



CITY OF MONTCLAIR
PLANNING COMMISSION MINUTES

REGULAR ADJOURNED MEETING
Monday, September 8, 2014

COUNCIL CHAMBER
5111 Benito Street, Montclair, California 91763

CALL TO ORDER

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

PLEDGE OF ALLEGIANCE

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

ROLL CALL

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

MINUTES

The minutes of the August 11, 2014 regular meeting were presented for approval. Vice Chair Flores moved, Commissioner Sahagun seconded, and the minutes were approved 5-0.

ORAL AND WRITTEN COMMUNICATIONS

None.

AGENDA ITEMS

- a. PUBLIC HEARING - CASE NUMBER 2013-28
- | | |
|--------------------|--|
| Project Address: | 10385 Central Avenue |
| Project Applicant: | Gary and Helga Sherman Trust for AT&T Mobility LLC |
| Project Planner: | Silvia Gutiérrez, Associate Planner |
| Request: | Conditional Use Permit and Precise Plan of Design to allow a 60-foot high wireless telecommunications facility |
| CEQA Assessment: | Categorically Exempt (Section 15303) |

Associate Planner Gutiérrez reviewed the staff report.

Chair Johnson opened the public hearing.

Sonal Thakur, 2749 Saturn Street, Brea, representing Core Development Services on behalf of AT&T, stated she read the conditions and draft resolution and was available for questions.

Commissioner Sahagun asked about the material of the monopine. He commented that over the years the material used on faux trees has improved and he asked what the material was made from, the life expectancy, and how often would they change it. Ms. Thakur replied that the technology for the pine needle socks that go over the antennas as well as the bark cladding has improved over the years and it is made of a type of UV-resistant material. She thought the life expectancy is about eight to ten years but couldn't say for certain. They understand the expectation from the City is that when the antennas start to deteriorate or fade, they should be replaced and restored to their original condition. There are maintenance techs that visit the facility about once per month or as needed if they cannot fix the problem remotely. If there is ever an issue related to physical or visual deterioration, the City can let them know and they will take care of it.

Vice Chair Flores expressed his appreciation to the applicant for the quality of the plans submitted. He could not recall when maps were provided by an applicant that were rendered in both architectural and engineering scales.

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

City Planner Diaz pointed out that Condition No. 17 addresses the issue regarding maintenance of the monopine structure. The condition covers the antennas as well as the artificial foliage and branches. In Condition No. 9, he recommended adding a subsection F to the list of things the applicant needs to do prior to issuance of a building permit – "The installation of two (2), 36-inch box Canary Island Pine trees in the landscape planter area

as depicted on the plans." The installation of the specimen trees should provide some context for the faux tree.

Vice Chair Flores moved that, based upon evidence submitted, the project is deemed exempt from the requirements of the California Environmental Quality Act (CEQA). Further, the project qualifies as a Class 3 exemption under State CEQA Guidelines Section 15303, amending Condition No. 9, seconded by Commissioner Sahagun, there being no opposition to the motion, the motion passed 5-0.

Commissioner Sahagun moved to approve a Conditional Use Permit and Precise Plan of Design under Case No. 2013-28 to allow a wireless telecommunications facility disguised as a 60-foot high monopine at 10385 Central Avenue, per the submitted plans, as described in the staff report, and required findings subject to the conditions in attached Resolution Number 14-1814, amending Condition No. 9, seconded by Commissioner Vodvarka, there being no opposition to the motion, the motion passed 5-0.

b. CAPITAL IMPROVEMENT PROGRAM (CIP) FISCAL YEARS 2014-18

Project Address:	Citywide
Project Applicant:	City of Montclair
Project Planner:	Michael Diaz, City Planner
Request:	Proposed schedule of expenditures to build and maintain public infrastructure
CEQA Assessment:	Not a project

City Planner Diaz reviewed the staff report.

Public Works Director Hudson commended City Planner Diaz on a good job explaining that the Commission's charge was to make a determination that the proposed projects contained in the Capital Improvement Program (CIP) are consistent with the General Plan. Public Works staff assumed the responsibility last year of preparing the CIP. It represents input from all the City departments and has been recommended by the Public Works Committee as proposed. The first part of the report is a status summary of projects in previous CIPs. We completed improvements on Carlton Street east of Monte Vista Avenue during this last fiscal year. The project turned out well and was appreciated by the residents on the street. The next few pages of the report cover additional projects we have done, including asphalt, sidewalk, curb and gutter repairs and replacement. We completed improvements on the south side of City Hall with our own staff, including constructing a new patio and improving disabled accessibility. The next part of the report represents new projects that are proposed this year or projects that were previously in the CIP for which additional funding is now being requested. We have some grant money from the federal government for the reconstruction of the Central Avenue bridge over the Union Pacific Railroad (UPRR) tracks that will replace a bridge that is structurally deficient and functionally inadequate, meaning it does not have enough capacity for the vehicles that it needs to carry every day. This is a multi-year project; we have funding this year for some

preliminary design work and for starting the environmental clearance process under both CEQA and the National Environmental Policy Act (NEPA). The project will not start for another 3-5 years, depending upon how long the environmental clearance takes. A railroad agreement is required with Union Pacific Railroad, which will take some time to negotiate. He thought we might be ready to construct by 2018. The next project would be the Monte Vista Avenue grade separation over the UPRR tracks. It is in the CIP because staff has been working on the project for 14 years. Caltrans provided funding then rescinded it then partially restored it. Our former Redevelopment Agency came forward with over \$1 million to complete property acquisition. Then UPRR decided it no longer wanted to accept the three-span structure that we had designed; rather, it wanted a two-span structure with a single support column in its right-of-way. So while we need to redesign the bridge, the environmental clearance we have is still good so that will not be a delay. We have a consultant selected for that design and we expect to have it completed sometime next calendar year and hope to be under construction by the end of 2015.

The Fire Department has a grant from the federal government for self-contained breathing apparatus, but this requires a recharge station and revamping some of the electrical at Fire Station 1. The actual construction cost of the electrical work will probably be under \$5,000, but it is considered a capital expenditure so it is in the CIP.

An ongoing project over the next five years, funded by approximately \$5 million from SANBAG under Measure I, is dedicated to resurfacing streets, replacing broken, uplifted sidewalks, curb and gutter, and pavement. Other funds we receive from Measure I will be allocated to the Monte Vista and Central Avenue grade separation projects. Gas tax money has not been available for pavement rehabilitation for about six years, as the City has used those funds to augment the General Fund to pay for traffic signal maintenance, street lighting and landscape maintenance within the public right-of-way.

Chair Johnson asked about the substandard guard rail height on the west side of the existing Central Avenue overhead and wanted to know if that would be corrected in the new design. Public Works Director Hudson said the project would provide for full-width sidewalks on both sides of the bridge with a barrier rail and fencing similar to that on the Ramona Avenue bridge. He estimated the overall height to be 9-10 feet.

Chair Johnson commented that she noticed in the report that the self-contained breathing apparatus has been modified several times in the past 20 years, which speaks to the City's fiscal responsibility. She appreciated that we have tried to keep it in operation as long as possible before making a capital investment in new equipment.

Commissioner Vodvarka asked why we did an overpass instead of an underpass. Public Works Director Hudson explained that he could not speak for the decision at the time, but that it would have cost significantly more to construct an underpass, primarily because of the West State Street channel, which parallels State Street to the north. If the City had chosen to construct the roadway below the tracks, as was done in Pomona, we would have had to go under the railroad tracks, which would have required shoe-flies or temporary railroad tracks, but more importantly, we would have been going under the

channel, which would have required a flume to convey flows over the roadway. Staff analyzed that option for the Ramona Avenue grade separation and found that it added almost \$2 million to the construction cost.

Commissioner Sahagun asked if all the funds have been secured for the Central Avenue project. Public Works Director Hudson replied that at this time we requested funding for the entire construction based on a \$16 million total construction cost. By the time we're actually ready to bid, it is unknown whether that will be an adequate amount of money. However, once we have federal money in the project, getting more federal money for unforeseen costs or cost escalations is not near as much a problem as getting the funding in the first place.

Commissioner Sahagun asked about how strong of an earthquake such a bridge is designed to withstand. Public Works Director Hudson replied that these structures are designed to the standards in effect at the time the design is done. Sometimes significant quake events, like Loma Prieta in the Bay Area in 1989, reveal that the standards in place are inadequate. Earlier bridge designs did not adequately take into consideration vertical acceleration, so bridge decks were not anchored to the columns. The behavior of bridge decks in past quakes have caused standards to be modified such that bridge decks are now anchored so that they do not act like a hammer hitting a nail during a quake. All he could say was that any new bridge will be designed to the seismic standards in effect at the time of design.

Commissioner Sahagun commented that he spoke with Council Member Dutrey who mentioned that Caltrans has stopped irrigating the landscaping on the freeway on- and off-ramps. Public Works Director Hudson stated Caltrans has cut back quite a bit on watering at the Transcenter and interchanges. We've had meetings with them to try to get them to turn the water back on and make the necessary repairs in the irrigation system. He did not know when the water will be turned back on, but there are a lot of plants that are dying due to lack of water at the Transcenter, where the landscaping and irrigation are Caltrans' responsibility. So periodically, City staff goes out there with a water truck to water the plants, but that's not really a good system. Commissioner Sahagun commented he was surprised the Monte Vista Avenue grade separation at I-10 was not in the CIP. Public Works Director Hudson replied that it is in the works in conjunction with a project that SANBAG and Caltrans are working on jointly. They have adopted a locally preferred alternative in their environmental analysis that calls for express lanes to be constructed from the County line to Redlands. The project would add one HOV or express lane in each direction. The express lanes would be available for carpools as well as single-occupant motorists willing to pay to use them. The locally preferred alternative is the express lanes, which would require the complete reconstruction of the Monte Vista Avenue interchange, including removal and replacement of the existing abutments and widening of Monte Vista Avenue through the interchange. It is not in the CIP at this point, but probably will be in two years. The project being studied right now for Caltrans and SANBAG anticipates environmental clearance by 2017. If it ends up becoming the preferred alternative, then SANBAG and Caltrans will likely embark on an early construction, which means they will rebuild all the bridges through the corridor, including ours. We would be

responsible for certain costs associated with our widening project; Caltrans and SANBAG would be responsible for the widening associated with the freeway. It benefits us all because if we pursued it as a go-alone project, Caltrans won't allow a reduction in the number of lanes during construction. If there are eight lanes there now, we would have to maintain eight lanes during construction. They would allow a lane width reduction from about 12 feet down to 10 feet. What that means is when we start construction, we would have to build a sacrificial bridge in order to be able to move the traffic during construction and as soon as our bridge is completed, we would have excess bridge that we would have to either remove at an expense or maybe leave for a future project. With Caltrans and SANBAG doing the express lane concept, they have to widen the freeway anyway so they will pay for this excess bridge construction and we don't have to worry about bearing that cost.

Chair Johnson recommended the Planning Commission find the Capital Improvement Program for Fiscal Years 2014-2018 to be in conformance with the Montclair General Plan (1999), and move to adopt Resolution No. 14-1815 affirming that the City of Montclair Capital Improvement Program (CIP) for Fiscal Years 2014-2018 is consistent with the General Plan, as recommended therein, seconded by Vice Chair Flores, there being no opposition, the motion passed 5-0.

INFORMATION ITEMS

Chair Johnson reminded the Commission that Information Items should be limited to items under the purview and responsibility of the Commission. For example, items for future agendas, etc. The Commission thanked and commended Public Works Director Hudson for attending the meeting and the update on future projects.

Chair Johnson adjourned the meeting at 7:40 p.m.

Respectfully submitted,

Laura Embree
Recording Secretary