



CITY OF MONTCLAIR  
PLANNING COMMISSION MINUTES

REGULAR ADJOURNED MEETING  
Monday, July 22, 2013

COUNCIL CHAMBER  
5111 Benito Street, Montclair, California 91763

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**CALL TO ORDER**

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

**PLEDGE OF ALLEGIANCE**

Vice Chair Flores led those present in the salute to the flag.

**ROLL CALL**

Present: Vice Chair Flores, Commissioners Martinez, Sahagun and Vodvarka, Community Development Director Lustro, City Planner Diaz, and Deputy City Attorney Holdaway

Excused: Chair Johnson and Associate Planner Gutiérrez

**MINUTES**

The minutes of the July 8, 2013 regular meeting were presented for approval. Commissioner Sahagun moved, Commissioner Vodvarka seconded, and the minutes were approved 4-0.

## ORAL AND WRITTEN COMMUNICATIONS

None.

## AGENDA ITEMS

- a. CASE NUMBER 2013-14  
Project Address: 5388 Arrow Highway  
Project Applicant: OMP Montclair LLC  
Project Planner: Michael Diaz, City Planner  
Request: Precise Plan of Design for a 98,465 square-foot industrial/warehouse building  
CEQA Assessment: Categorically Exempt (Section 15301)

City Planner Diaz reviewed the staff report. Mr. Diaz indicated that an Initial Study was prepared for the project and that mitigation measures were identified and included as part of the conditions of approval. Staff mailed public notices to adjacent properties within 300 feet and received four back from the post office as "undeliverable." The applicant was present to answer any questions.

Commissioner Martinez commented the proposed landscaping in the front looks beautiful and innovative. He asked if it naturally drains or does it get flooded. City Planner Diaz replied that it was designed to capture the bulk of most rainstorms that are normal for this area. The idea was to capture the "first flush" so that surface contaminants are conveyed into the bio-retention basin for natural filtering.

Commissioner Sahagun commented he felt it was well planned and learned, in speaking with Director Lustro regarding the Initial Study, that the City Engineer had reviewed the project regarding the truck docks. City Planner Diaz commented that one of the first things staff discussed for this project was the ability of the adjacent streets to handle the truck traffic that could, theoretically, be generated from this project. He indicated that the City Engineer concluded that since Arrow Highway is fully developed and wide it could handle whatever traffic could be generated from this particular site with no significant impact. The most likely route to and from the site would be along Central Avenue, which is a designated truck route to the I-10. The real unknown is whether the end user will have three trucks and occasional deliveries or a business that will use all 16 bays.

Vice Chair Flores had several conditions he wanted to go over while staff and the applicant were present. He agrees with Condition No. 23 because he feels it is important to have the building address be visible. The prompt removal of graffiti is covered in Condition No. 33 in order to keep the City clean. Condition No. 36(e) requires street sweeping once daily, but he hoped that it would be done more often if necessary. Condition No. 48 allows construction activity until 8:00 p.m., although he noted that most construction sites stop work at 5:00 p.m. Commissioner Vodvarka commented that there are no residential neighborhoods nearby that would be impacted

by construction activity. Vice Chair Flores continued by saying that the erosion control plan required by Condition No. 59 is critical. Condition No. 65 addresses the two proposed driveways. He commented that he and Commissioner Sahagun have asked but have never learned what the standard size of a new driveways is, the concern being that the Fire Department would not be able to get on to the property. City Planner Diaz commented that, as it always does, the Fire Department reviewed the plans and approved the proposed ingress and egress to and from the site. Vice Chair Flores stated that staff never provided a numerical value for the required width. Commissioner Sahagun commented that he was sure that this one, because of the large trucks, would be wide. His previous concerns were when trucks entered and left a smaller shopping center. Director Lustro stated that on the site plan provided to staff and the Commission, the width of the driveway on the west side, which would be the side where large trucks would enter and exit, is proposed at 35 feet in width, and the width of the driveway on the east side, which is the secondary approach, is proposed at 27 feet, a standard width for a commercial driveway where large truck traffic is not expected.

Commissioner Vodvarka suggested the applicant consider installing window film on the storefront glass to minimize damage from graffiti.

Vice Chair Flores opened the public hearing. Michael Johnson, Overton Moore Properties, 19300 Hamilton Avenue, Suite 200, Gardena, thanked the Commission and staff for reviewing and considering the project and was available for any questions. He asked Vice Chair Flores if he wanted answers to the concerns he had about several of the conditions. Vice Chair Flores replied he just wanted to make sure everyone was aware of what was in the staff report so that it would be in the record. Mr. Johnson commented that regarding the concern about street sweeping, the site is "balanced," meaning that there will be no import or export of soil. During construction, they intend to have shaker plates behind the drive approaches to knock any loose debris off vehicles before they enter the roadway. There should be a minimal amount of tracking into the street, but they expect to sweep it daily, or more often if necessary, as required by the project's Stormwater Pollution Prevention Plan (SWPPP).

Commissioner Vodvarka asked if there was going to be any type of security during construction. Mr. Johnson replied that once they start bringing anything that is of any value onto the site, they would have security, possibly including motion-sensor cameras.

Greg Wiebe, 377 N. Central Avenue, Upland, has had his business there for about 25 years. He reviewed the information sent to him and he finds it hard to believe the City is not concerned about the potential truck traffic from the project. He drives Central Avenue to the freeway quite often and around the holidays, he is concerned about the traffic impacts from a project that has 16 bays and what it would add to Montclair Plaza traffic. There is no way to add lanes on Central Avenue. He felt a building with 16 bays for 18-wheelers will cause a traffic problem on Central Avenue. One of the reasons he located his business on Central Avenue instead of Mountain Avenue was because Mountain Avenue is such a nightmare; traffic is horrible compared to Central. He felt this project could drive people away from shopping at the Montclair Plaza, especially

during the holidays. He also noticed that the plan says the project is required to provide 172 parking spaces. There really aren't 172 parking spaces because 42 of those would be "phantom" spaces obstructing access to the truck docks. Any time he has tried to build a building, they have been very strict about having so many parking spaces per square foot of building so he felt that it was interesting that 25% of the spaces were identified as "phantom" spaces. Vice Chair Flores thanked Mr. Wiebe for attending and speaking.

Commissioner Sahagun commented his concern was with the weight of the trucks on Central Avenue, but felt confident because the City Engineer has reviewed the plans and Central Avenue is already used by large trucks as a truck route. Improvements to the Monte Vista Avenue interchange with I-10 would help tremendously with north-south truck traffic and deferred to staff for information on the Monte Vista overpass project. Director Lustro commented that the City has been looking at expanding the capacity of Monte Vista Avenue at the freeway for a number of years and is currently working with Caltrans on potential designs for reconfiguration of the interchange. However, time would be needed to develop plans for the interchange and also to find funding sources to be able to build the potential \$30 million project.

Commissioner Sahagun asked if there were any other comments from the public. City Planner Diaz replied that there were no other comments. City Planner Diaz added that the City Engineer's assessment is that the potential truck traffic that could be generated from this project could be handled by not only the Central/Arrow intersection, but by all the intersections between the project site and I-10. He indicated that staff had recently talked to a potential user, an electrical lighting distribution business with a few trucks, but was not planning on using all 16 bays. Because the building is a "spec"[ulative] building, the applicant desired to maximize the number of truck bays in order to appeal to the widest variety of tenants possible. Although staff thought this site would be developed as an office park, it turns out the proposed size building fills a desired size niche in the industrial market. With regard to parking, staff calculated the required parking at 172 based on current code; however, the majority of warehouse uses do not need anything close to that. The potential user has 40 employees. We also allowed the applicant to "show" parking in front of the bays as a potential parking area should a different user with more staff/employees occupy the building. Staff believes that the project is significantly over-parked for a regular warehouse operation, but that it is consistent with what the Code requires.

Commissioner Martinez thanked Mr. Wiebe for attending and speaking. He shared a personal experience of working in a facility about this size. He worked for a company that occupied about 50,000 square feet of a 100,000 square-foot building. The entire building had four truck bays. They had two peak times - morning and afternoon. The size of the facilities did not lend themselves to a large amount of truck traffic coming in and out. Some of the bays were not used at all. He could not say for certain that would be the case here, but he estimated that the impact would not be much based on the size of the facility that was factored into the study done by the City Engineer.

Hearing no other comments and no one else being present, Vice Chair Flores closed the public hearing.

Commissioner Sahagun mentioned an ordinance requiring all spaces to be double-striped and clarified that these would be. City Planner Diaz replied Condition No. 20 requires "hairpin" or double-striped parking spaces.

Commissioner Sahagun moved, Vice Chair Flores seconded, to take the following actions as responsible agency:

1. Certify that the Commission has reviewed and considered the environmental assessment based upon the findings and proposed mitigation measures in the Initial Study prepared for the project, and that there will be no significant impact on the environment as a result of the proposed construction of the proposed 98,465 square-foot industrial/warehouse building and associated parking and landscaping improvements; and
2. Adopt the proposed Mitigated Negative Declaration and finding that there will be a DeMinimis impact on fish and wildlife; and
3. Direct staff to file a Notice of Determination (NOD) and the applicant to pay appropriate fees within five (5) days of this action.

There being no opposition to the motion, the motion passed 4-0.

Commissioner Vodvarka moved, Commissioner Sahagun seconded, to approve the Precise Plan of Design request for the site plan, elevations, conceptual landscape plan, colors and materials associated with the proposed 98,465 square-foot industrial/warehouse building and associated parking and landscaping improvements at 5388 Arrow Highway (new address) per the submitted plans and as described in the staff report, subject to conditions of approval contained in Planning Commission Resolution No. 13-1783, there being no opposition to the motion, the motion passed 4-0.

## **INFORMATION ITEMS**

Commissioner Sahagun said he failed to take a photo, but noticed on the north side of Palo Verde, between Monte Vista and Fremont, one of the catch basins had a lot of weeds.

Commissioner Vodvarka received a phone call about the pavement on San Bernardino Street. He drove to check it out himself and stated that driving westbound from Vernon Avenue toward Central Avenue was like driving on a corrugated road, almost jarring your teeth and wondered if it would be corrected. Director Lustro stated that staff would

have to take look at it, but that is the area where a contractor is replacing water mains for Monte Vista Water District. He was unsure if any of that work occurred on San Bernardino Street, but most of the residential streets in the area north of there are suffering from the same problem. The Public Works Department is preparing to seek bids for a resurfacing project for that area so if a water main was replaced in San Bernardino Street, he expected that at least part of that street would be resurfaced.

Vice Chair Flores commented he noticed the Paseos project is in the framing stage and taking shape.

Vice Chair Flores adjourned the meeting at 7:45 p.m.

Respectfully submitted,

Laura Berke  
Recording Secretary