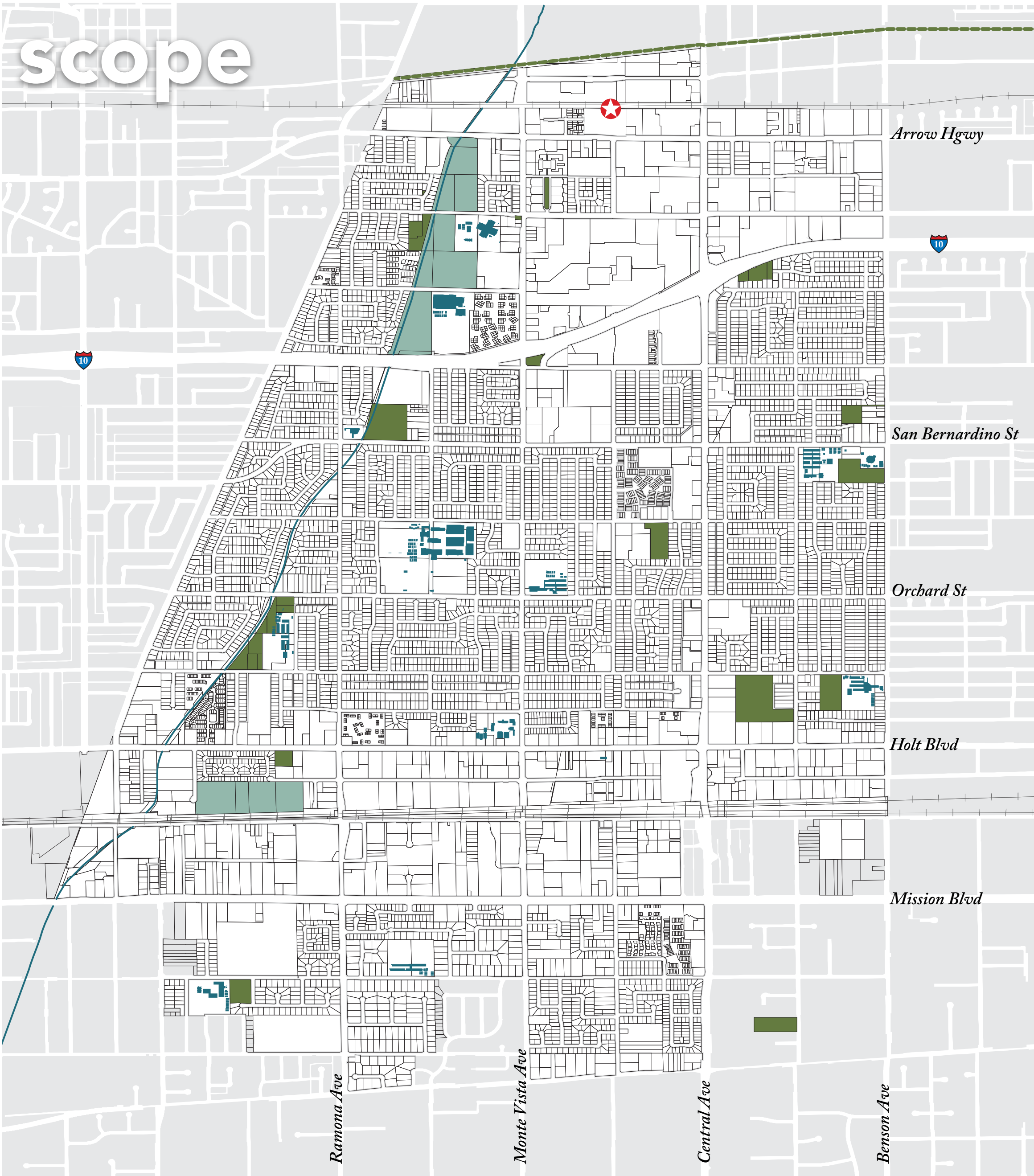


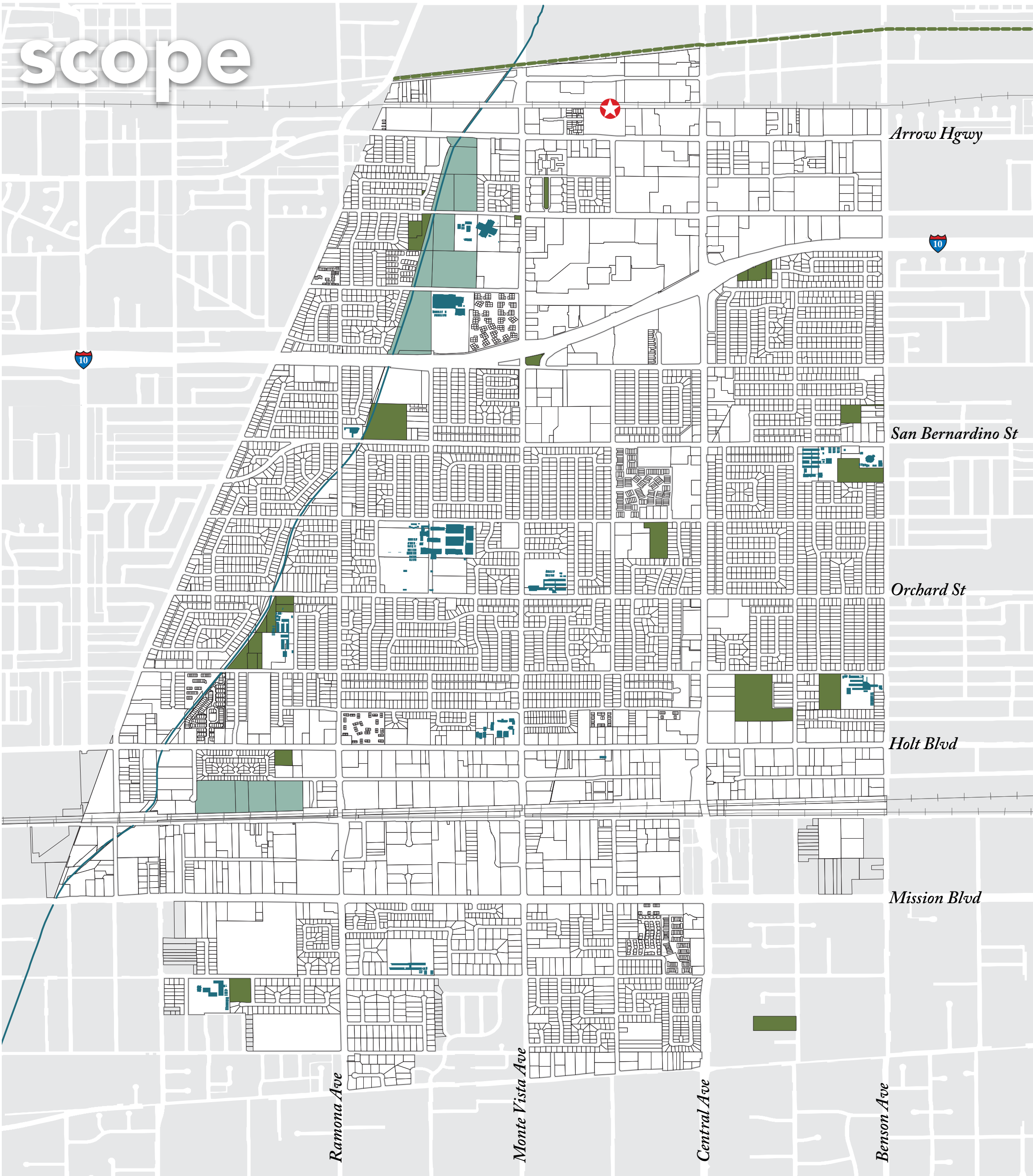
City Council & Planning Commission Workshop

1-19-23

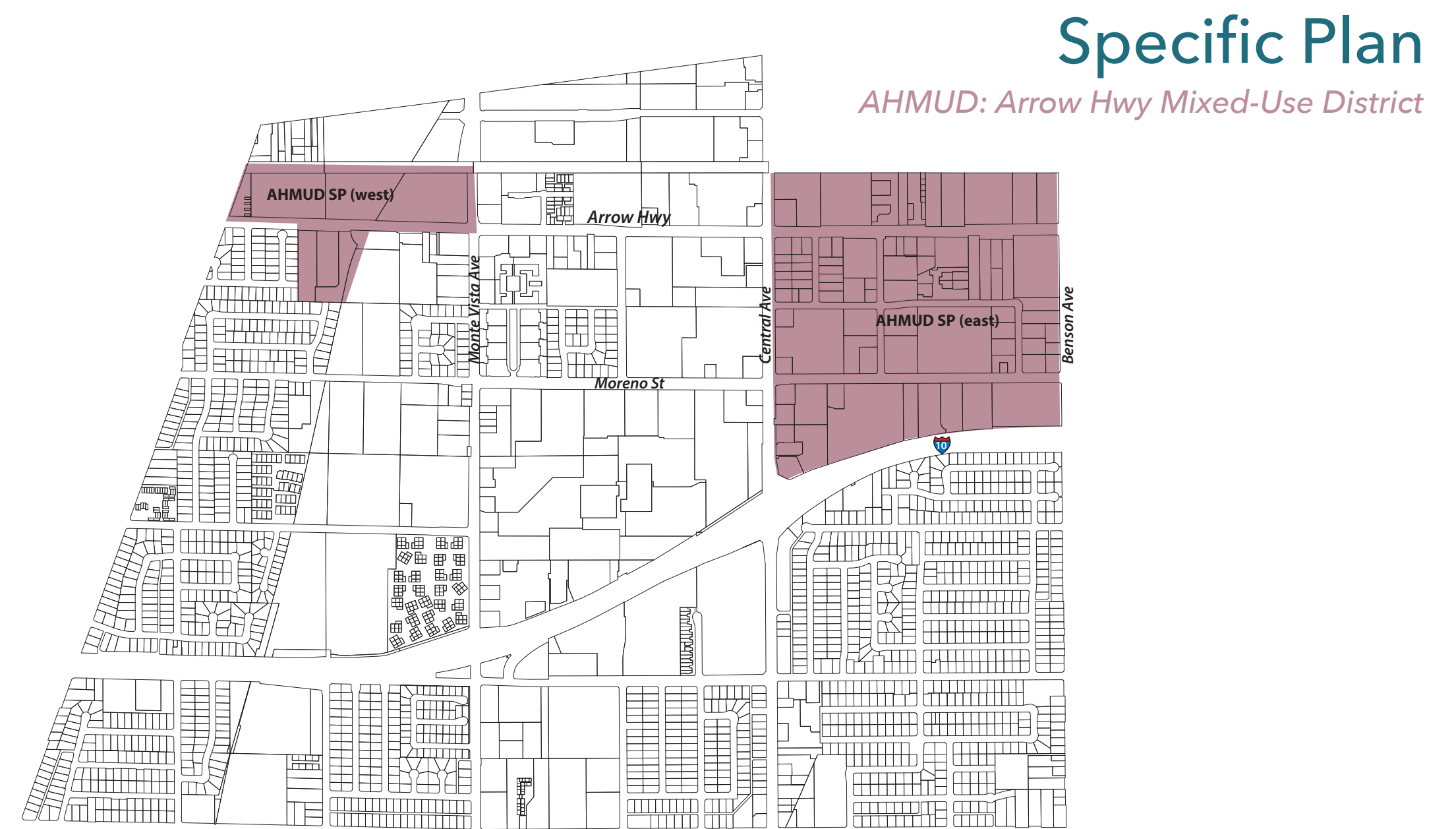


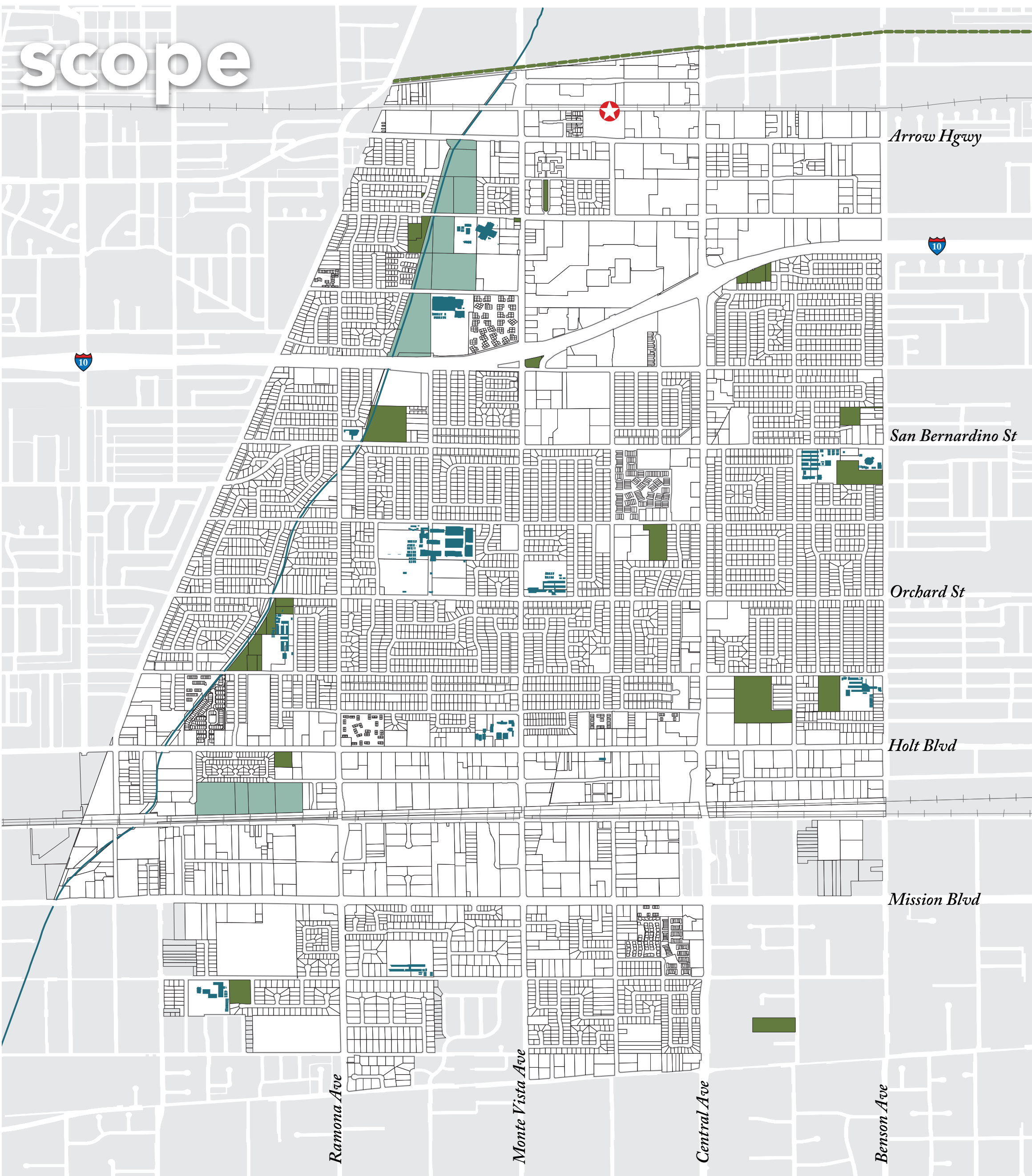


General Plan

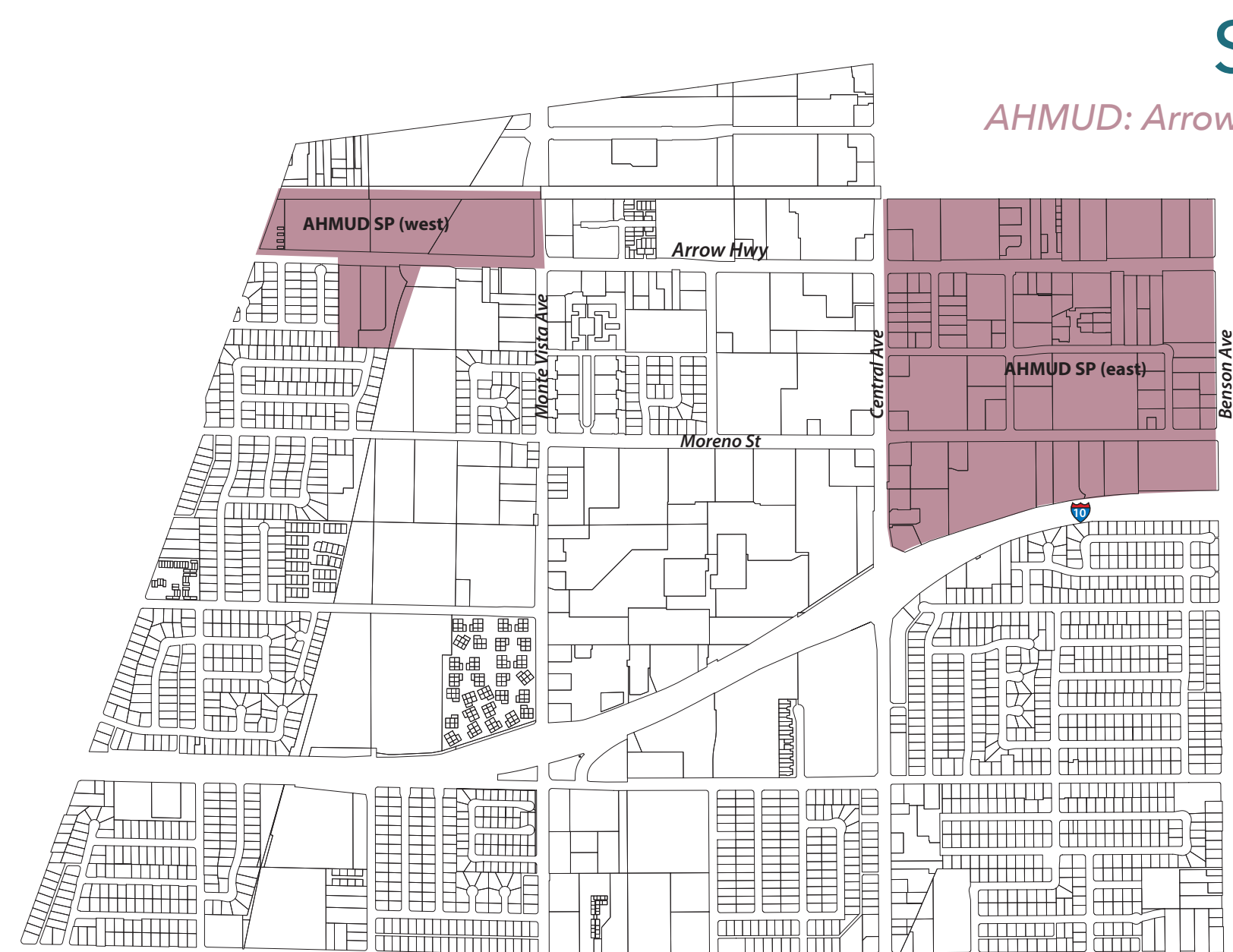


General Plan

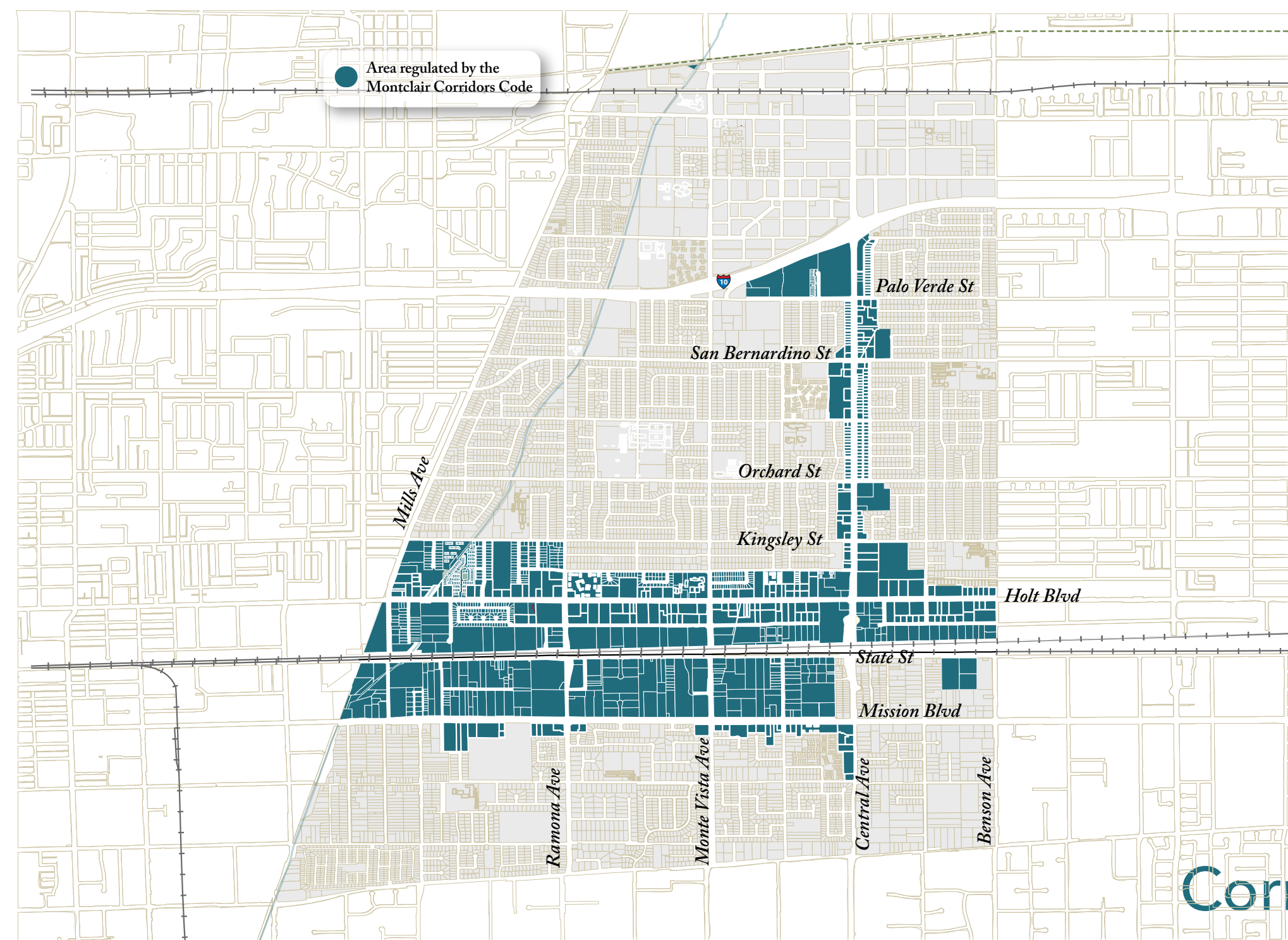




General Plan

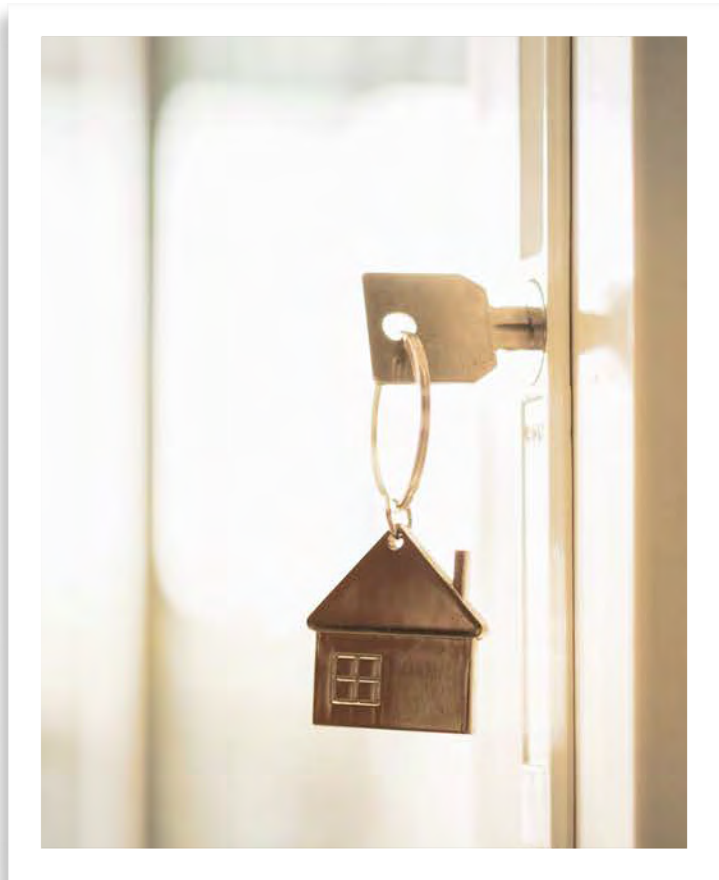


Specific Plan
AHMUD: Arrow Hwy Mixed-Use District



Corridors Code

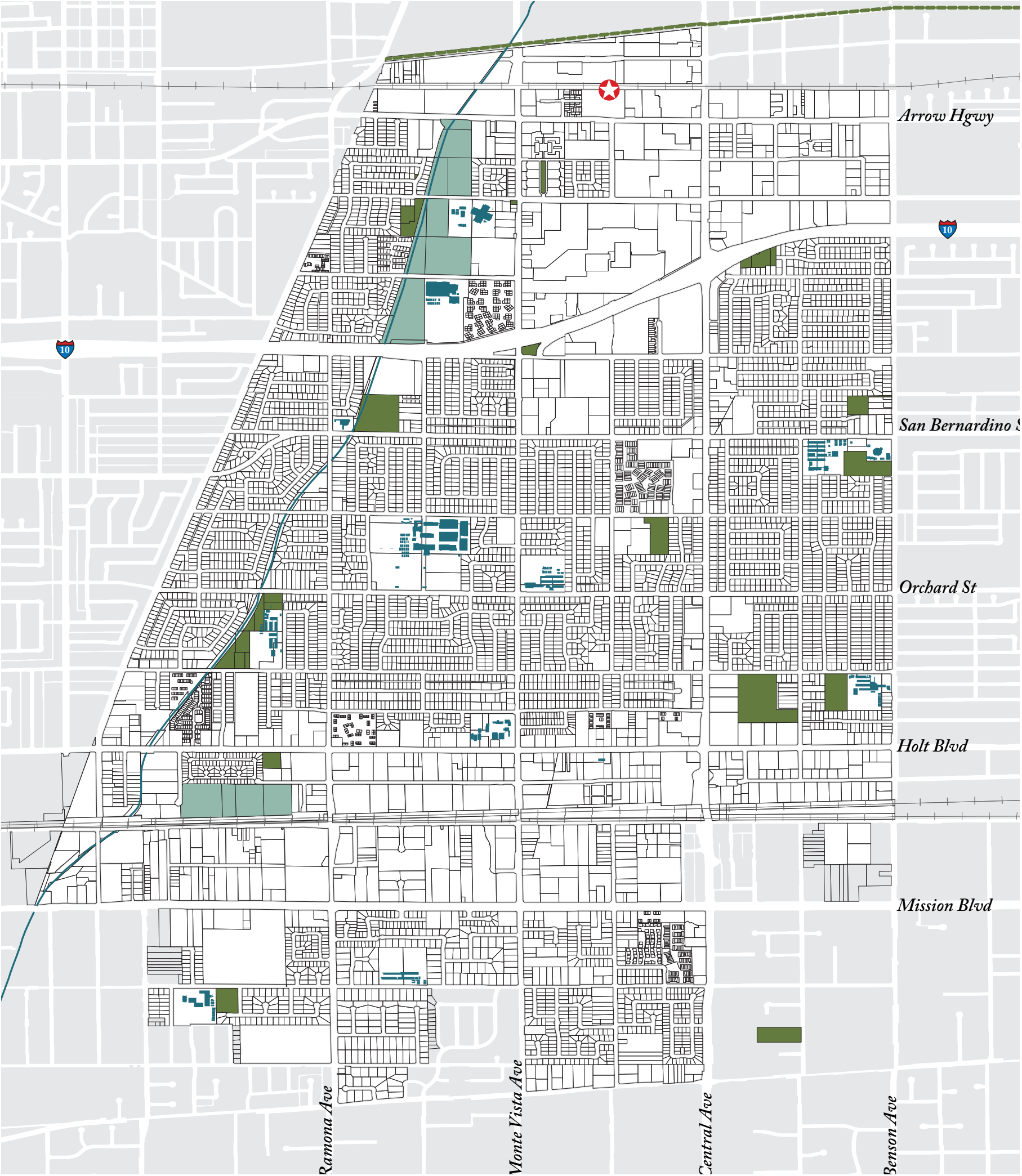
scope



Housing Element

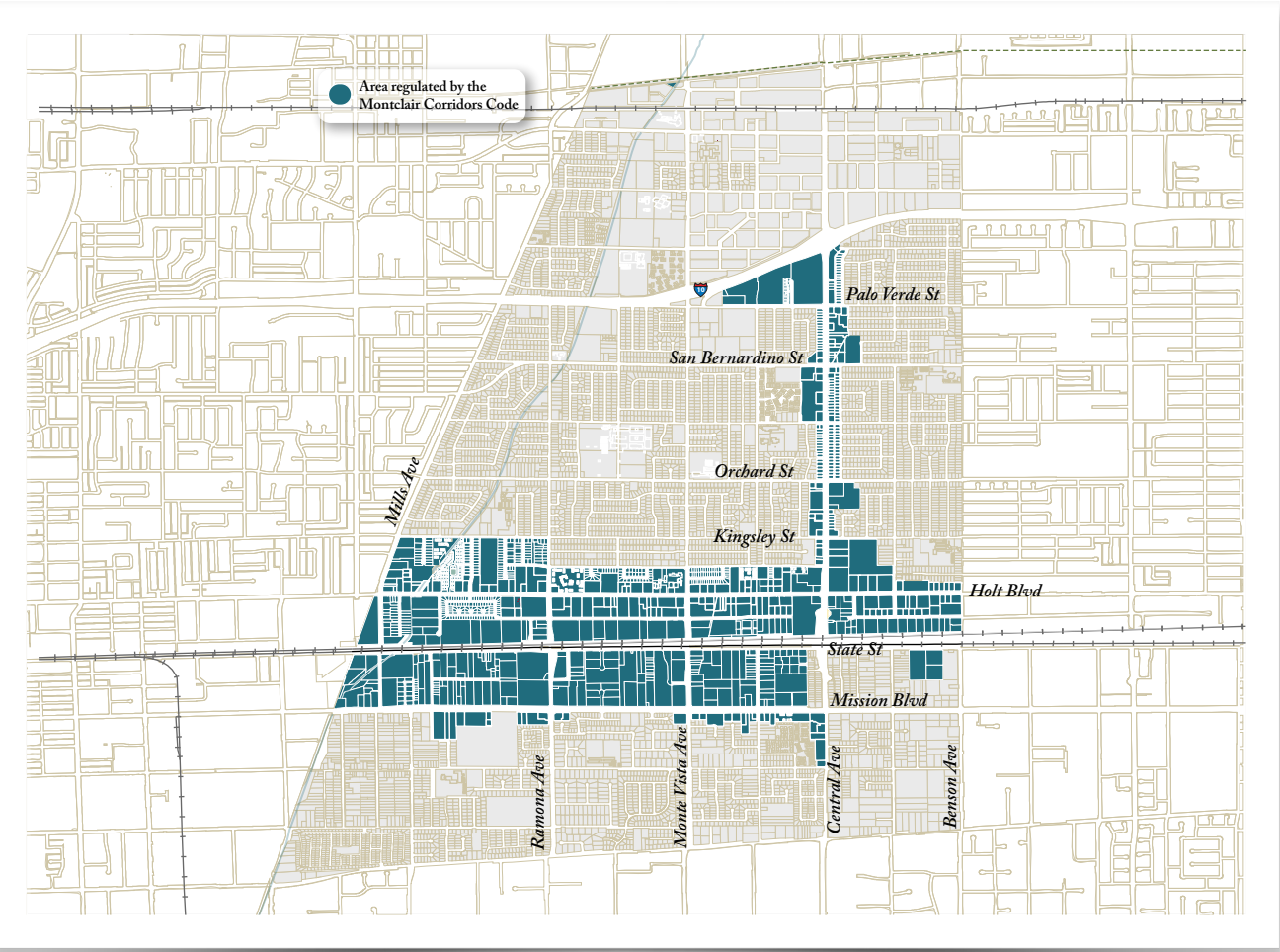
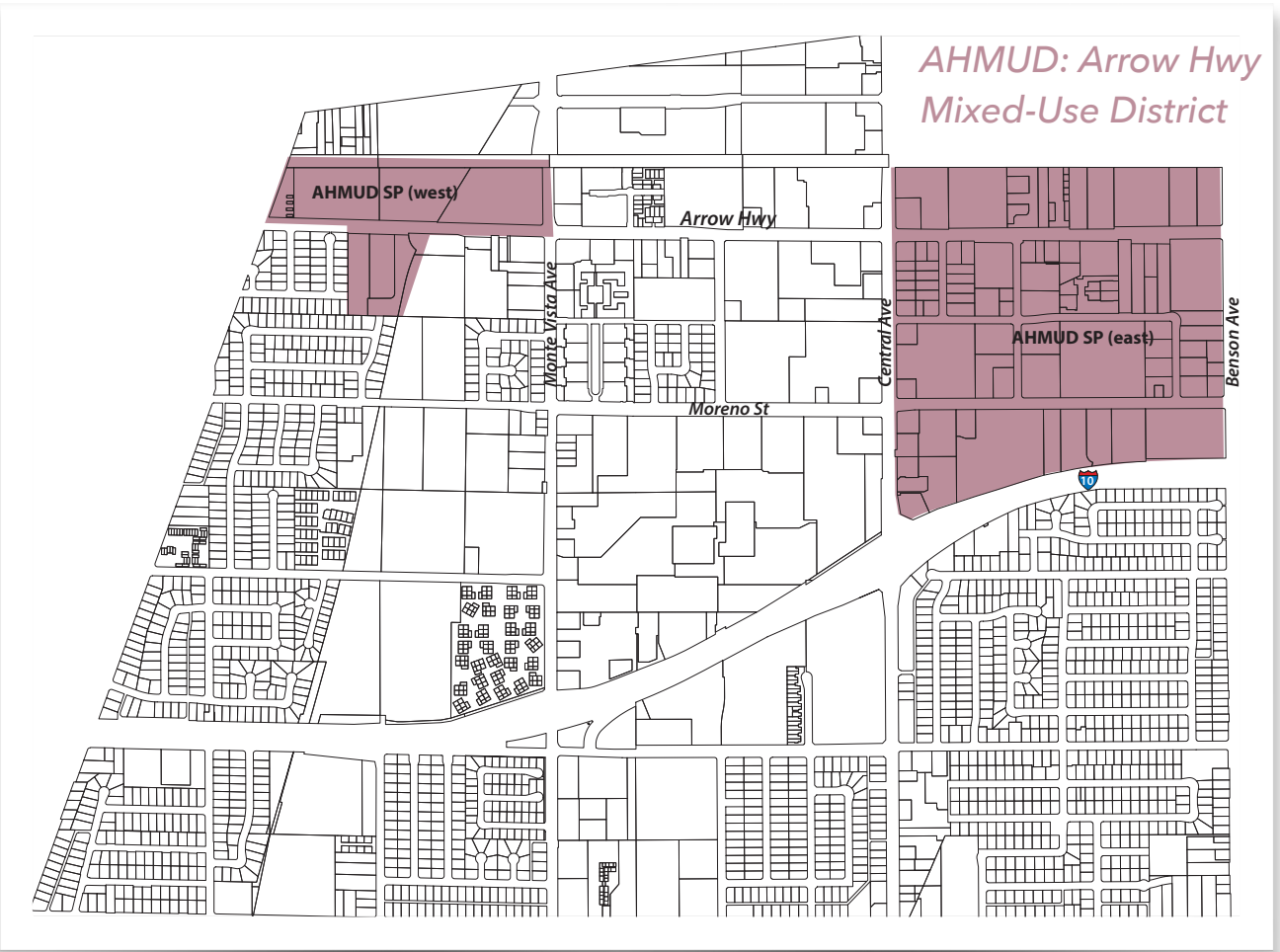


Climate Action Plan



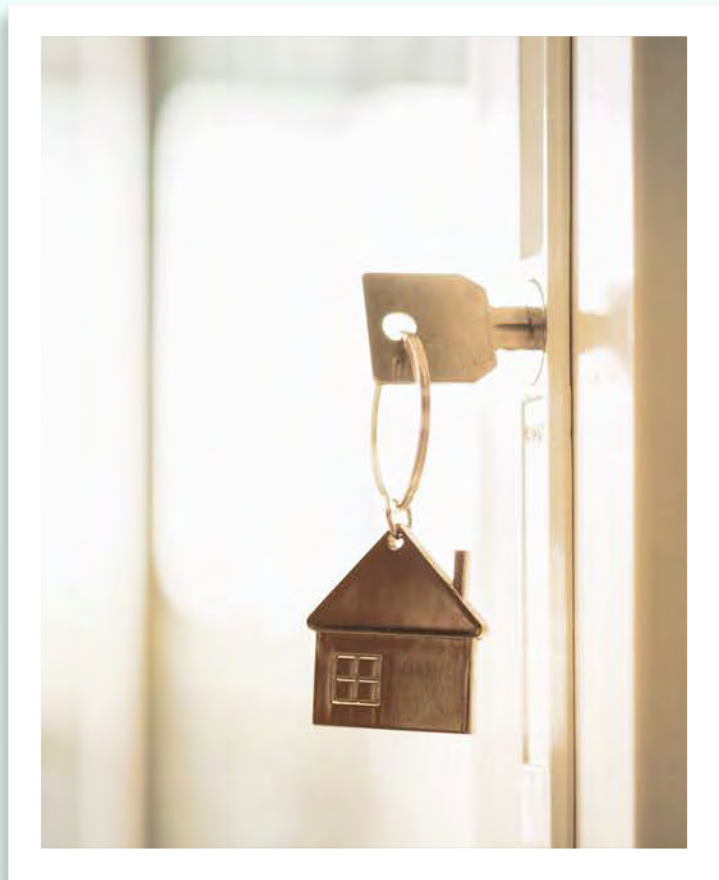
General Plan

Specific Plan



Corridors Code

Environmental Impact Review



Housing Element



Climate Resilience
Ability to prepare for, recover from, and adapt to impacts from our changing climate.¹



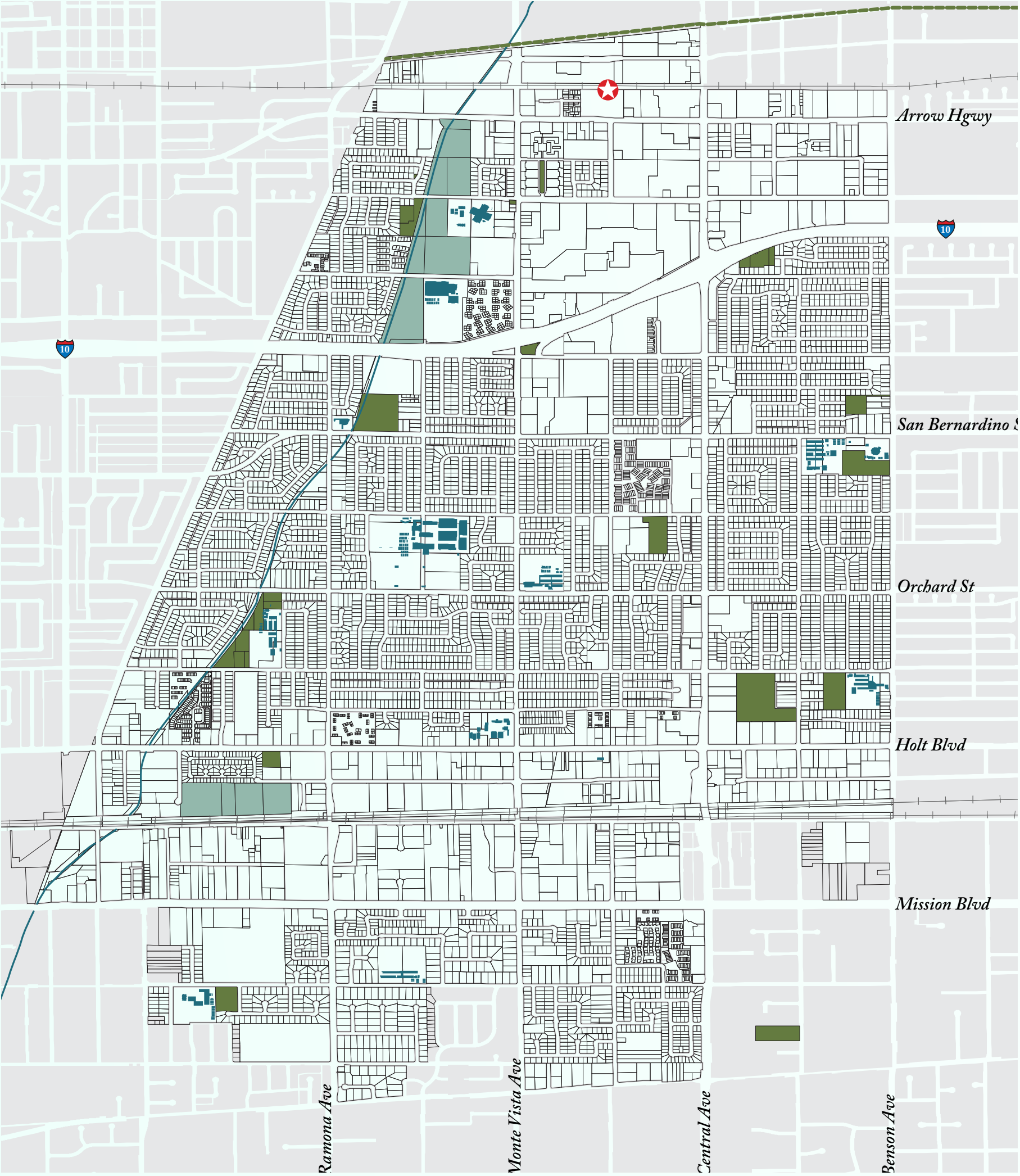
Climate Mitigation
Avoiding and reducing emissions of heat-trapping greenhouse gases into the atmosphere to prevent the planet from warming to more extreme temperatures.²



Climate Adaptation
Altering our behavior and systems to protect our families, economies, and the environment from the impacts of climate change.²

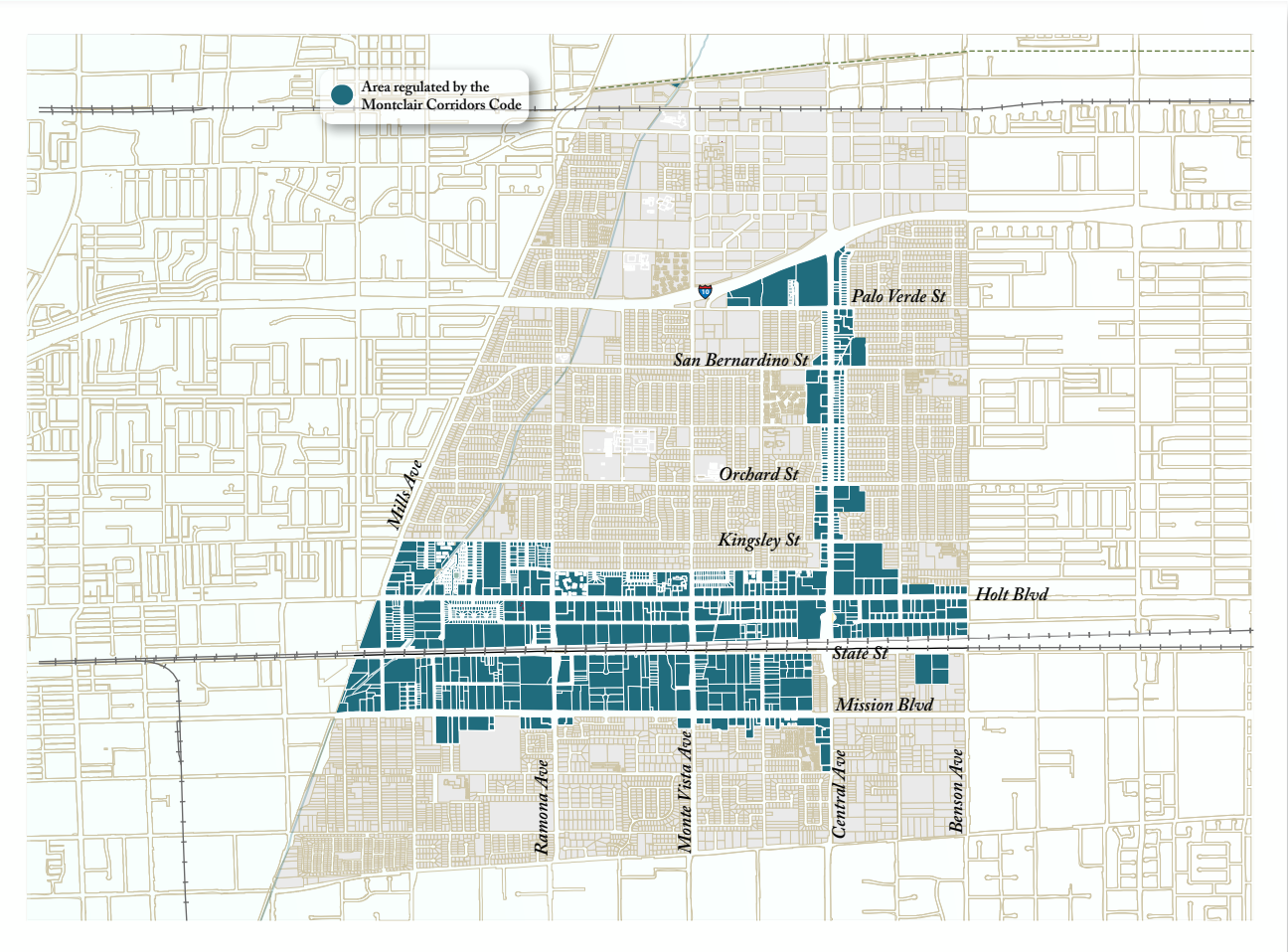
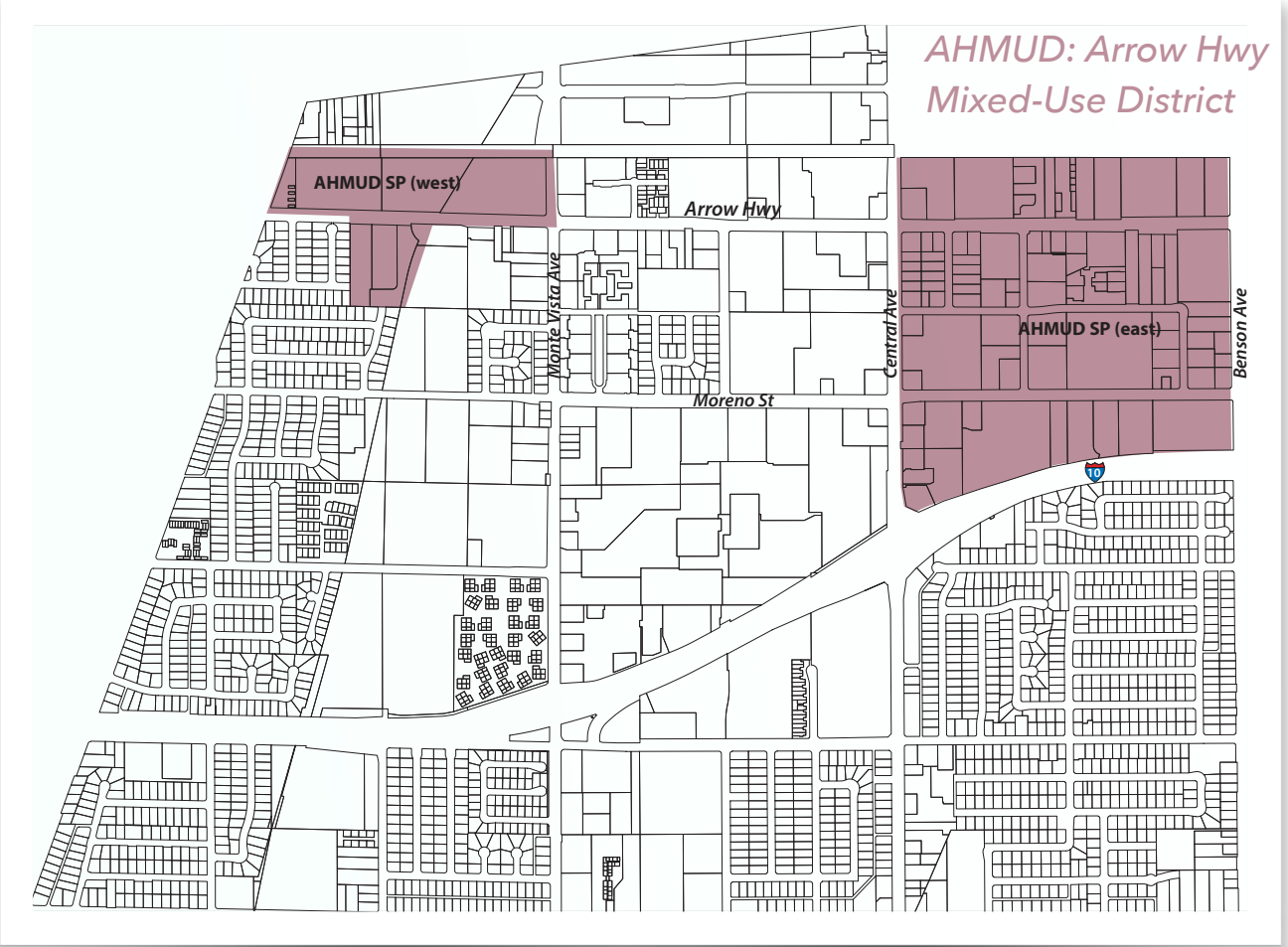


Climate Action Plan



General Plan

Specific Plan

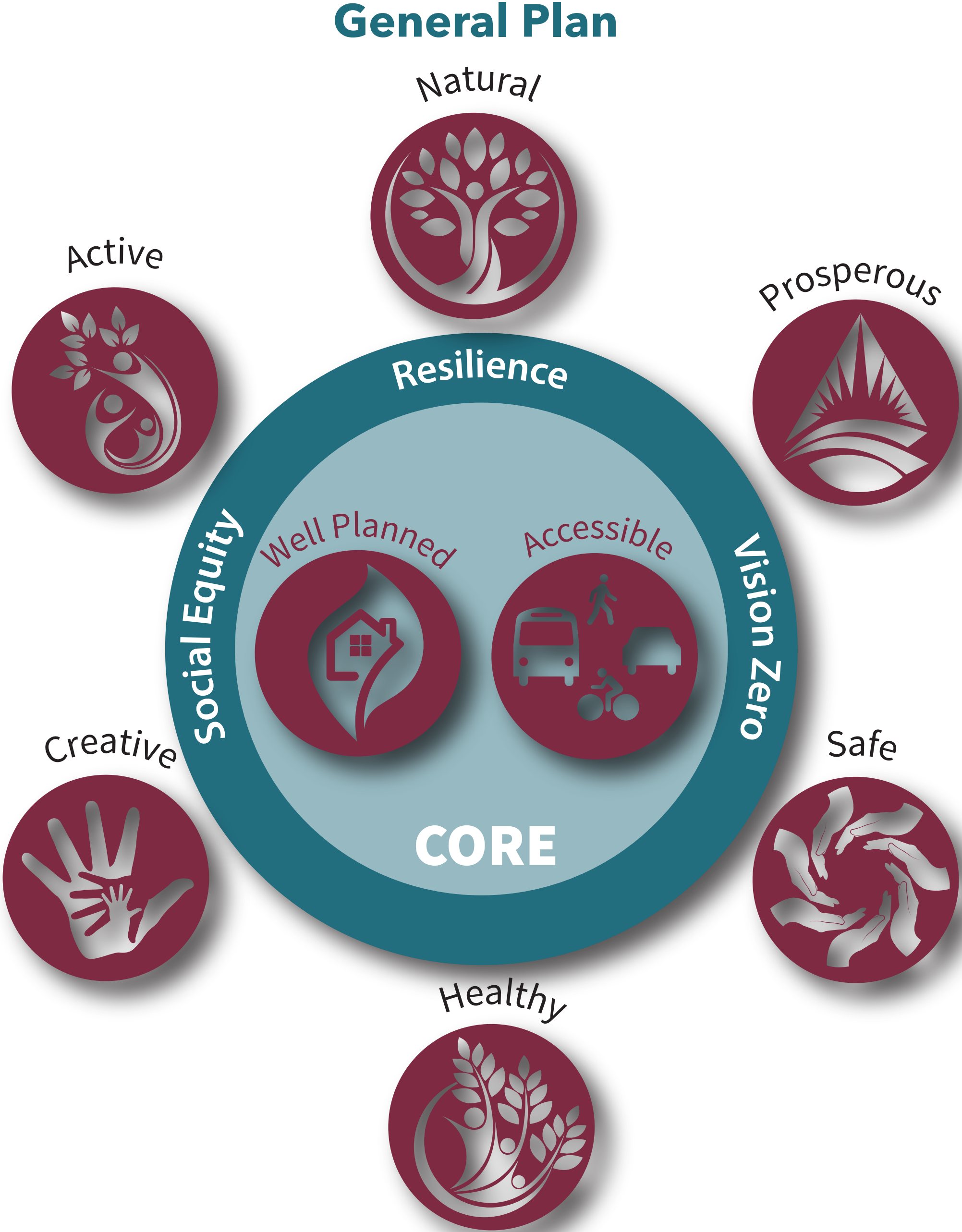


Corridors Code



General Plan

approach



approach

North Montclair Downtown Specific Plan

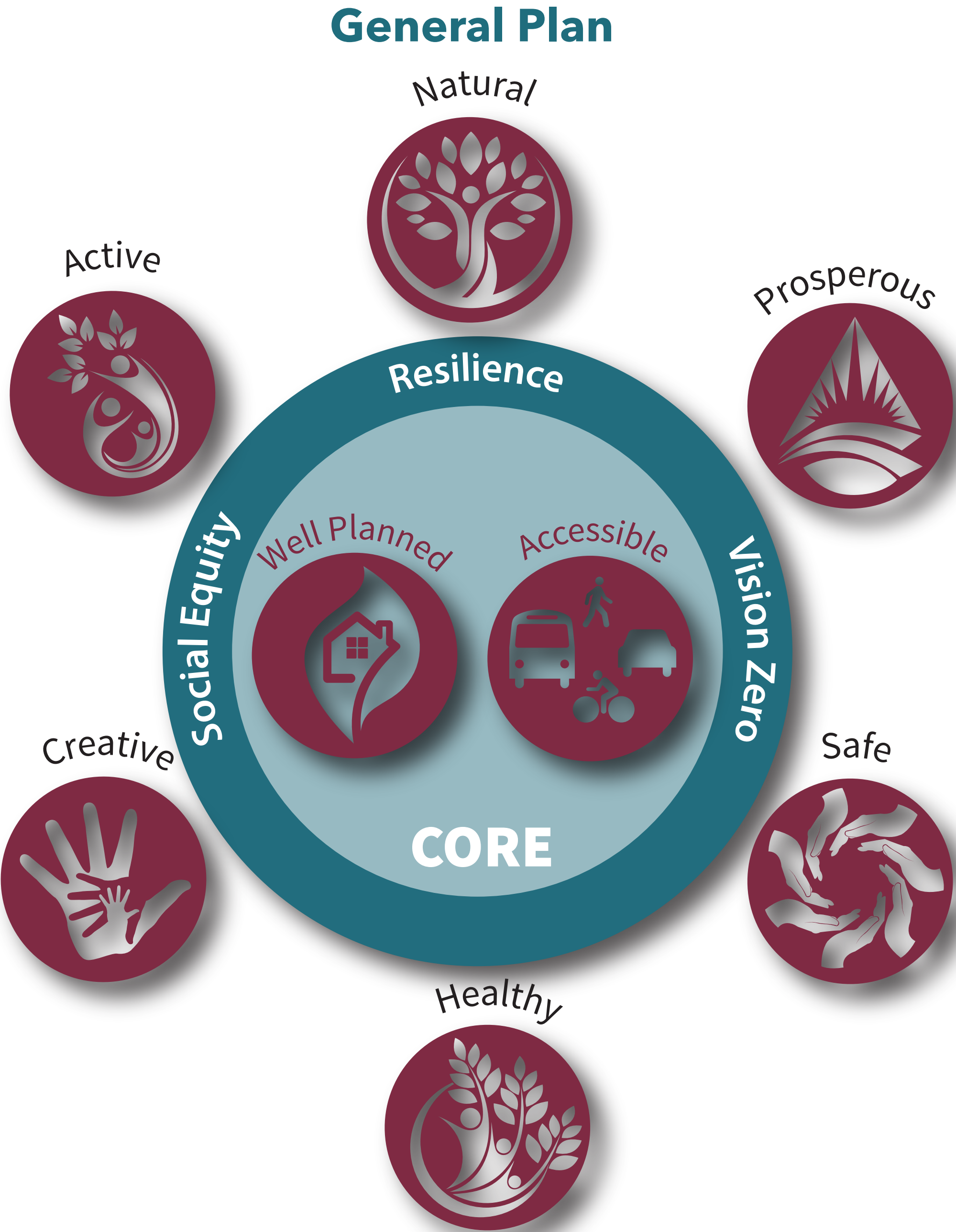
Montclair Place Specific Plan

Arrow Highway/Fremont Ave Streetscape Plan

AHMUD Specific Plan

Climate Action Plan

Housing Element Update



Systemic Safety Analysis Report Program

Active Transportation Plan (ATP)

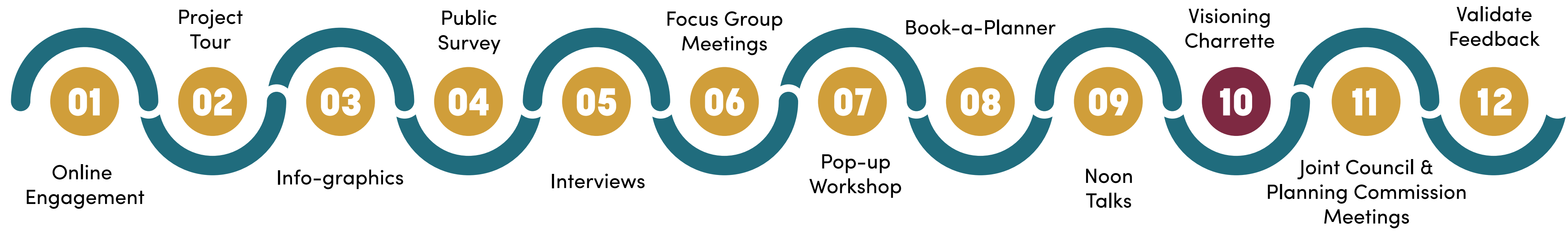
San Antonio Creek Trail Feasibility Study

Safe Routes to School (SRTS) Plan

Parks & Recreation Master Plan

Sphere of Influence Feasibility Study

Civic Engagement Strategies

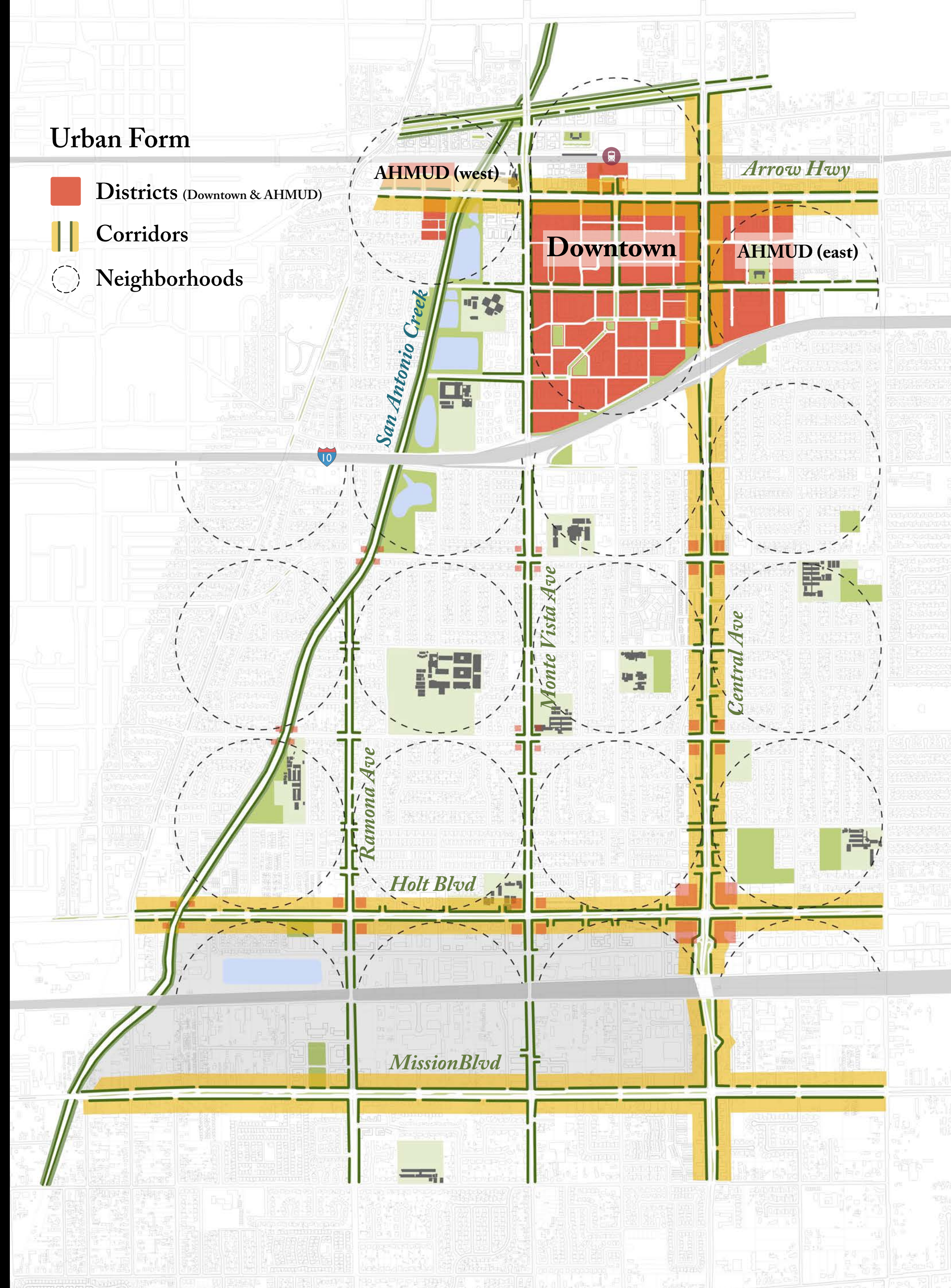


Charrette



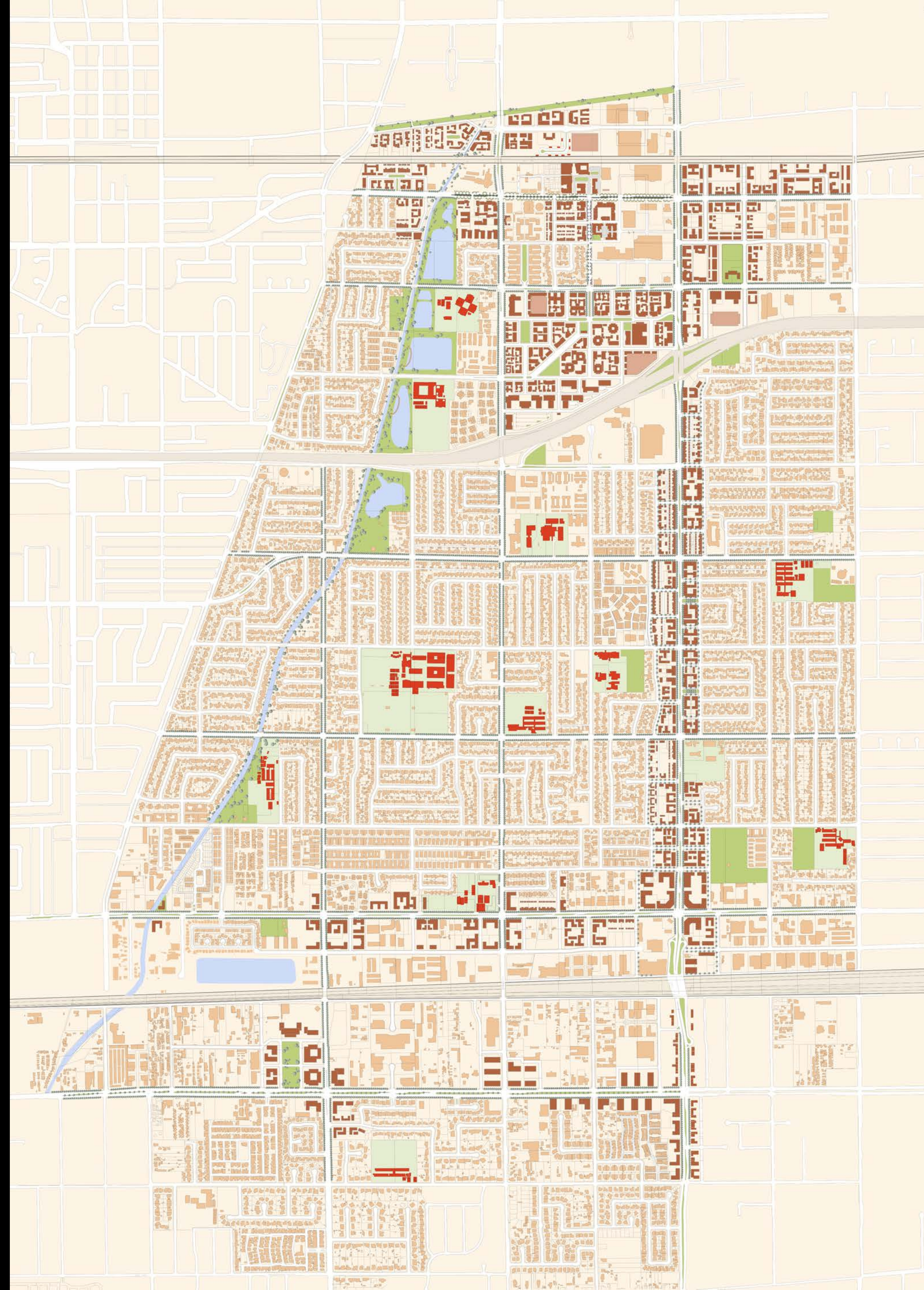
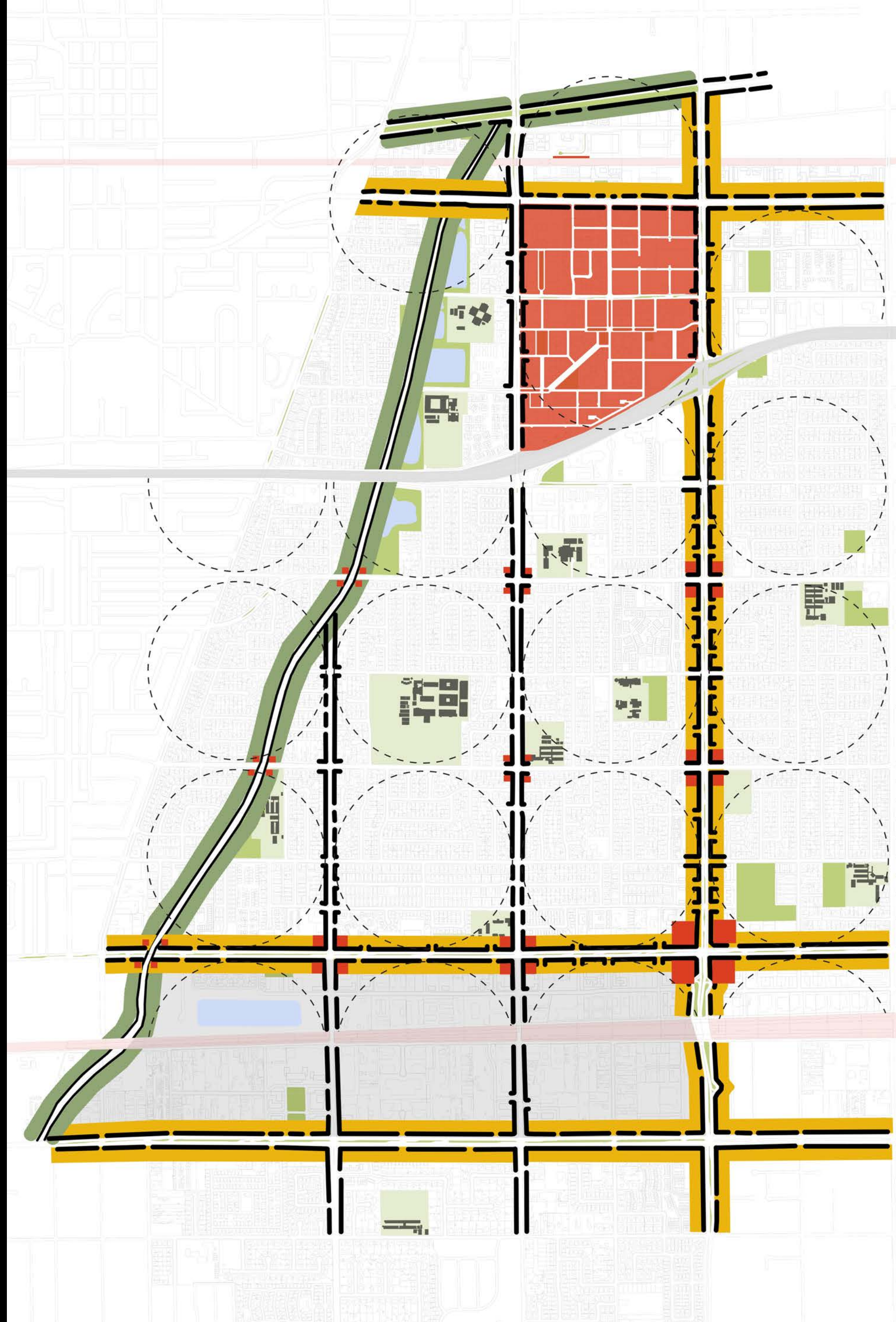
Urban Form

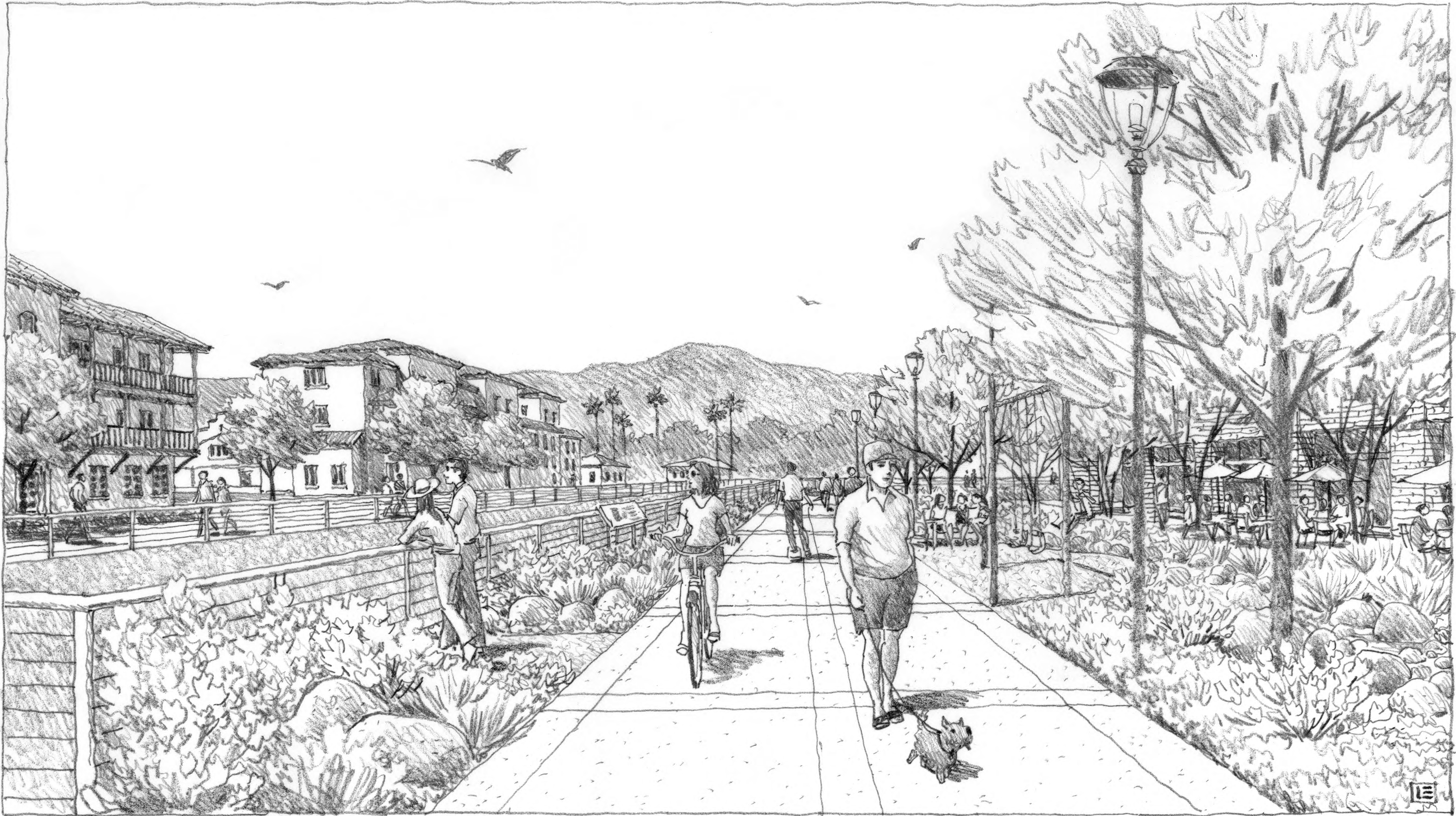
-  Districts (Downtown & AHMUD)
-  Corridors
-  Neighborhoods



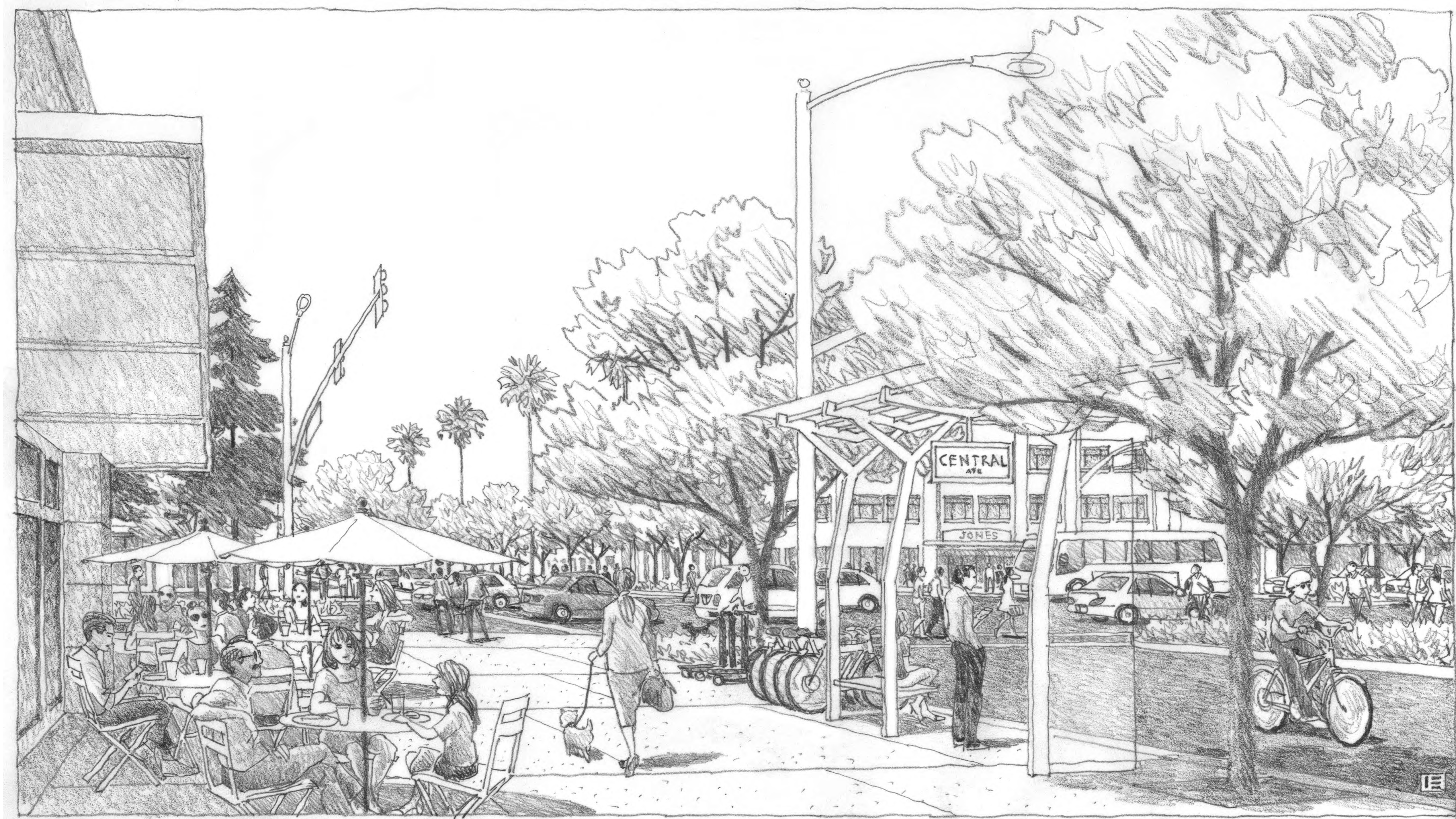
Vision

- Green network
- Streets reimaged
- Great neighborhoods
- TOD Downtown
- Transform mall to town center
- Revive manufacturing













Residential

Existing 11,200 units

Projected Demand 5,325 to 7580 units

Hotel

Existing 103 rooms

Projected Demand up to 300 rooms

Office

Existing 350, 000 s.f.

Projected Demand 360, 000 s.f. to 600,000 s.f.

Industrial/Flex

Existing 4,300,000 s.f.

Projected Demand 750,000 s.f. to 1,900,000 s.f.

Retail

Existing 4,600,000 s.f.

Projected Demand Modest demand for new space

how much?

*Total
Proposed*

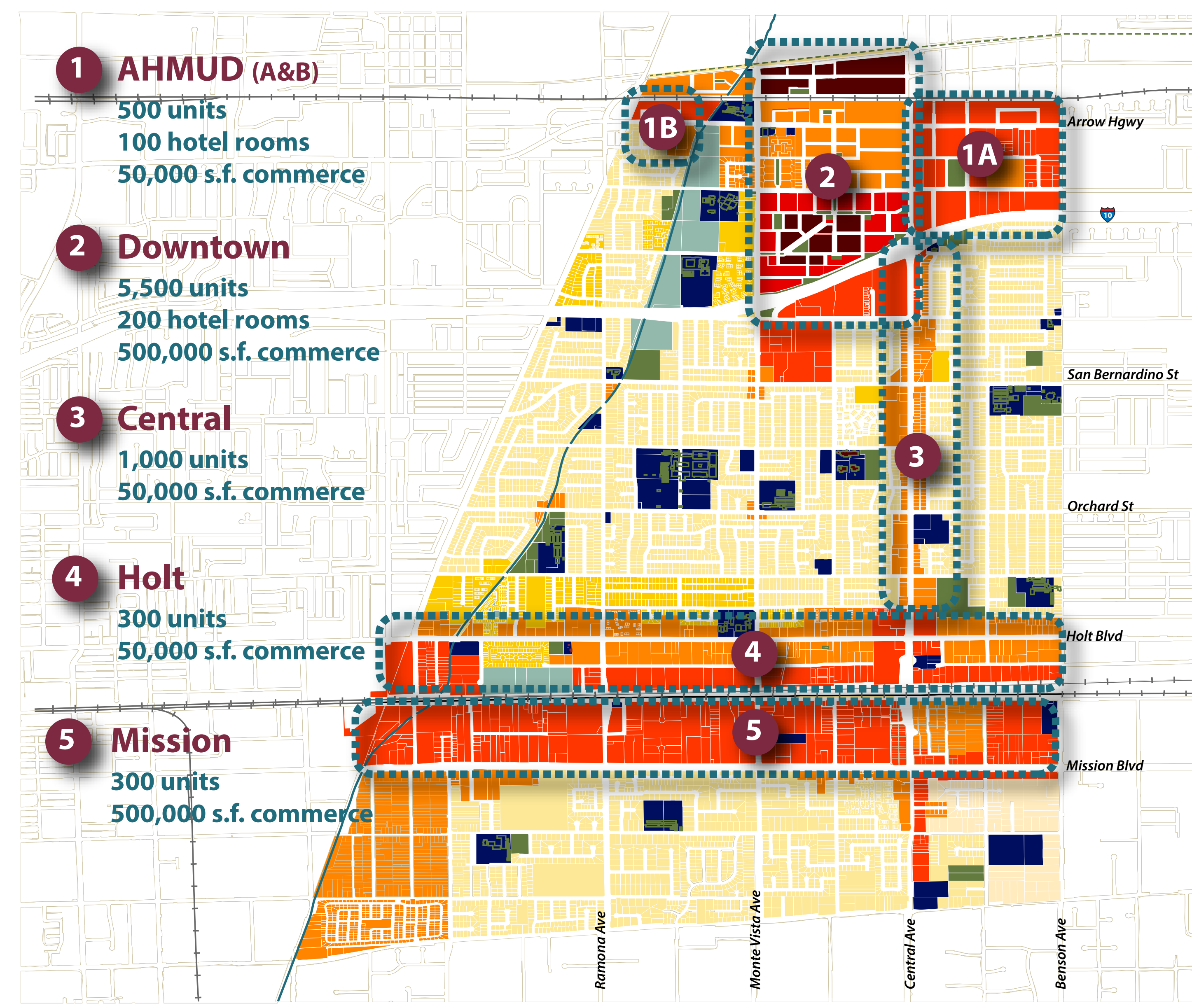
7,600 Units

300 rooms

1,150,000 s.f.

none

where?



3. An Incremental Plan

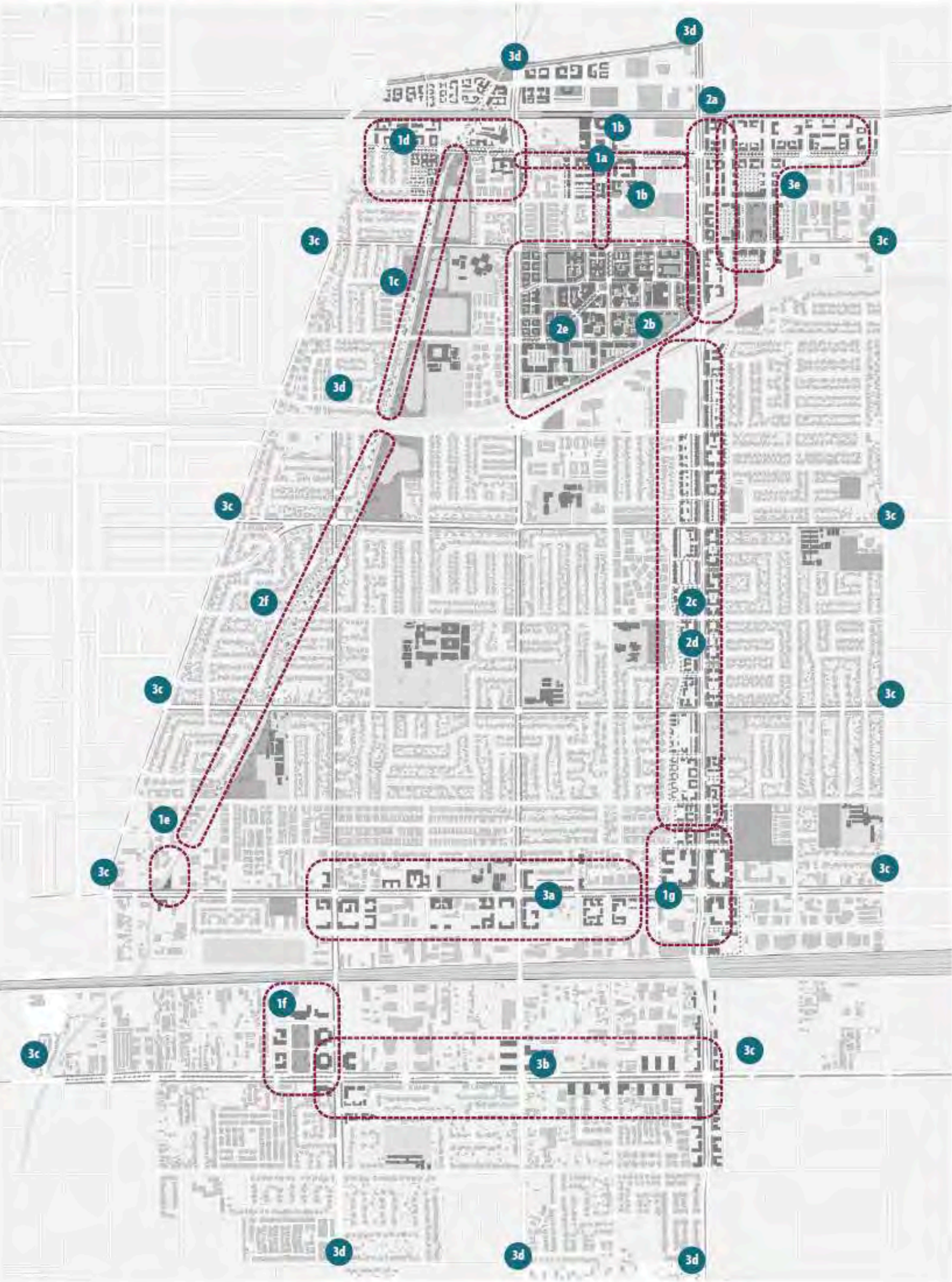


Figure B25: Phased Public-Private Development Plan

The City is committed to support transformative and equitable community development. The new public investment highlighted in this General Plan constitutes an unprecedented allocation of support Citywide that will work effectively with ongoing State and Federal funding programs as well as contributions from private and philanthropic partners. These new resources are designed to work in concert, creating opportunities for communities to grow and attract private investment. The City will ensure that investments generate the maximum benefits for communities by allocating resources efficiently and strategically. The adjoining Figure B25 show a possible scenario of how Montclair might coordinate public investment with private development over time:

Phase 1

- 1a Arrow Highway and Fremont Avenue Enhancement.
- 1b New Development close to the station along Arrow Highway and Fremont Avenue.
- 1c Enhancement of Creek between Arrow and Freeway.
- 1d New Infill along Arrow Highway around the San Antonio Creek.

This will create a distinct place at the Arrow-Fremont intersection as a connection to the station, and also lay the armature through Fremont Avenue of connecting the station to the Mall.

- 1e Enhancement of Holt Boulevard and San Antonio Creek intersection.
- 1f Transformation of Former Mission Tiki Drive-in Theater into a mixed-use destination.

These two projects will help spark identifiable development south of the freeway announcing the creation of a new center to the south of the City.

- 1g New infill at Central Avenue and Holt Boulevard intersection.

This three story development will help articulate this important intersection creating the framework for a gateway to and from the City.

Phase 2

- 2a New Infill along Central Avenue east of downtown.
- 2b Partial Mall transformation with new infill along Moreno Street.

These two projects will complete the new downtown north of the freeway and create a distinct place framed by Central Avenue, Moreno Street, Arrow Highway and Monte Vista Avenue.

- 2c Infill of city-owned parcels along Central Avenue.
- 2d Central Avenue Streetscape Enhancement.

These two projects will begin to define Central Avenue as a major north-south corridor.

- 2e Completion of Mall transformation.
- 2f Restoration of southern half of the San Antonio Creek.

These two projects will build on the success of the previous efforts completing the overall vision.

Phase 3

- 3a New infill along Holt Boulevard.
- 3b New infill along Mission Boulevard.
- 3c Streetscape Enhancement of East-West streets.
- 3d Streetscape Enhancement of North-South streets.
- 3e New Infill east of downtown.

These projects will build on the success of the previous phases to complete the overall vision.

5. Our Healthy Community

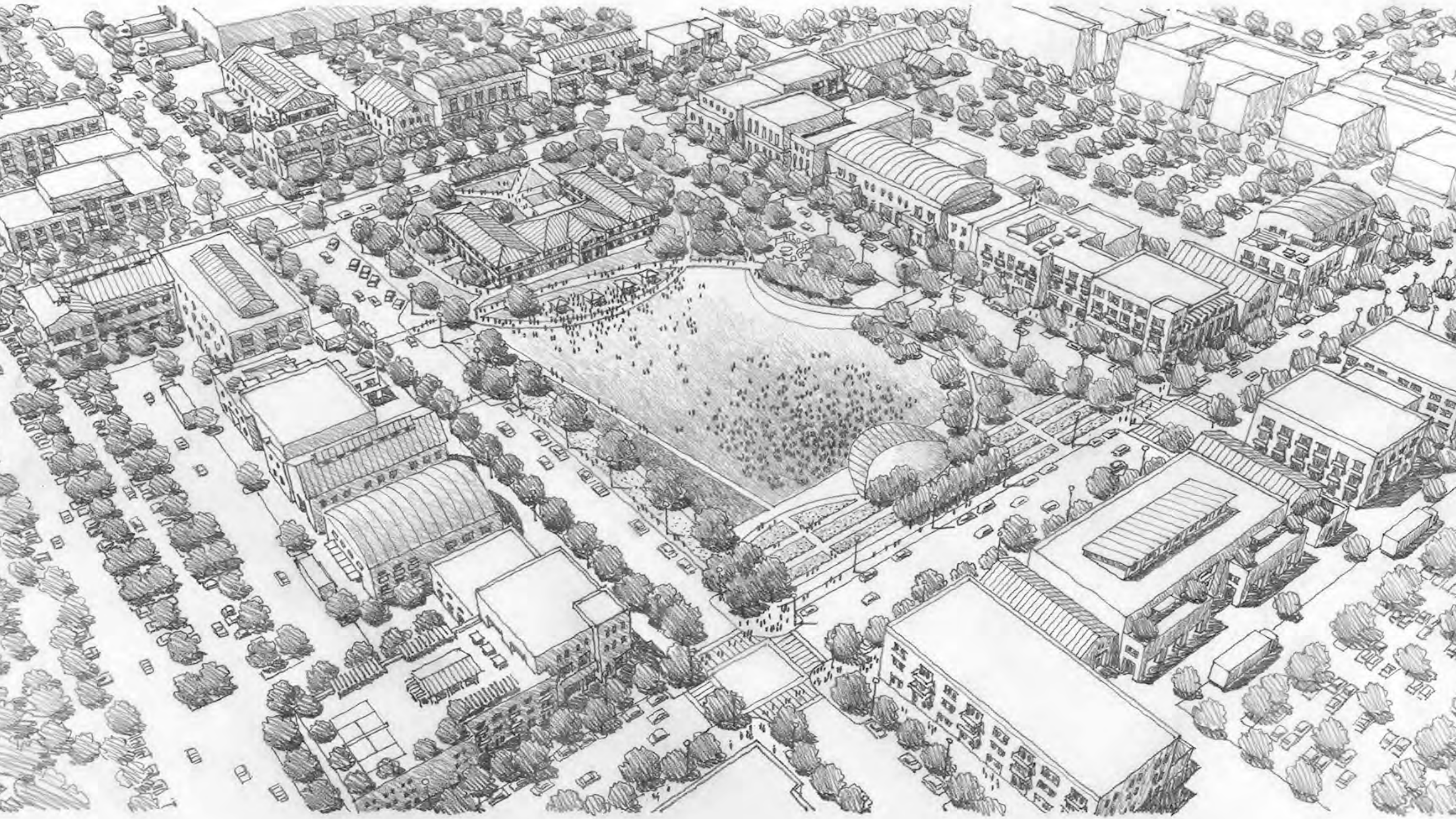
	Policies/Actions	Time-frame	Responsible Party	Cost	Funding Source
Healthy Food Access					
P5.1	Develop a healthy and equitable food system that will allow the community to have access to a range of affordable foods and increase knowledge and behaviors to improve eating habits.				
A5.1a	Adopt land use regulations to limit unhealthy food outlet density (ex. fast food, liquor and convenience stores).	Short-term	CD, HS	\$	General Fund
A5.1b	Develop a program that: 1. Encourages equitable distribution of healthy food retail and dining options in all commercial areas of the City; 2. Restricts approvals of new unhealthy food outlets in areas with an existing high concentration of such stores; and 3. Prioritizes the development of healthy food outlets in those areas.	Short-term	CD, HS	\$	Grants
A5.1c	Aim to increase SNAP/CalFresh enrollment; support food banks, pantries, and other sources that help provide federal food assistance.	Short-term	HS, Community Organization	\$	Grants
A5.1d	Identify and utilize incentives, grants, and/or programs to encourage: 1. Restaurants to create a healthier dining experience for customers (ex. highlighting healthy options, offering smaller portions); and 2. Existing convenience/corner stores to sell fresh foods.	Short-term	HS, ED, CD, CoC	\$	General Fund, Grant
A5.1e	Expand the Healthy Montclair Initiative through the development of a City-sponsored employee health program.	On-going	AS, HS, Health Care Organizations, Community Groups	\$	General Fund, Grants
A5.1f	Promote healthy lifestyles, activities, and food choices: 1. At City facilities and City-organized events by requiring healthy food/beverage options (when food is present) and adopting a healthy food procurement policy including increasing the availability of water; and 2. Support community education programs on healthy eating habits and lifestyles.	On-going	AS, HS, Health Care Organizations, Community Groups	\$	General Fund, Grants
A5.1g	Encourage generators of edible food to have contracts/ agreements with food rescue organizations to prohibit edible food from being disposed or destroyed.	On-going	ED, HS, AS, Food Rescue Organizations, Restaurants	\$	General Fund, Grants

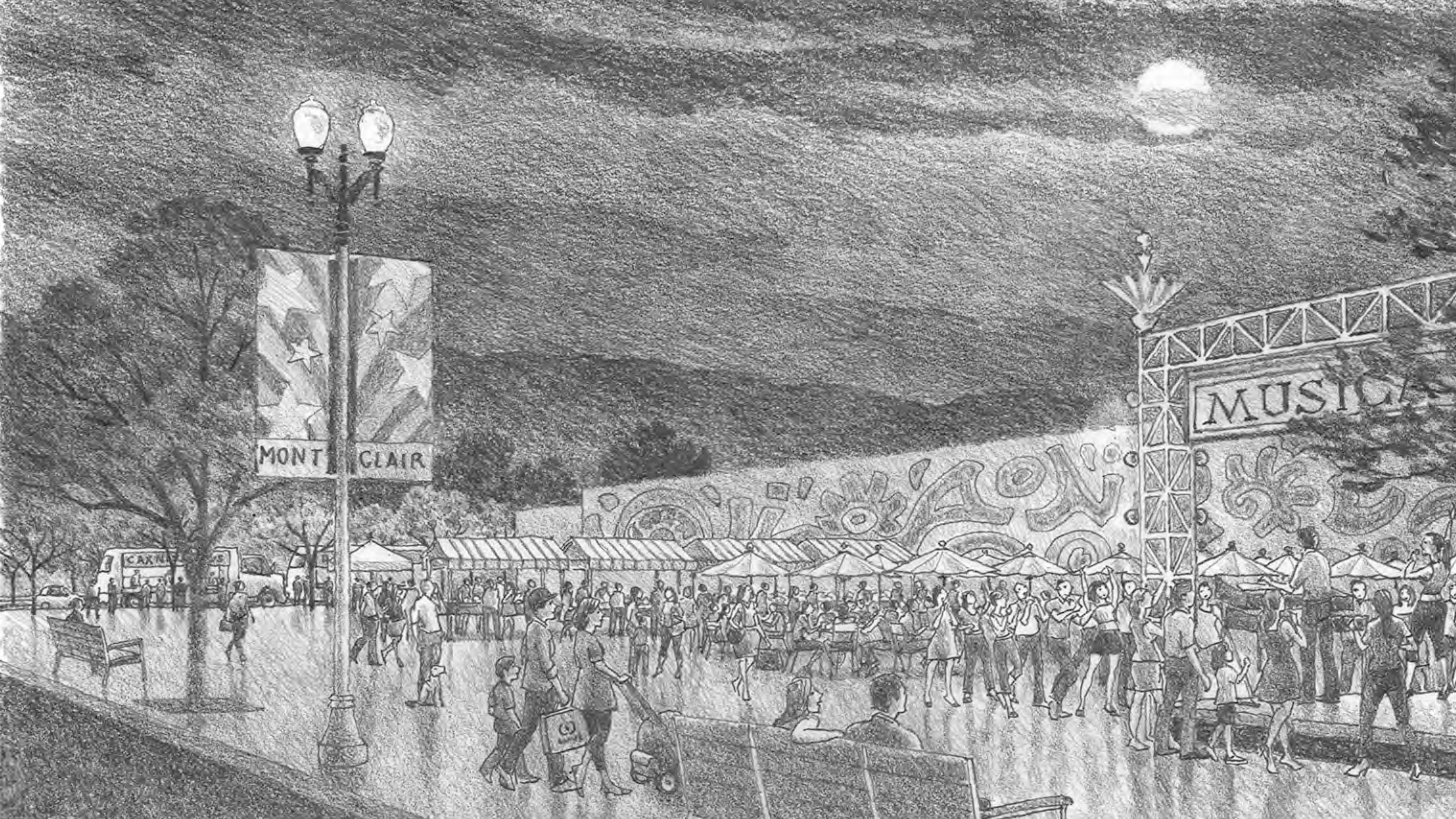


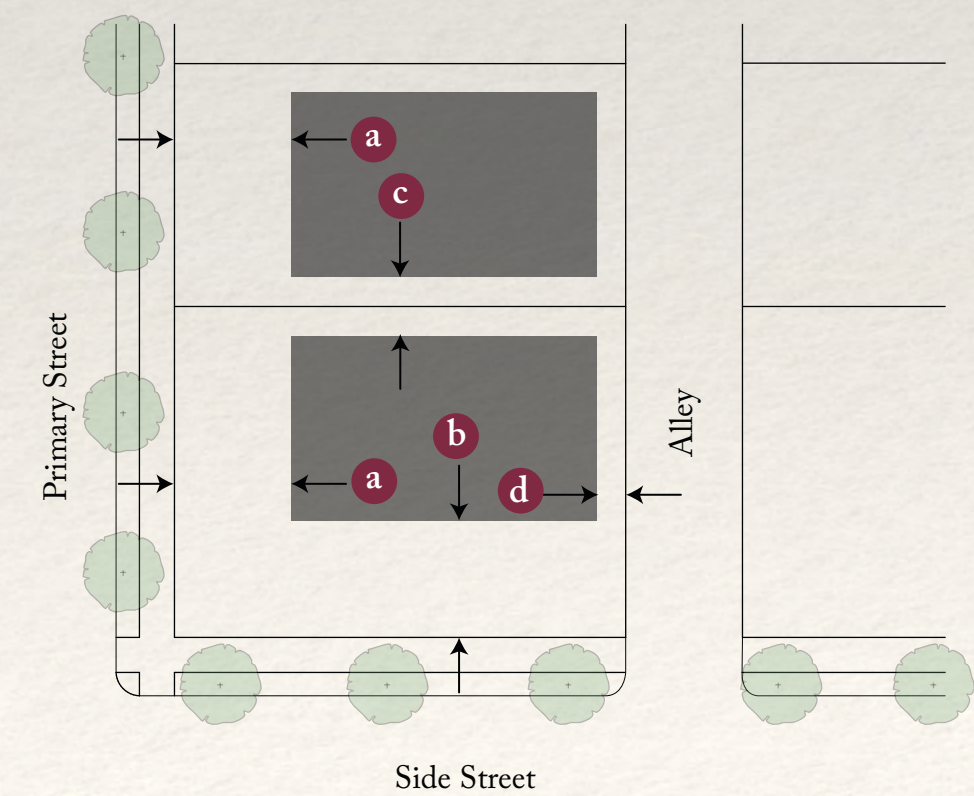
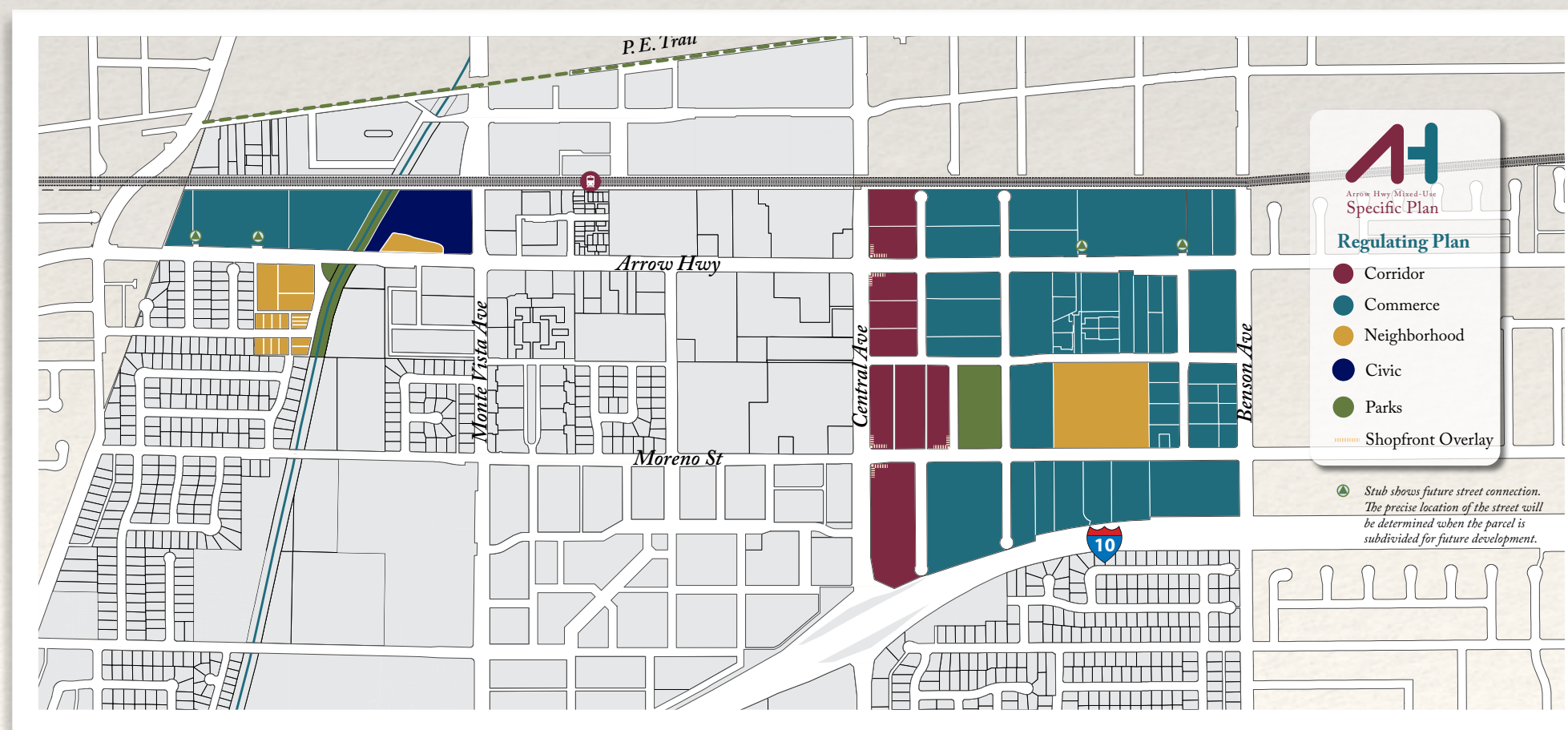
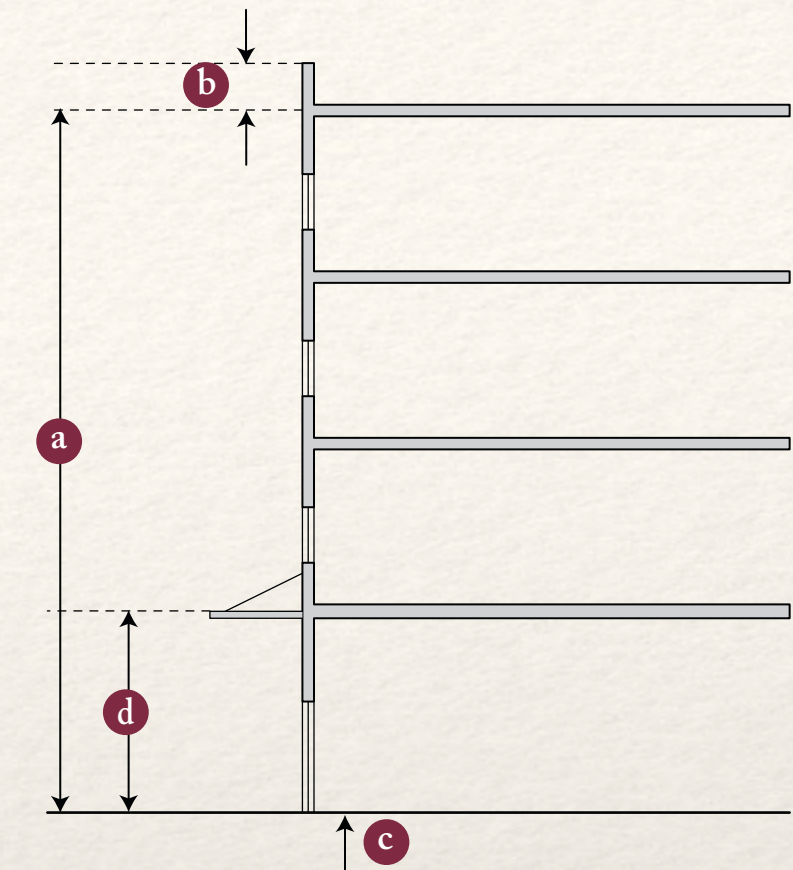
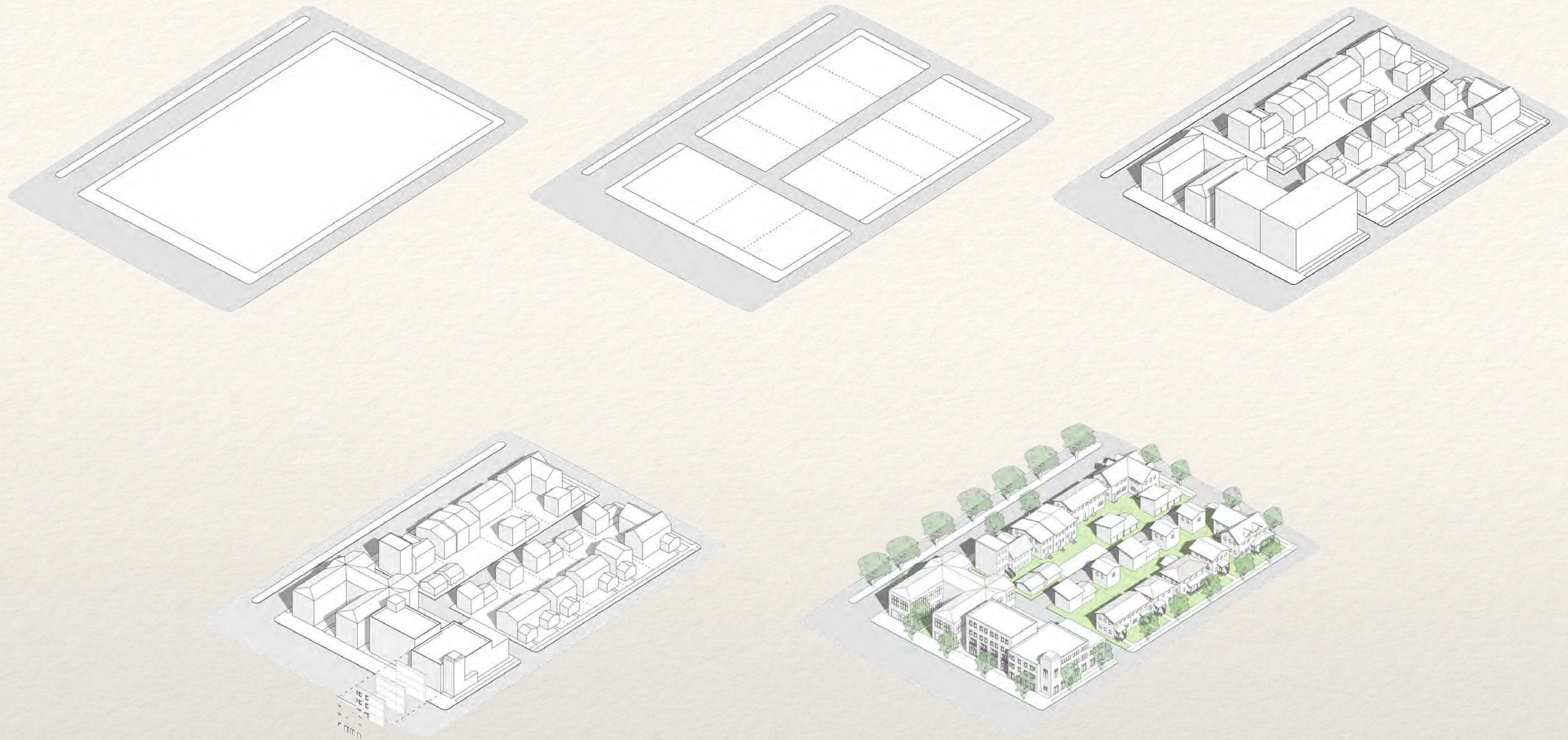
AHMUD Specific Plan











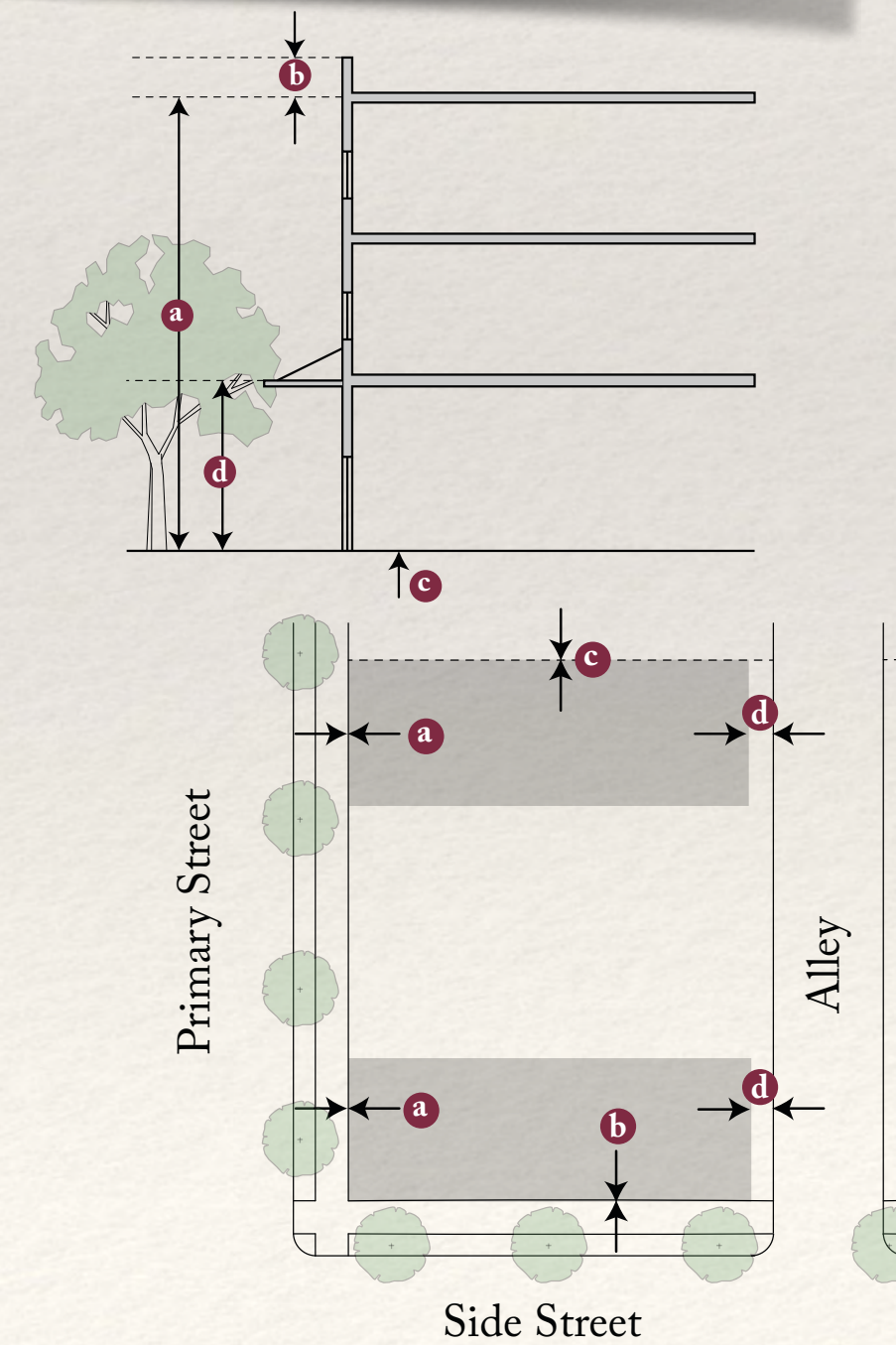
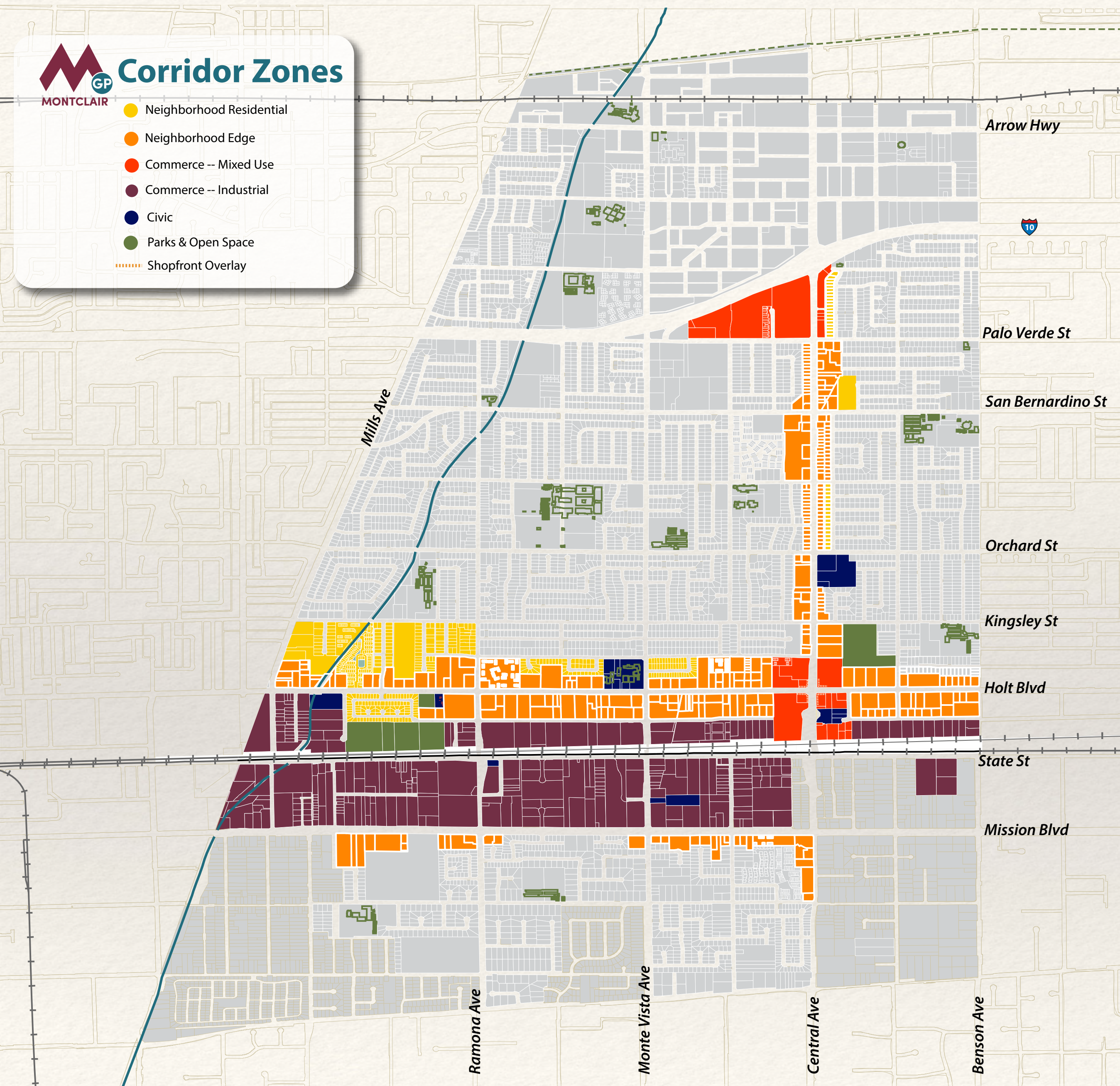
An aerial, isometric view of a city grid. Buildings are represented as orange 3D blocks of varying sizes. A prominent corridor, likely a major road or transit line, runs diagonally from the bottom left towards the top right. This corridor is highlighted with a red line. Other streets and blocks are shown in a light gray color. Some green patches represent parks or undeveloped land. The overall perspective is from a high angle, looking down at the city layout.

Corridors Code



Corridor Zones

- Neighborhood Residential
- Neighborhood Edge
- Commerce -- Mixed Use
- Commerce -- Industrial
- Civic
- Parks & Open Space
- Shopfront Overlay



Housing Element



REGIONAL HOUSING NEEDS ALLOCATION

MONTCLAIR RHNA 2021-2029

Income Group	Units
Very Low (0-50% AMI)	698
Low (51-80% AMI)	383
Moderate (81-120% AMI)	399
Above Moderate (120%+ AMI)	1,113
TOTAL	2,593

Montclair 2019 median household income: \$57,222

2021-2029 HOUSING PLAN

4 GOALS

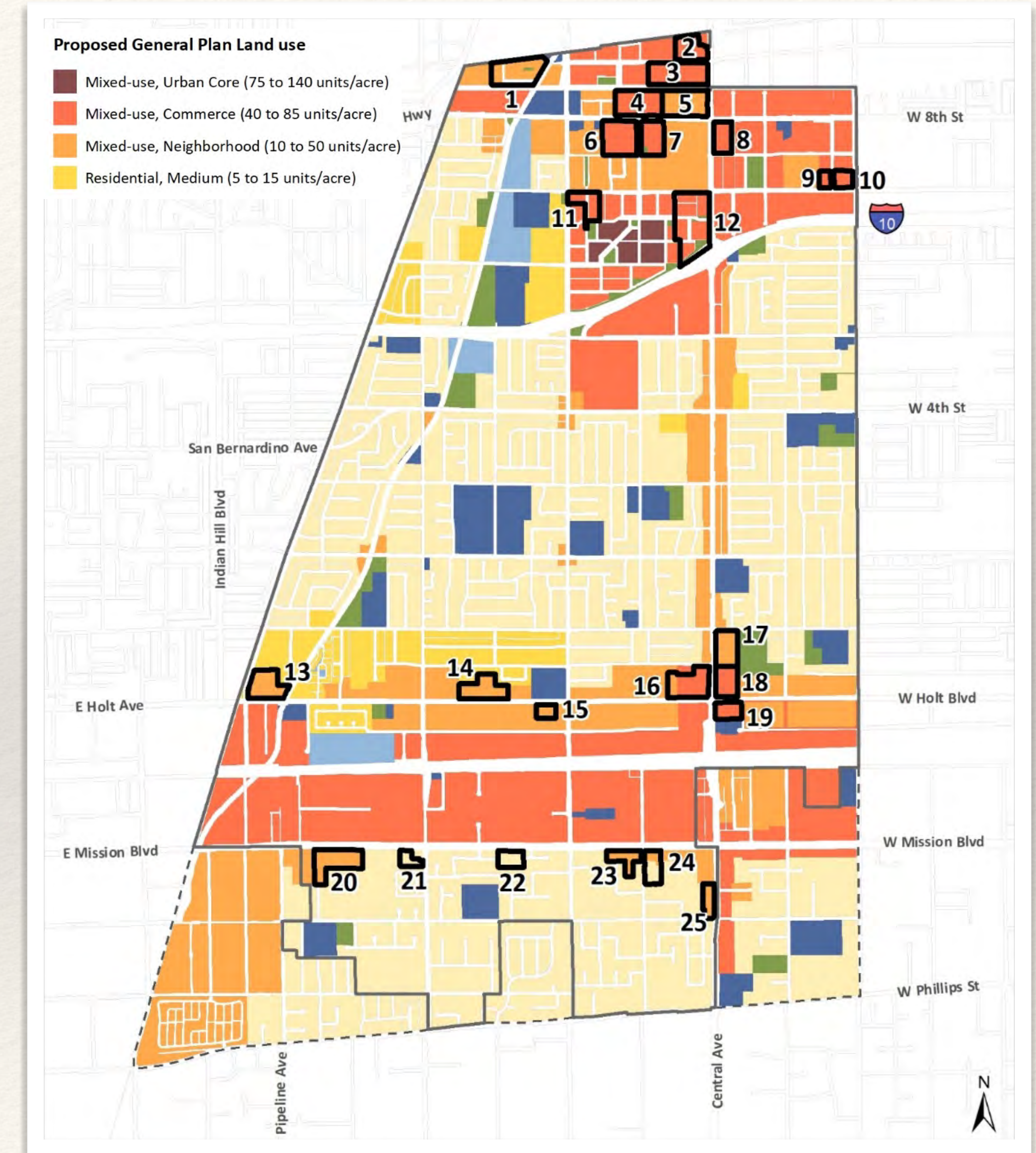
Improve & conserve the existing housing stock.

Address & remove constraints to the development of housing

Provide a variety of housing types to accommodate special needs groups & all economic segments of the City.

Provide Equal Housing Opportunities

HOUSING OPPORTUNITY SITES



RHNA ACCOMMODATION SUMMARY

	Income Level			Total
	Lower	Moderate	Above	
2021-2029 RHNA	1,081	399	1,113	2,593
CREDITS TOWARDS THE RHNA	0	0	668	668
ACCESSORY DWELLING UNIT DEVELOPMENT	46	28	6	80
LAND INVENTORY	1,736	620	1,841	4,196
SURPLUS	701	249	1,402	2,351

July 2022



HCD finds the Housing Element meets the statutory requirements of State Housing Element Law



Planning Commission & City Council Approval

A watercolor illustration of a landscape. In the background, there are several layers of mountains in shades of blue and green, creating a sense of depth. The middle ground features a dark, dense line of trees or shrubs. The foreground is a vast, flat field with light green and yellowish tones, suggesting grass or a dry field. The overall style is soft and painterly.

Climate Action Plan

What is a Climate Action Plan?



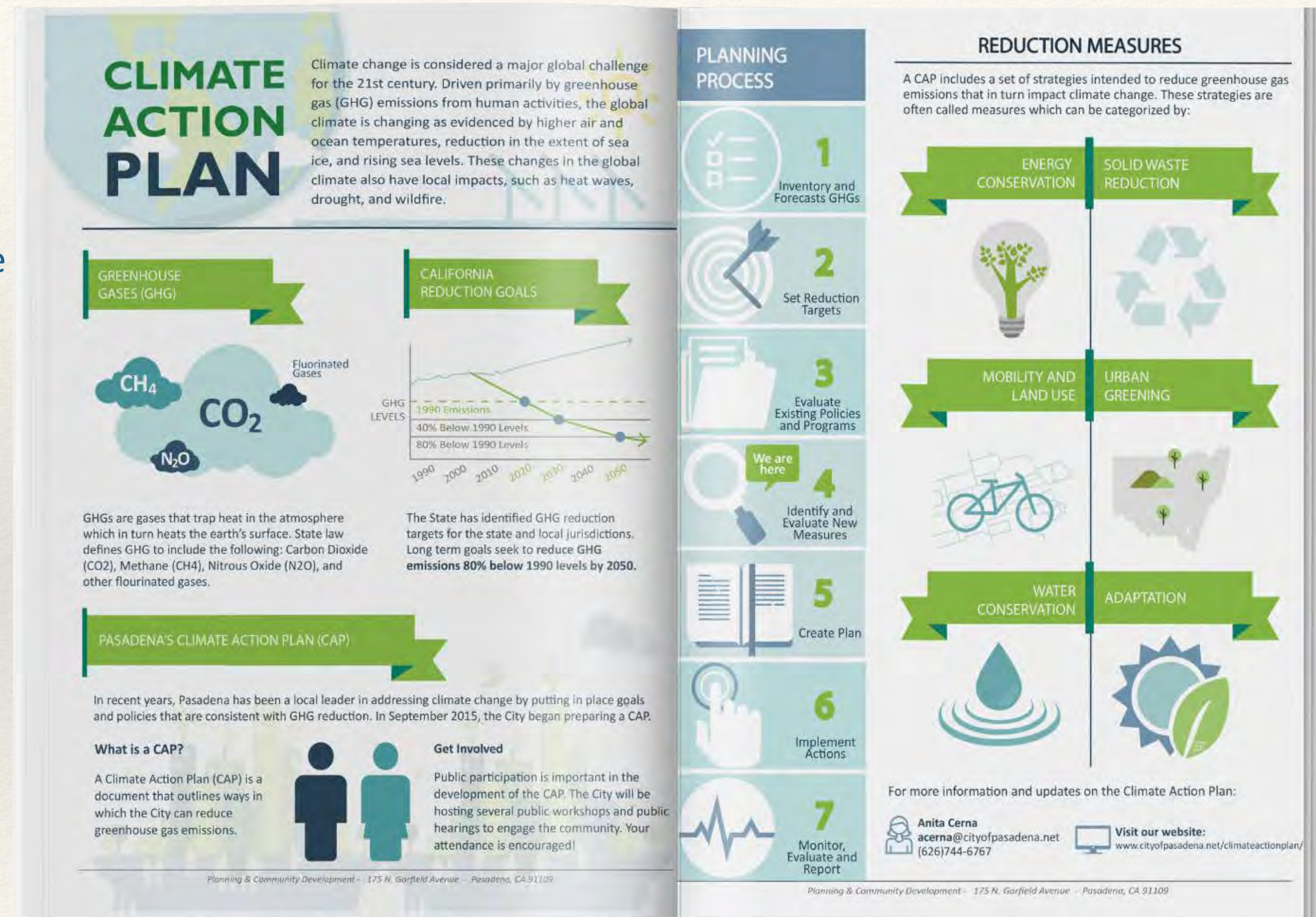
GHG Inventory

- Inventory of baseline greenhouse gas (GHG) emissions



Forecast

- Forecast of future emissions based on growth projections and state GHG reduction measures



Target Setting

- Identification of emission reduction needs - align with state goals



Measure Development

- Development of priority measures, funding sources, and community engagement

Why a Climate Action Plan?

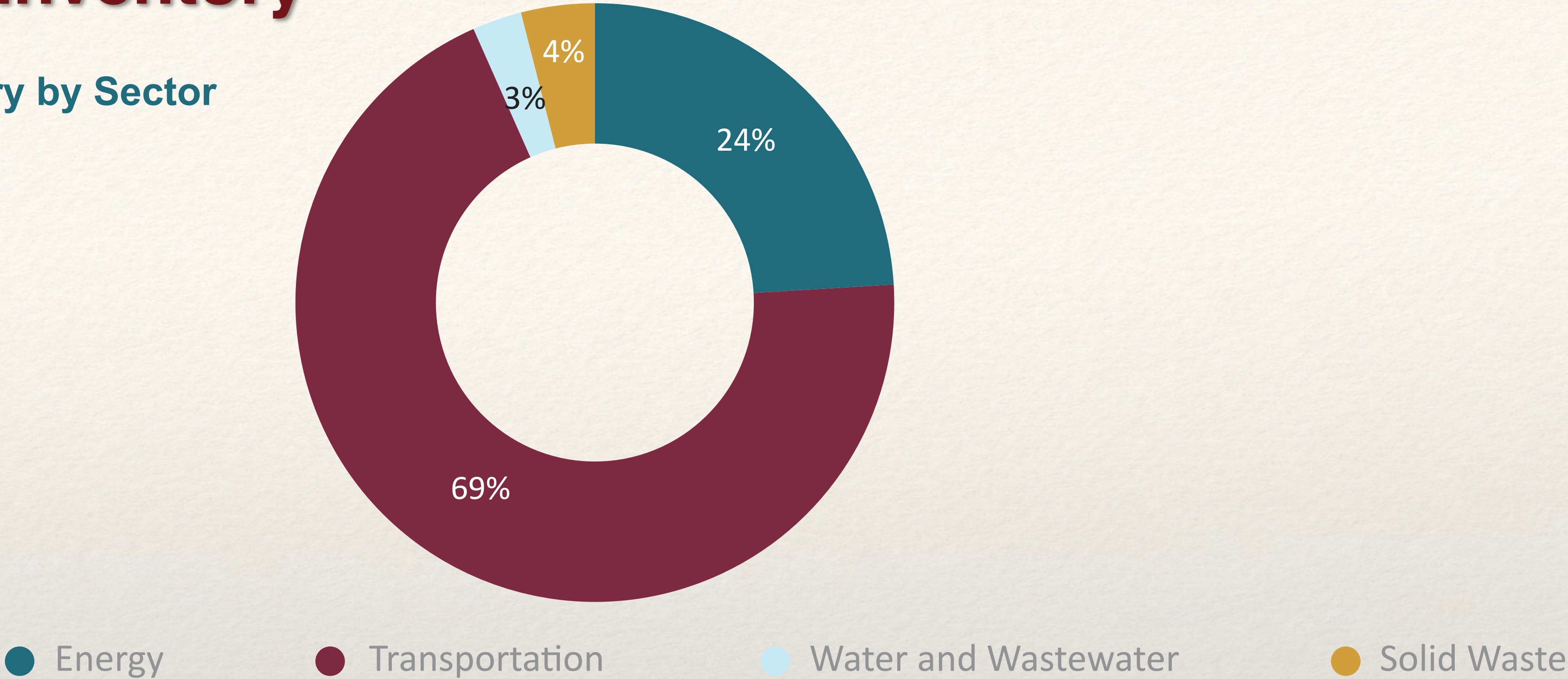
Climate Action Plans help jurisdictions align with state climate goals



- **Senate Bill (SB) 32** was adopted in 2016 and mandates a reduction of **GHG emissions by 40% from 1990 levels by 2030** and in 2017 CARB published the SB 32 Scoping Plan Update.
- **Advanced Clean Cars II Regulations:** All New Passenger Vehicles Sold in California to be **Zero Emissions by 2035**.
- **Senate Bill 100**, adopted 2018, requires renewable energy and zero-carbon resources supply **100 percent of electric retail sales to end-use customers by 2045**.
- **Assembly Bill 1279**, adopted in 2022, codifies the GHG emissions reduction goals of achieving **carbon neutrality by 2045** and expands upon this goal to define carbon neutrality as reducing emissions **85 percent below 1990 levels**.

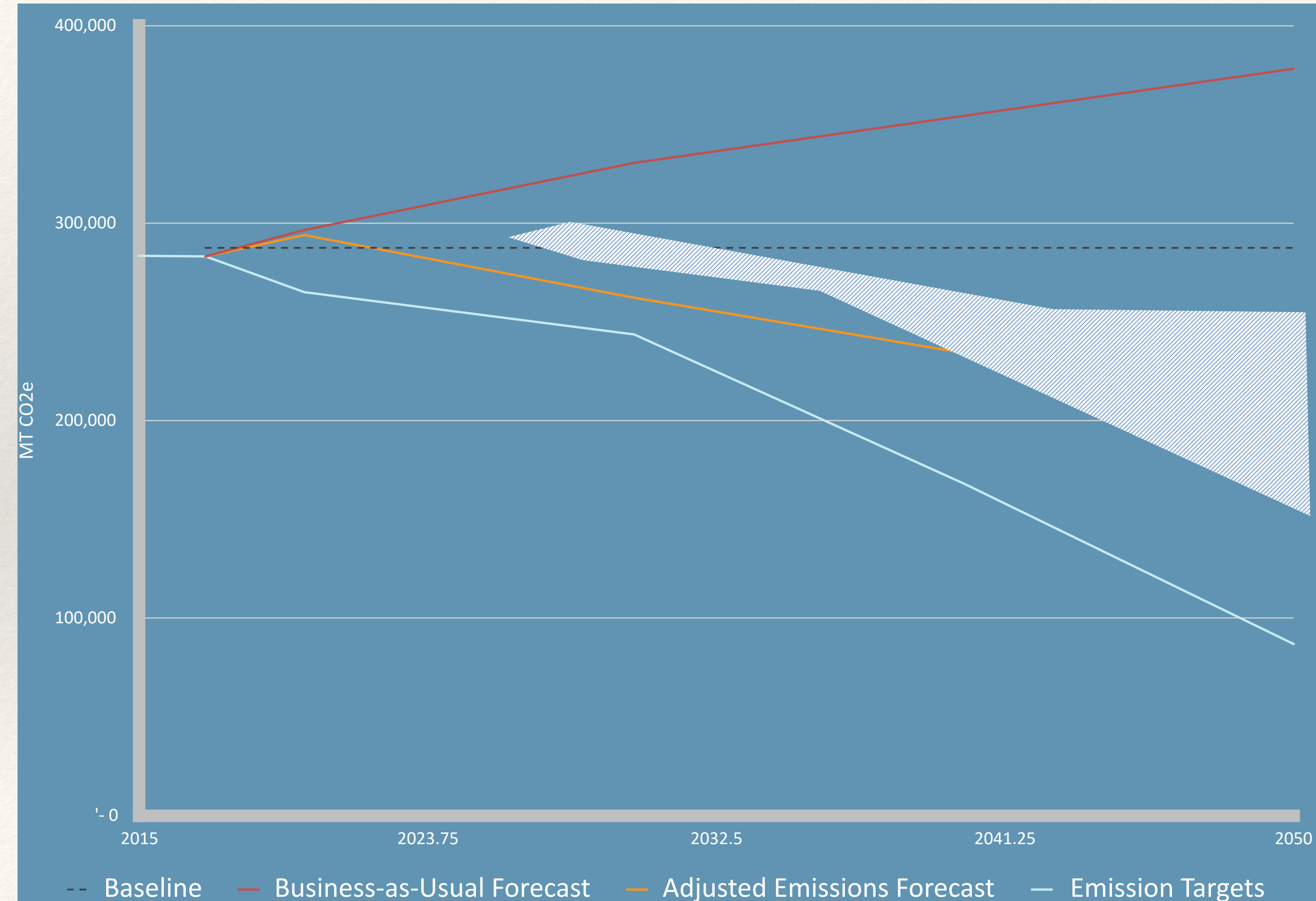
Key Findings – GHG Inventory

2017 Community Emissions Summary by Sector



Community-wide GHG Emissions		
Sector	Primary Sources of Emissions	2017 MT of CO ₂ e
Energy	Electricity and natural gas consumption by residents and businesses	68,047
Transportation	Vehicle (on-road, off-road, and transit) fuel consumption	196,213
Waste	Methane generation from the decomposition of solid waste sent to landfills	11,258
Water	Electricity used to transport, treat, and pump water consumed by residents and businesses	3,342
Wastewater	Energy consumption and fugitive emissions associated with wastewater collection and treatment	4,215
TOTAL		283,074

Key Findings - Forecast & Targets



Business-as-Usual

Incorporates future carbon-generating activities based on General Plan population and vehicle miles traveled growth projections

Emission Forecast

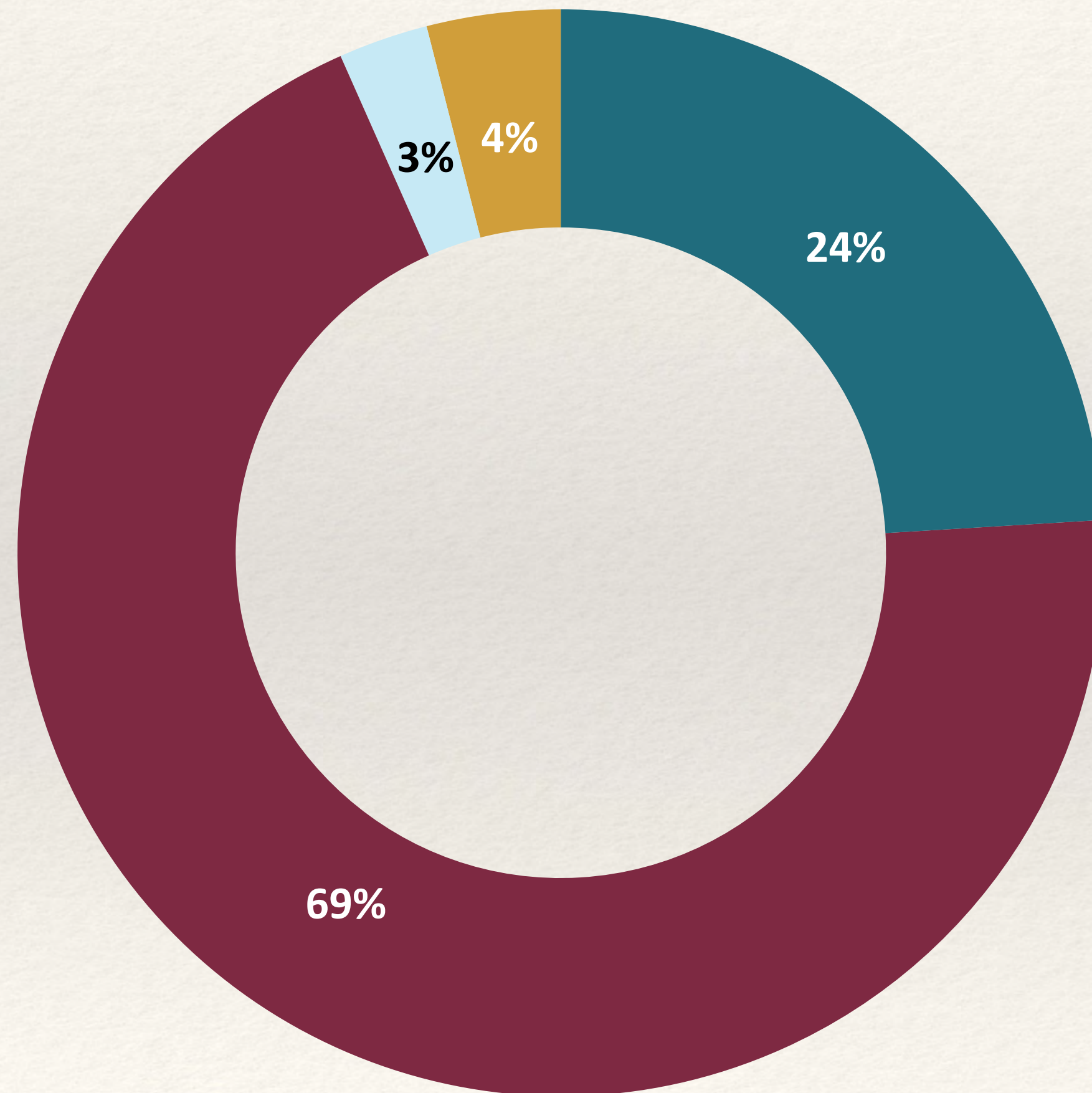
Forecasts account for state legislative measures that would reduce future carbon emissions generation statewide

Targets

Typically, consistent with the state's long-term GHG reduction targets to demonstrate that the emissions will be less than significant for CEQA purposes

Key Measures

● Energy ● Transportation ● Water & Wastewater ● Solid Waste



Transportation- 69% of emissions

- Increase use of Public Transit
- Active Transportation Plan
- Increase adoption of alternative fuel vehicles

Energy- 24% of emissions

- Join Clean Power Alliance (CPA) → SB 100
- Electrify new construction → CEC building codes
- Improve existing building energy efficiency → CEC building codes

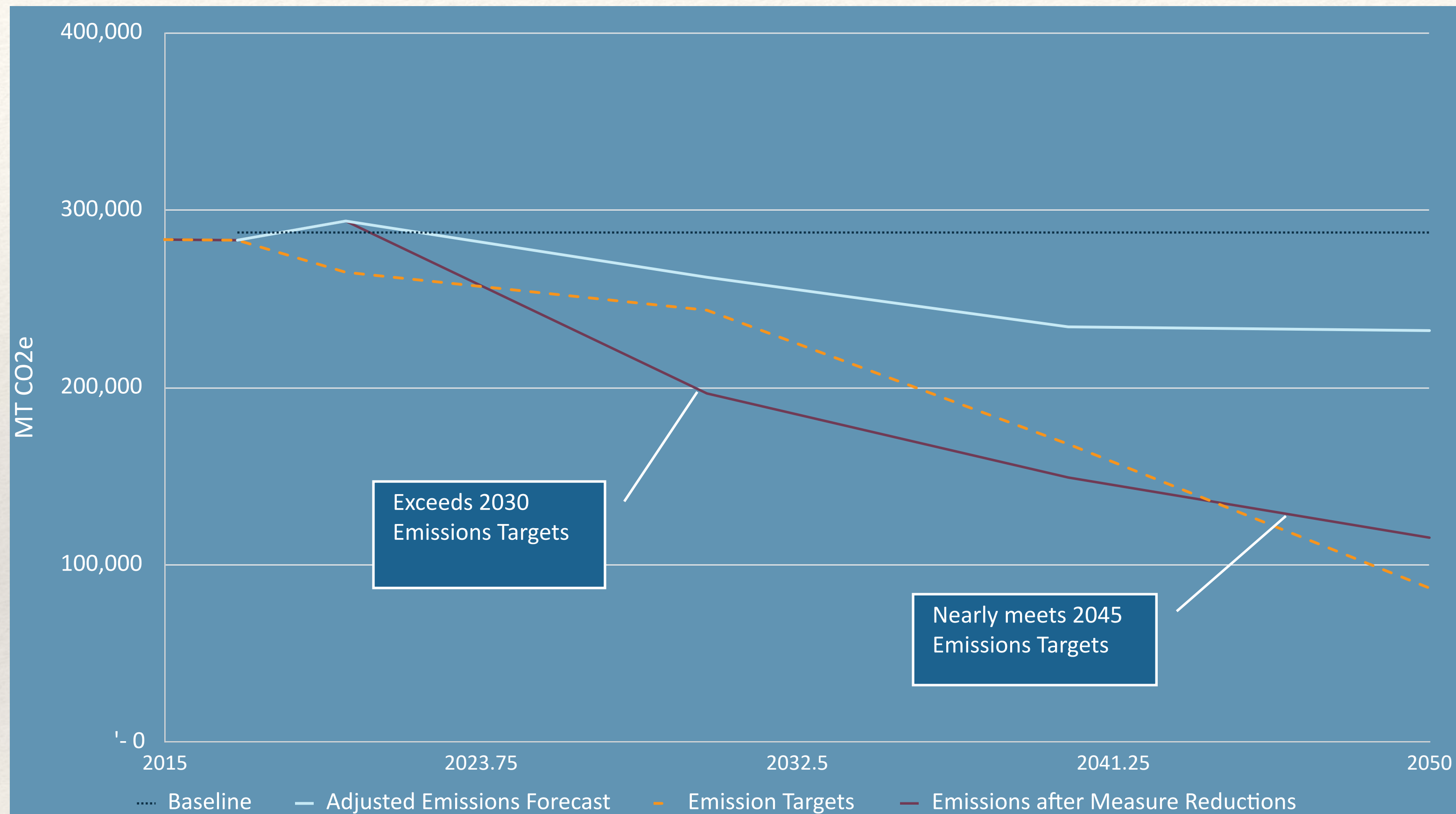
Waste - 4% of emissions

- Reduce organic/inorganic waste sent to landfill → SB 1383

Water - 2% of emissions

- Reduce per capita water consumption

CAP Measures Help Meet Climate Goals



Climate Action Co-Benefits



Air Quality

Reducing GHG emissions improves air quality and can prevent illness and/or premature deaths



Public Health

Increased physical activity from active transportation improves health; additionally, improving air quality through reduced GHG emissions increases public health



Increased Biodiversity

Healthy, diverse ecosystems are essential for regulating climate and absorbing or storing carbon



Jobs/Economic Gain

New infrastructure and systems will require a skilled workforce to install, implement, and maintain it; additionally, thoughtful climate action improves competitiveness and future-proofs the economy



Resource Efficiency

Many resources that we rely on are finite and shifting what and how we use them will allow us to develop a sustainable long-term strategy for emissions reductions that establishes a safe and reliable space for future generations

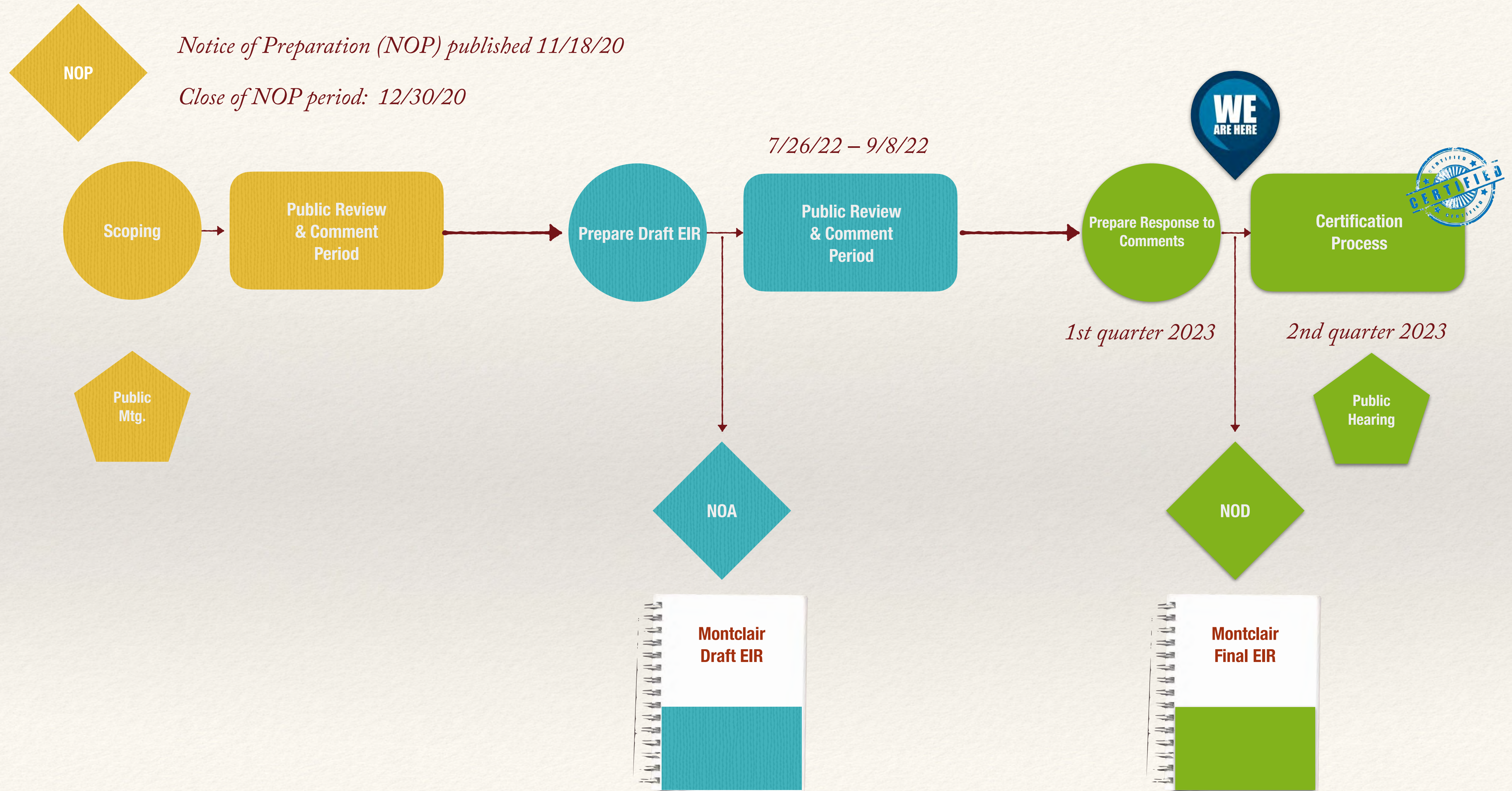


Environmental Impact Report

Purposes of CEQA

- **Disclose** the potential significant environmental effects of proposed actions
- **Identify ways to avoid or reduce** adverse environmental effects
- **Consider feasible alternatives** to proposed actions
- **Foster interagency coordination** in the review of projects
- **Enhance public participation** in the planning process

the EIR Process



Significant but Mitigable Impacts

- **Biological Resources**
- **Cultural Resources & Tribal Cultural Resources**
- **Geology & Soils**
- **Noise**

Significant & Unavoidable Impacts

- **Air Quality Impacts** (AQ-1, AQ-2, & AQ-3): Construction & operational emissions that may conflict with or obstruct implementation of SCAQMD's Air Quality Management Plan & result in adverse impacts to local & regional air quality
- **Cultural Resources Impact** (CUL-1): Projects carried out under the Plan could result in adverse impacts to historic resources

Alternatives

- **No Project:** Continued implementation of the City’s current General Plan
- **Reduced Growth:** Assumes Citywide development would be near the “low range” projections included in the market analysis

Reduced Growth Alternative Compared to the Plan

Development Type	Plan	(Reduced Growth Alternative)
Residential	7,580 units	5,325 units
Office Space	600,000 sf	360,000 sf
Industrial/Flex Space	1,900,000 sf	750,000 sf
Hotel/Motel	300 rooms	220 rooms
Source: HR&A Market Analysis		

Environmentally Superior Alternative

Reduced Growth Alternative: Environmentally superior to both the “Plan” & the “No Project” Alternatives

- ➡ Because it would reduce growth-related impacts, but it would still retain Plan goals & policies that would help achieve project objectives & reduce environmental impacts

However, the Reduced Growth Alternative:

- ➡ Would still lead to growth
- ➡ This growth would on average be more dispersed throughout the community because there would be less growth in the Plan’s focus areas
- ➡ This growth would also still have significant & unavoidable impacts to air quality & historic resources resulting from development carried out under this alternative

Alternative's Relation to Plan Objectives

Reduced Growth Alternative: Would not achieve the Plan objective of attracting & retaining high-wage & high value enterprises & diversifying & increasing the local tax base as well as the Plan because it would not attract or create as many jobs, create as much economic growth, or increase the local tax base to the same extent as the growth accommodated by the Plan. This alternative would also not help meet the City's RHNA allocation as well as the Plan.

No Project Alternative: Would not include the adjustments in land use, beautification, & place making included in the Plan; would lead to more dispersed development throughout the community; & would therefore not meet the Plan's objectives related to these improvements.

next

Late Spring

Adoption hearings with Planning Commission & City Council



annual review

