

CITY OF SAN DIMAS DOWNTOWN SPECIFIC PLAN

COMMUNITY MEETING #3 // AUGUST 11, 2022



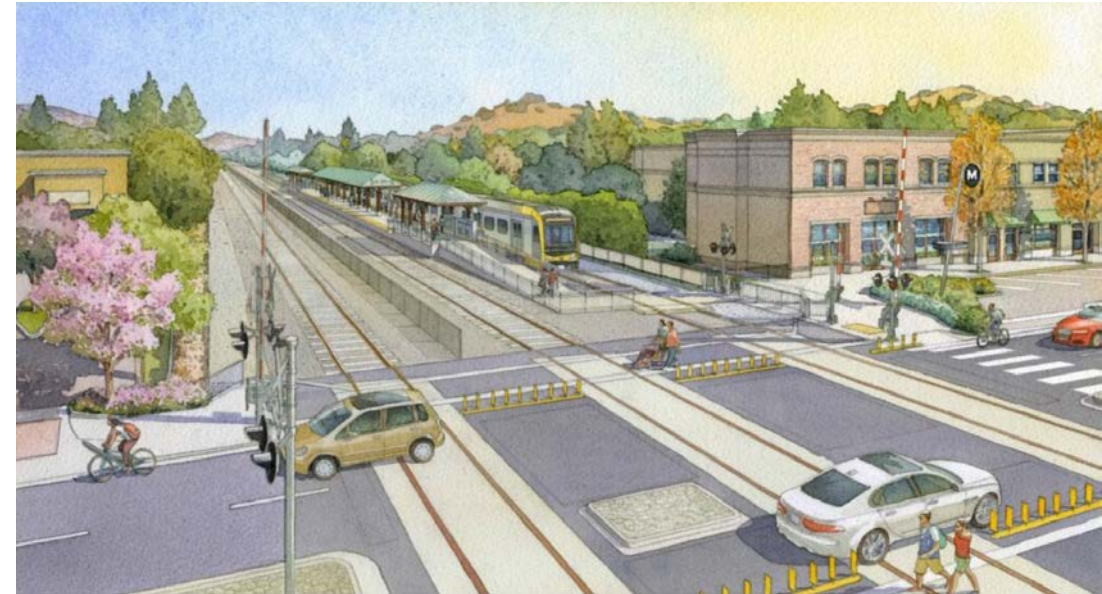
MEETING AGENDA

- I. Welcome and Introductions
- II. Overview of Specific Plan and Project Schedule
- III. Public Participation to Date
- IV. Community Meeting #2 – Public Input Received
- V. Draft Land Use Concept Plan
- VI. Mobility Options
- VII. Breakout Group Activity
- VIII. Next Steps/Action Items



SPECIFIC PLAN OVERVIEW

- ➔ Provides a vision for Downtown over the next 20 years
- ➔ Guide and incentivize new investment, development, and improvements
- ➔ Establish new zoning regulations (permitted uses, building form, heights, setbacks, site design, etc.)
- ➔ Changes to land use, circulation, and other aspects of the built environment where desired



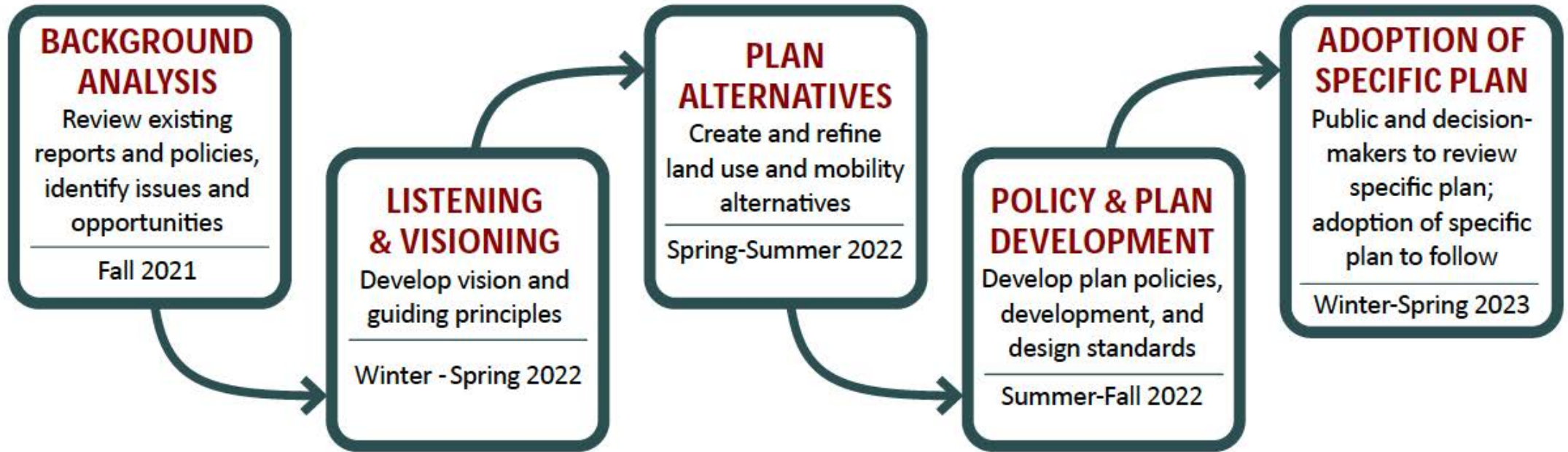
SPECIFIC PLAN OVERVIEW

- ➔ Prioritize capital improvements
- ➔ Design standards to ensure quality architecture, landscape, and site design
- ➔ Funding and financing strategies for public improvements
- ➔ Streamline the approval process for new development



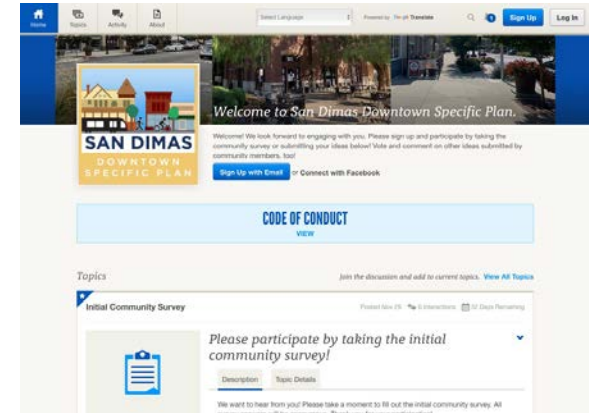
PROJECT SCHEDULE

TIMELINE OF SAN DIMAS DOWNTOWN SPECIFIC PLAN COMPLETION:



PUBLIC PARTICIPATION TO-DATE

- ➔ MindMixer Participation
- ➔ Surveys, Idea Submissions
- ➔ First Community Meeting was held virtually on February 23rd, 2022
- ➔ Project Introduction and Overview
- ➔ Breakout Groups- issues facing San Dimas today & future opportunities
- ➔ Second Community Meeting was held in person on May 11th, 2022
- ➔ Input on where land use activities should be located
- ➔ 60 people attended



INPUT FROM COMMUNITY MEETING #2



IMAGE PREFERENCE BOARDS

- ➔ Residential Building Types and Forms in Historic Core and Gateway Areas
- ➔ Open Space Types and Programming
- ➔ Street Character and Use



BREAKOUT GROUPS TOPICS

➔ Land Use and Building Form

- ➔ Should the area stay the same or should new uses or improvements to existing uses be considered (retail, restaurants, housing, office/industrial, other)?
- ➔ What scale/heights should new buildings be in the historic town core? In the gateway areas?
- ➔ What other ideas do you have for changes?

BREAKOUT GROUP ACTIVITY SUMMARY

➔ Land Use and Building Form

- ➔ Maintaining small-town feel should be a goal of the Specific Plan
- ➔ Add uses in downtown core that will bring in people and stay open in the evenings. Incentivize new quality sit-down restaurants and retail uses
- ➔ Protect the Packing House for redevelopment- food hall or other uses
- ➔ Multi-story buildings ok as long as scale, mass, and building form/siting are appropriate. Did not want building right at street- include landscape setback to soften. Step-back upper floors. Taller buildings ok by freeway. Generally, expressed up to 4-5 stories in Gateway areas and 2-3 stories in Town Core area

BREAKOUT GROUP TOPICS

➔ Open Space

- ➔ What new public spaces/open spaces be considered?
- ➔ What programming should occur?

BREAKOUT GROUP ACTIVITY SUMMARY

➔ Open Space

- ➔ Incorporate outdoor uses (dining, public spaces, etc). Incorporate plaza areas for people to gather or even some semi-private/public space
- ➔ Improve streetscape along Bonita Avenue in downtown core. New concrete sidewalks are wide and unused. Some groups expressed that it feels stark and uninviting
- ➔ Remove palm trees on Bonita and replace with shade trees
- ➔ Coverings and shade shelters will be needed for heat in summer
- ➔ Incorporate street furniture and public art into new projects
- ➔ Add more outdoor lighting
- ➔ Add entry feature

BREAKOUT GROUP TOPICS

➔ Mobility

- ➔ How can circulation for cars, bicycles, pedestrians and buses be improved in the specific plan area? This may include where new bike lanes should go, new crosswalk locations, etc.
- ➔ Do you have ideas for streetscape improvements along Bonita Ave., Arrow Hwy, Eucla, etc.?

BREAKOUT GROUP ACTIVITY SUMMARY

➔ Mobility - Parking

- ➔ New visitors to the downtown & new station will exacerbate parking issues
- ➔ Groups suggested options for additional parking:
 - ➔ Add a second story to the Park + Ride at the station
 - ➔ Add more public parking behind the Bank of America or at Pioneer Park
 - ➔ New parking structure on City Yard site for transit station
 - ➔ New parking structure west of Cataract Ave.
 - ➔ Underground parking garages
- ➔ Parking structure should be adequate, but not massive

BREAKOUT GROUP ACTIVITY SUMMARY

➔ Mobility - Bicycle Lanes

- ➔ Various ideas about where to install bikeways:
 - ➔ Bike lane should continue from La Verne into San Dimas on Bonita Ave.
 - ➔ Bike lanes should be located outside of downtown core.
 - ➔ Provide bike lanes along Bonita on western and eastern ends and not in the center. Bonita is too narrow in this section for bike lanes, so route them down to new bike path along right-of-way of transit station.

BREAKOUT GROUP ACTIVITY SUMMARY

➔ Mobility - Walkability and Traffic Safety

- ➔ Existing historic town core is very walkable, but traffic calming is needed due to high vehicle speeds (on Bonita, Gladstone, Allen, and Arrow Highway) and anticipated demand due to station.
- ➔ Crossings feel unsafe. Vehicles are still speeding through the crossings with added flashing pedestrian beacons and specifically near the hardware store.
- ➔ Add crosswalks and enhance pedestrian safety in historic town core.
- ➔ Bonita Ave should be more pedestrian-friendly, but this needs to be balanced with addressing the increase in traffic.

BREAKOUT GROUP ACTIVITY SUMMARY

➔ Mobility - Public Safety

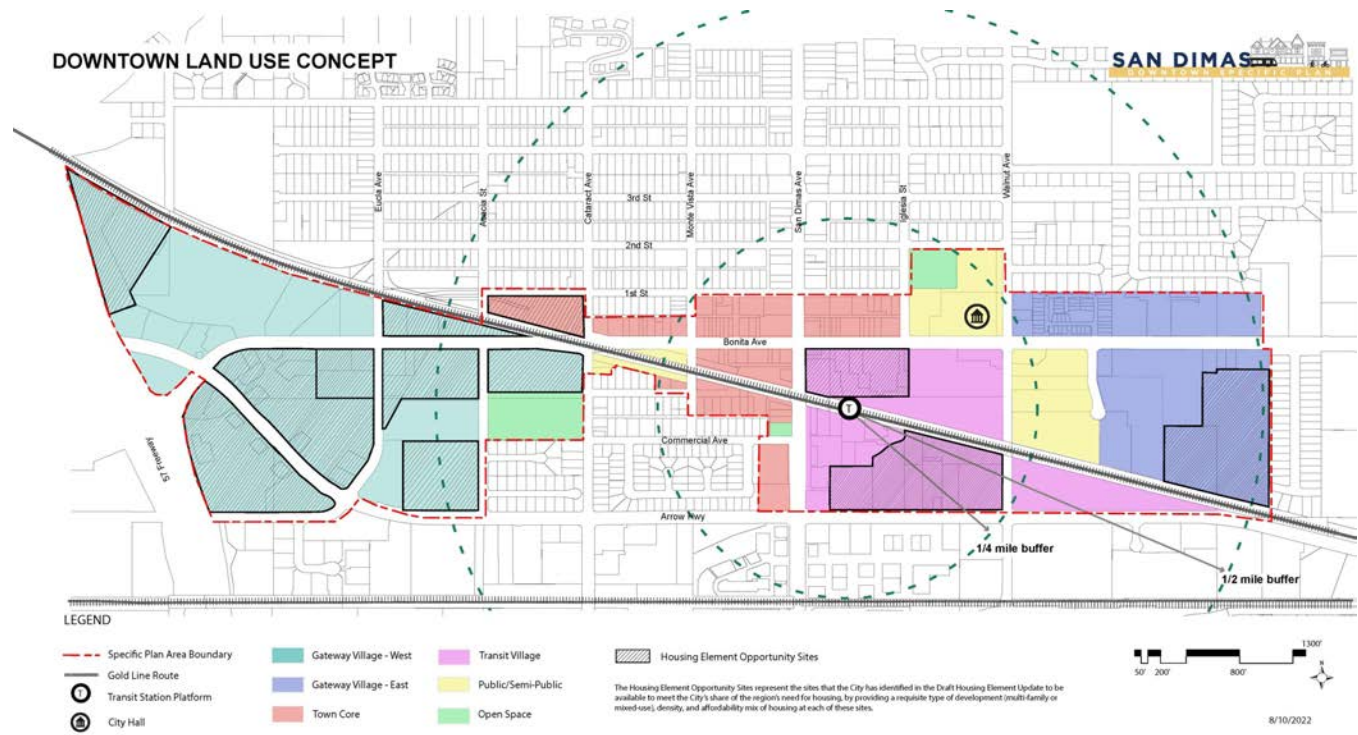
- ➔ Concerns that the station would bring an influx of homelessness-related issues. Suggestions included:
 - ➔ Increase public safety
 - ➔ Assign more Sherriff's deputies specifically to San Dimas
 - ➔ City should consider providing municipal police services
- ➔ Add lighting plan to downtown area/station area to improve safety of residents and Metro users

DRAFT LAND USE CONCEPT PLAN

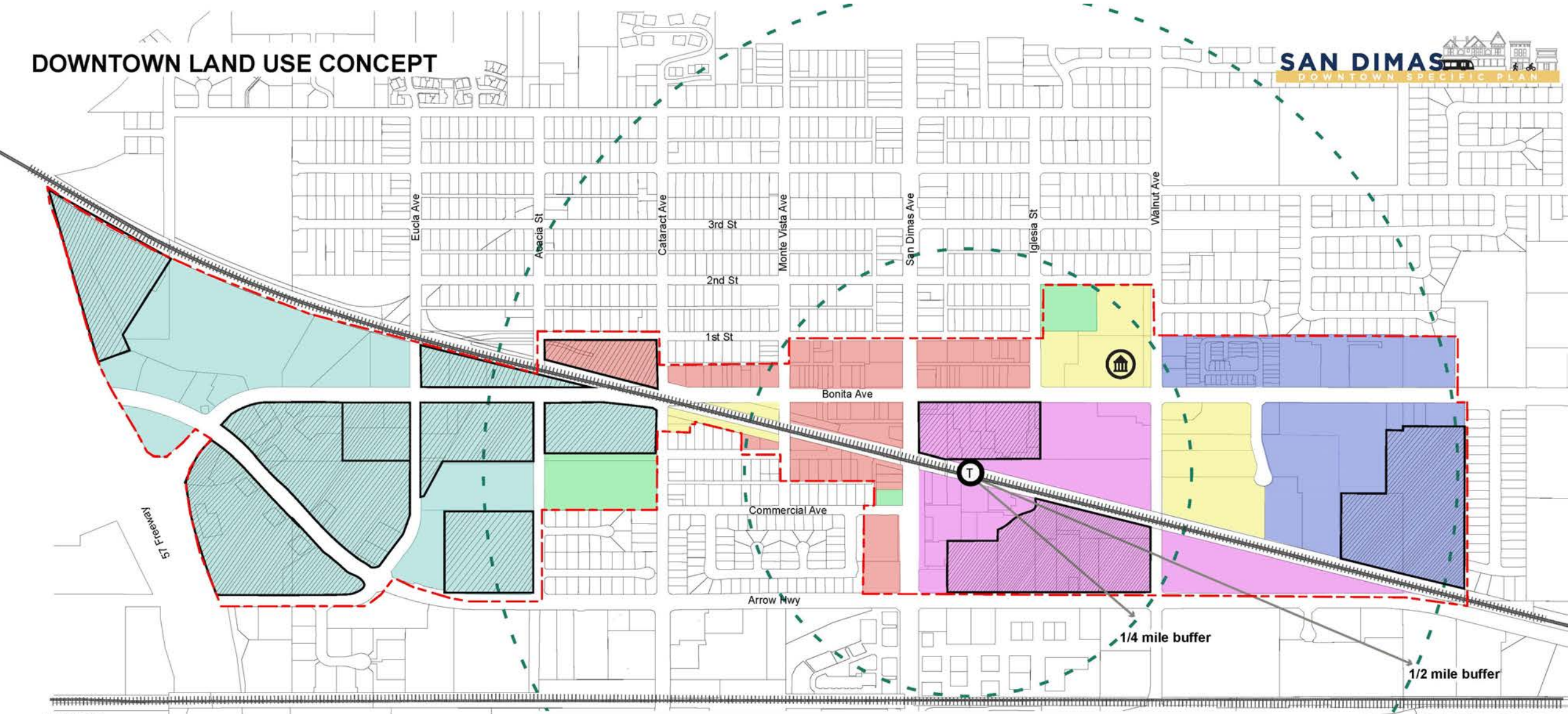


Draft Land Use Concept Plan

- ➔ Six land use districts
- ➔ Boundaries follow parcel lines or right-of-way
- ➔ Land use districts to become new zoning classifications



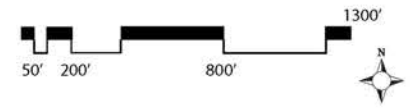
DOWNTOWN LAND USE CONCEPT



LEGEND

- Specific Plan Area Boundary
- Gold Line Route
- T Transit Station Platform
- ⌚ City Hall
- Gateway Village - West
- Gateway Village - East
- Town Core
- Transit Village
- Public/Semi-Public
- Open Space
- Housing Element Opportunity Sites

The Housing Element Opportunity Sites represent the sites that the City has identified in the Draft Housing Element Update to be available to meet the City's share of the region's need for housing, by providing a requisite type of development (multi-family or mixed-use), density, and affordability mix of housing at each of these sites.



Gateway Village - West

- ➔ Brings new activity and vibrancy to the western portion of the SP area
- ➔ Traditional mixed-use style buildings in design, but are more likely to be horizontally mixed/blended uses
- ➔ Commercial and open space amenities in new residential developments would be required



Gateway Village - West

- ➔ Uses: Entertainment, retail, restaurant, personal services, office, hotel, residential
- ➔ 2-3 stories along street frontages; maximum of 5 stories when set back from street



Gateway Village - East

- ➔ Transitional zone from downtown to civic uses containing established uses, undeveloped land, and underutilized sites
- ➔ Variety of uses: residential, commercial, retail, office and personal services
- ➔ 2-3 stories along street frontages; maximum of 4 stories when set back from street



Transit Village

- ➔ Special zone for station-adjacent parcels and blocks, build upon the success of existing Grove Station project
- ➔ New developments encouraged to incorporate similar site design, building form, and architectural elements.
- ➔ 2-3 stories along street frontages; maximum of 4 stories when set back from street



Transit Village

- ➔ Ground floor, pedestrian-oriented use along street frontages:
 - ➔ Retail, restaurant, bar, brewery, entertainment, art gallery and similar, personal services, health and fitness studios
- ➔ Ground floor not on street frontages, and upper floors:
 - ➔ All uses allowed above
 - ➔ Residential and office/medical office uses



Town Core

- ➔ Traditional, historic downtown segment of the specific plan area.
- ➔ New development and redevelopment projects are required to retain and reflect the historic feel and scale of the buildings
- ➔ Buildings 2-3 stories in height



Town Core

- ➔ Ground floor, pedestrian-oriented uses on street frontages:
 - ➔ Retail, restaurant, bar, brewery, entertainment, museums, art galleries, personal services, etc.
- ➔ Ground floor not on street frontages and upper floors:
 - ➔ All uses allowed above
 - ➔ Residential and office/medical office uses



Public/Semi-Public

- ➔ Public and semi-public uses for the growth and general welfare of the City
- ➔ The district allows for joint use and joint development opportunities between public, semi-public, and private uses
- ➔ Example of uses include City government offices, fire station, sheriff station, post office, and library
- ➔ 1-2 stories in height; maximum 3 stories

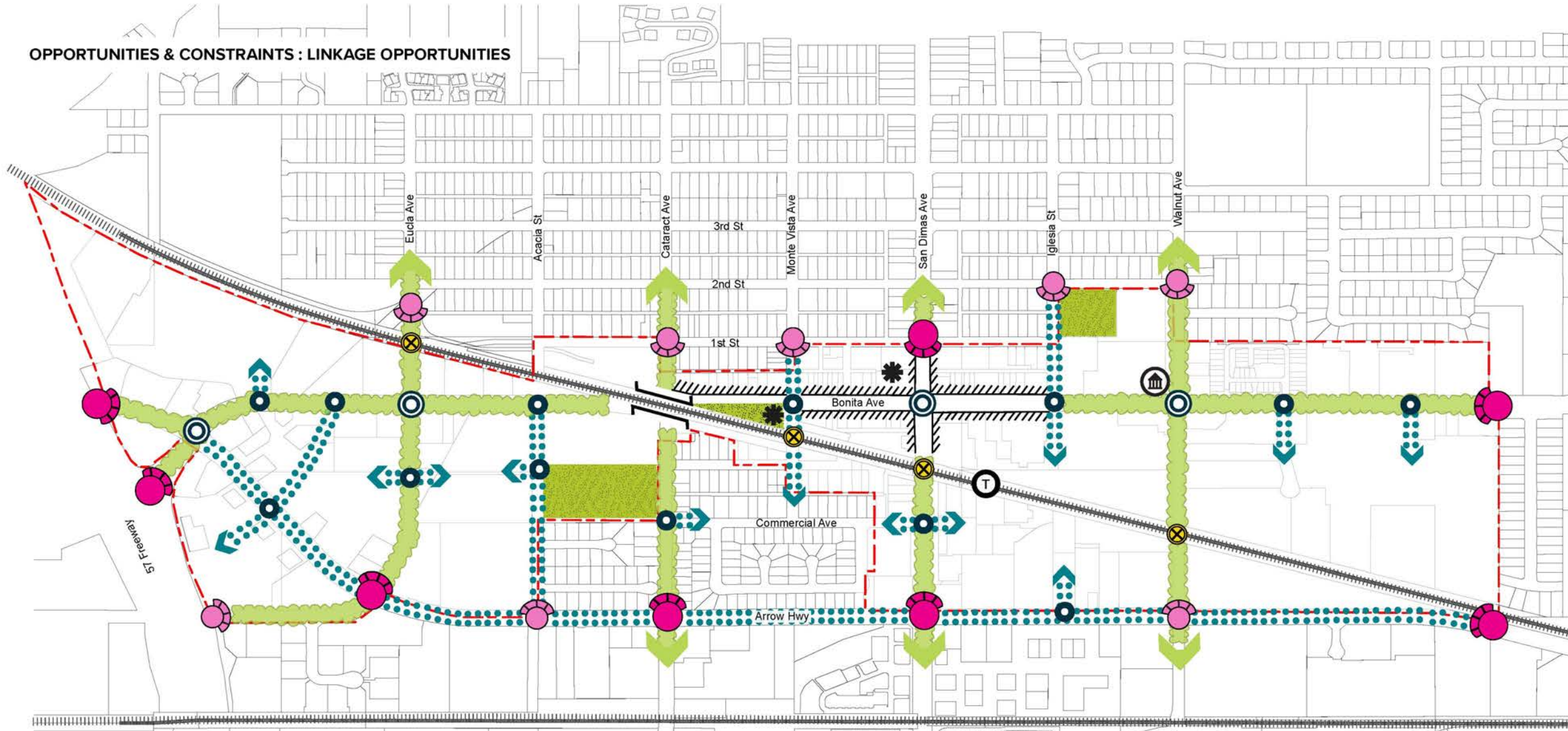


Open Space

- ➔ Designates sites to promote open space and preserve natural resources, for outdoor recreation and education, and for public health and safety.
- ➔ Uses: Active and passive parks; outdoor plazas
- ➔ No residential development permitted
- ➔ Any supporting/accessory structures would be dependent on their use and utility



OPPORTUNITIES & CONSTRAINTS : LINKAGE OPPORTUNITIES



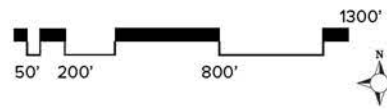
LEGEND

- Specific Plan Area Boundary
- Gold Line Route
- Transit Station Platform
- City Hall

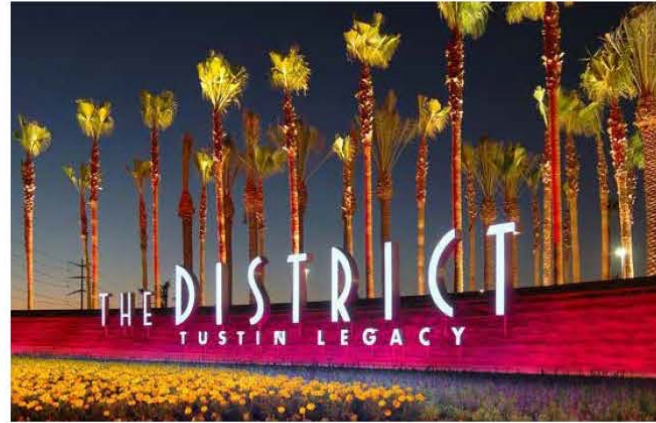
- Primary Gateway
- Secondary Gateway
- Primary (Focal) Intersection
- Secondary Intersection

- Primary Streetscape Connection
- Secondary Streetscape Connection
- Downtown Streetscape
- Iconic Building/Place

- Public park
- Bridge
- Rail Crossing



PRIMARY GATEWAY



SECONDARY GATEWAY



PRIMARY STREETSCAPE CONNECTION



SECONDARY STREETSCAPE CONNECTION



MOBILITY OPTIONS

- ➔ **Traffic Calming:** reduce traffic speeds and improve safety for non-motorists
 - ➔ Incorporate curb extensions/bulb outs in gateway areas
 - ➔ Landscaped medians near station
 - ➔ Turn islands can divert automobile traffic



MOBILITY OPTIONS

- ➔ **Pedestrian Improvements:** enhance the pedestrian experience & improve first-last mile connectivity
 - ➔ Increase the number of high-visibility crosswalks
 - ➔ Enhance crosswalk safety (i.e. leading pedestrian intervals)
 - ➔ Add pedestrian-scale lighting
 - ➔ Add shade and street furniture
 - ➔ ADA-compliant sidewalk ramps



MOBILITY OPTIONS

- ➔ **Bicycle Improvements:** improve infrastructure for bicycle travel & first-last mile connectivity
- ➔ Class II buffered bike lane along Bonita west of Acacia St & east of San Dimas Ave
- ➔ Class I bike path on south side of tracks
- ➔ Bike boulevard treatments on secondary streetscape connections (ex. Monte Vista Ave, Iglesia St)
- ➔ Incorporate bike sharing stations/kiosk at station or near station



MOBILITY OPTIONS

- ➔ **Intersection Improvements:** improve intersections for all modes
- ➔ Bicycle-friendly intersections at primary intersections such as Bonita/San Dimas
- ➔ Wayfinding/placemaking signage at gateways and primary intersections



MOBILITY OPTIONS

- ➔ **Parking:** align with the land use plan
 - ➔ Integrate parking into the design and form of the project based on best practices, similar cities, and previous studies
 - ➔ Minimize visibility of parking and obstruction of pedestrian movement:
 - ➔ Screen or wrap parking facilities with active uses
 - ➔ Separate driveways from primary pedestrian access points and pathways

BREAKOUT GROUP ACTIVITY

- ➔ Review and Provide Feedback of the Draft Land Use Concept Plan and Linkages Plan
- ➔ Breakout Group Reporting – share the top 3-4 big ideas discussed at your table (3 min. per each group)

NEXT STEPS

- ➔ Preparation of Final Draft Concept Plan
- ➔ Drafting of Specific Plan Document
- ➔ Community Meeting #4 – Fall 2022 (TBD)

FOR MORE INFORMATION

- ➔ For questions or additional information, please contact:
 - ➔ Anne Nguyen, City of San Dimas at:
ANguyen@sandimasca.gov
 - ➔ Nick Pergakes, AICP, Interwest Consulting Group, at:
npergakes@interwestgrp.com



THANK YOU

COMMUNITY MEETING #3 // AUGUST 11, 2022

