Southwest San Jose
Specific Plan

(SP-12)
Prepared For:

City of Claremont
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Contents

Preface .......................................................................................................................................................................................... v

Document Format........................................................................................................................................................................ v

1. Introduction......................................................................................................................................................................... 1-1

Overview............................................................................................................................................................................... 1-1

Purpose and Intent............................................................................................................................................................... 1-1

Authority and Scope.......................................................................................................................................................... 1-2

Environmental Assessment ................................................................................................................................................ 1-2

Terminology, Images, and Diagrams ................................................................................................................................ 1-3

2. Location and Context ........................................................................................................................................................ 2-1

Project Location................................................................................................................................................................... 2-1

Surrounding Uses ............................................................................................................................................................... 2-1

Existing Onsite Land Uses................................................................................................................................................ 2-2

Site Background .................................................................................................................................................................. 2-2

Claremont General Plan Correlation ................................................................................................................................. 2-11

3. Land Use ......................................................................................................................................................................... 3-1

Land Use Plan...................................................................................................................................................................... 3-1

Mobility/Circulation Plan .................................................................................................................................................. 3-7

4. Infrastructure, Utilities, and Services .......................................................................................................................... 4-1

Intent................................................................................................................................................................................................ 4-1

Water ...................................................................................................................................................................................... 4-1

Wastewater ............................................................................................................................................................................ 4-1

Drainage ................................................................................................................................................................................ 4-2

Utilities and Service Systems ........................................................................................................................................ 4-3

Public Services .................................................................................................................................................................... 4-3

5. Development Standards and Regulations .................................................................................................................... 5-1

Intent................................................................................................................................................................................................ 5-1

Permitted Land Uses......................................................................................................................................................... 5-1

Site Development Standards and Regulations .............................................................................................................. 5-3
General Development Standards and Regulations ................................................................. 5-5

6. General Design Guidelines ................................................................................................. 6-1
   Building Design .................................................................................................................. 6-1
   Signage ............................................................................................................................... 6-1

7. Plan Administration, Adoption and Implementation ......................................................... 7-1
   Development Review Process .......................................................................................... 7-2
   Implementation .................................................................................................................. 7-3

Figures

Figure 1  Regional Location ................................................................................................. 2-5
Figure 2  Aerial Photograph ............................................................................................... 2-7
Figure 3  Parcel and Ownership Map .................................................................................. 2-9
Figure 4  Specific Plan Land Use Plan ................................................................................ 3-3
Figure 5  Illustrative Site Plan ............................................................................................ 3-5

Tables

Table 1. Land Use Table ..................................................................................................... 5-1
Table 2. Development Standards and Regulations .............................................................. 5-3
Table 3. Sign Standards and Regulations .......................................................................... 6-1
Table 4. Maintenance Responsibility of Improvements ....................................................... 7-3
Preface

Document Format
The Southwest San Jose Specific Plan (Specific Plan No. 12) is organized into various chapters, as detailed below.

- **Chapter 1 – Introduction.** Includes an overview of the Specific Plan and the document’s purpose and intent (including the objectives), authority and scope, and environmental assessment.

- **Chapter 2 – Location and Context.** Provides general information about the site location and setting, existing land uses and conditions, surrounding land uses, and the Specific Plan’s relationship to the Claremont General Plan and zoning.

- **Chapter 3 – Land Use.** Sets forth a land use plan for enhancement and redevelopment of the Project Site.

- **Chapter 4 – Infrastructure, Facilities, and Public Services.** Provides information on the public facilities such as water, sewer, and drainage, and a discussion of public services and utilities to serve the Project Site.

- **Chapter 5 – Development Standards and Regulations.** Includes zoning criteria for development within each planning area of the Specific Plan.

- **Chapter 6 – General Design Guidelines.** Contains general design guidelines applicable to development within each planning area.

- **Chapter 7 – Administration and Implementation.** Outlines the administration procedures and process for implementing the Specific Plan, outlines the procedures for specific plan modifications and amendments, discusses the maintenance responsibility, and discusses the financing mechanisms.
1. Introduction

Overview
The Southwest San Jose Specific Plan (Specific Plan) provides a land use, development and implementation framework to allow for the enhancement and redevelopment of a 3.96-acre site (Project Site) located near the southern end of the City of Claremont (City) at the intersection of Indian Hill Boulevard and San Jose Avenue; this intersection serves as a key area of the City due to its location near the southern entry point into Claremont. Under the Specific Plan, the existing budget motel onsite will be demolished and replaced with a modern, upscale hotel development. However, the Specific Plan not only enables the development of a new hotel on a portion of the Project Site, but provides the comprehensive direction and framework for the enhancement and redevelopment of other areas of the Project Site in accordance with the vision, goals, and policies of the Claremont General Plan. The Specific Plan allows for greater specificity and flexibility in carrying out the Claremont General Plan; it acts as a bridge between the Claremont General Plan and development activity on the Project Site. Any development or redevelopment activities within the Project Site will be implemented by the individual land owners and within the framework established by the Specific Plan.

It is intended that design review plans, detailed site plans, grading and building permits, or any other action requiring ministerial or discretionary approval applicable to the Project Site be consistent with the Specific Plan, and thereby, be consistent with the Claremont General Plan.

Purpose and Intent
The overall purpose of the Specific Plan is to provide comprehensive direction and the framework for enhancement and redevelopment of the Project Site while implementing the vision, goals and policies of the Claremont General Plan. The Specific Plan is guided by the following objectives, which will aid City staff and decision makers in their review of development activities within the Project Site under the Specific Plan:

- Provide for greater specificity and flexibility in carrying out the goals and policies, as well as the Vista neighborhood vision, of the Claremont General Plan for the Project Site.

- Allow for enhancement and redevelopment of the commercial uses onsite in accordance with the Vista neighborhood vision of the Claremont General Plan.

- Allow for the existing commercial uses onsite to remain in their current condition, with the opportunity to undergo improvements or redevelopment in the future in accordance with the framework and provisions of the Specific Plan.

- Enhance the City's lodging opportunities through replacement of the existing budget motel with a modern, upscale hotel development.

- Increase the City's revenue-generating tax base through transient occupancy tax (TOT) receipts, sales taxes, and property taxes.
Provide a modern, upscale hotel development that enhances the area and presents Claremont to travelers on Indian Hill Boulevard and I-10, as the Indian Hill Boulevard/I-10 intersection serves as the southern entry point into Claremont.

Allow land uses that are consistent with the City’s underlying land use and zoning districts and those benefitting the City and its residents.

Allow development intensity consistent with the Claremont General Plan land use designation of the Project Site.

Build a modern, upscale hotel establishing the quality design threshold for future hotel development and/or redevelopment in other areas of the City.

Authority and Scope
The authority for preparation and adoption of a specific plan originates from California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450–65457 (Specific Plans) and Chapter 16.081 (Specific Plan District) of the Claremont Municipal Code. A specific plan is a legislative planning tool, regulatory in nature, and serves as the implementing zoning law for the property involved. The California Government Code provides authority for a city to adopt a specific plan by ordinance (as a regulatory plan) or resolution (as a policy plan); the law allows for the preparation of specific plans as may be required for the systematic implementation of a jurisdictions General Plan. When a specific plan is adopted by ordinance, the specific plan effectively replaces portions or all of the current zoning regulations for specified parcels and becomes an independent set of zoning regulations that provide specific direction to the type and intensity of uses permitted or define other types of design and permitting criteria. OPR's (Governor's Office of Planning and Research) “The Planner's Guide to Specific Plans,” January 2001 Edition also provides guidance for the preparation of specific plans.

This Specific Plan is adopted by the Claremont City Council as an ordinance, and functions as the regulatory document, serving as the implementing zoning for the Project Site ensuring the orderly and systematic implementation of the Claremont General Plan. The Specific Plan establishes the necessary plans; development standards and regulations; general design guidelines; infrastructure systems; and implementation strategies on which subsequent project-related development activities would be founded. Development activities that would occur on the Project Site are guided by the terms and provisions contained in this Specific Plan. This Specific Plan has also been prepared in accordance with OPR's “The Planner’s Guide to Specific Plans,” January 2001 Edition.

Environmental Assessment
The Specific Plan was adopted in compliance with the requirements of the California Environmental Quality Act (CEQA) (California Public Resources Code, Section 21000 et seq.). Pursuant to the CEQA Guidelines (Title 14, California Code of Regulations, Chapter 3, Section 15000 et seq.), the City of Claremont prepared an Initial Study for the Specific Plan to determine if approval of the Specific Plan and subsequent development under the Specific Plan would have a significant impact on the environment. As defined by Section 15063 of the CEQA Guidelines, an Initial Study is prepared primarily to provide the lead
agency with information to use as the basis for determining whether a Negative Declaration (ND), Mitigated Negative Declaration (MND), or Environmental Impact Report (EIR) would be appropriate for providing the necessary environmental documentation and clearance for the Specific Plan.

The City prepared an Initial Study for the Specific Plan to support the adoption of an MND. Through the Initial Study, the City determined implementation of the Specific Plan would not result in any significant environmental impacts with the application of mitigation measures for certain environmental topical areas. The City made the Initial Study/MND and the accompanying Notice of Availability available to responsible agencies, trustee agencies, and interested parties (including the general public) for a 20-day public review period (in accordance with the CEQA Guidelines), which extended from June 6 to June 27, 2016. Upon completion of the public review period, the Specific Plan and Initial Study/MND were brought to the Claremont City Council on July 26, 2016, for their review and consideration. At this public meeting, the Claremont City Council adopted the Specific Plan and Initial Study/MND.

The adopted Initial Study/MND is intended to serve as the primary environmental document for all future entitlements (later activities) associated with development of the hotel in Planning Area 1 of the Specific Plan, including all discretionary approvals requested or required to implement the proposed hotel. However, pursuant to Section 15063 of the CEQA Guidelines, for all future entitlements (later activities) associated with development projects/proposals within Planning Areas 2 and 3 (if any are proposed), an Initial Study is required to be prepared in order to provide the City with information to determining whether a ND, MND, or EIR would be appropriate for providing the necessary environmental documentation and clearance for later activities.

**Terminology, Images, and Diagrams**

The provisions of this Specific Plan are activated by “shall” when required, “should” when recommended (but not required) and “may” when allowed or optional. Images and diagrams are used liberally throughout this Specific Plan and are intended for illustrative purposes only. Specific development standards and regulations contained in this Specific Plan are the controlling language for the purposes of the development regulation.
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2. Location and Context

Project Location

Figures 1, Regional Location, and 2, Aerial Photograph, illustrate the location of the 3.96-acre Project Site within the regional and local contexts of Los Angeles County and the City of Claremont, respectively. The Project Site is in the southern portion of the City and lies within the Vista neighborhood; the site is comprised of three addresses (701, 721, and 747 S. Indian Hill Boulevard) and is bounded by San Jose Avenue to the north, Indian Hill Boulevard to the east, Interstate 10 (I-10) to the south; and professional services and daycare facility uses to the west (see Figure 2).

The City is approximately 30 miles (48 kilometers) east of downtown Los Angeles at the base of the San Gabriel Mountains, south of the Angeles National Forest. The City is located along the eastern edge of Los Angeles County next to its border with San Bernardino County, and is surrounded by the cities of Upland and Montclair and unincorporated areas of San Bernardino County to the east; the City of Pomona to the south and southwest; and the City of La Verne and unincorporated area of Los Angeles County to the west (see Figure 1). Regional access to the Project Site is provided by I-10, with local access provided via Indian Hill Boulevard and San Jose Avenue.

Surrounding Uses

As shown in Figure 2, Aerial Photograph, land uses surrounding the Project Site consist of single-family residences to the north, across San Jose Avenue; professional services and daycare facility uses adjacent to the west, with residential uses beyond; regional commercial and auto sales uses to the south, across I-10; and commercial uses to the east, across Indian Hill Boulevard.

Existing Onsite Land Uses

Existing onsite and surrounding land uses are shown in Figure 2, Aerial Photograph, and the photographs presented below. As shown in Figure 2 and the photographs, the Project Site is developed and consists of a few buildings and site improvements associated with the existing commercial and lodging uses onsite. Specifically, the Project Site is occupied by three buildings: the first building (701 S. Indian Hill Boulevard) is occupied by a restaurant; the second building (721 S. Indian Hill Boulevard) is occupied by a 64-room two-story Knights Inn motel; and the third building (747 S. Indian Hill Boulevard) is occupied by a Shell gas station. Site improvements associated with these commercial and lodging uses include asphalt-paved parking areas and drive aisles; walkways; block walls and fencing; and ground-level monument signs along the street frontages.
Site Background

The Project Site has been occupied by a restaurant, motel, and gas station since the site was first developed: as noted earlier, the portion of the Project Site containing the motel and restaurant is under one owner and the gas station is under separate ownership (see Figure 3). The existing uses onsite were first proposed by a developer in the mid-1960s and constructed sometime in the late 1960s. At the time of their development, the existing commercial and lodging uses were developed in accordance with the commercial zoning standards applicable to the Project Site. The existing motel was originally developed as a Howard Johnson's, which was designed and constructed in the standard Howard Johnson's national trademark for architecture at the time. The Howard Johnson's motel eventually changed to the Knights Inn motel in December 2014, at the time the motel was sold to a new owner; both brands are considered budget motels. The restaurant and gas station have also changed owners and business names since they first opened for business.

As a part of the City’s efforts in 2005 to update its General Plan, the zoning district of the Project Site, as well as various others throughout the City, were changed from their underlying conventional zoning districts (which varied) to Specific Plan, with each being designated a number from 1 to 14. Specifically, the Project Site was rezoned from Commercial Freeway to Specific Plan Area 12 (SP12). The numerated specific plans and a general description of their location were codified in Chapter 16.081 (Specific Plan...
District) of the City's Municipal Code, while the City’s zoning map depicts their specific locations. Per Chapter 16.081, the areas designated as Specific Plan, if not already done, are subject to the preparation, adoption, and regulation of a specific plan.
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Claremont General Plan Correlation

General Plan
The Claremont General Plan, as required by the California Government Code, establishes direction for future growth and development within the City of Claremont. The California Government Code (under Sections 65451(b) and 65454) states that a "specific plan shall include a statement of the relationship of the specific plan to the General Plan, and further, that it may not be adopted or amended unless found to be consistent with the General Plan." As stated in the General Plan Guidelines prepared by the Governor’s Office of Planning and Research as “[a]n action, program or project is consistent with the General Plan if, considering all its aspects, it will further the objectives and policies of the General Plan and not obstruct their attainment.”

Per the Claremont General Plan’s land use plan, the Project Site is designated as Commercial with a Specific Plan Overlay; this land use designation provides opportunities for a broad range of uses. With adoption of this Specific Plan, the Commercial land use designation will remain consistent with the General Plan.

Additionally, Claremont has many distinct neighborhoods that were developed during different periods of time, with each neighborhood having a character of its own in terms of housing styles, development patterns, streetscape design, and building scale and mass. The Project Site lies within the Vista neighborhood of the Claremont General Plan. The Specific Plan implements the vision of the Vista neighborhood, which, in part, states:

“Allow for enhancement and redevelopment of commercial, industrial, and educational properties that complement the residential areas and which are consistent with General Plan intensity and density limits.”

As stated previously in the Purpose and Intent section of Chapter 1 (Introduction), the overall purpose of the Specific Plan is to provide comprehensive direction and the framework for enhancement and redevelopment of the Project Site while implementing the vision, goals and policies of the Claremont General Plan. In addition to the Vista Neighborhood vision, the Specific Plan helps implement and furthers the following goals and policies of the General Plan Land Use and Economic Development Elements:

- Goal 2-1: Make Claremont a model for the application of sustainable development practices.
- Goal 2-2: Preserve the City’s distinctive residential character by maintaining land use patterns that strengthen our neighborhoods.
  - Policy 2-2.4: Protect neighborhoods from impacts from non-residential development.
- Goal 2-3: Accommodate a range of land uses that meet the economic, environmental, educational and social needs of the City while remaining sensitive to the community’s residential character.
- Goal 2-5: Maintain and enhance Claremont’s unique character.
Policy 2-5.1: Insist on excellence in architectural design of new construction in City.

Goal 2-7: Create distinctive gateways at all entry points into Claremont.

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

Goal 2-12: Create distinctive places throughout Claremont.

Goal 2-13: Achieve a city wide network of streetscapes that are interesting and attractive.

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

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

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

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

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

Policy 4-2.1: Require new development to minimize traffic impacts created by the development and to incorporate mitigation measures which are acceptable to the City.

Goal 6-1: Work to promote a safe community in which residents can live work and play.

The Specific Plan is also guided by the objectives outlined in the Purpose and Intent section of Chapter 1. Through the proposed objectives, the Specific Plan ensures the orderly and systematic implementation of the Claremont General Plan; it acts as a bridge between the City of Claremont's General Plan, and development activities on the Project Site.

Furthermore, the commercial uses permitted under the specific plan are consistent with those provided under the Commercial land use designation of the Project Site.

Future site plan approvals, building permits, or any other action requiring ministerial or discretionary approval applicable to the Project Site shall be consistent with the intent and objectives of the Specific Plan (California Government Code Sections 65455, 66473.5, 65860, and 65401). Subsequent projects determined to be consistent with the Specific Plan will likewise be determined to be consistent with the Claremont General Plan.

Zoning Designation

According to the City's zoning map, the Project Site is zoned Specific Plan Area 12 (SP-12). Per Chapter 16.081 (Specific Plan District) of the Claremont Municipal Code, the areas designated as Specific Plan
Specific Plan No. 12 | Location and Context 2-13

District, if not already performed, are subject to the preparation and adoption of a specific plan. As noted earlier, the California Government Code provides authority for a city to adopt a specific plan by ordinance (as a regulatory plan) or resolution (as a policy plan). This Specific Plan is adopted by the Claremont City Council as an ordinance and functions as the regulatory document serving as the zoning for the Project Site; the Specific Plan establishes the prevailing land use regulations for all development activities within the Project Site.

Proposed site development plans or other similar entitlements shall be consistent with the regulations set forth in this Specific Plan. As also noted above, future site plan approvals, building permits, or any other action requiring ministerial or discretionary approval applicable to the Project Site shall be consistent with the intent and objectives of the Specific Plan.

Although the Specific Plan is generally consistent with Title 16 of the Claremont Municipal Code, the Specific Plan includes zoning and development standards specifically tailored to the Project Site and proposed land uses. The development procedures, regulations, and standards outlined in this Specific Plan supersede the relevant provisions of the Claremont Municipal Code. In instances where the Specific Plan is silent or for any development regulation not directly addressed within the Specific Plan, the provisions of the Claremont Municipal Code shall prevail. Should there be a conflict between the Specific Plan and provisions of the Claremont Municipal Code or existing City ordinances or policies, the provisions of this Specific Plan shall prevail.
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3. Land Use

Land Use Plan
The Specific Plan provides land use, development, and implementation framework that enables the development of a new hotel on a portion of the Project Site, and provides the comprehensive direction and framework for enhancement and redevelopment of other areas of the Project Site in accordance with the vision, goals, and policies of the Claremont General Plan, including the vision of the Vista neighborhood. The Specific Plan land use plan is guided by the objectives outlined in the Purpose and Intent section of Chapter 1.

Planning Areas
The Specific Plan divides the Project Site into three planning areas, as described below and shown in Figure 4, Specific Plan Land Use Plan. Figure 4 also illustrates the boundary of the Specific Plan, which comprises the entire 3.96-acre Project Site; 2.39 acres for Planning Area 1, 1.03 acres for Planning Area 2, and 0.55 acre for Planning Area 3. The 3.42-acres that make up Planning Areas 1 and 2 are under one owner, while the 0.54-acre making up Planning Area 3 is under separate ownership (see Figure 3, Parcel and Ownership Map). Any development activities within the planning areas shall be implemented, operated and maintained by the individual land owners and within the framework established by the Specific Plan.

The planning areas provide a framework that defines the enhancement potential, land use, and built form applicable to the underlying parcel of each planning area; they also reflect the ownership patterns of the Project Site. The land use plan consists of a single land use designation for all three planning areas: Commercial (see Figure 4). Permitted, conditionally permitted and prohibited uses are further detailed in Chapter 5 (Development Standards and Regulations).

Planning Area 1
This area comprises the largest area of the Project Site at approximately 2.39 acres. The Commercial land use designation of this planning area would allow for a range of commercial uses. As specified in Table 1 of Chapter 5, the uses would either be permitted by right, through the approval of a Conditional Use Permit (CUP) or Special Use and Development Permit (SUDP); uses include, but not limited to, food/restaurants/eating establishments (e.g., restaurant with no drive-thru facility, ice cream and tea shops), lodging places, and personal services. Under the Specific Plan, the existing budget motel in this planning area will be demolished and replaced with a new hotel.

Planning Area 2
This area encompasses approximately 1.03 acre. The Commercial land use designation of this planning area would allow for a range of commercial uses. As specified in Table 1 of Chapter 5, the uses would either be permitted by right or through the approval of a CUP or SUDP; uses include but are not limited to food/restaurants/eating establishments (e.g., restaurant with no drive-thru facility, ice cream and tea shops), and personal services (e.g., barber, hair/nail/skincare/tanning salons and day spas, dry cleaners). The existing restaurant and associated site improvements within Planning Area 2 will remain in place at this time and not undergo any changes under the Specific Plan.
Planning Area 3
This area comprises the smallest of the three areas of the Project Site at approximately 0.54 acre. The Commercial land use designation of this planning area would allow for a range of commercial uses. As specified in Table 1 of Chapter 5, the uses would either be permitted by right or through the approval of a CUP or SUDP; uses include but are not limited to food/restaurants/eating establishments, motor vehicle services, and personal services. The existing gas station and associated site improvements within Planning Area 3 will remain in place at this time and not undergo any changes under the Specific Plan.

Site Uses, Design and Layout

Planning Area 1
Consistent with the objectives of the Specific Plan (see Purpose and Intent section of Chapter 1), the existing two-story budget motel in this planning area will be demolished and replaced with a modern, upscale hotel up to four stories in height.

As shown in Figure 5, the hotel will be laid out in a rectangular-shaped design with parking and landscaped areas surrounding the hotel; the main hotel entry, front building façade, and hotel patron drop-off/pick-up area will face towards San Jose Avenue. The hotel would include swimming amenities, an accessory building for storage purposes, and an enclosed refuse area. In addition to a hotel, up to four-stories in height, it may include general amenities for guests of the hotel.

Planning Areas 2 and 3
Figure 5, Illustrative Site Plan, illustrates the overall Project Site design and layout and how the proposed hotel in Planning Area 1 and existing restaurant and gas station in Planning Areas 2 and 3, respectively, fit into the overall site design and layout. Development activities in Planning Area 2 include hardscape and landscape improvements within the parking area serving the restaurant. At this time, the existing gas station and associated site improvements within Planning Area 3 will remain in place and not undergo any changes under the Specific Plan. If in the future any enhancement, development or redevelopment activities occur within these planning areas, they shall be implemented by the individual land owners and in accordance within the framework established by the Specific Plan.
Figure 4 Specific Plan Land Use Plan

Planning Area 1
2.39 Acres

Planning Area 2
1.03 Acres

Planning Area 3
0.54 Acre

Source: Google Earth Pro, 2015

Specific Plan No. 12 | Land Use 3-3
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Figure 5  Illustrative Site Plan
Mobility/Circulation Plan

The ability to easily access and circulate within the Project Site by multiple modes of transportation, as well as be able to access the surrounding local and regional roadway system and alternate modes of travel (pedestrian, bicycle, and public transit), is important to the uses and users of the Project Site. Parking accessibility and availability is also key to the mix of commercial and lodging uses comprised within the Project Site. The mobility plan for the Specific Plan focuses on establishing safe and efficient connections between the uses in each Planning Area as well as facilitating and improving access and circulation within, into, and out of the Project Site. The four primary modes of travel serving the Project Site and make up the mobility plan include:

- Vehicular Access and Circulation
- Pedestrian Access and Circulation
- Bicycle Access and Circulation
- Public Transit

Vehicular Access and Circulation

As shown in Figure 2, Aerial Photograph, regional access to the Project Site is provided via I-10, with local access provided via Indian Hill Boulevard and San Jose Avenue. Vehicular access into the Project Site is currently provided via two full access driveways (all turning movements permitted) off of Indian Hill Boulevard and two restricted access driveways (only right-in/right-out movements permitted) off of San Jose Avenue. The current internal vehicular circulation system consists of a number of asphalt-paved drive aisles. As shown in Figure 2, the vehicular circulation plan associated with the motel area is limited to one east/west drive aisle that dead ends along the western site boundary and a short north/south entry drive, which serves as the only vehicular access point into the motel area from within the Project Site.

Planning Area 1

Vehicular access to the proposed hotel would be provided via a full-access driveway off of San Jose Avenue and via the northern restricted-access driveway off of Indian Hill Boulevard, which are both existing driveways.

The proposed vehicular circulation plan for the hotel will include an improved system of north/south and east/west asphalt-paved drive aisles and a new access point near the proposed hotel drop-off/pick-up area. The new circulation plan provides a looped circulation system that would eliminate the need for vehicular back-up maneuvers to turn around created by the dead-end drive aisle that currently exists. The looped circulation system also improves access for emergency vehicles (e.g., fire trucks, police vehicles).

Planning Areas 2 and 3

The existing full-access driveway adjacent to the restaurant (see Figure 2, Aerial Photograph) will be removed in order to provide improved vehicular access into and out of the Project Site from San Jose Avenue; the area of the existing driveway to be removed would be improved with landscaping and hardscape improvements. Some minor improvements will also occur along the western portion of the parking area that serves the restaurant in Planning Area 2. At this time, the remaining vehicular access and circulation improvements associated with the existing restaurant and gas station will remain in place. Any improvements implemented as a part of future development proposals within Planning Areas 2 and 3...
shall be within the framework established by the Specific Plan and designed in a manner that fits into and connects to the access and circulation improvements of Planning Area 1 and the overall Project Site.

**Pedestrian Access and Circulation**
As shown in Figure 2, *Aerial Photograph*, the current pedestrian circulation system serving the Project Site consists of a public sidewalk running along the Indian Hill Boulevard and San Jose Avenue Project Site frontages, an internal concrete walkway wrapping around the restaurant building, and a linear concrete walkway limited mainly to the back end of the motel. The current walkway serving the existing motel does not connect to the other commercial uses onsite or to the public sidewalks along Indian Hill Boulevard and San Jose Avenue. Pedestrians desiring to access the motel from the public sidewalks have to traverse the parking area drive aisles.

**Planning Areas 1 though 3**
The pedestrian circulation plan for the proposed hotel will include an improved system of walkways. The proposed walkway system will connect to all points of the hotel, provide an improved internal connection to the restaurant in Planning Area 2, as well as to the public sidewalks along Indian Hill Boulevard and San Jose Avenue.

Removal of the existing full-access driveway adjacent to the restaurant will improve pedestrian access between planning areas. No other pedestrian access and circulation improvements associated with the existing restaurant and gas station within Planning Areas 2 and 3, respectively, are proposed at this time. Any future pedestrian access and circulation improvements implemented as a part of future development proposals within Planning Areas 2 and 3 shall be implemented within the framework established by the Specific Plan and provided in a manner that fits into and connects to the pedestrian access and circulation improvements of Planning Area 1 and the overall Project Site.

**Bicycle Facilities and Circulation**

**Planning Area 1**
Patrons and employees traveling to the new hotel in bicycles will be able to access the hotel via the Project Site’s internal walkways and drive aisles, which connect to the public sidewalks along San Jose Avenue and Indian Hill Boulevard and the Class II bike lane along San Jose Avenue.

**Planning Areas 2 and 3**
There are no bicycle facilities within either of these planning areas. Any future bicycle facility and circulation improvements implemented as a part of future development proposals within Planning Areas 2 and 3 shall be implemented within the framework established by the Specific Plan.

**Public Transit**
As an alternative to automobile travel for patrons and employees of the commercial and lodging uses of the Project Site, Foothill Transit provides public transit (bus) service in the City. Two Foothill Transit bus routes operate in the vicinity of the Project Site:

- Route 480 runs mainly east–west from Montclair to West Covina, operating on Indian Hill Boulevard seven days per week.
- Route 855 runs mainly north–south from Pomona to Claremont, operating on Mountain Avenue, Base Line Road, and Indian Hill Boulevard weekdays only.

The nearest bus stop to the Project Site is for Routes 480 and 885; the bus stop is located along the eastern boundary of the Project Site, adjacent to the existing restaurant in Planning Area 2.

Additionally, there is existing commuter rail service (Metrolink) serving the Claremont Metrolink Station approximately one mile north of the Project Site, in the Claremont Village area. Metrolink also provides service to the Downtown Pomona Metrolink Station, approximately three miles southwest of the Project Site. Patrons and employees of the commercial and lodging uses onsite have access to these commuter rail services.

Planning Areas 1 through 3
Safe access to the bus stop along Indian Hill Boulevard from within all three planning areas will be provided via the Project Site's internal circulation system. Due to the relative close proximity of the Claremont Metrolink Station from the Project Site, patrons and employees will be within a bus or bicycle ride/trip from the station. Patrons and employees will also be within a bus ride/trip from the Downtown Pomona Metrolink Station.
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4. Infrastructure, Utilities, and Services

Intent
The intent of this chapter is to identify the infrastructure, utilities and public services currently serving and needed to serve the existing and future commercial and lodging uses of the Project Site that would be accommodated under the Specific Plan.

Water
The Golden State Water Company provides potable water service for the existing commercial and lodging uses onsite and will continue to do so for any future commercial and lodging uses that would be developed under the Specific Plan. Potable water to the uses onsite is provided via internal water lines that connect to the existing public water mains along San Jose Avenue and Indian Hill Boulevard.

All proposed water infrastructure improvements (on- and off-site) shall be designed and installed in accordance with the Golden State Water Company's (GSWC) and the City's Engineering Division standards.

Planning Area 1
As a part of the proposed hotel in this planning area, the potable water lines that serve the existing motel will be removed and replaced with a series of new potable water lines that will connect to the existing water main along San Jose Avenue. Some construction will occur within the public right-of-way of San Jose Avenue in order to make the necessary infrastructure connections.

New fire hydrants may be installed, as required by the Los Angeles County Fire Department. The proposed hotel will also be fully sprinklered.

Planning Areas 2 and 3
At this time, the potable water infrastructure associated with the existing restaurant and gas station within Planning Areas 2 and 3, respectively, will remain in place and not undergo any changes under the Specific Plan.

Wastewater
The City’s Engineering Division provides wastewater service for existing commercial and lodging uses onsite and will continue to do so for any future commercial uses that would be developed under the Specific Plan. Wastewater service to the uses onsite is provided via internal sewer lines that connect to the existing sewer mains that run along San Jose Avenue and the southern boundary of the Project Site. Wastewater collected by the City flows through a system of regional trunk lines to the Pomona Water Reclamation Plant in the City of Pomona for treatment; the plant is owned and operated by the County Sanitation Districts of Los Angeles County.

Planning Area 1
As a part of the proposed hotel in this planning area, the sewer lines that serve the existing motel would be removed and replaced with a series of new sewer lines. Wastewater would be collected onsite via the new sewer lines and be gravity fed to a connection point with either the existing eight-inch sewer main.
that runs along San Jose Avenue or the existing eight-inch sewer main along the southern site boundary. Proposed wastewater infrastructure improvements would include trenching and exposing of existing lines onsite for connections, trenching and installation of new lines, and break-in connections to the existing mainline. If the new sewer lines are connected to the sewer main along San Jose Avenue, some construction would occur within the public right-of-way of San Jose Avenue in order to make the necessary infrastructure connections. The sewer main within San Jose Avenue and along the southern site boundary will continue to be maintained by the City, while the proposed lateral connections and other onsite sewer lines shall be maintained by the project developer/property owner.

**Planning Areas 2 and 3**

At this time, the wastewater infrastructure associated with the existing restaurant and gas station within Planning Areas 2 and 3, respectively, will remain in place and not undergo any changes under the Specific Plan.

**Drainage**

Under existing conditions, the overall Project Site is relatively flat and runoff from the majority of the site (Planning Areas 1 and 2) surface flows in a southwesterly direction towards the southwestern site boundary, to a low point in the existing parking lot of the motel. Existing runoff (which is untreated) from the uses in Planning Areas 1 and 2 surface flows across paved areas and enters a catch basin near the southwestern corner of the Project Site, which then conveys runoff westerly along the public storm drain running along the southern site boundary. Runoff from the gas station area in Planning Area 3, which is also untreated, surface flows in an easterly direction into the curb and gutter that runs along Indian Hill Boulevard. Under existing conditions, there are no water quality treatment devices in any area of the Project Site to provide any treatment for runoff generated onsite.

All proposed drainage infrastructure improvements shall be designed and installed in accordance with the City's Engineering Division standards. Any new drainage infrastructure required to be provided onsite based on the Planning Development Document shall be maintained by the project developer/owner. Additionally, any site drainage improvements and modifications required for proposed development/redevelopment projects shall be based on the requirements mandated by the Planning Development Document (e.g., Low Impact Development Report), which is intended to comply with the requirements of the Los Angeles County Municipal Storm Water Permit, Order NO. R4-2012-0175. Furthermore, any new drainage infrastructure required to be provided onsite based on the Planning Development Document shall be maintained by the project developer/owner.

**Planning Area 1**

Under proposed conditions, storm water runoff from the proposed hotel in this Planning Area would be conveyed similar to existing conditions, continuing to flow southwesterly via a new onsite drainage collection and treatment system. Potential site drainage improvements in this Planning Area as a result of development of the proposed hotel may include drainage pipes, catch basins, and pretreatment devices. However, the final site drainage improvements for proposed development projects shall be determined by and outlined in the Planning Development Document.
Planning Areas 2 and 3
At this time, the storm drain improvements associated with the existing restaurant and gas station within Planning Areas 2 and 3, respectively, will remain in place and not undergo any changes under the Specific Plan.

Utilities and Service Systems
The utilities and service systems serving the commercial and lodging uses of the Project Site include: electricity (Southern California Edison [SCE]), natural gas (Southern California Gas Company), telecommunications facilities (telephone lines [Verizon]), cable service (AT&T), and solid waste (City of Claremont Community Services Department). Adequate utilities and service systems exist for current and future uses.

All proposed utility infrastructure shall be installed underground in accordance with the provisions of Chapter 16.151 (Undergrounding Utilities) of the Claremont Municipal Code.

Planning Area 1
As a part of the proposed hotel in this planning area, new utility infrastructure for the provision of electricity, natural gas, telecommunication, and cable service will be provided. All new utility infrastructure will be installed underground, except for certain pad-mounted transformers and other utility boxes/meters that are infeasible to underground. Additionally, an enclosed refuse area will be provided in the southeast corner of the hotel site, as shown in Figure 5, Illustrative Site Plan, for convenient solid waste truck access; the refuse area will include separate bins for solid waste and recyclable materials.

Planning Areas 2 and 3
At this time, the utilities infrastructure associated with the existing restaurant and gas station within Planning Areas 2 and 3, respectively, would remain in place and not undergo any changes under the Specific Plan.

Public Services

Fire Protection and Emergency Medical Services
Fire protection and emergency medical services are provided to the City of Claremont (including the Project Site) by the Los Angeles County Fire Department (LACFD). The City is served by three fire stations: Station 101 at 606 W. Bonita Avenue, Station 102 at 2040 Sumner Avenue, and Station 62 at 3710 N. Mills Avenue. The closest fire station to the Project Site is Station 101, approximately 1.2 miles north of the Project Site. LACFD also provides fire protection services to the City of Pomona south of Claremont and has mutual aid agreements with all of the other fire departments in Los Angeles County, including the La Verne Fire Department. In the event of an emergency at the Project Site requiring more resources than Station 102 could provide, LACFD would direct resources to the site from other LACFD stations nearby and, if needed, would request assistance from other nearby fire departments.

Planning Areas 1 through 3
The commercial and lodging uses of the Project Site are and will continue to be adequately served by LACFD.
Police Protection Services
The Claremont Police Department (CPD) provides police protection to the City of Claremont (including the Project Site). CPD operates out of its facility at 570 West Bonita Avenue in Claremont, approximately 1.2 miles north of the Project Site. Per the most recent police services information and numbers provided by CPD, CPD is staffed by 39 full-time sworn officers, 1 part-time detective (sworn) position, and 37 non-sworn staff.

Planning Area 1 through 3
The commercial and lodging uses of the Project Site are and will continue to be adequately served by CPD.
5. Development Standards and Regulations

Intent

This chapter sets forth the development standards and regulations applicable to development projects within all three planning areas of the Specific Plan. The standards and regulations address site development issues and provide the basic criteria governing all development within the boundaries of the Specific Plan.

This chapter furthers the City’s desire for enhancement and redevelopment of the Project Site in accordance with the vision, goals and policies of the Claremont General Plan, and implementation of the Specific Plan’s objectives (see Intent section of Chapter 1). The standards and guidelines contained in this chapter shall be applied to all development projects accommodated by the Specific Plan. Standards and/or regulations for development and activities not specifically addressed in this Specific Plan shall be in accordance with the current provisions of the Commercial Freeway (CF) District identified within Title 16 of the Claremont Municipal Code (CMC).

Permitted Land Uses

Table 1. Land Use Table

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Planning Area (PA)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>PA 1</td>
</tr>
<tr>
<td>Alcohol</td>
<td></td>
</tr>
<tr>
<td>Alcoholic sales for off-site consumption with or without tasting room</td>
<td>CUP</td>
</tr>
<tr>
<td>Onsite sales in connection w/ restaurant</td>
<td>CUP</td>
</tr>
<tr>
<td>Micro-breweries in connection w/ restaurant</td>
<td>CUP</td>
</tr>
<tr>
<td>Onsite sales in connection w/ Hotel Lounge (as defined below)*</td>
<td>CUP</td>
</tr>
<tr>
<td>Food/Restaurants/Eating Establishments</td>
<td></td>
</tr>
<tr>
<td>Bakery – primarily retail sales</td>
<td>P</td>
</tr>
<tr>
<td>Catering services as primary use – may include onsite dining facilities</td>
<td>CUP</td>
</tr>
<tr>
<td>Ice cream, juice, tea, and candy shops</td>
<td>P</td>
</tr>
<tr>
<td>Restaurant w/drive through – see Chapter 16.093 of Claremont Municipal Code for special standards</td>
<td>CUP</td>
</tr>
<tr>
<td>Restaurant/coffee shops with no drive through facilities (for entertainment permit, see Chapter 5.45 of Claremont Municipal Code)</td>
<td>P</td>
</tr>
<tr>
<td>General Merchandise/Retail Trade</td>
<td></td>
</tr>
<tr>
<td>Antique retail sales</td>
<td>SUDP</td>
</tr>
<tr>
<td>Appliance, consumer electronics, computer, and phone/telecommunication equipment retail sales</td>
<td>P</td>
</tr>
<tr>
<td>Art gallery with retail sales</td>
<td>P</td>
</tr>
<tr>
<td>Art supplies, framing</td>
<td>P</td>
</tr>
<tr>
<td>Beauty Supplies</td>
<td>P</td>
</tr>
<tr>
<td>Books and magazines</td>
<td>P</td>
</tr>
<tr>
<td>Camera and photographic supplies</td>
<td>P</td>
</tr>
<tr>
<td>Clothing/shoes store</td>
<td>P</td>
</tr>
<tr>
<td>Convenience Stores</td>
<td>CUP</td>
</tr>
<tr>
<td>Activity</td>
<td>CUP</td>
</tr>
<tr>
<td>-------------------------------------------------------------------------</td>
<td>-----</td>
</tr>
<tr>
<td>Equipment sales/rentals w/ outdoor storage</td>
<td></td>
</tr>
<tr>
<td>Equipment sales/rentals with no outdoor storage</td>
<td>P</td>
</tr>
<tr>
<td>Floor covering</td>
<td>P</td>
</tr>
<tr>
<td>Florists</td>
<td>P</td>
</tr>
<tr>
<td>Food/drug and kindred products</td>
<td>P</td>
</tr>
<tr>
<td>Fabric Stores</td>
<td>P</td>
</tr>
<tr>
<td>Furniture, office and home furnishings</td>
<td>P</td>
</tr>
<tr>
<td>Garden supply with outdoor display of plants</td>
<td>P</td>
</tr>
<tr>
<td>General merchandise, specialty, gift, craft items, candles, house wares, and variety (non-discount) stores</td>
<td>P</td>
</tr>
<tr>
<td>Hardware/home improvements stores</td>
<td>P</td>
</tr>
<tr>
<td>Health, herbal and botanical stores</td>
<td>P</td>
</tr>
<tr>
<td>Hobby, toy and game</td>
<td>P</td>
</tr>
<tr>
<td>Interior decorating, linen, and bath stores</td>
<td>P</td>
</tr>
<tr>
<td>Jewelry sales and repair</td>
<td>P</td>
</tr>
<tr>
<td>Leather good and equipment</td>
<td>P</td>
</tr>
<tr>
<td>Luggage sales</td>
<td>P</td>
</tr>
<tr>
<td>Music, CD, tape, and video sales</td>
<td>P</td>
</tr>
<tr>
<td>Musical instruments</td>
<td>P</td>
</tr>
<tr>
<td>Office supplies/stationery/cards</td>
<td>P</td>
</tr>
<tr>
<td>Pharmacies (without drive-through)</td>
<td>P</td>
</tr>
<tr>
<td>Pharmacies (with drive-through) See Chapter 16.094</td>
<td>CUP</td>
</tr>
<tr>
<td>Shoe stores</td>
<td>P</td>
</tr>
<tr>
<td>Sporting goods and equipment (no gun sales)</td>
<td>P</td>
</tr>
<tr>
<td>Travel agencies</td>
<td>P</td>
</tr>
<tr>
<td><strong>Lodging Places</strong></td>
<td></td>
</tr>
<tr>
<td>Bed and breakfast facilities</td>
<td>CUP</td>
</tr>
<tr>
<td>Hotels/Inns</td>
<td>P</td>
</tr>
<tr>
<td>Long-term stay business hotel/inn*</td>
<td>CUP</td>
</tr>
<tr>
<td><strong>Motor Vehicle Services</strong></td>
<td></td>
</tr>
<tr>
<td>Automobile car washes</td>
<td>&lt;&gt;</td>
</tr>
<tr>
<td>Automobile/motorcycle repair – general, including quick lube, smog check, transmission service</td>
<td>&lt;&gt;</td>
</tr>
<tr>
<td>Gas/service station (see Chapter 16.087)</td>
<td>&lt;&gt;</td>
</tr>
<tr>
<td>Gas station with mini mart, car wash and/or restaurant</td>
<td>&lt;&gt;</td>
</tr>
<tr>
<td><strong>Personal Services</strong></td>
<td></td>
</tr>
<tr>
<td>Photocopying and photo developing – retail</td>
<td></td>
</tr>
<tr>
<td><strong>Temporary and Special Uses</strong></td>
<td></td>
</tr>
<tr>
<td>Christmas tree and pumpkin sales (temporary outside sales)</td>
<td>SUDP</td>
</tr>
<tr>
<td>Fruit stands</td>
<td>SUDP</td>
</tr>
<tr>
<td>Temporary use of structures, trailers and facilities related to established uses</td>
<td>SUDP</td>
</tr>
</tbody>
</table>

**Notes:**

<> = Not Permitted; P = Permitted; CUP = Conditional Use Permit required; SUDP = Special Use Development Permit required; * -
Onsite Sale of Alcoholic Beverages

The onsite sale of alcoholic beverages shall be permitted in Planning Areas 1 through 3 only with approval of a Conditional Use Permit pursuant to the CMC, and in connection with one or more of the following uses:

Restaurants
A restaurant in Planning Areas 1 through 3 may be granted a Conditional Use Permit for the onsite sale of alcoholic beverages if the restaurant qualifies as a bona fide public eating place, as defined in the State Business and Professions Code (Business and Professions Code Section 23038), and if the restaurant makes meals available to patrons at all times when the business is serving alcoholic beverages. “Meals” means the usual assortment of foods commonly ordered at various hours of the day; the service of such food and victuals only as sandwiches or salads shall not be deemed compliant with this requirement.

Hotel/Inn Lounges
This is an area within a hotel/inn containing a bar area for preparing and serving alcoholic beverages (beer, wine, and/or distilled spirits) and includes tables and seating for patrons to consume such beverages. The lounge use shall be ancillary to and indistinguishable from the operation of the hotel/inn. A hotel in Planning Areas 1 through 3 may be granted a Conditional Use Permit for the onsite sale of alcoholic beverages for consumption on the hotel premises. Snacks and appetizers shall be made available for onsite consumption at all times alcoholic beverages are being served.

Site Development Standards and Regulations
This section provides property development standards governing development in all three planning areas of the Specific Plan. The standards are in addition to those contained in the CMC. Where these standards differ from those in the CMC, the standards in the Specific Plan take precedence. Table 2 below prescribes the development standards for each planning area.

<table>
<thead>
<tr>
<th>Standard/Regulation</th>
<th>Planning Area (PA)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>PA 1</td>
</tr>
<tr>
<td><strong>Claremont Municipal Code</strong></td>
<td></td>
</tr>
<tr>
<td>Minimum Lot Dimensions(^1)</td>
<td></td>
</tr>
<tr>
<td>Width in Feet (ft)</td>
<td>150</td>
</tr>
<tr>
<td>Depth (ft)</td>
<td>200</td>
</tr>
</tbody>
</table>

\(^1\) Minimum Lot Dimensions

\(^2\) Minimum Setbacks
<table>
<thead>
<tr>
<th></th>
<th>Front (ft)</th>
<th>Interior Side</th>
<th>Street Side (ft)</th>
<th>Rear</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>50</td>
<td>**</td>
<td>10</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>10</td>
<td>*</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>10</td>
<td>*</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Maximum Building Height**

<table>
<thead>
<tr>
<th></th>
<th>Height (ft)</th>
<th>60</th>
<th>30</th>
<th>30</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Height (Stories)</td>
<td>4</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>Fence Height (ft)</td>
<td>6**</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>


**Maximum Floor-Area Ratio**

Notes:

- **no setback is required except where abutting a residential district in which case a minimum side or rear yard setback of 10 feet is required on the side of the lot abutting the residential district.
- **see Chapter 16.133 of the Claremont Municipal Code
- **walls above 6 feet are permitted along the east, west, and south property lines if determined necessary for added noise reduction and/or security purposes
- ft = feet

1) For existing lots not meeting these standards, see Chapter 16.400 (Nonconformities) of the Claremont Municipal Code.
2) For exceptions and landscaping requirements, see Chapter 16.130 (Setbacks, Yard Landscaping Standards, Heights of Buildings and Structures) of the Claremont Municipal Code.
3) For exceptions, see Chapter 16.130 of the Claremont Municipal Code.
General Development Standards and Regulations

In addition to the site development standards and regulations outlined above, development projects within all three planning areas shall adhere to the following standards and regulations. In instances where the Specific Plan is silent or for any development regulation not directly addressed within the Specific Plan, the provisions of the Claremont Municipal Code shall prevail:

**General**

1. Automobile service stations shall be developed and maintained in accordance with the provisions outlined in Chapter 16.087 (Automobile Service Stations) of the Claremont Municipal Code, as applicable to the planning areas where these uses are permitted (see Table 1 above).

2. Setbacks, yard landscaping, building heights shall be provided in accordance with the development standards outlined above in Table 2 and with the provisions outlined in Chapter 16.130 of the Claremont Municipal Code.

3. Fences, architectural landscape features, and accessory structures shall be provided in accordance with Chapter 16.133 of the Claremont Municipal Code.

4. All development projects shall adhere to the provisions of Chapter 16.148 of the Claremont Municipal Code. As stated in this chapter, the purpose of Claremont’s Public Art Program is to enhance the aesthetic and cultural quality throughout the community, provide opportunities for the public to be exposed to a broad range of quality visual art, acknowledge our local artistic community, inspire pride, identity, and a sense of place among the residents of the community and enhance the general welfare of people living and working in the City of Claremont.

5. All development projects shall adhere to the provisions of Chapter 16.154 of the Claremont Municipal Code, which outlines standards and regulations associated with noise and vibration; outdoor lighting and glare; general environmental conditions; outdoor storage; detrimental and unsightly conditions; and neighborhood protection.

Any offsite installation of curbs, sidewalks, street, and driveway paving, and street lighting, as may be required by the City of Claremont, shall be subject to the provisions of the City of Claremont’s Public Works Construction Standards.

**Hotel/Inn**

All Hotels/Inns, Motels, and Long term stay business hotel shall be subject to the Claremont Municipal Code Section 16.051.060 as it may be amended from time to time.

1. A hotel/inn is to be used only for transient occupancy. No person shall utilize a hotel or inn as his or her primary residence, except a resident manager of the hotel/inn. All guests at a hotel/inn shall have another primary residence.

2. The following shall apply to every hotel/inn, except if the hotel or inn is specifically approved as a long-term stay business hotel.
a. All guest rooms shall be used only for short-term, overnight accommodations for transients whose guest stays at such hotel/inn are 30 consecutive calendar days or less, and 60 cumulative days or less in any 180-consecutive-day period. It is the intent of this section that if a guest room(s) is rented, let, or otherwise provided to any party for either of the maximum time periods allowed by this section, then the hotel/inn shall not rent, let, or otherwise provide a guest room to that same party or any person that was a member of said party.

b. No guest room shall contain a kitchen or cooking facilities, except that a microwave, oven and/or small refrigerator are permitted.

c. All hotel/inn’s shall comply with Subsection's 16.051.060.A, B, D, E, and F.

3. No long-term stay business hotel/inn may be established except as specifically permitted by a conditional use permit approved pursuant to Chapter 16.303. Long-term stay hotels/inn’s shall be subject to Subsection 16.051.060.C. A long-term business hotel/inn shall be subject to all of the following criteria:

a. A long-term stay business hotel/inn shall be specifically designed and operated to primarily accommodate business travelers whose guest stays vary in general from several days to a month or more.

b. The hotel/inn shall be located in an area with a concentration of amenities for hotel guests including restaurant, retail, recreation, open space, and exercise facilities.

c. The hotel/inn shall be of an architectural and visual quality and character, which harmonizes and enhances the surrounding area and character of the community.

d. Fireproof safety deposit boxes must be available to all of the occupants.

e. All guest rooms shall have a computer/fax data port, or provide wireless computer connections.

f. The hotel/inn shall provide a business/conference center.

g. Guest rooms in a long-term stay business hotel may contain kitchens.

4. Room rates shall be charged by the day. No operator of a hotel/motel shall accept an hourly rate or any increment less than the rate for a full day’s room rental.

5. Every operator of a hotel/inn shall keep written record of the name and permanent address of all persons renting a unit, together with the dates of occupancy, length of stay, and room rate. Every operator shall keep and preserve all records for a period of not less than four years.

Transportation Demand and Trip Reduction Measures

Development projects within all three planning areas shall be required to adhere to the provisions of Section 16.136.080 of the Claremont Municipal Code. As outlined in Subsection 16.136.080.A, the purpose of this section is to promote alternative transportation methods, such as carpools, vanpools, transit, bicycles, walking and park-and-ride lots, parking management programs, and other strategies as necessary to meet congestion and air quality goals.
Lighting Standards
All exterior lighting shall be designed, arranged, installed, directed, shielded, and maintained in such a manner as to contain direct illumination onsite in accordance with the provisions of Section 16.154.030 of the Claremont Municipal Code. For example, as outlined in Subsection 16.154.030.A, direct lighting of neighboring residential properties is prohibited, while indirect lighting of residential properties is not permitted to exceed 0.5 foot-candle at the property line of the development site.

Landscaping Standards
The landscaped areas of all development projects shall be kept in accordance with the provisions of the Claremont Municipal Code.

Green/Sustainability Standards
- Development projects shall be required to adhere to the provisions of Chapter 8.30 of the Claremont Municipal Code. As stated in this Chapter 8.30, the purpose is to establish a water conservation and supply shortage program that will reduce water consumption within the City of Claremont through conservation, assist in effective water supply planning, assure reasonable and beneficial use of water, prevent waste of water, and maximize the efficient use of water within the City to avoid and minimize the effect and hardship of water shortages to the greatest extent possible.
- Landscaping and irrigation systems shall be installed in accordance with the provisions of Chapter 16.131 of the Claremont Municipal Code.

Screening
- All new loading areas shall be screened from adjacent public streets, residential, and open space through the use of landscaping, earthen berms, and/or decorative walls or fencing.
- All new storage, including cartons, containers, materials or trash shall be shielded from view within a building or area enclosed by a solid fence or wall not less than six feet in height.
- All new ground level and roof-mounted equipment, including but not limited to, mechanical equipment, satellite dishes, tanks, ducts, and towers, and all equipment appurtenant thereto, shall be screened on all sides from the public view from the street, adjoining properties, and neighboring residential units, by landscaping, a parapet wall, enclosure, or other architectural element.

Trash Enclosures
- All new trash bin enclosures shall be located and sited per the City of Claremont requirements and enclosed with a decorative masonry enclosure and solid cover, reinforcing the architectural character of the area. The design, material, and colors of all trash enclosures shall be consistent with Figure 6, Typical Trash Enclosure Exhibit, or Claremont Standard 1026 and 1027, and subject to review and approval by the Director of Community Development.
6. General Design Guidelines

Building Design
The design of the buildings in all three planning areas shall be in accordance with the review criteria identified in Chapter 16.300 of the Claremont Municipal Code. These standards are intended to deter excessive similarity or dissimilarity, inappropriateness or poor quality of design in the exterior appearance of buildings erected within Claremont or in the development and maintenance of structures, landscaping, signs, and general appearance affecting the desirability of the immediate area and neighboring areas. The review criteria are further identified in Section 16.300.060 of the Claremont Municipal Code.

Signage
The intent of this section is to regulate signs in the City in order to protect Claremont’s physical and economic environment, support the policies of the General Plan, and promote the public health, safety, and general welfare of the community. Business or property owners proposing multiple sign types shall be required to submit a sign program in accordance with Section 18.025.120 of the Claremont Municipal Code and the applicable sign standards and regulations outlined in Table 3. Sign standards not specifically addressed in this specific plan shall be in accordance with the current sign provisions of the Commercial Freeway (CF) District identified within Title 18 of the Claremont Municipal Code.

Table 3. Sign Standards and Regulations

<table>
<thead>
<tr>
<th>Sign Type</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Building Mounted – Major Identification</td>
<td>Signage limited to one per business, excepting those businesses having building frontages facing streets shall be permitted two major identification signs. The maximum size for such signs are limited to 1 square foot per each linear foot of building frontage up to a maximum of 50 square feet, except that each business shall be permitted a 20 square foot sign. For building frontages directly facing the freeway, and over two stories, shall be allowed one freeway-oriented sign, and not exceed one square foot per linear foot of freeway building frontage, up to a maximum of 80 square feet.</td>
</tr>
<tr>
<td>Building Mounted - Secondary</td>
<td>One secondary building mounted identification sign, maximum of 12 square feet in area, shall be permitted for each building exposure which faces a street or parking area and on which there is no major identification sign.</td>
</tr>
<tr>
<td>Freestanding</td>
<td>One freestanding, non-freeway-oriented identification sign is permitted per business. The maximum size of each sign shall be one-half square foot per 1,000 square foot of site area up to a maximum of 50 square feet. Maximum height shall not exceed six feet in total height measured from average finish grade at the base of the sign.</td>
</tr>
<tr>
<td>Freestanding Freeway-Oriented</td>
<td>1. Only one freeway-oriented sign shall be permitted within the specific plan area. 2. If a sign program is approved by the Architectural Commission, such freestanding freeway-oriented sign may contain tenants within the Specific Plan Area.</td>
</tr>
</tbody>
</table>
3. Any freestanding freeway-oriented sign shall be a maximum of one square foot per each linear foot of freeway lot frontage, up to a maximum of 300 square feet per sign structure.

4. Any freestanding freeway-oriented sign shall have a maximum height of 45 feet as measured from the adjacent freeway grade. All new or modified freestanding freeway-oriented signs are strongly encouraged to identify more than one business in accordance with a multi-business sign program approved by the Architectural Commission. However, the Architectural Commission may approve a freestanding freeway-oriented sign identifying only one business if the Architectural Commission determines that a multi-business sign program is infeasible in spite of a good faith effort by the sign applicant to create such a program. In its review of a freestanding sign identifying only one business, the Commission may require the submission of documentary evidence of an attempt to create such a multi-business sign program.

5. A freestanding freeway-oriented sign may be taller if such sign is a part of a sign program and approved by the Architectural Commission.
7. Plan Administration, Adoption and Implementation

This section outlines the measures, actions and policies that are available to implement this Specific Plan. Included are descriptions of administration, regulation, and policy mechanism that will ensure coordinated development of the plan.

Specific Plan Adoption and Authority

This Specific Plan is adopted by the Claremont City Council by ordinance in accordance with the provisions of Chapter 16.315 (Zone Changes and Code Amendments) of the Claremont Municipal Code (Title 16 of the Claremont Municipal Code) and functions as the regulatory document that serves as the zoning for the Project Site.

Amendments to the Specific Plan

Specific Plan Amendments shall be processed pursuant to the provisions of Chapter 16.315 of the Claremont Municipal Code. Per Chapter 16.315, an Amendment may be initiated by the City of Claremont or upon application by a property owner or their designated representative. An amendment also requires a positive recommendation by the Claremont Planning Commission and approval by the Claremont City Council, unless determined to be insignificant as defined below.

City Staff Analysis

The Director of Community Development shall within ten 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 City ordinance. If determined to be insignificant, the director may, in writing, approve or deny the application. Any decision of the director may be appealed to the Planning Commission and/or City Council, provided said appeal is initiated within ten working days of receipt by the applicant of written notice of the director’s decision. Notice shall be provided to the Planning Commission and City Council of staff level amendments. Examples of significant amendment could include, but not limited to, the following:

- The introduction of a new land use designation not contemplated in this original Specific Plan, or in this Specific Plan as subsequently amended.
- Changes in the designation of land uses affecting two acres or more from that shown in this Specific Plan or in the Specific Plan as subsequently amended.
- Changes to the circulation system or community facility design which would materially affect a planning concept detailed in this Specific Plan or in the Specific Plan as subsequently amended.
- Changes or additions to the design guidelines which materially alter the stated intent of this Specific Plan, or this Specific Plan as subsequently amended.
- Any change which would result in a significant and adverse environmental impact.
Necessary Findings
The consideration of any proposed amendment to the Specific Plan shall include the determination of the following findings:

- The Specific Plan Amendment implements and is consistent with the General Plan.
- The Specific Plan Amendment is in conformance with the objectives and intent of this Specific Plan.
- The Specific Plan Amendment provides for the logical development that is superior to development otherwise allowed under the existing zoning classifications.

See Section 3, Claremont General Plan Correlation, for applicable goals and policies.

Development Review Process

Architectural Review and Development Approval
As stated in Section 16.300.010 of the Claremont Municipal Code, any new construction, exterior modifications to existing structures (not including painting), building relocations, and changes in site features including, but not limited to, parking areas, landscaping, walls, outside lighting (including increasing the level of illumination) and signs shall be subject to the provisions of Chapter 16.300, unless specifically exempted. The review procedures, application requirements, and review criteria outlined in Chapter 16.300 shall apply to this Specific Plan.

Conditional Use Permits
Conditional Use Permits shall be granted in accordance with the provisions of Chapter 16.303 of the Claremont Municipal Code. Conditional use permits are intended for uses that may be necessary or desirable within the Specific Plan, but cannot readily be classified as permitted by reason of uniqueness of size, scope, or possible effect on public facilities or surrounding uses. Conditional uses require special consideration so they may be designed, located, and operated in compliance with uses on adjoining properties and in the surrounding area.

Special Use and Development Permits
Special Use and Development Permits shall be granted in accordance with the provisions of Chapter 16.306. As stated in Chapter 16.306 of the Claremont Municipal Code, it is the intent of this chapter to provide for minor or temporary special uses and developments which may, unless special consideration is given and conditions applied, result in an adverse effect on the environment. Such special consideration and the application of conditions as provided in Chapter 16.306 are deemed necessary for the protection of property values and the public welfare.

Variances
The justification and process for applying for a variance shall be pursuant to the provisions of Chapter 16.309 of the Claremont Municipal Code. A variance may be granted when practical difficulties, unnecessary hardship, or results inconsistent with the general purpose of this Specific Plan result through the strict and literal interpretation and enforcement of a standard. The sole purpose of a variance is to
grant relief from a specific regulation because of a special circumstance related to the property that would deprive the property from privileges commonly enjoyed by other properties in the same vicinity.

**Nonconformities**

Chapter 16.400 (Nonconformities) of the Claremont Municipal Code shall be used to regulate any nonconforming uses and buildings. All legal uses and buildings in existence prior to the adoption of this Specific Plan shall be considered legal non-conforming uses and buildings unless they are consistent with the standards, regulations, and guidelines of this Specific Plan.

**Severability**

If a court determines that a provision of this Specific Plan is unconstitutional or invalid, that determination shall not affect the validity of the parts of the Specific Plan.

**Implementation**

**Phasing of Improvements**

Future development activity (i.e., building and site enhancements, redevelopment, new development, and infrastructure improvements) in the Specific Plan’s planning areas will occur over a multi-year time frame and is dependent on the development decisions of the individual property owners. Any necessary onsite improvements, including circulation, access, drainage, and upgrade to any utilities shall be provided in conjunction with each site development proposal and implemented by the individual property owners.

**Maintenance and Operation of Improvements**

Table 4 identifies the maintenance responsibilities for public and private open space areas, walkways, drive isles, landscape areas, public sidewalks, and underground infrastructure. In general, maintenance of common open space areas, internal walkways, driveways, and facilities on private properties shall be the responsibility of the property owner, which in turn may be delegated to a business or tenant. Maintenance and operation of public streets and the water, sewer, and storm drain systems that support the Project Site are as shown in Table 4.

**Table 4. Maintenance Responsibility of Improvements**

<table>
<thead>
<tr>
<th>Improvement Type</th>
<th>Property Owner</th>
<th>City of Claremont</th>
<th>Los Angeles County Flood Control District or Caltrans</th>
<th>Golden State Water Company</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Street (entire right-of-way; includes adjacent sidewalks and parkways)</td>
<td></td>
<td></td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Private Drive Aisles and Parking Areas</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Internal Walkways</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Private Open Space, Landscaping and Amenities</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sewer</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Onsite</td>
<td>X</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### Onsite

<table>
<thead>
<tr>
<th>Water</th>
<th>Offsite</th>
</tr>
</thead>
<tbody>
<tr>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Offsite</th>
<th>X</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Storm Drainage (offsite)</th>
<th>X</th>
</tr>
</thead>
</table>

| Storm Drainage and Water Quality Management Facilities (onsite) | X |

### Funding

All required public improvements– both on- and off-site – to serve the development or redevelopment allowed by this Specific Plan will be paid for by the developer/property owner except as expressly negotiated by the City of Claremont in individual disposition and development agreement(s) (DDA’s) with the participating developer/property owner.