Completed Objective Design Review Worksheet. See **3.2.B.5**.

Table 3.2.A - Required Submittal Items and Findings by Project Type

Within Project Scope	Additionally Required Submittal Items	Required Findings
General to All Projects	NA	<ul style="list-style-type: none"> The project is consistent with and furthers the vision for Village South as presented in Chapter 1 and Chapter 2 of the VSSP. The project complies with any conditions imposed through previous VSSP Master Development Permit plan(s), subdivision, land use, and/or design review approvals. The project is consistent with the Architecture & Landscape Guidelines of the VSSP (3.14).
General to All Buildings	Evidence that the building is designed to the minimum specifications of <i>LEED Certified</i> .	<ul style="list-style-type: none"> Building massing consistent with the intent and design guidelines of the VSSP and serves to engage adjacent space. Building materials and ornamentation are authentic, high in quality, and purposeful. The architecture and landscape design are appropriate for Claremont's heritage & climate. Frontage elements like porches, verandas, dooryards, stoops, and balconies provide enough depth to be usable and do not appear to be pasted on or thin; they do so without disrupting the simplicity or regularity of the streetwall. Wall openings are frequent, regular, and deeply inset. The building is consistent with the plans associated with any approved VSSP Master Development Permit on file for the site, and meets all conditions of approval. If no VSSP Master Development Permit exists, the building developer has demonstrated a reasonable attempt to achieve passing grades in Part II of the Objective Design Review Matrix presented in Appendix A.
General to all Streets and Public Open Spaces	NA	<ul style="list-style-type: none"> All travel modes are treated with the major focus to make these facilities pleasant places for pedestrians as opposed to being designed primarily for the purpose of moving cars quickly. All spaces in the project site are intentional, with the human scale and pedestrian experience as primary drivers of design. Street furniture, materials, and paving are high in quality, authentic, functional, and purposeful.
Buildings ≥ 10,000 square feet	Site plan which indicates the frontage elements utilized for all block faces.	<ul style="list-style-type: none"> The project minimizes the interface between "dead" stretches of façade (e.g. backs or sides of buildings which have few or no active entrances, sparse fenestration, or are designed for delivery, storage, vehicle parking/access, or waste) and rights of way (e.g. streets, paseos, plazas, or parks).
Any building height in excess of 3 stories and outside of the Height Overlay (Section 3.5)	Line of site study as viewed from Indian Hill Blvd. and Arrow Hwy.	<ul style="list-style-type: none"> Building masses above the third floor are inconspicuous from the opposite side of Indian Hill Blvd, and from the opposite side of Arrow Hwy. Upper-story elements are inconspicuous from the entrance at W. Green St., or are shown to be at buildout. Upper-story elements are consistent with the massing & character of the historic village.
Multi-level public or private parking structure (Section 3.9)	NA	<ul style="list-style-type: none"> The architectural quality of the structure maintains a similar level of detail and pattern of openings as the building that the parking structure is associated with; The architect has attempted to design the structure in such a way that it does not look like a garage; The vehicle entrance is inconspicuous, and minimized in scale. A 5-foot setback is provided, within which is landscaping of the same quality as elsewhere on the property.

3.2 Project Review

4. Required Findings. The findings listed below shall be made by the approving body prior to project approval. These required findings replace the Review Criteria in CMC § 16.300.060.

- a. The project is consistent with the vision, goals, and guiding principles contained in VSSP *Chapters 1 and 2*;
- b. The project is designed to be seamlessly integrated and consistent with any adjacent newly-built areas within the Village South Specific Plan Area.
- c. The project bears its fair share of public improvements according to the standards and guidelines of *Sections 3.7* (Public Frontages), *3.12* (Streets), and *3.13* (Public Open Spaces) that serve and enhance the Plan area as a whole, as required by the applicability requirement of CMC § 16.139.010.
- d. The project complies with the development standards and design guidelines of VSSP *Chapter 3*, and applicable public realm and infrastructure standards in VSSP *Chapter 4*;
- e. The project complies with all applicable mitigation measures contained in the VSSP EIR Mitigation and Monitoring Program and other applicable environmental documents;
- f. The project complies with any conditions imposed through previous VSSP Master Development Permit plan(s), subdivision, land use, and/or design review approvals;
- g. Unless the applicant can establish it would be infeasible to do so, the project has achieved passing grades in the Objective Design Review Matrix presented in *Appendix A*.

5. Objective Design Review

- a. *Appendix A* provides objective design review metrics that are intended to help developers and reviewers ensure that each project delivers the physical vision of this plan, and to add predictability and transparency to the review process. The metrics are weighted by importance, and are grouped by relevance to the VSSP principles.
- b. The Objective Design Review Matrix identifies a passing grade for each of these categories, as well as an overall passing grade.
- c. Applicants shall submit an Objective Design Review Worksheet along with the Project Application. This worksheet shall be adapted from the Objective Design Review Matrix in *Appendix A* of this Plan, and made publicly available for applicant download and use.

6. Terminology

- a. Block.** An area of land bounded by adjacent thoroughfares, railroads, or public open spaces.
- b. Connection, Primary.** A new public right of way through the superblock, which connects Bucknell Ave. to Indian Hill Blvd. Primary connections enable vehicular traffic in addition to pedestrian and bicycle traffic.
- c. Connection, Secondary.** A new public right of way which divides a large block defined by existing streets and by the Primary Connections. Secondary connections shall enable pedestrian traffic and may enable vehicular access.
- d. Private Frontage.** The area between the building façade and the front property line of a lot.
- e. Shopfront Frontage.** Frontage designed for retail or other active use. See **3.7.J.1**.
- f. Retail-Ready Frontage.** Frontage designed to accommodate future retail or other active use, but intended to be initially occupied by another use, typically office or residential. See **3.7.K**.
- g. Green Street.** The extension of Green St. through the superblock. This is the southerly required primary connection between Indian Hill Blvd. and Bucknell Ave., the alignment and trajectory of which is flexible. See **3.12**.
- h. New Santa Fe.** The northerly required primary connection between S. Indian Hill Blvd. and Bucknell Avenue, south of the Vortex building.
- i. Paseo.** A public open space type that provides through-block pedestrian connectivity. See **3.13.E**.
- j. Plaza.** A formal, publicly-accessible space with focused landscaping and hardscape for civic purposes and commercial activities, spatially defined by active building frontages on at least two sides. See **3.13.C**.
- k. Superblock.** The oversized block that is bounded by Burlington Northern & Santa Fe Railroad, S. Indian Hill Blvd., Arrow Hwy., and Bucknell Ave.

The following pages provide an illustrated guide, process and requirements for the VSSP Master Development Permit Process and the creation of a new village-scale environment in Village South.

3.2 Project Review

C. VSSP Master Development Permit Process

Figure 3.2-1 Primary Connections & Subareas (Alternative A)

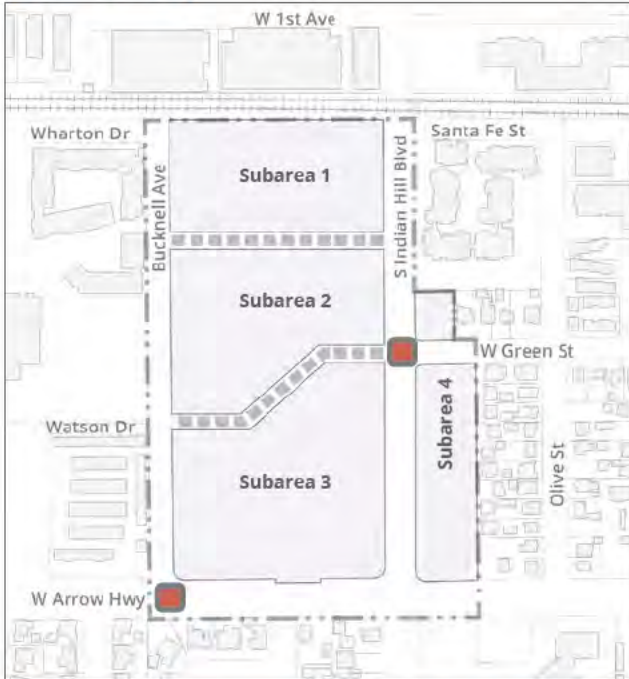
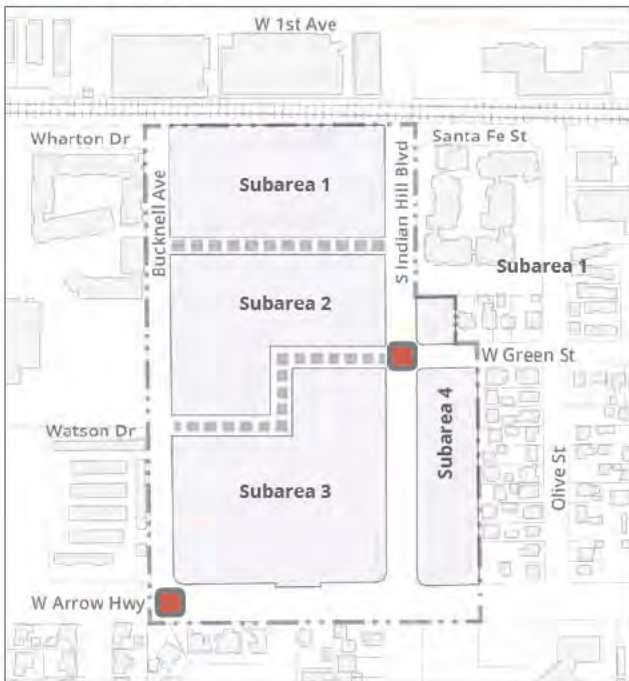


Figure 3.2-1 Primary Connections & Subareas (Alternative B)



Step 1 - Primary Connections & Subareas

To achieve the village-scale urbanism envisioned in **Chapters 1 & 2**, the Village South superblock must be divided into an interconnected network of village-scale blocks. To do so, new primary street connections between S. Indian Hill Boulevard and Bucknell Avenue are needed. While this plan stops short of designing these two connections, two acceptable alternative (A & B) are presented to show two likely designs.

Development Standards

Two new *primary connections* must be provided through the superblock, organizing it into 3 subareas. The following requirements apply:

- The southern primary connection extends Green Street through the superblock to Bucknell Avenue, and will include a new signalized intersection at Green Street and S. Indian Hill Boulevard.
- A second primary connection connecting Indian Hill Boulevard and Bucknell Avenue is required south of the historic Vortex building, and north of the new Green Street extension.
- Both primary connections must provide vehicular access with on-street parking.
- These two primary connections should be designed per the guidelines in **Section 3.12.E**.

Legend

- Primary Connection. See **3.12.E**
- Signalized Intersection.

Figure 3.2-II Required Secondary Connections (Alternative A)

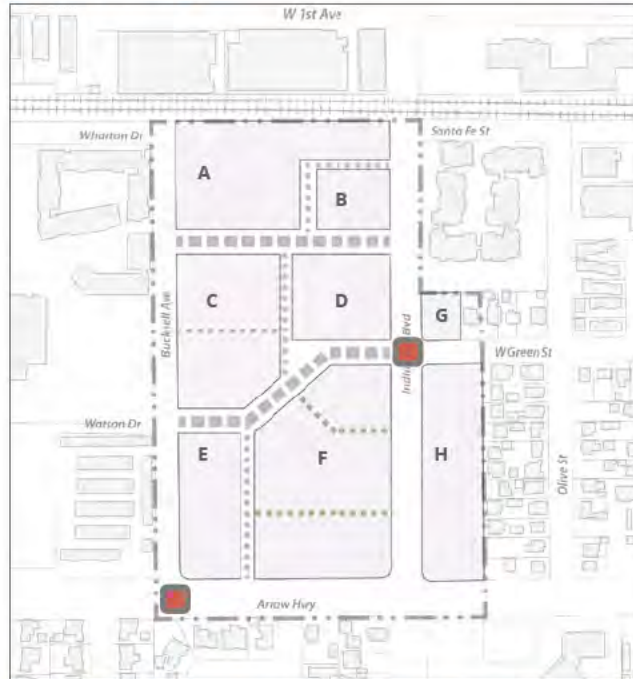
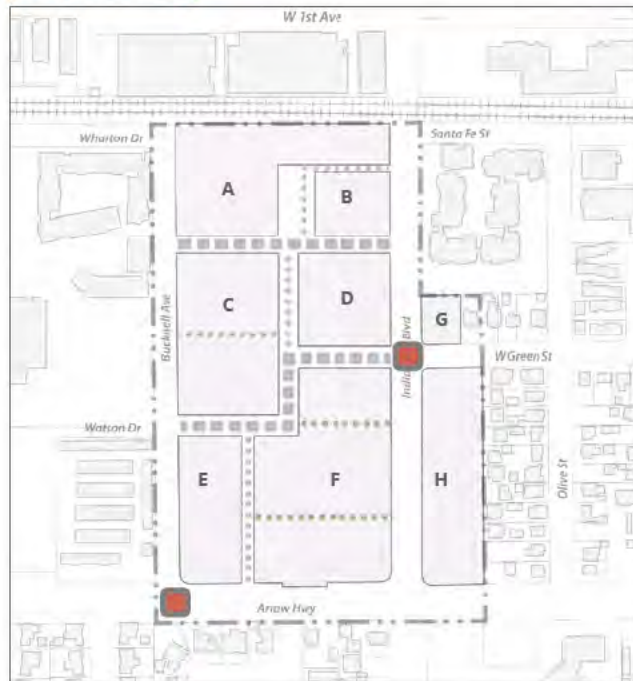


Figure 3.2-II Required Secondary Connections (Alternative B)



Step 2 - Secondary Connections & Village-Scale Blocks

Because the resulting subareas (from Step 1) are relatively large, they must further be subdivided into village-scale blocks that provide safe, comfortable pedestrian access.

Development Standards

New *secondary connections* must be provided in Subareas 1-3, resulting in the Village South superblock being subdivided into a minimum of 6 blocks (Blocks A-F in Figure 3.2-II).

The following requirements apply:

- **Subarea 1:** A new *secondary connection* must connect Indian Hill Boulevard to New Santa Fe Street around the historic Vortex building, to create Blocks A & B.
- **Subarea 2:** A new *secondary connection* must connect Green Street to New Santa Fe Street, to create Blocks C & D.
- **Subarea 3:** A new *secondary connection* must connect Arrow Highway to Green Street to create Blocks E & F.
- *Secondary connections* may take the form of paseos, plazas, and/or vehicular rights of way.
- All Blocks in the superblock (Blocks A-F) must comply with the maximum resulting block perimeters in **Table 3.4**.
- All connections should be designed per the guidelines in **Sections 3.12 & 13**.
- Additional connections are recommended and incentivized for Blocks C, and F. See **Section 3.2.B.5** and **Appendix A**. These may be in the form of paseos passages (**3.12.F.3 & 4**)

Legend

- ■ ■ ■ Primary Connection. See **3.12.E**
- - - - Secondary Connection. See **3.12.F & 3.13.E**
- - - - Additional Connection. See **3.12.F.3 & 4 & 3.12.F.4**
- ■ Signalized Intersection.

3.2 Project Review

C. VSSP Master Development Process (Continued)

Figure 3.2-III Public Open Space (Alternative A)



Figure 3.2-III Public Open Space (Alternative B)



Step 3 - Public Open Spaces

Intent

In addition to the network of primary and secondary streets, paseos, and passages, Village South's public realm network includes and is further shaped by a number of public, semi-public, and private open spaces to support events and social activities. The resulting public realm network will be of a character and quality comparable to the original Village.

Development Standards

At least 2 new *public open spaces* must be provided in the Village South superblock.

The following requirements apply:

- **Village South Plaza:** A 10,000 square foot public plaza is required in Subarea 1 or 2.
- **Vortex Paseo:** A new public paseo connection is required around the north and west sides of the Vortex building; the resulting space may be closed to traffic to function as a public plaza for special events (*See Section 3.13*).
- **Vortex Forecourt:** A new semi-public space (*courtyard, forecourt, private dining court*) of at least 2,000 square feet is required in front of the Vortex building between Indian Hill Boulevard and the historic east façade of the building. (*See Section 3.7*).
- All semi-public and private open spaces are subject to the Standards and Guidelines in *Section 3.7*.
- All public open spaces are subject to the standards & guidelines in *Section 3.13*.

Legend

- Primary Connection. See *3.12.E*
- Secondary Connection. See *3.12.F & 3.13.E*.
- Additional Connection. See *3.12.F.3 & 4 & 3.13.E*.
- Signalized Intersection.
- Open Space. See *3.8 & 3.13*.

Figure 3.2-IV Buildings & Frontages (Alternative A)



Figure 3.2-IV Buildings & Frontages (Alternative B)



Step 4 - Buildings & Active Frontages

Intent

Village South's public realm is shaped and activated by the careful placement of buildings with active ground-floor frontages.

Development Standards

New buildings are to be designed within the Village South block network resulting from Steps 1-3.

The following requirements apply:

- **Shopfront Required:** Where shown on *Figure 3.2-IV*, ground-floor shopfronts and active uses are required to be applied to the public-realm facing frontages of Blocks A, B, and D. See also *Section 3.4 (Regulating Plan)*, *Section 3.7 (Frontages)*, and *Section 3.10 (Allowed Uses)*.
- **Retail-Ready:** Where shown on *Figure 3.2-IV*, ground-floor spaces that can accommodate ground-floor commercial uses are incentivized. See also *Section 3.4 (Regulating Plan)*, and *Section 3.7.K (Retail-Ready Frontages)*.
- **All buildings:** are to be placed in such a way as to reinforce the Village South block structure and public realm network. See *Section 3.6* for additional building placement and massing standards.

Legend

- Primary Connection. See *3.12.E*
- Secondary Connection. See *3.12.F & 3.13.E*
- Signalized Intersection.
- Open Space. See *3.8 & 3.13*.
- Shopfront. See *3.7.I & 3.10*.
- Retail-Ready. See *3.7.I & 3.7.K*.

3.3 Preservation & Adaptive Reuse



A. Introduction & Intent

The City of Claremont has a rich history that is memorialized, in part, by its architecture. Dozens of historic structures still stand throughout the city, providing a tangible link to Claremont's economic, architectural and cultural history. The VSSP plan area contains several older structures, the most significant of which is the Vortex factory site. Portions of this site have been specifically designated for preservation and adaptive re-use through this plan. Several other structures, all originally built as residences are also identified as historic and should be treated as such, but are not designated for preservation. This means that these other structures may be adaptively reused, relocated, or properly recorded and demolished.

The 1928 Vortex building at 121 South Indian Hill Boulevard was initially built for the Vortex Manufacturing Company, which made air cleaners for agricultural equipment that was used in the Inland Valley's citrus industry. It has been continually occupied and operational by Vortex ever since.

The Garner Family - responsible for the construction of The Vortex Building - in addition to the iconic Garner House and Pauda Hills Theatre - played a significant role in the formation and heritage of Claremont, and it is recommended that heritage be preserved and celebrated in any future preservation/adaptive re-use of the Vortex Building.

The façade of the Vortex building is a wonderful example of 1920s Spanish Revival and is well situated to tie together the old and new parts of the village.

Based on archival research, which included a review of the Los Angeles County Assessor records, it was determined that the Plan Area contains 21 properties that were constructed in or before 1972. Eight of these properties contain buildings that have been deemed historically significant, and are therefore listed on Claremont's Register of Structures of Historic and Architectural Merit (City Register). These are one- and two story houses that were built in the 1910s, 1920s, and 1930s. A full description of these properties and the methodology used to assess them is available in the Environmental Impact Report (EIR).

B. Standards and Guidelines

General to All Existing Buildings on the City Register

Repair and maintenance activities are subject to the most current edition of the California Building Code (CBC). In cases where strict adherence to the CBC would result in any negative effect to the visual character of the building(s), the use of the most recent edition of the California Historical Building Code, or any appropriate alternative, may be utilized if authorized by the Building Official.

Prior to obtaining a building permit for any project that would modify a structure included on the City Register (see **Table 3.3**), the applicant of such project shall retain a qualified consultant to prepare a Historical Resource Documentation Report for the structure and shall demonstrate that all modifications will be designed and implemented in compliance with the Secretary of the Interior's Standards for Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (Weeks and Grimmer 1995) and/or the State Historical Building Code, as appropriate.

Prior to demolition of any structure deemed to be historic, the project applicant shall complete Historic American Building Survey (HABS) level documentation. The intent is to preserve an accurate record of historic property that can be used in research and other preservation activities. HABS documentation shall provide the appropriate level of visual documentation and written narrative based on the importance of the resource, as determined in consultation with Planning Division staff.



445 W. Arrow Highway was originally constructed for private residence in 1932. It was later expanded, and has since been converted to commercial use.



194 S. Indian Hill Blvd. is a single-family residence that was constructed in 1930. Its historical integrity is well-preserved, with very little modification.

3.3 Preservation & Adaptive Reuse

Figure 3.3-1 Vortex Building Site



(A) Primary Vortex Building (B) Bowstring Truss Buildings (C) Accessory Buildings

Vortex Building Reuse Criteria

The 3.6 acre Vortex site contains several structures - not all of which carry equal historic significance. Those labeled Accessory Buildings on **Figure 3.3-1** are dispensable and may be demolished without any *additional* review by the Architectural Commission. The two buildings labeled Bowstring Truss Buildings in **Figure 3.3-11** may be considered valuable in terms of potential for the adaptive reuse of their interiors.

1. Changes to the primary Vortex building should be designed to respect its distinctive exterior materials, features, and architectural style.
2. Care should be taken to preserve the north-, and especially the original east-facing façade. All existing openings (doors and windows) should remain, and any additional or restored openings should be consistent in materials and style.
3. Any work done to meet accessibility requirements and health and safety code requirements, or retrofitting measures to improve energy efficiency, should not change, obscure, damage, or destroy the character-defining materials or features of the building.
4. Maintenance of the industrial character of the building's interior is encouraged to pay tribute to the history of the building to future occupants. The existing high ceilings, exposed bowstring trusses, and large windows should all be incorporated into any interior enhancements.
5. All site landscaping around the preserved buildings, including plants, trees, walls, fences, lighting, or other features, should be integrated with, and complimentary to the preserved buildings. Care should be taken that all landscaping elements - especially lighting - enhance the aesthetic quality of the structures. Access to the structures should be conspicuous and intuitively accessible.

Figure 3.3-II All Other Historically Significant Buildings

- (A) 188 S. Indian Hill Boulevard
- (B) 194 S. Indian Hill Boulevard
- (C) 233 S. Indian Hill Boulevard
- (D) 253 S. Indian Hill Boulevard
- (E) 433 W. Arrow Highway
- (F) 445 W. Arrow Highway
- (G) 449 W. Arrow Highway
- (H) 471 W. Arrow Highway

All Other Historically Significant Buildings

All of the properties indicated on *Figure 3.3-II* are included in the City Register, and all but one are considered notable examples of their architectural style, appear to be in good condition, and do not appear to have been significantly modified. Therefore, the properties below are considered historical resources for the purposes of CEQA.

Projects that include any of the following properties, or propose new structures in proximity to any of the following properties, may be subject to heightened scrutiny regarding how the structures, if proposed to be preserved, are to be integrated and/or related to the new development. This review shall occur through the VSSP Master Development Permit process (MDP). The MDP process requires the completion of the Objective Design Review Matrix (*Appendix A*), which includes a consideration for (and therefore incentivizes) the preservation and adaptive reuse of these historic properties.



Part II

Development Standards & Guidelines

This Chapter consists of development standards and guidelines:

- 3.4 Regulating Plan
- 3.5 Building Height
- 3.6 Building Placement & Massing
- 3.7 Frontages
- 3.8 On-Site Open Space
- 3.9 Parking Areas and Facilities
- 3.10 Allowed Uses
- 3.11 Signage
- 3.12 Circulation Network
- 3.13 Public Open Space

3.4 Regulating Plan

A. Regulating Plan and VSSP Requirements

1. As a result of VSSP Master Development process defined in **Section 3.2.C**, an updated Village South Regulating Plan shall be established to replace the Regulating Plan in **Figure 3.4**.
2. The Village South Regulating Plan replaces all zones within the Plan Area. In their place are new land use regulations that are organized by means other than zones, which are shown in **Figure 3.4: Village South Regulating Plan** and described by topic throughout this chapter.
3. **Table 3.4** contains the requirements for the entire Plan Area. VSSP Master Developments must demonstrate compliance with all standards specific to the block(s) being developed. In cases where a project scope encompasses portions of one or more blocks, applicants shall demonstrate a contribution of any quotas proportional to the project scope to the satisfaction of the Architectural Review Commission.

Figure 3.4 Village South Regulating Plan

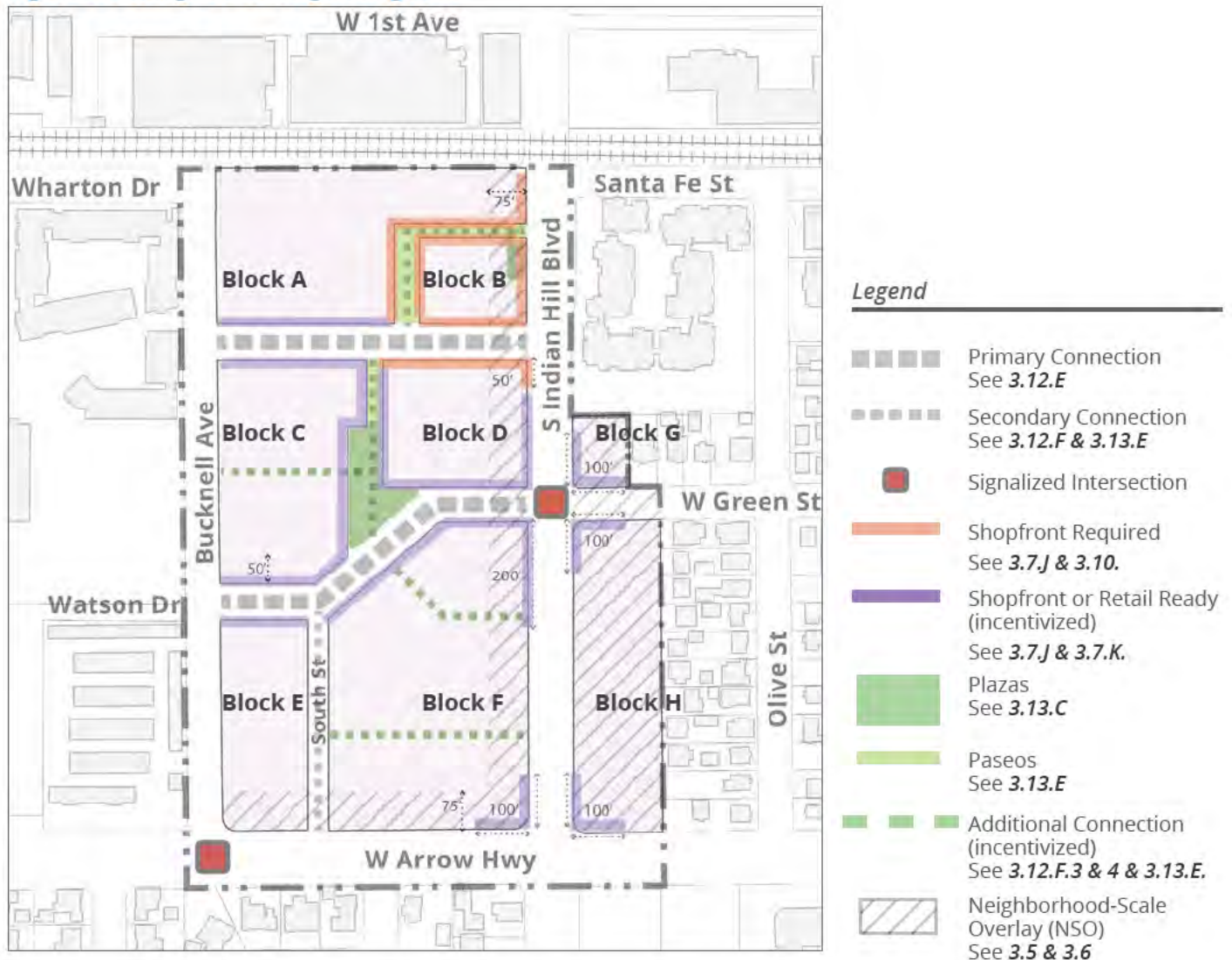


Table 3.4 VSSP Requirements by Block

Block	Perimeter ¹	Office	Shopfront Required 3.7	Retail-Ready ² 3.7.J	Open Space 3.13
A	Max 1,700	25k sf	<ul style="list-style-type: none"> All frontage on Indian Hill; All frontage on the Vortex paseo. 	All south-facing frontage that is not required to be Shopfront.	2k sf and 10k sf
B	Max 800		<ul style="list-style-type: none"> Entire block; Vortex building exempted from shopfront design standards (existing historic structure). 	NA	
C	Max 1,600	6k sf	NA	All frontage except on Bucknell Ave.	
D	Max 1,000		<ul style="list-style-type: none"> All north-facing frontage; East-facing frontage from corner of New Santa Fe southward 50'. 	All other block faces.	
E	Max 1,200	4k sf	NA	All north-facing frontage.	NA
F	Max 2,000		NA	<ul style="list-style-type: none"> All north-facing frontage; East-facing frontage from corner of Green southward 200'; 100' in each direction from southeast corner of block. 	NA
G	NA	NA	NA	100' in each direction on all street corners	NA
H	NA	NA	NA		NA

Notes

1 Block perimeter is measured in linear feet along property lines.

2 "Retail-Ready" refers to ground-floor spaces that are convertible to retail use, but used otherwise initially - most commonly as office or residential space. Façades may be set back 10' from the back of the sidewalk, frontages are in shopfront assemblies and patterns, and low walls create private dooryards. Retail-Ready ground floors are not required; rather, their utilization is incentivized in the locations described in this table and shown on *Figure 3.2*. See also *Section 3.7.K*.

Summary of Regulating Topics

Applicants proposing any new development should familiarize themselves with the vision for Village South, which is described and illustrated in Chapters 1 and 2. Because of the size of this specific plan, and the specificity of its physical vision, regulations related to land use and development are not grouped into zones but by other criteria. This code is organized by topic of regulation, and within each topic the applicable regulations are identified. Below is an overview of each topic and the applicability of the regulations within each. All permitting is subject to the administrative review requirements of Section 3.2.

Section 3.5
Page 82



Building Height

Height standards, which regulate not only the height of buildings, but also of the floor height above grade, the height of stories, and the footprint of upper stories, differ block-by-block. Additionally, two overlays in the Height Regulating Plan refine the requirements.

Section 3.6
Page 86



Building Placement & Massing

Placement & massing standards, which regulate building siting and façade compositions on long buildings, are regulated by location: front buildout requirements differ depending on ground-floor use (whether retail or residential for example), and which street they front on.

Section 3.7
Page 90



Frontages

Frontage standards regulate the building face and everything between that building face and the street or paseo that it fronts onto (if any). Design is to be calibrated to ensure mutually beneficial relationships between the private property and the public realm. This code differentiates between frontage elements on either side of the property line, and addresses the topics separately.

Section 3.8
Page 112



On-Site Open Space

On-site open space is the open-air space within, on top, or between buildings, that contribute to the physical form and character of the site and neighborhood. This section provides a vocabulary, standards, and guidelines for the provision of intentional, well-designed open spaces within and around private development.

Section 3.9
Page 120



Parking Areas & Facilities

Parking in Village South must be convenient and intuitive, but balanced with the vision for a comfortable walking environment, sustainable design, and small town charm. Parking standards apply to all development within the Plan Area.

Section 3.10
Page 124



Allowed Uses

The use regulations of this section are separated by the ground-floor retail environment and everywhere else. This is to maintain a vibrant retail district and to protect the active urban retail environment from dead uses. Therefore, use allowances are most restrictive where shopfronts are required.

Section 3.11
Page 132



Signage

All signage within Village South is to be human-scaled, and oriented to and intended for the pedestrian passersby. This section establishes the permitted signage types by general use categories (shopfront, retail ready, and residential) and provides specific standards according to sign type.

Section 3.12
Page 144



Circulation Network

The section includes guidelines for rights of way to generate a pedestrian-oriented environment that functions as, and feels like, an extension of Claremont Village. Retrofit plans have been created for each of the existing thoroughfares. Flexible guidelines have been created for the new connections within the superblock - both vehicular and not.

Section 3.13
Page 156



Public Open Space

This section establishes the standards for public open spaces based on the intended physical character through three types of spaces: Plaza, Green, and Paseo, which generally differ by function. Collectively with the rights of way, these spaces are intended form a comprehensive system of public open space.

3.5 Building Height

A. Intent

These standards are intended to ensure that a similar environment continues south along Indian Hill Blvd. from the original Village, while allowing greater building height in the northwest quadrant of the Plan Area. In addition to building height, the height standards also address the height of ground floors above the sidewalk, minimum ground story heights, and the maximum number of stories a building may contain.

B. Terminology

1. Unless otherwise noted, building height is measured per CMC 16.130.060(A); stories are calculated per CMC 16.130.060(C).

C. Applicability

1. All new buildings and additions are subject to the height standards of this section.
 - a. Site-wide standards in **Table 3.5.1** apply outside of the Neighborhood-Scale Overlay.
 - b. Neighborhood-Scale Overlay standards in **Table 3.5.1** apply within the Neighborhood -Scale Overlay.

D. Standards

1. **Applicable to all**
 - a. **Table 3.5.1** establishes the maximum number of stories allowed within each block. A footprint shall mean the entire area within the perimeter of the building, including courtyards and internal parking.
 - b. With the exception of façades along Bucknell Ave., portions of façades above 3 stories shall be recessed at least 6 feet behind the building's primary façades. Tower elements may be exempt from this requirement at the discretion of the Director.
 - b. Any building (or portion thereof) outside of the Height Overlay in excess of 3 stories requires a line-of-sight study and approval from the Architectural Commission. **See Table 3.2.A.**
 - c. For buildings greater than 150 feet in length that span an elevation change of 5 feet or more, the building height shall be recalculated per the requirements of CMC 16.130.060.A.1 for each 150-foot increment of building length.
 - d. **Tables 3.5.2.A** and **3.5.2.B** contain additional height standards for all parcels in the VSSP.

2. TOD Height Overlay.

- a. The Height overlay extends 275 feet eastward from Bucknell Ave., and shall be additionally formed by the final alignments of the Green St. and South St. rights of way as shown in **Figure 3.5.1**.
- b. Buildings, or portions of buildings within the TOD Height Overlay may reach a height of 5 stories, subject to the limits provided in **Table 3.5.1**. and shall not be subject to the requirement of **3.5.D.1.c**.

3. Neighborhood-Scale Overlay.

- a. Buildings fronting on Indian Hill Blvd. or Arrow Hwy. shall have a maximum height 2 stories (as defined in **Tables 3.5.2.A & B**) within the first 75 feet from said rights of way. The Architectural Commission may approve limited 3rd story components (35 feet maximum height). **See Table 3.5.1.**
- b. Buildings in Blocks G and H may not exceed a height of 2 stories within 50 feet of eastern property lines.

E. Exceptions

1. In addition to upper floor massing, the Architectural Commission may approve the following elements above the height limits, upon the finding that such elements are compatible with surrounding development and will not create a visually offensive view from the street or neighboring properties.
 - a. Penthouses or roof structures for the housing of elevators, stairways, tanks, equipment required to operate and maintain the building or similar structures and architectural details.
 - b. Common spaces and associated architectural elements that are intended to activate the rooftop.

-  TOD Height Overlay
See 3.5.D.2
-  Neighborhood Scale Overlay
See 3.5.D.3

Figure 3.5.1 Height Regulating Plan



Table 3.5.1 Maximum Stories by Subarea

Block	Site-wide ¹	Neighborhood-scale Overlay ¹
A	4th floor: 100% of footprint 5th floor: 35% of footprint	3rd floor: 100% of footprint within NSO
B	2nd floor: 100% of footprint 3rd floor: 35% of footprint	3rd floor: 100% of footprint within NSO ²
C	4th floor: 100% of footprint 5th floor: 35% of footprint	NA
D	3rd floor: 100% of footprint 4th floor: 60% of footprint	3rd floor: 85% of footprint within NSO
E	3rd floor: 100% of footprint 4th floor: 35% of footprint	3rd floor: 50% of footprint within NSO
F	3rd floor: 100% of footprint 4th floor: 50% of footprint	3rd floor: 25% of footprint within NSO
G	NA	3rd floor not allowed
H	NA	3rd floor: 25% of footprint within NSO; 50% of footprint within NSO where "Shopfront or Retail Ready" is shown on Figure 3.4

Notes

- ¹ Projects outside of the TOD Height Overlay which include any building height above 3 stories are subject to Architectural Review. See Table 3.2.
- ² Vortex Building is included in calculation.

3.5 Building Height

Figure 3.5.2.A Heights for Buildings with Residential Ground Floors

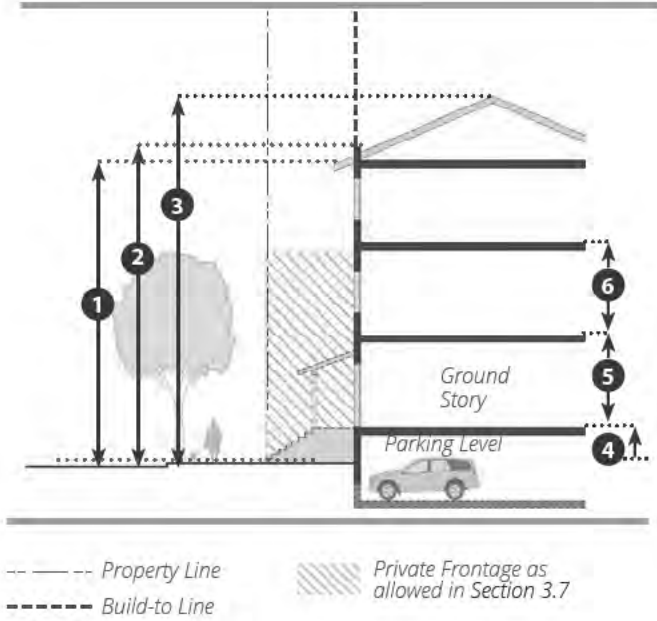


Table 3.5.2.A Heights for Buildings with Residential Ground Floors

	Stories			
	2	3	4	5
1 To eave (max)	24'	36'	45'	60'
2 To top of parapet of flat roof (max)	28'	40'	49'	64'
3 To top of pitched roof (max)	32'	44'	53'	68'
4 Ground floor above grade (max) ¹		4'		
5 Ground floor height (min floor to floor)		10'		
6 Upper floor story height (min floor to floor)		10'		

Notes

1 Average of each unit; front-most rooms only

Figure 3.5.2.B Heights for Buildings with Commercial or Retail-Ready Ground Floors

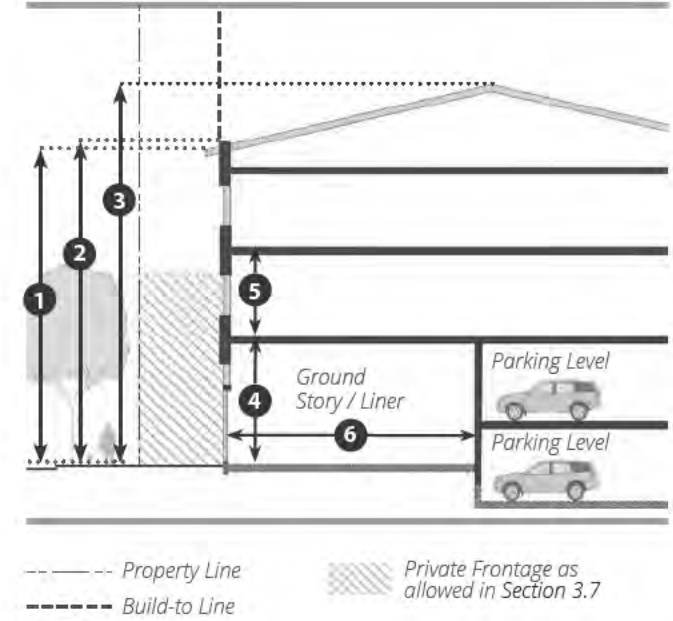


Table 3.5.2.B Heights for Buildings with Commercial or Retail-Ready Ground Floors

	Stories			
	2	3	4	5
1 To eave (max)	25.5'	37'	48.5'	60'
2 To top of parapet of flat roof (max)	29.5'	41'	52.5'	64'
3 To top of pitched roof (max)	32'	45'	56.5'	68'
4 Ground floor height (min floor to floor)		12' ¹		
5 Upper floor story height (min floor to floor)		10'		
6 Liner depth (min)		24'		

Notes

1 Average along building length.

3.6 Building Placement & Massing

A. Introduction

Because buildings are what frame the public realm, it is crucial that there is an appropriate relationship between the building façade(s) and the immediate environment. Poor massing and positioning can result in buildings that feel imposing, look bloated, or otherwise out of context. These building placement and massing standards, therefore, prescribe minimum façade buildout, and contain requirements so that large buildings create the impression of a finer-grained urban fabric. The intent of these standards is to generate an environment of active pedestrian streets and other open spaces with a comfortable sense of enclosure, and to ensure the right amount of privacy or exposure for any given context.

B. Terms & Measurements

1. All placement and massing standards are measured from property lines. If a property or portion of a property is developed without a subdivision, site lines shall be drawn to demonstrate compliance with the dimensional requirements of this section that relate to property lines and right of way dimensions. In such cases, property lines shall be considered synonymous with site lines.
2. Primary building is the largest building on a lot that accommodates the primary use of the site.
3. Primary entry is a building entrance that is intended to serve as a common ingress/egress for all or some units, or provides access directly into a unit. It may be in the form of a shared entrance to a building lobby, a zaguan leading to a semi-private court, or a private front door. See **3.7.G.2.b**.
4. Building / Streetwall Length is the direct, linear distance that spans the entirety of the building in any direction.
5. Build-to Area is the specified area (a linear band) parallel to a lot line, public right-of way or public open space, within which a required percentage of the building façade must be placed.
6. Buildout is the required percentage of the façade of a building that is required to fall within the build-to area.
7. The front of a property shall be considered any property line (or portion thereof) abutting a street or public open space.
8. The interior side of a property shall be considered the property line that is shared with a neighboring property when there is no public open space between the two.

9. The rear of a property shall be considered the property line that is opposite, most distant from, and most parallel to the front property line. Through-lots will have no rear property line.

C. Applicability

1. All new primary buildings are subject to the placement and massing standards of this section. **Table 3.6** applies to buildings or portions thereof, with standards differing by block and overlay.

D. Standards

1. **Buildings Orientation.** All primary buildings shall front directly onto a street, paseo, or public open space. Any property side which abuts a street, paseo, or public open space shall be subject to the Frontages standards of **Section 3.7**. A primary entry to a building shall not be provided from a drive aisle, fire lane, alley, or parking area.
2. **Unit Orientation.** Ground floor units may be accessed directly from the sidewalk, or may be accessed from internal hallways, passages, paseos, or courts which are accessed from the sidewalk through the building's primary entry. No unit shall contain a primary entry on a drive aisle, fire lane, alley, or parking area.
3. **Intersection Visibility.** The standards of CMC § 16.130.050 shall apply to new buildings on corner lots, except that the lines used to measure the visibility triangle shall be the edges of vehicular rights of way rather than the property lines.
4. **Placement**
 - a. **Build-to Requirement.** The façade of all new principal buildings must fall within the required build-to area for the percentage specified in **Table 3.6** of wherever the lot abuts a street, paseo, or public open space.
 - b. **Setbacks.** All buildings on a lot shall respect the required setbacks of **Table 3.6** for all side and rear property lines.
 - c. **Permitted Setback Encroachments.** Frontage elements allowed in **Section 3.7.J, K, & L** may encroach past the build-to area per the standards of the applicable section.

- 5. Massing.** All building faces that satisfy the buildout requirement for front property lines shall be subject to the placement and massing standards of **Table 3.6**.
- a. Building/Streetwall Length.** Refers to the length of continuous building façade along a public right-of-way or public open space (also referred to as the streetwall). Assembled compositions shall be spaced per the Building Separation (Streetwall Break) requirements in **Table 3.6**. Within the NSO, building length shall refer only to the portion of building that falls within the NSO.
- b. Major Massing Increment.** Building façades longer than 75 feet shall be organized into smaller village-scale masses, referred to Major Massing Increments. The following additional standards apply:
- i.** All Major Massing Increments must be vertically articulated - providing either a change in the number of stories or a substantial differentiation in roof or parapet/cornice height (at least 3 feet).
 - ii.** Within the NSO, each Major Massing Increment should also be differentiated through architectural design variation, reinforcing a pattern of individual, village-scale buildings.
- Additional major massing articulation techniques are encouraged; variations that generate habitable spaces (building entries, passages, terraces, balconies, etc.) through physical massing breaks and recessions are preferred.
- c. Façade Increment.** All building façades are encouraged to be further articulated into visually-distinguishable increments of approximately 25-35 feet, consistent with the historic pattern of Claremont Village. This may be accomplished through one or more of the following techniques:
- i.** Vertical articulation: a change in the number of stories or a substantial differentiation in roof or parapet/cornice height of at least 3 feet.
 - ii.** Organization of fenestration patterns: ground floor shopfronts, lobbies, units or other entries (whether residential or commercial) with groupings of windows aligned and stacked above. Fenestration patterns on façade increments wider than 20 ft should be organized into multiple bays.
 - iii.** Architectural projections: application of architectural elements (i.e. articulated pilasters, balconies, ornamental balconettes, awnings, etc.) onto the building façade.
 - iv.** Architectural recessions: application of recessed architectural elements (i.e. recessed balcony or loggia, covered passage, recessed shopfront, etc.) into the building façade.
 - v.** A substantial change in materials and/or architectural composition (change in color does not satisfy this requirement);
 - vi.** Any other differentiation that meets the intent of the standard to the satisfaction of the Director.

E. Exceptions

- 1. Exceptions to Buildout Requirement (3.6.D.4.a).** The following elements are allowed exceptions to buildout requirement and may provide a recession from building façades:
- a.** Forecourts. See **Sections 3.7.H, 3.7.J.6, and Section 3.8.C**.
 - b.** Up to 10 feet (depth) of ground floor recess for a recessed entry, arcade, or gallery.
 - c.** Major massing breaks, in compliance with **Table 3.6**.
 - d.** Ground-floor recessions when part of a Frontage Variation. See **Section 3.7**.
 - e.** On-site private open spaces, subject to the standards and guidelines in **Sections 3.7.H and 3.8**.
 - f.** Paseo entrances subject to the standards and guidelines in **Section 3.13.E**.
 - g.** Chamfered or rounded corners, only to the extent required to comply with Intersection Visibility (**3.6.D.3**).
 - h.** Chamfered corners beyond that which is required to comply with Intersection Visibility (**3.6.D.3**), provided a primary entrance or stairway is located on the chamfered corner.
 - i.** The width of exterior stairways and associated landing areas.
 - j.** The frontage of a surface parking lot and associated access, subject to the standards in **Section 3.9**.
 - k.** Driveway to rear parking subject to the standards in **Section 3.9**.

3.6 Building Placement & Massing

Figure 3.6 Building Placement Regulating Plan



- Neighborhood-Scale Overlay (NSO)
- NSO Building Footprints (example only)
- Building Footprints (example only)
- Parking Structure (example only)
- Podium level (example only)

Notes

1 The Building Placement Regulating Plan will be updated as upon issuance of each VSSP Master Development Permit. While the block structure and street alignments of the updated Plan may differ from what is shown in **Figure 3.6**, the standards of this section remain applicable.

Table 3.6 Building Placement & Massing Standards

Placement	Within NSO ¹		Outside of NSO	
	Blocks B, D	Blocks E, F, G, H	Blocks B, D, E, F	Blocks A, C
1 Build-to Area (by frontage)				
Shopfront	0'-15'	0'-15'	0' - 4'	0' - 4'
Retail Ready	0'-15' ²	0'-15' ²	0' - 10' ²	0' - 10' ²
Other Nonresidential	10'-15'	10'-15'	0' - 10'	0' - 10'
Residential	10'-15'	10'-15'	10' - 15'	10' - 15'
2 Buildout Percentage (min)	100%	100%	100%	100%
3 Interior Side Setback	10'	10'	10'	10'
4 Rear Setback (min)				
Principal Building	5'	5'	5'	5'
Massing				
A Building / Streetwall Length (max)	150'	75'	150'	no max ³
B Major Massing Increment (max)	75'	75'	75'	75'
C Building Separation (Streetwall Break)	15' wide by depth of NSO	15' wide by building depth	15' wide by building / liner depth	NA
D Façade Increment (max)	35'	35'	35'	35'

Notes

- 1 Applicable only to frontage on S. Indian Hill Blvd and Arrow Hwy. Frontage within the NSO but on other streets may comply with the "Outside of NSO" build-to standards.
- 2 Residential ground floor units must maintain a front setback of 10'.
- 3 Building / Streetwall Length in Blocks A and C may be "block form" - extending the length of the block on all sides.

Figure 3.6-I Massing & Placement (Outside of Neighborhood-Scale Overlay)

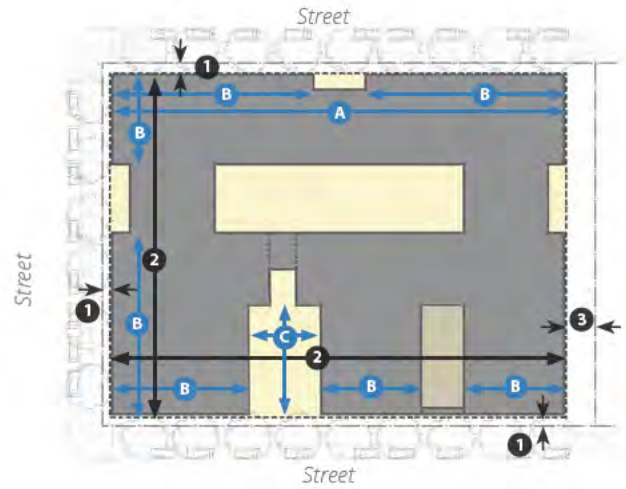


Figure 3.6-II Neighborhood-Scale Overlay Massing & Placement (Blocks B,D)

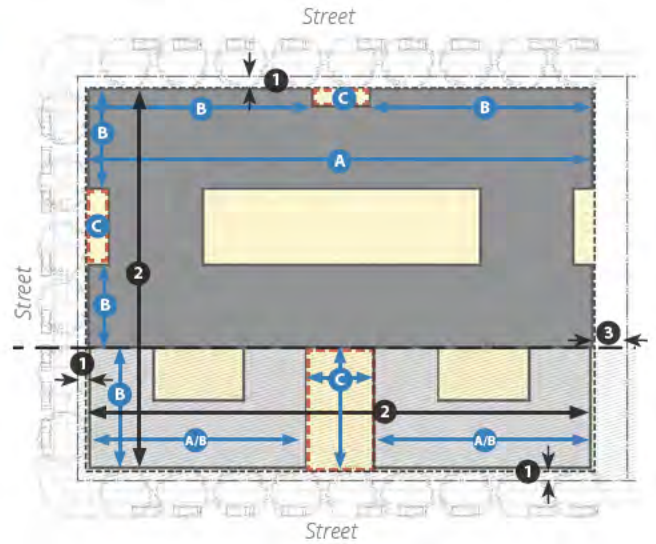
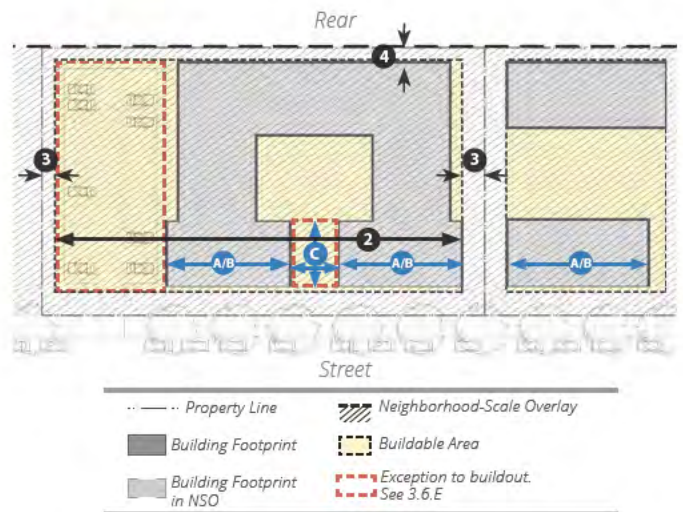


Figure 3.6-III Neighborhood-Scale Overlay Massing & Placement (Blocks E,F,G,H)



3.7 Frontages

A. Defined

The ground-floor building face and everything between that building face and travel lanes (if any) is defined as Frontage. This Code differentiates between Private Frontage and Public Frontage, but contains standards and guidelines for both. Private frontage occurs in the space within private property, but also is used to describe the way in which the ground floor of a building engages with the public realm. Public frontage occurs within the public right of way and determines how the public realm is utilized and occupied.

B. Intent

Village South is to be an active, pedestrian-oriented urban environment that is comfortable to navigate by foot, bicycle, or any mode of vehicular transit. As such, careful attention must be given to the space between buildings, (the public realm). Frontage design should be calibrated according to the ground-floor use (Commercial or Residential) to provide a mutually beneficial relationship between the private and public realms. This section seeks to ensure that public realm improvements contribute to the character of Village South as envisioned in *Chapter 2* of this Plan.

C. Applicability

All new buildings fronting the public right of way or any public open space are subject to the standards and guidelines of this section. Retail Ready Overlay standards in *Section 3.7.K* apply to projects seeking to provide additional flexible ground floor frontages that are convertible to retail. (See *Appendix A - Objective Design Review Matrix*)

D. Public Frontage Composition

Private and public frontages should relate to one another harmoniously so that the transition from the public to private realm is appropriate for the ground-floor context.

- 1. Commercial Ground Floors & Shopfront Overlay.** The success of commercial enterprises depend on their exposure to and convenient access from the street. Therefore in the Shopfront Overlay, and wherever any other retail environments occur within the VSSP, buildings have high ceilings, little-to-no setbacks, visible interiors, and comfortable, expansive pedestrian areas in front. This includes the sidewalk, a paved and usable buffer zone, and a curbside zone that, depending on the context, may provide needed parking or loading space, street trees for shade, and/or additional outdoor dining/recreational space in the form of parklets.
- 2. Permanently Residential Ground Floors.** In contrast to commercial environments, buildings with residential units on the ground floor require a different set of frontage characteristics. To provide an acceptable level of privacy while still maintaining an urban form, residential units should be set back from the public right of way and raised. Stoops, terraces, dooryards, or porches (see *Section 3.7.L*) are desirable and effective in creating a comfortable transition from the private to public realm. With less pedestrian activity than a commercial environment would demand, sidewalks may be narrower, and buffer zones (where provided) are more appropriately landscaped.
- 3. Retail-Ready Ground Floors.** Wherever Retail-Ready ground floors are provided (see *Section 3.7.K*), the public frontage arrangements should correspond with the ground-floor use. Where non-active commercial uses occupy the ground floor, hardscape (pavement/pavers and landscape planters) may be appropriate in the Landscape and Furnishing Zone, whereas where residential uses occupy the ground floor, a landscaped parkway is more appropriate (see *Section 3.7.F*). Residential ground floor units are set back to maintain privacy, but are at grade and have high ceilings to be able to easily convert to commercial units. Dooryards are usually provided to increase residential privacy, but should either be modified or removed by future commercial tenants at the time the space transitions.

Figure 3.7.D.1 Commercial Ground Floor



Figure 3.7.D.2 Residential Ground Floor

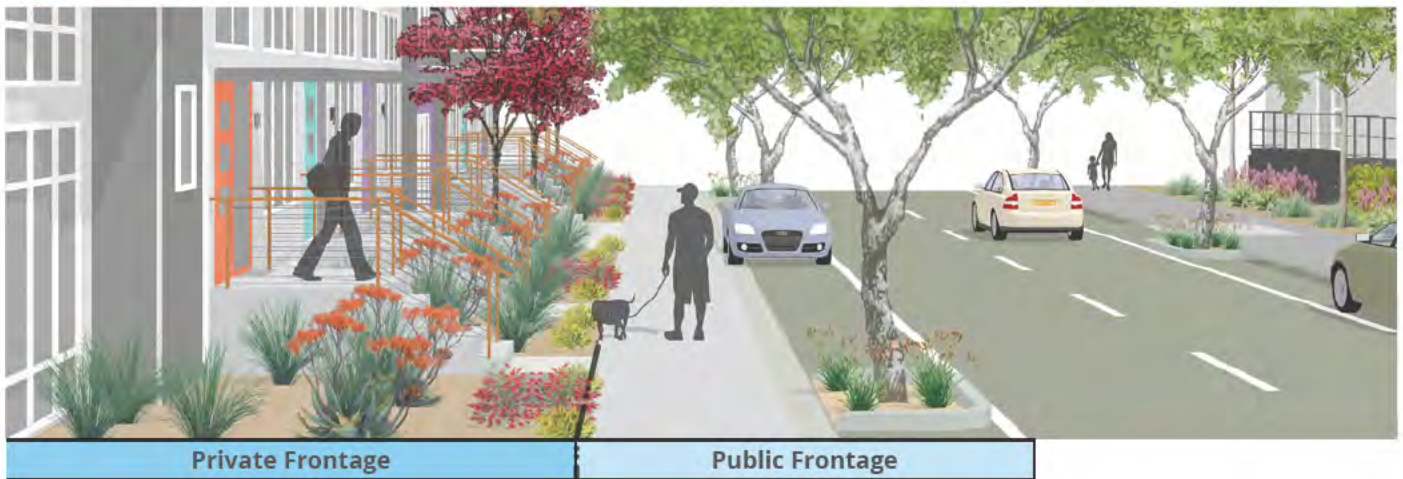
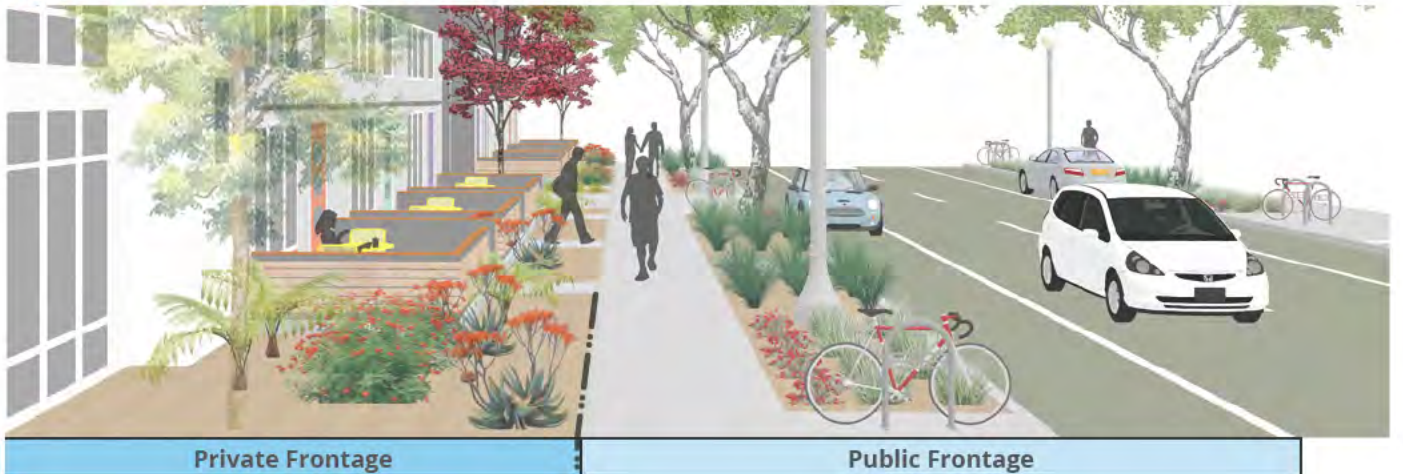


Figure 3.7.D.3 Retail-Ready Ground Floor



3.7 Frontages

E. Public Frontage Elements

- 1. Landscaping.** Specific standards and guidelines regarding allowed tree types and locations, and all other landscaping in the public realm are found in CMC Chapter 12.26 and *Section 3.14 - Architectural & Landscape Guidelines*.
 - a.** For additional shade and street enclosure, corner bulb-outs and parking lane planters are recommended at intervals of 150 feet along block faces, and on corners.
 - b.** Open planters that allow stormwater capture are encouraged.
- 2. Street Furniture.** Sidewalk benches, where provided, should either be located adjacent to the building facing out, or in the Landscaping/Furniture Zone of the Public Frontage, in pairs facing each other.
- 3. Lighting.** Lights shall be located at midpoints between street trees. Outdoor light fixtures shall be pedestrian-oriented and limited to 15 feet in height, except where additional, taller lights are required for roadway safety.
- 4. On-street Parking.**
 - a.** Street parking should be restricted within approximately 40 feet of any vehicular intersection, measured from the outer edge of the nearest travel lane.
 - b.** Diagonal parking configurations are recommended on commercial streets where additional on-street parking is beneficial.
- 5. Passenger Loading.** Where applicable, passenger loading zones may take the place of on-street parking.
- 6. Curb Paint.** Where deemed necessary by the City Engineer or Fire Marshal to restrict curbside parking, every effort shall be made to identify such section by means other than paint.
- 7. Parking Lane Planters.** As shown in *Section 3.12*, planters are proposed in some parking lanes. Where they occur, they shall extend 7 feet from the curb face and be placed at specified intervals. Each planter shall provide an allowed street tree (see City of Claremont Designated Street Tree List). Using bioswales in conjunction with appropriate planters allows for a wide range of infiltration opportunities. Permeable surfaces in private parking lanes are encouraged. Materials for permeable areas include spaced concrete pavers and decomposed granite. The permeable pavement areas should be located adjacent to planter bioswales and infiltration areas when possible.
- 8. Bicycle Parking.** Space for bicycle parking may occur either on the landscape/furniture zone or the curbside flex zone. In the case of bike parking on the curbside flex zone, protection for bicyclists and bikes should be provided from the adjacent travel lane.
- 9. Ramp alignment.** Sidewalk ramps shall be aligned with the direction of sidewalks and crosswalks.
- 10. Gutter Lines.** These should be located between parking and travel lanes for an improved pedestrian environment.
- 11. Wayfinding.** The City shall expand its existing system of wayfinding signs to guide pedestrians, cyclists, and drivers to points of interest throughout Village South.



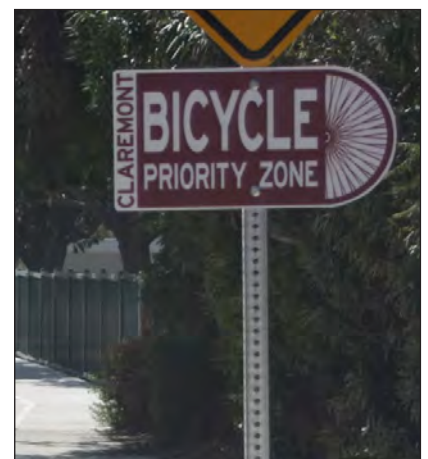
The public frontage can be populated by bike parking, trees, and restaurant furniture while maintaining pedestrian passage.



In areas with less commercial use and less pedestrian traffic, more of the public frontage may be dedicated to landscaping.



This sidewalk dining area is located within the Landscape/Furniture Zone, designed around a canopy tree to shade the space.



Wayfinding signs, from left to right: pedestrian wayfinding directory; driver wayfinding and parking sign; bicycle priority sign.

3.7 Frontages

F. Public Frontage Zones

1. **Layout of the Zones.** Public Frontages consist of the 3 following zones:

a. **Pedestrian Zone.** This zone is the pedestrian pathway. A minimum 5-foot wide portion of this zone is dedicated to pedestrian circulation and should be kept clear of any obstructions, including driveway ramps (see **Table 3.7.F**). In commercial environments, a Special Outdoor Use Permit and/or encroachment permit may be issued for businesses to use any portion of the pedestrian zone space directly in front of their property line that is in excess of the minimum width for outdoor dining, merchandising, or other use subject to the requirements of CMC Chapter 16.330.

b. **Parkway Zone.** This zone extends from the outer edge of the pedestrian zone to the curb face (or equivalent), and is a dedicated space for streetscape furnishings, landscaping, and bicycle parking, and serves as a buffer between pedestrian activity and car traffic. When vehicle parking is provided adjacent to the Parkway Zone, every effort should be made to provide a 2 foot buffer adjacent to the curb clear of any obstructions to allow for car doors to open or for bumper overhang for angled parking. The landscaping/furnishing of this space should be calibrated to the predominant ground-floor use of the fronting buildings:

i. **Commercial Frontages.** (See **Figure 3.7.F.1.b.i**) This zone should be mostly hardscape, and well-furnished with benches, bicycle racks, tree wells, street lighting, and may include outdoor dining and other similar amenities. Pervious paving materials are encouraged.

ii. **Residential Frontages.** (See **Figure 3.7.F.1.b.ii**) This zone should be mostly landscaped via continuous parkways, with occasional hardscape breaks for pedestrian crossing / access to parked vehicles (about every 50 feet).

c. **Curbside Flex Zone.** This zone extends from the street curb to the first travel or bicycle lane, and is flexible in use and programming based on evolving needs, including curbside parking, loading, landscaping, stormwater management, and parklets.

2. **Calibrating the Zones.** To accomplish the intent outlined in **Section 3.7.B**, these zones shall be calibrated to the nature of the street. For example, trees are placed in the curbside flex zone in some sections to allow more space in the pedestrian and landscape/furniture zones. This is especially useful around ground floor commercial uses, whose activity can spill out into the public realm. **Figure 3.7.F.1.b.i** shows how the landscape/furniture zone and curbside flex zone can be used for additional restaurant seating (in the form of a parklet). This brings more exposure to the commercial activity and creates a seamless transition between public and private realms. In a residential area, this strategy can be enacted with a landscaped parklet.



Frontages in a commercial environment with clearly articulated pedestrian and landscape/furniture zones, as well as outdoor dining in the private frontage area.



Frontages in a commercial environment with clearly articulated pedestrian, landscape/furniture, and curbside flex zones.

Table 3.7.F Public Frontage Zones

Public Frontage Zone	Recommended Width		Recommended Elements
	Commercial Ground Floor	Residential Ground Floor	
Pedestrian Zone	8'	6'	<i>Should be free of obstructions, including driveway ramps</i>
Parkway Zone	8'	8'	<i>Should include street furniture, landscaping, lighting, signage, bike parking, street trees</i>
Curbside Flex Zone	8'	8'	<i>May include parking (bikes or cars), passenger loading zones, stormwater management, parklets, street trees</i>

Figure 3.7.F.1.b.i Commercial Ground Floor



Figure 3.7.F.1.b.ii Residential Ground Floor



3.7 Frontages

G. Frontage Standards

- 1. Applicability.** Frontage standards pertain to the façade of buildings that front or side onto a street or open space, and the space between the façade and property line. The following standards apply to all private frontages of new buildings, with the exception of parking structures. Standards for parking structures are in **Section 3.9**.
- 2. Building Access.**
 - a.** A primary entry shall be provided for every 50 feet of façade along the Shopfront Required frontages as depicted on **Figure 3.7.I** and where ground floors are built as Retail Ready units as described in **Section 3.7.K**; a primary entry shall be provided for every 75 feet of façade that abuts a street or public open space elsewhere. Even spacing is not required.
 - b.** Primary entries must be provided through one of the Frontage Variations described in **Sections 3.7.J, K, & L**, or through a courtyard, paseo, passage, or other semi-public space that extends the public realm network into a site, as described in **Section 3.7.H**.
 - c.** External stairways and entrances on chamfered corners satisfy the primary entrance requirement; fire exit, service, utility, and similar doors do not.



An example of how simple, planar façades can be elegantly designed.

- 3. Building Fenestration.** All façades fronting or siding on a street or public open space must be articulated by frequent openings organized in attractive patterns.
 - a. Design.**
 - i.** Except for shopfront and bay windows, individual windows must be recessed by a minimum of 4 inches, as measured from exterior primary wall plane to glass.
 - ii.** Frequency. The horizontal distance between openings shall not exceed 10 feet.
 - iii.** Glass transparency. All ground-floor windows must have an external reflectance of less than 15%, and a transparency higher than 80%.
 - b. Façade coverage.** The following minimum areas prescribe the required percentage of glass area within any 50-foot increment of façade. The ground floor is the entire façade area from floor to ceiling; upper floors refers to the entire façade area from the floor of the second floor to the top plate of the top floor.
 - i.** Ground floor shopfront and any nonresidential or retail-ready space elsewhere: 60% - 90%. Sills of windows satisfying this requirement may be no higher than 2.5 feet above adjacent interior finished floor.



The streetscapes of Village South should prioritize pedestrian comfort.

- ii. Ground-floor residential units - 20%. Sills of windows satisfying this requirement may be no higher than 3 feet above adjacent interior finished floor, or 6 feet above the average sidewalk grade, whichever is lower.
 - iii. Upper floors (any use) - 30% - 70%.
- 4. **Floor plan.** For ground-floor nonresidential uses, the most active, public rooms shall be grouped at the front. For ground-floor dwelling units, public rooms such as living rooms, dining rooms, and kitchens, shall be grouped at the front.
- 5. **Fences and walls.**
 - a. **General.** Unless otherwise permitted within this chapter, fences and walls - whether freestanding or supportive of a structure - may not exceed 3.5 feet in height from lowest adjacent grade between any building and street or public open space. Fences and site walls may reach 6 feet from adjacent grade anywhere else on the property. Additional fence heights may be permitted at the discretion of the Director through the City's Minor Exception Permit process as detailed in CMC Chapters 16.312. See *Table 3.1.F*.
 - b. **Materials.** Unfinished concrete block and chain link are prohibited within 15' of any street or public open space. Barbed wire is prohibited.
 - c. **Specific to surface parking lots.** (see *Section 3.9*).
 - i. Any portion of a surface parking lot adjacent to a street should be limited to one parking bay in width and screened by a wall not exceeding 4 feet in height, and behind a landscaped setback of at least 2 feet. Walls should be interrupted only for vehicular and pedestrian access & visibility.
 - ii. Architectural features, such as pergolas may frame pedestrian entrances, and should not exceed a height of 8 feet or width of 5 feet; pergolas forming vehicular entries may be allowed at the discretion of the director.
- 6. **Clutter.** All utilities, above-ground equipment, and trash containers should be located in the internal side or rear of the lot - preferably in the alley. Rooftop equipment screening should be an integral element of building architecture.



To ensure that an environment is interesting to walk through, commercial ground floors must have frequent doors and clear and ample fenestration.



A forecourt is a good exception to the buildout requirement. Low walls can provide the appropriate amount of privacy while allowing visual interest from either side of the property line to the other side.

3.7 Frontages

H. Extensions of the Public Realm into a Site.

1. Description & Intent

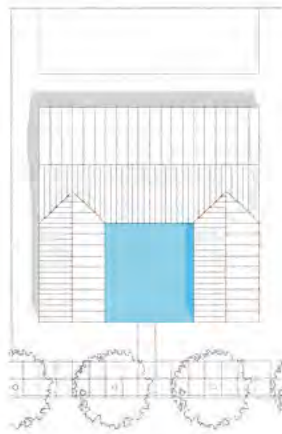
In general, all buildings and ground-floor units are required to take direct access from the adjacent right-of-way (street or public open space).

Alternatively, buildings and ground-floor units may take this primary access from private or semi-private spaces that function as extensions of the public realm into a site. These spaces may take the form of forecourts, internal courtyards, paseos, or passages, and function as semi-private transitions between fully-public and fully-private spaces. Further guidance on proper size, configuration, and character of these spaces is provided in **Section 3.8**.

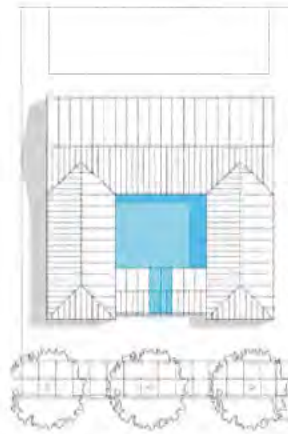


A residential courtyard that extends the public realm into the site, which provides access to individual units. In this example, no units receive direct access from the street/sidewalk.

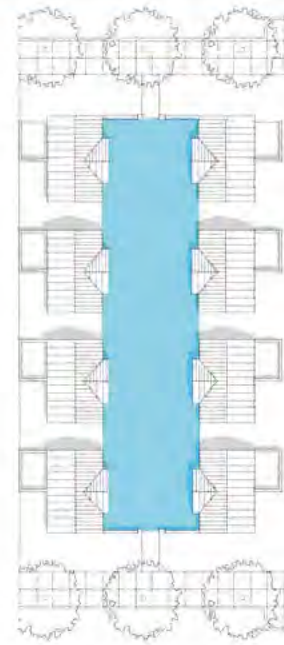
Figure 3.7.H Public Realm Extension Variations



Forecourts abut and receive direct access from the public right of way.



Internal Courtyards are accessed from the public right of way via a Common Entry such as a Passage, Paseo, Zaguán, or internal corridor.



Passages, Paseos and Rosewalks abut and receive direct access from the public right of way; connect through blocks, creating a non-vehicular link between public rights of way.

2. Guidelines for Extensions of the Public Realm

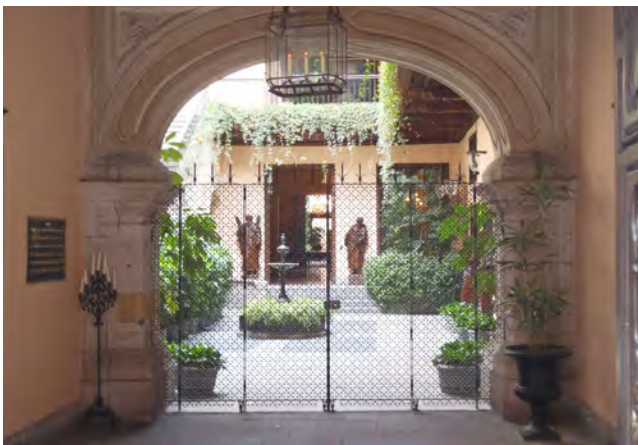
- a. **Access into the Site.** Public realm extensions provide access to dwellings from within the lot rather than from the street.
- b. **"Semi-Private" Spaces:** These spaces may allow public access or they may limit access to residents to create a more private space. However, these spaces are intended to be only *semi-private* - which means that they should remain visible from the public realm, and activate the public realm via the regular coming and going of residents and visitors.
- c. **Access through the Block.** Public realm extensions can also provide connections through blocks. This can be accomplished with a paseo or through a sequence of courts and paseos linking together through the block. Where a non-vehicular paths are used to meet connectivity requirements (see *Section 3.2 and Appendix A*), full and unrestricted public access must be provided through the route.
- d. **Amenities.** Public realm extensions can also double as amenity space, and should be designed and furnished as such. They can serve as spaces for gathering, play, and can include fountains and another amenities.
- e. **Private frontage.** Where primary building or unit access is via the public realm extension variations described in this section, the frontages described in *Section 3.7.J,K and/or L* must also be utilized.



A sequence of courts and paseos can create a non-vehicular connection through blocks and larger sites.



Amenities such as water fountains can greatly add to the quality and comfort of courts.



A zaguán provides access from the public realm to a private courtyard.

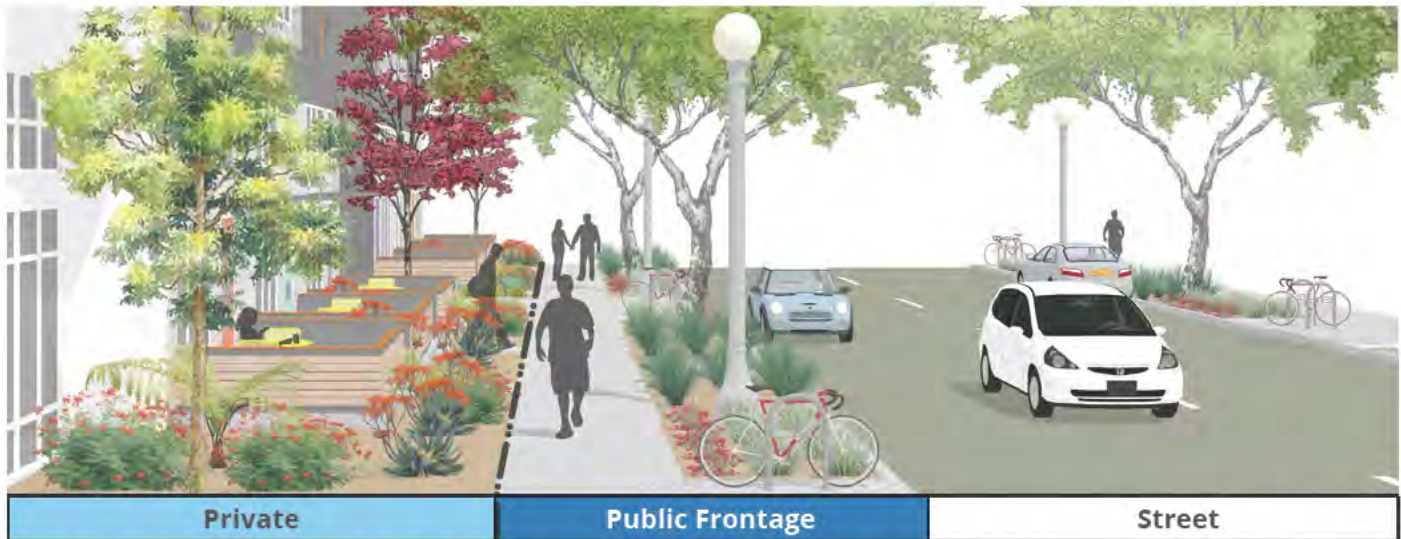


This court functions as an outdoor room while providing access to multiple buildings and units.

3.7 Frontages

I. Frontage Elements

- 1. Intent.** These variations represent a variety of ways that building façades relate to - and engage with - the public realm in traditional urban environments. The intent is that frontage elements are appropriately scaled, and contribute to the intended character of Village South's urban environment. As such, all building frontages should provide comfortable and natural transitions between the public and private realm. This requires careful calibration of public and private frontages to the specific needs of ground floor uses; (appropriate privacy for public-fronting residential spaces, and appropriate exposure for ground-floor commercial spaces) balanced with the intent for an active and safe public realm environment in Village South.
- 2. Applicability.** Depending on the intended ground floor use and the associated regulations, some of the frontage elements covered in this section may be appropriate, while others will not. Wherever each frontage element occurs, the guidelines specific to that element apply.
- 3. Frontage Regulating Plan.** In some areas of the plan, Shopfront frontage elements are required and Retail Ready frontage is incentivized. See *Figure 3.7.I* and *Table 3.7.I* for the locations of these standards.
 - a. Shopfront Frontage.** 80% of the façade satisfying the buildout requirement must be composed of shopfront assemblies per the guidelines in *Section 3.7.J*.
 - b. Retail Ready.** Providing Retail Ready frontage elements merits points in the Objective Design Review Matrix. See *Section 3.7.K* and *Appendix A*.



A Dooryard can provide flexibility with regard to ground-floor use, allowing "Retail Ready" spaces to transition from residential to commercial based on market forces (See Section 3.7.K).



A forecourt is an exception to the buildout requirement. Low walls can provide an appropriate amount of privacy while also providing needed visibility into and out of the space.

Figure 3.7.I Frontage Regulating Plan

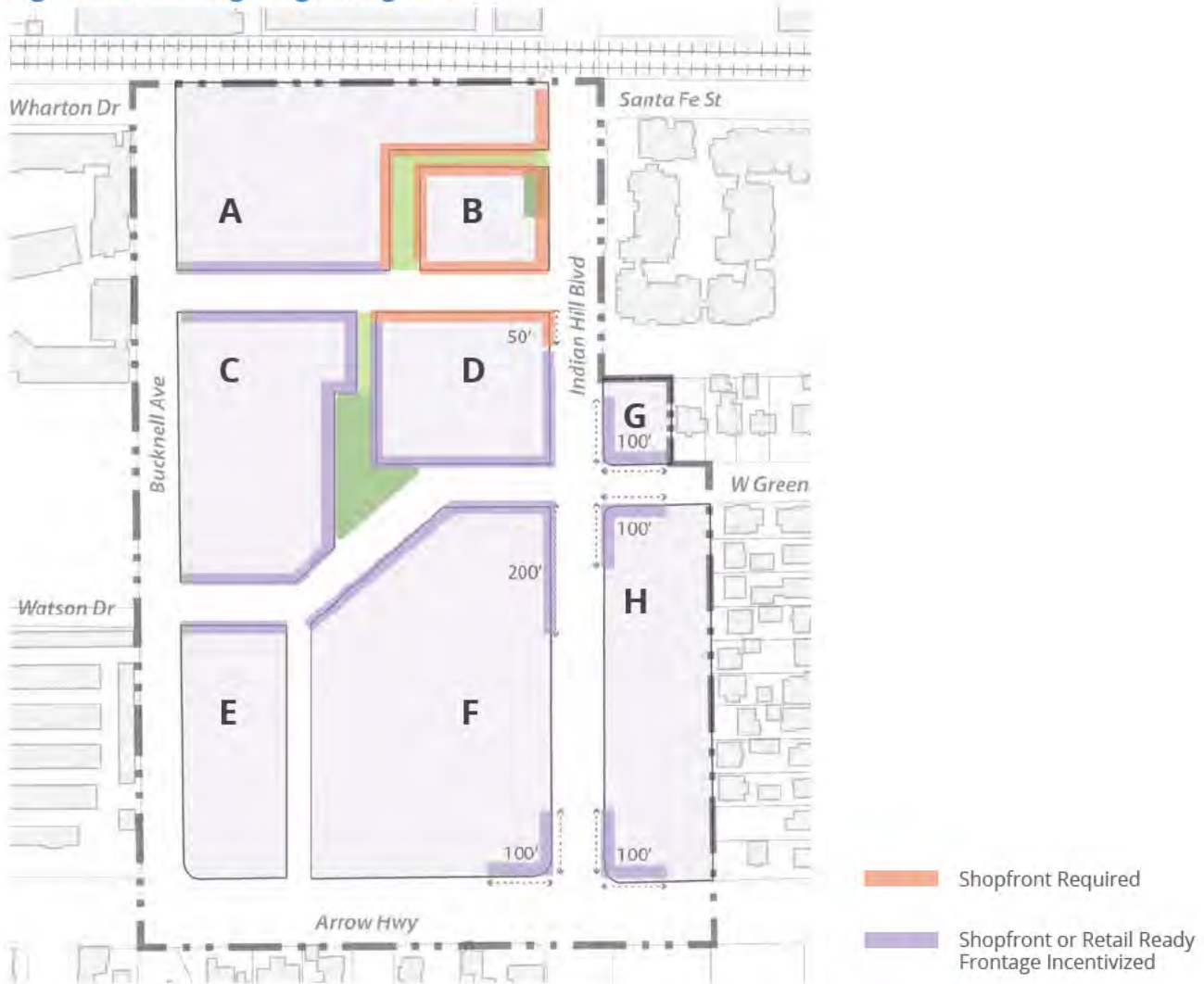


Table 3.7.I Frontage Regulating Standards

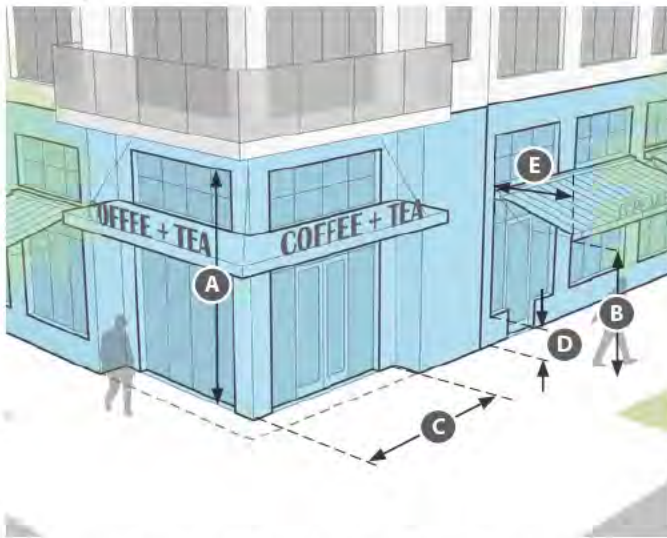
	Specifications
Shopfront Required • (see 3.7.J)	<ul style="list-style-type: none"> • Block A: All frontage on Indian Hill Blvd; All frontage on the Vortex paseo. • Block B: Entire block, Vortex building exempted from shopfront design standards (existing historic structure). • Block C: none required • Block D: All north-facing frontage; East-facing frontage from corner of New Santa Fe southward 100'. • Block E: None required. • Block F: None required. • Blocks G & H: None required.
Shopfront or Retail Ready frontage (optional: see 3.7.K)	<ul style="list-style-type: none"> • Block A: All south-facing frontage that is not required to be shopfront. • Block B: none. • Block C: All frontage except on Bucknell Ave. • Block D: All block faces that are not required to be Shopfront. • Block E: All north-facing frontage. • Block F: All north-facing frontage; East-facing frontage from corner of Green southward 200'; 100' in each direction from southeast corner of block. • Blocks G & H: 100' in each direction on all street corners.

3.7 Frontages

J. Commercial Frontage Variations

The shopfront provides a direct and active interface with the public realm and is intended to be the predominant commercial frontage type in Village South. It can be recessed or combined with arcades, galleries, or any of the other variations described in this Section.

1. Shopfront



The basic form of a shopfront is a large opening in the façade with large clear windows, doors with glass, transom windows, and a solid shopfront base.

Design Guidelines	Min	Max
A Height to top of transom	12'	18'
B Height to bottom of canopy/awning	8'	10'
C Width of each shopfront bay	-	35'
D Height of shopfront base	0'	3.5'
E Awning/canopy Depth	5'	-
Fenestration ¹ per bay	60%	90%

Additional Notes:

- Façades should be divided into bays, each of which contains its own coherent assembly between piers. An entrance is not required in each bay.
- Awnings and canopies (not required) may encroach upon the right-of-way up to 2' from the curb. ²
- Street-adjacent walls should not exceed ten linear feet without openings.
- See additional Guidelines in **Section 3.14**.

2. Recessed Shopfront



A recessed shopfront allows for covered semi-public space for dining or other activities.

Design Guidelines	Min	Max
A Depth of recessed area	-	20'
B Height to bottom of opening	8'	-
C Width of recessed area	6'	25'

Additional Notes:

- All shopfront guidelines (**Section 3.7.J.1**) apply.

Notes

- 1 Fenestration refers to the glass/glazed opening between 2 and 12 feet above sidewalk.
- 2 Requires approval of an Encroachment Permit from City Engineering Division.

3. Arcade



An arcade is a façade with a ground floor colonnade that supports the upper stories of the building. Arcades provide shade, glare control, and weather protection.

Design Guidelines	Min	Max
A Height (sidewalk to ceiling)	12'	-
B Depth (façade to interior column)	10'	16'
C Setback from edge of curb	2'	-

Additional Notes:

- Column height should be between four and five times the column width.
- Column spacing should correspond to shopfront piers to the extent possible.
- Arcades should only be utilized in combination with shopfronts.

4. Gallery



A gallery is a ground-floor colonnade that supports a shed roof or a deck that covers the sidewalk. Galleries provide shade, glare control and weather protection.

Design Guidelines	Min	Max
A Height (sidewalk to ceiling)	12'	-
B Depth (façade to interior column)	10'	16'
C Setback from edge of curb	2'	3'

Additional Notes:

- Column spacing should correspond to shopfront piers to the extent possible.
- Galleries should only be utilized in combination with shopfronts.

3.7 Frontages

J. Commercial Frontage Variations (Continued)

5. Common Entry



A common entrance is a doorway to a lobby that provides access to upper-floor units or other large nonresidential space.

Design Guidelines	Min	Max
A Height to top of transom	10'	20'
B Height to bottom of canopy/awning	8'	-
C Awning/Canopy Depth	4'	-
Entryway recess	1'	20'

Additional Notes:

- Common entries should be locally symmetrical (see *Local Symmetry* in **Section 3.15: Glossary**).

6. Forecourt/courtyard



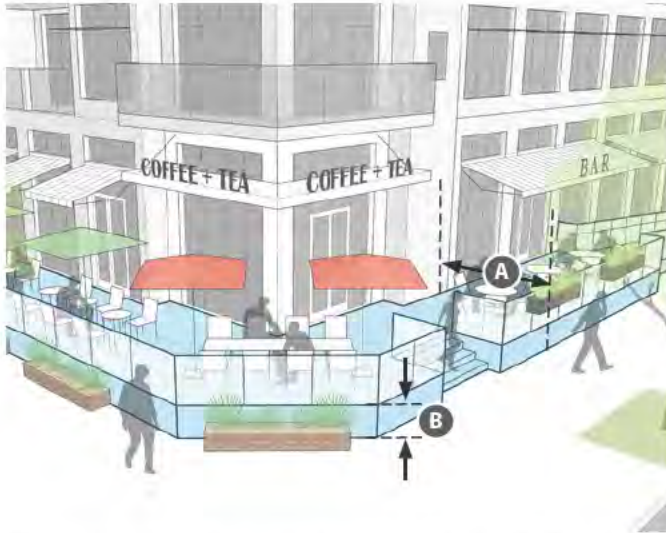
A forecourt is an extension of the public realm into the private property. The building fronts onto and receives access from this space.

Design Guidelines	Min	Max
A Width of court area	20'	-
B Depth of court area	30'	-

Additional Notes:

- A forecourt should be defined on three sides by buildings, unless located on a corner lot, in which case it shall be defined on two sides. One of these sides may be a neighboring building.
- Solid enclosing walls should not exceed 3.5 feet in height from the lowest adjacent grade. Entryway pergolas may exceed this height limit.
- Buildings with courts and ground-floor commercial uses may be enclosed during non-business hours.
- Frontage elements and exterior stairways should not encroach into the required 20' x 30' area.

7. Terrace



8. Dooryard



These are areas adjacent to the ground floor of a façade that is enclosed by a low wall or fence. They may be at grade or raised, depending on the height of the ground floor of the building. Commercial terraces must comply with American Disabilities Act requirements, and may not be feasible in many contexts.

Design Guidelines		Min	Max
A	Depth, clear	8'	-
B	Finish level above sidewalk	-	3.5'
	Distance between stairways	-	50'
	Length of terrace	-	150'
	Between edge of landing and front property line	1'	-

Additional Notes:

- Terraces not providing direct access to the public open space or right of way are allowed.
- Enclosing wall or railing may not exceed 3.5' in height from supporting surface; any wall or fence which exceeds 5 feet from sidewalk should not be solid.

Design Guidelines		Min	Max
A	Depth, clear	8'	-
B	Finish level above sidewalk	At grade	
	Length of dooryard	1 per unit	
	Between edge of landing and front property line	1'	-

Additional Notes:

- Enclosures should not exceed 3.5 feet in height from the lowest adjacent grade.
- Office units may provide landscaping with no walls in lieu of dooryards (20% of units max per project).

3.7 Frontages

K. Retail-Ready Frontages

- 1. Applicability.** The standards of this section apply to projects seeking to provide additional flexible ground floors that are convertible to retail space. (See **Appendix A - Objective Design Review Matrix**).
- 2. Requirements.** To be eligible to receive relevant points per the Objective Design Review Matrix, ground floors must be either built to the standards of a Shopfront (**3.7.J.1**), or per the Retail Ready standards of this section where indicated as Retail-Ready on **Figure 3.7.I**.
- 3. Retail Ready: General.** Retail-Ready ground floors must be contiguous with Shopfront or other Retail-Ready frontages. Every effort should be made for the Shopfront or Retail Ready environment to occur on both sides of the street.
- 4. Retail Ready: Private Frontage. (Figure 3.7.K.a).** 80% of the ground-floor façade satisfying the buildout requirement must contain Dooryards, be arranged into Shopfront assemblies per **Section 3.7.J.1**, and designed for future conversion to retail occupancy. In addition to the Private Frontage standards of **Section 3.7.G**, the following standards also apply:
 - The front setback shall be exactly 10 feet for any residential unit(s).
 - Future conversion to ADA-compliant retail/service use shall not be precluded by the design.
 - Ground floor story height shall be 12' or more, as measured from finished floor to floor.
- 5. Retail Ready: Public Frontage. (Figure 3.7.K.b).** In addition to the Public Frontage standards of **Section 3.7.D, E, & F**, the following guidelines apply:
 - Public frontage arrangements should correspond with the ground-floor use. Where non-active commercial uses occupy the ground floor, a mix of landscaped and hardscaped parkway is appropriate, whereas where residential uses occupy the ground floor, a softscaped parkway is more appropriate.
 - The Pedestrian Zone (sidewalks) should always be at least 8' clear (see **Section 3.7.F.1.a**).
- 6. Retail Ready: Uses.** Prior to conversion, ground floor space may be only occupied by the uses listed in Column 'B' of **Table 3.10**. Upon conversion to retail space, ground floor space may only be occupied by the uses listed in Column 'A' of **Table 3.10**.

Figure 3.7.K.a Private Frontage: Retail-Ready Ground Floors

Retail Ready ground floors are constructed with the built-in flexibility to transform into more active pedestrian environments if and when it becomes economically viable for that environment to expand. Up until that point these units may be occupied with residential or office space. The principle characteristics that make this possible are the traditional rhythm of shopfront bays, ADA compliance, and ground-floor height.



Figure 3.7.K.b Public Frontage: Retail-Ready Environment

A conversion from a residential to a commercial unit should include modifications outside of the building as well:

- Private dooryards or landscaping should be repurposed for either additional sidewalk space or for active ground floor uses, such as outdoor dining or merchandise display.
- The landscaped parkway should be infilled with pervious pavers or some other hardscape to provide additional sidewalk width (for street furnishing, sidewalk dining, passenger loading, etc.) in support of the new, more active use.



While functioning as a residential frontage, low walls / dooryards provide privacy (see 3.7.J.8), and the parkways are predominantly softscape.



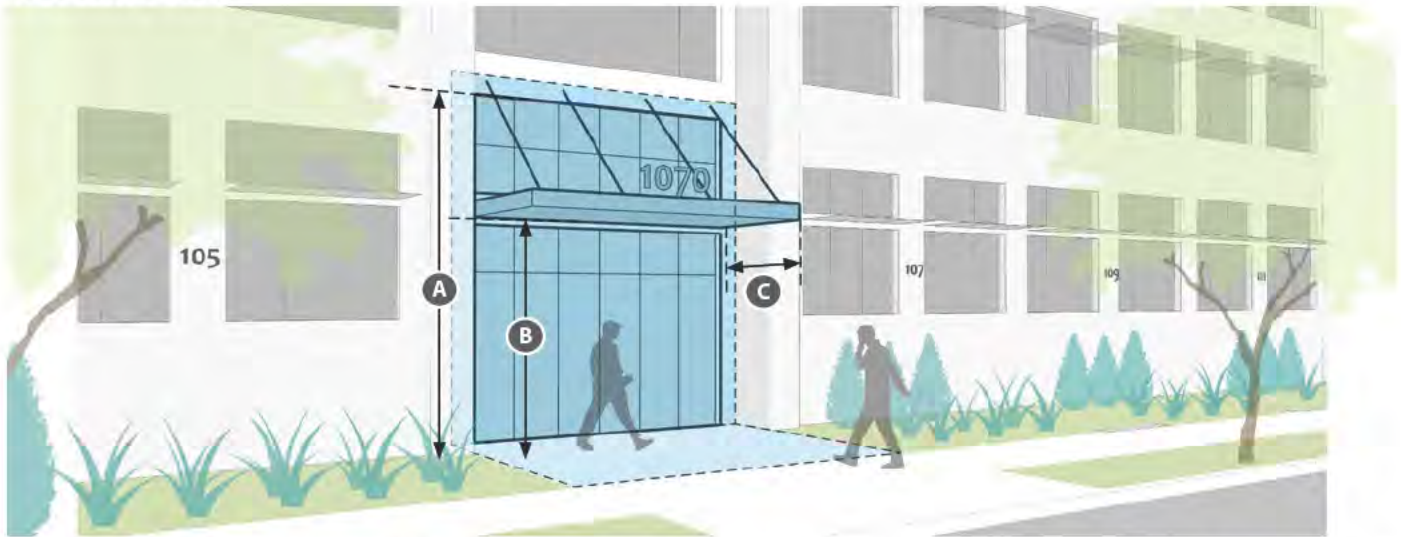
Once the ground floor use has been converted to retail use, private dooryards are either converted into commercial dooryards (through the removal of a private gate, for example), or completely removed and replaced with paving to provide a widened sidewalk.

3.7 Frontages

L. Residential Frontage Variations

This section provides design guidelines for common residential frontage variations. The intent of all building frontages in Village South is to create active and welcoming ground floor environments that facilitate regular interactions between neighbors, and transition well between the public space of the street and the private space behind building façades. While the Common Entry to a lobby or court, and (direct-entry) Stoop are likely to be the predominant frontages in Village South, other variations may be appropriate so long as they balance the need for privacy of the residential unit with the activation and safety (eyes on the street) intended for Village South's public realm. These Other Variations are described on the following spread.

1. Common Entry



A common entrance is an entryway to a lobby or court that provides interior access to units. They may be at grade or raised, solid, or open. What matters most is that they are conspicuous from the street, and draw the eye as a focal point of the façade. They should be tall, wide, and welcoming. Framing elements in the form of windows, columns, and/or large potted plants can help.

Design Guidelines		Min	Max
A	Height to top of transom	10'	25'
B	Height to bottom of canopy	8'	-
C	Awning/Canopy Depth	4'	2' from curb
	Distance between entry and back of sidewalk	8'	20'
	Exterior gathering area (does not include public R.O.W.)	150sf	-

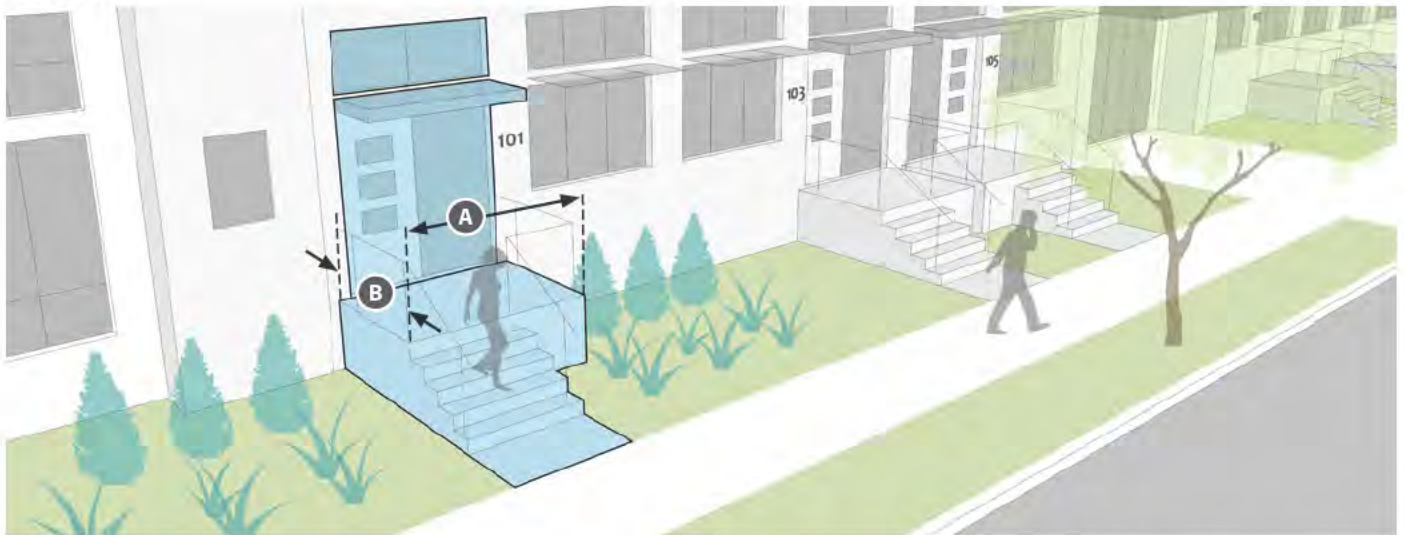
Additional Notes:

- Common entries should be clearly visible, should be designed as a visual focal-point of the ground-floor façade, and should include awnings/canopies to provide shelter for guests awaiting entry.
- Outdoor spaces associated with common entries may be elevated or at sidewalk grade, accessed by stairs, and may be bracketed by a low landscape walls or hedges.



Common entrances are conspicuous and welcoming.

2. Stoop



Stoops are small and simple landings which lead directly from the right of way to an elevated building entrance. A regular rhythm of ground-floor entrances make for an building frontage that is pleasant to walk along, as each occupant can personalize their stoop in a slightly different way. The frequency of doors and windows - and the associated regular activities - gives the public realm a sense of ownership, making for an environment that feels safe and comfortable.

Design Guidelines		Min	Max
A	Stoop width	per CBC	10'
B	Stoop depth (not including stairs)	4'	6'
	Planter/fence height	-	3'
	Entry Recession depth	0.5'	6'
	Between edge of landing and front property line	1'	-

Additional Notes:

- Enclosing walls or fencing should not exceed 3.5' in height from supporting surface; gates are prohibited.
- The exterior stairway may be perpendicular or parallel to the adjacent sidewalk. When parallel to the sidewalk, landscape of at least one foot should be provided between the side of stair/stoop and the sidewalk.
- Landscaping should be provided in the residential setback area.



Recessed stoop with primary entry perpendicular to the street for added privacy.

3.7 Frontages

L. Residential Frontage Variations (Continued)

3. Other Variations

Other semi-private frontages in the form of terraces, porches, loggias, or enclosed yards / dooryards may be desirable amenities for occupants while *also* contributing to the quality of the ground floor environment of the street.

There are key design details that allow these types of frontages to balance these needs well, specifically, the space must be visible enough from the sidewalk for natural and regular social interactions and for natural and consistent surveillance of the street (eyes on the street). Equally important, the space must be separated enough from the sidewalk (in depth and/or height), and enclosed enough, for its users to feel comfortable using the space.

These frontages may provide direct access into the units or simply be for semi-private open space for the occupants of the ground floor units. In either case, they can create transitional public to private spaces, while creating interesting and comfortable ground floor environments.

The following guidelines apply to specific residential frontage variations:

Specific to Terraces/Porches/Loggias:

- On buildings where units are accessed via a Common Entry and internal court or corridor, terraces, porch or loggia can be used as semi-private spaces, and do not need to provide direct access to units from the public right of way or open space. All Building Access standards (See Section 3.7.G.2) still apply with regard to frequency of Primary Entries.
- Each unit which takes direct access from the public open space or right of way via a terrace, porch or loggia should contain its own stairs to the sidewalk.
- Potted or in-ground landscaping should always be provided in the space between the sidewalk and the terrace, porch or loggia.

Specific to Enclosed Yard Walls & Fences:

- Walls or fencing that enclose private spaces should generally not exceed 3.5' in height from supporting surface; any wall or fence which exceeds 5 feet from sidewalk grade should not be solid.
- In-ground landscaping should be provided in the space between the sidewalk and the yard wall/fence.



Residential dooryards can provide semi-private outdoor space to ground floor units in less trafficked areas.



Porch frontages behind enclosed residential yards.



Porch frontages behind residential dooryards.



Rendering of residential dooryards along Green Street.



Semi-private terraces on a multi-family residential building.



Semi-private terraces on a multi-family residential building.

3.8 On-Site Open Space

A. Introduction

On-site open space – the open-air space within, on top, or between buildings – contributes to the physical form and character of an individual building as well as for an entire block and neighborhood. These spaces range from private (yards and balconies) to semi-private (courtyards and roof decks). In addition, passages can be used to provide open space that links to sides of a block while creating new building addresses and frontages.

At the scale of the Village South Specific Plan, open space requirements are met by generous amounts of public open space (see **Section 3.13**) and semi-private open space. At least one method of providing semi-private open space is encouraged per development project in the Plan Area. There is no requirement for private open space per dwelling unit.

B. Guidelines

1. At-grade open space should be directly accessible and easily visible from the adjacent ground floor.
2. Buildings adjacent to semi-private open spaces (with the exception of those adjacent to passages) should front onto the open space. Façades must be designed per **Section 3.7.G**.
3. **Landscape Materials**
 - a. New or modified landscape and irrigation should comply with the following:
 - i. Turf should not exceed 30 percent of the landscape areas in residential developments.
 - ii. Paving materials should be decorative and complementary to the main building design.
 - b. New landscapes must comply with state and City requirements for Water Efficient Landscapes.
4. **Landscape on Private lots**
 - a. **Green screen.** Landscape should be used to soften walls and fences and provide a green screen, where appropriate, between commercial buildings and adjacent residential properties.
 - b. **Stair treads.** Exterior stair risers and treads should be constructed of durable and permanent materials and in a manner that is consistent with the design of the rest of the building.

5. Irrigation. Permanent and automatic irrigation systems is to be provided for all landscaped areas per the City's Water Efficient Landscaping Ordinance.

6. Climate mitigation. Trees, shrubs, hedges, and deciduous vines should be used to minimize solar heat gain during the summer and maximize heat gain during the winter.

7. Sustainable Stormwater Management

a. Ground water recharging and stormwater runoff limits are to be facilitated on all parts of new building sites. Possible strategies include:

i. Rain gardens and vegetated bioswales that convey and infiltrate rainwater.

ii. Pervious pavement that allows stormwater to infiltrate directly into the ground. Acceptable permeable surfaces include pervious concrete, pervious pavers, decomposed granite, and gravel.

iii. Underground catchment/percolation devices.

8. Site Lighting

a. Lighting. Lighting levels must be in compliance with CMC Section 16.154.030 - Outdoor Lighting and Glare.

b. Shielding. Site lighting should be shielded by permanent attachments to light fixtures so that light sources are not visible from a public way and to prevent off-site glare.

c. Extent. Site lighting includes illumination of parking areas, buildings, pedestrian routes, and public ways.

d. Clearance. The bottom of a lamp along a sidewalk or other path being lighted should not be more than 15 feet above the ground.

e. Wall-pack lighting is prohibited.

f. Generally, all site lighting should consist of fixtures/elements with color temperatures that do not exceed 3,000 Kelvin.



Residential courtyard that functions as a semi-private open space.



Passages, whether housed within a private development project or between developments, can function as public or semi-private on-site open space.

3.8 On-Site Open Space

C. Court

1. Description

A court is a semi-public, shared open space within a lot or between lots. It is a well-defined, coherent area that is an essential component of the project's design, not merely space left over after the building mass is placed. Courts generally provide visitor access from the street to dwellings, retail or office spaces, and/or buildings within the lot that lack direct frontal access from the street. The degree of enclosure or openness may vary per the requirements of each zone and the design intent of the project designer.

2. Configuration and Size

a. Configuration. Courts are to be placed in any or all of the following ways:

i. Court Open to Street. The court creates a deep, combined garden/terrace facing the street.

ii. Side Court. The court is placed along the interior side of the lot to work together with a court or back yard on an adjacent lot to:

- Create the effect of one large open space between adjacent buildings;
- Provide a contiguous space for entrances to a neighboring existing building that face the proposed project and are located close to the property line;

iii. Internal Court. The court is entirely contained within the building and accessed either through a lobby or passage.

iv. Special Circumstances. When a site contains an exceptional feature, such as a large, healthy tree, the court is configured so as to retain and incorporate that special feature.

b. Size. Courts should be at least 20 feet by 30 feet.

c. Enclosure.

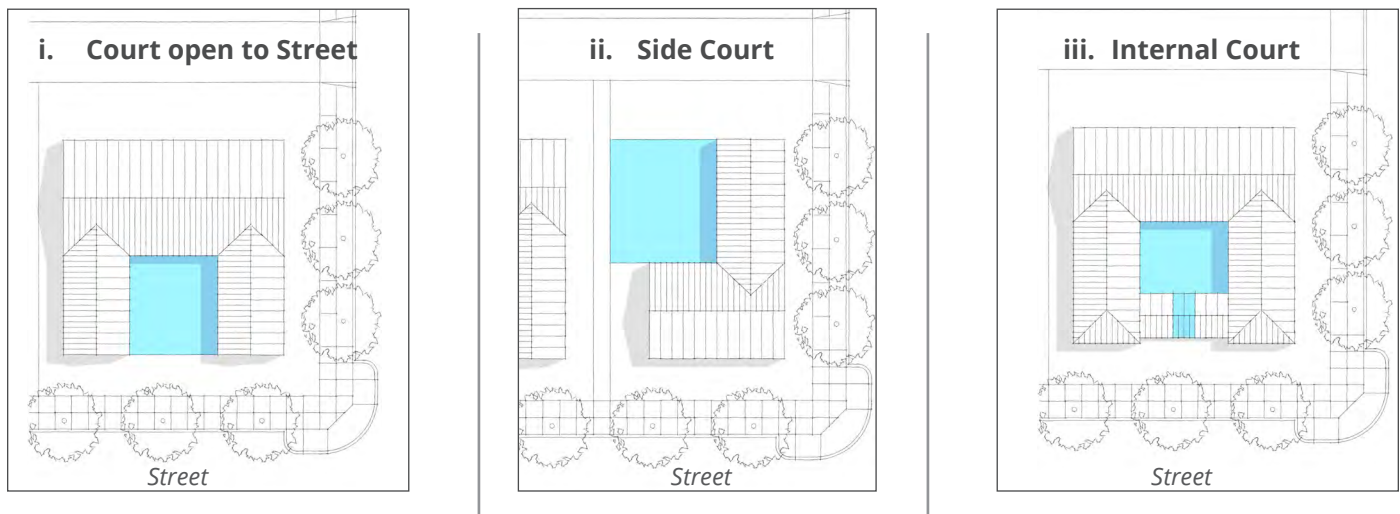
i. A court's perimeter is defined by walls on at least two sides. A third side may be defined by architectural/landscape elements such as low walls or trellises, hedges, or rows of trees.

ii. One side of a court may be defined by a building wall or a linear landscape element on an adjoining property.

iii. Driveways located adjacent to a court should be screened by architectural elements such as low walls or trellises, hedges, or rows of trees so as not to appear to be located within the court.

d. Access & Private Spaces. Units may take direct access through a court. Semi-private space may be provided around each access, but should not be fully enclosed.

Figure 3.8.D Court Configurations



3. Design

- a. **Common Area.** Courts should be designed as gathering places for the occupants and also circulation spaces through which pedestrian access is provided from the street to any buildings (or portions of buildings) that lack direct street frontage. Courts provide a central, flat area that is usable and encourages activity and interaction. This area contains a combination of paving and landscaping.
- b. **Private Area.** Courts should be designed to provide for private access to dwellings and businesses that lack direct street frontage. Courts may also provide space for private patios and terraces.
- c. **Amenities.** Courts should include public amenities such as seating areas, fountains, BBQ islands and/or outdoor fireplaces to encourage their use as common outdoor rooms or gathering places.
- d. **Finishes.** Court materials, finishes, fixtures, and colors should be designed in a manner that is consistent with the architectural style of the building.
- e. **Landscape.** Except for paved areas, courts should be landscaped with trees, shrubs, decomposed granite or other appropriate ground cover and water-conserving plant materials. Arbors, trellis structures, and raised planter/seating walls are allowed.
 - i. The top of planter walls shall not be taller than a bench, but some may be up to 36 inches if so required to support the health of plantings.
 - ii. Trees are to be selected for their ultimate scale to the space, for shade and to screen views to and from neighboring buildings.



The side courts of these two buildings work together to create a single space.



An internal court with a fountain as its focal point.



A court that provides outdoor dining.

3.8 On-Site Open Space

D. Roof Deck/Podium

- 1. Description.** An open space on the roof or podium level of the building. The space(s) may be assigned to individual units or exist as a shared open space available for use by all residents or tenants.
- 2. Configuration and Size**
 - a. Configuration.** Roof decks/podiums may be located on a portion or all of a building's floor plate.
 - b. Size.** Minimum recommended dimensions: 15 feet by 15 feet.
- 3. Amenities.** Roof decks should include trellises, landscaping, seating areas, herb/kitchen gardens, fountains, and/or outdoor fireplaces to encourage their use as outdoor rooms or gathering places.
- 4. Finishes.** Materials, finishes, fixtures, and colors visible from the street should be designed in a manner that is consistent with the architectural style of the building.



Multiple roof decks on one building.



A roof deck seating area.



A roof deck restaurant.

E. Rear Yard

1. **Description.** A private, landscaped open space located behind the building that is intended to provide passive or active outdoor space for the users of the building.
2. **Configuration and Size**
 - a. **Configuration.** Rear yards, also known as back yards are located behind the primary building, generally away from the view of the street. For buildings with two or more units, rear yards may be divided into separated private yards in compliance with the site requirements below.
 - b. **Size.** Minimum recommended dimensions: 15 feet by 15 feet.
3. **Encroachments.** Dooryards, porches, stoops, and architectural elements may encroach into the Rear Yard up to a total of 30 percent of the width and/or length.

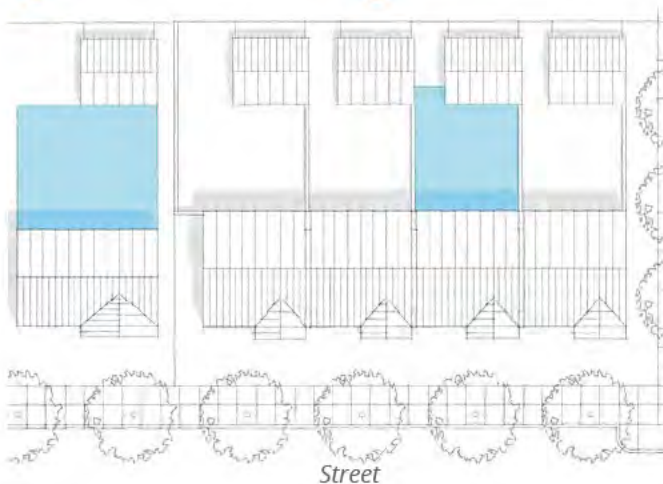


A back yard with a large paved area surrounded by border planting.



A drought tolerant, passive back yard.

Figure 3.8.E Rear Yard Configurations



A back yard seating area and outdoor fireplace.

3.8 On-Site Open Space

F. Side Yard

1. Description. An open space along an interior side of a lot. Side Yards are semi-private spaces through which visitor access is provided to one or more buildings or dwellings, or may be private spaces for the exclusive use of the residents of one or more dwellings.

For multi-family or non-residential buildings, Side Yards may be designed for the shared use of all tenants, or divided into private areas for the use of a specific dwelling.

2. Configuration and Size

a. Configuration. Side Yards are located between the building and the interior side property line. The yard area can provide a contiguous space for entrances to a neighboring existing building that face the proposed project and are located close to the property line.

b. Size. At least 12 feet in any direction.

3. Encroachments. Dooryards, porches, stoops, and architectural elements may encroach into the Side Yard up to a total of 30 percent of the width and/or length.

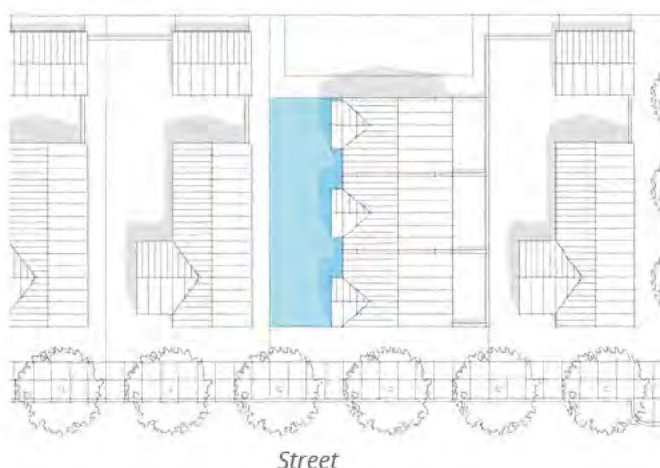


A paved side yard provides access to this single family house.



The side yard of this multi-family building provides access to adjoining units.

Figure 3.8.F Side Yard Configurations



G. Balcony

1. **Description.** A small open area to be used for private outdoor living space for an individual unit or a shared open space available for use by more than one unit.
2. **Configuration and Size**
 - a. **Configuration.** Balconies may project from the façade and/or be recessed, in compliance with the California Building Code (CBC).
 - b. **Size.** For a balcony to be useable, a depth of at least 5 feet is recommended.
3. **Finishes.** Materials, finishes, fixtures, and colors visible from the street should be designed in a manner that is consistent with the architectural style of the building.



Corner Balconies.



A shared balcony.

3.9 Parking Areas & Facilities

A. Introduction

As Village South is developed, future parking resources can and must be efficiently planned, managed, and utilized to meet potential demand while generating relatively compact, pedestrian-oriented mixed-use places. The standards and guidelines of this chapter are driven by the principles that pedestrian comfort should be prioritized, wayfinding should be intuitive, and parking supply should be shared and unbundled to the extent practical. Refer to CMC Chapter 16.136 for standards and guidelines for topics not covered in this code. Where in conflict, the standards of this section shall prevail.

B. Parking Standards and Guidelines

1. **Intent.** The intent of this section is that parking in Village South be sufficient, convenient, and intuitive, but balanced with the vision for a comfortable walking environment and sustainable design.
2. **General.**
 - a. Parking minimums must be satisfied in one of the following ways:
 - i. **On-site.** This is any surface or structured parking that is located on the same lot as the use that it serves.
 - ii. **Off-site - lot.** This is any surface or structured parking that is located on a separate lot from the use it serves. See **Section 3.9.B.8.b.**
 - iii. **Off-site - street.** Parking spaces in the public right of way may count towards a use's parking requirement, provided:
 - The space is within 100 feet of the primary entrance of the use.
 - No spaces are double-counted.
 - For residential uses, on-street spaces are only counted towards the minimum number of guest spaces required.
 - b. Parking areas shall be located and configured to provide parking supply with convenient access to the buildings and visitors they serve. All lots are to provide safe, well-lit, and comfortable environments, and be appropriately configured and screened to not intrude into public views or into on-site open spaces. Parking lot aisles should be as narrow as feasible to discourage speeding.
3. **Dimensions.** Dimensional standards for parking areas and spaces shall default to the requirements in CMC 16.396, except for the following.
 - a. 100 percent of the required parking spaces within structures may be designed for compact cars. Compact parking stalls shall have minimum dimensions of 8½ feet by 18 feet. See standards specific to parking structures in drawings nos. 1063 and 1064.
4. **Access and Configuration**
 - a. **Vehicular Access**
 - i. Vehicular access shall be in compliance with the **Table 3.9.**
 - ii. There shall be no net increase in the number of driveways on the west side of S. Indian Hill Blvd.
 - iii. Driveways that cut across sidewalks shall not affect the slope or direction of the pedestrian zone of the public frontage (see **Section 3.7.F.**).
 - b. **Pedestrian Access**
 - i. All pedestrian access shall be clearly marked, well-lit, and separate from vehicular access.
 - ii. All pedestrian access must be provided to the public right of way by a path which is independent from the vehicular access.
 - c. **Configuration.** All parking, whether covered or uncovered, shall be set behind at least 24 feet of building liner (as measured from the public right of way - see **Figure 3.9.1**), with the following exceptions:
 - i. Semi-subterranean parking may extend to building faces; fully subterranean parking may extend to property lines (see **Figure 3.9.2**).
 - ii. Surface lots may abut rights of way (See **Figure 3.9.3**), provided:
 - The lot does not abut an adjacent surface parking lot.
 - Any portion of the surface parking lot adjacent to the street and in excess of the required driveway width is screened by a wall no greater than 4 feet, and behind a landscaped setback of a minimum of 5 feet.

- Where abutting a street, the lot does not exceed a width of 65'.
- iii. This does not apply to alley-accessed tuck-under parking for residential units. In such cases, the end unit(s) may front or side on the public right of way and contain an alley-accessed garage.
 - iv. A shared parking structure may be unlined along public rights of way provided:
 - That it be limited to 130' on Bucknell Ave., or 50' anywhere else.
 - It is of an aesthetic quality not inferior to the rest of the building; designed as a continuation of the building it serves, with the same level of detail and pattern of openings;
 - The unlined portion of the structure is set behind at least 5 feet of landscaping;
 - v. Parking may front an active rail ROW.
5. **Paving (Surface Lots).** Parking areas should be designed to reduce the amount of run-off. Permeable surfaces for parking and landscape planters that capture and percolate stormwater areas are encouraged.
 6. **Finishes.** Parking lot and structure materials, finishes, fixtures and colors should be designed in a manner that is consistent with the architectural character of adjacent buildings.
 7. **Amenities.** The following amenities may be integrated to support alternative modes of transportation and sustainability. These amenities should be located in convenient locations to incentivize their use.
 - a. **Clean Air/Electric Vehicle Parking and Charging Stations.** Parking facilities should be placed in convenient locations to incentivize the use of clean air and electric vehicles.
 - b. **Motorcycle / Scooter Parking.** Parking for motorcycles and scooters may be provided in compliance with City standards. Every two motorcycle spaces shall be credited as one car parking space for up to 5% of required parking.
 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.

3.9 Parking Areas & Facilities

Figure 3.9.1 Podium Parking

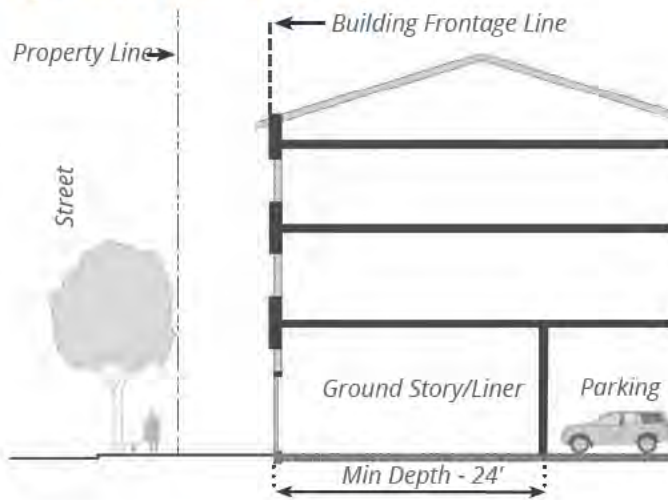


Figure 3.9.2 Subterranean Parking

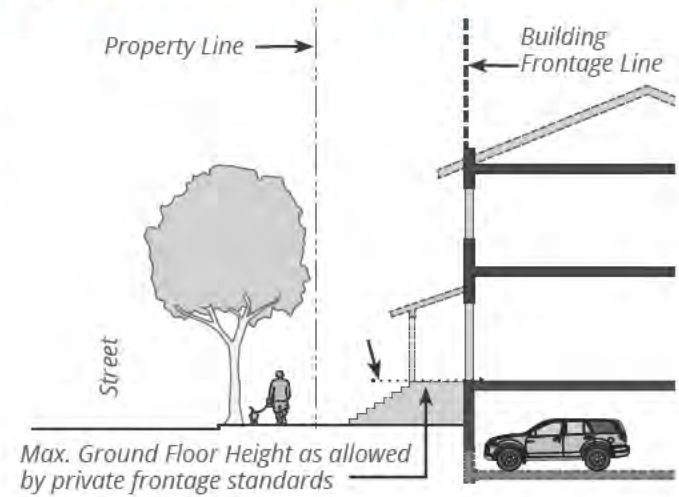


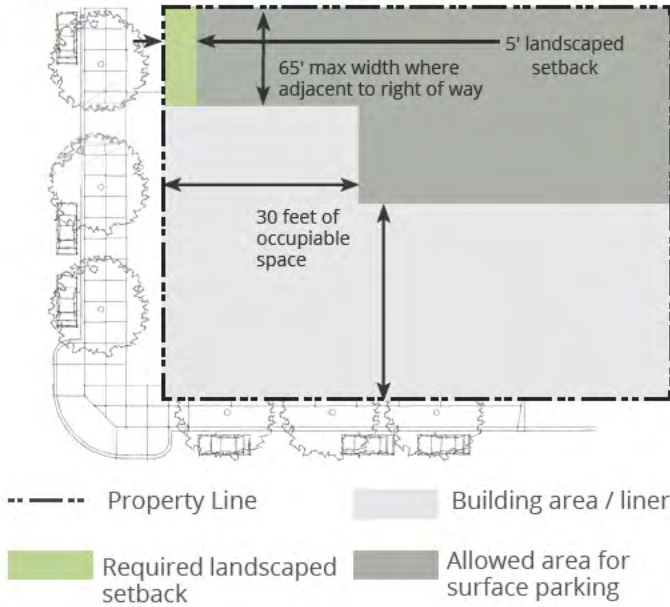
Table 3.9 Parking and Vehicular Access Standards

A. Surface Parking Placement		
Front Setbacks (Min.)	See Section 3.9.B.4.c	
Interior Side Setback (Min.)	5'	
Rear Setback (no alley)	Min. 10'	
Rear Setback (with alley)	Min. 15' from alley centerline	
B. Driveway Types and Width (Max.)	One Way	Two Way
Structured or surface lot entry	12'	24'
Private driveway	12'	NA
C. Required Parking (minimum number of parking spaces; per square foot of net floor area) ¹		
Residential		Visitor Spaces
Single-Family Detached	2/unit (enclosed)	.5/unit
Rowhouse	2/unit	.25/unit
Flat-Style ≤ 600 sf	1/unit	.5/unit
Flat-Style > 600 ≤ 900 sf	1.5/unit	.25/unit
Flat-Style > 900 sf	2/unit	.25/unit
Administrative/Professional	1 per 350	
Retail/Service	1 per 500	
Restaurant		
Indoor	1 per 150	
Outdoor Seating	1 per 250	

Notes

¹ Any use not listed here shall default to the parking minimum contained in the CMC.

Figure 3.9.3 Surface Parking



The non-lined portion of this structure is treated with the same quality of design as the rest of the building. Frequent and vertically-oriented windows, traditional architectural elements, and the short landscaped setback all help soften the appearance.



The vehicular entrance to this structure is as narrow as practicable, and separate from the pedestrian entrance. The attention to aesthetic detail matches that of the rest of the building.

3.10 Allowed Uses

A. Applicability

1. This section identifies the allowed uses and corresponding permit requirements within the Village South Specific Plan.
2. **Table 3.10** separates allowed uses by both horizontal and vertical location:
 - a. Column 'A' shall govern the front-most, ground-floor spaces within the *Shopfront Required* area as depicted on **Figure 3.10**.
 - b. Column 'B' shall govern:
 - i. The the front-most, ground-floor spaces within the *Retail Ready* areas as depicted on **Figure 3.10**, when built as retail-ready spaces (see **Section 3.7.K**); and
 - ii. The floors above those ground floor spaces that are built as retail-ready space; and
 - iii. The floors above the ground-floor spaces within the *Shopfront Required* areas as depicted on **Figure 3.10**.
 - c. Column 'C' shall govern all other spaces that are not within any space subject to Columns 'A' or 'B.'
3. Descriptions/definitions of the uses are in **Section 3.15**. If a word or phrase used in the Village South Code is not defined in **Section 3.15**, the Director shall determine the most reasonable definition, giving deference to common usage. Uses not listed are prohibited unless the Director makes a Finding of Similar Use, as defined by CMC Section 16.339. All uses are subject to the development standards of this Specific Plan.

Figure 3.10 Use Regulating Plan



Column 'A'	Column 'B'	Column 'C'
See Section 3.10.A.2.a	See Section 3.10.A.2.b	See Section 3.10.A.2.c

Table 3.10 Allowed Uses

1. Administrative/Professional			
Architectural, design, and engineering services	---	P	---
Art studios with less than 15% sales area	---	P	---
Attorney/legal services	---	P	---
Banks, credit unions, financial institutions	---	P	---
Remote ATMs (stand alone facilities)	C	C	C
Brokerage firms and financial institutions	---	P	---
Business management services	---	P	---
Exhibit halls and galleries with 15% or less retail sales area <i>(For galleries with more than 15% retail sales area, see art gallery under 6. General Merchandise/Retail Trade)</i>	C	C	---

- Key**
- P Permitted
 - Not Permitted
 - C Requires Conditional Use Permit (CMC 16.303)
 - SU Requires Special Use & Development Permit (CMC 16.306)

* CUP required if alcohol is served.

	Column 'A' See Section 3.10.A.2.a	Column 'B' See Section 3.10.A.2.b	Column 'C' See Section 3.10.A.2.c
General administrative offices,	---	P	---
Coworking space	P	P	---
Government offices	---	---	---
Insurance and accounting offices	---	P	---
Real estate, escrow and property management offices	---	P	---
Recording/film studios	---	SU	P
2. Animal Services			
Feed, tackle supplies for large animals (large animal defined in CMC 6.20.010)	---	---	---
Pet grooming	---	P	---
Pet hospitals and boarding/kennels	---	---	---
Pet supplies (no outdoor storage and no boarding)	P	P	---
Veterinarian office (small animal only with no boarding of pets)	---	---	---
3. Alcoholic Beverage Sales			
Alcohol sales for off-site consumption without on-site tasting	C	C	---
On-site sales in connection w/ Hotel Lounge Business (as defined in Glossary)	C	C	---
On-site sales in connection w/ Live Performance Business (as defined in Glossary)	C	C	---
On-site sales in connection w/restaurant	C	C	---
Manufacturing, wholesale and distribution including micro-brewery with no restaurant with limited tasting	C	C	---
Micro-breweries in connection w/ a restaurant	C	C	---
Special Wine Business (as defined in Glossary)	C	C	---
On-site sales in connection w/ creative instructional uses	C	C	---
4. Educational/Instructional/Day Care Uses			
Adult day care	---	---	---
Children tutorial classes	---	---	---
Colleges (upper floors only)	---	---	C
Elementary, junior and high schools	---	---	---
Music, art, dance, yoga, martial arts instruction (> 1,500 sf)	C	C	---
Music, art, dance, yoga, martial arts instruction (≤ 1,500 sf)	SU	SU	---
Nurseries, pre-schools and day care facilities for children	---	P	C
Online educational institutions	---	P	C
5. Food/Restaurants/Eating Establishments			
Bakeries - commercial with ancillary sales		<i>See under 8</i>	
Bakery - primarily retail sales	P	P	---

Key
 P Permitted
 --- Not Permitted
 C Requires Conditional Use Permit (CMC 16.303)
 SU Requires Special Use & Development Permit (CMC 16.306)

* CUP required if alcohol is served.

3.10 Allowed Uses

Table 3.10 Allowed Uses

	Column 'A' See Section 3.10.A.2.a	Column 'B' See Section 3.10.A.2.b	Column 'C' See Section 3.10.A.2.c
Catering services as primary - may include on-site dining facilities	---	P	---
Commercial test kitchen	---	---	---
Convenience store		See under 6	
Ice cream, juice, tea and candy shops	P	P	---
Food markets		See under 6	
Micro-brewery in connection w/restaurant		See under 3	
Restaurant w/drive through	---	---	---
Restaurants/Coffee shops with no drive through facilities	P	P	C
Restaurants w/entertainment (for entertainment permit see CMC 5.45)	P	P	---
Retail food including specialty food markets (See Food/drug and kindred products category under 6. General Merchandise/Retail Trade)		See "Food/drug and kindred products" under 6	
6. General Merchandise/Retail Trade			
Antiques retail sales (for antique warehouse, see warehouse distribution/operations under 19. Warehouse/Storage)	P	P	---
Appliance, consumer electronic, computer, and phone/telecommunication equipment retail sales	P	P	---
Art gallery with retail sales (If retail sales area is less than 15%, see exhibit hall and gallery under 1. Administrative/professional)	P	P	---
Art supplies, framing	P	P	---
Beauty supplies	P	P	---
Books and magazines	P	P	---
Camera and photographic supplies	P	P	---
Clothing/shoes stores	P	P	---
Cigar/cigarette/smoke shops	---	---	---
Consignment clothing sales	C	C	---
Convenience stores	---	---	---
Discount variety, volume liquidation/seconds/cut-rate merchandise, or thrift stores	---	---	---
Equipment sales/rentals w/outdoor storage	---	---	---
Floor covering	---	P	---
Florists	P	P	---
Food/drug and kindred products	P	P	---
Food markets	P	P	---
Fabric stores	---	---	---
Furniture, office and home furnishings	P	P	---
Garden supply with outdoor display of plants	SU	SU	---
General merchandise, specialty, gift, craft items, candles, housewares, and variety (non-discount) stores	P	P	---

Key P Permitted
 --- Not Permitted
 C Requires Conditional Use Permit (CMC 16.303)
 SU Requires Special Use & Development Permit (CMC 16.306)

* CUP required if alcohol is served.

	Column 'A'	Column 'B'	Column 'C'
	See Section 3.10.A.2.a	See Section 3.10.A.2.b	See Section 3.10.A.2.c
Guns and ammunition	---	---	---
Hardware/home improvement stores	P	P	---
Health, herbal, botanical stores	P	P	---
Hobby, toy, and game	P	P	---
Indoor swap meets/concession malls	C	C	---
Interior decorating, linen, and bath stores	P	P	---
Jewelry sales and repair	P	P	---
Leather goods and equipment	P	P	---
Luggage sales	P	P	---
Music, CD, tape and video sales	P	P	---
Musical instruments	P	P	---
Office supplies/stationery/cards	P	P	---
Outdoor sale or display of merchandise, or provision of services in conjunction with primary use in a building (See CMC 16.090 for restrictions and special permit requirements)	P	P	---
Pharmacies	P	P	---
Shoe stores	P	P	---
Sporting goods and equipment (no gun sales)	P	P	---
Thrift stores	<i>See "Discount variety, volume liquidation/seconds/cut-rate merchandise, or thrift stores" under 6</i>		
Travel agencies	P	P	---
7. Lodging Places			
Bed and breakfast facilities	C	C	C
Hotels and inns	C	C	C
8. Manufacturing/Industrial Uses			
Apparel/textile products	---	---	---
Assembly of products	---	---	---
Auxiliary uses that the planning director finds appropriate and compatible with a permitted manufacturing/industrial use	---	---	---
Bakery -commercial with ancillary sales	---	---	---
Catalogue distribution with no retail sales on the premises	---	---	---
Electronic, optical and scientific products	---	---	---
Food and kindred products	C	C	C
Furniture and household products	---	---	---
Limited retail in conjunction with permitted manufacturing/ industrial use (provided retail < 20% total floor area and <20% of gross sales revenue)	---	---	---

Key	P Permitted
	--- Not Permitted
	C Requires Conditional Use Permit (CMC 16.303)
	SU Requires Special Use & Development Permit (CMC 16.306)

3.10 Allowed Uses

Table 3.10 Allowed Uses

	Column 'A'	Column 'B'	Column 'C'
	See Section 3.10.A.2.a	See Section 3.10.A.2.b	See Section 3.10.A.2.c
Laundry/dry cleaners - commercial	---	---	---
Lumber/wood products	---	---	---
Manufacturing as a minor ancillary use to a permitted retail use	---	---	---
Metalwork Fabrications	---	---	---
Micro-breweries, wineries, distilleries - manufacturing, wholesale, tasting	C	C	---
Micro-breweries in connection w/ restaurant		<i>See under 3</i>	
Outside operations with permitted manufacturing/industrial uses	---	---	---
Paper products	---	---	---
Photocopying, computer publishing, and related personal services		<i>See "Photocopying and photo developing - retail" under 11</i>	
Printing/publishing - commercial, large volume/heavy equipment	---	---	---
Research, development and testing of products	---	---	---
Sand and gravel extraction	---	---	---
Stone, clay and glass products	---	---	---
Water resource development	---	---	---
9. Medical/Health Services			
Acute care/walk-in medical services	---	---	---
Ambulance services	---	---	---
Hospitals	---	---	---
Counseling/psychology	---	P	C
Medical/dental/electrolysis/hearing aids/acupuncture/homeopathy/physical therapy /sports therapy <i>(For massage see use under 11. Personal Services)</i>	---	P	---
Optometry related sales	P	P	---
10. Motor Vehicles Sales			
Automobile body and painting as primary use	---	---	---
Automobile broker offices	---	---	---
Automobile car washes	---	---	---
Automobile, motorcycle, and RV sales - new	---	---	---
Automobile, motorcycle, and RV sales - used cars sales permitted only in connection with new car sales	---	---	---
Automobile rental agencies with parking for vehicle rentals	P	P	---
Automobile/motorcycle repair - general, including quick lube, smog check, transmission service	---	---	---
Automobile upholstery	---	---	---

Key P Permitted
 --- Not Permitted
 C Requires Conditional Use Permit (CMC 16.303)
 SU Requires Special Use & Development Permit (CMC 16.306)

* CUP required if alcohol is served.

	Column 'A'	Column 'B'	Column 'C'
	See Section 3.10.A.2.a	See Section 3.10.A.2.b	See Section 3.10.A.2.c
Automobile car alarm and stereo installation (within enclosed building only)	---	---	---
Commercial parking lots and garages	P	P	P
Gas/ service station (See CMC 16.087)	---	---	---
Gas station with mini mart, car wash and/or restaurant (See CMC 16.087 for special standards)	---	---	---
Limousine service with parking for limousine vehicles	---	---	---
Truck trailer and equipment rentals	---	---	---
11. Personal Services			
Banks, credit unions, financial institutions		<i>See under 1</i>	
Barbers, beauty, skin care and nail services	P	P	C
Check cashing/deferred deposit or payday advance uses with or without ancillary services	---	---	---
Cemeteries and mausoleums	---	---	---
Dry cleaners/laundry (non-commercial)	P	P	---
Fortune Telling (See also CMC Chapter 5.38)	---	---	---
Funeral Parlors	---	---	---
Locksmith and key shops	P	P	C
Massage/Acupressure as primary use (See also CMC Chapter 5.36)	C	C	---
Massage as ancillary use to primary permitted use - less than 40% of gross floor area of business (See CMC Chapter 5.36)	P	P	---
Crematory	---	---	---
Pawnshop	---	---	---
Photocopying and photo developing - retail	---	P	P
Photography studios	---	P	P
Printing/Publishing - commercial, large volume/heavy equipment		<i>See under 8</i>	
Postal services/mail box rentals	P	P	---
Shoe Repair	P	P	P
Tailor and alterations	P	P	P
Tattoo (See CMC Chapter 9.70)	P	P	---
12. Public Facilities/Utilities			
Government office uses		<i>See under 1</i>	
Public Park	P	P	P
Public maintenance yard and other non-office uses	---	---	---
Public utility structures	---	---	---

Key	P Permitted
	--- Not Permitted
	C Requires Conditional Use Permit (CMC 16.303)
	SU Requires Special Use & Development Permit (CMC 16.306)

3.10 Allowed Uses

Table 3.10 Allowed Uses

Column 'A'	Column 'B'	Column 'C'
See Section 3.10.A.2.a	See Section 3.10.A.2.b	See Section 3.10.A.2.c

13. Recreation/Entertainment			
Cyber cafe/Billiards and pool halls/game and video arcades/ paint+wine/escape rooms & similar uses	C	C	C
Social experience-oriented instructional businesses including cooking schools, art courses, crafts or other experience oriented businesses*	P	P	C
Golf course and driving ranges	---	---	---
Indoor - amusement/recreation/sports and health clubs/ skating/batting cages/roller hockey facilities (not within a public park) <i>(For instructional uses see 4. Educational/ Instructional/Child Care Uses)</i>	---	C	C
Outdoor - amusement/recreation/sport club/skating/batting cages/roller hockey facilities (not within a public park)	---	---	---
Public Assembly /auditoriums/meeting halls	C	C	C
Theaters (live stage and movie) and concert halls	C	C	C
Street fairs/farmers' markets, outdoor vendors	SU	SU	SU
Entertainment programming in public or semi-public spaces	C	C	C
14. Religious institutions			
Churches and places of worship with accessory uses including garths and columbariums	C	C	C
Monasteries and religious group quarters permitted only in conjunction with a church or place of worship	---	---	---
15. Repair Services			
Antique restoration	---	---	---
Equipment and appliance repair	---	---	---
Furniture refinishing	---	---	---
Furniture upholstery	---	---	---
16. Residential			
Assisted living facilities	---	P	P
Caretaker's or watchman's quarters	---	---	---
Congregate care facilities	---	---	---
Continuing care facilities	---	---	---
Convalescent care	---	P	P
Group care 7 or more people	---	---	---
Single family detached homes	---	---	P
Multiple family development (ground floor)	---	P	P
Live/Work lofts	---	P	P
Multi-family development (upper floors)	P	P	P

Key P Permitted
 --- Not Permitted
 C Requires Conditional Use Permit (CMC 16.303)
 SU Requires Special Use & Development Permit (CMC 16.306)

* CUP required if alcohol is served.

	Column 'A'	Column 'B'	Column 'C'
	See Section 3.10.A.2.a	See Section 3.10.A.2.b	See Section 3.10.A.2.c
Senior housing	---	P	P
Student Housing/Dormitory/Group Quarters	---	P	P
17. Service/Non-Profit Organizations			
Offices for philanthropic, charitable and service organizations	---	P	---
Political campaign offices and headquarters	---	P	---
Public utility structures	<i>See under 12</i>		
Second-hand clothing/household goods sales	<i>See under "Discount variety, volume liquidation/seconds/cut-rate merchandise, or thrift stores" under 6</i>		
18. Temporary and Special Uses (CMC 16.306)			
Christmas tree and pumpkin sales (temporary outside sales)	SU	SU	SU
Commercial/ office use of residential structures	---	---	P
Fruit stands	SU	SU	SU
Large family day care	---	---	---
Mobile recycling and reverse vending units	---	---	---
Parking lot scale	SU	SU	SU
Temporary outdoor displays, sales, storage and provisions of services	SU	SU	SU
Temporary parking lots	---	---	---
Temporary use of structures for carnivals, farmers markets, fairs, circuses and religious gatherings	---	---	SU
Temporary use of structures, trailers and facilities related to established uses	---	---	---
19. Warehouse/Storage Uses			
Lumber yard as primary use (for lumber yard as an ancillary use see Hardware/ Home Improvement or Discount/big box under 6) General Merchandise/Retail Trade)	---	---	---
Mini-storage/warehouse facilities - See CMC 16.096	---	---	---
Outdoor storage as primary use	---	---	---
Outdoor storage as ancillary use to a permitted use in a building	---	---	---
Outdoor storage for gardening/landscape companies	---	---	---
Parcel delivery service	---	---	---
Warehouse distribution/ operations	---	---	---
Wholesale building materials w/ outdoor storage	---	---	---
Wholesale building materials w/ no outdoor storage	---	---	---

Key
 P Permitted
 --- Not Permitted
 C Requires Conditional Use Permit (CMC 16.303)
 SU Requires Special Use & Development Permit (CMC 16.306)

3.11 Signage

A. Introduction

This section establishes the permitted signage types by zone and provides standards according to sign type. Each new sign or modification to an existing sign is required to be designed in compliance with the standards of CMC Title 18. Where in conflict with the standards of CMC 18, the standards of this section prevail. Signage is allowed as identified in **Table 3.11** and in compliance with the allowed use(s) in the zone. Multi-tenant projects are encouraged to create a Sign Program per CMC § 18.025.120.

Table 3.11 Signage

	Frontage Type			Reference in CMC & VSSP
	Shopfront	Retail-Ready	Residential	
Sign Type				
Primary Identification	P	P	P ¹	CMC 18.020.050, 18.025.140, Section 3.11.C
Window	P	---	---	CMC 18.025.060, Section 3.11.D
Blade	P	P	---	CMC 18.025.040, Section 3.11.E
Sidewalk / A-frame	P	---	---	Section 3.11.F
Mural	P	P	P ¹	Section 3.11.G
Illumination Type				CMC 18.005.050
Thru-face Illumination	P ¹	---	---	
Halo Illumination	P	P	P ¹	
Exposed Neon	P ¹	---	---	
External Illumination	P	P	P ¹	

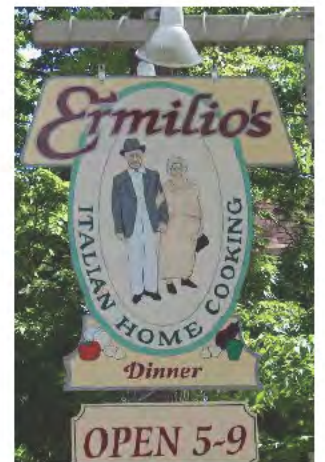
Key

- P Allowed subject to applicable requirements
- Not allowed in zone

Notes

1 By discretion of the Director. Limited use allowed.

B. Claremont Sign Examples



3.11 Signage

C. Primary Identification Sign



A sign applied directly to the façade, typically above the shopfront. This type consists of a single externally illuminated panel or individual letters and/or logo. This type of sign is intended for viewing from across the street and along the sidewalk.

Standards

In addition to CMC 18.025.050 and 18.025.140, Standards for Primary Identification Signs include:

1. Up to one primary identification sign per business along a building frontage is allowed. In multi-tenant buildings, only the businesses with frontage on the sidewalk shall have a primary identification sign.
2. Primary identification signs shall be located above the shopfront and at least 12 inches from any eave, edge of building or top of parapet. On multi-story buildings, primary identification signs shall be located either above the shopfront or above the openings on the uppermost story.
3. Primary identification signs shall either be painted or reverse channel.
4. Sign thickness (as measured from the façade) shall not exceed 8 inches.
5. If illuminated, external illumination is recommended, and shall be mounted to maintain visual integrity of the sign.

Standards	Min	Max
A Letter Height	10	24
B Width as % of façade width	none	60%



Individual metal letters mounted on a string course.



Wall signs may be located within the transom area of the shopfront.



Simple, low-profile signs can be effective and elegant.



Script neon and metal letters mounted on reclaimed wood.



Individual, internally illuminated letters mounted directly on wall.



Using bright colors to provide contrast to adjacent walls.

3.11 Signage

D. Window Sign



A sign painted or applied directly to the shopfront window(s) and/or door(s). This type typically consists of individual letters and a logo with allowances for some contrasting background. Window signs also include posters for advertisements and sales, product merchandise posters, open and closed signs, and painted or etched business names and logos.

Standards

In addition to CMC 18.025.060, Standards for Window Signs include:

1. Permanent window signs shall be individually painted etched or otherwise applied letters or logo graphics surrounded by clear glass.

Standards	Min	Max
A Height as % of window/door height	none	50%
B Width as % of window/door width	none	50%
Area as % of total window/door area	none	25%



Depending on font type and letter spacing, window signs can have a wide range of transparency.



A wall sign incorporating neon.



Reflective vinyl can help make a sign more noticeable.



Subtle tones and colors can still create legible contrast.



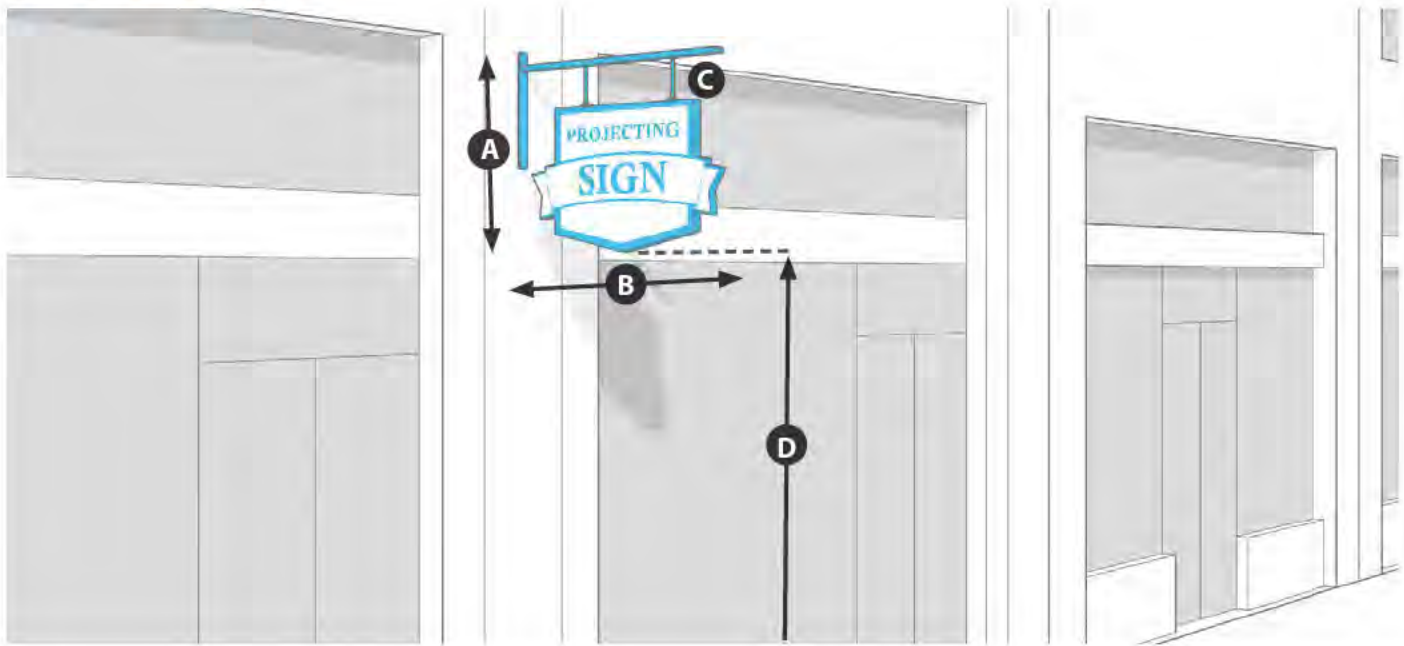
Individual vinyl letters with feature area at top center and contrasting background along bottom.



Bright colors can help make the window sign be more visible and lively.

3.11 Signage

E. Blade Sign



A double-sided sign that projects perpendicular to the building façade from a mounted wall brace or from the ceiling of a balcony or arcade. Blade signs typically project over a public right-of-way such as a sidewalk or public open space and are intended for viewing by pedestrians approaching the shop along the sidewalk.

Standards

Such signs shall require both a sign permit, and an encroachment permit where applicable. Under-canopy or awning signs shall be reviewed by staff (CMC § 18.025.040.C).

1. It is recommended that only one blade sign be permitted per shopfront entrance.
2. The overall area of a blade sign shall not exceed 4 square feet, or 10 square feet if the blade sign also serves as the primary building mounted ID sign for the business.
3. At least eight feet of vertical clearance shall be provided from the lowest point of the sign and the sidewalk.
4. Blade signs that hang from the ceiling of a balcony or arcade shall not exceed a width of four feet and should be centered within the balcony or arcade.
5. The top of a blade sign shall be located below the windows on the second floor of the building.
6. Blade signs shall be externally illuminated by a light mounted on the façade or by neon tubing of at least 3" thick used to illuminate letters, symbols, and accent frames.

Standards	Max	Max
A Height	none	18
B Width	none	48
C Sign Thickness	1/2	6
D Vertical Clearance from Sidewalk	8'	12'
E Horizontal Clearance from Adjacent Curb	24	n/a

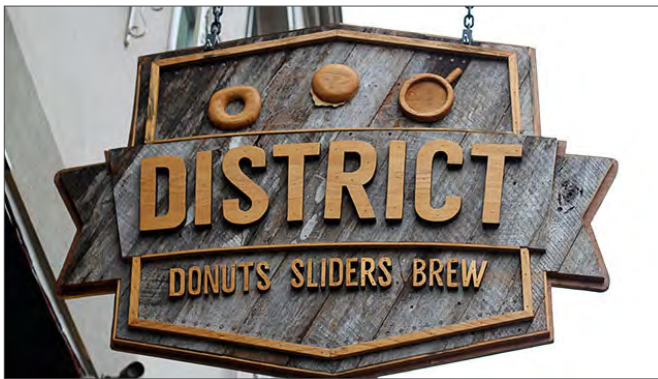
7. Decorative and supporting hardware such as brackets shall be architecturally compatible with the building façade.
8. Blade signs shall be mounted near shopfront entrances.
9. Blade signs should not be placed under an awning or horizontally within five feet of an awning or another blade sign.



Blade signs are scaled to be legible from the sidewalk, and often use contrast to be read easier from afar.



Blade signs may be simple and allow other sign elements to provide more information.



Blade sign with depiction of product sold within the store.



A simple blade sign with address, name, and type of store.



Blade signs with depictions of product sold within the store.

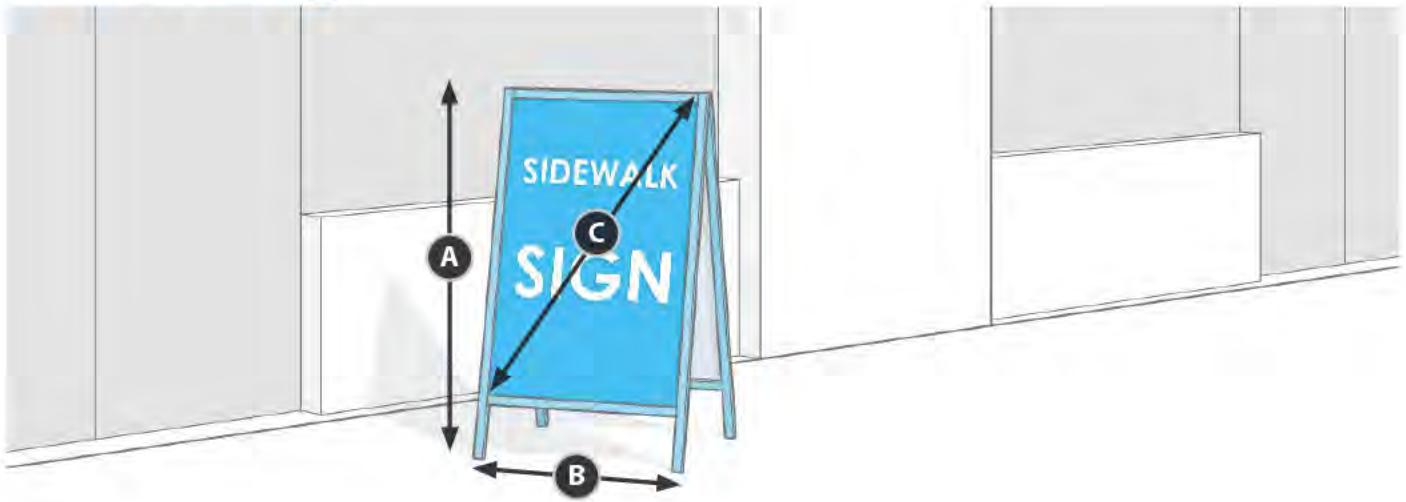


Simple round blade signs.



3.11 Signage

F. Sidewalk Sign



A two-sided, non-illuminated, portable and temporary sign placed outside a shopfront on the sidewalk for viewing at close range. The sidewalk sign is intended for use by retailers, office tenants, theaters, cafes, and eateries. Sidewalk Signs should be unique, and lend interest and liveliness to a streetscape.

Standards

In addition to CMC § 18.025.090 and 18.035.070, standards for temporary signs (including A-frame signs) include the following:

- 1. Durable Material.** Signs should be constructed of durable materials, sufficient to withstand inclement weather and color fading due to sunlight. Materials may include wood, wrought iron, fiberglass (not foam board), chalk board, and metal. Signs should also be adequately weighted to withstand being overturned by wind or contact. Weights, if required, should be concealed or incorporated into the design of the sign.
- 2. Design.** The design, colors, and materials should complement the design of the shopfront and business and present a finished appearance. Hand-drawn images are recommended to convey the goods or services offered. Mass produced graphic art such as promotional posters for specific brands are prohibited.

Standards	Min	Max
A Height (Overall)	18	36
B Width	18	30
C Sign Area	3 sf	12 sf
Horizontal Clearance from Adjacent Curb	18	none
Pedestrian Clear Pathway	5'	none

- 3. Attachments.** Signs should not contain posters, flyers, balloons, pennants, flags, or other attention getting devices attached to the sign.
- 4. Projections.** There should be no projections other than raised carved letters, which should extend no more than ½ inch from the sign face.



Made of durable materials and utilize graphic symbols that convey the goods offered in the store.



A chalkboard allows easy display of daily specials.



Custom and creatively designed Sidewalk Signs are encouraged.



Foldable, unobtrusive sidewalk signs with concise message

5. **Edges and Corners.** Signs should contain no sharp or jagged edges or corners.
6. Recommended maximum of one sidewalk sign per business.
7. Signs should only be displayed during hours of operation.
8. Signs should be located within 18 inches of the shopfront it serves.
9. Signs should not be located within 15 feet of any crosswalk or intersection.
10. Signs should not obstruct adequate and safe visual clearance for vehicular or pedestrian traffic.
11. Only one sidewalk sign is recommended at each corner of an intersection.
12. Signs should not be affixed to any wall or mounted on wheels.
13. Signs should be well-maintained in good structural and aesthetic condition.
14. "Reader board" signs with removable slide-in letters are discouraged.

3.11 Signage

G. Mural



A sign flat against a secondary façade, typically along a side street, alley, or along the side of a building facing a vacant lot. Murals are typically painted directly on the building, pedestrian-scaled if on the ground floor and larger if on upper stories. These signs are intended to be visible from a greater distance and are secondary to signage on the primary façade at the building's entrance. Mural Signs are subject to design review and approval as identified below.

Standards

All art murals shall be reviewed by the Public Art Committee. In addition to CMC 16.148, the standards for murals include the following:

1. Recommended Maximum Area
 - a. 1-story façade: 1,000 sq ft max.
 - b. 2-4-story façade: 3,000 sq ft max.
2. Murals containing commercial copy of any sort are considered a billboard. Billboards are prohibited.
3. Murals are recommended to include or feature local history.
4. Murals are intended for secondary façades but may be allowed on the front façade subject to design review by the Art Committee.
5. Murals may include major or secondary identification signs subject to a Special Use and Development Permit and if within the maximum size standards permitted for the business that occupies the tenant space upon which the mural is located.

3.12 Circulation Network

A. Introduction

This section provides design concepts and guidelines for the intended elements of the public circulation network within the Plan Area. These elements are consistent with the vision described and illustrated in **Chapters 1 and 2**. The intent of this section is to provide design direction for the creation of a pedestrian-oriented public realm framework that functions as, and feels like, an extension of Claremont Village.

B. Applicability

All Public Street improvements shall be implemented through the cooperative efforts of the City and private developers.

While the design concepts and guidelines in this Section describe retrofit improvements to specific existing streets as well as recommended designs/configurations of specific new connections within the Plan Area, alternative designs and improvements may be proposed and considered as part of the Master Development Permit Process (See **Section 3.2.B/C**). All such proposed alternatives must be found to achieve the Vision and intended public realm outcomes described and illustrated in **Chapters 1 and 2**, and are subject to the discretion of the City Engineer. See CMC § 17150.

C. Circulation Network Design

1. All plans for new or retrofitted rights of way should reference the design concepts and guidelines of this section as well as the recommendations of the most current editions of the National Association of City Transportation Officials' (NACTO) Urban Street Design Guide and Urban Street Stormwater Guide.

2. **Figure 3.12** diagrams a conceptual circulation network of the Plan Area made up of a range of unique street retrofit improvements, as well as new primary and secondary connection types, as described in the legend to the left. Each of these types (retrofits or new construction) are described further on the pages to follow. Actual street designs/improvements (and overall circulation network) will be provided as part of the Master Development Permit Process (See **Section 3.2.B/C**).

3. Intersections:
- a. A traffic signal is required at the intersection of Indian Hill Blvd. and Green St. See **Chapter 2.3** for design intent.
 - b. Turning Radii. As Illustrated in **Figures 3.12.C-I & II**, the effective turning radius takes parked cars and bike lanes into account. The curb radii, however, shall not exceed 15' (see **Figure 3.12.C-I**) except in atypical circumstances as deemed necessary by the City Engineer. Curb radii of 10' or less are recommended (**Figure 3.12.C-II**).
 - c. Pedestrian Crossings. Where present, crosswalks should continue sidewalks as directly as feasible, and should be double the width of the sidewalks they connect.
4. **Bicycle lanes / facilities.** Any proposed shared or dedicated bicycle lane/facility designs will be reviewed against the recommendations of the most current edition of NACTO's Urban Bikeway Design Guide.

Fig 3.12.C-I Turning Radii

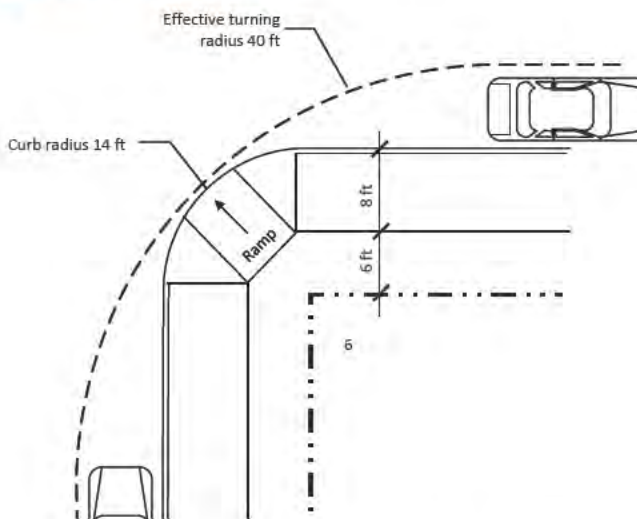
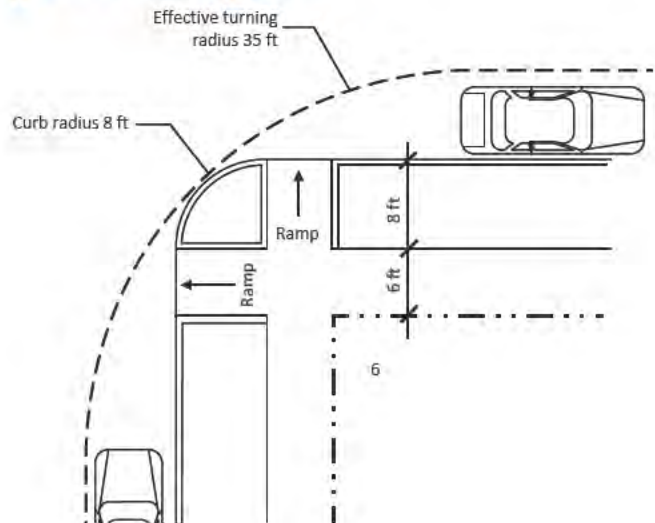







Fig 3.12.C-II Turning Radii



Existing Street Retrofits

-  Major Arterial (West Arrow Highway).
See Fig 3.12.D.1.
-  Secondary Arterial (South Indian Hill Boulevard).
See Fig. 3.12.D.2 and Fig 3.12.D.3.
-  Local Street (Bucknell Avenue).
See Fig 3.12.D.4.

New Primary Connections

-  "Commercial Street" (New Santa Fe Street)
See Fig 3.12.E.1
-  "Neighborhood Street" (Green Street)
See Fig 3.12.E.2.

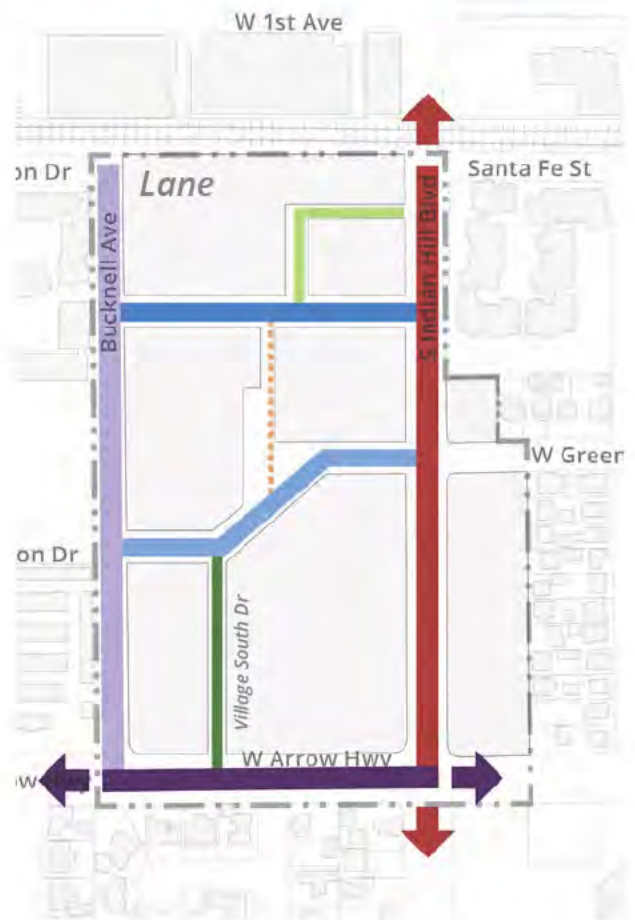
New Secondary Connections

-  "Drive" (South Village Drive)
See Fig 3.12.F.1.
-  "Shared Alley" (Vortex Paseo)
See Fig 3.12.F.2.
-  "Neighborhood Paseo" See Fig 3.12.F.3.
See Also 3.13.E

Notes

1 The Village South Street Regulating Plan will be updated as upon issuance of each VSSP Master Development Permit. While the block structure and street alignments of the updated Plan may differ from what is shown in **Figure 3.12**, the standards of this section remain applicable.

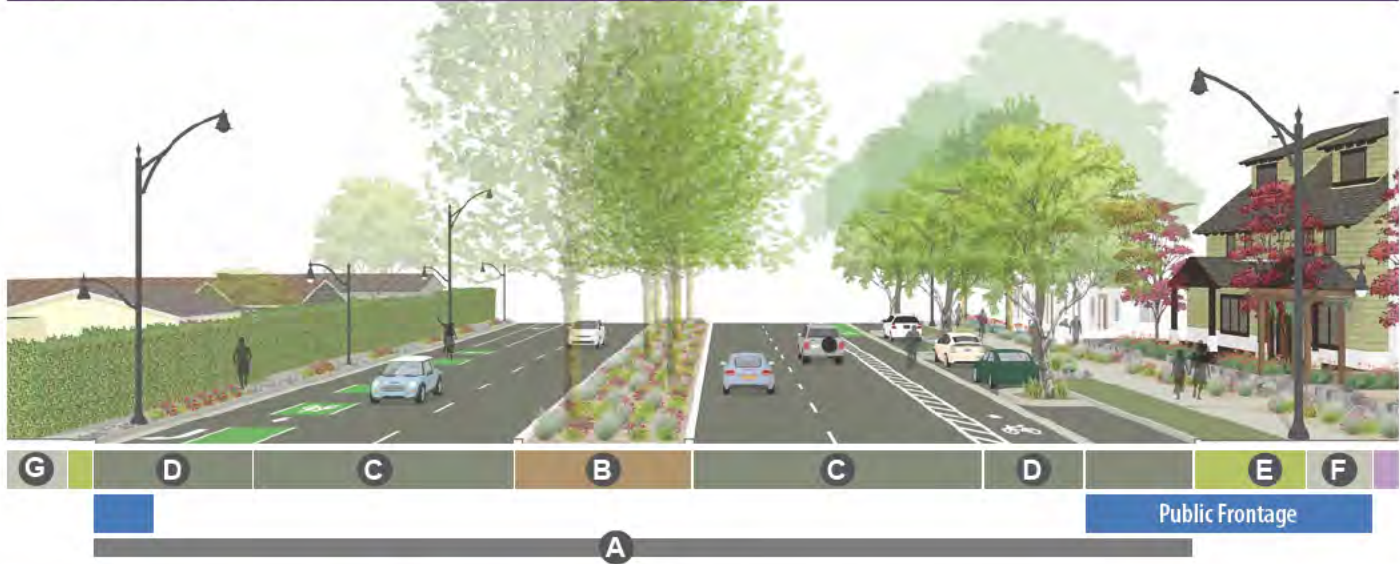
Figure 3.12 Conceptual Circulation Network¹



3.12 Circulation Network

D. Existing Street Retrofits

Fig. 3.12.D.1 Major Arterial (West Arrow Hwy)



Intended character

Intent

West Arrow Highway is a major arterial street providing regional access to Village South. Simple near-term recommendations include narrowing existing lane widths (if feasible) in exchange for a striped bike-lane buffers, and following NACTO standards for shared bike/right-turn lanes.

At the time of redevelopment of parcels along the north side of Arrow Highway, more extensive improvements should be made to the north side Arrow Highway; existing (narrow) curbside sidewalks and planters should be replaced with 8ft continuous landscape parkways and new sidewalks to provide a buffer between pedestrians and traffic. Additionally, curbside parking could be bulbed-in maintaining the existing street gutter flows.

Design Guidelines

1. Public Right-of-Way

A R.O.W. 100'

2. Roadway

B Landscaped Median 15' (per existing),

C Travel lanes 4 (2 each way); 12' lanes [1]

D Bicycle Facilities Class II lanes with 2-3' striped buffers [2]

3. Public Frontage

E Parkway 8'; replaces existing 8' sidewalk and planter [3]

F Curbside Parking (north side; optional) 8' min. [3]

G New Sidewalk (north side) 6' min. [3]

H Existing Sidewalk (south side) (per existing condition)

4. Private Frontages

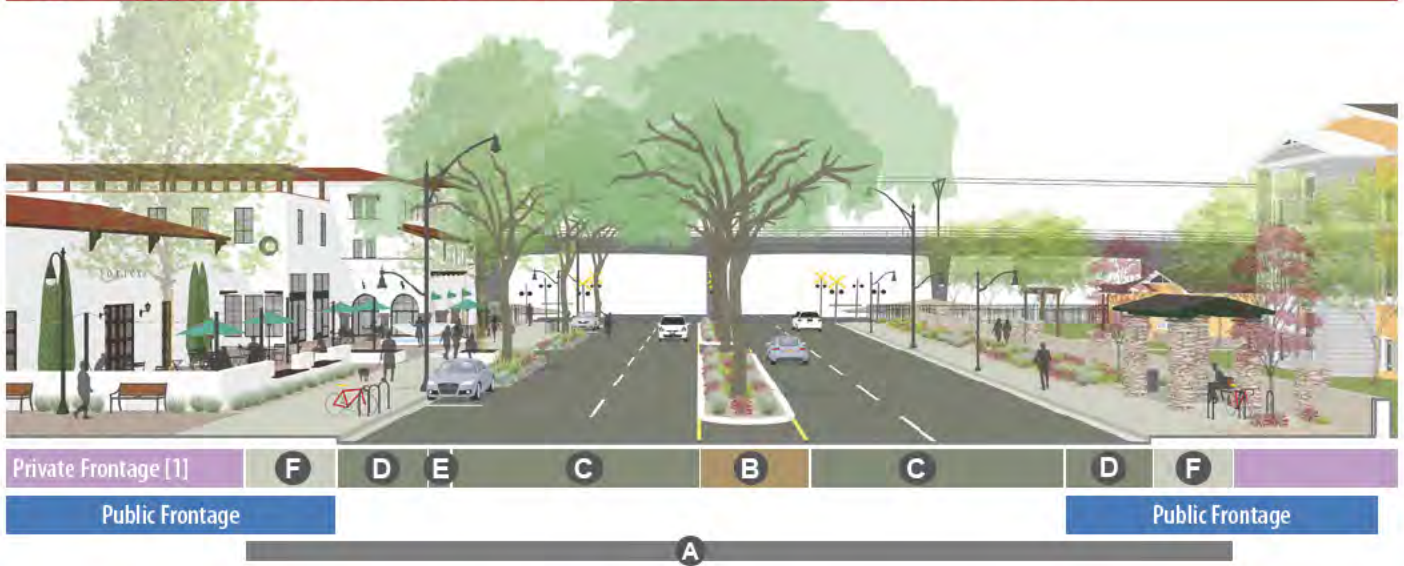
Refer to **Section 3.7.G**

[1] If feasible, narrower lane widths are recommended along this stretch of Arrow Highway, in exchange for striped bicycle-lane buffers;

[2] NACTO Lane-Striping Standards recommended for shared bicycle / right-turn lanes;

[3] Recommendation only at the time of redevelopment of properties along the north side of Arrow Highway; requires easement on private properties.

Fig. 3.12.D.2 Secondary Arterial (South Indian Hill Blvd - North of New Santa Fe St)



Two travel lanes in each direction with a center median, on-street parking, and possible sharrowed outer lanes.

Intent

Indian Hill Boulevard is classified as a secondary arterial street. Recommended improvements in this short stretch of Indian Hill include reconfiguring (moving and lengthening) the landscaped center median from the rail crossing to the intersection of Santa Fe, street re-striping, widened retail-oriented sidewalks (on the west side), and adding curbside parking on both sides of the street. Indian Hill Blvd was previously widened in this stretch to accommodate a right-turn lane and bus stop onto the existing Santa Fe St that runs parallel to the existing rail right-of-way.

Design Guidelines	
1. Public Right-of-Way	
A R.O.W.	80' - 88' [1]
2. Roadway	
B Median	10' min landscaped median (continuous from rail crossing to new Santa Fe St intersection);
C Travel lanes	4 (2 each way); 11'
3. Public Frontage	
D Parking	8'; Parallel with parking lane planters
E Buffer	2' (car door buffer)
F Sidewalk & Parkway	West Side: 14-16' [2] East Side: 8' (per existing)
4. Private Frontages	
Refer to Section 3.7.G	

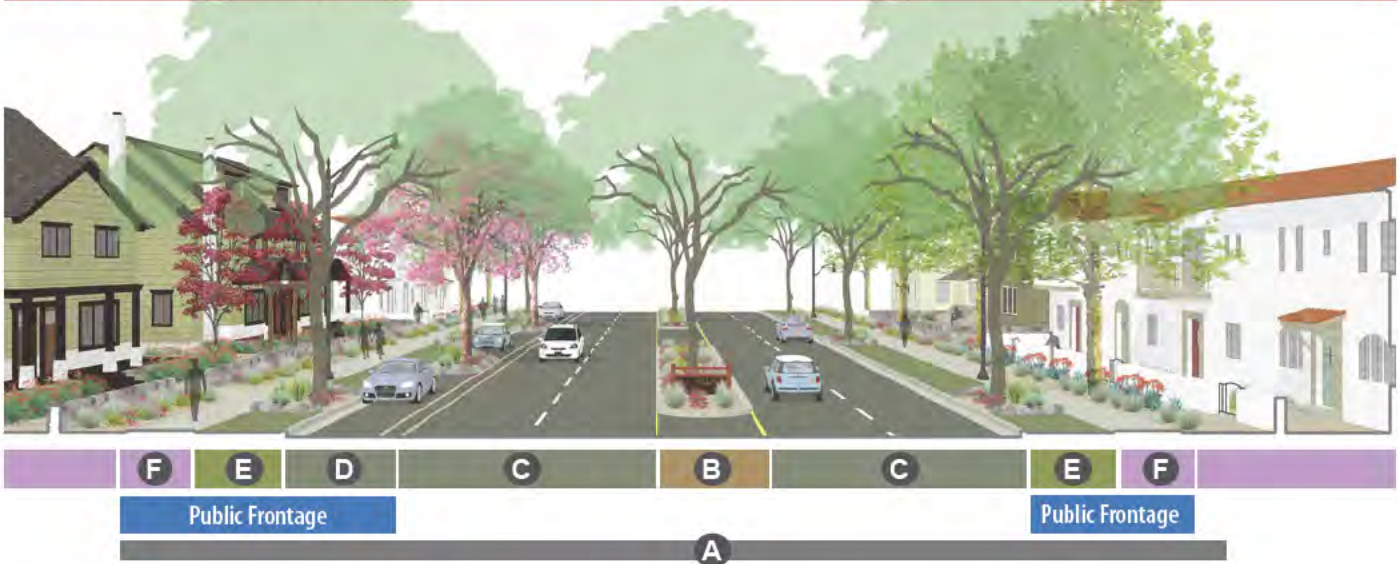
[1] Existing curb-to-curb width on Indian Hill Blvd is 72 ft. The dimensions recommended in this Table intentionally maintain that width.

[2] Requires public access easement along the properties fronting Indian Hill; existing sidewalk is 8ft, which is insufficient for a commercial shopfront environment.

3.12 Circulation Network

D. Existing Street Retrofits (Continued)

Fig. 3.12.D.3 Secondary Arterial (South Indian Hill Blvd - South of New Santa Fe St)



Curbside Parking could be added to the west side of Indian Hill, and the existing narrow sidewalk and planters could be replaced with continuous landscape parkways, and new sidewalks constructed on the fronts of properties fronting Indian Hill at the time of redevelopment.

Intent

South of the new Santa Fe St intersection, the character of Indian Hill St will transition to a more residential boulevard, featuring curbside parking on the west side of the street, landscaped center medians (mid-block and non-continuous along this stretch) to visually narrow this 4-lane corridor, and the potential to replace the existing narrow sidewalk and planters with continuous landscape parkways within the public right-of-way by constructing new sidewalks on the fronts of the private lots fronting Indian Hill via public-access easements at the time of redevelopment to establish a strong village character along Indian Hill entering Village South.

Design Guidelines

1. Public Right-of-Way

A R.O.W. 80'

2. Roadway

B Medians/Left Turn Lanes 10' min landscaped medians (not continuous); Left-turn lanes at intersections / prominent drives.

C Travel lanes 4 (2 each way); 11'

D Right-turn lane (at intersections) 10'

3. Public Frontage

D Parking Lane & Buffer (west side of Indian Hill only) Parking lane striped at 8'; Car Door Buffer - additional 2'; Parking lane planters recommended.

E Parkway 8'; replaces existing 8' sidewalk and planter [1]

F Sidewalk 6' min. [2]

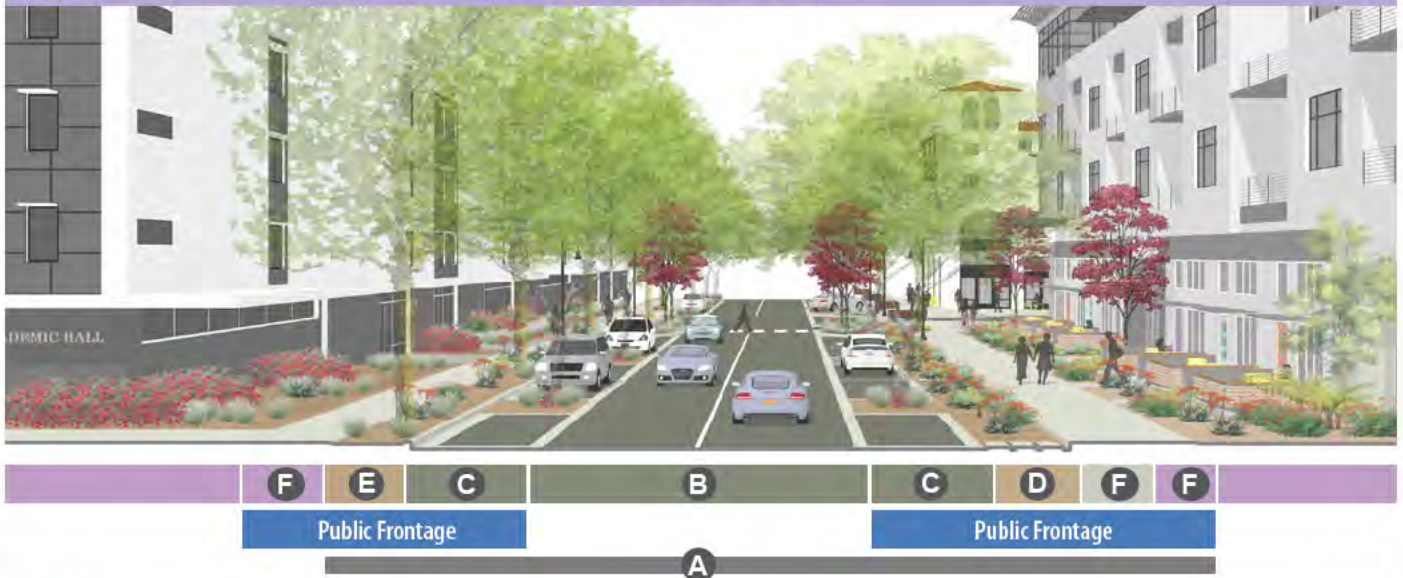
[1] At time of redevelopment of affected parcels.
[2] Requires public access easement along the properties fronting Indian Hill; existing sidewalk is 8ft, which is insufficient for a commercial storefront environment.

4. Private Frontages

Refer to **Section 3.7.G**

Note: Existing curb-to-curb width on Indian Hill Blvd is 64 ft. The dimensions recommended in this Table intentionally maintain that width.

Fig. 3.12.D.4 Local Street (Bucknell Ave - North of Santa Fe St)



Existing Conditions on Bucknell Avenue

Intent

Bucknell Avenue is an existing wide thoroughfare with very low traffic volumes on the west edge of Village South. North of (or flanking) the new Santa Fe St alignment, diagonal parking may be appropriate to serve as overflow parking for the shops and restaurants on Santa Fe, or to directly support commercial uses that might benefit from proximity to the KGI campus across the street. South of Santa Fe St, parallel parking is preferred for both sides of the street to allow a continuous bioswale to be inserted along the east side of Bucknell (built into the existing street) to help accommodate the Plan's stormwater management and bio-infiltration goals. Parking could also be replaced by a bioswale in front of the mini-storage facility where curbside parking is unnecessary (and become a right-turn lane approaching Arrow Hwy) to provide an additional visual buffer to the mini-storage site for potential new buildings in Village South.

Design Standards

1. Public Right-of-Way	
A R.O.W.	60'
2. Roadway	
B Travel lanes	2 (1 each way); 11' lane widths
3. Public Frontage	
C Parking [1]	8' (with parking lane planters every two spaces)
D Bioswale	8' (cut into existing street)
E Parkway (west side)	6'; replaces existing 6' sidewalk [2]
F New / Widened Sidewalks	6' min, 8' recommended [2]

[1] Diagonal Parking (45°, every 3-4 spaces) optional along the east side of Bucknell north of / flanking Santa Fe St in lieu of bioswale;
 [2] Requires public access easement along the properties fronting Bucknell; existing sidewalk is 6ft.

4. Private Frontages

Refer to **Section 3.7.G**

Note: Existing curb-to-curb width on Bucknell Ave is 48 ft. The dimensions recommended in this Table intentionally maintain that width.

3.12 Circulation Network

E. New Primary Connections

Fig. 3.12.E.1 Commercial Street (Santa Fe St)



Santa Fe St Alternative (Parallel Parking)



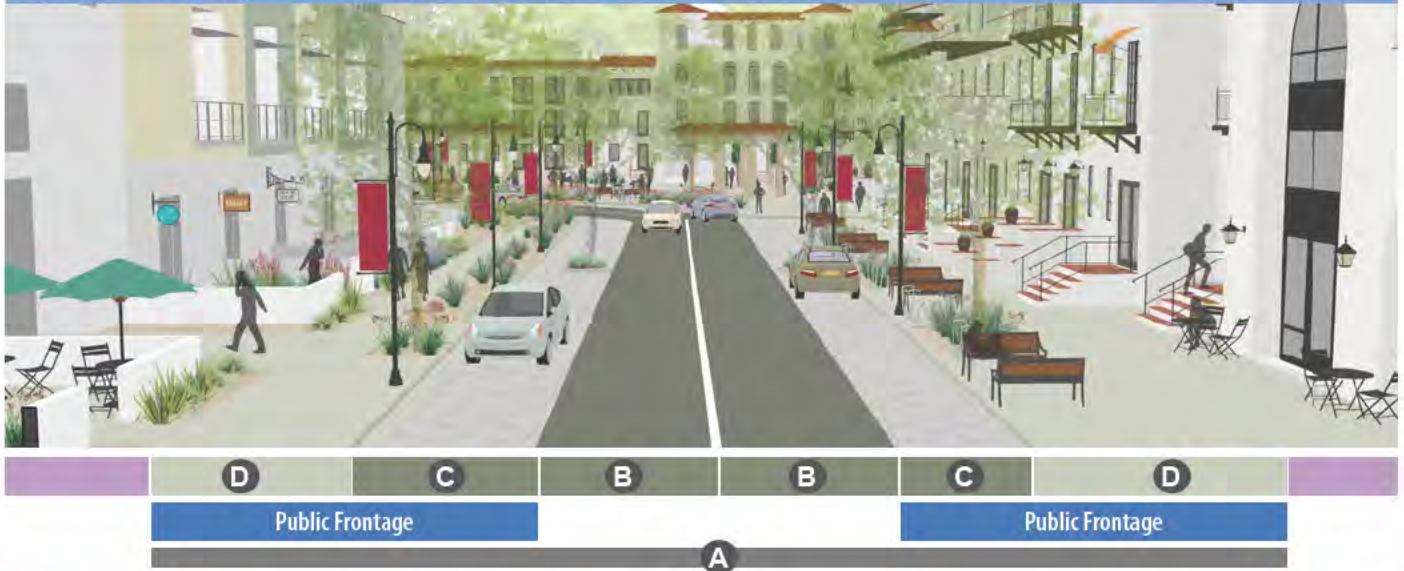
Intent

Santa Fe Street is envisioned to have a distinctly village main street character (akin the streets of the historic Village) and is a primary east-west connections through Village South. This street will be lined (and activated) by neighborhood shops and restaurants, provide high-quality street landscaping, comfortable street furnishings and accommodate outdoor dining to activate the street environment. As the character of Santa Fe St transitions internal to Village South (ground floor shops and restaurants transition to housing toward the west of the block), the parking and public frontage character should transition accordingly.

Design Guidelines	
1. Public Right-of-Way	
A R.O.W.	88'-90' (diagonal parking) 68'-70' (parallel parking)
2. Roadway	
B Travel lanes	2 (1 each way); 12' lane widths
3. Public Frontage	
C Parking	Diagonal (45°); 18' - with parking lane planters; every 3-4 spaces, OR Parallel; 8' - with parking lane planters every 2 spaces.
D Sidewalk & Planter (Commercial Frontages)	14'-15'; Sidewalk: 8' min. Planters: 6'x8' min.
D Sidewalk & Parkway (Residential Frontages)	14'-15'; Sidewalk: 6' min. Parkways: 8' min.
4. Private Frontages	
Refer to Section 3.7.G	

Note: Santa Fe Street may be a private street.

Fig. 3.12.E.2 Neighborhood Street (Green St)



Intended character

Intent

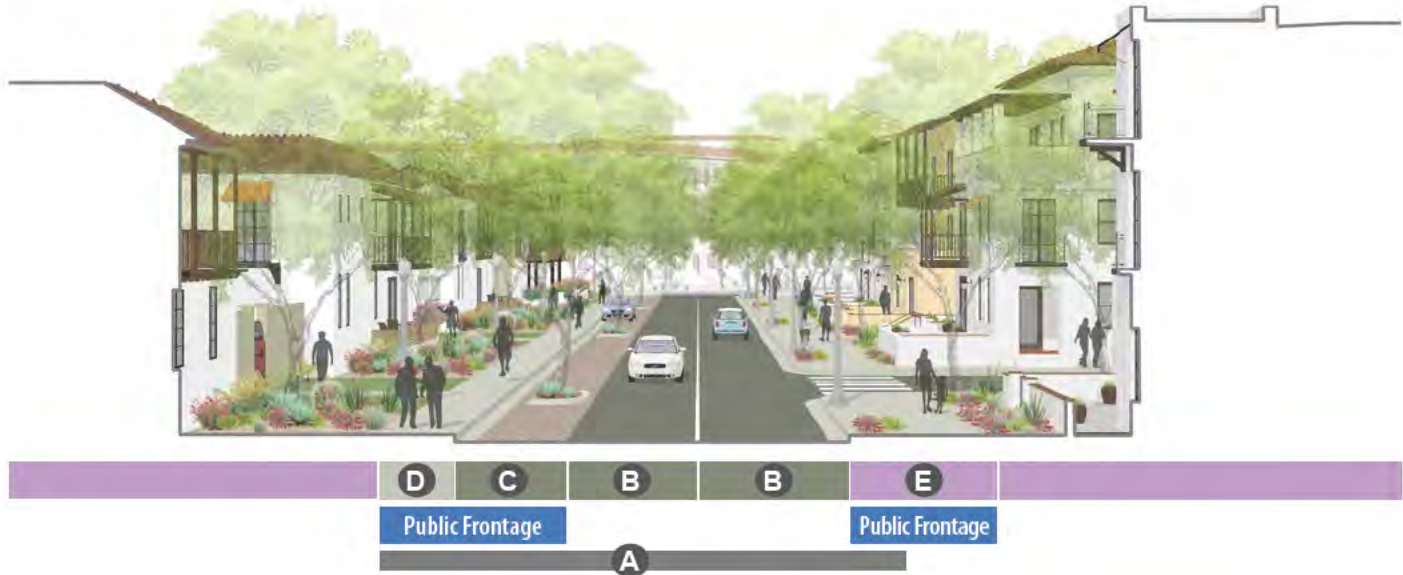
Green Street will extend west through Village South to Bucknell Ave, generally maintaining the right-of-way and curb-to-curb width of the Green St east of Indian Hill Blvd. Green Street will continue to be a primarily residential street, but may be fronted by ground floor commercial spaces at the corners of Indian Hill, and will potentially be flanked by a new public plaza or green in the center of Village South. Streetscape and traffic-calming measures may include corner/mid-block bulb-outs, parking planters, and the potential for a raised-table at the public plaza to prioritize pedestrian connectivity and circulation on both sides of the street.

Design Guidelines	
1. Public Right-of-Way	
A R.O.W.	Typically 60'
2. Roadway	
B Travel lanes	2 (1 each way); 11' lane widths
3. Public Frontage	
C Parking	8'; Parallel with parking lane planters
D Sidewalk & Planter (Commercial Frontages)	12'-14'; Sidewalk: 8' min. Planters: 4'x8' min.
D Sidewalk & Parkway (Residential Frontages)	12'-14'; Sidewalk: 6' min. Parkways: 6' min.
4. Private Frontages	
Refer to Section 3.7.G	

3.12 Circulation Network

F. New Secondary Connections

Fig. 3.12.F.1 South Village Drive



Intended character

Intent

South Village Drive serves as a small, neighborhood-serving vehicular and pedestrian connection between Arrow Highway and Green Street. Based on the existing narrow right-of way parking could be provided on one-side of the street only, and/or public frontages (including curbside parking, sidewalks and planters) would need to be provided via public access easements on the properties fronting or gaining access from the drive at the time of redevelopment.

Design Guidelines

1. Public Right-of-Way

A R.O.W. 46' (may vary)

2. Roadway

B Travel lanes 2 (1 each way); 10' lane widths

3. Public Frontage

C Parking 8'; Parallel with parking lane planters; (one or both sides)

D Sidewalk 6'

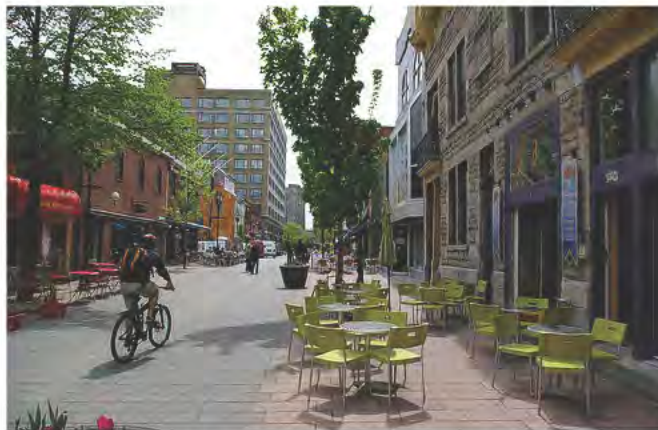
E Sidewalk and Planter 12' [1]

[1] Requires public access easement along the properties fronting South Village Drive

4. Private Frontages

Refer to **Section 3.7.G**

Fig. 3.12.F.2 Shared Alley - "Vortex Paseo"



Retail/Restaurant-fronted lane with outdoor dining

Intent

These connections may provide vehicular parking, fire lane, or service access, and/or provide street frontage for ground-floor businesses. Regardless of primary function, the space should be comfortable and welcoming for people to use as a pedestrian connection. The street in the image above allows vehicles as guests, and indicates vehicular-accessible areas with high-quality paving material; however, the shared vehicular-pedestrian street and sidewalks maintain the same grade, emphasizing the intent of this space to serve as a pedestrian thoroughfare. See also **3.13.F.3 - Neighborhood Paseo**.

Design Guidelines	
1. Public Right-of-Way	
A R.O.W.	30' min.
2. Roadway	
B Travel lanes	13' min. (26' min end to end)
3. Public Frontage	
C Sidewalk and Planter	Varies
4. Private Frontages	
Refer to Section 3.7.G	

3.12 Circulation Network

F. New Secondary Connections (Continued)

Fig. 3.12.F.3 Neighborhood Paseo



Retail/Restaurant-fronted lane with outdoor dining

Design Guidelines	
1. Public Right-of-Way	
A R.O.W.	30' min.
2. Roadway	
Travel lanes	N/A
3. Public Frontage	
B Sidewalk and Planter	15' min combined
4. Private Frontages	
Refer to <i>Section 3.7.G</i>	

Intent

Paseos are non-vehicular rights of way that connect one street to another. They are wide enough so that they can be lined with frontages which can open up and spill out onto them. (See [Section 3.7](#)).

Fig. 3.12.F.4 Passage



A passage in the Village: leading from the street to rear parking.

Intent

A passage provides a pedestrian connection between or through buildings from the street to a space, or from one space to another. They are typically narrow, not lined with frontages, and may be covered or uncovered.

Design Guidelines	
1. Public Right-of-Way	
A R.O.W.	12' max - residential 18' max - commercial
2. Roadway	
Travel lanes	N/A
3. Public Frontage	
B Passage Clear	5' min
4. Private Frontages	
Refer to <i>Section 3.7.G</i>	

3.13 Public Open Space

A. Introduction

This section establishes the standards for public open spaces based on the intended physical character through three types of spaces:

- **Plaza.** Focused landscaping and hardscape for public purposes. *Section 3.13.C.*
- **Green.** Small open space with landscape to accommodate passive recreation. *Section 3.13.D.*
- **Paseo.** Paved passages that provide through pedestrian connection from one thoroughfare or open space to another. They may be adapted to allow vehicles, but primarily prioritize pedestrian accessibility. See *Section 3.13.E.*

These types are generally based on their function. Collectively, the civic spaces are designed to function as a comprehensive system of public open space that supports the variety of physical contexts in mixed use places.

Key

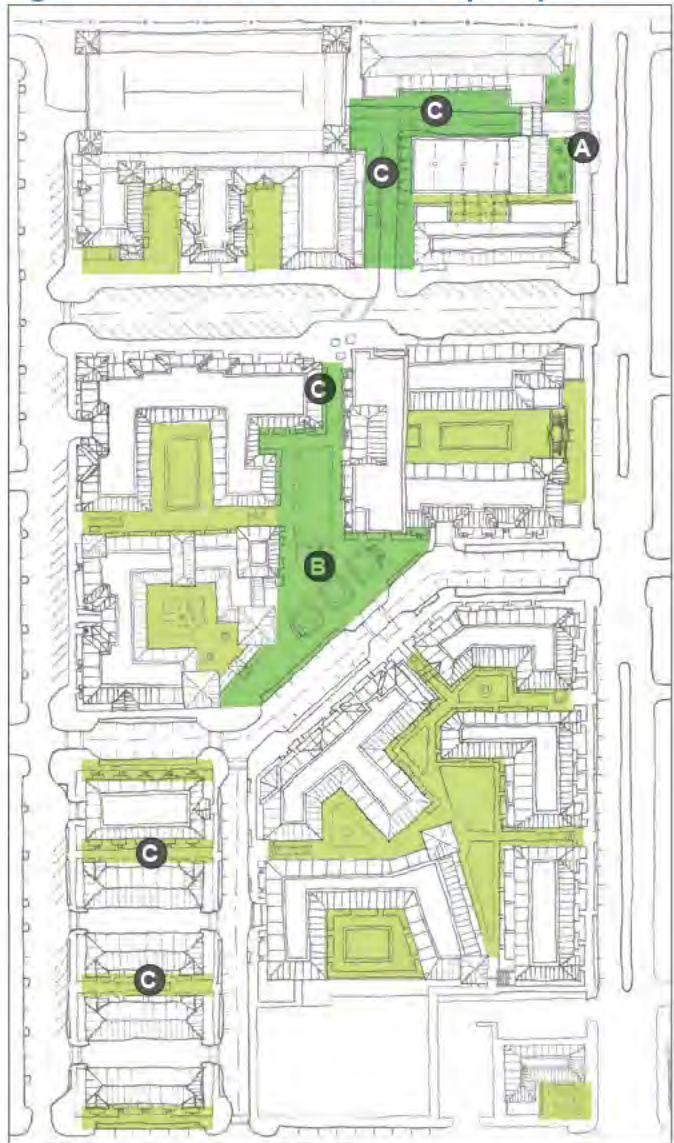
- Required Public Open Space
- Semi-Private Open Space
- Ⓐ A Green or Plaza is required in front of the Vortex building, and must encompass at least 2,000 square feet.
- Ⓑ A second Green and/or Plaza is required within the Plan Area and must encompass at least 10,000 square feet.
- Ⓒ Paseos are strongly recommended to provide pedestrian connections between thoroughfares.

The illustrative plan shows potential areas for open space amenities. While the public open space in front of the Vortex building is required in the specified location, the location of the secondary required public open space and any other additional public open spaces may be determined according to how it best meets the criteria in the Objective Design Standards Scoring process. See *Appendix A.*

B. Standards

1. Buildings adjacent to public open spaces must front onto the open space.
2. Public open spaces must be adjacent to an existing or planned thoroughfare.
3. Public open spaces must be open to the public during daytime hours.

Figure 3.13 Public & Semi-Private Open Spaces



C. Plaza



The plaza in Claremont Village with a landscaping and seating areas.

A formal publicly accessible space with focused landscaping and hardscape for civic purposes and commercial activities, spatially defined by building frontages, and located at the intersection of important streets or pedestrian paths. The plaza's principle function is to serve as a flexible gathering space and to support civic and commercial activities such as farmer's markets, music concerts and art fairs. The plaza's design serves all ages and abilities providing convenient pedestrian connections through the space to the surrounding building frontages.

Standards and Guidelines

1. Landscape

- a. Landscape materials should be a balance of drought-tolerant trees, plants and groundcover that provide significant shade and interconnected spaces.
- b. The ground surface should vary to provide a sense of physical movement across the plaza as well as support water drainage and reclamation patterns.
- c. Furnishings such as benches, chairs, Tables and drinking fountains should be provided.
- d. Public art should be integrated into the site.

2. Design Details and Elements

- a. **Size.** The smaller dimension must be at least half of the larger. No dimension may be less than 50 feet.

- b. **Visibility.** The plaza is visible from adjacent streets. Pedestrians and motorists alike must be able to see through the space to the building façades at the back of the plaza.
- c. **Frontages and Adjacencies.** The plaza has street frontage on at least one side.
- d. **Lighting.** Lighting shall be subtle and use low kelvin luminaires.
- e. **Structures and Improvements.** The space should provide locations for kiosks, stage areas, public art, water features, and historic monuments to enhance the space while not obstructing views and pedestrian connections.

3.13 Public Open Space

D. Green



A combination of turf and simple hardscapes.

A small open space spatially defined by building frontages and streets and accommodating passive recreation and children's play. While greens may include playgrounds, they are primarily intended as informal spaces with no dedicated recreational use.

Standards and Guidelines

1. Landscape

- a. The ground surface may be predominately green, hardscape, or a balance of both. Paved paths and hardscape features should be integrated to encourage pedestrian movement through the park.
- b. Lawn, planting beds, hardscape, and/or drought tolerant landscape are recommended.
- c. Trees should be arranged to reflect the design and shall be of sufficient scale for their context.

2. Design Details and Elements

- a. **Visibility.** Visibility across, from one side of the Pocket Park to the other is required. Hedges and walls shall not exceed 36 inches in height.

- b. **Frontages and Adjacencies.** Greens should border at least one public street when located mid-block, or two public streets on the corner of a block.
- c. **Shading.** Shade structures are allowed but shall be reviewed for appropriate scale and to not visually dominate the space. Trees and umbrellas are preferred forms of shading.
- d. **Lighting.** Lighting shall be subtle and use low kelvin luminaires.
- e. **Structures and Improvements.** Structures may include but are not limited to pergolas, trellises, small monuments, sensible water features, and pedestrian amenities (benches, picnic tables, drinking fountains, etc.), bike racks, playground equipment and informal athletic courts.

E. Paseo



A Paseo can create active pedestrian environments with dining areas.

A narrow public pedestrian way that provides beautiful mid-block connections. Paseos can accommodate residential, commercial and other non-residential frontages. Paseos present the opportunity to improve pedestrian connectivity and safety while reducing the need for vehicular rights-of-way. Paseos lead or connect to other streets or open spaces.

Paseos can provide additional locations for shopfronts, patios and outside dining, informal open spaces and mini-plazas between buildings.

Standards and Guidelines

1. Landscape

- a. Trees may be arranged at varying intervals along the side or in the middle of the Paseo to accommodate pedestrian furniture and seating areas. Variability in tree species, size and spacing is allowed.
- b. Landscaping should allow for pedestrians to meander through the Paseo side-to-side, especially in paseos lined with commercial frontages, but a defined route should encourage movement through the space.

2. Design Details and Elements

- a. **Size.** Paseos range in width from 12-25 feet in width and either extend the entire depth of a block, or connect to an alley or surface parking lot in the center of a block.

- b. **Visibility.** All buildings along paseos shall have an entrance on the paseo and additional visibility to the paseo.
- c. **Frontages and Adjacencies.** Residential and non-residential buildings open directly onto the Paseo with the integration of stoops, patios and similar frontages.
- d. **Lighting.** Lighting shall be subtle and use low kelvin luminaires.
- e. **Structures and Improvements.** Small side courts, rest areas and pedestrian amenities (benches, picnic tables, etc.) may be located in the Paseo.



Part III

3.14 Architecture & Landscape Guidelines

3.14 Architecture & Landscape Guidelines

A. Introduction

A beautiful, walkable public realm network provides the framework for a great town center, but without rich landscaping and beautiful buildings Village South cannot realize the promise of its privileged location or extend the legacy of the Claremont Village. The design and use of all buildings and site improvements in Village South is regulated by the Code and guided by Design Guidelines. These are based on the Goals and Guiding Principles endorsed by City commissions and Council.

Architectural Objectives

- **Building Materials** – Buildings should be crafted of simple, natural, durable building materials that stand the test of time and age with grace.
- **Building designs** should generally include a base, middle and top: the base made of strong, dense materials that visually support the mass and are nice to touch, middles with generous amounts of street-facing windows in balanced compositions, and tops that provide attractive shade, shadow and profile such as gables, eaves, cornices or similar elements.
- **Ground floor frontages** – including front setback area, where provided, and ground level façade(s) – should be designed with the passing pedestrian or visitor in mind, inviting entry and/or providing “eyes on the street” to keep the public realm safe in feeling and in fact.
- **Ground floor commercial frontages** should be provided with large, shaded, clear glass shopfronts that invite views and access by passersby.
- **Ground floor residential frontages** should provide an appropriate balance of privacy for the resident and access by (or overlook of) passing pedestrians, through combinations of building setbacks and ground floor elevation combined with attractive landscape, low wall and hardscape compositions. Where possible, front doors should access the sidewalk in front of a project.
- **Off-street parking and vehicular access** thereto should disrupt the Public Realm and pedestrian network as little as possible. Parking should be located toward the back of the lot or underground whenever possible, and screened from public views in all cases. Access to parking should be via rear lanes or services alleys when possible. Driveways and openings for vehicular access into lots, when necessary and justifiable, should be narrow and widely spaced.



Traditional architectural elements on a simple façade



Eclectic rhythm of traditional downtowns



Spanish revival precedent in Claremont



Traditional Shopfront



Simple shopfront with Spanish roof and contemporary glazing



Spanish revival town center

3.14 Architecture & Landscape Guidelines

B. Architectural Styles of Claremont

1. Definition of Style

Within the Architectural Guidelines, the word *style* is used to denote the overall character of a building brought about through the combination of massing, ornament, and materials. A truly authentic building within a style is one that uses all of these elements appropriately in conjunction with one another. These principles can be applied to both Residential and Commercial building types. Buildings should maintain consistency of style, and should not mix and combine elements of different styles.

Traditional buildings as referred to within the document are those that combine traditional massing with traditional ornament and materials. Modern buildings are those that incorporate either modern details, modern massing, or both. Buildings with traditional window sizes and spacing can still be considered modern if the windows are articulated with modern materials such as steel, or built into walls made of modern materials.

To design within a style is not to directly mimic a previous building or group of buildings brick by brick, but rather to build on trends and traditions attributed to a style. Styles themselves are living traditions with great flexibility, and sometimes are not precisely delineated in the built environment.

2. Local Building Tradition

The following pages are intended to illustrate designs characteristic of Claremont variants of three broad American Styles. These illustrations convey the level of detail that is to be provided in the architecture of the buildings, but certainly do not include all possible variations.

Southern California has a rich tradition of being a habitat for both subtle traditional styles and avant-garde modern styles. Although many of these styles are ubiquitous in California, local communities have adopted variations of styles that are specifically tailored to local climate, geography, and lifestyle. Warm climate has, over the years, resulted in Spanish Revival buildings with recessed windows, intimate shaded courts and heavily shaded balconies. Contemporary buildings also incorporate deep shade recesses and low, moderately-overhanging roof forms.





Roof forms are often a good indicator of a building's style because they reveal which structural system is being utilized. Steel systems allow modern buildings to incorporate innovative monopitch roof forms, and, traditionally, heavy timber and masonry encouraged shallow-pitched roofs with relatively short spans in Spanish Revival buildings.



Traditional detailing and proportions for base, middle, and cap.



Town-Scale Downtown Streets with Monterey style elements.

		MASSING	
		Traditional	Modern
STYLE	Traditional		
	Modern		

Massing and style combinations for Residential Types



Traditional Claremont Village Architecture



Simple Post-modern Retail



Spanish Style Town Center building



Contemporary Style Parking Garage Liner Shopfront



Contemporary cornerpiece with canopy

3.14 Architecture & Landscape Guidelines

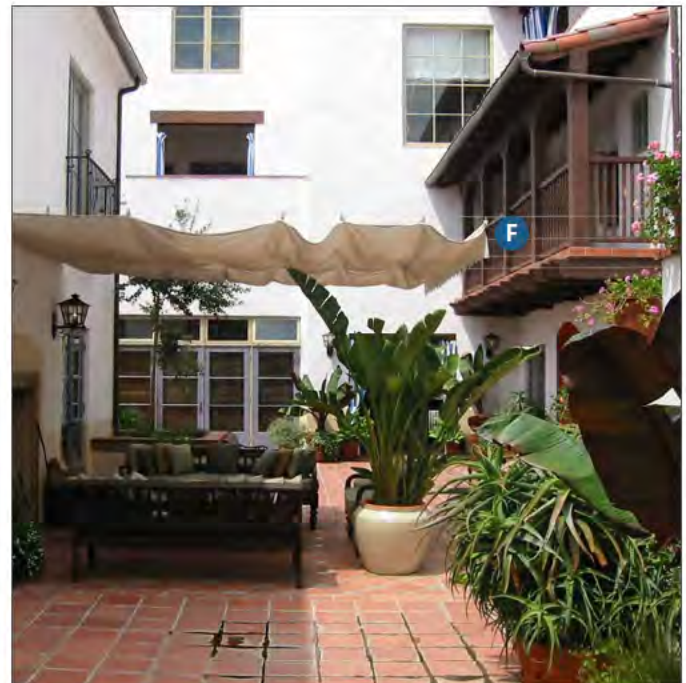
C. Spanish Revival



Description

The Spanish Revival Style is a hallmark California architectural language with many different variations and configurations. The early Spanish missions established throughout the state helped to inspire the first wave of residential and commercial structures in the style, while the 1915 Panama-California Exposition helped to introduce certain Baroque elements and more Spanish elaborations to the style. The resulting style is one that is fundamentally simple, with small occurrences of architectural flourishes such as wrought iron railings and decorative tiles.

The style is particularly well suited to the Mediterranean climate because of the heavy use of white plaster walls that help reduce heat gain during summer. Thick walls are frequently used as well in order to provide thermal inertia and reduce thermal losses.



Spanish Revival buildings often share intimate shaded courts such as these.



Defining Characteristics

- A** Low-pitched hip or gable roof with eaves facing the street and terra cotta tile
- B** Low overhang eaves with exposed rafter tails
- C** Wall surface that extends into gable without break
- D** Smooth plaster stucco wall finish
- E** Simple stucco or tile decorative vents in gables
- F** Wood or metal balconies that are either roofed or open
- G** Decorative chimney tops, especially using terra cotta tiles
- H** Along retail building frontages, simple arcades and galleries are often present



3.14 Architecture & Landscape Guidelines

D. Craftsman



Description

The Craftsman Style represents an independent western movement in American architecture. Its guiding force was the English Arts and Crafts movement, which favored the beauty and honesty of traditional hand-craftsmanship and natural materials. The style was adapted for countless small houses and bungalows from the 1900s to the 1940s. Since that time, the Craftsman Style has evolved to include various interpretations adapting it to multifamily and mixed-use prototypes.



A contemporary example of a Craftsman style entry porch with masonry and heavy-timber construction.



Defining Characteristics

- A** Low, horizontal proportions, characterized by low-pitched gable roofs, horizontal materials
- B** Deep, broad porches that are integral to the overall building form
- C** Wide, projecting eaves with exposed rafter tails, supporting beams or braces, and timber-frame decoration in gable ends
- D** Ganged (grouped) windows and doors, vertical in proportion and trimmed with wood
- E** An emphasis on natural materials, particularly wood, brick and stucco utilizing a three-step process, often with natural stone foundations and Piers
- F** Broad windows and doors
- G** Porches with distinctive Pier columns combinations



3.14 Architecture & Landscape Guidelines

E. Contemporary



Description

The Contemporary style is one that emphasizes mass and form over the application of ornament and details. A direct result of the Bauhaus movement, the Contemporary style now includes many different variations of designs that all share the same general principles. Most contemporary buildings use large amounts of glazing with industrial materials such as metal sidings and posts.

Locally, the Contemporary style has used glass façade portions to capitalize on panoramic landscape views. Large overhanging mass forms often create large shaded porch and balcony areas.



Contemporary Mixed-Use



Defining Characteristics

- A** Streamlined decorative detailing at doors and windows
- B** Smooth, sometimes textured wall surface, often incorporating metals, industrial materials, stone, and/or wood
- C** Asymmetrical façade, with window patterns that may not be consistent across floors
- D** Flat roofs without decorative parapets or coping at the roof line
- E** Heavy use of glass along façades, often in the form of floor-to-ceiling windows or ribbon windows
- F** Front door usually unadorned, and often obscured or recessed
- G** Prominent cantilevered sections of building, roof and/or balcony without visible support from main body of the building



3.14 Architecture & Landscape Guidelines

F. General Architectural Guidelines

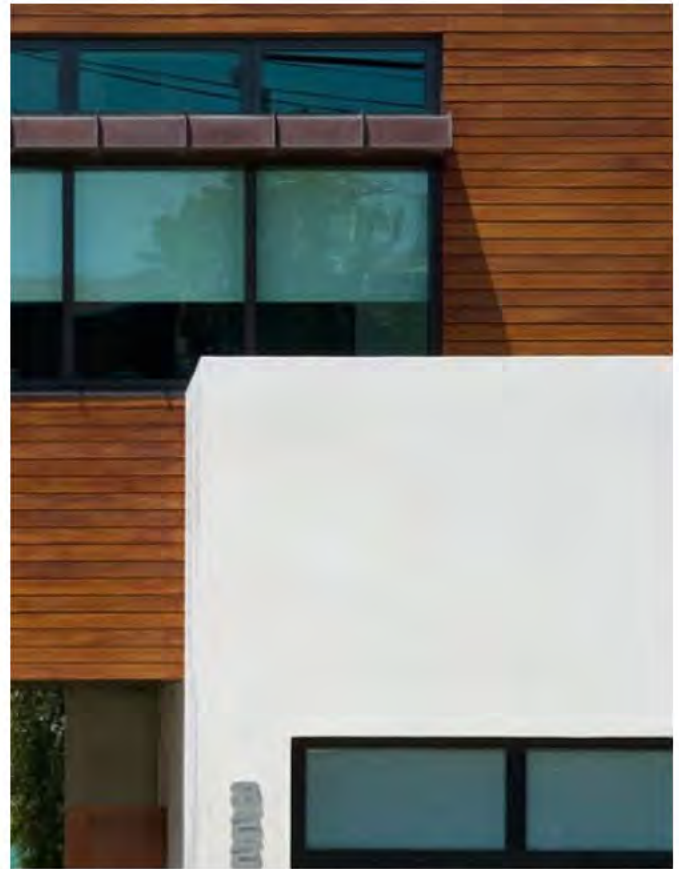
- 1. General.** Authentic, natural building materials and simple detailing are recommended, including smooth plaster, fine concrete block, brick, stone, tile, wood, terra cotta tiles and durable metals. However, synthetic materials that faithfully simulate natural materials may be allowed through the Design Review Process, when approved in writing by the Director and based upon the findings:
 - a.** That the material faithfully simulates the appearance of the natural material it imitates;
 - b.** That the material has a demonstrated ability to weather gracefully, aging similarly to or better than the natural material it imitates.
- 2. Materials.**
 - a. Primary Materials.** Building walls should be clad in smooth plaster or stucco (coarse, heavy lace, and Spanish textures are prohibited). Fine concrete blocks, brick and stone are acceptable materials, including high-quality manufactured wood, dropsiding, board and batten, or fine concrete block, brick, stone, or pre-finished metal panels.
 - b. Chimneys.** Exterior chimneys should be finished in brick, concrete block, stone, or stucco.
 - c. Discouraged Wall Materials.** Materials to avoid include simulated finishes (such as artificial stone), plywood siding, low-quality vinyl siding, EIFS (Exterior Insulation & Finish System) on exposed ground level location and split face block.
 - d. Reflective Materials.** Reflective materials should only be used if they are applied to small areas and do not cause a visual nuisance to automobile traffic, pedestrians, and neighboring buildings.
 - e. Organic Materials.** Green wall installations planted with sedums may be used where appropriate.
- 3. Configurations.**
 - a. General.** Walls may either be designed as traditional façades of one major simple material with punched window openings or modern exposed structural with panelized windows.
 - b. Multiple Materials.** On traditional buildings, multiple wall materials combined on a single façade should be stacked, with lighter materials above those that are more substantial. On modern buildings, materials should be mixed in a manner suitable for the architectural character of the building.
 - c. Cantilevers.** Cantilevers should be visually supported by visible wood brackets or beams on traditionally styled buildings. Most modern buildings use visible wood or steel beams to visually support cantilever.
- 4. Methods.**
 - a. Brick and Cut Stone Patterns.** Brick, concrete block, and cut stone should be laid in true bonding pattern for traditional styles, and may be laid in stack bond for modern styles.
 - b. Mortar Joints.** Brick, concrete block, and cut stone mortar joints should be set in from the masonry units – struck or raked – not extruded or flush.
 - c. Rubble Stone.** Rubble stone should be laid in a natural, horizontal direction in horizontal courses with smooth or beaded mortar joints. Natural, locally-sourced river rocks are strongly preferred to non-native stone.
 - d. Wood Siding.** Walls clad in wood or cement fiber board siding should be stained or painted with colors approved through the Design Review process.
 - e. Wood Siding Patterns.** Clapboard should not exceed 6 inches to the weather. Shingles should not exceed 8 inches to the weather. Dropsiding should not exceed 12 inches and 4 inches, alternately.
 - f. Green Walls.** Green wall installations are encouraged on secondary façades, especially those that are lacking fenestration or south-facing.



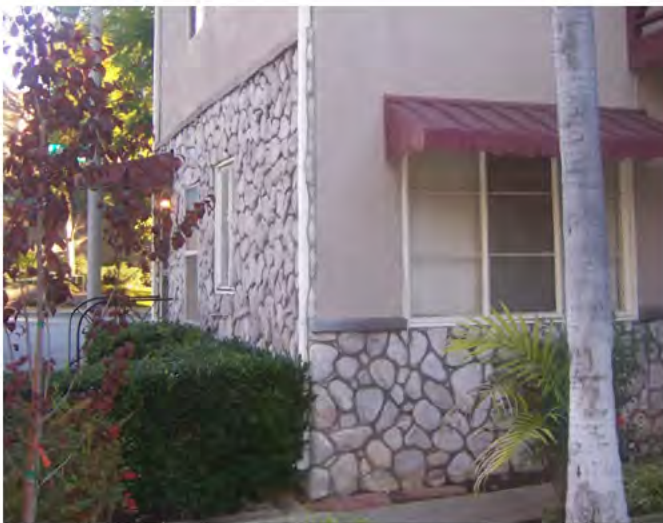
This brick veneer wraps the corner.



Mortar joints are raked.



Mixing façade materials, in this case plaster and siding, can help break down the scale of a building.



AVOID: Stone veneer that does not wrap the corner and exposes the fact that is a veneer. Stones not laid with horizontal courses.



A Spanish Revival courtyard building with a portion of the second floor cantilevering over the front entry

3.14 Architecture & Landscape Guidelines

G. Site Walls

1. Materials

- a. **General.** All site walls should use materials that complement the architectural character of the adjacent building.
- b. **Primary Materials.** Garden walls and retaining walls exposed to public view, should be made of or clad in smooth plaster (with or without decorative tile or terra cotta elements), decorative concrete block, brick, stone (which may be mounted in gabions), or weathering steel compatible with the design of the primary building. Fences and trellises should be made of finished wood, steel, or wrought iron. Plain precision concrete block is strongly discouraged.
- c. **Discouraged Wall Materials.** Materials to avoid include simulated finishes (such as artificial stone), plywood siding, EIFS (Exterior Insulation & Finish System) and plain precision concrete block.
- d. **Reflective Materials.** Reflective materials, such as mirrored glass, shiny metal, and chrome, should only be used if they are applied to small areas, and do not cause a nuisance to automobile traffic, pedestrians, and neighboring buildings.
- e. **Organic Materials.** Green wall installations planted with Sedums may be used where appropriate.

2. Configurations

- a. **Garden Walls.** Garden walls should be no less than 6 inches wide and capped. The cap on walls related to traditional building styles should overlap the wall below – caps for modern buildings need not. Caps can be the same width as the wall when they are the same material as the supporting wall.
- b. **Fences.** Wood fences and gates within front setbacks should be made of vertical pickets or lattice with no more than 3-inch gaps in between. Wrought iron fences and gates for traditional styles should be made of true wrought iron, steel bar or tube faithfully simulating true wrought iron, with bars with no less than a 4 inch space between.

- c. **Front Yard Wall Height.** Fences and garden walls within front setback areas should be between 30 and 36 inches in height.
- d. **Retaining Walls.** Retaining walls within the Primary Setback area – and to the line of the side yard enclosing fence or wall – should be made of or clad in materials as specified in these guidelines. Retaining walls behind the fence line and substantially obscured from views from the public way may be relieved of this requirement by the Architectural Commission.
- e. **Service Screen Walls.** Trash receptacles should be screened from public view by opaque walls or fences meeting the requirements of this Plan and City standards for trash enclosures.
- f. **Parking Walls.** Parking areas should be screened with walls up to 48 inches, where appropriate.

3. Methods

- a. **Brick and Cut Stone Patterns.** Brick, concrete block, and cut stone should be laid in true bonding pattern for traditional styles, and may be laid in stack bond for modern styles.
- b. **Mortar Joints.** Brick, concrete block, and cut stone mortar joints should be set in from the masonry units – struck or raked – not extruded or flush.
- c. **Rubble Stone.** Rubble stone should be laid in a natural, horizontal direction in horizontal courses with smooth or beaded mortar joints.
- d. **Local River Rock.** Use of locally-sourced river rock with battered edges is encouraged for walls and columns.
- e. **Wood Siding.** Walls clad in wood or cement fiber board siding should be stained or painted with colors approved by the Design Review process.
- f. **Wood Siding Patterns.** Clapboard slats should not exceed 6 inches to the weather. Shingles should not exceed 8 inches to the weather. Dropsiding should not exceed 12 inches and 4 inches, alternately.



Ivy can help in creating a nicer frontage with the public realm.



Green walls with drought tolerant succulents can cool sidewalk areas.



Stucco walls with pre-cast concrete caps should reflect the building's character.



Smooth plaster walls may incorporate decorative tile or terra cotta accents. These walls also have a cap.



From left to right. A contemporary wooden fence; Gabion wall with weathering steel fence; Plaster front yard wall with brick cap; Plaster front yard wall without a cap.

3.14 Architecture & Landscape Guidelines

H. Building Elements

Attached architectural elements and details that provide buildings with a human scale and pedestrian orientation – including lighting fixtures, custom signage, awnings, hand rails, balconies, and trellises – should be designed to be consistent and compatible throughout the building.

- 1. Columns, Piers, and Arches.** Columns, piers, and arches should be made of or clad in smooth plaster, stone, locally-sourced river rock, concrete block, wood or brick.
- 2. Porches and Porticos.** Porches and porticos should be made of either wood or steel.
- 3. Porte cochères and Carports.** A Porte cochère or carport should be designed as an integral wing or element of the building it serves. The detailing and architectural style of porte cochères and carports should be consistent with the rest of the building. Porte cochère and carport columns, posts, and beams should match the columns, posts and beams used at the building's porch or stoop and should be consistent with the building's overall palette of materials.
- 4. Stoops.** Stoops should be made of brick, stone, concrete, or wood.
- 5. Exterior Stairs.** Risers and treads should be made of durable materials.
- 6. Balconies.** Balconies should be made of wood, wrought iron, or metal and may be open or covered. Balconies should be at least 6 feet by 6 feet in floor area.
- 7. Railings.** On traditional buildings, porch, balcony and other railings should be made of wood, wrought iron, steel bar or tube faithfully simulating true wrought iron. Modern buildings may also use galvanized or painted steel, aluminum, and cable railing components. Vinyl substitutes are not appropriate.
- 8. Planter Boxes.** Permanent attached planter boxes, if provided, should be between 18 to 42 inches tall and never obscure a window opening. Boxes should be made of materials compatible with the rest of the building. On traditionally styled buildings, planter boxes should be clad in smooth plaster, decorative tile, stone, or cast stone. On modern buildings, planter boxes may also be clad in metal (steel, weathering steel), tile and brick.
- 9. Awnings.** Entry coverings may include canvas awnings, or projected shed or gabled roofs supported by brackets made of wood, wrought iron or metal. Modern buildings may have metal or glass awnings supported by tension rods
- 10. Bay Windows.** Bay windows should be made of or clad in materials identical to or compatible with the building's wall finish and windows. Bay windows should be a maximum of 8 feet in width and should have a height that is equal to or greater than their width. Bays should be placed a minimum of 3 feet from any building corner or other bay. A bay's street facing façade should consist of at least 50% transparent fenestration.
- 11. Spindles and Balusters.** Spindles and balusters on balconies, porches, and decks should not exceed a spacing of 6 inches on center, or as required by the California Building Code, whichever is less. Standard pipe rails, horizontal and vertical, are strongly discouraged except when located out of public view in rear yards or when elegantly detailed as an integral element of a modern building design.
- 12. Parapet Walls.** Parapet walls on traditionally styled buildings, along any street frontage, should be articulated with corbelled patterned brick, projected cornices, or projected roofs.
- 13. Decks and Porches.** The undercroft of decks and porches should be enclosed with lattice, vertical pickets, or metal grilles, except in the case of galleries or arcades. The soffits of arcades and galleries should be finished in a manner consistent with the architectural styles, such as, but not limited to stained bead board, stucco, or panelling. No drop-in acoustical tile systems are allowed.
- 14. Arches.** Masonry and stucco arches (square or round) should be no less than 12 inches in depth and piers or columns should be no less than 12-by-12 inches.
- 15. Posts.** Wood posts should have a minimum nominal dimension of 6-by-6 inches and should be articulated
- 16. Dormers.** Dormers should be placed no closer than 3 feet to building sidewalls or another dormer. Dormers on primary masses of buildings typically face the street. Dormers on wings are typically oriented into their own yard to maintain the privacy of their neighbor's side and rear yards.



Example of buildings with a proper use of architectural elements such as arcades, porticoes, balconies, windows and cornices.



A Spanish Revival mixed-use building with upper floor wrought iron faux-balcony detailing.



A stucco building with wrought iron bars used for protection and ornamentation.



A second floor balcony covered by a wood trellis



A Spanish revival porte cochere that is designed to be an integral part of the building



A brick building with a Parapet articulated with corbelled patterned brick

3.14 Architecture & Landscape Guidelines

I. Roofs

1. Materials.

- a. Traditional Buildings.** Roofs of traditionally styled buildings primarily clad in stucco should be finished with clay tile, concrete tile faithfully simulating clay tile, slate, or dimensional composite shingles simulating slate or wood roofing. The material chosen should be compatible with the character or selected style of the building.
- b. Modern Buildings.** Roofs of modern buildings should be finished with narrow standing seam metal, membrane roof with natural rock ballast as needed, or dimensional composition shingles. The material chosen should be compatible with the character of the building.
- c. Organic Materials.** Green roofs with plantings may be implemented on a wide range of building styles and uses.
- d. Gutters and Downspouts.** Gutters and downspouts should be made of galvanized steel, copper, or pre-finished aluminum.
- e. Flashing.** Sheet metal parapet and cornice cap flashings should be integral to the overall wall design and painted to match wall or trim color.

2. Configurations.

- a. Traditional Buildings.** Building roofs should be gabled or hipped with eaves along the façade. Flat roofs should be screened from the street by parapet walls. Parapets may be faced with a pitched roof. Shed (mono-pitch) roofs should be limited to minor wings and projecting elements, and should have a minimum slope of 2-in-12.
- b. Modern Buildings.** Gabled, hipped, shed (mono-pitch) or butterfly roofs may serve as the primary roof form.

- c. Roof decks.** Roof decks may be located on a portion or all of a building's roof, in compliance with the California Building Code (CBC) access and exiting requirements. Roof decks should be at least 15 feet by 15 feet. Roof decks should have trellises, landscaping, seating, fountains, or outdoor fireplaces.
- d. Green Roofs.** Green roofs may be located on flat roofed portions of traditionally styled buildings, but may be planted on shed (mono-pitch) and butterfly roofs of modern buildings where appropriate
- e. Service Equipment.** Service equipment and storage areas on roofs should be screened from public view.
- f. Skylights.** Skylights should be flat (non-bubble) and are strongly discouraged from being located in roofs visible from the public right-of-way except when they are an integral architectural element of modern buildings.
- g. Gutters.** Gutters should be half-round or ogee. Gutters on modern buildings may be rectangular.
- h. Awnings.** Canvas awnings may cover shopfronts or balconies, but only in shed configurations. Quarter sphere or quarter cylinder awnings are strongly discouraged.

3. Methods.

- a. Overhanging Eaves.** Overhanging eaves should have exposed rafter tails, appropriately scaled fascia boards, or should be finished with a profiled cornice or gutter. On traditional buildings, flat stuccoed soffits are highly discouraged.
- b. Rafters.** Exposed rafter tails should have a minimum Nominal Dimension width of 3 inches.
- c. Brackets.** Supporting brackets, when provided at eaves, should have a minimal nominal dimension of 5 inches.



Terra cotta porches help to visually separate building elements on Spanish Revival buildings.



A simple articulated Parapet screening a flat roof



A stucco building with tile roof - a flat roof is screened by Parapet walls faced with a pitched roof.



Gabled roof with decorative tile on the gable façade



A Mid-Century building with monoptich roof



A Mid-Century building with butterfly roof

3.14 Architecture & Landscape Guidelines

J. Windows

1. Materials

- a. Primary Materials.** Window materials, finishes and configurations should be consistent with the architectural style of a given building and neighborhood character. Windows should be made of wood, vinyl-clad wood, aluminum-clad wood or metal. Permissible PVC and vinyl windows should be available in a range of colors appropriate for the applicable architectural styles and should resemble wood windows in detailing and profile thickness so as to make them indistinguishable when seen from public streets, sidewalks and open spaces. Low profile aluminum windows simulating early 20th century steel industrial windows are encouraged.
- b. Glazing.** Glazing should be clear glass with no more than ten percent daylight reduction (tinting). Glazing should not be reflective (mirrored).
- c. Traditional Accessories.** Windows on traditionally styled buildings may have the following accessories: shutters of a similar high-quality material as their adjoining windows, sized to match their openings (sized and detailed as if they would cover the window when closed), and opaque canvas awnings (except quarter sphere and quarter cylinder configuration).
- d. Modern Accessories.** Windows on modern buildings may have metal sunshades, metal or glass awnings.
- e. Security Devices.** Security grills and bars on the exterior façades of buildings are not recommended, but if employed, should be added with careful aesthetic consideration, especially where visible from public streets and sidewalks (see images on opposite page).

2. Configurations.

- a. Proportion.** Window openings should be square or vertically oriented on traditionally-styled buildings. Windows with horizontal proportions may be appropriate for modern style buildings.

- b. Shape.** Accent windows may additionally be circular, elliptical, octagonal or hexagonal – a maximum of two per façade is recommended. Modern buildings may employ trapezoidal or circular accent windows where appropriate.
- c. Fenestration.** On traditional façades, fenestrations are typically around 1/3 of the façade area. Exceptions include shopfronts, architecturally shaded curtain walls, sliding or folding glass walls and doors, and other special types that may be desirable in creating indoor/outdoor spaces.
- d. Shading Devices.** Shading devices include. Horizontal metal awnings, aluminum sun shades, vertical metal fins or grilles, and decorative metal grillwork panels
- e. Recesses.** Windows should be recessed no less than 2 inches from the building façade.
- f. Bays.** Elevations in traditional buildings should be arranged following a coherent and well-structured bay system. Misalignments with windows in upper floors should be avoided and the bay rhythm should be kept coherent along the façade. Special attention needs to be put in façades with more than three (3) types of bays given that, frequently, façades with multiple types of bays and windows tend to fail in achieving a successful composition with a logical order in the arrangement of its elements.

3. Methods.

- a. Window Types.** Windows on façades are generally to be double hung, single hung, or hinged casement. Horizontal sliders are not recommended on the side street façades of traditional corner buildings.
- b. Circular or hexagonal windows.** These may additionally be pivoted or hopper configuration.
- c. Clerestory Windows.** Clerestory windows may be fixed.

- d. **Shopfront Windows.** Windows within shopfronts may be fixed.
- e. **Muntins and Mullions.** Muntins and mullions should be compatible with the architectural style of the building. On traditional buildings, windows with muntins and mullions should be true divided-light.
- f. **Traditional Buildings.** All windows above the first floor should be of a consistent proportion, and generally stacked vertically and with head aligned horizontally. Exceptions to this will be made for Spanish Revival buildings.
- g. **Curtain Walls.** Curtain walls should not be used unless recessed or paired with appropriate shade devices. Curtain wall systems must have a consistent grid with consistent panel proportions across bays.



Ganged windows on a Spanish revival building



A Spanish revival building with Spanish eaves



Security devices such as window grills should be architecturally compatible with the rest of the building.



Brackets support a metal window awning.



Appropriately sized window accessories

3.14 Architecture & Landscape Guidelines

K. Doors

1. Materials

- a. **Primary Materials.** Doors should be made of wood, vinyl clad wood, fiberglass-clad wood, aluminum-clad wood, fiberglass or metal.
- b. **Glazing.** Glazing on doors should be clear glass with no more than ten percent daylight reduction (tinting). Glazing should not be reflective (mirrored).

2. Configurations

- a. **Accessories.** Doors may be flanked with sidelights and transoms that are compatible in character to the door itself. Doors may be paired with Juliet balconies on upper floors only if a full balcony is not appropriate, and if the door itself is fully operable.
- b. **Recesses.** Doors should be recessed no less than 2 inches from the building façade.
- c. **Building Entrances.** Public and visitor building entrances to upper floors should be directly visible from the street and should be easily identifiable and distinguishable from first floor shopfronts by locating the entrance in the center of the façade, as part of a symmetrical overall composition; or accentuating the entrance with architectural elements, such as columns, overhanging roofs, awnings, or ornamental light fixtures. For shopfronts, architecturally shaded curtain walls, sliding or folding glass walls and doors, and other special types may be desirable in creating indoor/outdoor spaces.
- d. **Shading Devices.** Shading devices include horizontal metal awnings, aluminum sun shades, vertical metal fins or grilles, and decorative metal grillwork panels.

3. Methods.

- a. **Door Types.** Doors should be side-hinged only, except garage doors which may be overhead, and sliding glass doors which may face rear or side yards. Shopfronts may also use bi-fold door systems and, on modern buildings, aluminum and glass garage doors (bifold or sectional).



Many modern homes signify front doors with bright colors.



Doors that maintain the appearance of being natural wood



Examples of shopfront window and door configurations



3.14 Architecture & Landscape Guidelines

L. Shopfronts

1. **General.** New or renovated shopfronts within historic buildings should emulate a traditional shopfront to harmonize with the overall building architecture. This can be flexibly interpreted, for example, when the general form of a new shopfront is like the original but the materials are contemporary.
2. **Materials.** Shopfronts should be of material similar or complementary to the main materials of the building.
 - a. **Shopfront.** Should be constructed from masonry, natural stone, concrete, wood, or stucco.
 - b. **Windows.** Should be wood, clad-wood, steel or aluminum. Reflective or tinting of shopfront windows in excess of 10% opacity is prohibited; where additional shading is needed, frontage elements such as arcades, galleries, awnings, or canopies may be utilized instead.
 - c. **Doors.** Doors should match or coordinate with the materials, design, and character of the display window framing.
- d. **Bulkheads.** Bulkheads are encouraged to be clad in decorative tiles and similar materials.
- a. **Modern.** Modern assemblies should be aluminum, steel, weathering steel, aluminum-clad wood, concrete (poured in place), other high-quality metals, or naturally finished wood. Shopfront framing should be pre-finished. Metal may be painted when appropriate.
3. **Traditional Shopfront**
 - a. **Entablature.** An entablature composed of architrave, frieze and cornice should be provided above the shopfront.
 - b. **Transom windows.** Should be equally divided and consistent across the façade. Glass in clerestory and transom windows may be clear, stained glass, or frosted, but not tinted.
 - c. **Piers.** Pier bases should align with horizontal elements on the shopfront, such as sills.

Figure 5.10.8H Shopfront Configurations



Traditional Shopfront

- 1 Header should be 24 to 36 inches tall.
- 2 Transom windows should be equally divided and consistent across the façade.
- 3 Shopfront windows should be equal in size and recessed a minimum of two inches from stucco or masonry piers as adjacent materials.
- 4 Base panels or shopfront base not to exceed 36 inches in height.



Modern Shopfront

- 1 Header should be exposed or suggested structural beam.
- 2 Transom windows should be equally divided when possible and consistent across the façade.
- 3 Windows should be equal in size when possible, but may be configured in different ways as necessary.
- 4 Base panels may either be glazing or solid material.
- 5 Main glazing area may be fixed or an operable door, sectional garage door or bi-fold door system.

- d. Recessed Entries.** Recessed entries are recommended as another traditional element of the main street shopfront. Recommended treatments include:
- i. Special paving materials such as brick, stone, or ceramic tile;
 - ii. Ornamental ceilings such as coffering;
 - iii. Decorative light fixtures.
 - iv. Soffit lighting & uplighting to highlight architectural features.
 - v. Vines grown in vine pockets or planter boxes at the building façade within the setback.

4. Configurations

- a. Ground Floor Distinction.** A cornice or horizontal band should be provided to differentiate the shopfront from upper levels of the building. Pier bases should align with horizontal elements on the shopfront, such as sills.
- b. Openings.** Modern buildings may use bi-fold or sectional garage door systems within shopfronts. Shopfront windows should be consistent in size and recessed a minimum of two inches from bounding piers.
- c. Overhead Projections.** Awnings and shed roofs may be incorporated in the shopfront above entries or shopfront assemblies, but should not run continuously across from opening to opening across the entire shopfront. Canvas awnings may cover shopfronts or balconies, but only in shed configurations. Awnings or canopies may encroach into the public right-of-way over the sidewalk, via cantilever or wall-mounted brace, extending to a distance within two feet of the face of curb.
- d. Lighting.** Lighting should be mounted on the shopfront wall, preferably centered on the piers between windows/doors or centered above the windows/doors of the shopfront. In instances where projected shed roofs are used over entries the lighting may be mounted in the underside of the shed element.



Bi-fold restaurant doors opening onto a patio.



A masonry shopfront with an arcaded entrance and display windows



Restaurant with a commercial garage frontage that opens to outdoor seats.

3.14 Architecture & Landscape Guidelines

M. Colors.

1. Coordinated and subdued colors typical of natural building materials, such as earth tone colors are recommended. Extremely bright colors are not recommended except on doors, window trim, or other building components that represent a small portion of the overall building façade.
2. White and lighter earth tone colors are encouraged as ways of reducing heat gain on buildings.
3. The number of exterior façade colors should be limited to three – a base color and a secondary colors for trims and accents. Additional complementary colors should be used sparingly and to accent particularly beautiful building elements.
4. Allowing the natural color of materials such as stone or brick to dominate the majority of façade surface as its base color is recommended. Exceptions can be made for modern buildings.
5. Trim and accent secondary colors for elements such pilasters, horizontal bands, cornices and window frames should complement the shade of the base color.

N. Vents, Grilles, Caps

1. Vents should not be visible from the street or from shared open spaces such as courtyards or forecourts.
2. Materials should be consistent with the style of a proposed building and the building's finishes and details.

O. Service and Utility Placement

1. **With Rear Lane access.** Service entrances, waste disposal areas, and other similar service areas should be located adjacent to the lane and take their access from it.
2. **Without Rear Lane access.** Service entrances, waste disposal areas, and other similar service areas should be located far away from streets and screened.

P. Parking

1. **Residential**
 - a. **Garage Doors.** Garage doors should have a maximum width of 16 feet and maximum height of 10 feet. When possible, the visual impact of garage doors should be mitigated by building elements such as balconies and bay windows. When grouped, garage doors should be separated by a minimum width of 1 foot of wall material, column, or combination thereof. Garage doors may be of wood, aluminum or cementitious panel. Material and color should relate to the main body of the building. Modern buildings may use aluminum glass garage doors.
 - b. **Porte cochères and Carports.** Porte cochère and Carport roof forms should complement the building's architectural style. Porte cochère and carport roofs may be extensions of the porch roof or the building's main roof, or may be independent roofs attached to the building's side wall.
 - c. **Driveways**
 - i. Driveways paved with high-quality materials like brick or stone – or pavers that faithfully simulate brick or stone – are encouraged
 - ii. To preserve the original natural drainage patterns, it is recommended that pervious paving materials – generally modular paving materials such as brick, stone or similar units installed over appropriately engineered pervious substrata – be used for driveways, paths, or other hard-surfaced areas.
 - d. **Circular Drives.** Circular drives must have a landscaped island that covers the area between the edges of the circular drive and the public right-of-way.

2. Commercial

- a. **Access.** Vehicular access should be from the side or rear of a lot, and accessed by a driveway or lane.
- b. **Screening.** Surface parking must be screened from street views by buildings or other strategies.
 - i. Trees scaled to the space are generally recommended for shade and to screen views to and from neighboring buildings.
 - ii. Screening devices may include decorative and landscaped walls, finished concretes and other high quality materials that are complementary to the surrounding buildings.
 - iii. Surface lots may incorporate public art such as sculptures, murals and artistic façade treatments and installations.
- c. **Shade.** Shade should be provided throughout surface lots. In addition to landscape, shade may be provided by arbors, trellises, pergolas, mesh, overhead canopies, and, or lots without public frontage and out of public view, solar shade structures.
- d. **Lighting.** Outdoor light fixtures are limited to 15 feet in height. Lighting shall be shielded so that the light source (i.e. bulb) is not visible from off project site and glare is confined to the maximum extent feasible within site boundaries. Light fixtures shall be directed down and away from adjoining properties and public right-of-way. The color of exterior lights should be warm with a maximum color temperature of 3000K.



Parking screened from street views by landscaped wall.

- e. **Landscape.** Water conserving plant materials should comply with the following:
 - i. Landscaping within or around the parking area should cover a minimum of 10% of the gross parking lot area. A minimum of one shade tree should be provided for each 4 parking spaces, or trees shall be provided to achieve 50% canopy coverage of paved area at maturity, whichever is greater.
 - ii. Landscaping should be evenly dispersed with trees planted around the perimeter. For larger parking areas, large planters with the ability to accommodate heritage class trees are encouraged. These planters should be at least 12' wide by 18' long.
 - iii. Appropriate irrigation shall be provided for landscaped areas.
- f. **Paving.** To reduce stormwater run-off and pollution, and to allow for the replenishment of groundwater, parking areas should be designed to reduce the amount of run-off generating surface area. The following permeable surfaces are encouraged:
 - i. Pervious asphalt and concrete;
 - ii. Permeable pavers (such as Unipaver, Eco-stone and SF Rima);
 - iii. Reinforced gravel paving (e.g. Invisible Structures' Gravelpave);
 - iv. Reinforced grass paving (e.g. Invisible Structures' Grasspave);
 - v. Bioswales;
 - vi. Planters and tree wells with no curb or regular breaks in the curb to allow stormwater to enter planters and percolate.



Pervious paving

3.14 Architecture & Landscape Guidelines

Q. Landscape Guidelines



Landscape plays a number of very important roles. Its primary role is to help generate a network of beautiful, varied, comfortable, habitable and sustainable public and private open spaces that support a full range of activities including active play, active transportation, quiet enjoyment of the public realm, and shopping and dining the neighborhood centers. Specific priorities for the landscapes of the VSSP area include:

- Provide a link to Claremont's rich heritage as a city of trees and PhD's ;
- Spatially define the streets and open spaces, providing them with a strong human scale and pedestrian orientation;
- Provide for critical solar and wind protection functions: shading and cooling in the summer, while allowing filtered sunlight and warmth to pass through in the winter, and buffering inhabitants from prevailing winds;
- A landscape rich in native and adaptive plant materials, using limited water resources effectively and projecting Claremont's unique identity;
- Provide biofiltration and retention areas for stormwater management, and the potential for stormwater harvesting and reuse in the landscape irrigation system;
- Screen and buffer views of parking, loading and service areas.

1. Strategies & Goals

a. Landscape Strategies. The following specific landscape design strategies will inform the final design of the Plan Area:

- i. Utilize a mix of climate-appropriate trees to define the primary framework streets and deciduous canopy trees to provide shade along the sidewalks and within the parks, greens and squares of the Plan Area.
- ii. Utilize appropriate street and park trees that tolerate stress, provide summer shade and winter sun, and provide a variety of texture and color characteristics;
- iii. Provide landscapes compatible with Claremont's Mediterranean climate and use a palette of attractive drought tolerant plant species conducive to eco-friendly pesticides and compatible with the native vegetation of the area;
- iv. Generally reserve maintained turf for active recreation and play areas, employing more drought tolerant plant materials and hardscapes and rockscapes elsewhere.
- v. Design the street and open space network as a system for sustainably managing the flows and environmental quality of precious stormwater, including opportunities to store and reuse stormwater for irrigation.
- vi. Utilize landscaping to screen unattractive areas.

b. Landscape Sustainability

- i. Site planning and landscape design should promote conservation, preservation and the enhancement of the natural environment in balance with sensitivity to long-term environmental and fiscal sustainability.
- ii. The VSSP area has also been planned and designed to integrate practices of sustainable stormwater management known as “Low Impact Development (LID)”, an approach to land development that works with nature to manage stormwater as close to its source as possible. Unlike a conventional system that would simply pipe uncleaned stormwater into drainage channels – the stormwater systems of the Plan Area will instead employ a multi-layered LID system of distributed Best Management Practices to collect, infiltrate and cleanse rainwater as close to the source as feasible. This system includes:
 - Measures on individual lots, which may include flow-through planters, rain gardens, cistern, and Biofiltration basins and vegetated swales;
 - Measures along the streets, lanes and parking lots such as biofiltration basins and vegetated swales, permeable parking lanes, sidewalks and parking lots; and filtration and infiltration areas in the parks and greenways.
- iii. Storm drain filters and dry wells may also be proposed for urban settings: they are space efficient and have a minimal impact on site utilization.

c. Water Conservation

- i. The Plan Area should utilize progressive techniques in water conservation technology and practices through careful planning and thoughtful design and engineering. The Plan Area, following LID practices, should minimize stormwater flows by promoting on-site infiltration and reducing contaminants through biological filtration. The objective



Succulents and grasses can be distributed in creative ways in public spaces.



In Southern California's arid climate, shade and canopy trees can help encourage pedestrian activity.

is to decrease runoff peak flow and volume by providing many opportunities for water retention and on-site infiltration. As a result the rate and volume of on-site stormwater infiltration will be increased, achieving on-site water cleansing and filtration, and a significant reduction in stormwater flows.

3.14 Architecture & Landscape Guidelines

- ii. Innovative stormwater management features and filtering systems for reducing pollutant loads should be integrated into the project, such as biologically based systems and associated bio-retention areas, bioswales and vegetated filter strips. Storm drain filters should be installed to remove debris and hydrocarbons prior to discharge.
2. **Biofiltration & Stormwater Management.** The streets are part of a visible system of the green infrastructure that encompasses pedestrian, bicycle and auto circulation, and community open spaces that provide for various recreational needs, yet act as a functional system for stormwater treatment and management. Street design also incorporates the stormwater system into the aesthetics of the community and encourages community education.

a. **Parkways and Planters**

- i. **Planters and Tree Grates.** Planters are typically provided on urban and/or commercial streets, where wide sidewalk space is desirable. Planters should have a minimum dimension of 4'x4', and may be at grade and/or grated to provide additional continuous sidewalk space. Broad canopy trees that maximize shade and street enclosure are recommended
- ii. **Continuous Parkway/Planter.** Typically applied to neighborhood streets, parkways are landscaped areas that buffer the sidewalk from the street, and may accommodate in addition to street trees, a variety of landscape elements. Drought-tolerant alternatives to traditional turf landscaping, such as decomposed granite or mulch groundcover, are encouraged.
- iii. **Rain Garden with Curb-cuts.** Where possible, drainage channels may be cut into street curb face to allow street run-off wastewater to flow into streetside gardens, providing Biofiltration, and slowing runoff into the sewer systems.
- iv. **Flex Planter.** Parkway fronting work/live, retail or commercial uses may be hardscaped to provide additional sidewalk width for a variety of approved uses.



Parks and gardens help preserve the natural environment, and encourage walking, even in a hot climate.



Rain gardens with curb cuts help manage runoff from rain events.



Trees can be used to both provide shade for sidewalks and screen unattractive expanses of walls or service areas.

b. Medians & Swales

- i. **Medians.** On streets with large rights-of-way, center medians may be provided to additionally enhance the landscape character of the street, accommodate left-turn pockets, and provide pedestrian refuges in crosswalks at intersection and mid-block crossings. Medians may be designed and landscaped in a variety of ways, including rain gardens, Bioswales, hardscape, turf, and/or street trees. Where possible, medians should be wide enough to accommodate left-turn pockets.
- ii. **Rain Gardens and Bioswales.** Drainage channels can be cut into the street curbface to let water into bioswales, rain gardens, and ditches rather than traditional raised parkways, providing biofiltration of street water runoff.

c. Parking Lanes

- i. Parking lane planters accommodate street trees on streets with existing sidewalks that are either directly adjacent the street curb, or are too narrow to accommodate planters or parkways. They additionally can visually narrow wide streets and calm traffic. Planters are spaced away from the street, so that drainage gutters are unimpeded, and may additionally, be open-backed - allowing street water runoff to seep into planters. In more urban settings, Bulb-out planters may be grated to reduce maintenance of planter landscaping.
- ii. Parking lanes should employ permeable pavements that both contrast the main street material and allow infiltration. Using permeable pavements in conjunction with appropriate planters and curb cuts draining into parking lane planters allows for a range of infiltration opportunities. Materials for permeable areas include spaced concrete pavers and decomposed granite. Permeable pavement areas should be located adjacent planter bioswales when possible.
- iii. Larger trees are encouraged at bulb-out corners and adjacent to large parking lane planters.



Cisterns can be used to store rainwater. They may either be above ground tanks or integrated into the landscape.



Storm drain filter systems help to naturally filter runoff.



Parking with permeable pavers and rainwater collecting planters

3.14 Architecture & Landscape Guidelines

d. Parking Lots

- i. To reduce stormwater run-off and pollution, and to allow for the replenishment of groundwater, parking areas should be designed to reduce the amount of run-off generating surface area.
- ii. Permeable pavements are load-bearing surfaces that have the capability of infiltrating runoff into the underlying reservoir base coarse (with at least 40% void space) and soil. Different types of permeable pavement include:
 - Porous asphalt comprised almost entirely of stone aggregate and asphalt binder with very little fine aggregate;
 - Pervious concrete that has a permeability rate of 12 inches per hour and has the appearance of exposed aggregate concrete;

- Unit pavers, bricks or stones that provide a durable and attractive surface, spaced to expose a permeable joint and base;
- Crushed aggregate that provides a wide variety of aggregate types, and which must be bounded by a rigid edge;
- Turf blocks;
- Cobbles which are suited for low traffic areas and require a rigid edge.
- iii. Surface overflow should drain to vegetated bioswales or biofiltration strips through curb cuts.
- iv. Properties that have podium or subterranean parking should provide dry wells or below-grade infiltration chambers to collect run-off during rain events. They may be placed anywhere on the property or integrated as part of the structure.
- v. Overflow should drain to the water quality features prior to discharge into nearby storm drain facilities.



A green street with curbless planters



Parkways may be landscaped in a variety of ways, and turf-alternatives, such as decomposed granite, and mulch, are recommended.



Streets lined with a mixture of office, retail, and residential parkways may be filled in with permeable pavers to increase the usable sidewalk space.



Corner bulb-out planter with street drainage maintained



A swale in using small stones.



In-street planter bulb-outs



A bulb-out containing a swale with access to street runoff



A median with a small river stone drainage bed and drought-tolerant plants



Drainage channels may be cut into street curbface to allow street run-off water to drain into bioswales, providing biofiltration and wastewater management.

3.14 Architecture & Landscape Guidelines

3. Public Open Space Landscape Guidelines

- a. **General Guidelines.** A network of plazas, squares and greens has been planned to provide residents with a variety of outdoor experiences. Plazas are highly ordered spaces, usually with a cluster of buildings that tightly define exterior space. Squares are green areas often placed in front of or closely aligned with civic buildings that help define their stature within the community. Greens provide play space to recreate and commune with nature. Although the character of public space differs, and hence the human experience, they all form the community's backyard and offer opportunities to spend time in the company of others or to find solitude.
- b. **Recommended Materials.** The design of these community living rooms should emphasize comfort and flexible use - accordingly shade trees, shaded seating areas and a variety of ground surfaces for walking and play are recommended.

4. Private Open Space Landscape Guidelines

- a. **General Guidelines.** Landscape should be used to soften walls and fences and provide a green screen between commercial buildings and adjacent residential properties, except where fire protection standards require non-combustible fencing.



Shade trees are integral to plazas and public spaces.



Plaza containing canopy trees and permeable material



Outdoor event areas should integrate landscape and hardscape elements.



A paseo with flagstone and embedded planters that receive runoff

- b. Trees, shrubs, hedges, and deciduous vines should be used to minimize solar heat gain during the summer and maximize heat gain during the winter.
- c. Site lighting should be shielded so that light sources are not visible from a public way and do not produce glare.
- d. The bottom of a lamp along a path should not be more than 15 feet above the ground.
- e. Wall-pack types of lighting are prohibited.
- f. **Front Yard Landscapes.** Plantings in yard areas fronting on streets should be appropriate to the scale, orientation and purpose of the yard. Appropriate plant materials and designs for specific frontage yard types are as follows:
 - i. **Shared front yards.** Lawn, ground cover and low shrubs should compose the front yard landscape. Shrubs should be massed or configured as maintained hedges. Hardscape may be used adjacent to entrances and in seating areas. Trees should be planted at the edge of the private space and be in proportion with the height and mass of the building façade.
- g. **Other Yard Landscapes.** Side and rear yard plantings should be planted to insure privacy, create buffers, and provide passive solar value. Rear yards do not need to be landscaped, except to the extent that they affect the quality of public space.
- h. **Irrigation.** Permanent and automatic irrigation systems shall be provided for all landscaped areas per the City's water efficient landscape specifications. Water efficient landscaping should be introduced, beginning with a soil and climate analysis to determine the most appropriate landscape design, including the selection of indigenous and native-in-character, drought tolerant plants to reduce irrigation requirements. Lawn should be restricted to particular areas of passive and active recreation. Wherever lawn is used the selected species should be a deep-rooted variety with low watering requirements (usually described as warm season grasses). Where



Plants can be potted or planted in yard areas.



Front yards may either take on a more natural, rugged appearance or a more minimal, formal appearance.



Building shade paired with greenery helps to dramatically cool an area.

3.14 Architecture & Landscape Guidelines



Sideyards can incorporate planters, pots, and landscaped areas.



A yard with flagstone pavers and fountain

irrigation is required, high efficiency irrigation technology with low pressure applications such as drip, soaker hose, systems with rain shut-off devices and low volume spray systems should be used. The efficiency and uniformity of a low water flow rate reduces evaporation and runoff and encourages deep percolation. After the initial growth period of 3 to 7 years, irrigation should be limited for drought tolerant plantings.

- i. **Stormwater Management.** Runoff from buildings should be reduced through the reduction in the overall building footprint. Roof runoff can be collected and diverted to underground drywells where water can slowly infiltrate. Drywells are sloped and located at a distance from the building foundations. Alternatively, buildings can be designed with stone streambeds and stone filters, porous pavers and rainwater gardens adjacent to the side of the building. Roof runoff is collected into gutters, which direct water down rain-chains, and into rock filters. Rock filters and ephemeral graded stone streambeds further direct stormwater into the rainwater gardens. The rainwater gardens are landscaped depressions, where roof runoff and ground surface runoff is directed, through grading, into the depression. These gardens filter, absorb and treat stormwater on site, provide visual identification, and promote education of residents through “celebration” of stormwater management.



Stormwater area appropriately integrated within a park.



Rain chains help to divert and store rainwater from gutters



Rain garden on the curb.



Green roofs are used to capture and store water on-site.



Colorful landscapes with native, drought-tolerant plants and permeable ground cover materials.



3.14 Architecture & Landscape Guidelines

R. Lighting & Furnishings for Streets and Open Spaces

Streets and other public spaces throughout the VSSP area must be carefully scaled and detailed for the safety and comfort of pedestrians. All public lighting and furnishing should match as closely as possible to that which is in the Village.

- 1. Street and Open Space Lighting.** Very simple, light-scale, modern fixtures with high efficiency LED sources and down-directed “dark sky” cutoff distribution patterns are appropriate.
 - a.** On major streets, existing cobra-head lights will remain, with new lights illustrated here located between them at approximately 60 feet on center. This is about twice the tree spacing, located at the midpoints between trees.
 - b.** On neighborhood streets, lights should be located mid-point between every fourth tree (120 feet), staggered in such a way that there is one light every 60 linear feet of street, alternatively on one side or the other, not both.
 - c.** Along streets fronting a park or greenway, single-head lights must be located along the built edge of the street at about 90’ on center (at about every third tree), unless specified otherwise.
 - d.** Any lights in park areas should be integral to the park design.



This style of simple pendant luminaire is recommended for most streets, with high efficiency LED lamps and excellent “dark sky” downward-directed light distribution.



The existing luminaires in Claremont are well suited to lighting neighborhood blocks, center plazas and paseos.

2. Street and Open Space Furnishings

Street furnishings will contribute to the comfort and human scale of the public spaces throughout the Plan Area, particularly in the neighborhood centers, plaza, parks and greens. Wherever possible, furniture that can be relocated within a seating area is recommended, to provide flexibility and a sense of ownership of the space by residents and others.

Parallel to the recommendations for simple, modern light fixtures, furnishings may be of a simple, clean, modern design. Street and open space furnishings may also be of a more rustic character. To ensure that these styles remain compatible, the designs for both should be simple, and both should remain in a limited palette of materials, including matte metals and wood.



Hardscaped open spaces with programmed areas or restaurants benefit from movable cafe-style seating.



Art benches are a good option in parks and green areas.



The bike racks used at Claremont McKenna College are simple, functional and appropriate.



Public furniture used in Claremont Village may be used in Village South as well, to help emulate its character.



Light, modern furniture is secured or movable within a seating area or park can project a simple aesthetic.

3.14 Architecture & Landscape Guidelines



Suspended luminaires are aesthetically pleasing and interesting in parks and plazas.



Plazas may have permanent structures such as gazebos, which should remain open and easily accessible.



Craftsman furniture in wide streets does not have to be oriented in strictly orthogonal orientations, but can begin to form public rooms with oblique angles.



Street furnishings should make providing shade, especially for seating and rest areas, a priority.



Combining rustic materials with clean modern lines is a method of crafting a coherent Claremont style.



Seating may be designed to demonstrate various levels of response to the natural environment.



Bicycle corrals should occur between the curbside zone and the sidewalk at destination points, such as nearby public open spaces or retail-heavy streets.



Trash receptacles are not exempt from the consistent design aesthetic. Simple, wooden receptacles like this are great additions to streets and open spaces.



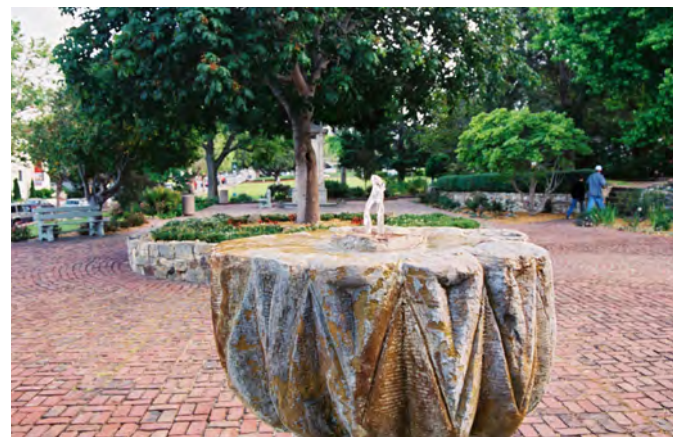
Street furnishings may vary along a public R.O.W., but should remain continuous, to encourage continual pedestrian activity.



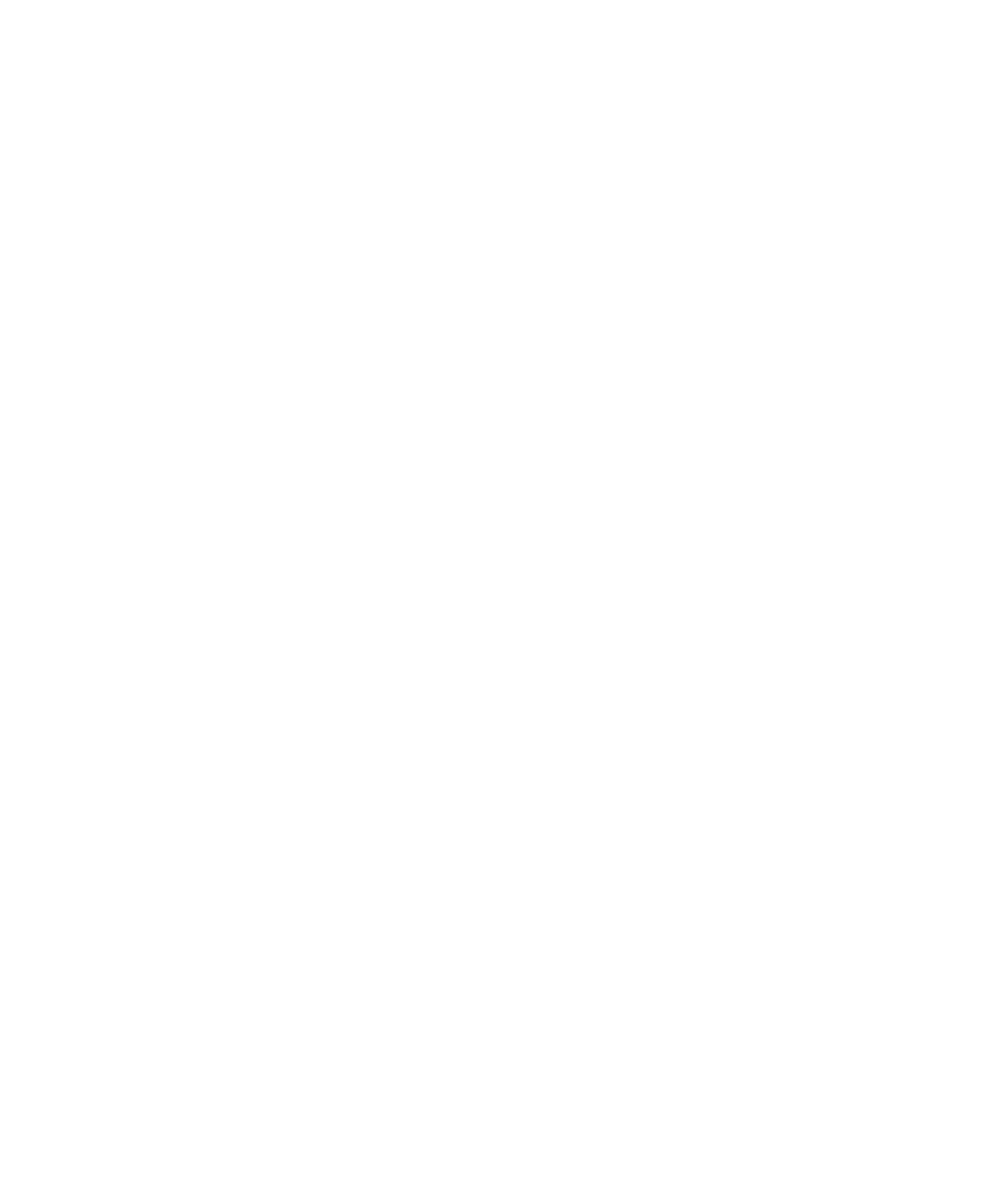
A modern design that incorporates wood can fit well with rustic landscaping and design.



Bollards in parks should be simple, and not detract from the detail of natural landscaping.



Fountains should not shy away from being creative with rural aesthetics.



Part IV

3.15 Glossary

3.15 Glossary

A. Introduction

This section provides definitions of terms and phrases used in this Code that are technical or that may not reflect common usage.

If a definition in this section conflicts with a definition in another provision of the Claremont Municipal Code, these definitions shall control for the purposes of this Plan. If a word or phrase used in this Plan is not defined in this section, or in the Claremont Municipal Code, the Director shall make a determination, giving deference to common usage.

B. General Definitions

Best Management Practices: In reference to stormwater and wetland management, principal control or treatment techniques of water pollution.

Bicycle Corral: Area devoted to parking bicycles that is furnished accordingly for such purpose; generally with racks or any other appropriate furniture.

Block: An area of land separated from other areas by adjacent streets, railroads, rights-of-way, or public areas.

Building Length: The direct, linear distance that spans the entirety of the building in any direction, from façade to façade. See *Section 3.6.D.5.a*

Build-to Range: The specified band along a street or public open space within which a required percentage of the of a building façade must fall.

Buildout: The required percentage of the façade of a building that is required to fall within the build-to range.

Connection, Primary: A new public right of way through the superblock, which connects Bucknell Ave. to Indian Hill Blvd. Primary connections enable vehicular traffic in addition to pedestrian and bicycle traffic.

Connection, Secondary: A new public right of way which divides a large block defined by existing streets and by the Primary Connections. Secondary connections shall enable pedestrian traffic and may or may not additionally enable may vehicular access.

Director: The Community Development Director of the City of Claremont, or his/her designee.

Driveway: A vehicular lane within a lot that leads to on-site parking.

Elevation: The vertical face of a building from a specified direction.

Encroachment: Any structure extending into a required setback area.

Façade: The foremost building face that is parallel to, and nearest the front property line.

Façade Increment: A horizontal portion of building façade that is substantially differentiated from the remainder of the façade by window patterns, horizontal features, or changes in material and color. See *Section 3.6.D.5.c*

Footprint, Building: The outline of the area covered by the foundation of a building.

Front Property Line: Any property line (or portion thereof) abutting a street or public open space.

Frontage, Private: The area between the building façade and the front property line of a lot, and the manner in which that space and the building façade create a transition between the private spaces of the ground floor of the building and public space of the street or other public open space.

Frontage, Public: The area between a front or side street property line and the vehicular lanes of a thoroughfare.

Green Street: The extension of Green St. through the superblock. This is the southerly required primary connection between Indian Hill Blvd. and Bucknell Ave., the alignment and trajectory of which is flexible. See *3.12.E*

Liner: Occupiable space between a public right of way and on-site parking.

Lot: A portion of land delineated from others to host an allowed development. For the purpose of this code, lot is synonymous with property.

Lot Line: A front, side or rear of a lot. For the purpose of this code, lot line is synonymous with property line.

Major Massing Increment: A horizontal portion of building façade that is substantially differentiated from the remainder of the façade by height, stepbacks, or setbacks. See *Section 3.6.D.5.b*.

New Santa Fe: The northerly required primary connection between S. Indian Hill Blvd. and Bucknell Avenue, south of the Vortex building.

Open Space: An area free of buildings. This code refers to both on-site open space, which is within a lot and behind the front property line, and open space, which occurs on public, or publicly-accessible land.

Paseo: A public open space type that provide through-block pedestrian connectivity. See *3.13.E*.

Plaza: A formal publicly accessible space with focused landscaping and hardscape for civic purposes and commercial activities, spatially defined by active building frontages on at least two sides. See *3.13.C*.

Primary Building: The largest building on a lot that accommodates the primary use of the site.

Primary entry: A building entrance that is intended to serve as a common ingress/egress for all or some units, or provides access directly into a unit. It may be in the form of a shared entrance to a building lobby, a zaguan leading to a semi-private court, or a private front door.

Property: A portion of land delineated from others to host an allowed building type. For the purpose of this code, lot is synonymous with lot.

Property Line: A front, side or rear of a lot. For the purpose of this code, lot line is synonymous with lot line.

Rear Property Line: The property line that is opposite, most distant from, and most parallel to the front property line. Through-lots will have no rear property line.

Recessed Entry: An entrance to a building that is set back from the façade of the building.

Regulating Plan: A map or series of maps which visually convey the locations for overlays, streets, public open spaces, and other location-specific regulations.

Retail-Ready Frontage: Frontage designed for future retail or other active use, but intended to be initially occupied by other use, typically office or residential. See *3.7.K*.

Rowhouses: A multi-family building type consisting of side-by-side narrow dwelling units, typically attached, with no additional units above.

Setback: The minimum distance of clearance required between the property line and structure on a lot.

Shared Parking: Any parking spaces assigned to more than one use, where persons utilizing the spaces are unlikely to need the spaces at the same time of day.

Shopfront (Frontage): The portion of a building at the ground floor of a building that is made available for retail, service, or other active use. See *Section 3.7.J*.

Side Property Line: Any property line that is shared with a neighboring property when there is no public open space between the two.

Stoop: A frontage consisting of an exterior stair with a landing that provides access to building placed close to the property line.

Story: A habitable floor level within a building, measured from finished floor to finished floor.

Street: A right of way, whether vehicular or not, that is framed by building façades and primary access to those buildings. Driveways, parking aisles, fire lanes, and alleys are not streets.

Superblock: The block that is bounded by Burlington Northern & Santa Fee Railroad, S. Indian Hill Blvd., Arrow Hwy., and Bucknell Ave.

3.15 Glossary

C. Architectural Definitions

Arbor: A shady garden alcove with sides and a roof formed by trees or climbing plants trained over a latticework or framework.

Awning: A cover which projects from a wall of a building over a window or door, made of canvas, metal or wood, which may be fixed or retractable.

Bay Window: A window that projects from any building elevation.

Biofiltration: A pollution-control technique that treats sewage by passing it through a biofilter, such as a bioswale. These living biofilters capture and biologically degrade pollutants.

Bioswale: A landscape element designed as a long, channeled depression for the purpose of concentrating and removing debris and pollution out of surface runoff water. It consists of a swaled drainage course with gently sloped sides (less than 6%) and filled with vegetation, mulch, compost, and/or riprap.

Cast Stone: A masonry product, used as an architectural feature, trim, ornament or facing for buildings or other structures. Typically precast concrete, consisting of fine cement concrete placed in molds, it is less costly and more uniform than natural stone.

Clapboard: Wooden siding of a building in the form of horizontal boards, often overlapping.

Cornice: Any projecting ornamental molding that finishes or crowns the top of a building, wall, door or window.

Curtain walls: In a framed building, an exterior wall, typically mostly glass, having no structural function. An exterior wall supported wholly by the structural frame of a building and carrying no loads other than its own weight and wind loads.

Dormer: A small roofed volume with a window that projects from a sloping roof, parallel to the building façade, allowing light and ventilation into the room directly under the roof. Dormers typically have their own small roof forms projecting from sloping roof.

Dropsiding: Weatherboarding having its upper edges narrowed to fit into grooves or rabbets in its lower edges, and its backs flat against the sheathing or studs of the wall.

Entablature: Generally the top pieces of a building elevation, spanning an assembly that may be one or more stories. In classical architecture, it is the entire horizontal piece that spans a row of columns. It is divided into architrave, frieze, and cornice, with rules guiding the appearance of each according to an Order. In contemporary architecture, simplified allusions to the traditional architrave-frieze-cornice makeup that maintain similar proportions are common.

Gabion: A cage, cylinder, or box filled with rocks, concrete, or sometimes sand and soil for use in civil engineering, road building and landscaping.

Ganged Windows: Windows placed closely together so that they act as one element in a composition. Ganged windows may be united by a single frame or sill.

Garden Wall: A low masonry wall enclosing a yard or portions of a yard, typically located at or near the property line.

Juliet balcony: A very narrow balcony, typically with vertical metal bar railings, fitted to the outside of a building in front of an upper story pair of full-length operable windows or French doors. Such balconies are not intended for occupation, but for the safety of building occupants and as architectural elements of the façade.

Local Symmetry: The balanced distribution of equivalent forms or spaces on either side of an imaginary central vertical line. A locally symmetrical condition occurs only on a portion of the building, and does not refer to the entire building or façade.

Ogee: A molding formed by two curves, the upper concave and the lower convex, so forming an S-shaped curve. It may also be called a cyma reversa. An Ogee arch consists of two opposed ogee curves meeting in a point at the top, a.k.a. a Venetian Arch.

Parapet: A low guarding wall at the edge of a roof that either provides a barrier edge for a flat roof or roof terrace, or conceals from street view a sloping roof on the building.

Pier: A vertical structural support, such as the wall between two openings; a vertical member that supports the end of an arch or lintel; an auxiliary mass of masonry used to stiffen a wall.

Porch: An unenclosed roofed structure attached to the façade of a building.

Porte Cochère: A roofed structure covering a driveway at the side entrance of a front-accessed house to provide shelter while entering or exiting a vehicle. A porte cochère is open on three sides and supported by columns or posts, rather than walls. Porte cochères are different from carports in which vehicles stay parked; in a porte cochère, the vehicle passes through to the rear parking, stopping only for a passenger to get out. A porte cochère may have habitable space at the second floor level, in which case the structure shall not encroach into the applicable side setback.

Rubble Stone: A.K.A. rubble masonry, is the use of rough, unhewn stone in the construction of walls. It may or may not use mortar, depending on the structural purpose of the rubble stone wall.

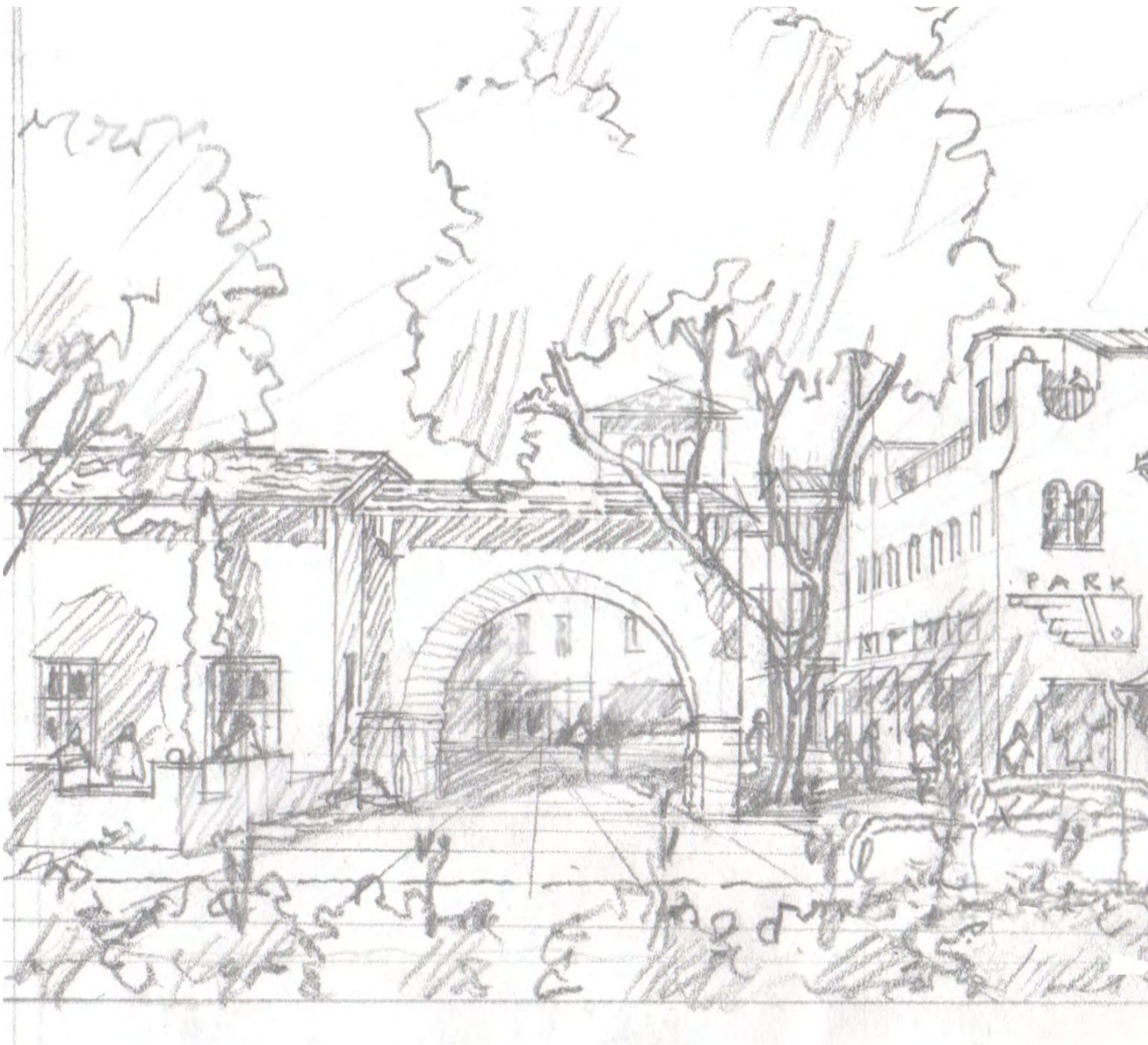
Transom: A horizontal crosspiece across the top of a doorway or window. Transom windows are hosted within the transom, with at least a horizontal window/door frame separating the transom window from the door or window assembly below.

Wall-pack (Lighting): Powerful light fixtures that are typically installed on the building façade in outdoor locations of commercial buildings. Yard: the portions of a lot which, following the prescriptions of the urban regulations, remain free of structures, except that streetwalls, porches, terraces, and decks may be specifically permitted to encroach upon them.

Woonerf: A street with no curbs (zero grade), usually around 30' wide, where pedestrians and cars share the same space. Traffic calming techniques are usually implemented to protect pedestrians and slow down cars.

Zaguan: A passageway leading from the right of way to a court.

4 Sustainable Infrastructure





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4.1 Sustainable Infrastructure



A Sustainable Public Realm: Village South's walkable block structure and active public realm network is the backbone of its sustainability -- actively weaving together mobility, utility systems, and economic development in a Village-scaled mixed-use district.

A. Overview

As described in Chapter 1, the foundation of sustainable place making is the establishment of simple, timeless urban patterns, with pedestrian-scale blocks, human scale streets and building frontages, and flexible use patterns that support the full range of daily life for residents, workers and visitors without the need to drive a car from activity to activity. These patterns also support shifting economic conditions without significant demolition or reconstruction by providing buildings and mobility systems within which uses can flex from retail to restaurant to office and even housing over time.

The foundation of such sustainable places is infrastructure that supports and sustains the buildings, the uses, the activity and the people. Such infrastructure is planned and designed from the start with a primary and sharp focus on the safety, comfort, health and well-being of the humans who occupy that place now and in the future.

While making high quality places of high and sustained value for people to live sustainable lifestyles is the central goal of this Plan, doing so while reducing the per person wear and tear on our planet is equally important. This requires a built

environment of sustainable infrastructure and sustainable buildings that reduce per person consumption of water and energy, and production of waste products including greenhouse gas emission, stormwater runoff, noise and dust, and other undesirable byproducts of human activity.



The continued success of the Village is driven by strong, active management and programming.

B. Sustainable Infrastructure Strategies

Sustainability includes recognizing the value of non-renewable resources - clean water, clean energy, clean air and most of all, available land in the middle of town within walking distance of high quality regional transit services. It includes managing these resources so that they will also be available for future generations. Sustainability is a core concept of the Claremont General Plan and underlying imperative and rationale for Village South. Claremont's well-established commitment to sustainability informs this Plan in the following specific ways:

1. Sustainable Location:

Rather than expanding the infrastructure footprint of the Los Angeles region into previously undeveloped agricultural or natural lands at the perimeter of the region, **Village South adaptively reuses previously developed and underutilized land in the center of town and near the City's primary transit hub.** Recent reform to the California Environmental Quality Act (CEQA) now measures the negative environmental consequences of automobile traffic in terms of vehicle miles traveled (VMT) rather than level of service (LOS) at long last recognizes that pushing new housing ever further into the hinterlands rather than concentrating more human activity in the centers of existing cities was increasing rather than decreasing the disastrous trend to global warming and climate change.

This should not be construed as a vision to increase density in all parts of Claremont, but instead to take advantage of particular sites and locations that lend themselves to creating the sort of mixed-use, moderately dense development that is within walking distance of local jobs, services, activities, and regional transit; making it possible to live a less auto-dependent or even car-free lifestyle in Claremont.

2. Sustainable Urban Pattern:

Rather than provide Village South with the infrastructure of low-density, auto-dependent, use-separated, suburban development, this Plan provides a network of compact, pedestrian-oriented, mixed-use development that allows **higher levels of human and economic activity with lower per capita consumption levels of energy and other non-renewable resources and lower per capita levels of production of waste products including greenhouse gases, stormwater pollution, noise and dust.** The resulting development is expected to have significantly reduced vehicle miles traveled (VMT) and many other negative environmental effects per person than conventional suburban development.



Directly adjacent the original Village, the Claremont Colleges, and regional transit, Village South is an ideal location for Village expansion.



Village South's network of streets, paseos, and open spaces enable active mobility alternatives to driving.



Village South expands the offerings of the growing Village, helping to ensure the long-term sustainability of the entire Village.

4.1 Sustainable Infrastructure

3. Sustain the Village:

Village South expands, supports and sustains **Claremont's most environmentally, socially, and economically sustainable resource**: the Village. It will help ensure its long-term success as a local center of community life, accessible to all residents by all mobility modes.

4. Active Transportation & Transit:

The street/public space network and block pattern of Village South are scaled to encourage and support **walking and biking as the primary local travel modes**. This will support healthy active lifestyles, provide access to transit without need for a car trip and parking space, and lower overall levels of VMT and GHG emissions per person. This infrastructure in turn robustly supports and leverages the value of the very significant public investment in Metrolink service and the future extension of light rail service to the Claremont Depot, by **making Village South a two-way TOD** (transit-oriented development) - an attractive workplace destination for arriving rail commuters and a great living environment for outbound rail commuters. This includes providing central Claremont with **first/last mile systems and amenities**, including bike-share stations, shared vehicle services, curbside zones for shared rides and micro-transit, and other emerging technologies that make automobile ownership and use optional (rather than required) for daily survival.

Additionally, this Plan has the opportunity to implement many of the "first/last-mile" strategies contained in LA Metro's **"Gold Line ("A-Line") Foothill Extension 2B First/Last Mile Plan"** (See **Appendix B**), that are intended to reduce traffic and encourage active transportation modes within the greater Village area.

5. Sustainable Public Realm:

The configuration, landscaping, and detailing of the streets and other public spaces are specifically intended to provide safety and comfort to pedestrians, and to moderate travel speeds - which in turn reduces environmental noise, dust, and hazard to pedestrians and bicyclists. Such design also allows for a reduction in stormwater runoff and enables infiltration and groundwater recharge. A key strategy to this end is **extending the iconic urban tree canopy of the Village** into Village South, which reduces urban heat island effects, provides a comfortable pedestrian environment through the summer months, and absorbs significant amounts of carbon dioxide.

6. Water Conservation/Management:

The public realm, landscape and building stock of Village South will be designed and built to provide natural filtration and infiltration of stormwater runoff at the scale of the block and the



Village South's mobility network emphasizes choice, balancing the needs of all users and modes.



Village South will extend Claremont's iconic canopy of heritage class trees and tradition of attractive and sustainable public landscapes



Village South's public realm network is an integral part of its stormwater management plan.

street. In Village South, **the buildings and the public realm will be seamlessly integrated in their approach to efficient use of water**, through efficient, sustainable water and stormwater systems, drought tolerant public and private landscapes, rainwater harvesting, and water recycling.

7. Energy Conservation/Generation:

In parallel with water conservation, the infrastructure, public realm, and private buildings are conceived as an integrated system for the efficient use of and regeneration of energy. This includes the focus on active transportation and transit described above, the encouragement of **the full spectrum of green building technologies**, and taking full advantage of our warm sunny climate by **incorporating photo-voltaic panels** into roofscapes and operable windows into new buildings.

8. Sustainable Communication Infrastructure:

As vitally important as the physical infrastructure of Village South is to sustainability, **communication technology and the Internet in particular is growing as a central element of sustainable infrastructure**. High speed, reliable internet service increasingly provides individuals, businesses, and communities with an entirely new level of flexibility, resiliency, and sustainability, which enables employment, commerce, and personal interaction to persist and thrive.

The 2020 pandemic has accelerated the trend toward what might be called the **Virtual Personal Commute (VPC) as a practical alternative to physical travel**. In the same way that physical mobility has been shifting rapidly from the 20th century auto-oriented patterns toward higher percentages of trips by foot, bike, shared rides and public transit, so too will VPCs begin to eat into the share of physical trips overall - especially to single-occupant car trips. **Remote working is further blurring the geography of living and working, and increasing the importance of flexibility in use patterns**, as working from home, includes working in third places like coffee shops, courtyards, and in shared working spaces.

With its central and accessible regional location, high quality of life, strong and growing local culture, premier educational institutions, growing regional transit infrastructure, and increasingly flexible, comfortable, mixed-use indoor/outdoor environments, **Village South is uniquely positioned to leverage the value of current trends, and lead the region into this new century** in offering a flexible array of new opportunities to integrate living, working, shopping, learning and gathering, merging the best Claremont's respect for its past and ambition for its future. Sustainable infrastructure is the motherboard into which future development and activity will be plugged.



Village South promotes and incentivizes renewable energy systems, including solar, wind, geothermal.



Accessible, reliable high speed internet serving Village South provides flexibility, resiliency and sustainability.



Village South, and its comfortable public realm and gathering spaces are ideally suited to current remote-working trends

4.2 Mobility & Transportation



Balanced Mobility Network: Village South's public realm and transit networks provide a wide range of mobility choices to its visitors and residents, balancing the needs of all users and all modes.

A. Mobility Overview

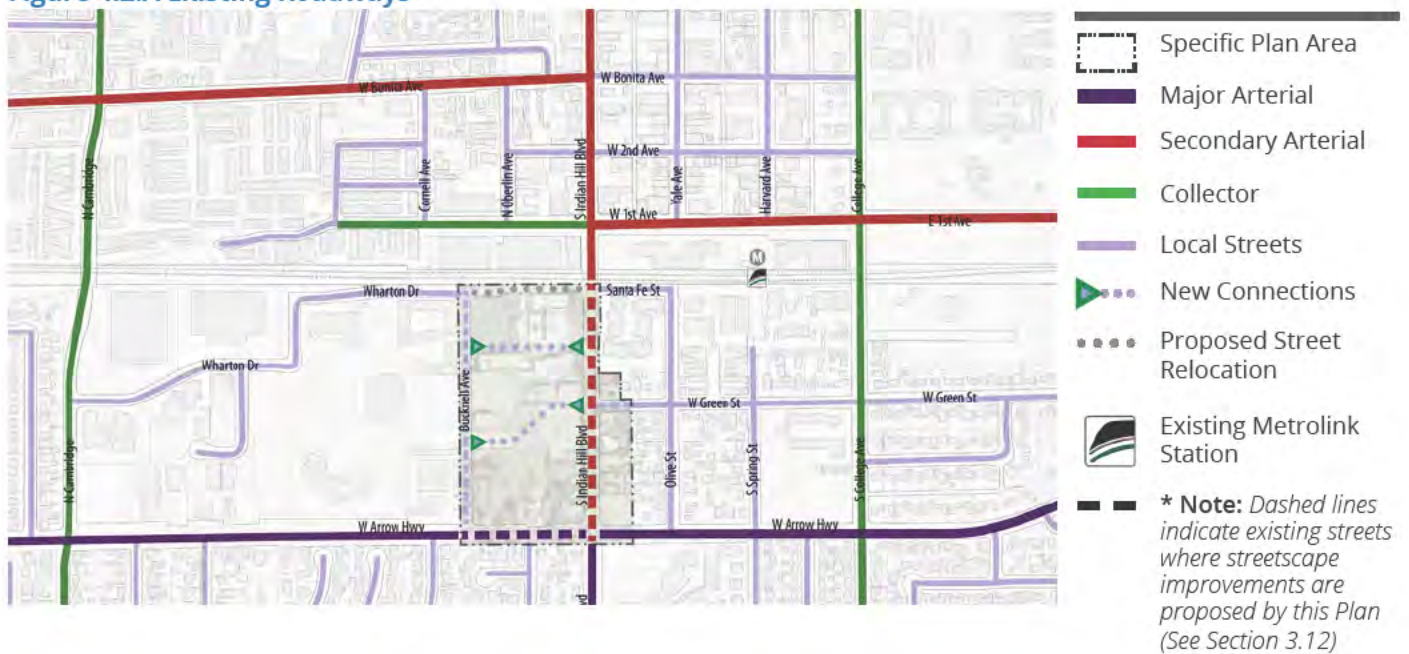
This Section focuses on the transportation function of that interconnected network of multi-modal streets, paseos and spaces within Village South, with an emphasis on transportation choice. Choice is key to safely and equitably accommodating the needs of users ranging from the very young to the very old, users with special needs, users who prefer to drive and those who prefer to walk, bike, or roll. A range of convenient and pleasant mode options can reduce vehicle congestion, increase social connectivity, improve public health, and improve environmental quality.

B. Mobility Goals

A top-level mobility-related goal for Village South - from which many of the objectives and strategies within this plan reside - is to leverage the value of its adjacency to Claremont Village, and to Metrolink (and the planned light rail extension to Claremont) transit service. This goal includes the following dimensions:

- Enhancing the value and helping sustain the success of the historic Village by expanding its offerings to visitors and residents, and by delivering to the Village an expanded supply of daily and weekly customers in the form of the new residents and new employees of Village South.
- Building significant new value in Village South by offering a new set of prime residential and commercial addresses within a comfortable walk of the historic Village and new transit.
- Providing the taxpayers of Los Angeles County with a return on their very large investment in the light rail extension to Claremont - and their smaller but critical investment in this plan through a Metro grant - by delivering a concentration of new transit riders to Metro's system in the form of residents commuting out of Claremont and employees, students, and visitors commuting in.
- Expanding the park-once system of the existing Village, which enables residents and visitors to park their cars and explore the Village on foot, and/or to utilize transit to access other towns in the region without driving. Key to this strategy will be planning a mix of uses with peak parking demands at different times throughout the day and week, including potential parking sharing with Metro's transit stations.
- Implementing LA Metro's *Gold Line ("A Line") Foothill Extension 2B First/Last Mile Plan (See Appendix B)* to help remove access barriers to the Metro station.

Figure 4.2.A Existing Roadways



C. Roadway Overview

Figure 4.2.A maps the existing roadways (by General Plan Roadway Classification) and indicates future completion and improvements of the roadway network through Village South.

Access to existing properties within the Plan Area is limited to Indian Hill Boulevard, Arrow Highway, Bucknell Street and Santa Fe Street. All of these streets include sidewalks typical of suburban environments. All have relatively wide travel lanes, free-flowing traffic and travel speeds higher than would be ideal for a downtown or village center environment. None currently offer high quality pedestrian or bicycle improvements reflective of a downtown environment. There are currently no streets or other through ways providing access to or through the superblock west of Indian Hill, causing the middle of the block to be blighted and underutilized.

The following pages contain descriptions of the current vehicular, pedestrian and bicycle mobility framework conditions, with accompanying recommendations for improvements that are to be implemented through this Plan.



Southbound View on Indian Hill Boulevard approaching Village South (Plan Area to the right)



Northbound View on Indian Hill Boulevard (with Village South Plan Area to the left)

4.2 Mobility & Transportation (continued)



Gateway to the Village: To acknowledge Village South as the new south entrance and gateway of the Village, a series of streetscape improvements are proposed on Indian Hill Boulevard.



Claremont Depot: The Village originated as a rail stop and has continued to evolve around its rail station through the present and into the future.

D. Existing Roadway Network

The following is a summary of the existing Roadway Network (See Figure 4.2A), along with opportunities and recommendations for improvement and completion of the network as it passes through Village South and into the Village.

Indian Hill Boulevard:

Direct access from the Plan Area to the Village and the planned light rail station is limited to Indian Hill Boulevard, crossing the Union Pacific Railroad, which carries freight, Amtrak service and Metrolink's San Bernardino Line. This crossing does not currently have pedestrian signals or gates.

Access from the neighborhoods south of Arrow Highway into the Plan Area and northward to the Village is currently provided by Indian Hill Boulevard only. This increases the importance of pedestrian improvements along Indian Hill and Arrow Highway that make them safe and pleasant routes for walking and driving.

Indian Hill Boulevard is classified as a secondary arterial between 1st Street and Arrow Highway. The roadway is divided by a center left-turn lane and provides four travel lanes, two in each direction. The posted speed limit is 35 mph, and with the exception of Arrow Highway, there are no pedestrian crossings in the east-west direction across Indian Hill Boulevard. The General Plan's Mobility Element Bike Plan calls for Class II (striped bike lanes) or Class III (signed bike routes) bike facilities and bike parking along Indian Hill Boulevard; however, both options have been identified as problematic given narrow right of way, vehicle queuing requirements at the rail crossing, and lack of bicycle improvements to the north and south of the Plan Area.

Opportunities/Recommendations: Significant traffic-calming and other streetscape improvements for the benefit of pedestrians are recommended for Indian Hill throughout the Plan Area. See Section 3.12.

Additional recommended improvements include improved signals and pedestrian gates at the rail crossing of Indian Hill Boulevard to enhance pedestrian safety between the Village South and the Village and Metrolink and future light rail stations on First Street. Additional parkway and median landscaping, like that already found in the Village, is proposed to help calm traffic and signal to drivers and pedestrians that they have arrived in the Village.

As Green Street is extended across Indian Hill Boulevard it will be very important that it provides very safe, convenient, and comfortable crossing for pedestrians and cyclists. Corner curb extensions - or bulb-outs - can shorten the pedestrian crossing distance and reduce the frequency and speed of "free-right" turn movements that can present a hazard to pedestrians.

Arrow Highway

Arrow Highway is classified as a major arterial between Indian Hill Boulevard and College Avenue. The road is divided by a raised median or center left-turn lanes and provides four travel lanes, two in each direction, with left-turn lanes at intersections. Parking is generally available within the Study Area. The posted speed limit is 40 mph. The City Bike Plan calls for Class II bike lanes (painted) on Arrow Highway; these have been partially installed for a short distance west of Indian Hill Boulevard.



The Village Expansion: Claremont's first Village Expansion effort has been a huge success, adding valuable amenities



Human-Scale Design: The original Village is known regionally as one of the few sustained and continually successful traditional downtowns, in large measure because of its human-scaled block network and extensive pedestrian amenities.

Opportunities/Recommendations: Complete Streets improvements to Arrow Highway -- including improved pedestrian and bicycle crossings at Indian Hill Boulevard, and a new pedestrian crossing at Bucknell Ave or Notre Dame are strongly recommended to connect the neighborhoods south of Arrow Highway to the Village and Village South, and to enhance the character of Arrow Highway as the south "gateway to the Village". The street profile should be changed to include buffered-bicycle lanes, wider sidewalks and parkway on the north side, enhanced landscaping in the center median.

Green Street & College Avenue

Direct access from the Plan Area to neighborhoods to the east, the planned Metrolink Station on the southeast corner of First Street and College Avenue, and the colleges is provided by Green Street and College Avenue.

Green Street is classified as a local street between Indian Hill Boulevard and College Avenue and provides two travel lanes, one in each direction with no center dividing line. Parking lanes are provided on both sides of Green Street. The City's Bike Plan does not designate bike lanes for Green Street; however, it does provide an excellent opportunity to link cyclists to the Plan Area from the north/south bike lanes on College Avenue.

College Avenue is classified as a collector street between 1st Street and Arrow Highway and provides two travel lanes, one in each direction, with left-turn lanes at intersections. Parking is generally available within the Study Area. The posted speed limit is 25 mph. There are existing Class II bike lanes on College Avenue in both directions within the Study Area.

Opportunities/Recommendations: Green Street east of Indian Hill Boulevard is a low-speed neighborhood street that should be designated as a bike route; an extension of Green Street through Village South from Indian Hill Boulevard to Bucknell Avenue, with a traffic signal at Indian Hill and Green could provide a high quality, direct, all-mode connection from Keck Graduate Institute (KGI) through the Village South to the Village, the Claremont Colleges, and Metro/Metrolink.

1st Street

1st Street is the direct link between Metrolink (and the proposed light rail station) and the Village, Village Expansion, and Village South.

1st Street is classified as a collector street west of Indian Hill Boulevard and a Secondary Arterial between Indian Hill Boulevard and College Avenue, where it is divided by a raised median that provides angled parking spaces; The City's Bike Plan calls for Class III bike routes on 1st Street along this stretch.

Opportunities / Recommendations: Improvements to Indian Hill Boulevard -- including improved pedestrian rail crossings (pedestrian gates and signals) at Indian Hill Boulevard - are recommended to provide a safe environment for all travel modes crossing the tracks.

4.2 Mobility & Transportation (continued)



The proposed Metro "A-Line" (formerly "Gold Line") Foothill Extension would add a new Station stop to Claremont Village.



Foothill Transit provides bus service along Indian Hill Boulevard

E. Transit Overview

Commuter rail service to central Claremont is currently provided by Metrolink's San Bernardino Line, which stops at the historic Claremont Depot on First Street, and by Foothill Transit, which has a hub at the Claremont Transit Center, also on First Street, about a 3-minute walk east from the Depot. The most notable information regarding transit for the Plan Area is the planned construction and initiation of new Metro light rail service to the historic Claremont Depot in 2028, and the concurrent construction of a new Metrolink platform and parking facility on the site of the existing Transit Center and Metrolink parking lot east of College Avenue. The planned new service to Claremont Village prompted Metro to provide the grant that funds the majority of the costs to prepare this Specific Plan.

Rail / Light-Rail Service

Metrolink's San Bernardino Line service includes 20 trains per day to and from San Bernardino to Los Angeles Union Station. Headways generally range from 30 to 90 minutes during peak- and off-peak periods respectively. The San Bernardino Line has more daily trains than any other line in the Metrolink System and includes inbound and outbound trains throughout the day.

The Proposed Metro A-Line (formerly Gold Line) Foothill Extension (from Azusa to Montclair) would include a new light rail station to the Claremont Depot. Light rail headways westward to Pasadena and Los Angeles and eastward to Montclair are planned at 10 minutes during peak periods and 20 minutes off-peak. If the new light rail tracks were to cross Indian Hill Boulevard at-grade, the "gates-down" time would be projected at 18-23 minutes per hour to

accommodate all trains both directions. Metro determined that this would create unacceptable traffic delays and is planning to construct an overcrossing for the light rail line. Heavy rail (Metrolink and freight) will remain at grade, so traffic delays comparable to the current situation would be expected. The City is working with Metro to design the overcrossing to contribute to the urban design aesthetic of the Village and make it inviting and safe for pedestrians to cross the tracks between the Village and Village South.

Bus Service

Bus service is provided by Foothill Transit, which operates 5 lines that pass through or terminate at the Depot Transit Center in the Village. Two of those lines run on Indian Hill Boulevard, stopping at Arrow and Santa Fe.

- a. The 197 Pomona-Montclair Line arrives via Arrow Hwy., with 30-minute weekday headways and 60 minutes on weekends.
- b. The 480 West Covina-Montclair Line comes up Indian Hill from Mission Boulevard, also with 30-minute weekday headways and 60 minutes on weekends. 20-minute weekday headways are planned in the near future.
- c. The 492 El Monte-Montclair Line runs on First Street, staying north of the tracks, 30 and 60 weekday and weekend headways to El Monte, Covina, La Verne and Montclair, generally midway between the Gold Line to the north and Metrolink to the south.
- d. The 187 Pasadena-Arcadia-Azusa-Montclair Line, with 20-minute headways, also remains north of the tracks on First Street, and serves areas that will likely overlap with the planned light rail extension.

Figure 4.2.E-I "A-Line" (formerly "Gold Line") Foothill Extension Corridor Azusa to Montclair

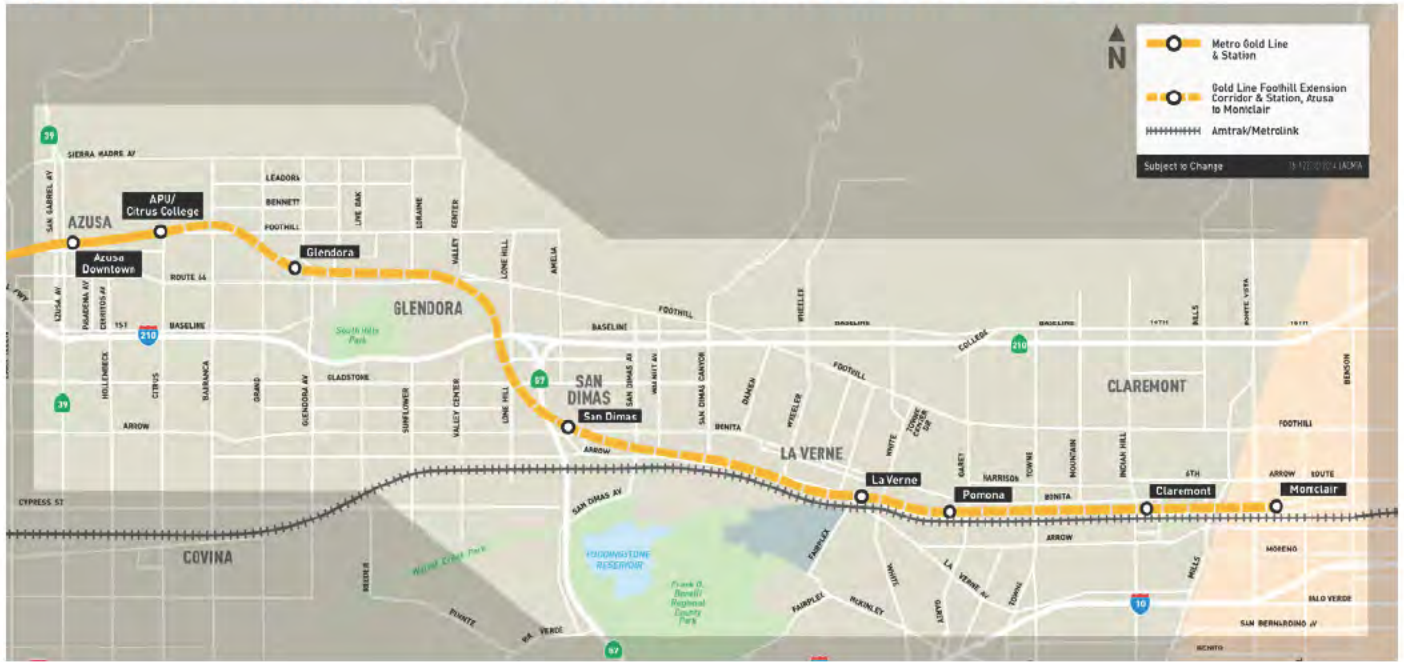
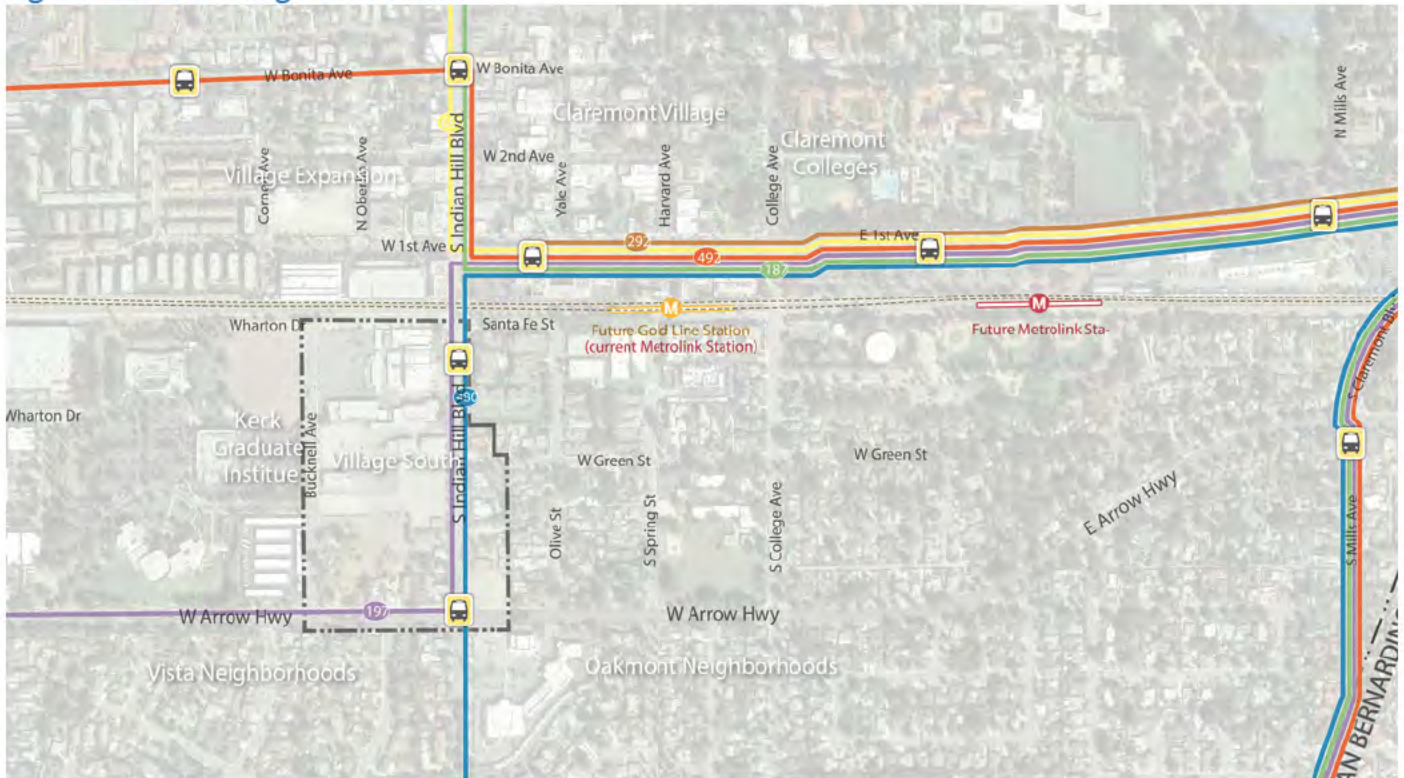


Figure 4.2.E-II Existing Public Transit



Specific Plan Area

 Bus Stop

4.2 Mobility & Transportation (continued)

F. Bicycle Network Overview

Existing & Proposed Bicycle Network

The existing bicycle system in the VSSP area includes a limited coverage of bicycle lanes (Class II) and bicycle routes (Class III). A summary of all nearby facilities includes:

Class I – Dedicated Bicycle Facilities: A bike path or bike trail that is off-street and physically separated from cars. These facilities are a minimum of eight feet wide, allow for two-way travel, and include bike lane signage and designated crossings where needed. The nearest Class I facility is the Pacific Electric Trail - which connects to the Citrus Regional Bikeway via First Street as it enters Claremont.

Class II - Striped Bicycle Lanes: These facilities are typically designated by striping in the roadway located either next to a curb or a parking lane. Lanes located next to a curb have a minimum recommended width of five feet, while a lane next to a parking lane may be as little as four feet wide. These lanes are to be used exclusively by bicyclists and include signage, special lane lines, and pavement markings. Buffered Class II bike lanes include a painted buffer zone (typically 3ft) to help ensure comfortable separation between automobiles and cyclists.

- Existing (and nearby) Class II facilities include limited portions of Arrow Highway, west of Indian Hill Boulevard, Bonita Avenue, and College Avenue between Foothill Boulevard and San Jose Avenue, as well as First Street between Claremont Boulevard and College Avenue.
- The City's Bike Plan proposes Class II facilities on Cambridge Avenue, and also on Indian Hill Boulevard south of Green Street. While Indian Hill Boulevard is a very important linkage between Village South and the rest of the Village, it has been determined by City staff that Indian Hill Boulevard is a high-stress corridor due to its current traffic and needed queuing capacity at the rail gates, and as such, (and until further study) Class II bicycle lanes are not appropriate.

Class III – Shared Streets / Bike Routes. This type consists of shared use access for motor vehicles and bicyclists. They include signage, in some cases include sharrows (markings stencilled on the street to alert bicyclists and motorists that the lane is to be shared).

- In addition to the proposed Class III facilities in the City's Bike Plan, Class III are also recommended on Bucknell Avenue, and on Green Street (including the Green Street extension though Village South) between Bucknell Avenue and College Avenue.



Class IV Bike Lane on Foothill Boulevard in Claremont

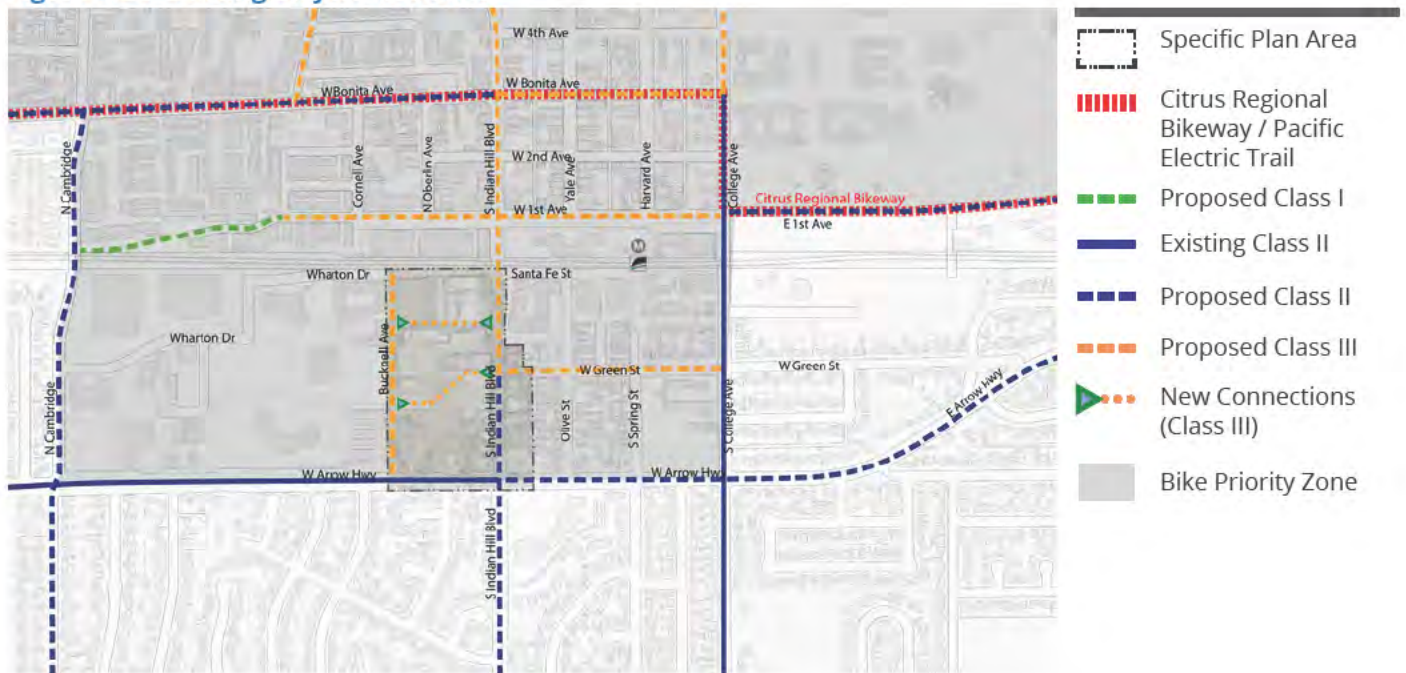


Class II Bike Lanes



Class III Bike Route - with bicycle "sharrow" to alert motorists of the shared roadway.

Figure 4.2.F Existing Bicycle Network



Class IV Bikeway (Protected Bike Lane). These bike lanes are on-street, and provide physical protection from motor vehicles with landscaping or vertical features like flexible posts, bollards, or on-street parking. The nearest Class IV bike lanes are on Foothill Boulevard between Indian Hill Boulevard and Monte Vista Boulevard.

Bike Priority Zone. The Village and Village South, the Claremont Colleges and many surrounding neighborhoods are all within the City's Bike Priority Zone (See Figure 4.2.F)- emphasizing safe bicycle routes and parking facilities -- including signage and bike-crossing facilities at intersections.

LA Metro's First/Last Mile Plan

LA Metro's *Gold Line ("A-Line") Foothill Extension 2B First/Last Mile Plan (Appendix B)* was released in 2019 to help remove barriers and facilitate access to the Metro station. Key recommendations of the Plan involve new and/or upgraded bicycle facilities. These recommendations should be consulted alongside **Section 3.11** (Street Design Standards) of this Specific Plan, and should be implemented together with new development.



Clearly marked bike Crossings at intersections for improved safety.



Secure Bike Lockers near transit support first/last mile transit.

4.3 Stormwater Management

A. Stormwater Management Overview

Village South will comply with the City's strong new requirements for sustainable stormwater management following the clear guidance of Claremont's General Plan, Stormwater Ordinance and Green Streets Policy, and adds additional strategies and policies specific to the VSSP area, based on the goals and strategies described in Section 4.1 of this Chapter.

B. General Plan Measures for Stormwater Management

The City of Claremont identified the following Measures relating to stormwater and drainage infrastructure in the 2006 General Plan (*within Appendix A - Implementation Plan*):

Measure III-39: Community Facilities Maintenance Renovations and New Construction

- Continue to provide for maintenance of community facilities in compliance with the City maintenance policies, necessary renovations and expansions, and construction of needed new facilities and other improvements, through the City's two year budget process and Capital Improvement Plan.
- Inspect and upgrade the stormwater system as needed.
- Continue to integrate stormwater conveyance with functional and attractive landscape features that filter stormwater, irrigate landscapes and increase percolation and ground water recharge
- As technology evolves, explore environmental-friendly alternatives or substitute paving material that could reduce maintenance costs, such as permeable pavement or rubberized sidewalks.

Measure IV-21: National Pollutant Discharge and Elimination System NPDES Compliance

- Estimate increases in pollutant loads and flows resulting from projected future development projects utilizing available methods prior to making land use decisions on such projects.
- In addition, require applicants for new development and redevelopment projects to demonstrate accomplishment of the following NPDES objectives:
 - o Use of structural and nonstructural Best Management Practices (BMPs) to mitigate projected increases in pollutant loads and flows;

- o Minimize pollutant loading flow velocity during and after construction;
- o Minimize amounts of impervious surfaces and directly connected impervious surfaces;
- o Maximize on-site infiltration and runoff, and temporary on site retention areas;
- o Limit disturbance of natural water bodies and natural drainage systems;
- o Employ pollution prevention methods, source controls, and treatment using small collection strategies located at, or as close as possible to, the source;

Measure IV-29: Adequate Flood Control

- Require compliance of City's MS4 requirements for on-site stormwater catchment and retention.
- Require the construction of appropriate flood control facilities for development projects as needed.
- Require hydrology studies in accordance with Los Angeles County standards to determine required flood/storm control facilities for future development projects.
- Require that recommendations of the studies be incorporated into the design of projects.
- Where appropriate also require that studies include analysis of instability for natural watercourses that include stream degradation, head cutting, bank erosion, and related factors, and require recommendations from the studies to be implemented as mitigation for identified impacts.

C. Existing Topography, Permeability, Stormwater, & Drainage

The VSSP Area slopes gently to the south-southwest at about 2.5%. Existing Stormwater facilities include:

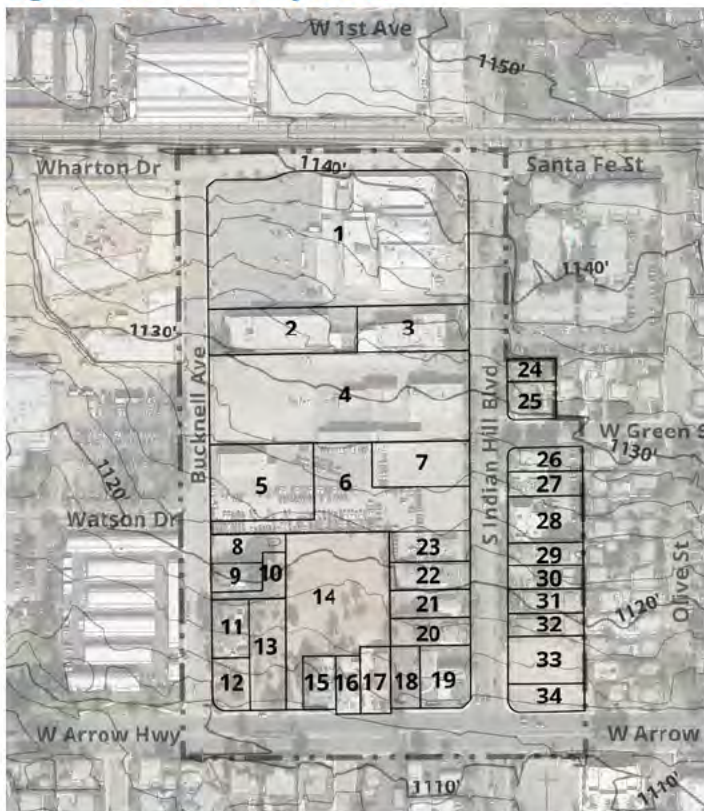
- Parcels west of Indian Hill Boulevard: (see Table 4.6.C-I):
 - o The site west of Indian Hill Boulevard naturally drains to the southwest, towards Bucknell Street and Arrow Highway (See Figure 4.3.C; 2' contours shown). There are currently no storm drain inlets in these portions of Bucknell Street or Arrow Highway. There are no known flooding issues on or in the vicinity of the site. The existing site has approximately 67% impervious cover (22% buildings, 45% hardscape).
- Parcels east of Indian Hill Boulevard: (see Table 4.6.C-II):
 - o The site east of Indian Hill Boulevard drains toward Indian Hill Boulevard and Arrow Highway (See Figure 4.3.C; 2' contours shown). There are storm drain inlets in these portions of Indian Hill Boulevard and Arrow Highway. There are no known flooding issues on or in the vicinity of the site. The site has 41% impervious cover (24% buildings, 17% hardscape).

Table 4.4.C-I Impervious Surfaces Areas

Parcels West of Indian Hill Boulevard

Parcel ID	Parcel Area SF	Acres	Building Footprints (SF)	Hardscaped Areas	% Impervious
1	157,251	3.61	50,795	94,421	92%
2	31,400	0.72	17,336	5,688	73%
3	24,000	0.55	13,460	5,161	78%
4	106,451	2.44	26,626	72,325	93%
5	35,690	0.82	6,462	28,546	98%
6	50,965	1.17		37,767	74%
7	19,968	0.46		19,152	96%
8	8,417	0.19			0%
9	6,546	0.15	2,351		36%
10	6,948	0.16			0%
11	9,670	0.22	3,172		33%
12	8,710	0.20	2,070		24%
13	18,430	0.42			0%
14	62,291	1.43			0%
15	8,334	0.19	2,603		31%
16	6,250	0.14	2,075		33%
17	9,100	0.21	2,866		31%
18	7,800	0.18		6,350	81%
19	14,050	0.32	3,884	7,410	80%
20	10,100	0.23	1,556	172	17%
21	10,100	0.23	1,751		17%
22	10,100	0.23	1,484		15%
23	10,605	0.24	1,667	7,510	87%
633,175	14.54	140,158	284,502	67%	

Figure 4.3.C - VSSP Project Area



Parcels East of Indian Hill Boulevard

Parcel ID	Parcel Area SF	Acres	Building Footprints (SF)	Hardscaped Areas	% Impervious
24	5,037	0.12	2,200	1,000	60%
25	8,300	0.19	2,550	1,650	51%
26	9,400	0.22	4,642	2,909	80%
27	8,125	0.19		6,097	75%
28	16,250	0.37	5,934	5,998	73%
29	8,125	0.19	2,334		29%
30	8,125	0.19	1,492		18%
31	8,125	0.19	2,547		31%
32	8,125	0.19	3,516		43%
33	16,250	0.37			0%
34	9,400	0.22			0%
105,262	2.42	20,465	15,004	41%	

4.3 Stormwater Management (continued)

E. Stormwater Management Objectives

The following additional strategies for Stormwater Management Improvements apply to the VSSP:

1. Reduce peak runoff flow rate:

The existing impervious surface area percentage of the VSSP Area is very high, causing high rates of existing off-site runoff. Due to the stringent on-site retention requirements of the Municipal Separate Stormwater System (MS4) regulations, the resulting peak runoff rates will be reduced compared to the pre-development runoff baseline.

2. Comply with MS4 stormwater quality standards:

The VSSP is a smart growth or infill redevelopment project that alters more than 50% of the existing impervious surface. The City's MS4 standards require (unless technically infeasible) that any such development must capture and retain the entire Stormwater Quality Design Volume (SWQDV) - defined as the runoff from **either**:

- The 0.75 inch, 24-hour rain event; **OR**
- The 85th percentile, 24-hour rain event, as determined by the Los Angeles County 85th percentile precipitation isohyetal map; **whichever is greater.**

For the City of Claremont the 85th percentile event is approximately .9 inch, 24-hour rain event, and shall be used to determine the SWQDV.

Based on this standard, the estimated required stormwater retention volumes for the VSSP are as follow:

East of Indian Hill Boulevard: The portions of the VSSP Area east of Indian Hill Boulevard are approximately 90,000 sf in total area, meaning approximately 6,750 cubic feet of rainfall must be retained.

West of Indian Hill Boulevard: The portions of the VSSP Area west of Indian Hill Boulevard are approximately 640,000 sf in area, meaning approximately 48,000 cubic feet of rainfall needs to be retained.

These required retention volumes should be feasibly attainable by utilizing the Sustainable Stormwater Management Strategies to follow.

F. Sustainable Stormwater Management Strategies

Whereas conventional engineering has treated rainwater as a waste product that is collected, channelized and dumped into pipes and rivers, MS4 regulations and the VSSP will employ low impact design (LID) stormwater strategies - also known as Best Management Practices (BMPs) - which mimic nature by capturing and infiltrating rainwater close to where it falls/lands. These strategies reduce the need for costly oversizing of infrastructure, increase groundwater recharge, and carry the added bonus of creating spaces that people can use and enjoy.

Green Infrastructure Best Management Practices (BMPs) for Stormwater Management:

The VSSP recommends the following BMPs for stormwater management:

- **Parking Lane Planters:** Also a traffic calming strategy, parking lane planters remove impervious paving from curbside parking lanes to add pervious landscaping and canopy trees, and planters are typically installed every 2-3 parking spaces. This Plan proposes such on several new and retrofitted streets in the VSSP area (*see Section 3.12*).
- **Medians, Parkways and Bulb-outs (Bioswales):** Wherever practical, excess impervious street paving can often be replaced by pervious landscape areas / bioswales that can provide significant stormwater retention/infiltration. The bioswale proposed on the east side of the Bucknell Street retrofit (*See Section 3.12.D.4*) retrofit is a great example of repurposing excess street width to retain and infiltrate stormwater runoff. The plan also recommends segments of landscaped center-medians along Indian Hill Boulevard and numerous corner and mid-block bulbouts on streets throughout the VSSP Area.



Corner & Mid-Block "Bulb-outs": Enhance pedestrian safety and provide street landscape and stormwater retention & infiltration.



Bucknell Avenue Proposed Bioswale (See also Section 3.12.D.4): A continuous landscape bioswale is proposed along the east side of Bucknell Avenue, with parking lane planters proposed on both sides of the street. Together, these retrofits could provide significant retention and infiltration of stormwater runoff by simply repurposing Bucknell Avenue's excess street width.

- **Simple Green Streets.** This is a green infrastructure practice in which the streetside parkway strip is minimally excavated (to lower the grade), trees are planted, and curbs are slotted to allow rainwater to enter and exit the bioswale. The proposed parkway widening on Indian Hill Boulevard south of Green Street (See Section 3.12.D.3) is a good opportunity for this strategy - which is generally recommended for all landscaped parkways in the VSSP area.
- **Park Ponds.** This is a multi-purpose example of green infrastructure in which a park or green is depressed so that it can serve a dual role as a retention pond. Such a strategy could be employed on one or more of the proposed public spaces in the VSSP area.
- **Pervious Pavers.** Pervious pavers allow rainwater to infiltrate between the pavers and into the gravels and soils below. Pervious pavers should be used in all hardscaped public/semi-public spaces, and are encouraged for all surface parking areas (on and off street) within the VSSP area.



Parking Lane Planters: Provide additional street landscaping, calm traffic and provide stormwater retention & infiltration.



Parkway Bioswales: Create a "buffer" between pedestrians and moving traffic and provide stormwater retention & infiltration.

4.4 Potable Water System

A. Potable Water System Overview

Village South's Potable Water infrastructure systems must be adequate to support the existing and planned VSSP development in a sustainable manner in alignment with the Claremont General Plan and **Section 4.1** of this Chapter. As future development occurs, some potable water mains may need to be upgraded due to size and age, to provide reliable fire suppression

B. General Plan Measures for Potable Water Systems

The City of Claremont has identified the following measure relating to potable water infrastructure in the 2006 General Plan (Appendix A - Implementation Plan):

Measure II-22 Water Conservation Programs

- Collaborate with local water provider in exploring the feasibility and cost-benefits of potential programs incentives to encourage water conservation in the community.
- Continue to investigate and implement programs to reduce water usage at City parks and facilities.

C. Existing Potable Water Supply and Distribution

1. Potable Water Supply. The primary water provider for the City of Claremont is Golden State Water Company (GSWC). Their water supply for the City includes Six Basins and Chino Basin as well as local and imported water from Three Valley's Municipal Water District (TVMWD), which receives water from the Metropolitan Water District of Southern California (Metropolitan). The Claremont System encompasses the City of Claremont, portions of the cities of Pomona, Montclair, and Upland, and unincorporated land under the jurisdiction of Los Angeles County.

According to Metropolitan's 2010 Regional Urban Water Management Plan, Metropolitan has a surplus of 1.7 million AFY in 2035 during normal years, a surplus of 371,000 AFY in 2035 during single dry year conditions and a surplus of 16,000 AFY in 2035 under multiple dry year conditions.

Historical weather data from the National Oceanic and Atmospheric Administration (NOAA) and water production data for the City was used to identify water supply and demand trends, which most closely

represent an average year, single-dry year, and multiple-dry year periods. Data available for analysis were 1983-2015. Correlation of data indicates that during dry years, both single and multiple, demands can increase up to 18.4% and supplies can decrease up to 10.3%, cumulatively. Based on the City's available supplies, the City can continue to meet multiple and single dry year demands. (San Bernardino Valley Regional Urban Water Management Plan, 2016).

2. Potable Water Distribution. Details regarding existing water system information was not provided by Golden State Water due to security concerns. Nevertheless, it is evident from the 6 fire hydrants that surround the site that potable water mains exist in Bucknell Ave, Indian Hill Boulevard, and Arrow Highway.

D. Potable Water and Sewer Demands

For purposes of the technical and environmental analysis of the VSSP, a potential development program (The Project) was developed and used to project new Potable Water and Sewer demands for build-out of the VSSP, as depicted in Table 4.4.C. At full build-out, an estimated 280,000 gallons per day (GPD) of additional water demand, and 228,475 GPD of additional sewer load is projected.

E. Potable Water System Improvements

Fire flow minimums and main sizes will be established by Golden State Water for each building and for the water distribution system. Due to lack of existing system information, potential off-site system upgrades cannot be evaluated. Each installation and the site overall must meet fire flow requirements and this can be achieved by connecting to the existing water system or to an upgraded (as needed) existing water system via new mains in Santa Fe Street and Green Street.

Additional water system improvement strategies include:

- **Efficient Fixtures:** The State CalGreen code mandates water efficiency for indoor plumbing fixtures that result in at least a 20% reduction in potable water use.
- **Reuse of Graywater:** for landscaping or toilet flushing is an innovative strategy to reduce the use of potable water.
- **Drought-Tolerant Landscape:** Landscaped areas will rely on low water, native, and climate appropriate designs that can reduce outdoor water use by up to 60%.

Table 4.4.C New Potable Water and Sewer Demands

Water and Sewer Demands for VSSP. At full build-out, an additional 280,000 gals/day, or 314 AC-Ft per year of water demand is projected.

Scenario	Development Area	Residential (Single-Family)			Residential (Multi-Family)			Hotel			Retail			Commercial / Office			Parks/Plazas/ Streetscapes/Parkways			Total Water Demand	Total Sewer Load
		Acres	No. of Units	GPD	GPD	No. of Units	GPD	GPD	No. of Rooms	GPD	GPD	SF	GPD	GPD	SF	GPD	GPD	Acres	GPD		
Existing	17.44	7	1,960	1,820	0	-	-	0	-	-	2,500	813	813	10,000 (net)	2,000 (net)	2,000 (net)	0	-	4,773	4,633	
"The Project"	17.44	192	53,889	50,040	808	169,687	126,053	50	6,250	6,250	100,000	32,500	32,500	45,000	9,000	9,000	2.8	4,147	275,473	223,843	
"Cumulative"	17.44	199	55,849	51,860	808	169,680	126,053	50	6,250	6,250	102,500	33,313	33,313	55,000	11,000	11,000	2.8	4,147	280,245	228,475	

Figure 4.4.C On-site Potable Water System



New mains in Santa Fe St and Green St connect to existing mains in Indian Hill Boulevard and Bucknell Ave.

Table 4.4.C-I - Unit Demand Factors for Water and Sewer in VSSP

Land Use Type	WATER DEMAND Unit Demand Factors		SEWER LOAD Unit Load Factors	
	gpd/du	gpd/acre	gpd/du	gpd/acre
Apartments	210		156	
Housing (single family attached)	280		260	
Hotel (125 gpd/room)	125		125	
Office and Civic (0.2 gpd/sf)		8,712		8,712
Commercial (0.325 gpd/sf)		14,157		14,157
Parks (0.034 gpd/sf)		1,481		0

[1] Water demands based on 2018 Vallecitos Water District "Water, Wastewater, and Recycled Water Master Plan"

[2] Sewer loading based on Table 1 loadings for each type of land use (LA County sanitation districts)

Key

- GPD Gallons Per Day
- GPM Gallons Per Minute
- AFY Acre-Feet per Year

4.5 Wastewater Management

A. Wastewater Management Overview

Village South's wastewater infrastructure systems - and the surrounding infrastructure it will connect to - must be adequate to support the loads that anticipated new development in the VSSP area would bring. Any needed upgrades to downstream infrastructure must be done so sustainably and in alignment with the measures of the General Plan and **Section 4.1** of this Chapter.

B. General Plan Measures for Wastewater Management

The City of Claremont has identified the following measure relating to wastewater infrastructure in the 2006 General Plan (Appendix A - Implementation Plan):

Measure III-30 Sewer Maintenance and Upgrades

- Continue to provide funding to repair, maintain, and upgrade the City's wastewater collection system, and incorporate sustainability measures as appropriate.
- Comply with State Water Resources Control Board General Waste Discharge Requirement for all publicly owned sanitary sewer collection systems.

C. Wastewater Management Priorities

The top priority for wastewater management in Village South is the efficient use (and if possible, re-use) of water, including:

- 1. Water-Efficient Plumbing Fixtures:** The State CalGreen code mandates water efficiency for indoor plumbing fixtures (showers, faucets, toilets) that result in at least a 20% reduction in potable water use;
- 2. Low-Water Landscaping & Irrigation:** Landscaped areas will rely on low water, native, and climate appropriate designs that can reduce outdoor water use by up to 60%;
- 3. Wastewater Re-Use:** Reuse of graywater for landscaping or toilet flushing is an increasingly common strategy to reduce the use of potable water and reduce wastewater. While non-potable (wastewater reuse) water service is not presently available to the site, (outgoing wastewater is currently delivered to a regional treatment plant in Pomona where it is reclaimed and reused by downstream customers), internal capture and reclamation is incentivized in this plan (*See Appendix A - Objective Design Review Matrix*).

D. Existing Wastewater Management System

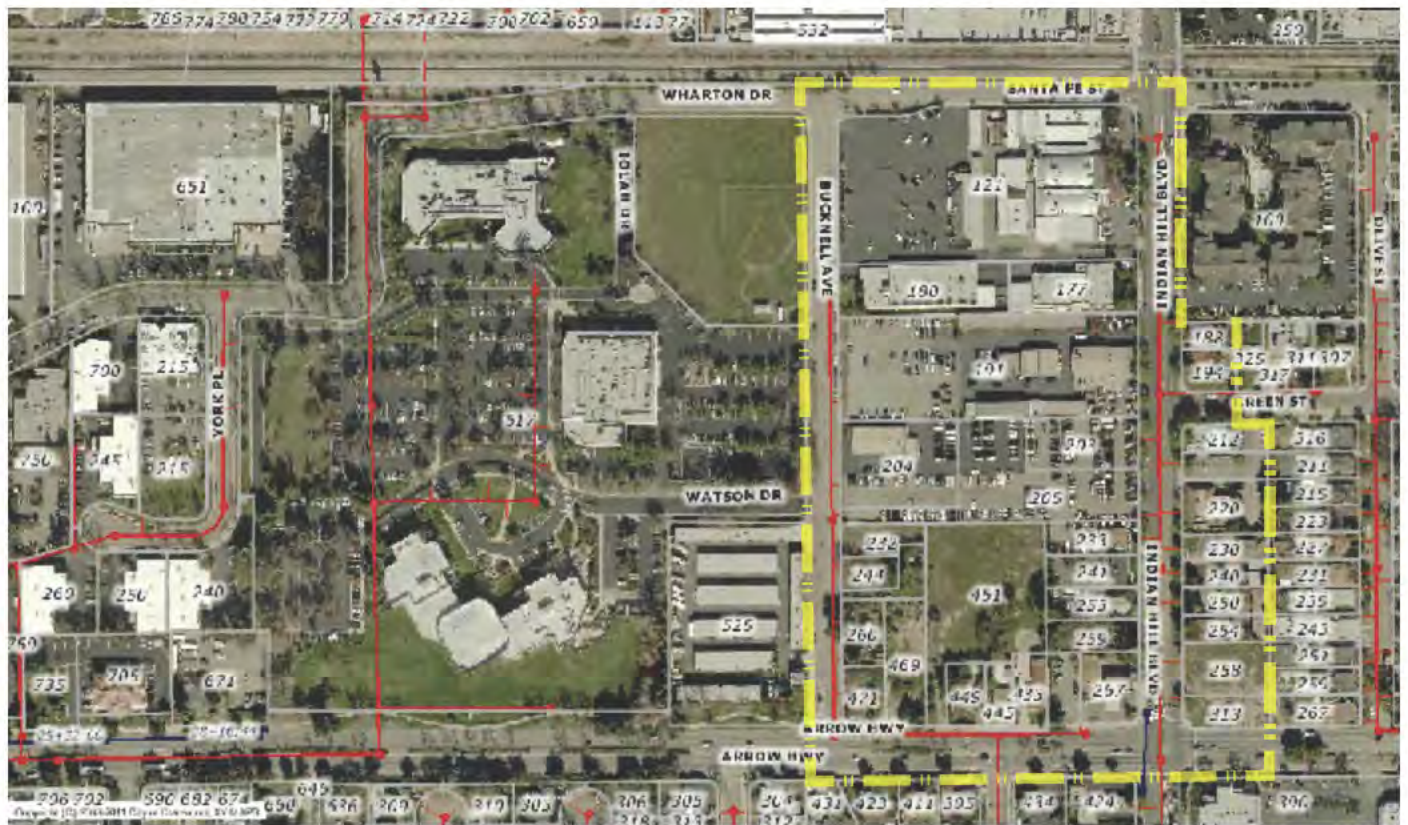
1. Wastewater Treatment: Wastewater effluent flows from City of Claremont-managed wastewater conveyance facilities to regional trunk lines, which deliver wastewater to the Pomona Water Reclamation Plant (WRP), a regional wastewater treatment plant. This facility is operated by the Sanitation Districts of Los Angeles County and is a part of the Sanitation Districts of Los Angeles County's Joint Outfall System. The Pomona WRP provides primary, secondary, and tertiary treatment for 15 million gallons of wastewater per day and serves a population of approximately 130,000 people.

Approximately 8 million gallons per day of the reclaimed water is reused at over 190 different reuse sites regionally (none of which are currently in Claremont) for landscape irrigation, dust control, and industrial uses. The remainder of the reclaimed water is discharged into the San Jose Creek channel, where it is allowed to percolate to groundwater in the unlined portions of the San Gabriel River before flowing into the ocean.

2. Sanitary Sewer System. Existing City of Claremont and County of Los Angeles Sewer Mains service the VSSP Area as shown in Figure 4.6.A, including mains in Bucknell (8" ACP), Indian Hill Boulevard (8"), and Arrow Highway (15"), with sewer connections to each adjacent parcel.

In general, wastewater effluent from all of the VSSP flows southerly toward the treatment plant.

Figure 4.6.A Existing Sanitary Sewer System in Project Vicinity



VSSP Boundaries

E. Sanitary Sewer Improvements

AKM Consulting Engineers (consultants to the City of Claremont) provided a sewer modeling analysis for the same projected VSSP project build-out was used to calculate potable water demand, as described in **Section 4.4.D**. The scope of work included an evaluation of the hydraulic conditions of the sewers downstream of the proposed project, and the effect of adding the anticipated sewage loads to the City of Claremont's (City) existing sewer system was analyzed utilizing the City's recently updated hydraulic sewer model.

The study showed through hydraulic modeling, that while the existing sewers infrastructure immediately adjacent (east, west, and south) of the VSSP area adequate to service the projected future sewer loads of the site, existing

downstream facilities would require improvements to accommodate the additional loads of the proposed VSSP development.

The report identifies three potential downstream infrastructure improvements to mitigate the impacts of the VSSP's projected loads. The funding and construction of these improvements is addressed and included in the VSSP Master Development Permit Process (**See Section 3.2**), and in **Section 5.4.6 - Village South Financing**.

The AKM "**Village South Sewer Analysis**" report is on file with the City of Claremont's Engineering Department and is available for public review.

4.6 Dry Utilities

A. Dry Utilities Overview

Village South's dry utilities network and infrastructure must be adequate to support the existing and planned VSSP development in a sustainable manner in alignment with the Claremont General Plan, and **Section 4.1** of this Chapter.

As street improvements are proposed, utility upgrades can and should be accomplished in a holistic fashion to minimize disruption to adjacent residents and businesses and to utilize capital resources more efficiently. In addition, all new development will be subject to existing City code requirements to underground all on site utilities to improve aesthetics and further improve dependability.

B. General Plan Implementation Measures for Dry Utilities

The City of Claremont has identified the following implementation measures relating to dry utility infrastructure in the General Plan (Appendix A - Implementation Plan):

Measure II-7 Expand Opportunities for Undergrounding Utilities

- Expand requirements for undergrounding of existing overhead utilities at time of redevelopment and or construction of new additions to existing development;
- Work with neighborhoods that want to establish assessment districts for the purpose of undergrounding existing overhead utilities.

Measure III-32 Underground Existing Overhead Utilities

- Explore potential programs and funding alternatives to underground existing overhead utilities in older areas of the City. This may include the possible establishment of special assessment districts in areas where property owners are supportive of such a district. (See Chapter 5).

Measure IV-20 Undergrounding Utilities Ordinance

- Continue to implement the City's Undergrounding Utilities Ordinance pursuant to the Land Use and Development Code to assure that all on-site utility service lines are placed underground in conjunction with all new development.

Note: *There are presently overhead service lines serving the homes at the southwest corner of the site, which would need to be converted to underground services if/when new development occurs.*

C. Dry Utility Priorities

Top-level priorities for dry utilities infrastructure of Village South include:

1. **Clean Energy Sources:** prioritize building design and technologies that accommodate the capture and use of clean energy sources including solar, wind and geothermal;
2. **High Speed / Fiber Internet:** plan for and accommodate increased future high-volume data transfer demands of technology industry and remote working;
3. **Plan for State-mandated alternatives to fossil fuels:**
 - **Natural Gas Alternatives:** Future development in Village South should plan for trending shifts away from natural gas dependency, anticipating and accommodating equipment using clean energy alternatives for heating and cooking.
 - **Electric Vehicle Charging:** Executive Order N-79-20 states California's goal of ensuring that by 2035 (in 15 years), 100% of passenger cars and trucks be zero-emission. Electrical infrastructure and technologies to accommodate the planned increase in electric vehicles will be prioritized in Village South.

D. Dry Utilities Providers

The VSSP area is currently served by the following public utility providers:

Electric Power: Southern California Edison (SCE) maintains the existing electrical infrastructure in the City of Claremont and provides electrical service in the City. SCE has existing facilities and extension policies that are adequate to serve the existing and future development.

The City of Claremont is also part of the Clean Power Alliance (CPA), a collection of municipalities offering clean renewable energy to Claremont residents and businesses through a partnership with SCE. The CPA offers various rate options designed to suit the diverse needs of the community, all of which provide high renewable content at competitive prices. Residents and businesses may choose which plan they prefer or opt out of the program completely. More information is available at: www.cleanpoweralliance.org

Telecommunications: Spectrum and Frontier are the primary service providers with existing facilities and extension policies that are adequate to serve the existing and future development in the VSSP, including broadband internet, telephone, and cable TV. Numerous wireless service providers provide cellular coverage to the VSSP area.

Gas Services: Southern California Gas Company (SoCal Gas) has existing facilities and extension policies that are adequate to serve the existing and future development.

SoCal Gas facilities maps indicate that gas lines exist adjacent to the site in Bucknell (2"), Indian Hill Boulevard (3") and Arrow Hwy. (8" and 2"). See **Figure 4.6**.

Figure 4.6 Gas Facilities Map



4.7 Municipal Services

A. Municipal Services Overview

Maintaining the levels of municipal services offered in the rest of the Village is critical to creating and maintaining an active safe well-managed Village South environment.

B. Solid Waste & Recycling Services

The City's Community Services Department provides trash collection and recycling services to all residents and businesses in Claremont.

Solid Waste (Trash) Collection

The City provides trash collection services to all Claremont residents and businesses. Multi-family and commercial accounts are typically provided with bin service. Bins are located in covered bin enclosures. Bins are serviced a minimum of one day per week up to a maximum of 6 days per week, as determined by the customer. Commercial rates are charged based upon the number of weekly trash pickups. Multi-family rates are charged based upon the number of units.

Recycling Service

The City provides recycling service to all residents and businesses. Multi-family and commercial accounts are typically provided by bin service for mixed recyclables. Recycling collection is provided for no additional charge part of the bundled trash rate, with collection performed as needed Monday through Saturday.

Organics Service Collection

The City provides a Commercial Food Waste Recycling Program to all commercial accounts. The Commercial Food Waste Recycling is provided as part of the bundled trash rate at no additional charge. Source separated food waste is collected in 64-gallon recycling carts, which are located in the trash enclosure. Food waste collection occurs as needed on Monday, Wednesday, Friday, and Saturday. Commercial green waste collection is available to all commercial customers or can be handled through an agreement with a landscape maintenance contractor. The Commercial Food Waste Recycling Program will be expanded to include multi-family complexes with bin service in July 2021.

The City currently provides a residential green waste recycling program. The program will be expanded in July 2021 to include food scraps. Residential green waste and food scraps will be collected in a comingled organics cart.

Electronic Waste Disposal

The City provides a free electronic waste pickup program. Electronic waste includes computers, monitors, keyboards, printers, televisions, DVD players, hard drives, fax machines, cell phones, etc.

Hazardous Waste Disposal

Hazardous waste generated by a typical household (paint, batteries, car oil, pesticides, etc.) requires special handling. Residents are forbidden from disposing tern in regular trash containers due to the fact that they provide a danger to the environment and sanitation workers. Los Angeles County sponsors regularly scheduled, free of charge, roundups for the safe disposal of hazardous waste.



Claremont's Community Services Department provides trash collection and recycling services to all residents and businesses in the City.

C. Solid Waste & Recycling Priorities

Top-level priorities for Solid Waste and Recycling in Village South include:

- 1. Reduction of Household/Business Waste:** On-site space and pickup services for recycling, green waste, and household organic waste will be required for all new buildings, consistent with City and State requirements.
- 2. Reduction of Construction Waste:** Construction and demolition waste should be separated, and where possible recyclable materials (such as concrete, asphalt, brick, steel) should be recycled per City regulations.

D. Emergency Services

Fire and Police protection to the VSSP area will be provided as follows:

Fire Protection

The City of Claremont contracts with the Los Angeles County Fire Protection District to provide fire suppression and paramedic services to Claremont citizens. The fire station, Station 101, is located at 606 W. Bonita Avenue.

Police Protection

Police services are currently provided by the City of Claremont Police Department. The Department offers a full range of services including traditional police activities, support of Neighborhood Watch activities, teaching D.A.R.E. classes, provides disaster preparedness information, and operates volunteer programs. The nearest station is located approximately 6 blocks from the VSSP area at 570 W. Bonita Avenue.

Patrols, and outreach services will continue in the VSSP area as is currently being provided. No substations are proposed within the VSSP Area since the present facility is within close proximity to planning area and, thus, response times are operating at adequate levels.



Village South will be served by LA County Fire Department Station #101, located nearby the VSSP area at 606 W. Bonita Ave.



The Claremont Police Department will provide police regular patrolling of / emergency response service to Village South, with a nearby station 570 W. Bonita Avenue, next to the fire station.

4.8 Utility Placement Standards

A. Service & Utility Placement Standards

The following Service and Utility Placement Standards regulate proper placement, configuration and screening of service and utility devices and equipment. The following standards apply to all “wet” (water & sewer) and “dry” (electric, gas, telecommunications) utility distribution lines; wall-mounted, ground-mounted or underground utility junctions, meters, transformers and pedestals; trash and recycling receptacles.

In the event that a utility provider’s “standard practices” may be in conflict with these standards, the City will work collaboratively with the applicant and the utility company to ensure that services are design in a manner consistent with the intent of this Plan.

General Placement Standards for All Lots

- **Location / Screening.** To the extent possible, all services and utilities should be located within alleys, interior building corners, at building offsets, or other similar locations where the building mass acts as a shield from public view. Utilities that must be located in a front yard due to utility service requirements should be located away from pedestrian and vehicular routes and screened from the view of the street by landscape.
- **Mechanical and Electrical Equipment.** All mechanical and electrical equipment – including, but not limited to, air-conditioning units, antennas, garage door motors – whether roof-mounted, ground-mounted or otherwise, should be screened from public view or located so as not to be visible from Primary or Side Streets. Such equipment and related screening should be designed with materials and colors that conform to and are an integral part of the design of the building.
- **Air intake and exhaust systems.** Mechanical equipment that generates noise, smoke or odors, should not be located on or within 10 feet of the Primary Street property line or any on-site common open spaces.
- **Noise- and odor-generating equipment and containers** should be located in areas that will not create a nuisance to adjacent properties. Services and garbage bins should be located in a manner that does not impact single family neighborhoods. Such bins should be covered when possible. Openings to a trash enclosure should not be located within 50 feet of the Primary Street property line.
- **Telecommunication Devices / Infrastructure** devices (such as satellite dishes or other equipment) should be screened from public view or located so as not to

be visible from Primary or Side Streets. Applicants are encouraged to work with satellite providers to locate satellite dishes out of view on building roofs and/or on rear yard or side yard facing façades if adequate signal strength and quality can be achieved. In multi-family and multi-tenant buildings, conduits should be provided from such a location to each unit.

Lots with Alley Access

- **Dry Utility/Service Areas.** For project sites with an alley, all “dry” utilities should be located in the alley. Utility access and equipment such as back-flow preventers, transformer boxes, gas and electric meters, and other utilities should be placed within or adjacent to and be accessed from the alley, subject to the requirements and approval of the associated utility company.
- **Wet Utility/Service Areas.** Wet utilities should typically be located in the street, but may be located in the alley to address topographical, efficiency or other engineering reasons. If “wet” and “dry” utilities are co-located in the alley, proper trench separation and utility access must be ensured.
- **Service Access.** For lots with alley access, service entrances, waste disposal areas, and other similar service areas should be located adjacent to the alley and take their access from it.

Lots without Alley Access

- **Dry Utility/Service Areas.** When an alley is not present, all “dry” utilities should be located in the street. Meters and similar equipment should be underground vaults or in utility rooms/closets within buildings, were possible. If such locations are infeasible, these services should be located in inconspicuous locations along the sides of project sites and should be thoroughly screened from public view.
- **Wet Utility/Service Areas.** Generally, all “wet” utilities should be located in the street or public right-of-way. Utility meters and entrances should also be provided below-grade in the street or sidewalk and shall be flush with the surrounding grade.
- **Service Access.** When an alley is not present, service entrances, waste disposal areas, and other similar service areas should be located as far away from – and screened from views from – the Primary and Secondary streets as practical.

Figure 4.8-I Appropriate Standpipe Connections



Example of an appropriately placed double standpipe connection in the base of a building at the sidewalk.

Figure 4.8-II Inappropriate Utility Placement



Example of inappropriately placed ground-level utilities in a parkway.



Wherever possible, mechanical/utlities equipment should be placed in mechanical room, typically accessible from the building's parking lot/structure.



Example of inappropriately placed utility boxes in a parkway.



Example of mechanical equipment well-screened by an architectural element incorporated into the building's composition.



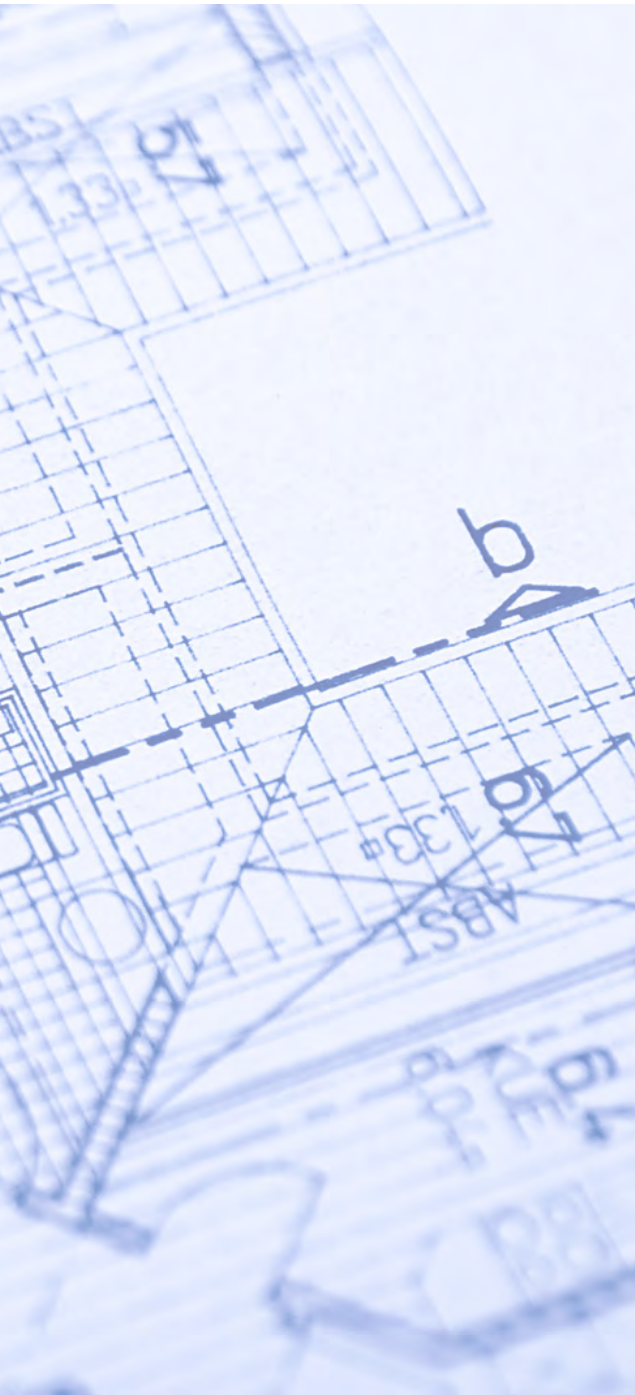
Example of inappropriately placed check valves and other utility devices in the front yard of a commercial building and in a parkway.

5 Implementation

The background of the page is a close-up, slightly blurred image of architectural blueprints. A wooden pencil with a sharpened lead tip is positioned horizontally across the middle of the page, pointing towards the right. The pencil's tip is resting on a section of the blueprint labeled 'TREPPENHAUS' with the number '9,55' below it. Other visible text on the blueprints includes 'KIND', 'INST.-SCHACHT', and 'BAD'. The blueprints are drawn in black lines on a light-colored paper, showing various room layouts, walls, and structural elements.

Implementing the Vision

The process of designing, entitling, and building a human-scaled and sustainable extension of the Claremont Village will require close coordination between the City of Claremont, property owners, developers, builders, and contractors. This chapter outlines the procedures, actions and policies available to implement this Specific Plan. They are intended to ensure that project review considers each project's role in the ultimate completion of the unified vision intended by the Plan. The long-term value, quality of life, and sustainable outcomes generated and enabled by thoughtful planning and review should more than justify any additional time, effort, and attention to detail required by this process.



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5.1 General



5.1.1 Purpose

Pursuant to California Government Code § 65451, this chapter contains a program for implementation of the Village South Specific Plan, including regulations, programs, and financing measures necessary to implement the Plan.

5.1.2 Relationship to the General Plan & Municipal Code

The intent of specific plans as codified by the State Legislature is to implement the General Plan in a specified geographic area. This plan for Village South seeks to facilitate mixed-use, transit-oriented development that is consistent with the existing General Plan and includes a high-quality, pedestrian-oriented public realm framed by context-sensitive buildings that emulate the historic character of Claremont.

The policies, standards, requirements, and procedures provided in this Specific Plan apply to all lands within the Plan Area and supersede any conflicting provisions of the Claremont Municipal Code (CMC), including the Zoning Ordinance (Title 16) and Sign Code (Title 18) of the CMC). All development proposals within the Plan Area are subject to:

1. the development standards, design guidelines and project review findings of Chapter 3 of this Plan;
2. the City's Architectural Review procedures (see CMC § 16.300); and
3. all other applicable requirements of the Claremont Municipal Code.

In addition, all development proposals within the Plan Area must be consistent with:

1. The Vision, Goals and Principles of this Specific Plan as set forth in Chapters 1 and 2; and
2. The Claremont General Plan, as amended to include a new land use designation identified in this Specific Plan.

5.1.3 Adoption & Amendments Required

A. Specific Plan Adoption

The Specific Plan and future amendments shall be reviewed in accordance with California Government Code § 65453 and CMC Chapter 16.318, which requires hearings by both the Planning Commission and City Council. The approval of this Specific Plan, or any amendment to this Plan, will be in the form of a resolution and may require corresponding amendments to the General Plan and Municipal Code to ensure consistency.

Upon adoption, this Specific Plan will establish the land use regulations, zoning, development standards, sign standards, and design guidelines for the Village South Specific Plan Area that supersede any conflicting portions of the Claremont Municipal Code, and apply to all lands within the Plan Area. All development proposals within the Plan Area are subject to Architectural Review (see CMC § 16.300), and must be consistent with the standards of Chapter 3 of this Specific Plan, the General Plan, and Claremont Municipal Code (CMC).

B. General Plan Amendment Required

California Government Code § 65454 requires that all specific plans be consistent with the general plan. To achieve the vision contained in this Specific Plan, the Claremont General Plan land use designations for the parcels located in the Plan Area must be changed from the current mix of *Business Park*, *Commercial*, and *Office/Professional* to a single new land use designation named *Indian Hill/Village South Transit-Oriented Mixed-Use*. The maximum Floor Area Ratio (FAR) for the new land use designation would most likely remain at 1.5 (when averaged across the Plan Area), which is the same as other nearby mixed-use districts. The proposed changes to the Land Use Element and Map will be considered for adoption concurrently with this Specific Plan. The Specific Plan will not become effective unless and until the General Plan amendment is approved.

C. Municipal Code and Zoning Map Amendment Required

Similarly, amendments to the Claremont Municipal Code and Zoning Map are required to revise each from the current mix of *Business/Industrial Park*, *Commercial Highway*, and *Commercial Professional* zoning to *Specific Plan*, which indicates that the Plan Area is subject to the zoning requirements of this Specific Plan. This change is consistent with the manner that all other Specific Plans are incorporated into the Municipal Code. The proposed change to the Municipal Code and Zoning Map will be considered for adoption concurrently with this Specific Plan. Once adopted, the development standards contained in the Specific Plan will become the standards for all parcels located within the Plan Area.

5.2 Plan Administration & Amendments

5.2.1 Administration

Unless specified otherwise, the Specific Plan shall be administered and enforced by the Community Development Director (“Director”). Applications must be processed and approved in accordance with the applicable requirements and findings contained in this Specific Plan and the Claremont Municipal Code (CMC). Staff and Commission decisions may be appealed per CMC § 16.321. Decisions made by City Council are not appealable.

A. Interpretation

The Director shall have the authority to interpret the Specific Plan. In the event that a development standard is uncertain, the Director shall have the authority to determine the proper application of the standard. In the event that a proposed use is not listed in Table 3.10 (Allowed Uses), the Director has authority to determine whether the proposed use is similar to a listed use (Finding of Similar Use) contained in Table 3.10 and review the proposed use in the same manner as it would the listed use.

B. Variances & Minor Exceptions

Deviations from the development standards of this Plan may be granted through the Minor Exception Permit process set forth in CMC Chapter 16.312, and as further refined for the Village South Plan Area in Section 3.1 of this Plan or through the Variance process set forth in CMC Chapter 16.309.

Documentation shall also include plan, section, elevation, and perspective drawings and illustrations of the proposed development prompting the application, clearly showing the proposed development in relation to adjoining and surrounding development and public realm context to enable City staff and decision makers to fully evaluate the requested exception and its foreseeable effects on the built environment of Village South.

In granting a Minor Exception or a Variance, the City shall find that the resulting project meets the vision and intent of this Plan as set forth in VSSP Chapters 1 and 2, and is consistent with the Claremont General Plan.

5.2.2 Amendments

Over time, various sections for the Village South Specific Plan may be revised in response to requests from applicants or as state law, economic conditions, or City needs dictate. The policies and standards presented in the Specific Plan contain some degree of flexibility, but any Specific Plan amendments must be judged by the criteria set forth below. California Government Code § 65453 allows a specific plan to “be amended as often as deemed necessary by the legislative body.” Amendments to this Plan may be initiated by the owner of a property to which the amendment would apply (including by the property owner’s authorized agent), or by the City, and shall be reviewed and considered in the manner prescribed by California Government Code § 64553 and CMC Chapter 16.318.

A. Details of Amendment

Proposals to amend the Specific Plan that are not initiated by the City must include the proposed revisions to the Specific Plan’s text, diagrams, and/or maps in accordance with application forms available from the Community Development Department.

B. Presentation of Basis

Since the City has invested a significant amount of time and money in the preparation of the Village South Specific Plan, any proposals to amend the Specific Plan that are not initiated by the City must document the basis for the proposed changes. The applicant shall identify any economic, social, or technical issues that prompted the request to amend the Specific Plan in accordance with application forms available from the Community Development Department.

C. Supplemental Analysis

The applicant must provide an analysis of the amendment’s impacts relative to the adopted Environmental Impact Report (including any subsequent or supplemental environmental analysis). Depending on the nature of the amendment, additional environmental analysis may be necessary. The need for such additional analysis shall be determined by the City of Claremont in accordance with the California Environmental Quality Act and its regulations (such as 14 Cal. Code Regs. §§ 15162 and 15168).

D. City Staff Analysis

The Director shall within ten (10) days of any submittal of a request to amend this Plan, determine whether the amendment is significant or insignificant.

If the amendment is determined to be significant, the application shall be reviewed and considered in the manner prescribed by California Government Code Section 64553 and CMC Chapter 16.318 and the criteria set forth below.

If the amendment is determined to be insignificant, the Director may approve or deny the application. Any decision of the Director may be appealed to the Planning Commission and City Council in accordance with CMC Chapter 16.321.

Examples of significant changes include:

- The introduction of a new land use designation not contemplated in the Specific Plan.
- Changes in the designation of land uses affecting two acres or more from that shown in the Specific Plan.
- Changes to the circulation system or community facility design which would materially affect a planning concept detailed in the Specific Plan.
- Changes or additions to the design guidelines which materially alter the stated intent of the Specific Plan.
- Any change which would result in a significant and adverse environmental impact.

E. Required Findings

This Specific Plan shall not be amended unless all of the following findings can be made:

1. Changes have occurred in the community since the approval of the original Specific Plan which warrant approving the proposed amendment.
2. The proposed amendment is consistent with the General Plan for the City of Claremont.
3. The proposed amendment will result in a benefit to the area within the area of this Specific Plan.
4. The proposed amendment will not result in any unmitigated impact to adjacent properties.
5. The proposed amendment will enable the delivery of services and public facilities to the population within the area of this Specific Plan.

F. Public Hearings

If the amendment is determined to be significant, both the Planning Commission and the City Council must hold Public Hearings on the proposed amendment in accordance with California Government Code Section 65453.

5.3 Private Development

5.3.1 Review Procedures

All development projects within the Plan Area are subject to the review requirements and processes of Chapter 3 - Development Standards and Guidelines.

The intent of this requirement is to help ensure that all new development within Village South is well integrated with adjoining development, both existing and future, in accordance with the vision and regulations of this Plan.

Chapter 3.3 (Review Process) lists two tiers of project review:

VSSP Development Permit: this is required for any project that would otherwise be subject to Architectural Review (see CMC § 16.300). Proposed projects are reviewed against the development standards and guidelines of Chapter 3 of this Plan. The procedural requirements match those of Architectural Review (CMC § 16.300) except in the following two ways:

- **Submittal Requirements.** In addition to the submittal items listed and required on the project application forms available in the Community Development Department, Chapter 3.2 includes additionally-required items, which apply by project type.
- **Required Findings.** Chapter 3.2 includes required findings that must be made by the approving body prior to project approval. These required findings replace the Review Criteria in CMC § 16.300.060.

Supplemental required submittal items, and required project findings are organized by project type, and can all be found in Table 3.2.

VSSP Master Development Permit: Projects proposed for sites greater than 10,000 square feet are subject to a more robust review process. This process also matches that of Architectural Review (CMC § 16.300), but includes a more extensive list of required submittal items, and a separate set of findings - both provided in Chapter 3.2.

Also in Chapter 3.2 is a multi-page breakdown of the way in which the superblock of the Plan Area (the block bordered by the railroad right of way, Indian Hill Blvd., Arrow Hwy., and Bucknell St) is to be ultimately phased into its envisioned form.

Once a VSSP Master Development Permit is issued, the project approval, conditions, and plans become the primary regulating documents for subsequent development in the project area.

VSSP Development Permits are required for all subsequent development, in which reviewers will ensure consistency with the approved VSSP Master Development Permit, with the Vision for Village South as described in Chapters 1 and 2, and the standards and guidelines of Chapter 3.

5.3.2 Subdivisions

All subdivision activity is subject to the California Subdivision Map Act, and shall follow the requirements and procedures set forth in Title 17 of the Claremont Municipal Code. Subdivisions may be approved concurrently or subsequent to other project approvals (e.g., Architectural Review, Conditional Use Permits, etc.). Building permits for new development will not be issued until the underlying map has been finalized and recorded.

5.3.3 Disposition of Land

At the time of Plan area adoption, the City owns or controls approximately 2 acres of potentially-developable land within the plan area. The two properties are:

1. The southerly remnant of the existing Santa Fe Street between Bucknell Avenue and Indian Hill Boulevard, the northerly portion of which will be added to the existing railroad right of way to enable the extension of the Metro light rail service to the proposed Claremont Gold Line Station;
2. A flag lot to the north of existing private lots that front Arrow Highway, Bucknell Avenue, and Indian Hill Boulevard, and south of the westerly prolongation of Green Street. This parcel includes a narrow portion providing access from Arrow Highway.

The City hopes to sell, abandon or otherwise transfer these parcels of land to one or more qualified developers. Following such transfer, the City will work with the developer(s) through the subdivision and entitlement process.

Any such transfer shall be contingent upon the City's determination that the proposed project is in conformance with regulations and intent of this Plan, and will advance the community's objectives for high quality infill development and public realm activation, consistent with the vision and guiding principals of this Plan. Such a determination shall be made by the City Council with advisement and recommendations from City staff.

3.2 Project Review

C. VSSP Master Development Process

Figure 3.2-I Primary Connections & Subareas (Alternative A)



Figure 3.2-I Primary Connections & Subareas (Alternative B)



Step 1 - Primary Connections & Subareas

To achieve the village-scale urbanism envisioned in Chapters 1 & 2, the Village South "superblock" must be divided into an interconnected network of "village-scale" blocks. To do so, new primary street connections between E. Indian Hill Boulevard and Burdell Avenue are needed. While this plan stops short of designing these two connections, two acceptable alternatives (A&B) are presented to show two likely designs.

Development Standards

Two new primary connections must be provided through the superblock, organizing it into 3 subareas. The following requirements apply:

- The southern primary connection extends Green Street through the superblock to Burdell Avenue, and will include a new signalized intersection at Green Street and S. Indian Hill Boulevard.
- A second primary connection connecting Indian Hill Boulevard and Burdell Avenue is required south of the historic Vortex building, and north of the new Green Street extension.
- Both primary connections must provide vehicular access with on-street parking.
- These two primary connections shall be designed per the design standards and guidelines in Section 3.11.E.

Legend

- Primary Connection See 3.11.E
- Signalized Intersection at Green Street

Figure 3.2-II Required Secondary Connections (Alternative A)



Figure 3.2-II Required Secondary Connections (Alternative B)



Step 2 - Secondary Connections & Village-Scale Blocks

Because the resulting subareas (from Step 1) are relatively large, they must further be subdivided into village-scale blocks that provide safe, comfortable pedestrian access.

Development Standards

New secondary connections must be provided in Subareas 1 & 3, resulting in the Village South superblock being subdivided into a minimum of 8 blocks (Blocks A-F in Figure 3.2-IV).

The following requirements apply:

- Subarea 1: A new secondary connection must connect Indian Hill Boulevard to New Santa Fe Street around the historic Vortex building, to create Blocks A & B.
- Subarea 2: A new secondary connection must connect Green Street to "New Santa Fe Street", to create blocks C & D.
- Subarea 3: A new secondary connection must connect Arrow Highway to Green Street to create Blocks E & F.
- Secondary connections may take the form of passos, plazas, and/or vehicular rights of way.
- All Blocks in the superblock (Blocks A-F) must comply with the maximum resulting block parameters in Table 3.3.
- All connections shall be designed per the design standards and guidelines in Sections 3.11 & 3.12.
- Tertiary connections are recommended and incentivized for Block C, and F. See Section 3.12.7 and Appendix B. These may be in the form of passos (3.12.E) or passages (3.7.F).

Legend

- Primary Connection See 3.11.E
- Secondary Connection See 3.11 & 3.12.F
- Additional Connection See 3.7.F & 3.12.E
- Signalized Intersection at Green Street

Chapter 3 - Development Standards & Guidelines - provide detailed procedural requirements for the development of large sites.

The City may choose to work with developers or property owners to develop an Exclusive Negotiation Agreement (ENA) in order to provide adequate certainty to allow for the development of a detailed development plan that includes one or both of the City properties. Approval of an ENA is likely to occur prior to submittal of formal applications through the VSSP Master Development Permit (MDP) process as defined in Section 3.2 Through either the ENA or MDP process, City staff will recommend to the City Council whether the proposed project conforms to the intent and regulations of the Specific Plan. If that recommendation is positive, the City Council may direct staff to cooperate with the developer to establish a fair market value for any such parcel or portion thereof and to prepare a development agreement outlining the obligations of the developer and the price for the subject parcel.

5.4 Public Improvements

5.4.1 Intent

This section outlines the method by which public facilities necessary to support development within the Plan Area will be designed, funded, maintained, and managed.

5.4.2 Fiscal Positivity

It is important to note that the cost of additional services and ongoing maintenance of new infrastructure for Village South may be significantly higher than current conditions; however, the revenues that are anticipated to be generated by Village South are also significantly higher than most other long-term development possibilities for the VSSP Area.

New revenues include significant increases to ongoing sources including: property taxes, LLD and clean water assessments, sales tax, utility taxes, and potentially transient occupancy taxes if a hotel is developed. Additionally, several one-time development impact-fees will be paid, which are designed to help offset the impacts to local services. These fees include parkland fees, school impact fees, fire facility fees, sewer connection fees, and transportation impact fees.

The net result of these new revenues is that Village South, if successfully executed as envisioned by this plan, will have a positive fiscal impact to City budgets.

5.4.3 Design of Improvements

The design of all public facilities - including rights-of-way, public open spaces, and utility systems - shall be reviewed and approved by the Community Development Director and the City Engineer through the VSSP Master Development Permit and/or VSSP Development Permit processes, and found consistent with the standards of VSSP Chapter 4, and all other applicable standards of the Claremont Municipal Code.

It should be noted that many of the standards for streets, open spaces and utility systems in the VSSP differ from the City's and utility providers' default standards. Those defaults are generally calibrated to suburban settings and patterns, whereas the public realm standards of the VSSP have been specifically calibrated to create a human-scaled, walkable, transit-oriented urban environment. As such, the requirements with respect to right-of-way dedications and off-site improvements in CMC § 16.139 shall apply to all development within the Plan area, except that the specifications of this plan shall take precedence over those of the Master Plan of Streets, which is contained in the Circulation Element of the Claremont General Plan, or any other conflicting City requirements.

5.4.4 Phasing

Successful implementation of the active urban environment that has been envisioned for Village South, requires careful and well-coordinated construction of the public improvements described in this Plan.

It is not likely that Village South will be developed all at one time. Rather, individual lots, blocks, or sub-areas will be developed over time as market forces and financing mechanisms dictate.

The VSSP Master Development Permit process is intended to help ensure that each increment of development is coordinated with previous and future increments. All required improvements shall be completed prior to occupancy of buildings within that phase. Details related to public improvements are subject to refinement and change as individual development plans for each phase are finalized.

Required infrastructure improvements, and sequence of improvements, shall be determined by the Community Development Director and City Engineer, and approved through the VSSP Master Development review process. The determination of each project's "fair share" shall be based on a nexus study which utilizes the methodology that is to be prepared for and approved by the City of Claremont in accordance with State law.

5.4.5 Financing

While the costs of the improvements necessary to facilitate new development to the benefit of a private developer should generally be incurred by the developer, there is also a significant community benefit to the successful expansion of the Village southward into Village South. As such, to the extent feasible, public/private partnership in the delivery of high-quality public improvements is encouraged.

Several funding and financing strategies are outlined below.

A. Financing Districts

Because of the anticipated phased development of Village South, it is likely that portions of the VSSP area may remain undeveloped for some time. To ensure that Village South is perceived as (and successfully functions as) an expansion of the historic village, it is recommended that the City establish a "Village South Infrastructure Implementation District" (VSIID), with a parallel funding mechanism to enable the City to construct the envisioned public realm improvements in increments larger than any one proposed development project might be responsible for.



To ensure that Village South successfully achieves the goal of “Expanding the Village” as a cohesive and unified place, it is imperative that public improvements - such as the improvements along Indian Hill Boulevard shown here, are constructed along with incoming development.

The following guidelines are provided:

- The VSIID fund could include developer contributions, CIP contributions authorized by the City Council based on its prioritization of Village South in support of the Village, grant funding that the City may receive for transportation, active transportation, complete streets, sustainable stormwater management, etc.
- If the City Council elected to form a Village South Enhanced Infrastructure Finance District (VSEIFD) or similar value recapture mechanism, some level of bond funding might be considered to help negotiate higher-quality outcomes as the City Council may determine.

B. Additional Funding Sources

Additional funding sources for the improvement of the Plan Area may include (and are not limited to):

- City allocations of Capital Improvement Program (CIP) funds from year to year to further enhance improvements of citywide significance. To the extent that the City

Council identifies improvements - particularly to Indian Hill Boulevard, Bucknell Avenue, and Arrow Highway - as a citywide priority from year to year, it can allocate available funds to proactively push Village South toward the community vision.

- As part of the VSSP Master Development Permit process and/or VSSP Development Permit process, the City may require a developer, or its successors or transferees, to initiate and/or vote in favor of one or more assessment districts, community facilities districts (Mello-Roos Districts), landscape and lighting maintenance district or vehicle supported - in whole or in part - by special taxes, assessments, or similar form of financial imposition upon the property and/or owner of the property located within the Plan Area.
- Grant funding that the City may receive for transportation, active transportation, complete streets, sustainable stormwater management, etc.

5.4 Public Improvements

5.4.6 Summary of Improvements

Table 5.4.6 lists the required major public improvements necessary for the successful implementation of Village South.

Of the items listed, each should be constructed in its entirety, and sequenced by prioritization and/or necessity as determined by the Community Development Director and City Engineer through the VSSP Development Permit or Master Development Permit process. When a developer's fair share is not determined to be sufficient to bring to completion any item that is reasonably related to the project, the dollar amount of the developer's fair share should be deposited into a VSSP fund (see 5.4.5) so that the City may construct the improvements.

5.4.7 Maintenance

- Most public improvements will be owned, maintained, and operated by the City. However, some improvements particular to the Plan Area may require supplemental maintenance funding through alternative methods. Improvements that are privately owned and benefit primarily or exclusively the residents of a block or building may be maintained either through a use and maintenance agreement between the City and adjacent property owners or by a Homeowners Association. All projects maintaining privately-owned common areas and amenities shall receive City approval of the project's CC&R's.
- **The City of Claremont:** The City will be responsible for operations and maintenance for many or most of the public improvements upon completion of subdivision improvements and their acceptance by the City. Public streets, street lighting, parkway and median landscaping, sewer systems, storm drainage, open space, and parks

are examples of facilities which would most likely be maintained by the City. The scope and nature of such maintenance responsibilities will be established through conditions of approval or development agreements on a project-by-project basis. The costs of such maintenance will be higher than current city maintenance; however these cost are expected to be covered by additional property taxes, gas taxes, district assessments (LLD), development impact fees, utility taxes, and user fees.

- **Use and Maintenance Agreements:** Some developments will provide public realm improvements that are privately owned, but open for use by the general public, or publicly owned but available for private use. For conditions where this may occur, a multi-party use and maintenance agreement may be required to ensure the shared space is properly maintained and terms of use of the space are clearly defined. The City shall be a party to any use and maintenance agreement that involves public use.
- **Homeowners Associations:** Many developments contain improvements that remain in private ownership and are not available for use by the general public. Others may be available for both public and private use. For conditions where this may occur, a homeowners or business owners association may be established to administer and collect fees for the operation and maintenance of private facilities. The association will elect a board of directors who oversee and administer the association and their duties. All documents involved in the creation of the HOA are subject to review by the City.

Table 5.4.6 Summary of Required Improvements

		Description of Improvement	Relevant VSSP Section(s)
Construct or Fund	New ROWs	Green St Extension: New right of way that includes two 11' lanes, street parking, and 28' of sidewalks and planters.	2.3; 3.12.D.2; 4.2
		New Santa Fe: New right of way that includes two 11' lanes, street parking, and 24' of sidewalks and planters.	2.3; 3.12.E.1; 4.2
		Secondary Connections: New pedestrian and/or vehicular rights of way that divide each subarea in two.	2.3; Fig. 3.2-II; 3.12.F.1 - 3.12.F.3; 4.2
	Existing ROWs	Indian Hill: RR to New Santa Fe. Restriping, new/modified center medians, new parkways and sidewalk.	2.3; 3.7.A - 3.7.G; 3.12.D.2; 4.2
		Indian Hill: New Santa Fe to Greet St. Restriping, new/modified center medians, new parkways and sidewalk.	2.3; 3.7.A - 3.7.G; 3.12.D.3; 4.2
		Indian Hill: Green St to Arrow Hwy. Restriping, new/modified center medians, new parkways and sidewalk.	2.3; 3.7.A - 3.7.G; 3.12.D.3; 4.2
		Arrow Hwy. Restriping, wider parkways and sidewalks, painted bicycle lanes, bulb outs at intersections, and additional street trees.	2.3; 3.12.D.1; 4.2
		Bucknell Ave. New parkways, sidewalks, and in-street bioswales.	2.3; 3.12.D.4; 4.2
	Public Open Spaces	Vortex Plaza. 2,000 square foot public plaza adjacent to the Vortex Building.	2.3; 3.3; 3.13.C
		Main Plaza: 10,000 square foot public plaza in subareas 2 and/or 3.	2.3; 3.13.C
Fund	Utilities	Stormwater. BMPs for off-site improvements.	4.3.F
		Potable Water. Off-site improvements.	4.4
		Wastewater. Downstream improvements.	4.5.E
		Dry Utilities. Off-site improvement necessary for electric power, telecommunications, and gas, including placing all on-site dry utilities underground.	44.6

5.4 Public Improvements

5.4.8 Village South Management

As in the Historic Village and Village Expansion, it is anticipated that the City and Chamber of Commerce and/or non-profit Village Marketing Group will play an active role in supporting new businesses in Village South, coordinating marketing efforts, and helping to manage on-street and shared parking facilities.

As defined in Section 5.4.7, above, the City's role in maintenance of public space improvements will be defined through the VSSP Master Development Permit process. The City will be responsible for regulating and enforcing parking restrictions on all public streets, and will additionally work with property and business owners to manage the on-street parking supply to encourage and support successful businesses.

Further, a well-managed supply of shared on-street and off-street parking facilities is a critical and integral element of the mobility strategies to make Village South an active, efficient, sustainable, feasible, and transit-oriented mixed-use place. Such managed, shared parking supplies help make the Historic Village and Village Expansion as successful as they are, and the same will be provided in Village South.

The City will work closely with developers through the VSSP Development Review Processes to identify the extent to which and the manner in which off-street parking facilities will be shared among the buildings, businesses, and residents of each new phase of development, and with those of previous or future phases. To the extent feasible, such management will be accomplished in coordination with parking management in the Historic Village and Village Expansion to reduce administrative costs and improve Village-wide coordination and integration.

It is anticipated and hoped that new businesses will work cooperatively with the City, the Chamber of Commerce, and the Village Marketing Group and any similar or future entities to promote Village South as an integral part of the greater Claremont Village, as has been the community's vision for Village South from the start.

Appendix A

Objective Design Review





This Appendix Covers:

A.1	Introduction	A-2
A.2	Objective Design Review Matrix	A-3

A.1 - Introduction

A. Intent

This appendix contains the Objective Design Review Matrix (Matrix) - **Table A**. The purpose of this Matrix is twofold:

First, to help developers and reviewers ensure that each project contributes to and delivers the goals and key physical outcomes for Village South envisioned by this Specific Plan;

Second, to add predictability and transparency to the plan review and permitting process, thereby enabling straightforward implementation and streamlined permitting of new development, in direct response to Goal #6 of this Village South Specific Plan (See **Chapter 1.3**) to address recent state legislation regarding permit streamlining and Objective Design Standards.

The topics addressed in the Matrix to follow are derived from and directly related to the Planning Principles described in **Chapter 1.4**.

B. Organization & Use

Organization. The Matrix is organized into two parts based on project type. Part 1 addresses topics relevant to *VSSP Master Development Permits* - focused on street, block, and open space network and patterns of Village South. Part 2 addresses topics relevant to *VSSP Development Permits* - focused on the physical form, character, program, and performance of new buildings in Village South.

Parts 1 & 2, are further organized into topic-specific Sections (lettered *A, B, C, D, etc.*) generally correlated to the submittal items outlined in the Project Review process in **Chapter 3.2**. Each topic is expanded into a series of rows (lettered *i, ii, iii, iv, etc.*) and columns. Each row describes a specific attribute (or Community Benefit) that will be evaluated in the review process, providing a clear metric for evaluating the successful fulfillment of the attribute/benefit in question, and cross-referencing the specific Planning Principle(s) that each attribute/benefit relates to and contributes to.

Scoring. The Matrix provides points to be awarded for the successful fulfillment of each attribute/benefit on a per benefit, and total points available basis. Wherever the total points available exceeds the points per benefit, a detailed description of the scoring increment will be provided in the Description of Benefit column. Wherever the points per benefit is equal to the total points available, scoring for that attribute is assumed to be on a pass/fail basis.

At the end of each Section, the "*Maximum Points Available in Part (1/2)*", and the "*Minimum Passing Grade*" are identified. Points are totalled for each Section at the end of Parts 1 and 2 of the Matrix. Projects must achieve an "*Overall Passing Grade*" which requires meeting or exceeding the "*Minimum Passing Grade*" in each Section of the Matrix.

Note: *The dots used to indicate relevance to Planning Principles have no direct bearing on the points available/awarded for the successful delivery of the community benefit.*

Use. This matrix is intended to inform a *Project Review Worksheet* is intended to be utilized in evaluating all VSSP project applications. The applicant will be required to fill in the worksheet and submit it to the Community Development Department at time of project submittal. A revised worksheet, or description of the results of staff's review of the worksheet, shall be included in all VSSP project staff reports and used by the Architectural Commission to make the finding that, unless shown to constitute hardship, the applicant achieves passing grades in all applicable categories (see **Chapter 3.2**)

Adjustments. Because unanticipated circumstances or considerations may arise, and because each VSSP Master Development Permit application will build upon the previous approvals, adjustments to Part 1 of this matrix are inevitable and necessary. Changes to the specific attributes/benefits that are evaluated by matrix - which ensure that each project meets the intent of the Plan - should be avoided, unless it is deemed that such attributes/benefits are no longer relevant or have already been fulfilled by prior development. In such cases, the available and required points may also need to be adjusted/recalibrated at the discretion of the Director.

C. Applicability

Part 1. Applicable to VSSP Master Development Permits.

- **Village-Scale Urban Pattern.** The metrics within this category are related to the street, block, and open space pattern created within the superblock. It is important that each VSSP Master Development Permit plan be integrated and consistent with previous approved plans and make further build out feasible. **Chapter 3.2** requires that applicants show a conceptual framework plan for the entire superblock regardless of project scope.
- **Village-Character Public Realm.** The metrics within this category are related to the design of the streets, public frontages, and open spaces. Each VSSP Master Development Permit plan must show conceptual designs for the public realm areas within the project site for all adjacent rights of way and open spaces.
- **Development Program.** The metrics within this category are related to the proposed buildings within the scope of the project. Applicants are required to indicate conceptual building form and siting, as well as the location and mix of uses proposed for the project site.
- **Financial Sustainability.** The metrics within this category are related to the features that ensure that each master development is financially sustainable. This includes the formation of any necessary financing districts.

Part 2. Applicable to VSSP Development Permits.

- **Building Form & Character.** The metrics within this category ensure that the design of each individual building is simple, well-designed, and appropriately shapes and relates to the public realm it fronts.
- **Public Realm Activation.** The metrics within this category relate to the ground floor environment that results from each new building: frequency of entrances, area of fenestration, and ground-floor uses.
- **Environmental Design.** The metrics within this category specify the desired sustainability features to be included at the building scale.
- **Private Amenities.** The metrics within this category incentivize applicants to provide on-site amenities.

D. Terminology

- **Block.** An area of land bounded by adjacent thoroughfares, railroads, or public open spaces. For the purposes of this Specific Plan, a block must be bounded on at least two sides by streets, while the other two sides may be either a street paseo, or open-space, all of which must be publicly-accessible. An exception is made for blocks along the Railroad R.O.W - where public access along the Railroad R.O.W is not required.
- **Connection, Primary.** A new public right of way through the superblock, which connects Bucknell Ave. to Indian Hill Blvd. Primary connections enable vehicular traffic in addition to pedestrian and bicycle traffic.
- **Connection, Secondary.** A new public right of way which divides a large block defined by existing streets and by the Primary Connections. Secondary connections shall enable pedestrian traffic and may enable vehicular access.
- **Frontage, Private.** The area between the building façade and the front property line of a lot, and the manner in which that space and the building façade create a transition between the private spaces of the ground floor of the building and public space of the street or other public open space.
- **Frontage, Public.** The area between a front or side street property line and the vehicular lanes of a thoroughfare.
- **Shopfront Frontage.** Frontage designed for retail or other active use. See **3.6.H.9**.
- **Retail-Ready Frontage.** Frontage designed to accommodate future retail or other active use, but intended to be initially occupied by another use, typically office or residential. See **3.6.I**.
- **Paseo.** A public open space type that provides through-block pedestrian connectivity. See **3.12.C**.
- **Plaza.** A formal, publicly-accessible space with focused landscaping and hardscape for civic purposes and commercial activities, spatially defined by active building frontages on at least two sides. See **3.12.E**.
- **Superblock.** The large block that is bounded by Burlington Northern & Santa Fe Railroad, S. Indian Hill Blvd., Arrow Hwy., and Bucknell Ave.

A.2 - Objective Design Review Matrix

Table A - Objective Design Review Matrix

COMMUNITY BENEFIT	PLANNING PRINCIPLES (SEE CHAPTER 1)										
	1 Vital Mix of Uses	2 Complete Street Network	3 Human Scale Design	4 Walkable Block Structure	5 Village Scale Architecture	6 Pedestrian-Oriented Frontages	7 Strong Local Landscape	8 Shared Parking	9 Sustainable Design	10 Community Health	11 Historic Preservation (Village Character)
PART 1: APPLICABLE TO VSSP MASTER DEVELOPMENT PERMITS											
A. Village-Scale Urban Pattern (Conceptual Site Plan)											
i. Primary Network Completion											
<i>New Primary Connections</i>		●	●	●					●		
<i>Village Character Streets</i>		●	●	●		●	●	●	●	●	●
ii. Village-Scale Block Network											
<i>Village-Scale Blocks</i>		●	●	●					●	●	●
<i>Village Character Streets & Connectors</i>		●	●	●		●	●	●	●	●	●
iii. Required Public Open Spaces											
<i>iv. Additional Pedestrian network</i>		●	●	●			●		●	●	●
<i>v. Additional Public Open Space</i>							●		●	●	●
<i>vii. Additional semi-public courts/gardens</i>			●	●			●		●	●	●
<i>Maximum Points Available in Section A:</i>	150 Points Available										
<i>Passing Grade:</i>	110 Points Minimum										

Points Per Benefit	Total Points Available (max)	DESCRIPTION OF BENEFIT
	20	<i>(Total of 2 lines below)</i>
5	10	New Primary Connections are identified in the Conceptual Site Plan, per the requirements of Section 3.2.C, to provide connectivity between Indian Hill Blvd. and Bucknell Ave. Each connection is worth 5 points.
5	10	Primary Connections are designed per the Street Design Standards of Section 3.12, and includes conceptual plans for all necessary/required intersection improvements at Indian Hill Boulevard and Bucknell Avenue. Each connection is worth 5 points.
	70	<i>(Total of 2 lines below)</i>
5	35	New Secondary Connections are identified in the Conceptual Site Plan, as described in Section 3.2.C, to organize the VSSP Superblock into smaller Village-scale blocks. Each new block within the VSSP superblock with an overall block perimeter of 1,600 ft or less is worth 5 points.
5	35	Secondary Connections are designed per the Street Design Standards of Section 3.12 and relevant Open Space Standards in Section 3.13. Each Connection is worth 5 points.
10	10	Public Open Space is identified in the Conceptual Site Plan per the minimum area requirements of Table 3.4 and Section 3.13
10	30	Additional public connections that provide pedestrian circulation through larger blocks (those with perimeters greater than 1,000 ft) and are consistent with the design standards for such connections in Sections 3.12 and 3.13 worth 10 points each.
5	10	Each 5,000 sq. ft. of Public Open Space provided in addition to the minimum Public Open Space Requirements of Table 3.4 / Section 3.13 is worth 5 points.
2	10	Each semi-public court or garden 1,200 sq. ft. or larger that is provided in addition to the requirements of Table 3.4 / Section 3.13, is worth 2 points.
	150	

A.2 - Objective Design Review Matrix

COMMUNITY BENEFIT	PLANNING PRINCIPLES (SEE CHAPTER 1)										
	1 Vital Mix of Uses	2 Complete Street Network	3 Human Scale Design	4 Walkable Block Structure	5 Village Scale Architecture	6 Pedestrian-Oriented Frontages	7 Strong Local Landscape	8 Shared Parking	9 Sustainable Design	10 Community Health	11 Historic Preservation (Village Character)
PART 1: APPLICABLE TO VSSP MASTER DEVELOPMENT PERMITS (Continued)											
B. Village-Character Public Realm (Conceptual Landscape Plan)											
i. Public Frontage Design (See Section 3.7.F for definitions)											
<i>Public Frontage Composition</i>	●	●	●		●	●	●	●			
<i>Pedestrian Zone</i>		●	●			●				●	●
<i>Additional Pedestrian Zone</i>		●	●			●				●	●
<i>Landscape / Furnishing Zone</i>		●	●	●		●	●		●	●	●
<i>Additional Landscape / Furnishing Zone</i>		●	●	●		●	●		●	●	●
<i>Café Zone</i>		●	●	●	●	●				●	●
<i>Curbside Flex Zone</i>	●	●	●			●	●	●	●		
ii. Planters & Parkways											
<i>Required Planters & Parkways</i>		●	●	●		●	●		●	●	●
<i>Additional Planters & Parkways</i>		●	●	●		●	●		●	●	●
iii. Trees & Landscaping											
<i>Minimum Tree Spacing / Density ("Community Forest")</i>		●	●	●		●	●		●	●	●
<i>Native / Specimen Tree Species</i>		●	●	●		●	●		●	●	●
<i>Native / Drought-Tolerant Landscaping</i>		●	●	●		●	●		●	●	●
<i>Mature Trees</i>		●	●	●		●	●		●	●	●
<i>Additional Community Forest</i>		●	●	●		●	●		●	●	●
iv. Public Realm Furniture, Lighting & Amenities											
<i>Street Furniture</i>		●	●	●		●	●		●	●	●
<i>Bicycle / Scooter Parking</i>		●	●	●		●	●	●	●	●	●
<i>Pedestrian-scale Lighting</i>		●	●	●		●	●		●	●	●
<i>Public Art</i>		●	●	●		●	●		●	●	●
Maximum Points Available in Section B:	110 Points Available										
Passing Grade:	90 Points Minimum										

Points Per Benefit	Total Points Available (max)	DESCRIPTION OF BENEFIT
	50	<i>(Total of 7 lines below)</i>
5	5	Public Frontage compositions is appropriate for, and calibrated to, the intended/predominant ground-floor use for each block (Commercial, Residential, or Retail-Ready) per Section 3.7.D.
5	5	8ft min. for Commercial or Retail-Ready frontages, 6ft min. for residential frontages on all streets.
1	5	Pedestrian Zone of 10ft or more provided for Commercial or Retail-Ready frontages is worth an additional 1 point per block length for a maximum of 5 points.
5	5	6ft min. for all internal streets unless otherwise specified (by Planter / Parkway dimensions) in Section 3.12.
2	10	Landscape/Furnishing Zone of 8ft or more is worth 2 points per block length (up to 10 points).
1	10	Plan identifies (through platted building setback) an additional Café Zone; (8ft min depth, 50ft min. length). Each 400 sq. ft. of Café Zone is worth 1 point (up to 10 points).
2	10	Internal Streets include a 8ft min. Curbside Flex Zone per Section 3.7.F. Each street providing this zone is worth 2 points per block length (up to 10 points).
	15	<i>(Total of 2 lines below)</i>
5	5	Commercial or Retail-Ready Frontages: Min. 50 sq. ft. of landscaped planter per 50 lineal feet of frontage; Residential Frontages: Min. 250 sq. ft of landscaped planter/parkway per 50 lineal feet of frontage.
2	10	An increase of street landscaping of 30% or more through widened parkways/planters (7ft min.) or in-street planters (in Curbside Flex Zone) is worth 2 points per block length (up to 10 points).
	35	<i>(Total of 5 lines below)</i>
5	5	Minimum of one large canopy tree per 50 lineal ft. for all streets; one large canopy tree per 2,500 sq. ft. of Public Open Space
5	5	Plan identifies native and/or specimen tree species (from City street tree species list) lining streets, paseos and public open spaces.
5	5	Plan identifies native or drought-tolerant ground planting for all landscape areas
2	10	4 trunk diameter (at time of planting) is worth 2 points per Street \ Public Open Space (up to 10 points).
2	10	An increase of tree density of 50% or more is worth an additional 2 points per Street \ Public Open Space (up to 10 points).
	10	<i>(Total of 4 lines below)</i>
2.5	2.5	Plan identifies location / types of street furnishings, consistent with Section 3.14.R
2.5	2.5	Plan identifies location / types of bicycle/scooter parking, consistent with Section 3.14.R
2.5	2.5	Plan identifies location / types of street / Public Open Space lighting, consistent with Section 3.14.R
2.5	2.5	Plan identifies location / types of Public Art, consistent with Section 3.14.R
	110	

A.2 - Objective Design Review Matrix

COMMUNITY BENEFIT	PLANNING PRINCIPLES (SEE CHAPTER 1)										
	1 Vital Mix of Uses	2 Complete Street Network	3 Human Scale Design	4 Walkable Block Structure	5 Village Scale Architecture	6 Pedestrian-Oriented Frontages	7 Strong Local Landscape	8 Shared Parking	9 Sustainable Design	10 Community Health	11 Historic Preservation (Village Character)
PART 1: APPLICABLE TO VSSP MASTER DEVELOPMENT PERMITS (Continued)											
C. Development Program (Regulating Plan)											
i. Ground Floor Commercial Space											
<i>Required Retail Shopfronts</i>	●		●		●	●			●		●
<i>Additional Retail Shopfronts</i>	●		●		●	●			●		●
<i>Additional "Retail-Ready" frontages</i>	●		●		●	●			●		●
ii. Office / General Commercial Space											
<i>Required Office</i>	●							●	●	●	●
<i>Additional Office</i>	●							●	●	●	●
iii. Diversity of Housing Types											
<i>Unit Type / Size Diversity</i>	●		●						●	●	
<i>For-Sale / Owner-Occupied</i>	●		●						●	●	
<i>Additional For-Sale / Owner-Occupied</i>	●		●						●	●	
<i>Live-Work Flex Housing</i>	●		●	●	●	●			●		●
iv. Affordable Housing											
<i>Required Affordable Housing</i>	●		●							●	
<i>Additional Affordable Housing</i>	●		●							●	
iv. Active / Village-Supportive Uses											
<i>Active Retail Use (Food Hall, Brew Pub, Dining)</i>	●		●			●			●	●	●
<i>Boutique Hotel / Hospitality</i>	●		●			●				●	●
<i>Other Community Requested Use</i>	●		●			●				●	●
Maximum Points Available in Section C:	120 Points Available										
Passing Grade:	90 Points Minimum										

Points Per Benefit	Total Points Available (max)	DESCRIPTION OF BENEFIT
	25	<i>(Total of 3 lines below)</i>
1	5	Ground-Floor Retail space is identified in the Conceptual Site / Regulating Plan, per the requirements of Sections 3.2 & 3.4. Each 100 lineal ft. of shopfront frontage (25 ft. min. depth) is worth 1 points (up to 5 points).
2	10	Additional Ground-Floor Retail space is identified in the Conceptual Site / Regulating Plan. Each additional 100 lineal ft. of dedicated retail shopfront (25 ft. min. depth) is worth 2 points (up to 10 points).
2	20	Retail-Ready frontages are identified per Section 3.2 & 3.4 (See also ground-floor height requirements in Table 3.6.2.B) in the Conceptual Site/Regulating Plan. Each 100 lineal ft. of shopfront frontage (25 ft. min. depth) is worth 2 points (up to 20 points).
	15	<i>(Total of 2 lines below)</i>
5	5	Conceptual Site / Regulating Plan identifies minimum office requirements per subarea (per section 3.4)
2	10	Each additional increment of 5,000 s.f. of office space is worth 2 points (up to 10 points).
	30	<i>(Total of 4 lines below)</i>
5	5	Plan provides a diversity of unit types and sizes: 10% (min.) Large (>1,000 sq. ft. 2+ bedrooms); 20% (min.) Medium (<1,000 sq. ft., 1-2 bedrooms); 20% (min.) Small (<800 sq. ft. 1-bedroom / studio / micro-units)
5	5	At least 20% of proposed units are for-sale/owner occupied condos/townhouses
5	15	Each additional increment of 5% (above 20% minimum) of for-sale / owner-occupied condos/townhouses is worth 5 point (up to 15 points).
1	15	Plan includes convertible, flexible-use ground-floor units. Every 5 units are worth 1 point (up to 15 points)
	15	<i>(Total of 2 lines below)</i>
5	5	Plan identifies required Affordable Housing per Claremont's Inclusionary Housing Requirements
2	10	Each additional 25 units of Affordable Housing is worth an additional 2 points (up to 10 points).
	25	<i>(Total of 2 lines below)</i>
1	10	Plan identifies designated retail space for Village-serving active retail uses - per the intent of Chapters 1 & 2 and the requirements of Section 3.10. Up to 10 points may be awarded [1].
5	5	Plan identifies location / basic program for boutique hotel. (50 key min.)
1	10	Plan identifies specific uses/users deemed to be beneficial to the Village.
	120	[1] Points (on a scale of 1 to 10) are awarded at the discretion of the Community Development Director.

A.2 - Objective Design Review Matrix

COMMUNITY BENEFIT	PLANNING PRINCIPLES (SEE CHAPTER 1)										
	1 Vital Mix of Uses	2 Complete Street Network	3 Human Scale Design	4 Walkable Block Structure	5 Village Scale Architecture	6 Pedestrian-Oriented Frontages	7 Strong Local Landscape	8 Shared Parking	9 Sustainable Design	10 Community Health	11 Historic Preservation (Village Character)
PART 1: APPLICABLE TO VSSP MASTER DEVELOPMENT PERMITS (Continued)											
D. District Benefits											
i. District Parking & Curbside Management											
<i>Shared Parking Structure</i>	●							●	●	●	●
<i>On-Street Parking</i>	●					●		●	●	●	●
ii. Preservation of Architecturally Significant Structures											
<i>Vortex Building</i>	●				●	●			●	●	●
<i>Other Architecturally Significant Structures</i>					●	●			●	●	●
iii. District Utilities											
<i>Central Plant / District Heating</i>									●	●	
iv. District Management											
<i>Maintenance District (or similar)</i>			●	●					●		●
<i>Business Improvement District (or similar)</i>	●		●	●		●					●
<i>Infrastructure Financing District (or similar)</i>			●	●					●		●
Maximum Points Available in Section D:	120 Points Available										
Passing Grade:	60 Points Minimum										

PART 1 OVERALL SCORING:			
Section	Points Available	Passing Grade	Points Achieved
A. Village-Scale Urban Pattern	150	110	
B. Village-Character Public Realm	110	90	
C. Development Program	120	90	
D. District Benefits	120	60	
Subtotal:	500	350	
Overall Passing Grade	400		

Points Per Benefit	Total Points Available (max)	DESCRIPTION OF BENEFIT
	50	<i>(Total of 2 lines below)</i>
1	25	Plan includes a parking management plan that provides additional / overflow parking sharable with the Village on nights and weekends. 1 point is awarded per 10 spaces sharable with the Village, up to a maximum of 25 points.
1	25	Plan identifies the location of shared on-street parking spaces. 1 point is awarded per 10 spaces, up to a maximum of 25 points.
	20	<i>(Total of 2 lines below)</i>
10	10	Plan provides for the adaptive re-use of the Vortex Building as an active use within the Village South Core.
2	10	Plan provides the preservation, adaptive re-use, or relocation of other architecturally or historically-significant structure(s) in the VSSP area. 2 points awarded per structure, up to a maximum of 10 points.
	20	<i>(Total of 3 lines below)</i>
20	20	Plan identifies / provides a centralized plant which provides district-scale utilities (i.e. heating, cooling, energy storage, greywater harvesting and re-use, etc).
	30	<i>(Total of 3 lines below)</i>
10	10	Plan establishes a new (or contribute to existing) Maintenance District (or similar).
10	10	Plan establishes a new (or contribute to existing) Business Improvement District (or similar).
10	10	Plan establishes a new (or contribute to existing) Infrastructure Financing District (or similar).
	120	

A.2 - Objective Design Review Matrix

COMMUNITY BENEFIT	PLANNING PRINCIPLES (SEE CHAPTER 1)										
	1 Vital Mix of Uses	2 Complete Street Network	3 Human Scale Design	4 Walkable Block Structure	5 Village Scale Architecture	6 Pedestrian-Oriented Frontages	7 Strong Local Landscape	8 Shared Parking	9 Sustainable Design	10 Community Health	11 Historic (Village Character) Preservation
PART 2: APPLICABLE TO VSSP DEVELOPMENT PERMITS											
A. Building Form and Character											
i. Building Massing & Composition											
<i>Building Placement & Massing</i>	●		●		●	●			●	●	●
<i>Building Height(s)</i>			●		●				●	●	●
<i>Ground-Floor Height</i>	●		●	●	●	●			●		●
<i>Village-Scale Massing / Façade Articulation</i>			●		●	●			●	●	●
<i>Upper Floor Massing</i>			●		●				●		●
<i>Expression of Human-Scale/Habitation</i>	●		●		●	●			●	●	●
ii. Village-Character Architecture											
<i>Architectural Authenticity</i>	●		●		●	●			●		●
<i>Shading of Doors and Windows</i>			●		●	●			●		●
<i>Door and Window Depth</i>			●		●	●			●		●
<i>High quality natural/native materials</i>			●		●	●			●		●
<i>High Quality detailing</i>			●		●	●			●		●
<i>Operable Windows</i>			●		●	●			●		●
<i>Integrated Private Frontage Design</i>	●	●	●		●	●			●		●
Maximum Points Available in Section A:	65 Points Available										
Passing Grade:	50 Points Minimum										

Points Per Benefit	Total Points Available (max)	DESCRIPTION OF BENEFIT
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CLAREMONT ARCHITECTURAL REVIEW BOARD

	30	<i>(Total of 6 lines below)</i>
5	5	Building placement and massing is consistent with the standards of Section 3.5.
5	5	Building heights are consistent with the standards of Section 3.6.
1	5	Ground-floor height provides clear base, and is appropriate to the intended ground-floor (per section 3.6) use and overall architectural composition of the building. Up to 5 points may be awarded [1].
1	5	Façade composition expresses clear organization of Village-Scale modulation (25-50 ft. increments, and 2-3 story height at street). Up to 5 points may be awarded [1].
1	5	Massing of 4th and 5th stories is inconspicuous, well integrated into the architectural composition and meet the required Site Line Study findings in Table 3.2.A. Up to 5 points may be awarded [1].
1	5	Organization of windows and balconies on Façade clearly expresses residential dwellings or offices withn, and provide eyes on the street. Up to 5 points may be awarded [1].

[1] Points (on a scale of 1 to 5) are awarded at the discretion of Architectural Review body (Staff or Design Commission).

	35	<i>(Total of 7 lines below)</i>
1	5	Building(s) architecture clearly reflective of / authentic to intended architectural style, and that style is appropriate to Claremont. (See Section 3.14). Up to 5 points may be awarded [1].
1	5	Building(s) provide appropriate levels of ground floor awnings or canopies, brise soleils, balconies, roof overhangs, cornices. Up to 5 points may be awarded [1].
1	5	Door and Window detailing provides appearance of solidity. Not nail-on/flat/or stuck-on surrounds. Up to 5 points may be awarded [1].
1	5	Use of appropriate / high-quality building materials, per the Architectural Guidelines of Section 3.14. Up to 5 points may be awarded [1].
1	5	Building(s) detailing is of high-quality and representative of its architectural style. Up to 5 points may be awarded [1].
1	5	Building(s) include operable windows for passive heating, cooling, and circulation of fresh air. (80% min. recommended for residential, 50% min. for office/general commercial. Not applicable to shopfronts). Up to 5 points may be awarded at the discretion of Architectural Review.
1	5	Building(s) private frontage(s) are clearly designed consistent and integrated with the intended architectural style and overall composition. Up to 5 points may be awarded [1].

[1] Points (on a scale of 1 to 5) are awarded at the discretion of Architectural Review body (Staff or Design Commission).

A.2 - Objective Design Review Matrix

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

PART 2: APPLICABLE TO VSSP DEVELOPMENT PERMITS (continued)

B. Public Realm Activation

i. Active Private Frontages

<i>Active Retail / Commercial Shopfronts</i>	●		●		●	●			●		●
<i>"Retail-Ready" frontages</i>	●		●		●	●			●		●
<i>Direct-Access Residential Frontages</i>	●		●		●	●			●		●
<i>Common Entry Residential Frontages</i>	●		●		●	●			●		●

ii. Active Public Frontages

<i>Public Frontage Design / Calibration</i>		●	●	●		●	●		●	●	●
<i>Planters & Parkways</i>		●	●	●		●	●		●	●	●
<i>Trees & Landscaping</i>		●	●	●		●	●		●	●	●
<i>Public Realm Furniture, Lighting & Amenities</i>		●	●	●		●	●		●	●	●
<i>Curbside Management</i>		●	●	●		●	●		●	●	●
<i>Bonus Points</i>											

Maximum Points Available in Section B: 50 Points Available

Passing Grade: 35 Points Minimum

Points Per Benefit	Total Points Available (max)	DESCRIPTION OF BENEFIT
	20	<i>(Single Score, based on success of overall ground-floor activation)</i>
1	20	Building frontage(s) activated by ground-floor shopfronts per the standards of Section 3.7.H and 3.7.I. Up to 20 points may be awarded [1].
1	20	Building frontage(s) activated by Retail-Ready frontages per the standards of Section 3.7.H and 3.7.J. Up to 20 points may be awarded [1].
1	20	Building frontage(s) activated by direct-access frontages to ground-floor units via Dooryard, Terrace, or Stoop or Porch per the Standards of Section 3.7.K. Up to 20 points may be awarded [1].
1	15	If ground-floor units are accessed through an internal corridor via a Common Entry or Forecourt, the remainder of the building frontage(s) is activated by semi-private balconies/terraces and large windows of common areas (living room, dining room, kitchen) of the ground-floor units. Up to 15 points [2] may be awarded [1].
<p>[1] Points (on a scale of 1 to 20) are awarded at the discretion of Architectural Review body. (Staff or Commission)</p> <p>[2] Only 15 Points available for a "Common Entry" Building. May gain additional points when combined with Active Commercial, Retail-Ready, or Direct-Entry Frontages to achieve full 20 points, at the discretion of Architectural Review body (Staff or Commission).</p>		
	30	<i>(Total of 5 lines below)</i>
1	5	Public Frontage Design is appropriately calibrated to the ground-floor use per Section 3.7, and accomplishes the criteria of Part 1, Section B.i. of this Matrix. Up to 5 points may be awarded [1].
1	5	Parkways and planters are designed and landscaped per the standards of Sections 3.7, 3.11, and 3.14, and accomplish the criteria of Part 1, Section B.ii. of this Matrix. Up to 5 points may be awarded [1].
1	5	Trees and Landscaping are provided per the criteria of Part 1, Section B.iii. of this Matrix. Up to 5 points may be awarded [1].
1	5	Public Realm Amenities (street furniture, lighting are provided per the criteria of Part 1, Section B.iii. of this Matrix. Up to 5 points may be awarded [1].
1	5	Curbside Zone (street parking, passenger loading, outdoor dining parklet, bicycle/scooter parking, etc..) is managed and appropriately calibrated to the criteria of 3.7.F. Up to 5 points may be awarded [1].
1	5	Up to 5 Bonus Points may be awarded for development projects that contribute above and beyond their fair contribution to the public realm through the design of their public frontage [1].
<p>[1] Points (on a scale of 1 to 5) are awarded at the discretion of Architectural Review body (Staff or Design Commission)</p>		
	50	

A.2 - Objective Design Review Matrix

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

PART 2: APPLICABLE TO VSSP DEVELOPMENT PERMITS (continued)

C. Environmental Design

i. LEED Standard Building Design

<i>LEED Platinum Standard</i>									●	●	●
<i>LEED Gold Standard</i>									●	●	●
<i>LEED Silver Standard</i>									●	●	●
ii. Solar Power Heating & Generation									●	●	
iii. Architectural / Historic Preservation	●		●		●				●	●	●

Max Points Available in Section C: 35 Points Available

Passing Grade: 20 Points Minimum

D. Development Use(s)

i. Vital Mix of Uses

<i>Active Retail</i>	●		●		●	●			●		●
<i>High Quality Office Spaces</i>	●		●		●	●			●		●
<i>Variety of Housing Choices</i>	●		●		●	●			●		●
<i>For-sale / Owner-Occupied Housing</i>	●		●		●	●			●		●

Maximum Points Available in Section D: 30 Points Available

Passing Grade: 25 Points Minimum

Points Per Benefit	Total Points Available (max)	DESCRIPTION OF BENEFIT
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	15	<i>(Single Score, based on level achieved)</i>
	15	Building(s) design achieves LEED Platinum rating (or shows equivalent LEED scoring).
	10	Building(s) design achieves LEED Gold rating (or shows equivalent LEED scoring).
	5	Building(s) design achieves LEED Silver rating (or shows equivalent LEED scoring).
1	10	Proposed Development's operating energy consumption utilizes solar energy. 1 point per 10% of total energy consumption of development provided through solar/wind energy harvesting.
10	10	Proposed Development adaptively re-uses, preserves, or re-locates (for continued use) an existing structure deemed by the City to be architecturally or historically significant.
35		

	30	<i>(Single Score, based on project's overall contribution to Village South's "Vital Mix of Uses")</i>
1	30	Development provides high-quality ground-floor retail space(s) suitable for the types of active uses (shops and restaurants) envisioned for Village South. 1 point is awarded for each 500 sq. ft. of high-quality ground-floor retail space; up to 30 points may be awarded [1].
1	30	Development provides high-quality office space(s) suitable for the types of job-creating office uses envisioned for Village South. 1 point is awarded for each 1,000 sq. ft. of high-quality ground-floor retail space; up to 30 points may be awarded [1].
1	30	Development support's the Village South's goal of housing diversity and affordability by providing a variety of unit types (or by providing a concentration of desirable, under-supplied or not-yet available unit types). Up to 30 points may be awarded based on development's overall contribution City's intended mix [2] of of residential unit types [1].
1	30	Development support's Village South's long-term economic sustainability by providing for-sale / owner-occupied units. Up to 30 points may be awarded based on development's level of contribution to the City's intended proportion [2] of for-sale/owner-occupied units [1].

[1] Points (on a scale of 1 to 20) are awarded at the discretion of Architectural Review body (Staff or Commission)

[2] May vary based on market; to be determined by City at the time of development.

30

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

PART 2: APPLICABLE TO VSSP DEVELOPMENT PERMITS (continued)

E. Public/Private Amenities

i. EV charging pods								●	●	●	
ii. Uncbundled parking								●	●	●	
iii. Bicycle storage								●	●	●	
iv. Car-sharing								●	●	●	
vi. Outdoor Recreational Facilities (Pool, Roof Terrace, Tennis Court etc.)									●	●	
v. Public / Semi-Public Facilities									●	●	

<i>Maximum Points Available in Section D:</i>	<i>60 Points Available</i>
<i>Passing Grade:</i>	<i>40 Points Minimum</i>

PART 2 OVERALL SCORING:

Section	Points Available	Passing Grade	Points Achieved
A. Building Massing & Composition	65	50	
B. Public Realm Activation	50	35	
C. Environmental Design	35	20	
D. Development Use(s)	30	25	
E. Public / Private Amenities	60	40	
Subtotal:	240	170	
Overall Passing Grade	190		

Points Per Benefit	Total Points Available (max)	DESCRIPTION OF BENEFIT
5 + 1	10	5 points awarded for providing EV charging stations in at least 5% of all parking spaces. An additional 1 point is awarded for each additional 1% increment of EV charging stations provided, up to a maximum of 10 points.
1	10	1 point awarded per 10% of total leased units within the proposed development are unbundled (leased separately) from parking spaces, up to a maximum of 10 points. <i>See Section 3.9.B.7</i>
1	10	Proposed Development provides easily accessible, indoor bicycle storage facilities for residents or employees. 1 point awarded per the number of bicycle storage stalls/lockers equivalent to 10% of development's total parking spaces, up to a maximum of 10 points.
5	10	Proposed Development dedicates parking space(s) to car-share program(s). 5 points per dedicated space, up to 10 points.
5	10	5 points awarded for providing outdoor recreational facilities such as an outdoor pool, roof terrace or other active common outdoor area, up to a maximum of 10 points.
5	10	5 additional points may be awarded for each of the aforementioned outdoor active/recreational facilities that is made accessible to the public, up to a maximum of 10 points.
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4. MITIGATION MONITORING PROGRAM

4.4 INTRODUCTION

The City of Claremont is the Lead Agency for the proposed Village South Specific Plan (VSSP). An Environmental Impact Report (EIR) was prepared to evaluate potential environmental impacts of the Project as well as mitigation measures that would reduce those potential impacts to a less than significant level.

This Mitigation Monitoring Program (MMP) has been prepared in compliance with the requirements of CEQA, Public Resources Code Section 21081.6, and Section 15097 of the CEQA Guidelines. Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a “reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment”. Section 15097 of the CEQA Guidelines describes additional criteria for an MMP.

No significant impacts, and thus no mitigation, was identified for the Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, Wildfires, and Utilities and Service Systems.

Significant impacts, and therefore mitigation, was identified for Cultural Resources, Hazards and Hazardous Materials, Noise, Transportation, and Tribal Cultural Resources.

The MMP is subject to approval by the City of Claremont as part of the approval process of the Project. The Project shall be implemented in substantial conformance with the mitigation measures contained in this MMP. No changes will be permitted unless the MMP continues to satisfy the requirements of CEQA, as determined by the Lead Agency.

As shown on the following pages, each required mitigation measure for the Project is listed with accompanying listing of: Implementation Action, Responsible Party, Monitoring, and Implementation.

VSSP Mitigation Monitoring Program

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

4. Mitigation Monitoring Program

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

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

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

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

4. Mitigation Monitoring Program

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