



**San Dimas Downtown Specific Plan Community Meeting #3
August 11, 2022**

Break-Out Discussion Group Meeting Notes

Discussion Topics and Moderator Questions

Land Use Concept Plan

- Would you like to see certain parcels change from one land use category to another?
- What land use activities would you include or exclude from the districts?
- What types of amenities would be important in these areas?

Mobility

- Do you agree with the areas identified as primary and secondary gateways and streetscapes? If not, how would you show them differently?
- Help us prioritize what would you like to see in the Specific Plan area and where. This may include the following:
 - Street trees
 - Sidewalk amenities
 - Bike lanes
 - Pedestrian crossings
 - Traffic calming measures

Discussion Group 1

Land Use Concept Plan

- Land use areas seem good; no need to switch any parcels to other land use districts
- San Dimas has never had enough parking, according to one resident
- What land use activities would you include/exclude from the districts?
 - Medical/health care uses can require a lot of parking, so could be an issue in some portions of the specific plan area
- Preserve historic buildings in the Specific Plan area, such as the historic train station
- Would like to see gas station go away at corner of San Dimas and Bonita
- Types of amenities desired:
 - Provide additional park space in the future in the Gateway districts (East and West)

- Open space would help to soften higher density developments
- Provide places to sit with shade would be a big plus
- Transit shuttle service from the Gateway – West area would be helpful since it is a bit of a far walk to the transit station

Mobility

- Generally agreed with the Mobility and Linkages map
- Focus on trees and beautification of both San Dimas Ave. and Bonita Ave.
- Make the southern Acacia gateway entrance into the Specific Plan area more prominent (primary gateway), since there is not as much residential along that street
- Agree with Acacia being a secondary gateway
- Provide stop signs at Monte Vista Ave. and Bonita Ave.
- Direct traffic movement away from San Dimas Ave. to other north-south streets
- Minimize residential street traffic as much as possible
- Encourage pedestrian and bicycle travel along residential streets

Discussion Group 2

Land Use Concept Plan

- Would like to see more open space
- Rooftop green space
- Public artwork/period-based artwork that helps preserve San Dimas history
- Community square where people can gather, with access to restaurants
- More density on the east and west, prioritize density more on the west
- Some concerns about allowing up to 5 stories in the Gateway Village West
- More restaurants in Gateway Village West
- Could envision holding conferences in Gateway Village West

Mobility

- No bike lanes along Bonita Ave in Town Core, it's a narrow street, keep it more pedestrian-oriented
- Improvements to sidewalks and lighting will increase pedestrian activity
- Prefer to keep bike lane outside the downtown core. Preference would be to put bike lane south of Bonita instead of residential areas north.
- Separated bike lane and pedestrian path, as opposed to a shared use path
- Concerns about traffic
 - Bonita Ave is like a one-way freeway, there is already a lot of traffic

Other Public Comments

- The DTSP area is really compressed
- Parking
 - The area already has parking problems, has lost parking already.
 - One attendee is unable to park in front of her house

- Where will parking be designated?
- The community loves the quaintness of the place
- We need more infrastructure and need to focus on safety
 - With increased density, will we have enough capacity in our schools and medical facilities? Enough supermarkets?
- Concerned about the train and its impact on the community
- Concerned about parking and noise

Discussion Group 3

Land Use Concept Plan

- Concerns that there needs to be a uniformity of design- streetscape treatments and pathways - introduction to “new” downtown on west end, moving east to traditional downtown. Do not want new downtown to wipe out the old, or the rail line/flyover to serve as a giant cleaver to divide the downtown. If that happens, once it’s done, it’s done, and hard to fix.
- The table was generally supportive of the plan/districts as proposed, felt it captured the setting and vision, with the exception of the properties currently designated Town Core at the northwest corner of Arrow Hwy and San Dimas Ave- recommended changing to Transit Village
- Buildings should be setback and upper floors should be stepped back, especially near the rail
- Group did not discuss specific land uses in specific zones

Mobility

- Some primary designations could be changed to secondary (Arrow Hwy/Cataract, Arrow Hwy/Eucla) - surrounding areas are more residential in nature.
- How will parking be addressed? At the city yard vs Park and Ride? People want to know where a structure will be- the location of the station parking will impact their thoughts and ideas / alter community input
- Bonita Avenue is not conducive to bike lanes.
- Pedestrian crossings need improvements.
- Landscaped medians should not be so full/tall with trees that you cannot see past to the other side. Additional plantings and landscape materials (such as rocks) would be preferable to trees.

Other Public Comments

- Trees should be drought friendly- water needs and maintenance should be considerations. One resident suggested drip systems.
- An infrastructure study needs to be done to assess necessary improvements- what utility upgrades, etc., are needed, what are they going to cost, and who is going to pay for it?

Discussion Group 4

Land Use Concept Plan

- Spruce up the west end. Larger apartment buildings would be okay in that district. (The table was generally okay with the land use concept and wanted to focus on public space/ streetscape connections; they were comfortable with more density on the west end)

- Downtown Monrovia is a good precedent for the downtown area of San Dimas
- The rail bridge makes it harder to connect east and west (along Bonita Avenue, a need for additional landscaping to make a stronger connection)
- Existing (newer) mixed-use development along San Dimas south of the rail line could blend well with existing buildings in that area
- Downtown has unique shops, antique shops and charm. It needs more variety to make it vital.
- Some table members said Farmer's Market should move to Rhoads Park area

Mobility

- Non-pedestrian friendly stretch (along Bonita west of the rail crossing)
- Strong landscape plan – trees, streetscape amenities along Bonita. Create a “Green Experience”.
- Where would bike lanes go? Should they be off Bonita? Probably not appropriate to place them along residential streets (there was some discussion and disagreement about where bike lanes should be routed... some thought they should be taken off of Bonita to give space to the pedestrian, while some thought it was OK to place the bike lanes on Bonita to slow traffic and that it was the most viable location to keep bike lanes off residential streets.)
- Develop N-S connection along San Dimas. (the table thought San Dimas is an important street, although it was pointed out that the street is largely developed already; still an opportunity for landscape / streetscape improvements)
- Closure of Bonita to vehicles:
 - Temporary street closure of Bonita. Existing farmer's market location doesn't contribute to the viability of downtown.
 - Could we consider having no vehicles on Bonita through Old Town? (the table wanted to see closure of Bonita to vehicles, although there was no consensus as to whether it should be temporary or permanent.)
 - Maintain Arrow Highway as a major throughfare (the idea being to take E-W traffic off of Bonita and channel it to Arrow Highway, thereby allowing closure)
 - Full closure of Bonita should be considered. Full vs. temporary closure. (see comment above.)
 - If Bonita Avenue was closed off to auto traffic, it would need to be a vital pedestrian street. Need consistent pedestrian lights. Visual continuity of Bonita is key. (the table stressed the need for consistent streetscape treatment along Bonita to establish visual unity / continuity)
 - Closed area of Bonita proposed between Acacia and San Dimas Ave
- Underutilized parking behind commercial uses north of Bonita (between Monte Vista and San Dimas)
- No metered parking at Park & Ride
- Bridge makes it harder to connect east and west

Discussion Group 5

Land Use Concept Plan

- The majority of the group expressed an interest in extending the Town Core westward past Acacia to Eucla to make the downtown more walkable in the westerly direction. They suggested

extending the sidewalks for more walkability. Many of the members of the group enjoy walking through the existing downtown and wished there were more shops/restaurants to walk to.

- The group was split about limiting the amount of beauty salons and antique shops
- One group member shared her experience visiting San Francisco and mentioned city public restrooms (if appropriately maintained) would be a good amenity to have. The group members favored having hydration stations especially for Metro Gold Line riders and other patrons/residents.
- The group highly favored incorporating more public art even more informational plaques in and around downtown (families and kids like to read them as they peruse the shops in downtown).
- The group expressed how much they missed the large trees that used to align downtown. Several business owners of the downtown shops expressed their dismay when the large trees were removed in front of their building several years ago. They would love to have more trees planted along Bonita Avenue to create a nice street scape for pedestrians to walk (preference given to citrus trees, if possible, to relate to city's citrus history). They felt the western end of Bonita, the street is very wide and can be made much narrower in order to create a beautiful streetscape that is more welcoming than it is now

Mobility

- The group members did not have as much concern about the areas shown on the map; however, they expressed some ideas about incorporating more street parking along the western portion of Bonita Avenue (west of Cataract). The western portion is very wide and by incorporating more street parking and sidewalks with trees, it'll make the western area more walkable. Everyone in the group desired to have traffic minimized in residential areas. Keep traffic going through Bonita and Arrow Highway.
- Street trees – this was VERY important to the everyone in the group.
- Sidewalk amenities – include more benches for people to sit and the hydration stations
- Bike lanes – the group liked this, but more emphasis was placed on street trees and sidewalk amenities.
- The group wanted to know where additional parking garages can be located and where more open space/park/plazas can be incorporated in the western area of the DTSP Map.

Discussion Group 6

Land Use Concept Plan

- PSQ: move to Town Core district to preserve the lower height
- Retain the small town feel of San Dimas
- Small town ≠ height
 - Ways to mitigate
- More parks are needed
 - Issue is the City does not own land
- Fewer hotels and salons are needed in the DTSP area
- Improve nightlife in the Downtown area
 - Downtown shuts down after 6:00 pm

Mobility

- Monument signs for City are not needed, they are not always attractive and can be expensive
- Provide traffic calming measures, to make streets more narrow
- Improve pedestrian connectivity from west edge to Town Core
 - Median w/ new pathway would be good to have
 - Improve sidewalks in the DTSP area
- Class 1 Bike Lanes (protected bike lanes) would be good to have