

3.0 - Illustrative Concepts

The Plan envisions a vibrant town center in North Montclair, oriented around two poles. The first is a mixed-use neighborhood square anchored by the transit station and a grocery store; the second is a retail focused street extending northwards from the Montclair Plaza shopping center. All around these two places is a collection of residential buildings supporting a variety of housing options appropriate to Town Center lifestyles.

Based upon current ownership and land-use patterns, the Plan is anticipated to build out in four basic project clusters. Because of land availability, it is probable that these clusters will also correspond to phases of development over the next 10 to 15 years. However, the Plan does not dictate the sequence of construction, but merely anticipates the likely behavior of the market.

Phase 1 : Town Center Residential

The goals of a mixed-use, transit-oriented Town Center demand a significant residential population within an immediate 5-10 minute walking distance. This population is not only necessary to animate streets with pedestrians, but to also provide a market for local retail. In North Montclair, where there are currently relatively few residences, the creation of resident population is critical to the success of the Town Center.

Most of the property bordered by the Metrolink tracks, Montclair Plaza, Monte Vista Avenue and Fremont Avenue - especially between Arrow Highway and Moreno Street - is ideally suited for residential use. Not only does this property extend and envelop the existing subdivision of ranch homes, but it is also centrally located between Montclair Plaza and the future Town Center at the train station. A range of housing types in this location - rowhouses, duplexes, courtyard apartments, lofts - should appeal to potential residents interested in living near the amenities of North Montclair.

Phase 2 : Town Center at the Transit Station

The Town Center is the social and commercial heart of North Montclair. It will be anchored by the Metrolink / Gold Line train station, and contain a compact, walkable mixture of housing and community-oriented retail, including a grocery store. Parking shared by rail commuters and retail customers will be located in the Town Center in garages concealed by topography and "liner" buildings.

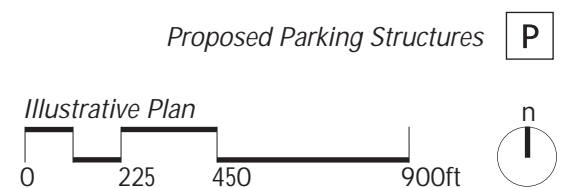
Phase 3 : North Gateway Residential

As the North Montclair Town Center matures, properties north of the Metrolink right-of-way and adjacent to the Upland border will become desirable as a new residential location. Residences of this area will be within a 5-10 minute walk of the Montclair Town Center, the Claremont Village and Colleges, and the regional transportation stops on the Metrolink and Gold Line transit. And, because this site is a small mesa relative to the surrounding properties, housing properties here will enjoy spectacular views of the San Gabriel Mountains and ranges to the south. Although today this location is an empty parking lot and unsightly gravel quarry, the Plan foresees attractive residential development between Claremont and North Montclair, connected to both with shaded walking/bike paths and beautiful streets.

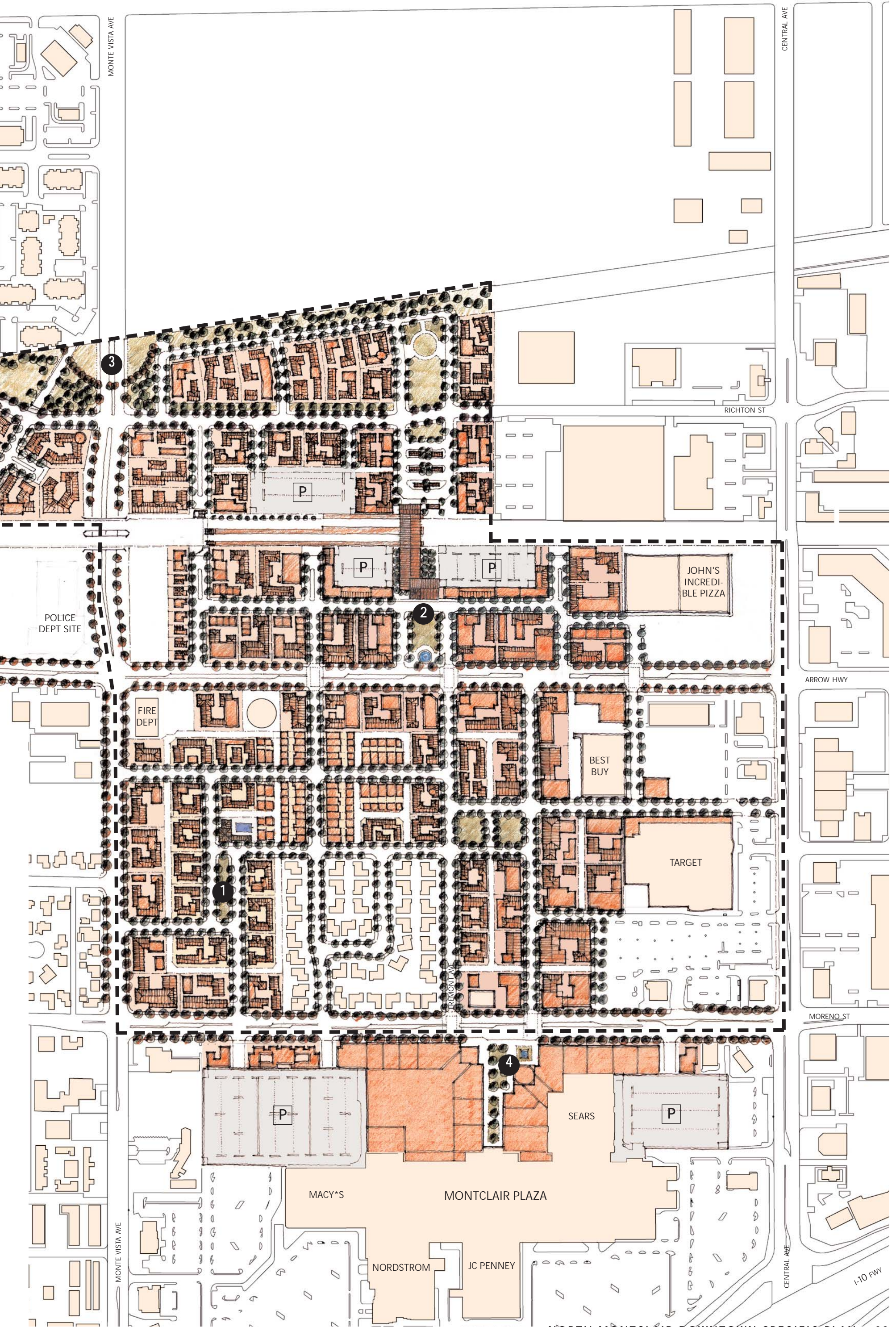
Phase 4 : East of Fremont and Montclair Plaza

East of Fremont Avenue, the Plan anticipates the transformation and maturation of the Montclair's current regional retail power center into a pedestrian-oriented shopping district. To achieve this will require the selected and strategic reconstruction of the existing big box retail Power Center. However, the end result of this effort will be the integration of the regional retail with the transit-oriented areas to the north. The Plan proposes to open the Montclair Plaza shopping center northward with an outdoor piazza at Moreno Street, creating a critical connection between it and North Montclair Town Center.

The particular version of a Plan illustrated on this and the next eight pages describes one possible way of arranging all future buildings throughout the North Montclair Downtown Specific Plan. The Illustrative Plan can serve as a guide for understanding the greater goals of the Plan and Code: to create a walkable, mixed use district that features Great Streets, diverse housing and Town Center shopping; a place that both enlivens surrounding neighborhoods and secures the city's future. The terms and conditions underlying this particular design are presented later in this document under the provisions of the Regulating Plan and the Form-Based Development Code. The element of time will modify this particular illustrative plan, but the fundamental character, qualities and intentions of the plan will remain intact.









3.1 - Phase 1 : Town Center Residential

A Town Center should include a residential program within a 1/4 mile radius that attracts a variety of families to live in a setting that provides the highest benefits of urban life: walkability, access to regional transportation, access to commercial and retail establishments and all the social and institutional advantages of living in a mature town like Montclair.

A variety of building types allow people in various walks of life and various incomes to become the resident population of North Montclair. Building such a socially diverse district means that a variety of market segments can be attracted to live here, in the interest of accelerating the process of residential development, particularly in its first phases.

**A. Walk-up Townhouses** - Townhouses, or rowhouses, are a classic urban home type. Mostly commonly associated with east coast cities, townhouses are quickly becoming a popular housing choice in California. Essentially a two-story attached, single-family home, the townhouse combines the advantages of higher density living with access to backyards and individual entries to each unit - a key characteristic for residents who favor the single family dwelling. The townhouse should be built early within the Town Center.

**B. Courtyard Housing** - Courtyard housing arranges a collection (approximately 10-20) flats and two-story townhouses around a shared courtyard. Unlike the "garden apartments" of the postwar period, courtyard housing provides direct private access from the court to all residences - gone are the shared balconies and stairs. Moreover, to be successful, all units within a courtyard should have private patios as well. Typically located on lots of at least 150' x 150' and featuring underground parking, the courtyard housing typology can accommodate up to 30 units/acre without compromising the appearance of a neighborhood street. Most of the buildings within the heart of the Town Center should be courtyard housing.

**C. Corridor Housing** - Housing along the arterial streets of Moreno, Monte Vista and Arrow Highway can be of a higher density than within the core of the Town Center. It should take the form of hybrid courtyards - buildings that conform to the courtyard housing typology on at least two sides of the court, but may be three- and four-story stacked flats or lofts elsewhere. On lots of 160' x 200' with underground parking, this form of hybrid courtyard housing can comfortably achieve a density of 40-50 units/acre.

**D. Live / Work Housing** - Professionals with home offices - such as accountants, realtors, therapists, and designers - may find the immediate proximity of the transit station and various commercial uses an attractive location to live and work. Anticipating the possible expansion of the proposed Town Center, live/work housing should be included in the mixture of housing choices near the transit station. Live/work housing should accommodate various combinations of lofts, townhouses, and ground level retail/office space for home businesses or rental property.

**E. Mixed-Use Blocks** - Mixed-use development should be encouraged at the sites opposite the future Town Center, at the north end of Fremont Avenue. Anticipating the creation of a new north-south street east of Fremont that will connect with Montclair Plaza shopping center, mixed-use development should also be allowed east of Fremont. Mixed-use projects should simply combine ground level commercial space - vertically or horizontally - with housing.

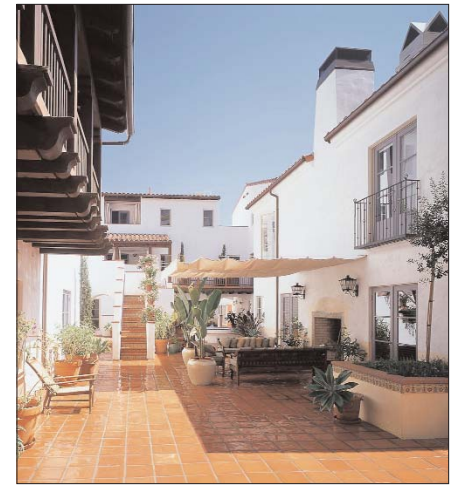
**F. Neighborhood Squares and Parks** - Various sites should be acquired and/or dedicated to small neighborhood squares and parks, of sufficient size to accommodate modest playgrounds, dog-runs, or minor public monuments.

**G. Community Facilities** - Shared neighborhood facilities - such as pools, fitness centers, meeting halls, apartment management offices, and other uses that are usually found in larger multi-family developments - should be designed as minor civic buildings and located to face neighborhood squares.

**H. Pedestrian-Friendly Streets** - Key to the creation of a transit-oriented Town Center supported by pedestrian-friendly housing is the proper balance of people and cars in the design of streets. Currently, the streets of North Montclair favor cars, to the extent that crossing the street as a pedestrian can be dangerous. To support pedestrian use, existing streets, particularly Arrow Highway and Fremont Avenue, need to be narrowed, calmed and landscaped to be integrated into a network of narrow, slow streets. Today Arrow Highway is a wide, concrete expanse fronted by dusty, light-industrial uses, but the Plan envisions two- to four-story mixed-use buildings facing a lush, tree-lined parkway. Constructing a wide median and adding landscaping to the street edge will significantly improve appearance, acoustics, and walkability of Arrow Highway. Additionally, the median will provide a refuge for pedestrians crossing the street, increasing the safety. Whereas today Fremont Avenue is a wide street, scaled for intensive commercial use, the Plan foresees it as a slow speed, narrow tree-lined street, appropriate to residential living.



A. Townhouses



B. Courtyard Housing



B. Courtyard Housing



D. Live/Work Housing



F. Neighborhood Park

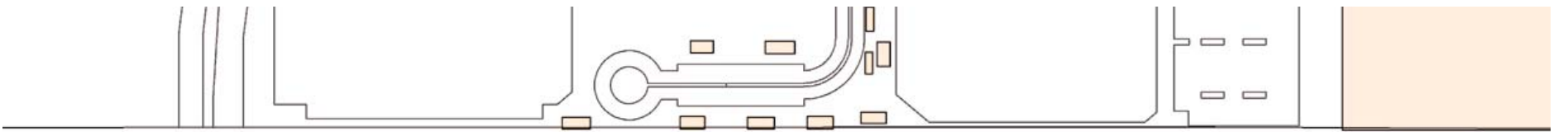


G. Pedestrian Streets - Arrow Highway Transformed

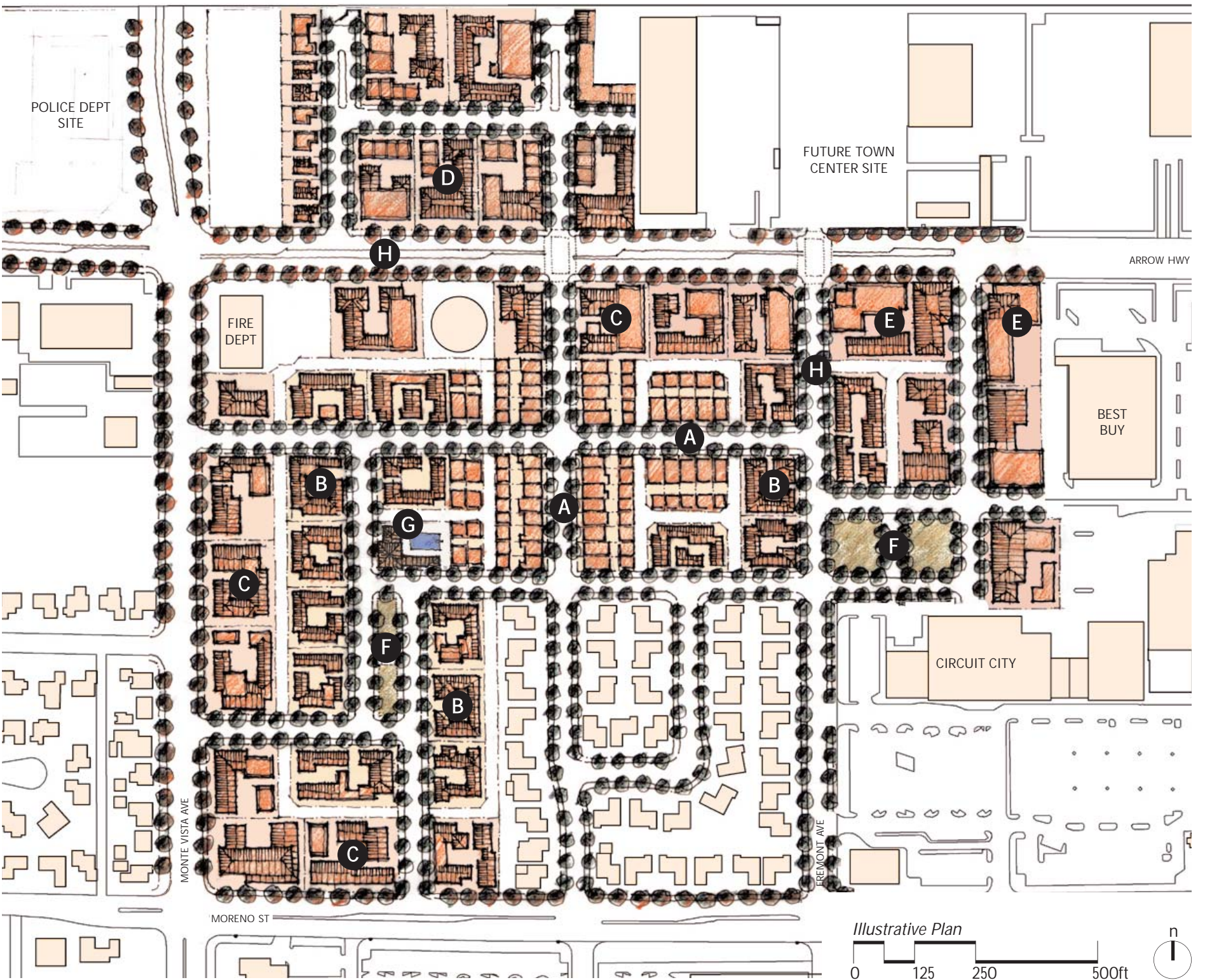




Neighborhood Park fronted by Courtyard Housing



METROLINK



Illustrative Plan

0 125 250 500ft





3.2 - Phase 2 : Town Center at Transit Station

The Town Center is the social and commercial heart of North Montclair. It will be anchored by the Metrolink / Gold Line train station, and contain a compact, walkable mixture of housing and community-oriented retail, including a grocery store. Parking shared by rail commuters and retail customers will be located in the Town Center in "Park Once" garages concealed by topography and "liner" buildings.

**A. Gold Line and Metrolink Platforms** - The Plan proposes the existing Metrolink platforms and future Gold Line light rail platforms be combined within the existing Metrolink right-of-way. This proposal is consistent with "Option G" in the Gold Line DEIR. As the engineering of the Gold Line continues, the Plan recommends a parallel configuration of platforms typical of classic train stations, rather than a tandem configuration.

**B. Bus Platforms and Park** - The existing bus platforms should remain north of the train platforms, but should be reconfigured to minimize bus movements, improve transfers between buses and trains, and establish an urban location. To achieve this, the buses should be located within an urban square, surrounded by residential and mixed-use buildings including retail associated with the presence of commuters. Views north to the San Gabriel Mountains should be preserved with a park that connects the train station and bus platforms with the linear park along the Huntington right-of-way at the Montclair-Upland border. The City should consider relocating the "flying M" sculpture currently used as a bus round-about to this park, incorporating it into an amphitheater, playground or other space regularly inhabited by people.

**C. Train Station** - With the addition of the Gold Line platforms, Montclair's existing Metrolink stop becomes a small-scale train station. When the Gold Line arrives, a significant civic building, reminiscent of classic train stations throughout America, should be constructed. This building may also include a day-care center, police substation, and other commuter-related facilities. The capacity of civic architecture to create a meaningful sense of place and connection to specific geography should not be under-estimated, and it is important that this building - although modest in scale - be of high architectural caliber.

**D. Transit Square** - The train station faces a landscaped square at the intersection of Fremont Avenue and Arrow Highway. This square is the physical center of North Montclair, and should be surrounded with commercial and mixed-use buildings. Although visible from North Montclair's major arterial street, the square should be designed for pedestrians first, with narrow streets, ample landscape, benches, attractive lighting and outdoor cafes. Just as significant civic architecture can establish identity, so can civic landscapes - the transit square should be considered one project with the adjacent train station, and designed by a first-rate landscape architect.

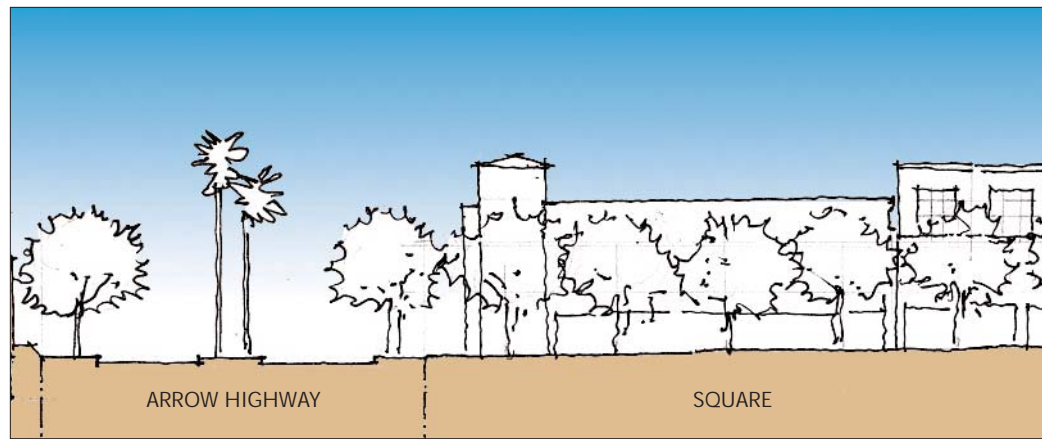
**E. Grocery Store / Market** - Once a significant residential population is established within North Montclair, a Grocery Store / Market should be interested in establishing the Town Center's commercial anchor. The existing big-box structure at the corner of Arrow Highway and Central Avenue is the logical location for a Market. However, the re-design of the building for a Market should accommodate both the pedestrian-oriented blocks surrounding the Train Station Square, and shoppers arriving by car.

**F. Mixed Use Block** - Between the Market and Train Station Square are blocks for mixed-use development. The ground level of these blocks should be dedicated to retail and commercial uses that typically accompany grocery stores. Residential and Office uses should be allowed on the upper levels.

**G. Hotel** - If a market exists for a hotel within North Montclair, the hotel should be located adjacent to the transit square, as a third anchor to the Town Center (in addition to the station and market). Hotel guests will find themselves in an identifiable place, a short walk from the shops and restaurants of the Town Center. The immediate relationship to Metrolink and Gold Line trains should also provide a marketing edge to the Hotel's operations. The Hotel's own place-making capacity should be exploited - its restaurant/bar should face the square as a public cafe.

**H. "Park Once" Parking Garages** - Commuter parking should be located adjacent to the railroad tracks, in 4-5 level parking structures. Dispersed in this manner, the garages will provide a buffer from the noise and dirt of the trains, and evenly distribute their related traffic loads. Additionally, because of the slight drop in topography along the tracks, these garages will be relatively small in appearance from the north. And if concealed by "wrapper" buildings on their south side, they will also be imperceptible from the Town Center. In the short term, these sites can be left as surface parking lots until the demand exists to build parking garages.

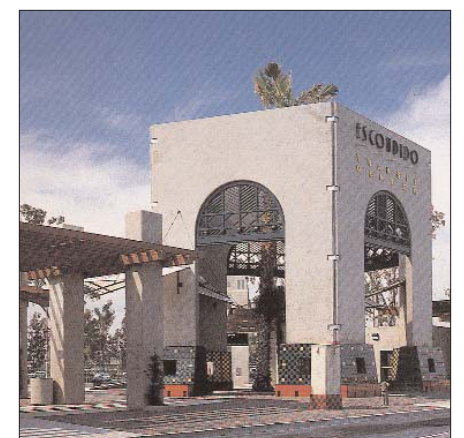
**I. Loft Housing** - Throughout the Town Center, various buildings should be built to house lofts for offices, apartments, and live/work units.



A. Gold Line and Metrolink Platforms



C. Train Station



C. Train Station



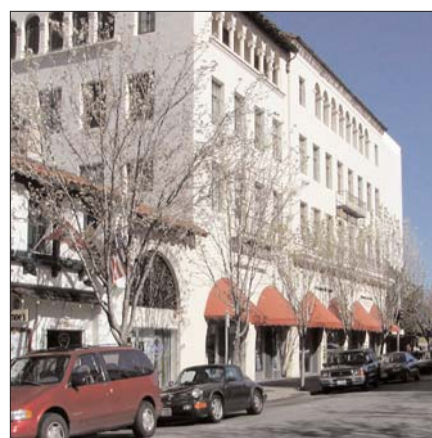
D. Transit Square



E. Grocery Store / Market



F. Mixed Use Block

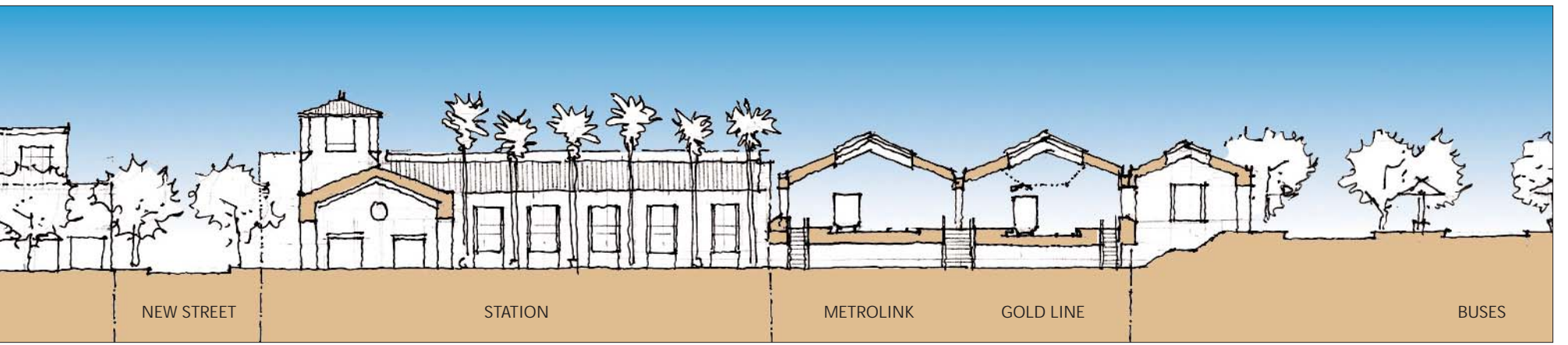


G. Hotel



H. Parking Garages

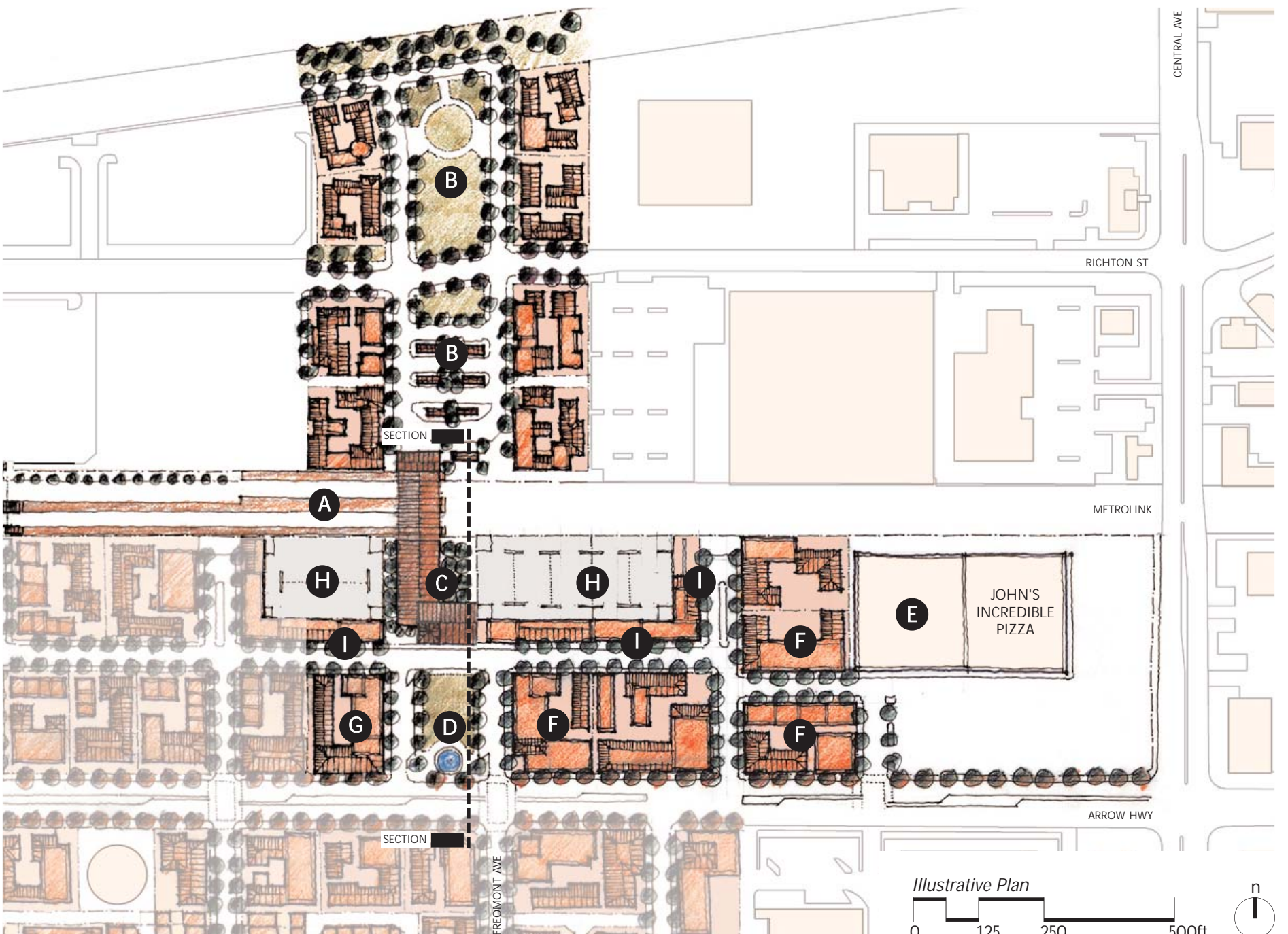




Site Section



Train Station and Square (viewed from Arrow Highway)



Illustrative Plan

0 125 250 500ft





3.3 - Phase 3 : North Gateway Residential

As the North Montclair Town Center matures, properties north of the Metrolink right-of-way and adjacent to the Upland border will become desirable as a new residential neighborhood. Residences of this neighborhood will be within a 5-10 minute walk of the Montclair Town Center, Claremont Village, the Claremont Colleges, and the regional transportation network of Metrolink and Gold Line rail systems. And, because this site is a small mesa relative to the surrounding properties, this area will enjoy spectacular views of the San Gabriel Mountains and ranges to the south. Although today this location is an empty parking lot and unslightly gravel quarry, the Plan foresees its development of a residential portion of the Town Center between Claremont and North Montclair, connected to both with shaded walking/bike paths and beautiful streets.

**A. North Gateway** - As traffic on south-bound Monte Vista Avenue begins to dip under the railroad viaduct, drivers should pass through a landscaped garden gateway to Montclair.

**B. Linear Park / Bikeway to Claremont Village and Upland** - The Huntington right-of-way, which runs at the edge of the Montclair / Upland boundary, should become a shaded, linear park with walkways and bike path. This pathway should extend west directly into Claremont Village via Huntington Drive.

**C. Park-n-Ride Parking** - Residential development will only be possible in the Gateway area if parking spaces in the existing park-n-ride lot are reduced or replaced. To complement the parking garages in the Town Center south of the railroad tracks, a site is designated for commuter parking. Should the demand arise to accommodate additional cars, this site could become a 2-3 level parking garage.

**D. Courtyard Housing** - Housing in the Gateway area should be of an average density of 30 units/acre. This suggests a combination of town houses, courtyard housing, and hybrid courts (as described for Phase 1).



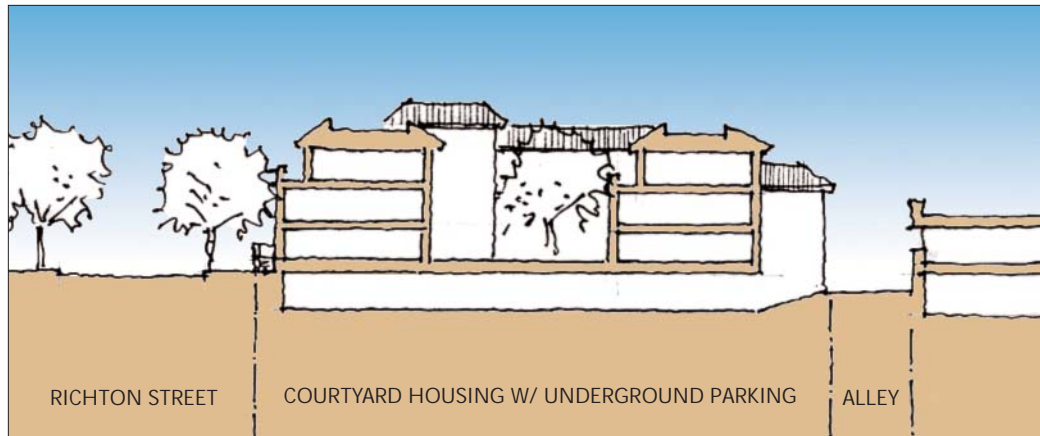
A. North Gateway



B. Linear Park / Bikeway



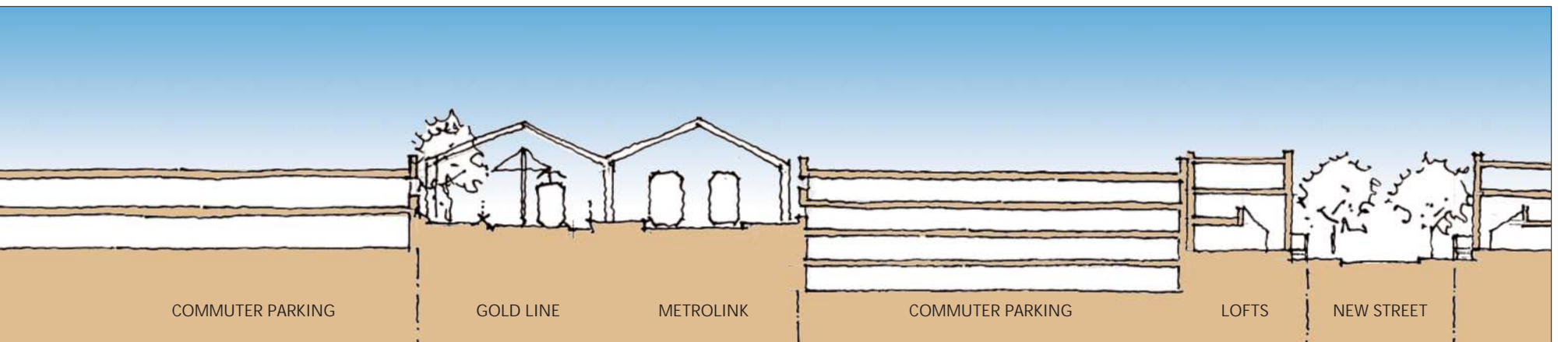
D. Courtyard Housing



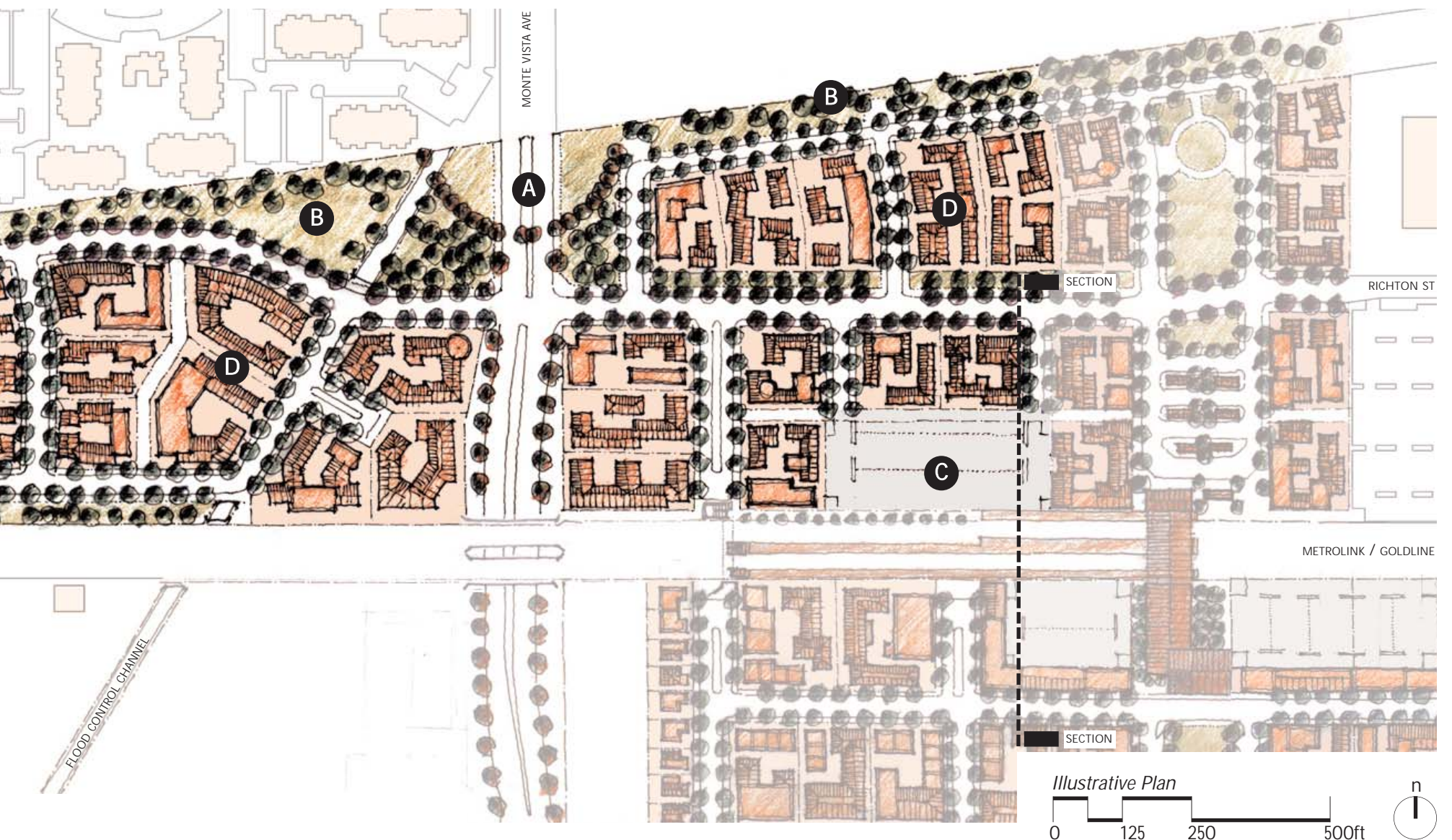




Courtyard Housing along the linear park



Site Section



Illustrative Plan

0 125 250 500ft





3.4 - Phase 4 : East of Fremont Avenue and Montclair Plaza

East of Fremont Avenue, the Plan anticipates the transformation and maturation of Montclair's current regional retail power center into a pedestrian-oriented shopping district. To achieve this will require the selected and strategic reconstruction of the existing big box retail. However, the end result of this effort will be the integration of the regional retail with the transit-oriented Town Center to the north. The Plan proposes to open the Montclair Plaza shopping center to north with an outdoor piazza at Moreno Street, creating a critical connection between it and North Montclair Town Center.

**A. New Fremont Avenue** - The principal mixed-use street connecting the Transit Square with the Montclair Plaza shopping center should be located one-block east of Fremont Avenue. This is proposed, in large measure, because the presence of existing ranch houses complicates the prospects for intensifying uses on the existing Fremont Avenue itself. Condemnation or acquisition of these houses is neither likely nor desirable, and the existing fractured ownership along south Fremont Avenue is a barrier to coherent development of a mixed-use retail district. However, properties east of Fremont are controlled by only two owners, who could single-handedly generate a new main street for North Montclair. To accomplish this, it will be necessary to demolish the existing retail boxes west of Target. This parcel is entirely owned by General Growth Properties, so it is expected that any redevelopment here would be coordinated and executed in tandem with the expansion of Montclair Plaza.

**B. Montclair Plaza Gateway** - Like most suburban shopping centers, Montclair Plaza is an indoor-oriented building, physically isolated from its surroundings by parking lots - ironically, (in the proper definition of urban typologies) there is no plaza there. To correct this, the Plan proposes an extension of the Plaza's center court via an outdoor public piazza where today there is an inefficient and awkward parking deck. This piazza will create locations for "lifestyle" retailers, prominent entrances for Sears and a new anchor tenant, and an inviting pedestrian entrance to the shopping center from the adjacent neighborhoods via New Fremont Avenue. \*

**C. Anchor Tenant** - Expansion of Montclair Plaza northward via an outdoor piazza can accommodate a major new anchor tenant, such as a department store or multi-screen cinema. The principal entrance to this tenant should be a prominent corner entrance facing Moreno Street and the Plaza Gateway. The facade facing the south end of Fremont Avenue is a significant urban location, as it provides a visual connection with the Transit Square. Where today there is an entrance to a parking lot, the Plan foresees a sculpted tower or high-rent retail tenant.

**D. Parking** - To create room for the northward expansion Montclair Plaza, the existing parking deck will need to be relocated. It is recommended that a new parking structure be built northwest of the shopping center, where it will have multiple vehicular access points to Moreno Street, the surface parking and provide access to the shopping center via the Food Court, Macy's, and the new anchor tenant. An alternative or second location for a parking structure is northeast of the Plaza, adjacent to Sears. This site would minimize the impact the mall traffic (mostly coming from Central Avenue) will have on the existing and proposed residential areas west of Fremont Avenue.

**E. Live/Work Townhouses** - The Moreno Street facade of the new parking deck should be concealed with two- and three-story live/work townhouses and lofts. These units should be flexible to accommodate residential, office, or commercial uses on the ground floor.

**F. Mixed-Use Blocks** - The intersection of Moreno Street and New Fremont Avenue, directly opposite the piazza entrance to Montclair Plaza, is an optimum site for mixed use development. Buildings on these blocks should have retail ground floors, with residential or office uses above.

**G. Pedestrian connections with Big Box Retail** - Finally, as the East of Fremont shopping precinct matures, connections and enhancements for pedestrians should be made to the existing big box retail facing Central Avenue. To make sidewalk experience pleasant, the blank back and side walls of Target and Best Buy should be "lined" with narrow storefronts. This simple but strategic move will help integrate what are currently isolated boxes into the walkable precinct of North Montclair.

\* This design configuration represents the preferred vision for the next renovation of the Montclair Plaza shopping mall.



A. New Fremont Avenue



B. Montclair Plaza Gateway



E. Live/Work Townhouses



F. Mixed-Use Blocks



F. Mixed-Use Blocks



G. Pedestrian connections to Big Box Retail





View south on "New Fremont Avenue" towards Montclair Plaza

