



CITY OF MONTCLAIR
PLANNING COMMISSION MINUTES
REGULAR ADJOURNED MEETING
June 27, 2022

Held in the Council Chambers and via the Zoom platform

CALL TO ORDER

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

PLEDGE OF ALLEGIANCE

Commissioner Sahagun led those present in the salute to the flag.

ROLL CALL

Present: Chair Martinez, Vice Chair Sanchez, Commissioners Eaton, Patel, and Sahagun, Director of Community Development Diaz, Economic Development Consultant Caldwell, Senior Planner Gutiérrez, City Attorney Robbins, and City Engineer Heredia

Chair Martinez asked how many were attending the meeting via the Zoom platform. Director of Community Development Diaz replied there were two people logged onto the meeting's Zoom platform.

MINUTES

The minutes from the May 9, 2022, meeting were presented for approval. Commissioner Eaton moved, Commissioner Sanchez seconded, there being no opposition to the motion, the motion passed 4-0-1 (Commissioner Patel abstained due to his absence at the May 9, 2022 meeting).

ORAL AND WRITTEN COMMUNICATIONS

None.

AGENDA ITEMS

- a. PUBLIC HEARING – CASE NUMBER 2021-33
Project Address: 4700 Huntington Drive
Project Applicant: Montclair Station Apartments LLC
Project Planner: Michael Diaz, Director of Community Development
Request: Parcel Map No. 20474 and Precise Plan of Design for a 302-unit Apartment Community

Community Development Director Diaz noted Trammell Crow Residential (TCR) has two proposed projects on the evening's agenda. Director Diaz then introduced TCR Associate Reece Pettersen. Mr. Pettersen introduced the Montclair Station project via a PowerPoint presentation highlighting the proposed 302-apartment development at the 9.96-acre former Vulcan Materials site.

Mr. Pettersen stated, beginning in 2011, TCR has had the opportunity to work with City staff in delivering award-winning residential projects to Montclair. The team representing the Montclair Station project today is the same team that constructed two North Montclair Downtown Specific Plan (NMDSP) residential projects: The Paseos at Montclair and the Alexan-Kendry. In 2021, TCR received the *Golden Nugget Multi-Family Community of the Year* award (presented to top innovators in design, planning, and development) for its Alexan-Kendry development on Monte Vista Avenue. Mr. Pettersen added that over the past two years, he and the TCR team have worked together with City staff and the City's town architect, Moule & Polyzoides, to shape the proposed projects. It is TCR's belief the projects before the Planning Commission embody the goals of the NMDSP by implementing smart growth principles near transit.

At the conclusion of Mr. Petersen's presentation, Director Diaz began his verbal report for the proposed Montclair Station project. He informed the Planning Commissioners the location for the proposed project is the former Vulcan Materials site off Richton Street. The operator seized operation in 2018 and following its closure, completed clearance of the 9.96-acre property in preparation for future development at the site.

The parcel map divides the property into three parcels; one of the parcels would be developed into a public park at the northeast corner of the site. The park would also serve as a trailhead for the Pacific Electric Trail. Moreover, when the public park is completed, it will provide a key connection point to the existing and emerging pedestrian and bicycle trail network in the immediate area. The project includes replacement of the existing east/west bridge over the San Antonio Creek Channel from the proposed development to Monte Vista Avenue. The new bridge establishes a direct vehicular and pedestrian connection to the Montclair Transcenter located one block east.

The design and layout of the proposed apartment development is unique to the area, Director Diaz continued. The modern agrarian architectural design of the buildings and well-designed amenities results in a unique well-planned community. The design is arranged around distinct open areas creating outdoor spaces unlike anything else built in the City. The central paseo will provide residents with convenient access to the open spaces, community facilities, and abundant landscape amenities. The site plan provides vehicular and pedestrian links to neighboring communities, Claremont and Upland, and is within easy walking distance of the Montclair Transcenter and other developed streets within the NMDSP planning area.

As for Huntington Drive, Director Diaz continued, it would be constructed from the west limits of the subject site to Monte Vista Avenue via the new bridge. The street runs adjacent to the Pacific Electric Trail and is narrowly designed to discourage speeding. The future plan is for the eventual west extension of the new segment of Huntington Drive to Claremont Boulevard. That portion of Huntington Drive has not yet been designed. It will require coordination between the cities of Montclair, Claremont, Upland, San Bernardino County Transit Authority (SBCTA), and local residents. Montclair recently hired a consultant to undertake the project, yet no work has begun. The extension and design of the connection of Huntington Drive to Claremont Boulevard is not a part of this project. He added, the properties located on the north side of the existing Huntington Drive are in Upland and the south properties are located in Montclair. He restated that Claremont Boulevard serves as the Los Angeles/San Bernardino County Line.

Director Diaz maintained the Montclair Station is fully parked and the developer is not requesting a reduction in parking as all parking obligations are met pursuant to the NMDSP. The applicant will continue to work with staff to ensure there is an organized manner to manage parking through a Parking Management Plan (PMP). The PMP would be approved by the City Council at the time the Operating Agreement is considered should the project received approval.

Director Diaz concluded his report by stating the project meets the objectives of the NMDSP, noting site plan challenges and design elements were hammered out early with the developer to ensure the project met the NMDSP goals and policies. Staff believes this is a successful project and recommends approving the Resolutions found in the Planning Commissioners' packets forwarding the proposed project to the City Council for review and final determination.

Chair Martinez opened the public hearing.

Alfonso "Al" Villanueva introduced himself as a representative of the Arbol Verde Preservation Committee, which, over the last 60 years, has been working to preserve historical and cultural significance for the oldest community in Montclair, the Arbol Verde neighborhood. The community he represents generally encompasses the north and south sides of Huntington Drive, homes in Upland north of Huntington Drive, and adjacent west residences in Claremont, west of Claremont Boulevard. He shared the history of the area; informing the Planning Commission that initial residents were primarily of Mexican-American descent, having settled in the area dating back to the Mexican Revolution.

Mr. Villanueva went on to state he believed the City should have required a larger area of public notification for the Montclair Station project because there are a number of Upland and Claremont residents that did not receive notice of the proposed project. He asked the Commission to table consideration of the project for 30 days so all residents in the Arbol Verde community could be notified and comment on the project.

Mr. Villanueva expressed that the former heavy industrial uses at the site over the years created a great amount of grief and anxiety for the adjacent residents. He went on to comment on the existing Pacific Electric Trail. He requested the developer be required to construct a block wall adjacent to the trail to shield users of the trail from diesel fuel and exhaust fumes. Mr. Villanueva also emphasized the need for the project to be properly managed and that prospective tenants be fully vetted prior to renting. He concluded by touching upon the need to be cognizant of possible human remains being disturbed during the construction process.

Lydia Henry, 223 Brooks Avenue, Claremont, resident of the Arbol Verde neighborhood, indicated her comments would focus on four areas: public art, public notice, lack of sewer, and road conditions.

Ms. Henry began by stating there is no mention of public art and requested it be incorporated into the project. She acknowledged the agenda report states property owners within 300 feet of the project were given public notice of the project and meeting date. However, she requested all residents in the future, not just property owners, receive notification. Her main concern for the current Huntington Drive residents is lack of access to the sewer system.

Ms. Henry continued, stating the current roads and their configuration are a safety issue. She recommended the Commission indefinitely deny connection of Richton Street to Huntington Drive or until a proper traffic study is conducted that shows it is safe and not destructive to the neighborhood. She concluded by stating the cities of Montclair, Claremont, and Upland have a civic responsibility to work together to create safe streets for the pedestrians, cyclists, and motorists who use this intersection and especially for the people who live there.

Steve Schultz, 4653 Huntington Drive, Montclair, stated he has lived in his residence for 40 years. He informed the Planning Commission that the City of Upland installed sewer to the properties on the north side of Huntington Drive approximately 10-15 years ago and the Habitat for Humanity-developed homes on Claremont Boulevard have sewer connection, but his small Montclair neighborhood seems to have been forgotten when it comes to sewer service. He added, the Montclair portion of Huntington Drive is very narrow and if they want to open the street to connect to the new project, he wondered how that would affect their neighborhood because the street is very narrow.

Director Diaz reported someone named RJM raised a hand virtually thru the Zoom platform. Director Diaz instructed RJM to unmute and speak. There was no response. Chair Martinez stated due to what appears to be technical difficulties on RJM's end, he would continue the meeting.

Commissioner Patel asked if notices were sent to the City of Claremont; Director Diaz replied they received a copy of the agenda report and that he discussed the proposed project with the Claremont Director at which time he posed questions regarding connecting the proposed development to the existing Huntington Drive. Director Diaz was also asked about the project's connectivity to the Pacific Electric Trail.

Director Diaz reiterated the proposed public park at the northeast corner of the site would serve as a trailhead rest stop connecting the existing Pacific Electric Trail with the proposed San Antonio Creek Channel Trail. Regarding connection to the existing Huntington Drive segment, no street improvement design has yet been developed. Montclair will collaborate with Claremont, Upland, SBCTA, and local residents to develop a plan that addresses concerns and comments raised this evening. Claremont is aware of the process and the street will remain closed to through traffic until a final street design has been developed. Commissioner Patel asked if there would be a cul-de-sac or a fire gate on Huntington Drive if the street were to remain closed to the proposed development. Director Diaz said we would probably have something similar to what is there now—a block wall with emergency vehicle access entering from the west. He believed the City Engineer included this scenario as a condition of approval.

Commissioner Patel asked about Condition No. 137 regarding overnight parking on the south side of the new Huntington Drive segment. He asked if there would be a time constraint and can neighbors park there? Director Diaz replied the parking on the south side of Huntington Drive would be used for guest parking and could be used by the users of the Pacific Electric Trail. Any overnight parking restrictions would require City Council approval.

Further discussion followed regarding specific exhibits.

Commissioner Patel commented the alignment of the new Huntington Drive segment on the project site runs east/west, yet as he reads the plans, the proposed roadway is built on the Pacific Electric Trail. City Engineer Heredia replied the property line for the proposed development does not impede onto the Pacific Electric Trail. Commissioner Patel asked who owns the trail. City Engineer Heredia replied it belongs to SBCTA.

Commissioner Patel asked about improvements on Richton Street because the plans do not show street improvements from Monte Vista Avenue to the development entrance. City Engineer Heredia replied street improvements are required, as part of the construction from the new bridge connecting to Monte Vista Avenue, but have not yet been fully designed.

Mr. Pettersen responded to Commissioner Patel's question. He stated TCR has been in discussions with the Army Corps of Engineers regarding design of a new bridge and development of the new street design. Issuance of a permit from the Army Corps of Engineers is necessary because the bridge will span the San Antonio Creek Channel. In order to begin meaningful design conversations with the Army Corps of Engineers, TCR first has to receive City approval of its project. Once the site plan is approved by the City, TCR can begin formally working with the Army Corps of Engineers on the bridge design. When the new bridge alignment is determined, TCR will work with City staff to design the new Huntington Drive segment to the Monte Vista Avenue/Richton Street intersection. Commissioner Patel stated

he was being asked to approve plans but does not see the proposal or the conditions. Director Diaz stated Condition Nos. 131 through 139 generally address all the street issues, including the new bridge over the San Antonio Creek Channel. He noted there is a condition requiring TCR to extend Huntington Drive to Richton Street.

More questions and answers directly related to slides from the PowerPoint presentation were discussed.

Commissioner Patel had questions regarding parking. The project architect, Chris Weimholt, with ADC, architects for TCR, was present. He addressed the question regarding parking stall standards.

Commissioner Patel stated he did not see covered parking and asked if there were any thoughts on that matter. Mr. Weimholt replied actually there is quite a bit of covered parking. The building plans were brought up on the screen to show the areas Mr. Weimholt was referencing. The developer is proposing "tuck under garages" which are private garages with units stacked above them.

Commissioner Patel commented he was actually questioning why there was no covered perimeter parking, stating he believed covered surface parking would be more appealing to future residents. Mr. Weimholt acknowledged Commissioner Patel's comment as valid. He explained TCR wanted to ensure the residents had a high-quality paseo and high-level amenities. In order to achieve expanded amenities and quality open spaces, they chose to forego covered perimeter parking because covered parking construction required more land. The developer therefore made the decision early on that one-third of the parking would be provided in garages and the rest remain uncovered. TCR believed it was a good combination of both parking types. Tenants renting the garages will be paying a premium, he added. If a tenant does not want to pay the premium charge, they would be assigned uncovered parking but still enjoy the ample amenities offered throughout the community.

Commissioner Patel commented it was a great development, great layout, but felt the proposed public park was out of place for the community at large. It seemed to him the park was just for the project's residents. He questioned why it should be a public park. Mr. Pettersen stated the triangular parcel was undevelopable, and after working with City staff on the realignment of the road they believed the parcel could be developed into a viable and desirable public park. Director Diaz commented staff sees this land as a benefit to the City because it provides development of a trailhead section for the two trails that will intersect in the area, as well as help serve as an entry point into the new neighborhood.

Chair Martinez commented that he, like many people, walks the trail and believes the location of the proposed park is perfectly situated. Mr. Pettersen commented the bridge will also have pedestrian access and there will be access from Richton Street to the proposed park.

Commissioner Sahagun asked about public notifications. Director Diaz replied the State requires we notify property owners within 300 feet of the project site boundaries. The developer/City actually extended the notification area. In discussion with Mr. Pettersen,

Director Diaz asked that the public notification area be expanded to include all of the properties on Huntington Drive. This meant all property owners on the north and south sides of Huntington Drive to Claremont Boulevard received notification of the public hearing for the proposed Montclair Station project, not just half of the neighborhood as required by the State law 300-foot radius notification area. It was confirmed this morning that all properties on Huntington Drive to Claremont Boulevard (located in Montclair and Upland), including a few residences on Claremont Boulevard in Claremont, received notifications. The City extended the required notice further to the west to ensure the entire neighborhood received notification and that no part was excluded.

Following a brief discussion, Mr. Pettersen addressed the Planning Commission and offered to meet with the residents and staff to further discuss the project and talk over concerns that have been raised. The residents in the audience welcomed the offer.

Director Diaz confirmed there is a mitigation measure in the original Environmental Impact Report (EIR) conducted for the North Montclair Downtown Specific Plan (NMDSP) regarding Native American artifacts unearthed during grading. The conditions have remained Conditions of Approval for all projects in the NMDSP. Projects in the NMDSP are usually required to have a Native American monitor onsite during excavation. The monitor is onsite to ensure that if anything were discovered during excavation, remains or artifacts would be properly handled. Director Diaz added he was addressing Mr. Villanueva's concerns expressed earlier in the meeting.

Commissioner Sahagun thanked Mr. Pettersen for his informative presentation.

Commissioner Sahagun asked how many homes on Huntington Drive are on septic tanks. Director Diaz answered staff believes there are seven to nine properties on the south side of Huntington Drive within Montclair that are not connected to the City's sewer system. None of the Montclair properties have sewer service because sewer service is not available in the area. In the past, the City attempted to bring sewer service from Arrow Highway north, but it would have to travel under the railroad tracks which was opposed by affected parties. The developer will be bringing the sewer line to the project from Monte Vista Avenue and extend it west to serve the project. Director Diaz reminded the Commission the developer is bearing the cost of the sewer construction and that the City is not paying any of the costs. Director Diaz ended by saying sewer service to the Montclair Station brings the possibility of providing future sewer service to the south side of Huntington Drive with the connection ending just at the edge of the existing Huntington Drive (south) neighborhood. Reminding the Commissioners this would be something that would likely require coordination of the homeowners, as well as the owners bearing financial liability for the connection.

Vice Chair Sanchez commented he understood the Huntington Drive extension would require future coordination with other cities and agencies, but as of right now, it is his understanding there will be no through traffic from the proposed development to the west. Director Diaz confirmed his statement. Vice Chair Sanchez asked whether the traffic studies conducted had that in mind. City Engineer Heredia answered that the traffic analysis completed for this project connects Huntington Drive from Claremont Boulevard to Monte Vista Avenue. There are no

changes to the level of services of each intersection in those studied as two-way traffic along Huntington Drive. It would make sense to have that through connection because the City wants residents west of Monte Vista Avenue to have a direct connection to the Montclair Transcenter, whether by automobile, walking, or biking. City Engineer Heredia stated she has begun preliminary discussions with Moule & Polyzoides on how to design this portion of Huntington Drive and will address issues brought up earlier regarding the corner of the Claremont Boulevard and Huntington Drive intersection. She concluded, this will require a great deal of coordination between the cities, the counties, and SBCTA.

Commissioner Martinez thanked Trammell Crow Residential for the project, stating their history in the City has been outstanding. He went on to say that we need to distinguish that the Planning Commission this evening is only making a recommendation to the City Council to approve or disapprove the project. This is important to note, because Mr. Villanueva and other folks in the community have asked if we could postpone action on the proposed project for 30 days. We are not approving the project, the Commission would only be making a recommendation to the City Council. The City Council will hold a public hearing at which time they will have the opportunity to hear and vet what was said today. Chair Martinez stated the point behind his comment is to let Mr. Villanueva and the group he represents understand they would have an opportunity to provide additional comments and/or share their concerns with the City Council at that time.

Hearing no other requests to comment, Chair Martinez closed the public hearing.

Commissioner Sahagun moved, Commissioner Eaton seconded, that, based upon evidence submitted, the Planning Commission finds that the application for the proposed 302-unit residential apartment development is consistent with and conforms to the provisions of the North Montclair Downtown Specific Plan for which an EIR has been certified. The Commission further recommends that the City Council find that none of the conditions outlined in State CEQA Guidelines Section 15162 calling for preparation of a subsequent or supplemental EIR have occurred. Thus, and on that basis, the Planning Commission recommends that the City Council find the project exempt from CEQA pursuant to State CEQA Guidelines, Section 15162, **there being no opposition to the motion, the motion passed 5-0.**

The motion carried the following vote:

Ayes: Chair Martinez, Vice Chair Sanchez, Commissioners Eaton, Patel and Sahagun
Noes: None
Absent: None

Vice Chair Sanchez moved, Commissioner Eaton seconded, to approve Planning Commission Resolution No. 22-1968, recommending City Council approval of a Precise Plan of Design request under Case No. 2022-33 for the site plan, floor plans, elevations, colors, materials, and conceptual landscape plan associated with the proposed 302-unit residential apartment development at 4700 Huntington Drive, and associated on- and off-site improvements per the submitted plans as described in the staff report, subject to the Conditions

in Draft City Council Resolution No. 22-3366, **there being no opposition to the motion, the motion passed 5-0.**

The motion carried the following vote:

Ayes: Chair Martinez, Vice Chair Sanchez, Commissioners Eaton, Patel and Sahagun
Noes: None
Absent: None

- b. PUBLIC HEARING – CASE NUMBER 2021-36
 - Project Address: 4847-4877 Arrow Highway
 - Project Applicant: Kendry II Apartments Owner, LLC
 - Project Planner: Michael Diaz, Community Development Director
 - Request: Parcel Map No. 20474 and Precise Plan of Design for a 137-unit Apartment Community

Reece Pettersen, Trammell Crow Residential (TCR) Associate, provided a PowerPoint presentation detailing the proposed 137-unit Alexan Kendry Expansion project.

Mr. Pettersen stated the Alexan Kendry Expansion was designed as an extension to the existing Alexan Kendry project but is distinctly designed. TCR originally wanted to include these parcels in the original Alexan Kendry development but was unable to acquire the land. After the project's completion, TCR purchased the properties and is now proposing the expansion. Since the two projects, when completed, will operate as one community, the new building's architectural style is harmonious and compatible with the existing development. However, due to its size, frontage along Monte Vista Avenue and Arrow Highway, and high visibility at the intersection, it was important the architectural style of the expansion not be an exact copy of the Alexan Kendry. TCR worked diligently with staff to provide a unique streetscape design with distinctive building styles pursuant to the North Montclair Downtown Specific Plan (NMDSP) goals and objectives. The NMDSP envisions smaller developments and block sizes designed to look like the buildings were constructed over time.

The Alexan Kendry Expansion incorporates similar modern farmhouse and modern agrarian design styles as the original 211-unit adjacent apartment development, but incorporates unique colors, window patterns, massing articulation, and material transitions. The four-story massing steps down to two stories as it progresses south to help reduce the scale of the building. It was designed with a physical gap along Arrow Highway allowing for a pedestrian corridor into the main courtyard.

More PowerPoint slides were reviewed and discussed.

Chair Martinez opened the public hearing.

Hearing no other requests to comment, Chair Martinez closed the public hearing.

Director Diaz stated when the NMDSP was amended in 2017, the Project Area was expanded to include the subject site (and existing Alexan Kendry apartments) and the Montclair Station site. As Mr. Pettersen stated, the City did not want the proposal to replicate the same design as the Alexan Kendry, so the City pushed to achieve higher design elements that included sophisticated and well-designed corner buildings that complements but does not replicate the earlier project. This resulted in a building that carries out a downtown commercial character at the Monte Vista and Arrow Highway hard corner. Staff is appreciative for TCR's final design product because staff believes the final design resulted in an extraordinary project.

Director Diaz concluded it is the City's first truly all podium project. All 240 required parking spaces are located under the buildings as there is no surface parking. The developer is not requesting a parking reduction.

Commissioner Sahagun asked if there has been any contact from the School District as he was wondering how they were going to expand. Director Diaz stated the City does not have direct negotiation with the school districts with respect to school facility expansion. The school districts collect the fees and prepare their own facility planning based on collection of those fees without any real collaboration with the City.

Commissioner Patel asked if all guests park in the basement. Mr. Pettersen replied yes, they are required to provide all parking in the subterranean basement pursuant to the NMDSP. Commissioner Patel thanked TCR for a well-designed corner building because the Monte Vista Avenue and Arrow Highway corner is an important entry point into the City.

Chair Martinez commented the proposal is a beautiful project and plan for that area. Mr. Pettersen replied this project is a unique type of building product. TCR typically builds what is called "stick on grade" construction which does not include subterranean parking. If they had built this second phase at the time of the original construction of the Alexan Kendry, they would not have been able to build podium parking across the entire project due to the cost and the rent levels it could achieve. However, with this phase, they are now presented with an interesting grading situation that allows for the podium parking design.

Chris Weimholt, Project Architect from ADC, added that a podium project was made feasible because of the existing slope of the land. As you move south on Monte Vista Avenue, the parking garage becomes exposed, allowing for them to not build an internal ramp. They will be using the existing street slope as its ramp.

Mr. Pettersen was asked when construction on this project would occur and he stated TCR believed they could begin construction in about 12 months from final City approvals.

Chair Martinez moved, Commissioner Patel seconded, that, based upon evidence submitted, the Planning Commission finds that the application for the proposed 137-unit residential apartment development is consistent with and conforms to the provisions of the North Montclair Downtown Specific Plan for which an EIR has been certified. The Commission further recommends that the City Council find that none of the conditions outlined in State CEQA Guidelines Section 15162 calling for preparation of a subsequent or supplemental EIR

have occurred. Thus, and on that basis, the Planning Commission recommends that the City Council find the project exempt from CEQA pursuant to State CEQA Guidelines, Section 15162, **there being no opposition to the motion, the motion passed 5-0.**

The motion carried the following vote:

Ayes: Chair Martinez, Vice Chair Sanchez, Commissioners Eaton, Patel and Sahagun
Noes: None
Absent: None

Vice Chair Sanchez moved, Commissioner Eaton seconded, to approve Planning Commission Resolution No. 22-1969, recommending City Council approval of a Precise Plan of Design request under Case No. 2022-36 for the site plan, floor plans, elevations, colors, materials, and conceptual landscape plan associated with the proposed 137-unit residential apartment development at 4847-4877 Arrow Highway, and associated on- and off-site improvements per the submitted plans and as described in the staff report, subject to the conditions in Draft City Council Resolution No. 22-3367, amending the number of parking spaces from 253 to 240, **there being no opposition to the motion, the motion passed 5-0.**

The motion carried the following vote:

Ayes: Chair Martinez, Vice Chair Sanchez, Commissioners Eaton, Patel and Sahagun
Noes: None
Absent: None

INFORMATION ITEMS

Senior Planner Gutierrez commented the Los Portales Mexican Restaurant expansion is undergoing Building plan check.

Chair Martinez adjourned the meeting at 9:01 p.m.

Respectfully submitted,



Laura Embree
Recording Secretary