



**San Dimas Downtown Specific Plan Community Meeting #2  
May 11, 2022**

**Break-Out Discussion Group Meeting Notes**

**Discussion Topics and Moderator Questions**

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?

Open Space

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

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.?

**Discussion Group A**

Land Use and Building Form

- Specific Plan (SP) should have the goal of maintaining the small-town feel that San Dimas has.
  - Residents moved to San Dimas for the small-town feel.
- Two other SP-23 properties should be included in SP area.
  - Current uses are not compatible with the surrounding neighborhoods.
- Packing House should be protected, possibly used as a food hall or market area.
- Gas station and tire store should be repurposed. The uses do not fit into the downtown area.
- Multi-story buildings are okay as long as they do not look like Glendora.
  - Step back upper floors, no more than 3 stories in areas away from freeway.
  - Taller buildings may be acceptable close to freeways.
- Add uses in downtown core that will bring in people and stay open in evening.
  - Restaurants, bars, retail

- Find a way to limit the number of salons, spas, antique stores.
- Red Roof Inn should be redeveloped into apartments.
- Incentivize new restaurants and retail uses.

#### Open Space

- Add outdoor uses in downtown area (dining, public spaces, etc.).
- Improve streetscape along Bonita in downtown core.
  - New concrete sidewalks are wide and unused.
- Improve Pioneer Park.

#### Mobility

- Add lighting plan to downtown area/Metro station area to improve safety of residents and Metro users.
- Find ways to add parking.
  - New Gold Line station will exacerbate parking issues.

### **Discussion Group B**

#### Land Use and Building Form

- Would like inclusionary housing incorporated into the specific plan or the ability to allow easier development of inclusionary housing.
- Redevelop the Red Roof Inn with multi-story multi-family housing development.
- The group was in favor of 3- and 4-story housing development as long as it was designed correctly and avoided at-property-line development; development should be setback to allow landscaping in front of the building to soften the streetscape.
- Preserve the existing historic commercial buildings on Bonita Ave. and develop a new downtown on the west side of the railroad to the 57 freeway on Bonita.
- Consider redeveloping portions or all of San Dimas Station North and South as mixed-use development with 4-5 story housing development above.
- Consider redeveloping the post office site into mixed-use with housing and integrate the post office into it. The site currently looks rundown and is an eyesore.

#### Open Space

- This group did not like the current streetscape in the downtown on Bonita Ave. They thought there was too much concrete which made it feel stark and uninviting. They would like the new downtown area to be more inviting and have less concrete and more trees and seating areas.
- The existing palm trees on Bonita Ave. should be removed and replaced with shade providing trees to encourage more walking during hot weather. The shade trees would also help reduce urban street heat.
- Develop an inviting entry way on the east side of San Dimas Ave. from the Gold Line Station to the downtown on Bonita. Develop a focal point at the southeast corner of San Dimas Ave. and Bonita Ave. with a fountain and seating.

## Mobility

- Would like to see the bike lane continue from La Verne into San Dimas on Bonita Ave.

## Other

- Involve more teen and college students in this process of the development of the Specific Plan as it would affect them the most as this is a long-range plan (5-15 years).

## **Discussion Group C**

### Land Use and Building Form

- North of Bonita Ave. (historic core area) should try to retain as much as possible a “quieter” area; but south of Bonita, west of Cataract to the 57 freeway, and east of Walnut (gateway areas) should increase density and uses (mixed-uses).
- The historic town core area should have new building height limitations to be between 2-3 stories. The Walker House is a good reference for height maximum.
- Corner tire store and gas station need to go.
- The gateway areas can go up much higher; between 4-5 stories in building height.
- Any new buildings should be set back as it gets higher, so it doesn’t mimic the new development in Glendora, which is heavily disliked by the group.
- Mixed-use buildings similar to those existing on San Dimas Ave are nice with condos located in the rear.
- Need to restrict/limit number of business licenses for specific uses (e.g., antique shops, beauty salons).
- San Dimas Station needs a lot of work; very dilapidated condition; would benefit from 4-5 stories and a parking garage.
- Red Roof Inn needs to go; can easily be higher residential density in that area.
- The other SP-23 properties should be included; they’re already identified as potential housing sites in the Housing Element Update.

### Open Space

- Incorporate plaza areas for people to gather or even some semi-private/public space (e.g., Casa 426 in Claremont).
- Incorporate more street furniture in new gateway areas and some public art.
- Programming activities, such as Farmers Markets and similar events for families, would bring visitors to San Dimas.

## Mobility

- Existing historic town core is very walkable, but for gateway areas, include some bulb-outs to help calm traffic and reduce speed on Bonita.
- Include at least two parking garages that may even go underground (e.g., Claremont Packing House has some underground parking).

## **Discussion Group D**

### Land Use and Building Form

- New development should not be too high as it will take away from the small-scale feel of the area.
- There is concern that the station itself is creating a barrier by introducing height to the area and almost splitting the downtown in half. One business owner said it reduces visibility to her business.
- Mixed-use can be great, and it is understood that there will likely be higher-density development coming, but residents have noticed in other cities that it can make an area too compact sometimes. They want to make sure that residents have enough space, so setbacks are important. They also want to make sure that residents have enough parking (i.e., one parking space for a 600 sq. ft. condo is concerning).
- One resident mentioned that he'd like to see the City make sure that the infrastructure (i.e., water lines beneath the downtown area) is properly prepared to handle the new, denser development that is anticipated in the area.

### Mobility

- Since the station is located so close to the freeway, there is concern that the station will bring more vehicle traffic to the area. There are already a lot of traffic issues on Bonita, Gladstone, Allen, and Arrow Highway.
- New visitors to the downtown and the station will come by car which will create more traffic and more need for parking. The reality is that many people will continue to use their cars to access the station, especially due to its proximity to the freeway.
- There needs to be a focus on adding more parking. Residents suggested two options for new parking: 1) add a second story to the Park + Ride at the station, 2) add more public parking behind the Bank of America or at Pioneer Park.
- Crossings should be made safer – vehicles are still speeding through the crossings with added flashing pedestrian beacons. One resident said she and her husband use them regularly to get home on 2<sup>nd</sup> St. and they feel unsafe due to high vehicle speeds.
- Residents would like Bonita Avenue to be more pedestrian-friendly, but this needs to be balanced with addressing the increase in traffic.

## **Discussion Group E**

### Land Use and Building Form

- Would like more restaurant options, more places to hang out and relax.
- Architecturally, wanted new development in the historic core area to match what's there-- brick, Western, Victorian, Craftsman, historic look.
- On Bonita corridor, they were supportive of retail/commercial on the ground floor and 2-3 levels of residential above.
- In favor of higher density in general in the plan area; said more density brings more housing, more housing brings more people and more activity; more activity supports businesses; makes sense to have mixed use.

- More residential uses will bring more families--provide more amenities to entice families.
- Consider housing, townhomes, higher density at back corner of Lowe's center; redevelopment of Red Roof Inn and other buildings/sites in the vicinity.
- Would like to see Motel 6 redeveloped.
- People like the tenants within San Dimas Station and don't want to see them go.
- Residents see the bowling alley as an amenity--don't want to lose recreational assets.

#### Open Space

- Want to have places that they can go to, take family and kids. They enjoy events like the Farmers Market, Christmas Event, and parade and want more family- and kid-oriented activities.
- Residents/mothers expressed concerns about safety at Pioneer Park; also cleanliness and upkeep of park (trash after parties, etc.). Expressed they felt safer taking children to Marchant Park even if Pioneer Park is closer.
- Were intrigued by splash pad but also expressed concerns about splash pad-- safety/slipping by kids, and it becoming a public shower/bath for transient populations. Expressed desire for security.
- Expressed desire for a small dog park that would be walkable to the area, not having to drive up San Dimas Canyon Road.

#### Mobility

- Expressed concerns that the station would bring an influx of homelessness-related issues.
- Increased public safety is needed. Need more Sherriff's deputies assigned specifically to San Dimas. City should consider providing municipal police services.
- Expressed desire for more crosswalks and enhanced pedestrian safety on Bonita in the area of the historic town core, specifically crossing near the hardware store. Talked about vehicles speeding much higher than 25 mph and the need to slow traffic. Also noted that higher densities plus train station would bring more people downtown. They threw out the idea of maybe making a section of Bonita Ave. closed off to vehicles and strictly pedestrian, but weren't sure how to deal with vehicular congestion.
- Don't want to see a parking structure like Sierra Madre Station in East Pasadena. Parking structure should be adequate, but not massive.

### **Discussion Group F**

#### Land Use and Building Form

- More quality sit-down restaurants with outdoor dining would be great. Do not want to see more fast food restaurants in the specific plan area.
- Up to 3-story buildings in the downtown area. 4-5 stories would be appropriate in the Gateway area.
- Concern about more transient and homeless people when transit station opens.
- Need more patrol officers and security cameras.
- Be mindful of infrastructure needs (especially water) as new development is planned for.
- Arcade frontage along buildings. Appropriate architecturally, and functional to provide shade.
- Mixed-use is appropriate for vacant property along Bonita Avenue (PSQ property).

- Redevelopment of Puddingstone Plaza should be mixed-use.

#### Open Space

- A new pocket park would be good in downtown, near Pacific Railroad Society building.
- A new outdoor plaza would be good on southeast corner of Bonita and Eucla.
- Provide a playground area at Civic Center Park.
- Upgrade and improve Pioneer Park.
- Coverings and shade shelters will be needed for heat in summer.

#### Mobility

- New transit station will create more demand for parking.
- Parking structure is needed as new transit station opens and new development occurs.
- Do not feel there is enough parking in the downtown area now.
- Parking structure on City Yard site for transit station; parking structure on west side on Casa Del Rey restaurant property.
- Slow down traffic in adjacent neighborhoods, especially along 2<sup>nd</sup>.
- May want to consider speed bumps.
- More trees in downtown area along streets.
- Potential closure of Bonita Avenue from San Dimas Avenue to Cataract.
- Provide bike lanes along Bonita on western and eastern ends; no bike lanes in central portion of study area. 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.

### **Discussion Group G**

#### Land Use and Building Form

- There's already too much housing in downtown core. There should be more housing outside of the historic core.
- Bonita Avenue is too narrow of a street and will not be able to handle more traffic.
- There's never enough parking in downtown, not enough parking in general.
- There are water, building structural, and sewage issues in the downtown core.
- There should be more dine-in restaurants, not fast food. There needs to be more variety of eateries.
- San Dimas needs more variety of businesses.
- There should be more activities for young people.
- Building scale:
  - 2 stories in historic core
  - 3 stories near freeway, in gateway areas

#### Open Space

- There should be more walking trails.
- Community garden (with affordable housing) located on Bonita & Eucla.
- More local dog parks.
- San Dimas residents are active.
- Get rid of gas station.

- Draw attention to the Walker House.
- More outdoor/street furniture with outdoor eating spaces.
- One and All Church on Lone Hill is a great example of pocket park/open space.
- There should be more outdoor lighting.
- A lot of empty buildings on Arrow Highway.
- Hard to retrofit older buildings.
- Splash pad proposed in PSQ, a place for stage performances.
- Skate park, rolling skate park near bowling alley.

#### Mobility

- There should be more parking.
- Streets are single-lane on Bonita Avenue
- Downtown lanes are too narrow and parked.
- Bike lanes should be located outside of downtown core.